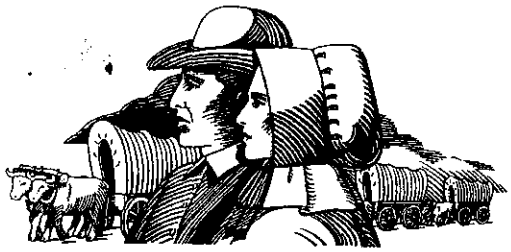
CITY OF OREGON CITY

PLANNING COMMISSION

320 WARNER MILNE ROAD OREGON CITY, OREGON 97045
TEL 657-0891 FAX 657-7892



AGENDA

City Commission Chambers - City Hall
January 22, 2001 at 7:00 P.M.

PLANNING COMMISSION MEETING

7:00 p.m. 1. **CALL TO ORDER**

7:05 p.m. 2. **PUBLIC COMMENT ON ITEMS NOT LISTED ON AGENDA**

7:10 p.m. 3. **APPROVAL OF MINUTES**: January 8, 2001

7:15 p.m. 4. **PUBLIC HEARINGS**

AN 00-07; Land Tech/ 19605 Meyers Road/ Clackamas County Map # 3S-2E-8, Tax Lot 4590 (3-2E-8C, Tax Lot 890); Requesting annexation into Oregon City.

7:45 p.m. **L 00-06;** City of Oregon City/ Adoption of the Transportation System Plan as an ancillary document to the Oregon City Comprehensive Plan. *(Separate Mailing)*

8:15 p.m. **VR 00-09**; Richard Raivio/ Variance to allow a reduction in lot size from 5,000 square feet to 4,670 square feet for two lots in a R-6 Single Family Dwelling District/ 410 Logus Street. Clackamas County Map # 2-2E-32CB, Tax Lot 9800 (Lots 6 & 7)

8:45 p.m. 5. **OLD BUSINESS**

8:50 p.m. 6. **NEW BUSINESS**

A. **Staff Communications to the Commission**
1. February Meeting Schedule Reminder

8:55 p.m. B. **Comments by Commissioners**

9:00 p.m. 7. **ADJOURN**

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.

DRAFT

CITY OF OREGON CITY
PLANNING COMMISSION MINUTES
January 8, 2001

COMMISSIONERS PRESENT
Chairperson Carter
Commissioner Orzen
Commissioner Surratt
Commissioner Vergun

STAFF PRESENT
Maggie Collins, Planning Manager
Barbara Shields, Senior Planner
Nancy Kraushaar, Senior Engineer
Carrie Foley, Recording Secretary

1. **CALL TO ORDER**

Chairperson Carter called the meeting to order.

2. **PUBLIC COMMENT ON ITEMS NOT LISTED ON AGENDA**

None.

3. **APPROVAL OF MINUTES: December 11, 2000 meeting and December 13, 2000 work session**

Commissioner Surratt moved to accept the minutes of the December 11, 2000 Planning Commission meeting with no changes, **Commissioner Vergun** seconded.

Ayes: Surratt, Vergun, Carter; Nays: None; Abstains: Orzen

Chairperson Carter asked for clarification about point 3 under the Parks Department presentation summary. **Maggie Collins** stated that the point explains that PRAC has decided that donation of undesirable land is not an acceptable way to avoid paying an SDC charge. **Commissioner Surratt** responded that there was concern about too many "pocket parks;" the City would prefer to have larger SDC parcels for parkland.

Commissioner Surratt moved to accept the minutes of the December 13, 2000 Planning Commission work session minutes with no changes, **Commissioner Vergun** seconded.

Ayes: Surratt, Carter; Nays: None; Abstains: Orzen, Vergun

4. OLD BUSINESS

A. TRANSPORTATION SYSTEM PLAN WORK SESSION (L 00-06)

Nancy Kraushaar handed out the Transportation System Plan (TSP) packet and stated that Section 5 of the TSP would come to public hearing at the January 22, 2001 Planning Commission meeting. She stated that the PC would decide on the recommendation to forward Section 5 to the City Commission for ancillary adoption into the Comprehensive Plan's transportation section. She gave an overview of the TSP and reviewed the blue packet outline sheets included in the commission packet. Discussion points covered:

- The 2000 TSP complies with updated, stricter requirements from the State, Metro, and DEQ transportation policies. The proposed TSP also incorporates increased public involvement, multi-modal perspective, and integrated land use/transportation planning.

- The TSP goals include multi-modal travel options, increased safety and capacity, and improvement implementation with available funding.

- Section 5 details a preferred land use plan for the downtown area, 7th St. Corridor and Molalla Avenue. A roadway system plan illustrates a new classification system with new roadway connections, street design standards, roadway improvements, and access management. Topics of pedestrian issues, bicycle, public transport, railways, air and marine systems of transportation are also covered.

- Section 5 includes an overview of existing transportation conditions, future conditions analysis to the year 2018, and an alternative transportation analysis to include future expansion. A funding section and State/Regional transportation plan compliance section are included at the end of Section 5.

- The City and County have a lateral relationship and comply with Metro requirements; Metro complies with State requirements.

- The City will publish a Street Design Standards booklet that will be used by Engineering for design review.

- Traffic Impact Studies are an important tool in helping Engineering determine which improvements are the most beneficial for surrounding developments.

B. ADOPTION OF YEAR 2001 WORK PROGRAM

Maggie Collins reviewed the revised 2001 Work Program sheet included in the commission packet.

Commissioner Orzen moved to accept the Year 2001 Work Program, **Commissioner Surratt** seconded.

Ayes: Orzen, Surratt, Vergun, Carter; Nays: None

5. NEW BUSINESS

A. Staff Communications to the Commission

Maggie Collins reviewed the Year 2001 meeting schedule included in the Commission packet. All Commissioners agreed to cancel the meeting scheduled for December 24, 2001, and tentatively cancel the meetings scheduled for May 28, 2001 and November 12, 2001. **Maggie Collins** stated that she would provide a revised meeting schedule at the next meeting.

Maggie Collins reviewed a Metro memo that asks the Planning Commission to attend a workshop on the impact of Measure 7 on land use issues. She stated that the meeting locations are not yet determined, but she would pass along the information as soon as it is available.

B. Comments by Commissioners

Commissioner Vergun stated that he needed to resign from his position on the Planning Commission in order to spend more time with his family. He stated that his last meeting would be on January 22, 2001. He stated that he needed to simplify his life but has very much enjoyed working with the Planning Commission. **Chairperson Carter** responded that the Planning Commission enjoyed working with him and that he would be missed. **Commissioner Vergun** asked if there were any new Planning Commission members. **Maggie Collins** stated that there were 3 candidates that would be up for appointment to the Planning Commission by the City Commission.

Maggie Collins stated that the group facilitator would try to attend the next Planning Commission work session. She stated that the current Commissioners might want to include the new members at the special work session covering public hearing training. **Chairperson Carter** stated that February 5, 2001 would be a good date to hold the special training. **Maggie Collins** stated that she would confirm this meeting to be held at the next work session on January 13, 2001.

6. ADJOURN

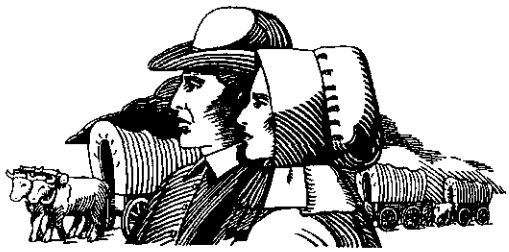
All Commissioners agreed to adjourn.

Linda Carter, Planning Commission Chairperson	**Maggie Collins, Planning Manager**

CITY OF OREGON CITY

Planning Commission

320 WARNER MILNE ROAD OREGON CITY, OREGON 97045
TEL 657-0891 FAX 657-7892



MEMORANDUM
Date: January 12, 2001

FILE NO.:	AN 00-07
HEARING TYPE:	Legislative
APPLICANT:	Matt Wellner Land Tech, Inc.
PROPERTY OWNER:	Brett Eells
REQUEST:	Annexation of 4.97 acres from Clackamas County into the City of Oregon City; plus annexation of approximately 550 lineal feet of a public right-of way described as Haven Road.
LOCATION:	Private property located on the southwest side of Meyers Road; and directly south of the intersection of Meyers Road and Andrea Street; and abutting a portion of a BPA easement on the northwest; also identified on the Clackamas County Tax Assessor Map as 3S-2E-8C, Tax Lot 890; advertised for public hearing as Assessor Map #3S-2E-8CA, Tax Lot 4590. Public right-of-way accessing Leland Road to the northwest and Prospector Terrace to the southeast.
RECOMMENDATION:	Approval
REVIEWERS:	Ken Martin Metro Bob Cullison, Oregon City Engineering Maggie Collins, Planning Manager

BACKGROUND:
Oregon City annexation requests are first evaluated by the Planning Commission under Ordinance 99-1030 adopted on December 1, 1999 (Section 14.04.060 of the Municipal Code). This requires the Planning Commission to hold a public hearing to recommend whether an annexation request satisfies seven City criteria (see below). If the Planning Commission is satisfied, it makes a recommendation of approval for the request to appear on a general election ballot. Said Planning Commission's recommendation is forwarded to the City Commission, who holds a second public hearing and makes the final determination for ballot placement.

TITLE 14 ANNEXATION CRITERIA:
The seven criteria are as follows:

14.04.060 Annexation factors.

When reviewing a proposed annexation, the commission shall consider the following factors, as relevant:

1. ***Adequacy of access to the site;***
2. ***Conformity of the proposal with the city's comprehensive plan;***
3. ***Adequacy and availability of public facilities and services to service potential development;***
4. ***Compliance with applicable sections of ORS Ch. 222, and Metro Code Section 3.09;***
5. ***Natural hazards identified by the city, such as wetlands, floodplains and steep slopes;***
6. ***Any significant adverse effects on specially designated open space, scenic, historic or natural resource areas by urbanization of the subject property at time of annexation;***
7. ***Lack of any significant adverse effects on the economic, social and physical environment of the community by the overall impact of the annexation.***

STAFF COMMENTS:

It is recommended that the Planning Commission favorably include annexation of Haven Road public right-of-way in its recommendation of approval for annexation of 4.97 acres of private property.

ATTACHMENTS:
1. Staff Report, Proposal No. AN-00-07
2. Memo to Ken Martin dated January 8, 2001

Vol2/H/Wd/Maggie/An0007strpt

January 22, 2001
Planning Commission Hearing

PROPOSAL NO. AN 00-07 - CITY OF OREGON CITY - Annexation

Property Owners / Voters: Brett Eells

Applicant's Representative: Land Tech, Inc. - Matt Wellner

Proposal No. AN 00-07 was initiated by a consent petition of the property owners and registered voters. The petition meets the requirement for initiation set forth in ORS 222.170 (2) (double majority annexation law) and Metro Code 3.09.040 (a) (Metro's minimum requirements for a petition).

Under the City's Code the Planning Commission reviews an annexation proposal and makes a recommendation to the City Commission. If the City Commission decides the proposed annexation should be approved, the City Commission is required by the Charter to submit the annexation to the electors of the City. If a necessary party raises concerns on or before the City Commission's public hearing, the necessary party may appeal the annexation to the Metro Appeals Commission within 10 days of the date of the City Commission's decision.

The territory to be annexed is located generally on the south side of the City, on the south side of Meyers Road at its intersection with Andrea Street. The territory contains 4.97 acres, 1 single family dwelling, a population of 4 and is evaluated at $200,080.

REASON FOR ANNEXATION

The applicant wants to annex to obtain urban services and to allow for development of the property with 17-20 single family residences.

LAND USE PLANNING

SITE CHARACTERISTICS

To the north of this parcel is a BPA easement and then Settler's Point, an R-8 zoned subdivision. Dear Meadows, another R-8 zoned fully developed subdivision lies across Meyers Road from the site. On the south of the parcel is Millennium Park which is also a fully developed R-8 zoned subdivision. The property to the west is outside the urban growth boundary.

The property slopes generally to the west at about a 12 % grade. The area has been logged and is covered with grasses.

ATTACHMENT 1

REGIONAL PLANNING

General Information

This territory is inside Metro's jurisdictional boundary and inside the regional Urban Growth Boundary (UGB).

Metro Boundary Change Criteria

The Legislature directed Metro to establish criteria that must be used by all cities within the Metro boundary. The Metro Code states that a final decision shall be based on substantial evidence in the record of the hearing and that the written decision must include findings of fact and conclusions from those findings. The Code requires these findings and conclusions to address the following minimum criteria:

1. Consistency with directly applicable provisions in ORS 195 agreements or ORS 195 annexation plans.

2. Consistency with directly applicable provisions of urban planning area agreements between the annexing entity and a necessary party.

3. Consistency with directly applicable standards for boundary changes contained in Comprehensive land use plans and public facility plans.

4. Consistency with directly applicable standards for boundary changes contained in the Regional framework or any functional plans.

5. Whether the proposed boundary change will promote or not interfere with the timely, orderly and economic provision of public facilities and services.

6. If the boundary change is to Metro, determination by the Metro Council that the territory should be inside the UGB shall be the primary criteria.

7. Consistency with other applicable criteria for the boundary change in question under state and local law.

The Metro Code also contains a second set of 10 factors which are to be considered where: 1) no ORS 195 agreements have been adopted, and 2) a necessary party is contesting the boundary change. Those 10 factors are not applicable at this time to this annexation because no necessary party has contested the proposed annexation.

Regional Framework Plan

The law that requires Metro to adopt criteria for boundary changes specifically states that those criteria shall include " . . . compliance with adopted regional urban growth goals and objectives, functional plans . . . and the regional framework plan of the district [Metro]." The Regional Framework Plan, which includes the regional urban growth goals and objectives, the Growth Management Functional Plan and the Regional Transportation Plan were examined and found not to contain specific criteria applicable to boundary changes.

CLACKAMAS COUNTY PLANNING

The Metro Code states that the Commission's decision on this boundary change should be ". . . consistent with specific directly applicable standards or criteria for boundary changes contained in comprehensive land use plans, public facility plans, . . "

The Clackamas County Comprehensive Plan is the currently applicable plan for this area. The plan designation for this site is Future Urbanizable on the County's Northwest Urban Land Map (Map IV-1) and Low Density Residential (LDR) on the County's Oregon City Area Land Use Plan (Map IV-5). Zoning on the property is FU-10, Future Urban, 10 acre minimum lot size.

Policy 5.0 of the Land Use Chapter provides that land is converted from *"Future Urbanizable to Immediate Urban when land is annexed to either a city or special district capable of providing public sewer."* Policy 6.0 contains guidelines that apply to annexations, such as this one, that convert Future Urbanizable to Immediate Urban land:

a. Capital improvement programs, sewer and water master plans, and regional public facility plans should be reviewed to insure that orderly, economic provision of public facilities and services can be provided.

b. Sufficient vacant Immediate Urban land should be permitted to insure choices in the market place.

c. Sufficient infilling of Immediate Urban areas should be shown to demonstrate the need for conversion of Future Urbanizable areas.

d. Policies adopted in this Plan for Urban Growth Management Areas and provisions in signed Urban Growth Management Agreements should be met (see Planning Process Chapter.)

The capital improvement programs, sewer and water master plans and regional plan were reviewed. Those are addressed below.

Urban Growth Management Agreement

The City and the County have an Urban Growth Management Agreement (UGMA), which is a part of their Comprehensive Plans. The territory to be annexed falls within the urban growth management boundary (UGMB) identified for Oregon City and is subject to the agreement. The County agreed to adopt the City's Comprehensive Plan designations for this area. The County adopted the City's Low Density Residential plan designation. Consequently, when property is annexed to Oregon City, it already has a City planning designation.

The Agreement presumes that all the urban lands within the UGMB will ultimately annex to the City. It specifies that the city is responsible for the public facilities plan required by Oregon Administrative Rule Chapter 660, division 11. The Agreement goes on to say:

4. *City and County Notice and Coordination*

* * *

D. *The CITY shall provide notification to the COUNTY, and an opportunity to participate, review and comment, at least 20 days prior to the first public hearing on all proposed annexations . . .*

* * *

5. *City Annexations*

A. *CITY may undertake annexations in the manner provided for by law within the UGMB. CITY annexation proposals shall include adjacent road right-of-way to properties proposed for annexation. COUNTY shall not oppose such annexations.*

* * *

C. *Public sewer and water shall be provided to lands within the UGMB in the manner provided in the public facility plan . . .*

* * *

The required notice was provided to the County at least 20 days before the Planning Commission hearing. The adjacent road right-of-way is already in the City.

PROPOSED MODIFICATION

City staff notes that on a previous nearby annexation a piece of road right-of-way was not included and is now completely surrounded by the City. The City engineering staff asked if

that piece of R-O-W could be included in the current proposal in order to avoid doing a separate annexation proposal just to annex the short stretch of Haven Road which is entirely surrounded by the City. Nothing in the statutes or rules on annexation would prevent this and the staff would recommend it. A map showing the effected territory is attached as Figure 3.

CITY PLANNING

Although the Oregon City acknowledged Comprehensive Plan does not cover this territory, the City prepared a plan for its surrounding area and the County has adopted its plan designations in this area. Certain portions of the City Plan have some applicability and these are covered here.

Chapter G of the Plan is entitled *Growth And Urbanization Goals And Policies*. Several policies in this section are pertinent to proposed annexations.

> 5. *Urban development proposals on land annexed to the City from Clackamas County shall be consistent with the land use classification and zoning approved in the City's Comprehensive Plan. Lands that have been annexed shall be reviewed and approved by the City as outlined in this section.*
>
> 6. *The rezoning of land annexed to the City from Clackamas County shall be processed under the regulations, notification requirements and hearing procedures used for all zone change requests, except in those cases where only a single City zoning designation corresponds to the Comprehensive Plan designation and thus the rezoning does not require the exercise of legal or policy judgement on the part of the decision maker. . . .*
>
> *Quasi-judicial hearing requirements shall apply to all annexation and rezoning applications.*

These policies are not approval criteria for annexations. They provide that the City's Comprehensive Plan designations will apply upon annexation, how zoning will be changed and that annexations are to be processed according to quasi-judicial procedures.

The *Community Facilities Goals And Services* Chapter of the Comprehensive Plan contains the following pertinent sections.

> *Goal*
>
> *Serve the health, safety, education, welfare and recreational needs of all Oregon City residents through the planning and provision of adequate community facilities.*
>
> *Policies*

1. *The City of Oregon City will provide the following urban facilities and services as funding is available from public and private sources:*

   a. *Streets and other roads and paths*
   b. *Minor sanitary and storm water facilities*
   c. *Police protection*
   d. *Fire protection*
   e. *Parks and recreation*
   f. *Distribution of water*
   g. *Planning, zoning and subdivision regulation*

Policy one defines what services are encompassed within the term "urban service." The City's plan is more inclusive in its definition of what services are considered an "urban service" than is the Metro Code. The City's Plan adds fire protection and planning, zoning and subdivision regulation to the list of urban services that are to be considered by the Metro Code. The Metro Code also includes mass transit in addition to streets and roads.

* * *

3. *Urban public facilities shall be confined to the incorporated limits.*

Policy three prevents the City from extending services outside the City limits. Consequently, lands outside the City are required to annex to use urban public facilities. It is not a policy that is applicable to making an annexation decision.

* * *

5. *The City will encourage development on vacant buildable land within the City where urban facilities and services are available or can be provided.*

6. *The extension or improvement of any major urban facility and service to an area will be designed to complement the provision of other urban facilities and services at uniform levels.*

Policy five encourages development on sites within the City where urban facilities and services are either already available or can be provided. Policy six requires that the installation of a major urban facility or service should be coordinated with the provision of other urban facilities or services. Read together these policies suggest that, when deciding to annex lands, the City should consider whether a full range of urban facilities or services are available or can be made available to serve the territory to be annexed. Oregon City has implemented these policies with its Code provisions on processing annexations, which requires the City to consider adequacy of access and adequacy and availability of public facilities and services.

Sanitary Sewers

* * *

4. *Urban development within the City's incorporated boundaries will be connected to the Tri-City sewer system with the exception of buildings that have existing sub-surface sewer treatment, if service is not available.*

* * *

Since all new development on annexed lands is required to connect to the sanitary sewer system, this policy suggests that a measure of the adequacy of the sanitary system should be whether it can serve the potential level of development provided for by the Comprehensive Plan and Zoning designations.

7. *The Tri-City Service District will be encouraged to extend service into the urban growth area concurrent with annexation approval by Oregon City.*

The Tri-City County Service District was provided notice of this annexation. It did not respond to the notice. No response is interpreted as no opposition. Before sanitary sewers can be extended to lands annexed to the City those lands will need to annex to the District. The property owner may initiate that annexation after annexation to the City.

Fire Protection

2. *Oregon City will ensure that annexed areas receive uniform levels of fire protection.*

Because the City is required by this policy to provide the same level of fire protection to newly annexed areas that it provides to other areas within the City, it may consider whether it will be possible to do so when it decides an annexation proposal.

The final section of this staff report addresses each urban service to determine whether the services are currently available or can be made available at an adequate level to serve the potential development of the property under the current planning designation and zoning that implements it.

Chapter M, of the City's Comprehensive Plan identifies land use types. Low Density Residential is identified as follows:

(3) LOW DENSITY RESIDENTIAL [LR]: Areas in the LR category are largely for single-family homes or more innovative arrangements, such as low density planned development. Net residential density planned varies from a maximum density of 6,000 square feet for one dwelling unit (7.3 units/net acre) to as low as the density desired ("net acres" exclude the land devoted to roadways). This choice of lot sizes will occur as annexation or rezoning and will vary based on site-specific factors, including topography and adjoining development. In no case will more than 10,000 square feet be required if the

home is connected to the sewer system and the site-specific factors would not preclude this density.

The City/County urban growth management agreement specifies that the County's acknowledged Comprehensive Plan and implementing regulations shall apply until annexation and subsequent plan amendments are adopted by the City. The Oregon City Code requires the City Planning Department to review the final zoning designation within sixty days of annexation, utilizing a chart and some guidelines laid out in Section 17.06.050. Those provisions specify that territory with a plan designation of Low Density Residential will be zoned R-10.

The City's Code contains provisions on annexation processing. Section 6 of the new ordinance requires the City Commission "to consider the following factors, as relevant":

1. *Adequacy of access to the site;*

The site access is discussed below in the Facilities and Services section.

2. *Conformity of the proposal with the City's Comprehensive Plan;*

As demonstrated in this section of the staff report, the annexation conforms to the City's Comprehensive Plan.

3. *Adequacy and availability of public facilities and services to service potential development;*

The Facilities and Services discussion of this report demonstrates that public facilities and services are available and are adequate to serve the potential development.

4. *Compliance with applicable sections of Oregon Revised Statutes Chapter 222, and Metro Code 3.09;*

The only criterion in ORS 222 is that annexed lands be contiguous to the City. This site is contiguous. The Metro Code criteria are set out on page 2 of this report. This report considers each factor and the Conclusions and Reasons in the attached Findings and Reasons demonstrate that these criteria are satisfied.

5. *Natural hazards identified by the City, such as wetlands, floodplains, and steep slopes;*

There are no natural hazards identified by the City Comprehensive Plan located on or adjacent to the subject site.

6. *Any significant adverse effects on specially designated open space, scenic historic or natural resource areas by urbanization of the subject property at the time of annexation;*

There are no specifically designated open spaces, scenic historic or natural resource areas on or adjacent to the subject site.

7. *Lack of any significant adverse effects on the economic, social and physical environment of the community by the overall impact of annexation."*

Annexation will have virtually no effect on the economic, social or physical environment of the community. The Commission interprets the "community" as including the City of Oregon City and the lands within its urban service area. The City will obtain a small increase in property tax revenues from adding additional assessed value to its tax roll as a result of annexing the territory. The City will also obtain land use jurisdiction over the territory. Finally, it will have service responsibilities including fire, police and general administration. The City delivers police service to the unincorporated area in the course of patrolling to deliver service to the incorporated area. The increase in service responsibilities to the area that results from the annexation are insignificant.

Before any urban development can occur the territory must also be annexed to the sewer district because new development is required to connect to sanitary sewers.

Section 8 of the Ordinance states that:

> *"The City Commission shall only set for an election annexations consistent with a positive balance of the factors set forth in Section 6 of this ordinance. The City Commission shall make findings in support of its decision to schedule an annexation for an election."*

FACILITIES AND SERVICES

ORS 195 Agreements. ORS 195 requires agreements among providers of urban services. Urban services are defined as: sanitary sewers, water, fire protection, parks, open space, recreation and streets, roads and mass transit. There are no adopted urban service agreements in this part of Clackamas County.

Sanitary Sewers. The City of Oregon City provides sanitary sewer collector service. The City has an 8 inch sanitary sewer line at a manhole in front of the property in Meyers Road which can serve this site. The very back part of the site may require pumping depending on the ultimate subdivision layout.

The Tri-City County Service District provides sewage transmission and treatment services to the cities of Oregon City, West Linn and Gladstone. Each city owns and maintains its own local sewage collection system. The District owns and maintains the sewage treatment

plant and interceptor system. The three cities are in the District and as provided in the intergovernmental agreement between the District and the City, the District does not serve territories outside Oregon City, with one exception.

Before January 1, 1999, state statute (ORS 199) provided that when territory was annexed to a city that was wholly within a district, the territory was automatically annexed to the district as well. That statute no longer applies in this area. Therefore, each annexation to Oregon City needs to be followed by a separate annexation of the territory to the Tri-City Service District.

Water. The City has a 16-inch water line in Meyers Road which can serve the territory to be annexed.

The area to be annexed is in the Clackamas River Water District. Oregon City and the District have agreements for the transition of water systems from the District to the City as the City expands. They have agreed to jointly use certain of the District's mains and they jointly financed some mains crossing through unincorporated areas. They also agreed that the territory within the City's urban services boundary would receive all urban services from the City. In many places the District's water lines were too small to serve urban levels of development. In those places, such as in Central Point Road, the City has extended larger City water mains to serve the planned for urban development. Under the agreement, new connections of City territory are City customers. Where the District has adequate size water lines (which were identified in an agreement) the District's lines will transfer to the City when the City has annexed 75% of the frontage on both sides of specified water lines. Under the Agreement, Oregon City can withdraw territory from the District when the City provides direct water service to an area.

Oregon City, with West Linn, owns the water intake and treatment plant, which the two cities operate through a joint intergovernmental entity known as the South Fork Water Board (SFWB). The ownership of the Board is presently divided with Oregon City having 54 percent and West Linn 46 percent ownership of the facilities.

The water supply for the South Fork Water Board is obtained from the Clackamas River through an intake directly north of the community of Park Place. Raw water is pumped from the intake up to a water treatment plant located within the Park Place neighborhood. The treated water then flows south through a pipeline and is pumped to a reservoir in Oregon City for distribution to both Oregon City and West Linn. The SFWB also supplies surplus water to the Clairmont Water District portion of the Clackamas River Water District.

Both the river intake facility and the treatment plant have a capacity of twenty million gallons per day (MGD). There is an intertie with Lake Oswego's water system that allows up to five MGD to be transferred between Lake Oswego and SFWB (from either system to the other).

Oregon City has four functional reservoirs with a capacity of 16.0 million gallons, which is adequate to serve the city through the Water Master Plan planning period to year 2015 if other systems are not supplied.

Storm Sewerage. There is a stormwater manhole down Meyers Road which can serve this site according to the City Engineer.

Fire Protection. This territory is currently within Clackamas County R.F.P. D. # 1. The Oregon City Fire Department provides service within the City under a contract with the Tualatin Valley Fire and Rescue District. A portion of the City's property tax levy goes toward payment of this service. Oregon Revised Statute 222.120 (5) allows the City to specify that the territory be automatically withdrawn from Clackamas County RFPD #1 upon approval of the annexation.

Police Protection. The Clackamas County Sheriff's Department currently serves the territory. Subtracting out the sworn officers dedicated to jail and corrections services, the County Sheriff provides approximately .5 officers per thousand population for local law enforcement services.

The area to be annexed lies within the Clackamas County Service District for Enhanced Law Enforcement, which provides additional police protection to the area. The combination of the county-wide service and the service provided through the Enhanced Law Enforcement CSD results in a total level of service of approximately 1 officer per 1000 population. According to ORS 222.120 (5) the City may provide in its approval ordinance for the automatic withdrawal of the territory from the District upon annexation to the City. If the territory were withdrawn from the District, the District's levy would no longer apply to the property.

Upon annexation the Oregon City Police Department will serve the territory. Oregon City fields approximately 1.04 officers per 1000 population. The City is divided into three patrol districts with a four-minute emergency response and a twenty-minute non-emergency response time.

Parks, Open Space and Recreation. The closest park sites are the Gaffney Lane and Hillendale Park.

Transportation. Access is provided by Meyers Road. Meyers Road is a collector street and when development takes place ROW dedication and improvements will be required.

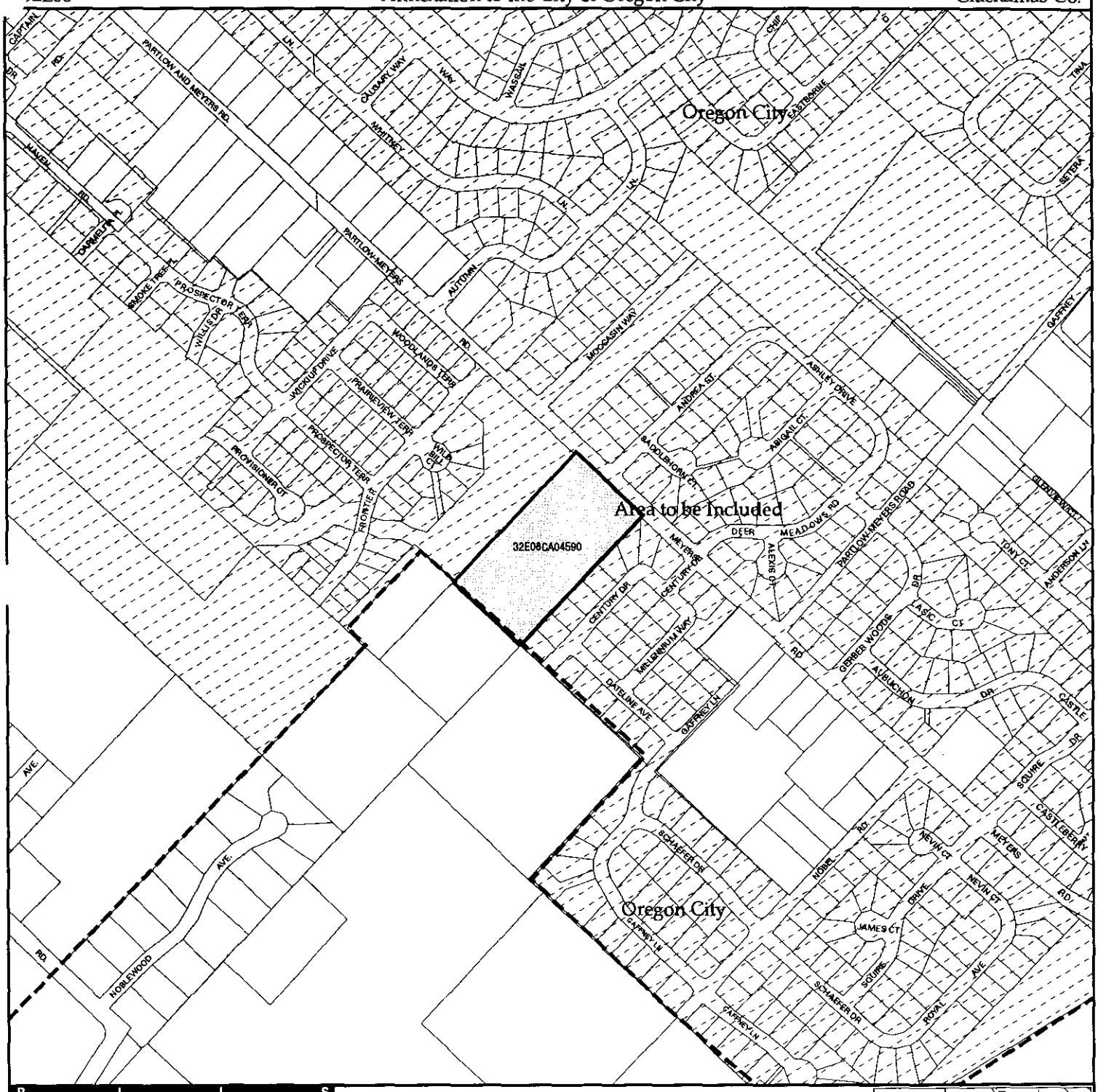
Other Services. Planning, building inspection, permits, and other municipal services will be available to the territory from the City upon annexation.

RECOMMENDATION

Based on the study and the Proposed Findings and Reasons for Decision attached in Exhibit A, the staff recommends that the Commission recommend to the City Commission that it set Proposal No. AN 00-07 for an election. The staff further recommends that the annexation be modified to include the R-O-W of Haven Road identified on Figure 3 as recommended by the City Engineer and that the territory be withdrawn from Clackamas County R.F.P.D. # 1 and the County Service District for Enhanced Law Enforcement as allowed by statute.

Proposal No. AN-00-07

52E08 | Annexation to the City of Oregon City | Clackamas Co.



R L I S
REGIONAL LAND INFORMATION SYSTEM

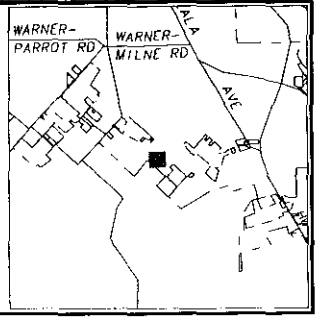
600 NE Grand Ave.
Portland, OR 97232-2736
Voice 503 797-1742
FAX 503 797-1909
Email drc@metro-region.org

METRO

County lines
City
Annexation boundary
Urban Growth Boundary

Proposal No. AN-00-07
CITY OF OREGON CITY
Figure 1

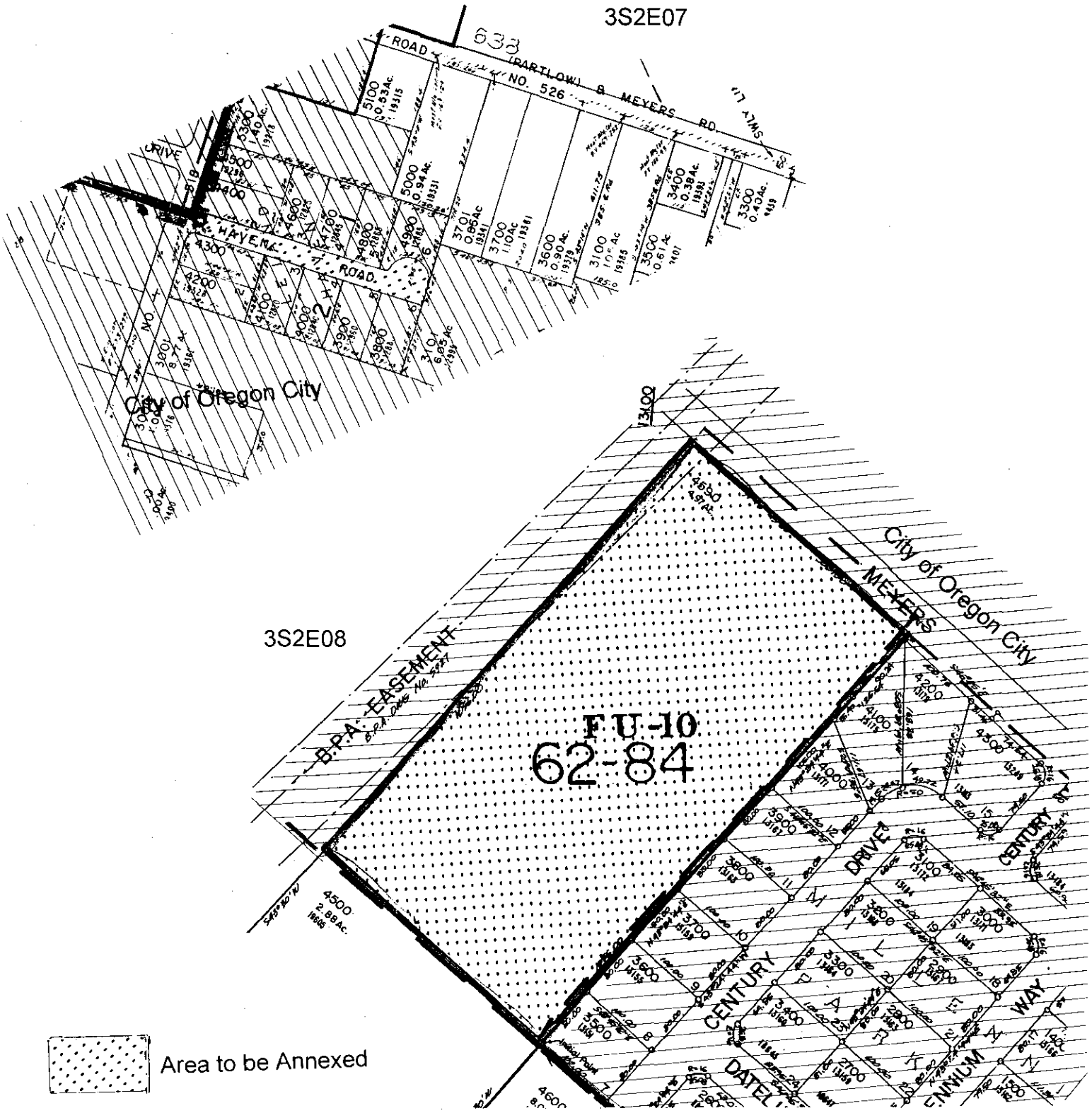
Scale: 1" = 500'
0 500 1000



Proposal No. AN-00-07

600 NE Grand Ave.
Portland, OR 97232-2736
Voice 503 797-1742
FAX 503 797-1909
METRO Email drc@metro-region.org

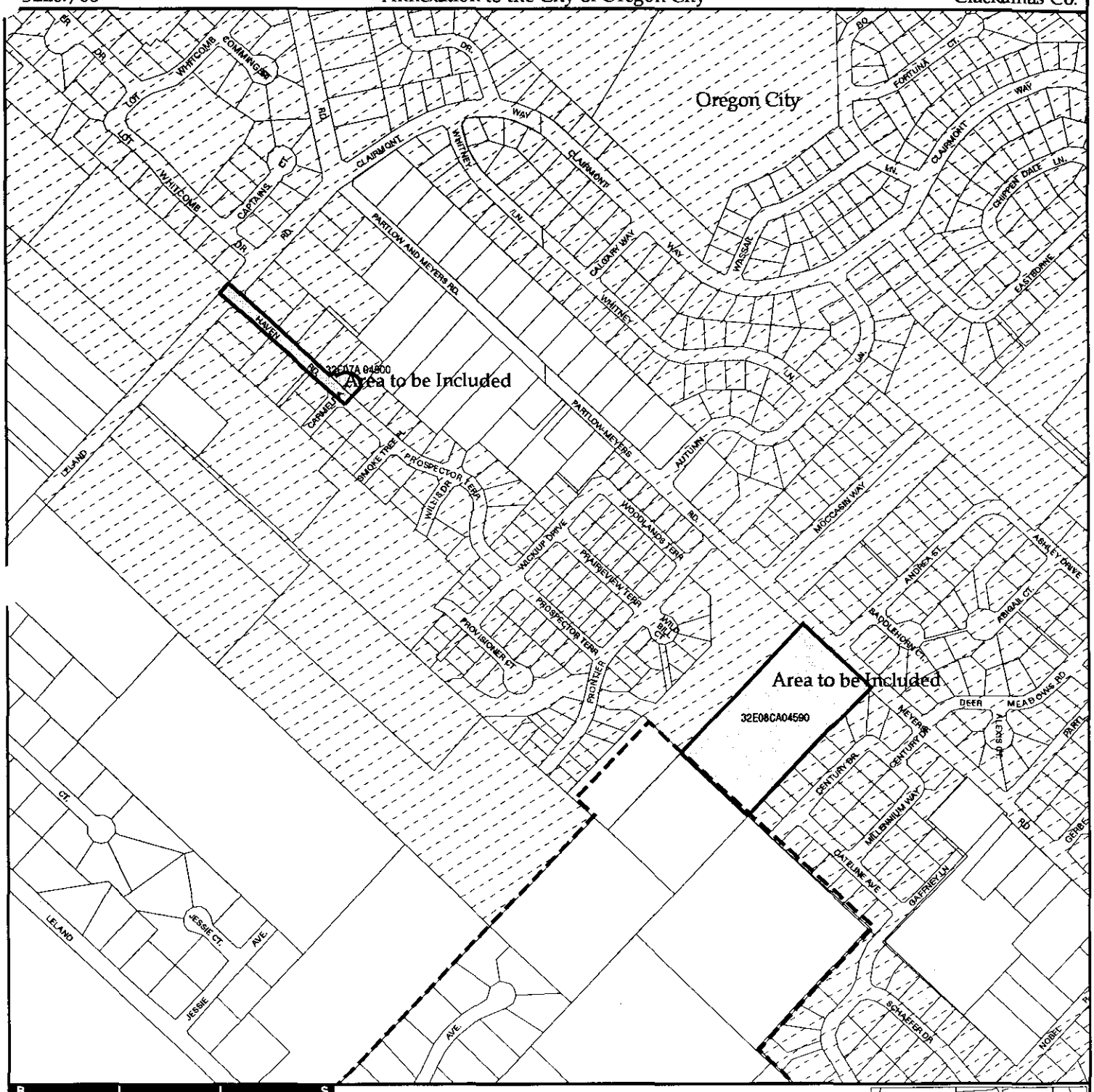
Annexation to the City of Oregon City
Clackamas Co.
Section 3S2E07, 08



PROPOSAL NO. AN-00-07
CITY OF OREGON CITY
Figure 2

Proposal No. AN-00-07

S2E07, 08 | Annexation to the City of Oregon City | Clackamas Co.



R L I S
REGIONAL LAND INFORMATION SYSTEM

600 NE Grand Ave.
Portland, OR 97232-2736
Voice 503 797-1742
FAX 503 797-1909
Email drc@metro-region.org

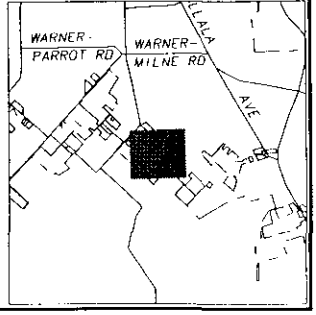
METRO

County lines
City
Annexation boundary
Urban Growth Boundary

Proposal No. AN-00-07
CITY OF OREGON CITY
Figure 3

Scale: 1" = 500'

0 500 1000



FINDINGS

Based on the study and the public hearing the Commission found:

1. The territory to be annexed contains 4.97 acres, 1 single family dwelling, a population of 4 and is evaluated at $200,080.

2. The applicant wants to annex to obtain urban services and to allow for development of the property with 17-20 single family residences.

3. To the north of this parcel is a BPA easement and then Settler's Point, an R-8 zoned subdivision. Dear Meadows, another R-8 zoned fully developed subdivision lies across Meyers Road from the site. On the south of the parcel is Millennium Park which is also a fully developed R-8 zoned subdivision. The property to the west is outside the urban growth boundary.

   The property slopes generally to the west at about a 12 % grade. The area has been logged and is covered with grasses.

4. This territory is inside Metro's jurisdictional boundary and inside the regional Urban Growth Boundary (UGB).

5. The Legislature directed Metro to establish criteria that must be used by all cities within the Metro boundary. The Metro Code states that a final decision shall be based on substantial evidence in the record of the hearing and that the written decision must include findings of fact and conclusions from those findings. The Code requires these findings and conclusions to address the following minimum criteria:

   1. Consistency with directly applicable provisions in ORS 195 agreements or ORS 195 annexation plans.

   2. Consistency with directly applicable provisions of urban planning area agreements between the annexing entity and a necessary party.

   3. Consistency with directly applicable standards for boundary changes contained in Comprehensive land use plans and public facility plans.

   4. Consistency with directly applicable standards for boundary changes contained in the Regional framework or any functional plans.

   5. Whether the proposed boundary change will promote or not interfere with the timely, orderly and economic provision of public facilities and services.

6. If the boundary change is to Metro, determination by the Metro Council that the territory should be inside the UGB shall be the primary criteria.

7. Consistency with other applicable criteria for the boundary change in question under state and local law.

The Metro Code also contains a second set of 10 factors which are to be considered where: 1) no ORS 195 agreements have been adopted, and 2) a necessary party is contesting the boundary change. Those 10 factors are not applicable at this time to this annexation because no necessary party has contested the proposed annexation.

6. The law that requires Metro to adopt criteria for boundary changes specifically states that those criteria shall include " . . . compliance with adopted regional urban growth goals and objectives, functional plans . . . and the regional framework plan of the district [Metro]." The Regional Framework Plan, which includes the regional urban growth goals and objectives, the Growth Management Functional Plan and the Regional Transportation Plan were examined and found not to contain specific criteria applicable to boundary changes.

7. The Metro Code states that the Commission's decision on this boundary change should be ". . . consistent with specific directly applicable standards or criteria for boundary changes contained in comprehensive land use plans, public facility plans, . . ."

The Clackamas County Comprehensive Plan is the currently applicable plan for this area. The plan designation for this site is Future Urbanizable on the County's Northwest Urban Land Map (Map IV-1) and Low Density Residential (LDR) on the County's Oregon City Area Land Use Plan (Map IV-5). Zoning on the property is FU-10, Future Urban, 10 acre minimum lot size.

Policy 5.0 of the Land Use Chapter provides that land is converted from *"Future Urbanizable to Immediate Urban when land is annexed to either a city or special district capable of providing public sewer."* Policy 6.0 contains guidelines that apply to annexations, such as this one, that convert Future Urbanizable to Immediate Urban land:

a. Capital improvement programs, sewer and water master plans, and regional public facility plans should be reviewed to insure that orderly, economic provision of public facilities and services can be provided.

b. Sufficient vacant Immediate Urban land should be permitted to insure choices in the market place.

c. *Sufficient infilling of Immediate Urban areas should be shown to demonstrate the need for conversion of Future Urbanizable areas.*

d. *Policies adopted in this Plan for Urban Growth Management Areas and provisions in signed Urban Growth Management Agreements should be met (see Planning Process Chapter.)*

The capital improvement programs, sewer and water master plans and regional plan were reviewed. Those are addressed below.

8. The City and the County have an Urban Growth Management Agreement (UGMA), which is a part of their Comprehensive Plans. The territory to be annexed falls within the urban growth management boundary (UGMB) identified for Oregon City and is subject to the agreement. The County agreed to adopt the City's Comprehensive Plan designations for this area. The County adopted the City's Low Density Residential plan designation. Consequently, when property is annexed to Oregon City, it already has a City planning designation.

The Agreement presumes that all the urban lands within the UGMB will ultimately annex to the City. It specifies that the city is responsible for the public facilities plan required by Oregon Administrative Rule Chapter 660, division 11. The Agreement goes on to say:

4. City and County Notice and Coordination

* * *

D. The CITY shall provide notification to the COUNTY, and an opportunity to participate, review and comment, at least 20 days prior to the first public hearing on all proposed annexations . . .

* * *

5. City Annexations

A. CITY may undertake annexations in the manner provided for by law within the UGMB. CITY annexation proposals shall include adjacent road right-of-way to properties proposed for annexation. COUNTY shall not oppose such annexations.

* * *

C. Public sewer and water shall be provided to lands within the UGMB in the manner provided in the public facility plan . . .

* * *

The required notice was provided to the County at least 20 days before the Planning Commission hearing. The adjacent road right-of-way is already in the City.

9. City staff notes that on a previous nearby annexation a piece of road right-of-way was not included and is now completely surrounded by the City. The City engineering staff asked if that piece of R-O-W could be included in the current proposal in order to avoid doing a separate annexation proposal just to annex the short stretch of Haven Road which is entirely surrounded by the City. Nothing in the statutes or rules on annexation would prevent this and the staff recommended it.

10. Although the Oregon City acknowledged Comprehensive Plan does not cover this territory, the City prepared a plan for its surrounding area and the County has adopted its plan designations in this area. Certain portions of the City Plan have some applicability and these are covered here.

Chapter G of the Plan is entitled *Growth And Urbanization Goals And Policies.* Several policies in this section are pertinent to proposed annexations.

5. Urban development proposals on land annexed to the City from Clackamas County shall be consistent with the land use classification and zoning approved in the City's Comprehensive Plan. Lands that have been annexed shall be reviewed and approved by the City as outlined in this section.

6. The rezoning of land annexed to the City from Clackamas County shall be processed under the regulations, notification requirements and hearing procedures used for all zone change requests, except in those cases where only a single City zoning designation corresponds to the Comprehensive Plan designation and thus the rezoning does not require the exercise of legal or policy judgement on the part of the decision maker. . . .

Quasi-judicial hearing requirements shall apply to all annexation and rezoning applications.

These policies are not approval criteria for annexations. They provide that the City's Comprehensive Plan designations will apply upon annexation, how zoning will be

changed and that annexations are to be processed according to quasi-judicial procedures.

The *Community Facilities Goals And Services* Chapter of the Comprehensive Plan contains the following pertinent sections.

Goal

Serve the health, safety, education, welfare and recreational needs of all Oregon City residents through the planning and provision of adequate community facilities.

Policies

1. *The City of Oregon City will provide the following urban facilities and services as funding is available from public and private sources:*

    a. *Streets and other roads and paths*
    b. *Minor sanitary and storm water facilities*
    c. *Police protection*
    d. *Fire protection*
    e. *Parks and recreation*
    f. *Distribution of water*
    g. *Planning, zoning and subdivision regulation*

Policy one defines what services are encompassed within the term "urban service." The City's plan is more inclusive in its definition of what services are considered an "urban service" than is the Metro Code. The City's Plan adds fire protection and planning, zoning and subdivision regulation to the list of urban services that are to be considered by the Metro Code. The Metro Code also includes mass transit in addition to streets and roads.

* * *

3. *Urban public facilities shall be confined to the incorporated limits.*

Policy three prevents the City from extending services outside the City limits. Consequently, lands outside the City are required to annex to use urban public facilities. It is not a policy that is applicable to making an annexation decision.

* * *

5. *The City will encourage development on vacant buildable land within the City where urban facilities and services are available or can be provided.*

6. *The extension or improvement of any major urban facility and service to an area will be designed to complement the provision of other urban facilities and services at uniform levels.*

Policy five encourages development on sites within the City where urban facilities and services are either already available or can be provided. Policy six requires that the installation of a major urban facility or service should be coordinated with the provision of other urban facilities or services. Read together these policies suggest that, when deciding to annex lands, the City should consider whether a full range of urban facilities or services are available or can be made available to serve the territory to be annexed. Oregon City has implemented these policies with its Code provisions on processing annexations, which requires the City to consider adequacy of access and adequacy and availability of public facilities and services.

Sanitary Sewers

* * *

4. *Urban development within the City's incorporated boundaries will be connected to the Tri-City sewer system with the exception of buildings that have existing sub-surface sewer treatment, if service is not available.*

* * *

Since all new development on annexed lands is required to connect to the sanitary sewer system, this policy suggests that a measure of the adequacy of the sanitary system should be whether it can serve the potential level of development provided for by the Comprehensive Plan and Zoning designations.

7. *The Tri-City Service District will be encouraged to extend service into the urban growth area concurrent with annexation approval by Oregon City.*

The Tri-City County Service District was provided notice of this annexation. It did not respond to the notice. No response is interpreted as no opposition. Before sanitary sewers can be extended to lands annexed to the City those lands will need to annex to the District. The property owner may initiate that annexation after annexation to the City.

Fire Protection

2. *Oregon City will ensure that annexed areas receive uniform levels of fire protection.*

Because the City is required by this policy to provide the same level of fire protection to newly annexed areas that it provides to other areas within the City, it may consider whether it will be possible to do so when it decides an annexation proposal.

The final section of this staff report addresses each urban service to determine whether the services are currently available or can be made available at an adequate level to serve the potential development of the property under the current planning designation and zoning that implements it.

Chapter M, of the City's Comprehensive Plan identifies land use types. Low Density Residential is identified as follows:

> *(3) LOW DENSITY RESIDENTIAL [LR]: Areas in the LR category are largely for single-family homes or more innovative arrangements, such as low density planned development. Net residential density planned varies from a maximum density of 6,000 square feet for one dwelling unit (7.3 units/net acre) to as low as the density desired ("net acres" exclude the land devoted to roadways). This choice of lot sizes will occur as annexation or rezoning and will vary based on site-specific factors, including topography and adjoining development. In no case will more than 10,000 square feet be required if the home is connected to the sewer system and the site-specific factors would not preclude this density.*

The City/County urban growth management agreement specifies that the County's acknowledged Comprehensive Plan and implementing regulations shall apply until annexation and subsequent plan amendments are adopted by the City. The Oregon City Code requires the City Planning Department to review the final zoning designation within sixty days of annexation, utilizing a chart and some guidelines laid out in Section 17.06.050. Those provisions specify that territory with a plan designation of Low Density Residential will be zoned R-10.

The City's Code contains provisions on annexation processing. Section 6 of the new ordinance requires the City Commission "to consider the following factors, as relevant":

1. *Adequacy of access to the site;*

The site access is discussed below in the Facilities and Services section.

2. *Conformity of the proposal with the City's Comprehensive Plan;*

As demonstrated in this section of the staff report, the annexation conforms to the City's Comprehensive Plan.

3. *Adequacy and availability of public facilities and services to service potential development;*

The Facilities and Services discussion of this report demonstrates that public facilities and services are available and are adequate to serve the potential development.

4. *Compliance with applicable sections of Oregon Revised Statutes Chapter 222, and Metro Code 3.09;*

The only criterion in ORS 222 is that annexed lands be contiguous to the City. This site is contiguous. The Metro Code criteria are set out on page 2 of this report. This report considers each factor and the Conclusions and Reasons in the attached Findings and Reasons demonstrate that these criteria are satisfied.

5. *Natural hazards identified by the City, such as wetlands, floodplains, and steep slopes;*

There are no natural hazards identified by the City Comprehensive Plan located on or adjacent to the subject site.

6. *Any significant adverse effects on specially designated open space, scenic historic or natural resource areas by urbanization of the subject property at the time of annexation;*

There are no specifically designated open spaces, scenic historic or natural resource areas on or adjacent to the subject site.

7. *Lack of any significant adverse effects on the economic, social and physical environment of the community by the overall impact of annexation."*

Annexation will have virtually no effect on the economic, social or physical environment of the community. The Commission interprets the "community" as including the City of Oregon City and the lands within its urban service area. The City will obtain a small increase in property tax revenues from adding additional assessed value to its tax roll as a result of annexing the territory. The City will also obtain land use jurisdiction over the territory. Finally, it will have service responsibilities including fire, police and general administration. The City delivers police service to the unincorporated area in the course of patrolling to deliver service to the incorporated area. The increase in service responsibilities to the area that results from the annexation are insignificant.

Before any urban development can occur the territory must also be annexed to the sewer district because new development is required to connect to sanitary sewers.

Section 8 of the Ordinance states that:

> *"The City Commission shall only set for an election annexations consistent with a positive balance of the factors set forth in Section 6 of this ordinance. The City Commission shall make findings in support of its decision to schedule an annexation for an election."*

11. ORS 195 requires agreements among providers of urban services. Urban services are defined as: sanitary sewers, water, fire protection, parks, open space, recreation and streets, roads and mass transit. There are no adopted urban service agreements in this part of Clackamas County.

12. The City of Oregon City provides sanitary sewer collector service. The City has an 8 inch sanitary sewer line at a manhole in front of the property in Meyers Road which can serve this site. The very back part of the site may require pumping depending on the ultimate subdivision layout.

    The Tri-City County Service District provides sewage transmission and treatment services to the cities of Oregon City, West Linn and Gladstone. Each city owns and maintains its own local sewage collection system. The District owns and maintains the sewage treatment plant and interceptor system. The three cities are in the District and as provided in the intergovernmental agreement between the District and the City, the District does not serve territories outside Oregon City, with one exception.

    Before January 1, 1999, state statute (ORS 199) provided that when territory was annexed to a city that was wholly within a district, the territory was automatically annexed to the district as well. That statute no longer applies in this area. Therefore, each annexation to Oregon City needs to be followed by a separate annexation of the territory to the Tri-City Service District.

13. The City has a 16-inch water line in Meyers Road which can serve the territory to be annexed.

    The area to be annexed is in the Clackamas River Water District. Oregon City and the District have agreements for the transition of water systems from the District to the City as the City expands. They have agreed to jointly use certain of the District's mains and they jointly financed some mains crossing through unincorporated areas. They also agreed that the territory within the City's urban services boundary would receive all urban services from the City. In many places the District's water lines

were too small to serve urban levels of development. In those places, such as in Central Point Road, the City has extended larger City water mains to serve the planned for urban development. Under the agreement, new connections of City territory are City customers. Where the District has adequate size water lines (which were identified in an agreement) the District's lines will transfer to the City when the City has annexed 75% of the frontage on both sides of specified water lines. Under the Agreement, Oregon City can withdraw territory from the District when the City provides direct water service to an area.

Oregon City, with West Linn, owns the water intake and treatment plant, which the two cities operate through a joint intergovernmental entity known as the South Fork Water Board (SFWB). The ownership of the Board is presently divided with Oregon City having 54 percent and West Linn 46 percent ownership of the facilities.

The water supply for the South Fork Water Board is obtained from the Clackamas River through an intake directly north of the community of Park Place. Raw water is pumped from the intake up to a water treatment plant located within the Park Place neighborhood. The treated water then flows south through a pipeline and is pumped to a reservoir in Oregon City for distribution to both Oregon City and West Linn. The SFWB also supplies surplus water to the Clairmont Water District portion of the Clackamas River Water District.

Both the river intake facility and the treatment plant have a capacity of twenty million gallons per day (MGD). There is an intertie with Lake Oswego's water system that allows up to five MGD to be transferred between Lake Oswego and SFWB (from either system to the other).

Oregon City has four functional reservoirs with a capacity of 16.0 million gallons, which is adequate to serve the city through the Water Master Plan planning period to year 2015 if other systems are not supplied.

14. There is a stormwater manhole down Meyers Road which can serve this site according to the City Engineer.

15. This territory is currently within Clackamas County R.F.P. D. # 1. The Oregon City Fire Department provides service within the City under a contract with the Tualatin Valley Fire and Rescue District. A portion of the City's property tax levy goes toward payment of this service. Oregon Revised Statute 222.120 (5) allows the City to specify that the territory be automatically withdrawn from Clackamas County RFPD #1 upon approval of the annexation.

16. The Clackamas County Sheriff's Department currently serves the territory. Subtracting out the sworn officers dedicated to jail and corrections services, the

County Sheriff provides approximately .5 officers per thousand population for local law enforcement services.

The area to be annexed lies within the Clackamas County Service District for Enhanced Law Enforcement, which provides additional police protection to the area. The combination of the county-wide service and the service provided through the Enhanced Law Enforcement CSD results in a total level of service of approximately 1 officer per 1000 population. According to ORS 222.120 (5) the City may provide in its approval ordinance for the automatic withdrawal of the territory from the District upon annexation to the City. If the territory were withdrawn from the District, the District's levy would no longer apply to the property.

Upon annexation the Oregon City Police Department will serve the territory. Oregon City fields approximately 1.04 officers per 1000 population. The City is divided into three patrol districts with a four-minute emergency response and a twenty-minute non-emergency response time.

17. The closest park sites are the Gaffney Lane and Hillendale Park.

18. Access is provided by Meyers Road. Meyers Road is a collector street and when development takes place ROW dedication and improvements will be required.

19. Planning, building inspection, permits and other municipal services will be available to the territory from the City upon annexation.

CONCLUSIONS AND REASONS FOR DECISION

Based on the Findings, the City Commission determined:

1. The Metro Code calls for consistency of the annexation with the Regional Framework Plan or any functional plan. Because there were no directly applicable criteria for boundary changes found in the Regional Framework Plan, the Urban Growth Management Function Plan or the Regional Transportation Plan (see Finding No. 6) the Commission concludes the annexation is not inconsistent with this criterion.

2. Metro Code 3.09.050(d)(1) requires the Commission's findings to address consistency with applicable provisions of urban service agreements or annexation plans adopted pursuant to ORS 195. As noted in Finding No. 11 there are no such plans or agreements in place. Therefore the Commission finds that there are no inconsistencies between these plans/agreements and this annexation.

3. The Metro Code, at 3.09.050(d)(3), requires the City's decision to be consistent with any "directly applicable standards or criteria for boundary changes contained in comprehensive land use plans and public facilities plans." The Commission concludes this annexation is consistent with the very few directly applicable standards and criteria in the Clackamas County Comprehensive Plan.

   This annexation would "encourage development in areas where adequate public services and facilities can be provided in an orderly and economic way." The Commission considered the four conversion criteria in Policy 6.0. As Findings 12 through 19 show, all public facilities are available to serve this site.

4. The Commission concludes that the annexation is consistent with the City's Plan. The property must have urban services available before it can develop. The full range of urban services, particularly sanitary sewer service can only be obtained from Oregon City after annexation. (Policy 3, Chapter I). As the Findings on facilities and services demonstrate, the City has urban facilities and services available to serve the property.

   The territory is not within the Tri-City Service District, which provides sanitary sewer services to lands within Oregon City. There is no provision for automatic annexation to the Tri-City Service District concurrent with annexation to the City. Therefore, each annexation to Oregon City needs to be followed by a separate annexation of the territory to the Tri-City Service District. The property owners will want sanitary treatment services and can be required to annex to the District as a condition of development approval.

5. The Commission notes that the Metro Code also calls for consistency of the annexation with urban planning area agreements. As stated in Finding No. 8, the Oregon City-Clackamas County Urban Growth Management Agreement specifically provides for annexations by the City.

6. Metro Code 3.09.050(d)(5) states that another criterion to be addressed is "Whether the proposed change will promote or not interfere with the timely, orderly and economic provision of public facilities and services." The Commission concludes that the City's services are adequate to serve this area, based on Findings 12 through 19 and that therefore the proposed change promotes the timely, orderly and economic provision of services.

7. The City may withdraw the territory from the Clackamas River Water District at a future date, consistent with the terms of agreements between the City and the District.

8. The Oregon City Code contains provisions on annexation processing. Section 6 of the new ordinance requires that the City Commission consider six factors if they are relevant. These factors are covered in Finding # 10 and on balance the Commission believes they are adequately addressed to justify approval of this annexation.

9. The City may specify in its annexation Ordinance that the territory will be simultaneously withdrawn from Clackamas RFPD #1. The City's general property tax levy includes revenue for City fire protection. To prevent the property from being taxed by both the District and the City for fire services, the territory should be simultaneously withdrawn from the Fire District.

10. The City may specify in its annexation Ordinance that the territory will be simultaneously withdrawn from the Clackamas County Service District for Enhanced Law Enforcement. Upon annexation the City's Police Department will be responsible for police services to the annexed territory. The City's general property tax levy includes revenue for City police services. To prevent the property from being taxed by both the District and the City for law enforcement services, the territory should be withdrawn from the County Service District.

11. City staff noted that on a previous nearby annexation a piece of road right-of-way was not included and is now completely surrounded by the City. The City engineering staff asked if that piece of R-O-W could be included in the current proposal in order to avoid doing a separate annexation proposal just to annex the short stretch of Haven Road which is entirely surrounded by the City. Nothing in the statutes or rules on annexation would prevent this. The Commission determined that inclusion of the short stretch of Haven Road which is entirely surrounded by the City is appropriate and hereby adds the piece of right-of-way to this annexation. This additional piece should also be withdrawn from Clackamas County R.F.P.D. # 1 and Clackamas County Service District for Enhanced Law Enforcement.

January 8, 2001

CITY OF OREGON CITY
Incorporated 1844

320 WARNER MILNE ROAD • PO BOX 3040 • OREGON CITY, OREGON 97045
TEL 503-657-0891 FAX 503-657-7892

Ken Martin
Metro
600 NE Grand Ave
Portland, OR 97232-2736

Re: Haven Road Annexation

Dear Mr. Ken Martin:

The City of Oregon City desires to add Haven Road to the annexation known as Planning File No. AN 00-07. We have attached a legal description and map for your use. Haven Road was administratively overlooked for annexation when the City annexed all of the property surrounding the road. The land surrounding Haven Road is currently under several private studies for development and it is imperative that Haven Road be annexed.

If I can be of any further assistance, please call.

Sincerely,

Robert C. Cullison, E.I.T.
Engineering Manager

Atch: As stated

cc: Maggie Collins, Planning Manager

ATTACHMENT 2

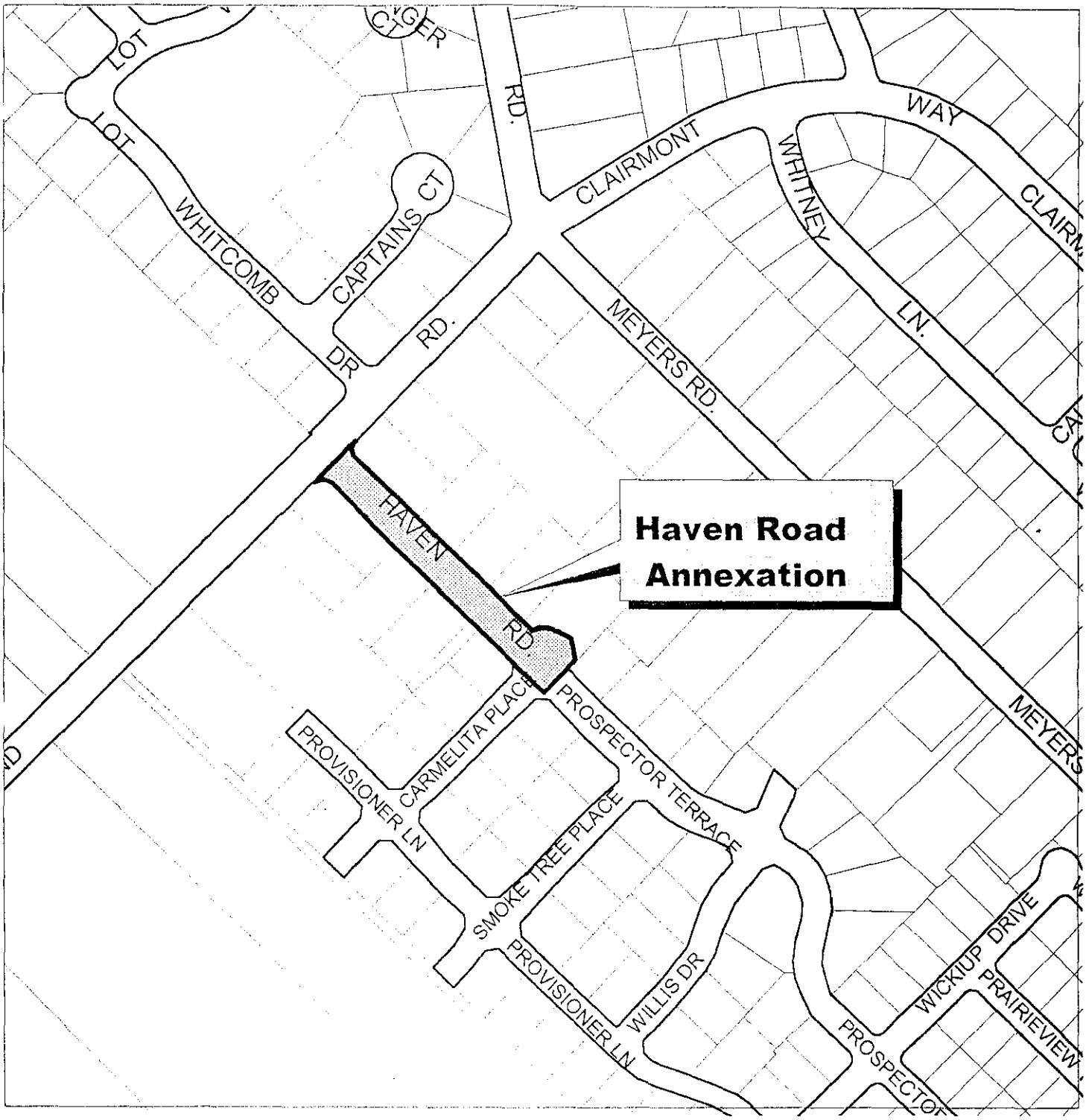
Exhibit

Map 3-2E-7A

LEGAL DESCRIPTION
FOR
HAVEN ROAD

Situate in a portion of the John S. Howland D.L.C. No. 45, within Section 7, T.3S., R.2E., Willamette Meridian, City of Oregon City, Clackamas County, State of Oregon, the street known as "Haven Road", as recorded on plat "Leland Haven" a recorded subdivision (No. 815), Clackamas County Plat Records.

Including that portion of Haven Road vacated by Clackamas County Board Order 2000-89.



Haven Road Annexation

Parcels

Haven Road

MAP FOR REFERENCE PURPOSES ONLY

The information on this map is derived from Oregon City's digital database. However, there may be map errors or omissions. Please contact Oregon City directly to verify map information. Notification of any errors will be appreciated.

City of Oregon City
Geographic Information Systems
320 Warner Milne Road
Oregon City, OR 97045

(503) 657-0891 Fax (503) 657-7892
ocgis@ci.oregon-city.or.us

200 0 200 400 600 800 1000 Feet

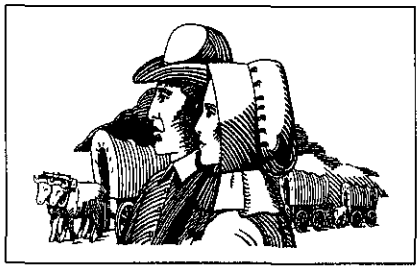
1/08/2001

g:\dwg\eng_work\john-k\havenrdannex.apr

CITY OF OREGON CITY

Planning Commission

320 WARNER MILNE ROAD OREGON CITY, OREGON 97045
TEL 503-657-0891 FAX503- 657-7892



Staff Report

January 22, 2001

FILE NO:	L00-06 Adoption of the Transportation System Plan as an Ancillary Document to the Oregon City Comprehensive Plan
FILE TYPE:	Legislative
HEARING DATE:	January 22, 2001
LOCATION:	City Hall 320 Warner Milne Road Oregon City, OR 97045 7:00 pm
APPLICANT:	City of Oregon City PO Box 3040 Oregon City, OR 97045
REQUEST:	Adoption of the Transportation System Plan as an Ancillary Document to the Oregon City Comprehensive Plan
LOCATION:	Citywide
REVIEWER:	Barbara Shields, Senior Planner

APPLICABLE CRITERIA:

I. Section 17.50.060 of the Oregon City Municipal Code (Application requirements);

II. Section 17.50.170 of the Oregon City Municipal Code (Legislative hearing process);

III. Oregon City Comprehensive Plan
Citizen Involvement Goal
Transportation Goal

IV Oregon Transportation Planning Rule (OAR 660-12)

V Metro's Urban Growth Functional Plan, Titles 2 and 6

BACKGROUND

Summary of Major Objectives:
The City of Oregon City initiated a study of the City's transportation system in the summer of 1997. The purpose of this study was to prepare and adopt a Transportation System Plan (TSP) that accomplishes two major objectives:

- Provides guidelines to develop and manage the City's transportation facilities over the 20-year period to 2018;
- Integrates efficient land use principles and a transportation system that addresses the multi-modal desires of the community.

Compliance with the State and Metro Regulatory Requirements:
In general, under the Oregon's Transportation Planning Rule, the TSP must be based on the current Comprehensive Plan Land Use Map and must provide a transportation system that accommodates the expected 20-year growth in population and employment that will result from implementation of the land use plan.

The Transportation Planning Rule requires that all jurisdictions develop a TSP comprised of:

- A road plan for a network of arterial and collector streets;
- A public transit plan;
- A bicycle and pedestrian plan;
- An air, rail, water, and pipeline plan;
- A transportation finance plan; and policies and ordinances for implementing the Transportation System Plan.

In addition to addressing the policies and requirements of the Transportation Planning Rule, the Oregon City Transportation System Plan needs to comply with Metro's

Regional Transportation Plan (Title 6 of the Urban Growth Functional Plan) and parking requirements (Title 2 of the Urban Growth Functional Plan).

Public Review and Involvement:
Two committees were formed to facilitate and guide the planning process:

- The Management Team, comprised of representative of the City of Oregon City, Clackamas County, Metro, ODOT, and the consultant team;
- The Citizen Advisory Committee, including at-large residents of Oregon City, neighborhood association representatives, a City Commissioner, and other key stakeholders in the community.

In addition to the established advisory committees, several public outreach and public involvement efforts were initiated to ensure that all residents of Oregon City were informed of the TSP study process and were given an opportunity to provide their input and feedback throughout the plan's formulation. This public outreach process consisted of public open houses and neighborhood association meetings. Through these efforts, the local transportation planning process evolved such that a general consensus was achieved and maintained among all parties in attendance.

Overview of the Oregon City Transportation System Plan (Exhibit 1*)*

The entire document consist of three major components:

Background Information	Documents the technical and public involvement process used to develop the City of Oregon City Transportation System Plan (Sections 1 through 4)
Actual Transportation System Plan	Represents the community's needs for each major mode of travel and provides a financial analysis that identifies needs for each major mode of travel in the area (Sections 5 and 6)
Compliance Analysis	Summarizes the Plan's compliance with the Oregon Transportation Rule (Oregon Administrative Rule 660-12).

BASIC FACTS

1. Section 5 of the Oregon City Transportation System Plan is proposed to be adopted as Ancillary Document of the Oregon City Comprehensive Plan Transportation Element (Exhibit 2).

2. A summary of the Transportation System Plan Content is contained in Exhibit 3.

   The Transportation System Plan contains several components of the City's future transportation network, including:
   - Roadway System
   - Pedestrian System
   - Bicycle System
   - Public Transportation System
   - Air, Rail,Water, Pipeline, and Transmission System
   - Marine System
   - Access Management and Standards
   - Parking
   - Implementation

3. Transmittals on the proposed development were sent to various City Departments, affected agencies, the Community Involvement Committee Chair, all neighborhood associations in Oregon City, Metro, ODOT, DLCD, Tri-Met, and Clackamas County.

APPLICABLE CRITERIA

This proposed adoption of the Transportation System Plan is reviewed below for compliance with the pertinent Comprehensive Plan Goals and Policies and Municipal Code sections.

Chapter 17.50 Administration and Procedure

17.50.060 Application requirements

Staff's finding: A permit application was filed on a form provided by the City, along with documentation sufficient to demonstrate compliance with all applicable criteria. Therefore, this proposed text amendment complies with OCMC Chapter 17.50.060.

17.50.170 Legislative hearing process

Staff's finding: This proposed text amendment is scheduled and has been noticed as a public hearing item before the Planning Commission on January 22, 2001. The

Department of Land Conservation and Development (DLCD) was notified as required by ORS 197.610-197.625. The planning manager's report will be made available at least seven days prior to the hearing. All remaining requirements of the legislative hearing process will be followed. Therefore, this proposed text amendment complies or can comply with OCMC Chapter 17.50.170.

Comprehensive Plan Citizen Involvement Goal. The public hearing for the proposed text amendment was advertised and notice was provided as prescribed by law to be heard by the Planning Commission on January 22, 2001, and by the City Commission on February 21, 2000. The public hearings will provide an opportunity for comment and testimony from interested parties.

As discussed previously in this report, two advisory committees were formed to facilitate and guide the planning process to adopt the Transportation System Plan. In addition to the established advisory committees, several public outreach and public involvement efforts were initiated to ensure that all residents of Oregon City were informed of the TSP study process and were given an opportunity to provide their input and feedback throughout the plan's formulation. This public outreach process consisted of public open houses and neighborhood association meetings. Through these efforts, the local transportation planning process evolved such that a general consensus was achieved and maintained among all parties in attendance.

> **Staff's finding**: The proposed text amendment complies with the Citizen Involvement Goal of the Comprehensive Plan.

Statewide Goal 12/Transportation Planning Rule

In April 1991, the Land Conservation and Development Commission (LCDC), with the concurrence of the Oregon Department of Transportation, adopted the Transportation Planning Rule (TPR), OAR (Oregon Administrative Rule) 660 Division 12. The TPR requires all local jurisdictions with a population greater than 2,500 to prepare and adopt a Transportation System Plan.

As discussed previously in this report, under the Oregon's Transportation Planning Rule, the TSP must be based on the current Comprehensive Plan Land Use Map and must provide a transportation system that accommodates the expected 20-year growth in population and employment that will result from implementation of the land use plan.

Exhibit 4 contains a list of recommendations and requirements for a TSP and how each of those were addressed in the City of Oregon City TSP.

> **Staff's finding**: The comparison contained in Exhibit 4 demonstrates that the City of Oregon City TSP is in compliance with the provisions of the Statewide Transportation Planning Rule.

In addition to addressing the policies and requirements of the Transportation Planning Rule, the Oregon City Transportation System Plan needs to comply with Metro's Regional Transportation Plan (Title 6 of the Urban Growth Functional Plan) and parking requirements (Title 2 of the Urban Growth Functional Plan).

Regional Transportation Plan (Title 6 of the Metro's Urban Growth Boundary Functional Plan/Regional Transportation Plan)

The Regional Transportation Plan (RTP) requires that each local jurisdiction adopt a Transportation System Plan that implements the 2040 Growth Concept. The 2040 Growth Concept requires that the Regional Transportation Plan be tailored to best complement the specific transportation needs of each element of the Regional Growth Concept. In areas of concentrated development, such as Regional Centers and Town Centers, the RTP should foster the use of alternative modes of transportation to avoid unacceptable levels of congestion, and the resulting environmental and economic effects.

Conversely, the continued economic vitality of industrial areas and inter-modal facilities is largely dependent on preserving or improving freight and motor vehicle access to these areas and maintaining reasonable levels of goods movement across the region. In neighborhoods and corridors, the RTP will foster a balance among all modes to promote the planned mix of moderate and lower development densities.

In general, a local Transportation System Plan needs to comply with the following major elements of the RTP:

Local Street Connectivity. The design of local street systems, including "local" and "collector" functional classifications, is generally beyond the scope of the Regional Transportation Plan. However, the aggregate effect of local street design impacts the effectiveness of the regional system when local travel is restricted by a lack of connecting routes, and local trips are forced onto the regional network. Therefore, streets should be designed to keep through trips on arterial streets and provide local trips with alternative routes. The design and performance options included in the RTP are intended to improve local circulation in a manner that protects the integrity of the regional system.

The proposed functional classification system for the City of Oregon City establishes seven classifications of streets to address the City's needs for mobility and accessibility (Exhibits 2 and 3). The Neighborhood Collector designation has been introduced to better represent connectivity at the neighborhood and local residential level.

Several new road connections are proposed in order to improve circulation, access and traffic operations (Exhibit 3).

The proposed design standards (Exhibit 2) are based on the functional and operational characteristics of streets such as travel volume, capacity, operating speed, adjacent land use, composition of traffic, and safety. As a sub-phase of the TSP project, a separate document, City of Oregon City Street Design Standards, will provide the City with a comprehensive design manual to address the construction requirements of roadways within the City.

Performance Standards. The RTP requires local jurisdictions to address the needs. A transportation need is identified when a particular transportation standard or threshold has been exceeded. Standards, which may be used in identifying transportation needs, include safety, mobility, congestion analysis, or access analysis. The Oregon City Transportation System Plan contains the required roadway improvements projects needed in Oregon City over the next 20 years to accommodate future growth and address existing safety deficiencies (Exhibits 1 and 2).

> **Staff's finding:** Based on the above analysis, the Oregon City Transportation System Plan complies with the Metro's Regional Transportation Plan.

Parking (Title 2 of the Metro's Urban Growth Boundary Functional Plan)

As previously noted in this report, in addition to addressing the statewide Transportation Planning Rule, the Oregon City Transportation System Plan must comply with the Urban Growth Management Functional Plan Title 6, Regional Accessibility, and Title 2, Parking.

The State's Transportation Planning Rule calls for reduction in vehicle miles traveled per capita and restrictions on construction on new parking spaces as a means of responding to transportation and land use impacts of growth. A compact urban from requires that each use of land is carefully considered and that more efficient forms are favored over less efficient ones. Parking can result in a less efficient land usage and lower floor to area rations. Parking also has implications for transportation. In areas where transit is provided or other non-auto modes (walking, biking) are convenient, less parking can be provided and still allow accessibility and mobility for all modes, including autos. Reductions in auto trips when substituted by non-auto modes can reduce congestion and increase air quality.

The Metro's Urban Growth Management Functional Plan Title 2, Parking, requires the City to amend its Comprehensive Plan and implementing regulations to comply with the minimum standards for certain uses specified in Title 2. The City needs to establish parking maximums at ratios no greater than those listed in Title 2.

The parking maximum ratios contained in the Oregon City Transportation System Plan (Exhibit 2) are not greater that those ratios identified by the Metro's Urban Growth Management Functional Plan Title 2. The City will amend its Code (OCMC Chapter 17.52 Parking) to reflect these recommended parking ratios.

Staff's finding: Based on the above analysis, the Oregon City Transportation System Plan complies with the Title 2, Parking, and Metro's Regional Transportation Plan.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission recommend approval of the Transportation System Plan as an Ancillary Document to the Oregon City Comprehensive Plan (Section 5 of the Oregon City Transportation Plan) included as Exhibit 2, to the City Commission for its consideration at the February 21, 2001 hearing.

EXHIBITS

1. Oregon City Transportation System Plan*
2. Section 5 of the Oregon City Transportation System Plan*
3. Summary of the Oregon City Transportation System Plan
4. Analysis of the State Transportation Planning Rule Compliance

*Available for review at City Hall, Planning Division

Transportation System Plan

This section describes the individual elements that comprise the Transportation System Plan (TSP) for the City of Oregon City. The preferred alternative presented in the TSP consists of those transportation and land use improvements endorsed by the citizens of Oregon City as necessary to support the planned, long-term development of the City. The TSP addresses several development components of the future transportation network including:

- Preferred Land Use Plan
  - Roadway System Plan
  - Functional Classification System
  - Street Design Standards
- Access Management Standards
- Pedestrian System Plan
- Bicycle System Plan
- Public Transportation System Plan
- Marine System Plan
- Air, Rail, Water, Pipeline, and Transmission System Plans
- Access Management Plan
- Implementation Plan

The individual plan elements presented in this section were developed specifically to address the requirements of Oregon's Transportation Planning Rule (TPR) and the needs and desires of the community. Projects associated with each plan element have been identified and their costs have been estimated as described herein. The recommendations set forth by this Plan reflect the findings of the existing and future conditions analyses, the alternatives analysis, and the concerns expressed by both the citizens of Oregon City and the public agencies that were involved in the planning process.

TRANSPORTATION POLICY GOALS & OBJECTIVES

Policy-based goals and objectives that link the TSP to the Transportation Element of the Comprehensive Plan have been developed and incorporated into this TSP section of the overall document. These goals and objectives are a translation of the community-based goals and objectives established at the outset of the TSP planning process, as presented in Section 1. The purpose, function, and application of these policy-based goals and objectives more closely match those contained in the balance of the City's Comprehensive Plan. Each goal provides a particular perspective on the transportation system and is supported by objectives that add specificity and direction.

GOAL 1 - Multi-Modal Travel Options

Develop and maintain a transportation system that incorporates, provides for, and encourages a variety of multi-modal travel options to meet the mobility needs of all Oregon City residents.

Objectives

1. Provide a street classification system that defines public right-of-way by the travel modes and land uses they are intended to serve.
2. Provide an interconnected and accessible street system that minimizes vehicle-miles-traveled and inappropriate neighborhood cut-through traffic, throughout the network.
3. Provide an interconnected and accessible pedestrian system that links residential areas, major pedestrian generators, employment centers, and the arterial and collector roadway network with one another.
4. Provide a well-defined and accessible bicycle network that links residential areas, major bicycle generators, employment centers, and the arterial and collector roadway network with one another.
5. Ensure the adequacy of pedestrian and bicycle connections to local, county, and regional trails.
6. Provide a public transit system that ensures efficient accessibility, mobility, and interconnectivity between travel modes for all residents of the Oregon City community.
7. Provide a truck route network that ensures efficient access and mobility to commercial and industrial areas while minimizing adverse residential impacts.
8. Provide for the possible future extension, connection, and expansion of both rail- and river-based transportation services to and through Oregon City.
9. Ensure the multi-modal transportation system preserves, protects, and supports the environmental integrity of the Oregon City community.
10. Ensure that the City's transportation system is coordinated with regional transportation facility plans and policies of partnering and affected agencies.
11. Preserve and promote the use of the municipal elevator as a pedestrian link to downtown Oregon City.
12. Preserve and enhance the existing Oregon City Trolley service as an attractive travel option for local trips and as a connection to the regional transit system.

GOAL 2 - Safety

Develop and maintain a transportation system that provides adequate safety for the transportation system users.

Objectives

1. Identify transportation improvements to increase the safety of the transportation system for all users.
2. Reduce the frequency and severity of crashes/incidents on the transportation system.
3. Identify ways to minimize conflict points between different modes of travel.
4. Improve the safety of vehicular, rail, bicycle, and pedestrian crossings.

GOAL 3 - Capacity

Develop and maintain a transportation system that provides adequate capacity to serve the system user's needs.

Objectives

1. Provide an adequate transportation system to serve the existing and projected future travel demand.
2. Identify transportation system improvements that mitigate existing and projected future areas of congestion.
3. Ensure the adequacy of travel mode options and travel routes (parallel systems), in areas of congestion.

GOAL 4 - Implementation

Identify and implement needed transportation system improvements using available funding sources.

Objectives

1. Maximize the efficiency of the Oregon City transportation system, thus minimizing the required financial investment in transportation improvements, without adversely impacting neighboring jurisdictions and facilities.
2. Ensure a mutually supportive and interdependent relationship between the land use and transportation systems of the City.
3. Provide transportation system improvements that facilitate the timely implementation of the Downtown Community Plan and protect regional and local access to the End of the Oregon Trail Interpretive Center.

PREFERRED LAND USE PLAN

The Oregon City Transportation System Plan has been developed to support and integrate with implementation of the other key elements of the Comprehensive Plan. Two recent land use planning efforts undertaken by the City were included in the TSP planning process, as described below.

Desirable Elements of the Preferred Alternative

The Urban Growth Boundary for Oregon City is adequate to accommodate the 20-year growth forecast to the horizon year 2018. The Comprehensive Plan Land Use Map and Zoning provide for the appropriate areas and designations to accommodate both the population and employment growth assigned to Oregon City by the region. Nonetheless, modifications to the Comprehensive Plan are appropriate to implement regional growth concepts and achieve a more efficient land use/transportation system.

Adoption and implementation of the *Downtown Community Plan* will enable a more efficient land use pattern to emerge. The effect of this improved efficiency is a more vital and vibrant downtown area that is better equipped to capture and serve the traveling public within the area, particularly as pedestrians and transit users.

Adoption and implementation of the *7th Street Corridor Plan* will enable this corridor to evolve into one that is more pedestrian- and transit- supportive. Land uses will continue to integrate effectively with the neighborhoods they serve, while reducing vehicular demand for local trip making. In addition, the mix and intensity of uses will further support transit on the corridor and promote pedestrian and bicycle activity within the area. The net effect of this is the forestalling or elimination of the need to widen the 7th Street corridor for vehicular capacity purposes, until beyond the 2018 planning horizon year. As such, it is recommended that the City of Oregon City petition Metro to designate the 7th Street-Molalla Avenue corridor (to Highway 213) as a Transit Corridor and Main Street in the Regional Transportation Plan.

(This space intentionally left blank.)

ROADWAY SYSTEM PLAN

The roadway system plan was developed based on the identified existing and the anticipated future operational and circulation needs of the City of Oregon City's street network. The roadway system plan identifies new alignments and connections for streets and is a critical component of the overall TSP. The City's roadway system plan provides guidance to best facilitate travel within the community by addressing two key issues:

- the roadway classification system and corresponding street design standards and access management policies; and,
- roadway connectivity, including new and improved streets to meet both existing and future capacity, circulation, and safety needs.

The access management standards adopted for the roadway network dictate the accessibility of the system to and from adjacent land uses. The street standards applied to the City's roads serve to identify right-of-way needs for the transportation network. In addition, site development review is also addressed in this section in order to identify planning requirements and design standards. Because all transportation modes use public rights-of-way that comprise the street network, all transportation modes were considered and incorporated into this portion of the planning process.

Existing Functional Classification System

Section 2 of this document defined the existing City of Oregon City functional classification system. The existing system includes six street classifications – freeway, expressway, major arterial, minor arterial, collector, and local – that have been assigned to the City's roads so that they can be designed and managed in accordance with the mobility and accessibility functions that they serve. A roadway with the function of connecting communities and carrying traffic to and from destinations within the region, for example, is classified as a major arterial and must be designed to accommodate specific traffic volumes, travel speeds, and multi-modal uses associated with the major arterial classification. The existing City of Oregon City street functional classification system was illustrated in Figure 2-2.

An update to the exiting City of Oregon City functional classification system is outlined as a component of the Roadway System Plan. The update reflects the need for an additional functional class designation between collector and local streets. The TSP and Comprehensive Plan implement this new functional classification system and apply it to all development proposals and public improvement projects. Updated street design standards follow from this functional classification modification and address the need to better relate street design standards to adjacent land uses, as well as the desire to more closely conform with adjacent cities' standards and Metro's regional design guidelines.

Recommended Roadway Functional Classification System

The need for a functional street classification system arises from the desire to balance mobility and accessibility for all modes of transportation. A roadway's functional classification defines its intended purpose, the amount and character of traffic that it is expected to serve, commitment to serve and promote non-auto travel, and the standards to which it must be built.

The classification of a given roadway is intended to convey the requirements, capabilities, and capacity of each respective roadway. It is imperative that the classification of a street is considered in relation to adjacent properties, the land uses they serve, and the modes of transportation that can be accommodated.

Furthermore, a roadway must be appropriately designed to accommodate the types of travel (i.e., regional, local, passenger cars, heavy trucks, pedestrians, etc.) it is intended to serve. The public right-of-way must also provide sufficient space for the necessary street capacity and potentially for the utilities to serve adjacent land uses. Each classification standard is designed to accommodate the traffic demands that are expected for that facility type and are considered acceptable to the community. The concepts of mobility and accessibility are considered during the development of the functional classification map to ensure that adequate facilities are planned. Planned facilities should provide sufficient access to adjacent land uses and ensure neighborhood livability.

The most important considerations in the classification of street networks are accessibility and mobility. The conflict between providing access to local land uses and serving the through travel demand can be significant because, typically, as accessibility increases, mobility decreases. Finding a balance between the adjacent land use needs and the mobility of regional traffic – and providing long-term system stability – requires increased street connectivity. The recommended classification system reflects multi-modal needs, a system hierarchy, and trip type. For example, long distance trips are facilitated on streets that are designed for higher speeds, whereas local trips can be accommodated on shorter, slower speed, and lower volume streets. Finally, the system accommodates pedestrian or bicycle travel as well as auto usage.

A transportation system with good connectivity is characterized by a smoothly transitioning, purpose-oriented hierarchy of roadway links that minimize out-of-direction travel and provides users with transportation choices from among multiple travel routes and modes. With good connectivity, an auto trip to a nearby, local destination should be served on local and collector level streets and the user should not have to use an arterial that was designed to serve longer, regional trips or to feed a freeway. The local/collector route, in this case, is likely to be more direct, and the arterial will not have to carry local traffic. Should the same traveler wish to travel by car to a shopping center in a different community, he or she will first travel on local streets that provide little mobility but extensive access to numerous collectors. The collectors, in turn, provide a higher degree of mobility at a slightly decreased level of accessibility to the arterial system. The arterials serve a function of high mobility. The high degree of mobility is preserved only because direct access from local streets and land uses is minimized, wherever practical.

The proposed functional classification system for the City of Oregon City establishes seven classifications of streets to address the City's needs for mobility and accessibility. The proposed functional classification system is summarized in Table 5-1. The Neighborhood Collector designation has been introduced to better represent connectivity at the neighborhood and local residential level.

New Neighborhood Collector Classification

The proposed new functional class of Neighborhood Collector is intended for streets that serve as the distributors of traffic from collector or minor arterial streets to the local neighborhood and local streets and properties. Neighborhood Collectors will, therefore, provide a higher level of connectivity and mobility than local streets, as well as slightly higher traffic volumes. The design of neighborhood collectors should consider accessibility and mobility functions, as well as neighborhood livability for the areas that they serve.

Table 5-1. Street Functional Classification Descriptions

Functional Classification	Description
Freeway	Full access-control; high level of mobility; widely spaced access points; access limited to interchanges and street crossings with grade separations; primarily serves motorized vehicle traffic; intended to carry high traffic volumes at higher speeds over long distances (regional travel); may contain medians.
Expressway	Mix of full and partial access-control; high level of mobility; mix of grade-separated interchanges and at-grade intersections; high access control with possible frontage roads; regional facility; intended to carry high traffic volumes at higher speeds over long distances, but to a lesser extent than freeways; primarily serves motorized vehicle traffic.
Major Arterial	Carries both local and through traffic to destinations outside the City; connects the minor arterial and collector street system to expressways and freeways; provides access to other cities as well as between communities within the city; provides limited access to adjacent land uses but primary function is mobility for major traffic movements; access control through medians and/or driveway channelization; traffic volumes are typically moderate to heavy and speeds are moderate to high; restricted on-street parking; provides route for public transit service; sidewalks required; bicycle amenities are often associated with the arterial streetscape.
Minor Arterial	Connects principal traffic generators; carries local traffic between neighborhoods and to community and regional facilities within a city; provides a parallel route to major arterials; distributes traffic from major arterials to collector and local streets; trip lengths, traffic volumes, and speeds are lower than on major arterials; limited parking; possible public transit street; sidewalks required; bicycle amenities optional.
Collector	Serve as major streets within neighborhoods and single land use patterns; principal carrier within neighborhoods or between neighborhood local streets and arterials; higher degree of local access than arterials; shares both mobility and access function; typically characterized by 2 or 3-lane sections; low to moderate traffic volumes, trip lengths, and traffic speeds; increased parking opportunities; sidewalks required; provide opportunities for bicycle amenities; bike lanes should be striped where traffic intensity and speed warrant consideration or where the street directly connects to a specific land use that generates significant bicycle traffic (i.e. school or park).
Neighborhood Collector	Serve as major streets within residential neighborhoods; collects traffic from and distributes traffic to local streets within neighborhoods; connect local streets with other collectors and arterials; primary function is to serve access and local circulation; usually longer than local streets; low traffic volumes and speeds; traffic management measures may be implemented to control traffic speed and volumes to ensure livability and safety; may provide direct access to properties; on-street parking encouraged; sidewalks required; bicycle facilities may be exclusive or shared roadways depending on the traffic volumes, speeds, and extent of bicycle traffic.
Local Street	Provides direct access to adjacent properties and land uses within neighborhoods; lowest mobility function and highest accessibility function; low traffic volumes and speeds; through traffic discouraged; typically 2-lane sections; on-street parking encouraged; typically stop-sign control at intersections with collector and arterial streets; roadway should serve auto, pedestrian, and bicycle travel.

Intersections between neighborhood collectors and streets of higher classification should be controlled to allow all desired turning movements into and out of neighborhoods. The neighborhood collector designation allows traffic control devices to be placed to increase the safety of intersections and street corridors, as traffic control devices may not be so easily placed on local streets. Parking removal or

additional right-of-way purchase should not be required on neighborhood collectors except in specific problem locations or under special circumstances to accommodate the equally important functions of traffic movement and accessibility to adjacent properties. The neighborhood collector is designed for low speeds similar to a local street; cyclists should share the street with motor vehicles because of the low traffic volumes and speeds. Because of the connectivity that these types of streets offer (in both the roadway and pedestrian system networks), pedestrian connections are of primary importance and sidewalks must be constructed on both sides of the roadway.

Automobile traffic speeds and volumes on neighborhood collectors will be maintained at the desired levels by narrow roadway widths for travel lanes, horizontal and vertical alignments, curb extensions, and on-street parking; all of which can be used to reduce the perceived width of a street. Non-local (or cut-through) traffic should be discouraged on neighborhood collectors with the use of context sensitive design techniques and/or traffic calming measures.

Updated Functional Classification for the Existing Street Network

As part of the TSP process, the existing Oregon City street classification system was reviewed to determine its adequacy in serving the City's transportation needs. Where an existing functional classification was found to be inadequate in accommodating the desired function of a specific roadway, a change in the classification was proposed. The criteria used to determine where a change in facility classification was necessary included:

- frequency of facility type;
- existing and forecast traffic volumes;
- provision of street system connectivity;
- linkages to regional and town center areas; and,
- number and types of travel modes to be served.

Based on these criteria, the roadway segments proposed for functional reclassification are presented in Table 5-2. In some cases local streets have been upgraded to neighborhood collector or collector status. This change in functional classification will not change the amount or nature of the traffic that uses the given facility. The change in functional class is primarily to ensure that the importance of these roadways to the overall roadway network within the city is recognized and to ensure that they are maintained at an appropriate level and standard.

Table 5-2. Proposed Changes to the Functional Classification System

Roadway Segment	Existing Classification	Proposed Reclassification	Reasoning
Holmes Lane: Linn Avenue to Molalla Avenue	Collector	Minor Arterial	Segment provides a critical east-west connection between Linn Avenue (minor arterial) and Molalla Avenue (major arterial) north of Warner Milne Road.
Meyers Road: Leland Road to Highway 213	Collector	Minor Arterial	Roadway provides a critical east-west connection from Highway 213 to existing and developing residential areas in the southwest quadrant of the City.
High Street: 5th Street to 7th Street	Local Street	Collector	Roadway provides a direct connection between the 7th Street-Singer Hill Road-10th Street corridor and the 5th Street-Linn Avenue corridor.
Washington Street: 5th Street to 7th Street	Local Street	Collector	Washington Street is currently classified as a minor arterial north of 7th Street; segment provides a direct connection between the 5th Street, Washington Street, and 7th Street corridors.
Lawton Road: South End Road to Madrona Drive	Local Street	Neighborhood Collector	Roadway provides a connection from the neighborhoods west of South End Road to the Warner Parrott Road/South End Road intersection.
Pease Road: McCord Road to Leland Road	Local Street	Neighborhood Collector	Segment provides a direct route from McCord Road (collector) to Leland Road (minor arterial); roadway is likely to ultimately support future residential development and local street connections along both sides of its alignment.
Boynton Street: Warner Parrott Road to Central Point Road	Collector	Neighborhood Collector	Roadway provides a north-south connection between Warner Parrott Road (minor arterial) and Central Point Road (minor arterial); provides access to Chapin Park and residential neighborhoods on both sides of its alignment; on-street parking is needed in the area to support the activities of Chapin Park
Gaffney Lane/Berta Drive: Molalla Avenue to Meyers Road	Collector	Neighborhood Collector	Current alignment provides an east-west connection between Molalla Avenue (major arterial) and Meyers Road (collector, proposed minor arterial); currently Gaffney Lane and Berta Drive are used by motorists as a single, local through route.

Roadway Segment	Existing Classification	Proposed Reclassification	Reasoning
Hilda Street/Alden Street/Barclay Hills Drive: Molalla Avenue to the end of Barclay Hills Drive	Local Street	Neighborhood Collector	Alignment currently serves the developing neighborhoods north of the Mountain View Cemetery and east of Molalla Avenue (major arterial); a traffic signal currently exists at the Molalla Avenue/Hilda Street-Holmes Lane intersection making this connection to Molalla Avenue more attractive to motorists than the unsignalized Barclay Hills Drive access.
Barker Avenue/Charman Street: South End Road to Linn Avenue	Local Street	Neighborhood Collector	Corridor serves to provide a reasonably direct neighborhood connection to South End Road
Filbert Drive/Salmonberry Drive – Skellenger Way	Local Street	Neighborhood Collector	Provides connectivity between South End Road and Central Point Road.
Frontier Parkway	Local Street	Neighborhood Collector	Provides connectivity between Meyers Road and Leland Road.

Figure 5-1 illustrates the new functional classification system for all existing and proposed/planned study area roadways.

New Roadway Connections

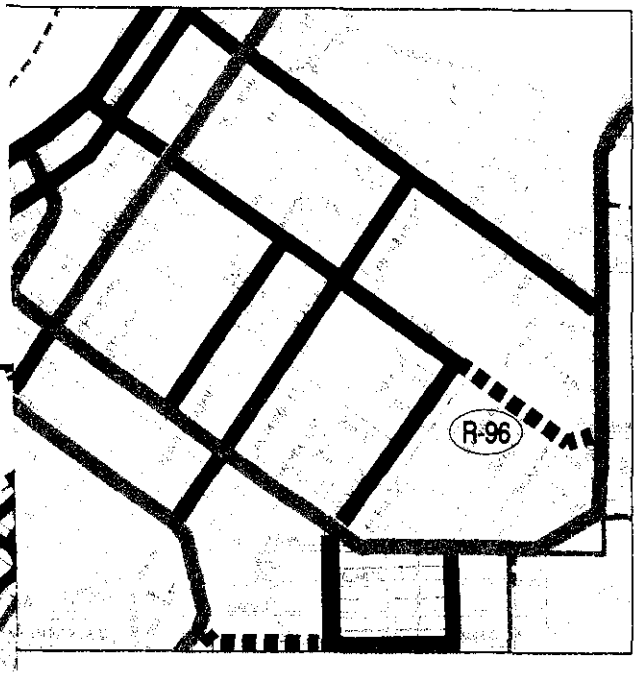
Also shown conceptually in Figure 5-1, as part of the TSP development process, are several new roadway connections and facilities that have been proposed in order to improve circulation, access, and traffic operations; and, to provide for the long-range system needs of the City's transportation network. These proposed new roadway connections are shown in a dashed line type. *It should be emphasized that the dashed lines in Figure 5-1 do not represent a definitive alignment for any proposed connection. They are only meant to represent locations where a new connection is anticipated and recommended.* The proposed new roadway connections shown in Figure 5-1 have also been assigned a recommended functional classification, based on the anticipated functional characteristics desired for the facility.

The purpose of identifying these potential future connections is to:

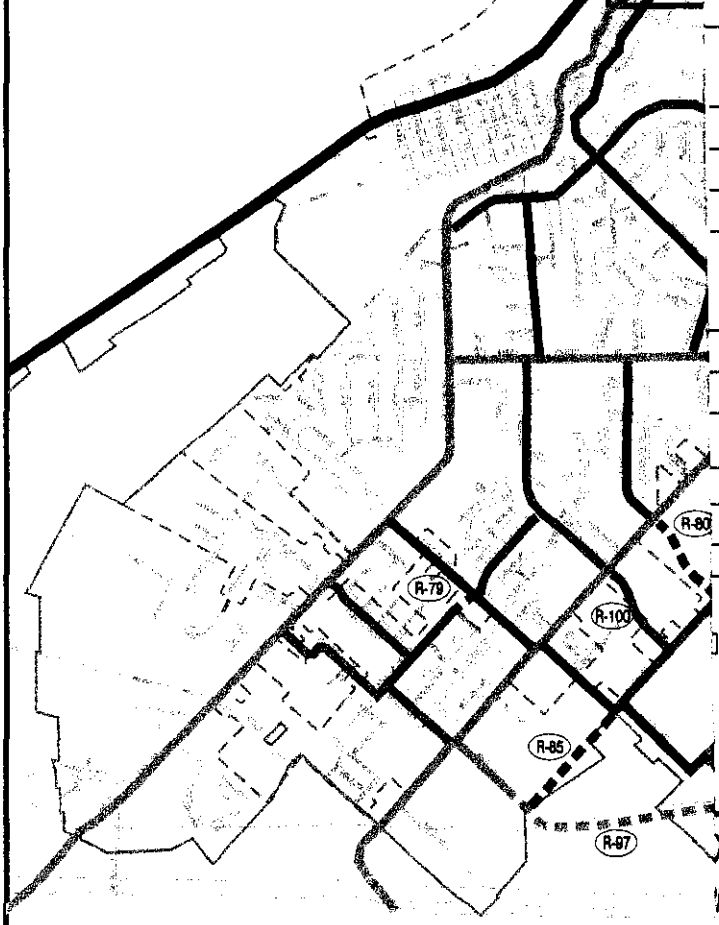
- provide for appropriate future roadway infrastructure to serve areas with future development potential;
- increase the connectivity from new development to existing neighborhoods and infrastructure;
- provide access to property through multiple locations; and,
- provide the City with guidelines for roadway alignments as future development occurs.

The proposed new connections can be separated into two categories: those recommended to accommodate growth and new development, and those recommended as enhancements to the connectivity and operations of the existing roadway network. Table 5-3 outlines the proposed new roadway connections based on these two categories.

NORTH
(NOT TO SCALE)



SEE INSET



- FREEWAY
- EXPRESSWAY
- MAJOR ARTERIAL
- LOCAL STREETS

- MINOR ARTERIAL
- COLLECTOR
- NEIGHBORHOOD COLLECTOR

- OREGON CITY CITY LIMITS
- URBAN GROWTH BOUNDARY
- POWER LINES

ISED NEW ROADWAYS CORRESPOND

MMENDED FUNCTIONAL
IFICATION SYSTEM AND
OADWAY CONNECTIONS

FIGURE
5-1

F OREGON CITY, OREGON
PORTATION SYSTEM PLAN

DECEMBER 2000

TABLE 5-3. PROPOSED NEW ROADWAY CONNECTIONS

Connections Based on Growth and Development	
R-79	North-South extension of Spring Valley Dr from Partlow Rd to Salmonberry Dr (*Neighborhood Collector*).
R-80	East-West extension of Shenandoah Drive from Central Point Road to Pease Road (*Collector*) and from Pease Road to Leland Road (*Neighborhood Collector*).
R-81	North-South connection from Leland Rd to Meyers Road (near S Jessie Avenue) (*Neighborhood Collector*).
R-82	East-West extension of Haven Road to Nobel Road (*Neighborhood Collector*).
R-83	North-South connection from South Douglas Loop (C.C.C.) to Glen Oak Road (*Neighborhood Collector*).
R-84	North-South extension of Coquille Drive, north to the proposed Meyers Road extension and south to Henrici Road (*Neighborhood Collector*).
R-85	Southern extension of Pease Road to connect with the new East-West connection in R-97 (*Collector*)
R-86	North-South connection from the end of Caufield Road north to Meyers Road – *Neighborhood Collector.*
Connections Based on Enhanced Connectivity and Operations	
R-87	East-West extension (and realignment) of Abernethy Road from Washington Street to Main Street (*Minor Arterial*).
R-88	North-South Redland Road extension between Abernethy Road and Washington Street (*Minor Arterial*) (frontage connection complementing the Highway 213 Corridor Phase 1 improvements).
R-89	New North-South overcrossing of I-205 and the railroad to connect the End of the Oregon Trail-Washington Street area to Agnes Street-Clackamette Cove (*Minor Arterial*).
R-90	North-South connection from Gladstone (Portland Avenue), across the Clackamas River, to Agnes Street (west of Highway 213) (*Minor Arterial*).
R-91	Refurbished SE 82nd Drive crossing of the Clackamas River (utilizing the existing pedestrian bridge) to connect Gladstone and the Park Place area (*Minor Arterial*).
R-92	East-West extension of Fir Street from Highway 213 (as an overcrossing) to Beavercreek Road (*Minor Arterial*).
R-93	East-West connection from Ethel Street to May Street (south of Holmes Lane) (*Collector*).
R-94	North-South extension of Laurel Lane, from May Street to Warner Milne Road, aligning with Beavercreek Road (*Collector*).
R-95	East-West extension of Roosevelt Street from Molalla Avenue to Linn Avenue (*Collector*).
R-96	East-West extension of 12th Street from Taylor Street to Grant Street (*Collector*).
R-97	East-West connection along the southern edge of Oregon City from Skellenger Way to Meyers Road and Clairmont Way (*Minor Arterial*).
R-98	East-West extension of Meyers Road from Highway 213 to Beavercreek Road (*Minor Arterial*).
R-99	Extension of 12th Street from Main Street to Highway 99E (*Collector*).
R-100	East-West extension of Boynton Road from Central Point Road to Pease Road (*Neighborhood Collector*). **During the course of completeing this study, this new connection has been completed as part of the South Hempton Estates subdivision.

The need for each of the facilities identified in Figure 5-1 and Table 5-3 will be driven, in large measure, by future development within the City's Urban Growth Boundary. Again, it should be stressed that the location of the potential new roadways shown on Figure 5-1 is only an approximate representation of the recommended connection and that the actual roadway alignment will be determined based on identified constraints and specific development plans for the individual areas.

Street Design Standards

Roadway design standards are based on the functional and operational characteristics of streets such as travel volume, capacity, operating speed, adjacent land use, composition of traffic, and safety. The standards are also established to provide appropriate separation between travel lanes and pedestrian and bicycle facilities. They are necessary to ensure that the street system will be capable of serving the traveling public as it develops, while also accommodating the accessibility and orderly development of adjacent lands.

As a sub-phase of this TSP project, a separate document, *City of Oregon City Street Design Standards*, has been prepared to provide the City with a comprehensive design manual to address the construction of new or improved roadways within the City. This section of the TSP summarizes the recommended design requirements outlined in the Street Design Standards Manual, however, for a more comprehensive discussion of the roadway design components the Street Design Standards Manual should be consulted.

The proposed street design standards are shown in Figure 5-2A and 5-2B. The roadway typical sections provide a blueprint for the expected cross section of the existing and future streets and include such information as right-of-way, number of travel lanes, bicycle and pedestrian facilities, and optional amenities such as landscape strips. Detailed design elements, such as cross-slopes, are not shown in these figures and the Street Design Standards manual should be referenced for such information. Also, additional width for turn lanes may be needed at specific intersections based on engineering investigation. This is not shown in the typical street design standards, which address the portions of streets between intersections. The recommended roadway typical sections illustrated in Figures 5-2A and 5-2B are intended for planning and design purposes for new construction, as well as for those locations where it is physically and economically feasible to improve existing streets.

The roadway typical sections present standards that allow flexibility in defining the roadway width. Where geometric conditions present constraints, right-of-way and road widths can be reduced based on the optional features that are noted on the standard sections. The use of optional components such as on-street parking and planter strips would be subject to the discretion of the City of Oregon City. In the case of facilities not under the jurisdiction of the City, such as Highway 213, representatives from the governing jurisdiction would have ultimate authority over the roadway design. Alignment and operational characteristics should be considered and thoroughly reviewed when considering a new road or an upgrade of an existing street within the system.

Arterials, such as Beavercreek Road, will have a right-of-way requirement of between 39 and 123 feet and will include two to six 12-foot wide travel lanes. Both major and minor arterial typical sections incorporate seven-foot wide sidewalks separated from the highway by a five-foot wide landscape strip and six-foot bicycle lanes. An eight-foot wide on-street parking strip is an optional feature on the minor arterial cross section design.

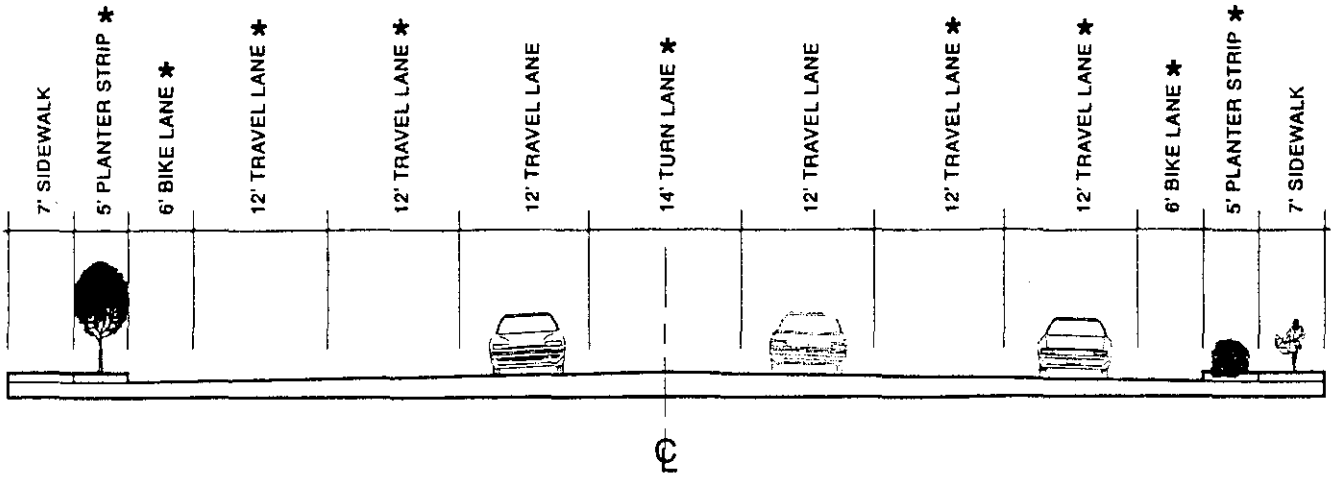
Collector streets will have a right-of-way requirement of between 35 and 85 feet and a required typical section consisting of two 11-foot wide travel lanes and six-foot wide sidewalks. Optional landscape strips, on-street parking, and striped bicycle lanes may also be required at the discretion of the City. Neighborhood Collector streets can be designed with a narrower median turn lane to help reduce speeds.

Local streets will have a right-of-way requirement of 41 to 57 feet and should include five-foot wide sidewalks and a five-foot planter strip on both sides of the street. Requirement of adjacent on-street parking may be made at the discretion of the City, and right-of-way should be acquired in any case for utility easements.

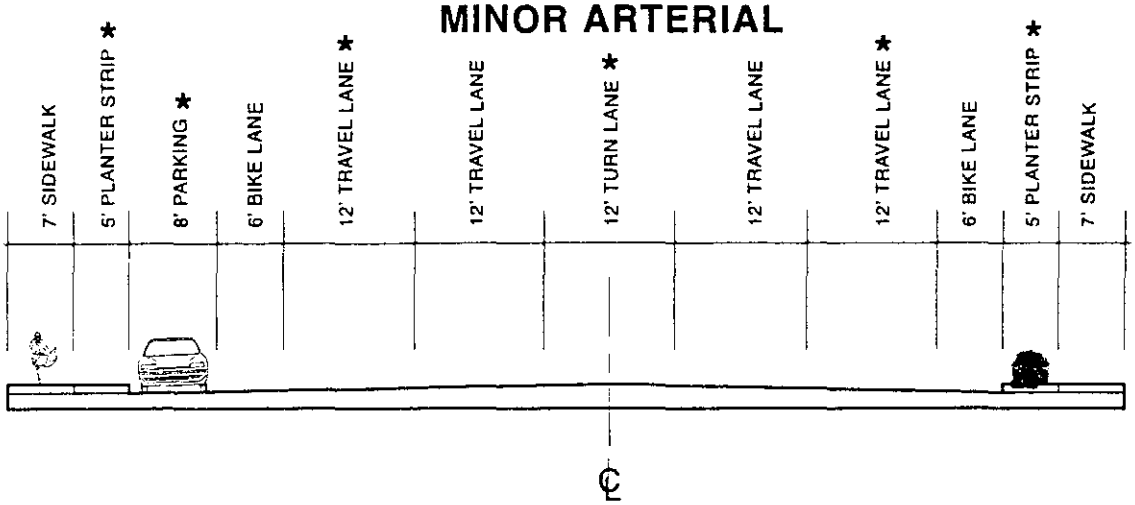
Other Considerations

The availability of streetscape treatments such as landscape strips, pedestrian refuges, and bike lanes will prove valuable to the City as instruments by which the character of roadways can be influenced.

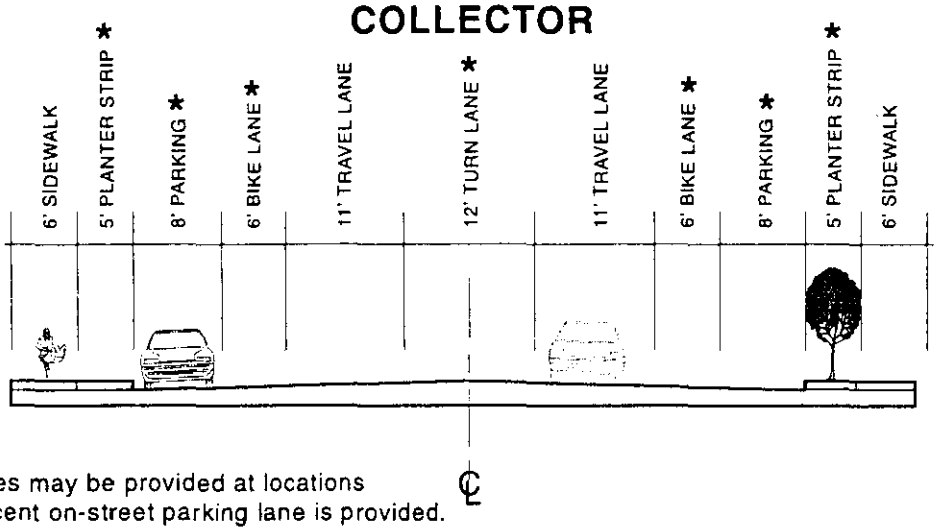
MAJOR ARTERIAL



MINOR ARTERIAL



COLLECTOR



* Optional

Note: 5-foot bike lanes may be provided at locations where an adjacent on-street parking lane is provided.

STREET DESIGN STANDARDS
TYPICAL SECTIONS

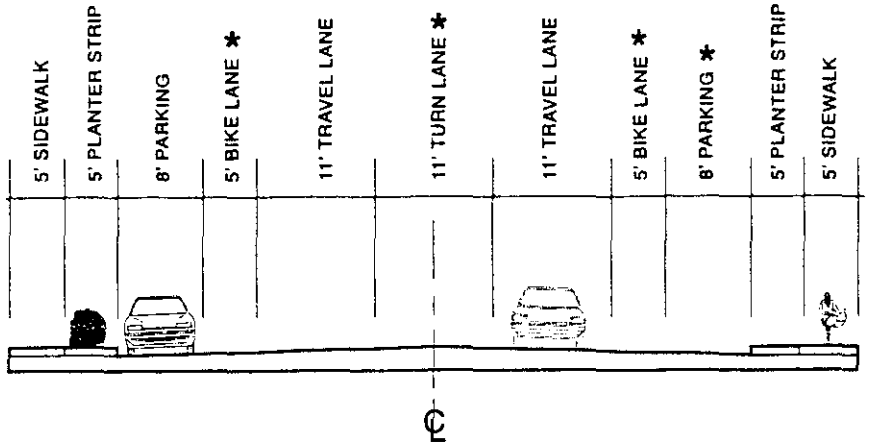
FIGURE
5-2A

TRANSPORTATION SYSTEM PLAN
OREGON CITY, OREGON

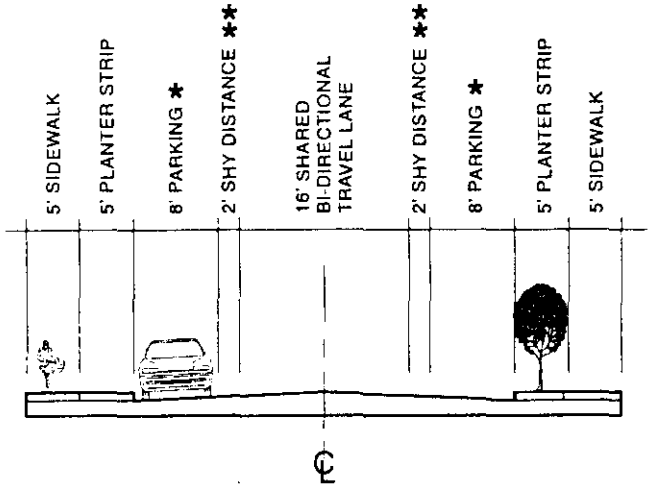
DECEMBER 2000

2388\DWGS\FINALDOC\2388F5_2.CDR

NEIGHBORHOOD COLLECTOR



LOCAL STREET



* Optional

** Not required if adjacent parking lane is provided.

Note: 5-foot bike lanes may be provided at locations where an adjacent on-street parking lane is provided.

STREET DESIGN STANDARDS
TYPICAL SECTIONS

FIGURE
5-2B

TRANSPORTATION SYSTEM PLAN
OREGON CITY, OREGON

DECEMBER 2000

2388\DWGS\FINALDOC\2388F5_2.CDR

Streetscape treatments such as street trees can be used to reduce the perceived impact a roadway has on the community. Narrower streets or streets that have a "skinny" feel due to the presence of closely spaced trees or buildings that are designed with minimal setback, may also be desirable in some neighborhood areas for use as a deterrent to through or speeding traffic on local streets.

Special consideration for school zones is necessary and requires reduced speed limits during the hours when children are going to and from school and during special events. Usually school speed zone signs are used and complemented by flashing beacons and pavement markings that make drivers aware of the school zone. School speed zoning, as well as all other types of speed zoning throughout the state, is set by the ODOT Traffic Management Section and the Speed Zone Review Panel.

Guidelines for Arterial and Collector Intersection Improvements

In addition to the typical roadway section standards, the City should also adopt standards for intersection improvement design. As such, the Oregon City Street Design Standards manual includes details for the recommended standards for intersection design within the City. As intersection improvements are made at arterial and collector intersections in the City, the following general guidelines should be considered:

- maintain adequate signing of side-streets (stop signs and visible street signs);
- restrict parking and potential sight obstruction in the intersection vicinity;
- provide intersection illumination to increase visibility;
- provide proper channelization (striping, raised medians, etc.) of movements;
- provide a paved apron on unpaved side-street approaches to create a smooth transition to and from the main street; and,
- install right-turn transition tapers at high-speed unsignalized intersections and tapers with storage lanes at signalized intersections on highway approaches (the standard designs identified in the ODOT Design Manual should be used when addressing intersections along state highways).

Again, the recommended detailed design elements of arterial and collector intersections are outlined in the *City of Oregon City Street Design Standards.*

ROADWAY IMPROVEMENT PROGRAM

The required roadway improvement projects needed in Oregon City over the next 20 years to accommodate future growth and address existing safety deficiencies were identified in the alternatives analysis section. These improvement projects include capacity and safety improvements to existing facilities as well as the construction of new roadways to provide additional capacity and increased connectivity throughout the entire street system network. There will be alternative mode improvements (i.e. pedestrian, transit, and bicycle amenities) associated with these projects, as outlined in the following sections focused on the Pedestrian System, Bicycle System, and Public Transit System Plans.

Table 5-4 outlines the recommended roadway improvement projects identified as part of this Transportation System Plan. The improvement projects are subdivided into two broad categories, by timeframe of need: 0 to 5 years and 6 to 20 years. The near-term improvements (i.e., those in the 0 to 5 year timeframe) are the mitigation needs identified through the existing conditions evaluation, and the long-term program projects (i.e., 6 to 20 year timeframe) correspond to the mitigation needs identified through the future conditions analysis and alternatives development. Within these timeframes, the projects are categorized as follows:

- Roadway Capacity and Operational Improvements
- Intersection Capacity and Operational Improvements
- Intersection Safety and Operational Improvements
- Street Segment Upgrades to City Street Standards
- Upgrades of Poorly Aligned/Offset Intersections
- New Roadways Based on Growth and Development
- New Roadways Based on Enhanced Connectivity and Operations

Table 5-4. Recommended Roadway System Improvements

No.	Location	Project Description	Estimated Cost	Priority Class
Near Term Improvements (1–5 years)				
Roadway Capacity and Operational Improvements				
R-1	HWY 213 - I-205 NB Ramps to Redland Rd	Restriping the existing SB-RT lane between I-205 and Washington as a third travel lane; widening to provide and exclusive SB-RT lane at HWY 213/Washington St; construction of a third SB travel lane on HWY 213 from Washington St terminating as a SB-RT lane at Redland Rd; signal modification at HWY 213/Washington St and HWY 213/Redland Rd.	$1,890,000 (Funded by ODOT, Metro, & developer)	1
R-2	Washington Street - Abernethy Rd to 12th St	Restriping of Washington St to provide a continuous 3-lane cross section with striped bike lanes (one travel lane in each direction plus a continuous median LT lane); intersection and signal modification at Washington St and 15th St, 14th St, and 12th St; traffic signal interconnect along the corridor.	$526,000	2
R-42	Molalla Avenue – Division Street to Highway 213	Phase 1 of 2 – Implement Molalla Avenue Improvement Plan project	$1,800,000	1
Intersection Capacity and Operational Improvements				
R-3	HWY 213/Washington Street	Modification of existing SB-RT lane into an additional SB Through lane, provision of an exclusive SB-RT lane, signal modification.	Included with R-1 ($338,000)	1
R-4	HWY 213/Beavercreek Road	Widening and restriping to provide dual LT lanes and two through lanes on all intersection approaches, provision of an exclusive WB RT lane, signal modification, redesign pedestrian and bicycle crossings.	$5,450,000	1
R-5	Washington Street/15th Street	Intersection and signal modification to provide exclusive LT lanes with protected phasing on the Washington Street approaches, corridor signal interconnect. *Improvement also serves to mitigate*	Included with R-2 ($163,000)	2

No.	Location	Project Description	Estimated Cost	Priority Class
		identified safety deficiencies.		
R-6	Washington Street/14th Street	Intersection and signal modification to provide exclusive LT lanes with protected phasing on the Washington Street approaches, corridor signal interconnect.	Included with R-2 ($163,000)	2
Intersection Safety and Operational Improvements				
R-8	HWY 99E/Tumwater Drive	Taper Highway 99E to one southbound travel lane prior to the Highway 99E/Tumwater Drive intersection; provide and exclusive southbound left-turn pocket at the Highway 99E/Tumwater Drive intersection; convert Tumwater Drive to one-way eastbound at Highway 99E; improvement will be constructed in conjunction with the improvements to HYW 99E/S 2nd Street intersection.	$500,000 (including improvement R-9-per ODOT estimate)	2
R-9	HWY 99E/S 2nd Street	Signalize, realign, and provide an exclusive southbound left-turn lane at Highway 99E/S 2nd Street; improvement will be constructed in conjunction with the improvements to HYW 99E/Tumwater Drive	$500,000 (including improvement R-8-per ODOT)	2
R-10	Washington Street/12th Street	Signalization, intersection reconstruction and reconfiguration to provide exclusive LT lanes with protected phasing on the Washington Street approaches, corridor signal interconnect.	Included R-2 ($163,000)	2
Upgrade Street Segments to City Street Standards				
R-11	Anchor Way 18th St-Redland Rd	- Provide curb, gutter, and sidewalks along both sides.	$297,000	C
R-12	Beavercreek Road CCC to Glen Oak Rd	- Provide curb, gutter, and sidewalk along both sides.	$371,000	3
R-13	Boynton Street Warner Parrot Rd-Buol St	- Provide curb, gutter, and sidewalks along both sides.	$275,000	C
R-14	Central Point Road Shenandoah Dr-UGB	- Provide curb, gutter, and sidewalks along both sides.	$1,050,000	C
R-15	Forsythe Rd Clackamas River Dr-Swan Ave	- Provide curb, gutter, and sidewalks along both sides.	$671,000	C
R-16	Gaffney Lane		$1,690,000	2

No.	Location	Project Description	Estimated Cost	Priority Class
	Molalla Ave-Meyers Rd	- Resurface and widen to provide bike lanes, curb, gutter, and sidewalks on both sides; remove vegetation to improve sight distance; consider traffic calming measures.		
R-17	Glen Oak Road HWY 213-Beavercreek Rd	- Provide curb, gutter, and sidewalk along both sides.	$413,000	3
R-18	Holcomb Road Redland Rd-UGB	- Provide curb, gutter, and sidewalks along both sides.	$1,510,000	C
R-19	Holmes Lane-Hilda St Linn Ave-Alden St	- Provide curb, gutter, and sidewalks along both sides.	$814,000	C
R-20	Leland Rd Pease Rd-UGB	- Provide curb, gutter, and sidewalks along both sides.	$252,000	3
R-21	Maplelane Road Beavercreek Rd-UGB	- Provide curb, gutter, and sidewalks along both sides.	$627,000	C
R-22	McCord Road Central Point Rd-Leland Rd	- Provide curb, gutter, and sidewalks along both sides.	$627,000	C
R-23	Partlow Road South End Rd-Central Point Rd	- Resurface and widen to provide bike lanes, curb, and gutter on both sides; provide sidewalk along south side.	$1,300,000	2
R-24	Pease Road Leland Rd-McCord Rd	- Provide curb, gutter, and sidewalks along both sides.	$836,000	C
R-25	Redland Rd Anchor Way-UGB	- Provide curb, gutter, and sidewalks along both sides.	$297,000	C
R-26	South End Road Partlow Rd-UGB	- Provide curb, gutter, and sidewalks along both sides.	$462,000	C
R-27	Swan Avenue Holcomb Rd-Forsythe Rd	- Provide curb, gutter, and sidewalks along both sides.	$292,000	C
R-28	Thayer Road		$374,000	C

No.	Location	Project Description	Estimated Cost	Priority Class
	Maplelane Rd-UGB	- Provide curb, gutter, and sidewalks along both sides.		
R-29	Washington St/Clackamas River Abernethy Rd-UGB	- Provide curb, gutter, and sidewalks along both sides.	$1,670,000	C
Upgrade Poorly Aligned/Offset Intersections				
R-30	Holcomb Rd/Front St-Beemer Jacobs Way	Realign offset intersection.	$150,000[1]	A
R-31	Leland Rd/Pease Rd	Realign offset intersection.	$150,000[1]	3
R-32	Partlow Rd/McCord Rd	Realign offset intersection.	$150,000[1]	A
R-33	Partlow Rd/Lafayette Ave-Oaktree Ave	Realign offset intersection.	$150,000[1]	A
R-34	Warner Milne Rd/Molalla Ave	Realign offset intersection.	$350,000[1]	A
R-35	Warner Milne-Warner Parrott Rd/Leland-Linn/Central Point Rd	Realign offset intersections. Cost assumes a roundabout option.	$600,000[1]	2
Long Term Improvements (6-20 years)				
Roadway Capacity and Operational Improvements				
R-37	HWY 213 I-205 – Redland Rd	- Phase 1A improvement from HWY 213 Urban Corridor Design Study	$10,000,000	2
R-38	HWY 213 Molalla Ave-Henrici Rd	- Provide dual NB and SB LT lanes at HWY 213/Molalla Ave; signal modification at HWY 213/Molalla Ave; widen to provide 1 additional travel lane in each direction from Molalla Ave to Canyon Ridge Dr; widen to provide standard 3-lane cross section from Canyon Ridge Dr to Henrici Rd.	$2,610,000	3
R-40	Washington Street 12th St-7th St	- Restripe to standard 3-lane cross section; provide bike lanes on both sides; signalization and intersection modification, widening to provide an NB-RT lane (on Washington St) at Washington St/7th St, signal modification at Washington St/7th St.	$350,000	2
R-42	Molalla Avenue Division Street-HWY 213	Phase 2 of 2 – Implement Molalla Avenue Improvement Plan project	$1,000,000	1
R-43	Beavercreek Road Molalla Ave-Maplelane Rd	- Widen to provide typical 5-lane cross	$1,260,000	1

No.	Location	Project Description	Estimated Cost	Priority Class
		section; planted median; bike lanes, planter strip, curb, and gutter on both sides; modify Fred Meyer access traffic signal		
R-44	Warner Milne Road Beavercreek Rd-Leland/Linn Ave	- 1 additional travel lane in each direction	$1,060,000	B
Intersection Capacity and Operational Improvements				
R-48	HWY 99E/I-205 SB Ramps	Provision of dual SB LT lanes (HWY 99E to I-205 SB), signal modification.	$507,000	B
R-49	HWY 99E/I-205 NB Ramps	Provision of dual SB LT lanes (HWY 99E to I-205 NB), provision of dual WB LT lanes (I-205 to HWY 99E SB), provision of an exclusive NB RT lane (HWY 99E to I-205 NB), signal modification.	$587,000	B
R-50	HWY 99E/Main Street	Provision of exclusive LT lanes on all intersection approaches, signal modification.	$210,000	B
R-51	HWY 213/I-205 Ramps	Phase 1A improvement from Highway 213 Corridor Study.	Included with R-37	2
R-52	HWY 213/Washington Street	Phase 1A improvement from Highway 213 Corridor Study.	Included with R-37	2
R-53	HWY 213/Redland Road	Phase 1A improvement from Highway 213 Corridor Study.	Included with R-37	2
R-54	HWY 213/Molalla Avenue	Provision of dual NB and SB LT lanes, signal modification.	Included with R-38 ($835,000)	3
R-55	HWY 213/Glen Oak-Caufield Rd	Realign intersection offset; signalization; provision of exclusive EB and WB LT lanes.	Included with R-38 ($275,000)	3
R-56	HWY 213/Henrici Road	Signalization, provision of exclusive WB LT and RT lanes.	Included with R-38 ($300,000)	3
R-57	Washington Street/17th Street	Signalization, provision of exclusive LT lanes on the Abernethy-17th St approaches and the NB Washington St approach.	$162,000	2
R-58	Washington Street/15th Street	Provision of exclusive LT lanes on both 15th St approaches, signal modification.	$132,000	2
R-59	Washington Street/14th Street	Provision of an exclusive RT lane on the SB Washington St approach, provision of exclusive LT lanes on both 14th St approaches, signal modification.	$187,000	2
R-60	Washington Street/7th Street	Provision of an exclusive LT lane and a shared Through-RT lane on the NB Washington Street approach, provision of exclusive LT, Through, and RT lanes on the SB Washington Street approach, signal	Included with R-40 ($166,000)	2

No.	Location	Project Description	Estimated Cost	Priority Class
		modification.		
R-61	Main Street/14th Street	Signalization, provision of an exclusive WB LT lane (14th to Main).	$220,000	B
R-62	Main Street/10th Street	Signalization, provision of an exclusive SB LT lane (Main to 10th).	$250,000	B
R-63	Molalla Av/Barclay Hills Dr	Signalization, provision of an exclusive SB LT lane (Molalla to Barclay Hills). * Likely to happen with the Molalla Ave Improvements Project	$160,000	B
R-64	Molalla Avenue/Clairmont Way	Provision of an additional through lane on the NB and SB (Molalla Ave) approaches, provision of an exclusive WB LT (Clairmont to SB Molalla), signal modification.	Included with #39 ($45,000)	B
R-65	Molalla Avenue/Gaffney Lane	Provision of an additional through lane on the NB and SB (Molalla Ave) approaches, provision of exclusive LT lanes on the EB and WB (Gaffney Lane) approaches, signal modification.	Included with #39 ($70,000)	B
R-66	Beavercreek Rd/Warner Milne Rd	Provision of dual NB LT lanes (Beavercreek Road to WB Warner Milne Road), signal modification.	$193,000	B
R-67	Beavercreek Rd/Fir Street	Signalize, provide exclusive LT lanes and protected phasing on all intersection approaches.	$180,000	B
R-68	Beavercreek Rd/Maplelane Rd	Provision of exclusive RT lanes on the SB (Maplelane Rd) and EB (Beavercreek Rd) approaches, signal modification.	$106,000	B
R-69	Beavercreek Rd/Glen Oak Rd	Signalization; provision of an exclusive NB LT lane.	$349,000	3
R-70	Warner Parrott Rd/South End Rd	Realign offset intersection, signalization, provide exclusive LT lanes on all intersection approaches.	$656,000	C
R-71	Warner Parrott Rd/Central Point Rd	Improved intersection and traffic control.	Included with R-35	2
R-72	Warner Milne Rd/Linn-Leland Ave	Improved intersection and traffic control.	Included with R-35	2
R-73	South End Rd-High Street/S 2nd St	Realign offset intersection, signalization, provision of an exclusive LT lane and a shared Through-RT lane on all intersection approaches.	$890,000	C
R-74	South End Rd/Oaktree-Partlow Rd	Realign intersection, signalization, provision of an exclusive LT lane on all intersection approaches.	$446,000	C
R-75	Linn Ave/Davis Rd-Ethel St	Signalization.	$267,000	C

No.	Location	Project Description	Estimated Cost	Priority Class
R-76	Leland Rd/Clairmont Way-Meyers Rd	Signalization (could be development driven).	$552,000	C
R-76	Redland Rd/Abernethy Rd	Provision of an exclusive LT lane on the EB and WB (Abernethy Rd) approaches, provision of an exclusive RT lane on the NB and WB approaches, signal modification. Will be included as part of the long-term HWY 213 improvements.	Included with R-37	B
R-78	Redland Rd/Anchor Way	Signalization (could be development driven).	$582,000	C
New Roadways based on Growth and Development				
R-79	Spring Valley Dr from Partlow Rd to Salmonberry Dr	New North-South extension of Spring Valley Drive - *Neighborhood Collector*	N/A	C
R-80	Shenandoah Dr from Central Point Rd to Pease Rd and from Pease Rd to Leland Rd	New East-West extension of Shenandoah Drive - *Collector* (Central Point Road to Pease Road), *Neighborhood Collector* (Pease Road to Leland)	N/A	C
R-81	Leland Rd to Meyers Rd near S Jessie Ave	New North-South connection – *Neighborhood Collector*	N/A	C
R-82	Haven Rd to Nobel Rd	New East-West extension of Haven Road - *Neighborhood Collector*	N/A	C
R-83	South Douglas Loop (C.C.C.) to Glen Oak Road.	New North-South connection - *Neighborhood Collector*	N/A	C
R-84	Coquille Drive north to Meyers Road extension and south to Henrici Road.	New North-South extension of Coquille Drive north to Meyers Road extension and south to Henrici Road - *Neighborhood Collector*	N/A	C
R-85	Pease Road	New Southern extension to connect with new East-West connection in R-97 – *Collector*	N/A	C
R-86	Meyers Road to Caufield Road	New North-South connection from the end of Caufield Road north to Meyers Road – *Neighborhood Collector.*	N/A	C
New Roadways based on Enhanced Connectivity and Operations				
R-87	Abernethy Road from Washington Street to Main Street.	East-West extension (and realignment) of Abernethy Road - *Minor Arterial*	N/A	B
R-88	Redland Road extension between Abernethy Road and Washington Street	Frontage connection complementing the Highway 213 Corridor Phase 1A improvements – *Minor Arterial.*	N/A	C
R-89	Redland Road extension overcrossing of railroad and I-205.	North-south connection between End of the Oregon Trail area and Agnes Street-Clackamette Cove – *Minor Arterial.*	N/A	B
R-90	Portland Avenue (Gladstone) to	North-South connection from Gladstone	N/A	B

No.	Location	Project Description	Estimated Cost	Priority Class
	Redland Road extension (west of Highway 213).	(Portland Avenue), across the Clackamas River, to Redland Road extension-Agnes Avenue - *Minor Arterial*		
R-91	SE 82nd Drive crossing of Clackamas River	Refurbished SE 82nd Drive crossing of the Clackamas River utilizing the exiting pedestrian bridge to connect Gladstone and the Park Place area – *Minor Arterial.*	N/A	C
R-92	Fir Street from Highway 213 to Beavercreek Road.	East-West extension of Fir Street from Highway 213 (as an overcrossing) to Beavercreek Road – *Minor Arterial*	N/A	B
R-93	Ethel St to May St (south of Holmes Lane)	New East-West connection – *Collector*	N/A	C
R-94	Laurel Lane from May St to Warner Milne Rd	New North-South extension of Laurel Lane, aligning with Beavercreek Road – *Collector*	N/A	B
R-95	Roosevelt St from Molalla Ave to Linn Ave	New East-West extension of Roosevelt Street – *Collector*	N/A	C
R-96	12th St from Taylor St to Grant St	New East-West extension of 12th Street – *Collector*	N/A	C
R-97	Skellenger Way to Meyers Road and Clairmont Way	New East-West connection along southern edge of Oregon City – *Minor Arterial*	N/A	C
R-98	Meyers Road from Highway 213 to Beavercreek Road.	East-West extension of Meyers Road – *Minor Arterial*	N/A	B
R-99	12th Street	Extension of 12th Street from Main Street to Highway 99E - *Collector*	N/A	C

(1) – Costs to be refined with separate concept development and evaluation process.

N/A – Alignments are undetermined. Roadways will not be constructed without development.

(This space intentionally left blank.)

ACCESS MANAGEMENT STRATEGIES

As the City of Oregon City continues to grow, its street system will become more heavily traveled. Consequently, it will become increasingly important to manage access on the arterial and collector street system as development and redevelopment occurs, in order to preserve carrying capacity.

The Oregon Transportation Planning Rule (TPR) defines access management as a set of measures regulating access to streets, roads, and highways, from public roads and private driveways. The TPR requires that new connections to arterials and state highways be consistent with designated access management categories. This TSP has developed an access management policy that maintains and enhances the integrity (capacity, safety, and level of service) of the city's streets. The Oregon Department of Transportation has legal authority to regulate access points along Highway 99E, Highway 43, and Highway 213 within the city's Urban Growth Boundary. The City of Oregon City manages access on other arterial, collector, and local streets within its jurisdiction to ensure the efficient movement of traffic and enhance safety.

Access management standards vary depending on the functional classification and purpose of a given roadway. Roadways on the higher end of the functional classification system (i.e. expressways, major arterial, and minor arterials) tend to have higher spacing standards, while facilities such as neighborhood collectors and local streets allow more closely spaced access standards. These standards apply to new development or redevelopment allowing existing accesses to remain as long as the land use does not change and no safety problems are revealed. As a result, access management is a long-term process in which the desired access spacing on a street slowly evolves over time as redevelopment occurs. It should be noted that parcels cannot be land-locked and must have some way of accessing the public street system. This may mean allowing shorter access spacing than would otherwise be allowed, but the possibility of providing shared access with a neighboring parcel could also be explored.

The following discussion presents the hierarchical access management system for roadways in the Oregon City UGB.

ODOT Access Management Standards

All local transportation system plans adopted after January 1, 2000 are subject to the Access Management Policies outlined in the *1999 Oregon Highway Plan (OHP)*. This plan specifies an access management classification system for state facilities based on a highway classification system. The *1999 OHP* classifies Highway 99E as a Regional Highway and Highway 43 and Highway 213 as District Highways through the study area. Although Oregon City may designate the state highways as expressways and major arterial roadways within their transportation system, the access management categories for these facilities should follow the guidelines of the current *OHP*. Future developments along Highway 99E and Highway 213 (new development, redevelopment, zone changes, and/or comprehensive plan amendments) will be required to meet the *OHP* Access Management policies and standards. Table 5-5 summarizes ODOT's access management standards for regional and district highways under the *OHP*.

Table 5-5. ODOT Access Management Standards

Posted Speed	Spacing Standards (feet)*	Spacing Standards for Areas Designated as UBAs**	Spacing Standards for Areas Designated as STAs***
Regional Highways (Highway 99E)			
≥55 mph	990		
50 mph	830		
40-45 mph	750		
30-35 mph	600	425	****
≤25 mph	450	350	****
District Highways (Highway 43 and Highway 213)			
≥55 mph	700		
50 mph	550		
40-45 mph	500		
30-35 mph	400	350	****
≤25 mph	400	350	****

*Measurement of the approach road spacing is from the center on the same side of the roadway.
** UBA = Urban Business Area
*** STA = Special Transportation Area
****Minimum spacing standards for public road approaches is the existing city block spacing; private driveway spacing is a minimum of 175 feet.

Variance Process

Access variances may be provided to parcels whose highway frontage, topography, or location would otherwise preclude issuance of a conforming permit and would either have no reasonable access or cannot obtain reasonable alternate access to the public road system. In such a situation, a conditional access permit may be issued by ODOT or the City of Oregon City, as appropriate, for a single connection to a property that cannot be accessed in a manner that is consistent with the spacing standards.

The permit should carry a condition that the access may be closed at such time that a reasonable alternative access becomes available to a local public street. The approval condition might also require a given land owner to work in cooperation with adjacent land owners to provide either joint access points, front and rear cross-over easements, or a rear access upon future redevelopment. In addition, approval of a conditional permit might require ODOT-approved turning movement design standards to ensure safety and managed access.

Special Transportation Area

Within the *OHP*, provisions have been made to accommodate central business districts and other activity centers oriented to non-auto travel in which growth management considerations outweigh access spacing policy. Specifically, the *OHP* allows for the designation of Special Transportation Areas (STAs) for compact areas on a state highway in which growth management considerations outweigh the need to limit access. Designation of and area as a STA allows redevelopment to occur with access locations at

less than standard spacing. STA designations do not apply to whole cities or strip development areas along individual highway corridors.

Within Oregon City, the Highway 99E, between Dunes Drive and Main Street, and Highway 43, from 7th Street to 5th Street, should be considered for potential STA designation. If the City so chooses, it can work with ODOT to develop a management plan for the STA, as described in the *OHP*.

Urban Business Areas

Alternatively, the section of Highway 99E between Dunes Drive and Main Street could potentially be designated as a future Urban Business Area (UBA). Again, if the City so chooses, it can work with ODOT to develop an access management plan for a UBA along this corridor.

City Standards for Access Management

The *DRAFT Oregon City Street Design Standards* manual details the recommended City of Oregon City access spacing standards for traffic signal spacing, non-traversable median spacing, public intersections spacing, and private access driveway spacing. Table 5-6 summarizes the recommended minimum public street intersection spacing standards for the City of Oregon City roadway network presented in the *DRAFT Street Design Standards* manual, as they relate to new development and redevelopment. Table 5-7 summarizes the recommended standards for private access driveway widths. In cases where physical constraints or unique site characteristics limit the ability for the access spacing standards listed in Table 5-6 and Table 5-7 to be met, the City of Oregon City should retain the right to grant an access spacing variance. City facilities within the City's Urban Growth Boundary should be maintained and reconstructed in accordance with these street design standards.

Table 5-6. Minimum City Street Intersection Spacing Standards

Functional Classification	Major Arterial	Minor Arterial	Collector	Neighborhood Collector	Local Street
Major Arterial	2 miles	1 mile	¼ mile	1,000 feet	500 feet
Minor Arterial	1 mile	½ mile	1,000 feet	800 feet	400 feet
Collector	¼ mile	1,000 feet	800 feet	600 feet	300 feet
Neighborhood Collector	1,000 feet	800 feet	600 feet	500 feet	200 feet
Local Street	500 feet	400 feet	300 feet	200 feet	150 feet

*ODOT access standards supercede these standards on ODOT facilities.

Table 5-7. Private Access Driveway Width Standards

Land Use	Minimum	Maximum
Single Family Residential	12 feet	25 feet
Multi-Family Residential	20 feet	35 feet
Commercial	20 feet	35 feet
Industrial	20 feet	40 feet

A variance process for City Standards, similar to that described above for the ODOT access management plan, should consider land use needs on a case-by-case basis during development review.

Management Techniques

From an operational perspective, the City of Oregon City should consider implementing access management measures to limit the number of redundant access points along roadways. This will enhance roadway capacity and benefit circulation. Improvements that should be considered include:

- planning for and developing intersection improvement programs in order to regularly monitor intersection operations and safety problems;
- purchasing right-of-way and closing driveways; and,
- installing positive channelization and driveway access controls as necessary.

Enforcement of the access spacing standards should be complemented with the provision of alternative access points. Purchasing right-of-way and closing driveways without a parallel road system and/or other local access could seriously effect the viability of the impacted properties. Thus, if an access management approach is taken, alternative access should be developed prior to "land-locking" a given property.

As part of every land use action, the City of Oregon City should evaluate the potential need for conditioning a given development proposal with the following items, in order to maintain and/or improve traffic operations and safety along the arterial and collector roadways.

- Crossover easements should be provided on all compatible parcels (considering topography, access, and land use) to facilitate future access between adjoining parcels.
- Conditional access permits should be issued to developments having proposed access points that do not meet the designated access spacing policy and/or have the ability to align with opposing driveways.
- Conditional access permits should be issued to developments having proposed non-compliant access points, where future roadway connections will provide appropriate access.
- Right-of-way dedications should be provided to facilitate the future planned roadway system in the vicinity of proposed developments.
- Half-street improvements (sidewalks, curb and gutter, bike lanes/paths, and/or travel lanes) should be provided along site frontages that do not have full build-out improvements in place at the time of development.

Transportation System Management

Urban areas such as Oregon City have come to recognize the challenges and limitations of expanding the transportation system, particularly streets, to accommodate increasing travel demand. Public rights-of-way and street corridors are of limited size, with adjoining land uses, urban form, and other physical features constraining the engineering, financial, and social feasibility of widening a roadway facility. Transportation System Management (TSM) offers alternative approaches to addressing the issue of congestion at multiple levels. The strategy behind TSM is to understand and address several key factors that are inherent to the urban environment and contribute to congestion.

- Congestion is more than the sum of the vehicles on a street; having direct ties to personal behavior, institutional attitudes, and land use development patterns.
- There is a direct and fundamental land use/transportation relationship that generates changes in travel demand and can result in congested, unsafe, and environmentally damaging conditions, if not properly planned.
- Solutions to congestion can come from changes to the transportation system (increasing supply/capacity), modifications to travel behaviors and mode choices (managing travel demand), and from a land use perspective, in terms of where we locate uses with respect to one another and how we gain access to the transportation system.

Transportation system management strategies are broad ranging and must be evaluated for their effectiveness, applicability, and appropriateness before being implemented. The City has used several TSM strategies in the recent past and has incorporated many into its policies, ordinances, and standards.

Table 5-8, shown below, is a brief summary of some of the TSM strategies available to Oregon City. These and other strategies should be evaluated each time the City is considering action to address the need/desire to improve the transportation system, particularly in response to traffic congestion.

Table 5-8. Transportation System Management Strategies

Strategy: Tools	Effect	Cost
Roadway Infrastructure Improvement Strategies:		
Traffic Signal Improvements	8 to 25 % travel time reduction	Low
Intersection Improvements	Highly variable capacity increase	Variable; low to medium cost
Restriping for Additional Lanes	35 to 50 % capacity increase	Variable; low to medium cost
Parking Removal for Additional Lanes	25 to 50 % capacity increase	Variable; low to medium cost
Turn Prohibitions	35 to 50 % crash rate reduction	Very low
One-way Streets	Improved flow, safety, & capacity	Variable; low to medium cost
Reversible Traffic Lanes	30 to 50 % directional capacity increase	Variable; higher operating costs
Traffic Control Device Improvements	Improved flow & safety	Very low
Management Strategies:		
Access Management	Improved flow, safety, & capacity	Highly variable; low to high
Parking Management	Increased HOV rates, reduced demand	Very low; increased user costs
Goods Movement Management	Improved flow, safety, & capacity	Variable; typically low
Travel Demand Management	More efficient use of facilities/services	Variable; low to medium
Road Pricing	Peak demand spreading	Could generate revenue
Maintenance & Reconstruction	5 to 30 % capacity restoration	Low, when kept up

Strategy: Tools	Effect	Cost
Transit/Pedestrian/Bicycle/Communications Strategies:		
Dedicated Transit Corridors	Highest person-capacity system	Highest cost to construct
Surface Bus Service	10 to 25% person-capacity increase	Usually requires public subsidy
Paratransit Service	Mobility for the disadvantaged	High per trip cost; public subsidy
HOV Lanes	Significant person-capacity increase	Low to medium; enforcement
Pedestrian Facilities	More efficient use of facilities	Very low
Bicycle Facilities	More efficient use of facilities	Very low
Telecommunications Facilities	Significant demand reduction potential	Very low public sector cost
Land Use/Policy Strategies:		
Mixed Use/High Density Policies	Reduced auto demand/dependency	Very low; public acceptance
Transit-oriented Policies	Increased transit effectiveness	Very low; agency cooperation
Parking Policies	Balanced access, more multi-modal	Very low; economic impact
Growth Management	Sustainable, balanced, efficient growth	Very low
Trip Reduction Ordinances	Reduced reliance on auto	Very low
Site Design Criteria	Increased efficiency, balanced access	Very low

HOV – High occupancy vehicles (Typically, vehicles with two or more passengers).

The City should continue existing TSM strategies, particularly those established in policies, standards, and ordinances. Additional efforts should be initiated to further develop and integrate land use policies that accomplish more efficient use of land and transportation infrastructures. Implementation of the design standards contained in the TSP and the City's Street Design Standards Manual will further the integration of TSM strategies into daily planning and engineering practice. Incorporating additional management practices with a focus on TSM will further enable the City to achieve greater efficiencies from existing facilities, services, and resources. Finally, as improvement projects are conceptualized, alternatives should be developed that reveal the most effective approach to maintaining and enhancing the integrated land use and transportation system.

PEDESTRIAN SYSTEM PLAN

The key objective in development of the pedestrian system plan is to provide connectivity between major activity centers, such as housing, commercial areas, schools, and recreation areas and to improve the safety of pedestrians throughout the city. Within the City of Oregon City, these activity centers include all elementary and high schools, Clackamas Community College, parks, community centers, government offices, museums, historical landmarks, the municipal elevator, and commercial businesses within the urban downtown core district. The key pedestrian generators identified within the Oregon City TSP study area are illustrated in Section 2, Figure 2-3.

The street design standards (Figures 5-2A and 5-2B) ensure that pedestrian facilities are provided in conjunction with all new or substantially reconstructed local street-level-and-above roadways within the

city. It is essential that existing sidewalks are connected to the newly constructed sidewalks as new developments build-out and as road improvements are made. Provision of sidewalks along both sides of key local streets providing direct access to pedestrian generators is a necessity. Finally, all streets designated as transit routes and providing bus stops must be fully served by pedestrian facilities.

Sidewalk Improvements

Maximizing opportunities to increase the number of pedestrian trips throughout the city and improve connectivity in the existing pedestrian system are the key strategies for this plan. Sidewalks and other improvements are identified to increase the ability of pedestrians to safely move about the city and utilize the network.

The most important existing pedestrian system needs in the City of Oregon City, as prioritized by the citizens, city staff, and advisory committees involved in the planning process, is the provision of sidewalks on arterials and collectors that provide connectivity to key activity centers (especially schools and transit facilities). Initial improvements should focus on filling in gaps where sidewalks are discontinuous and improving connections to schools, transit stops, parks, and other prioritized areas. Figure 5-3 shows the Pedestrian System Plan overlaid on the city street system. The Pedestrian System Plan aims to enhance the existing system by improving links and intersections as denoted on the pedestrian plan.

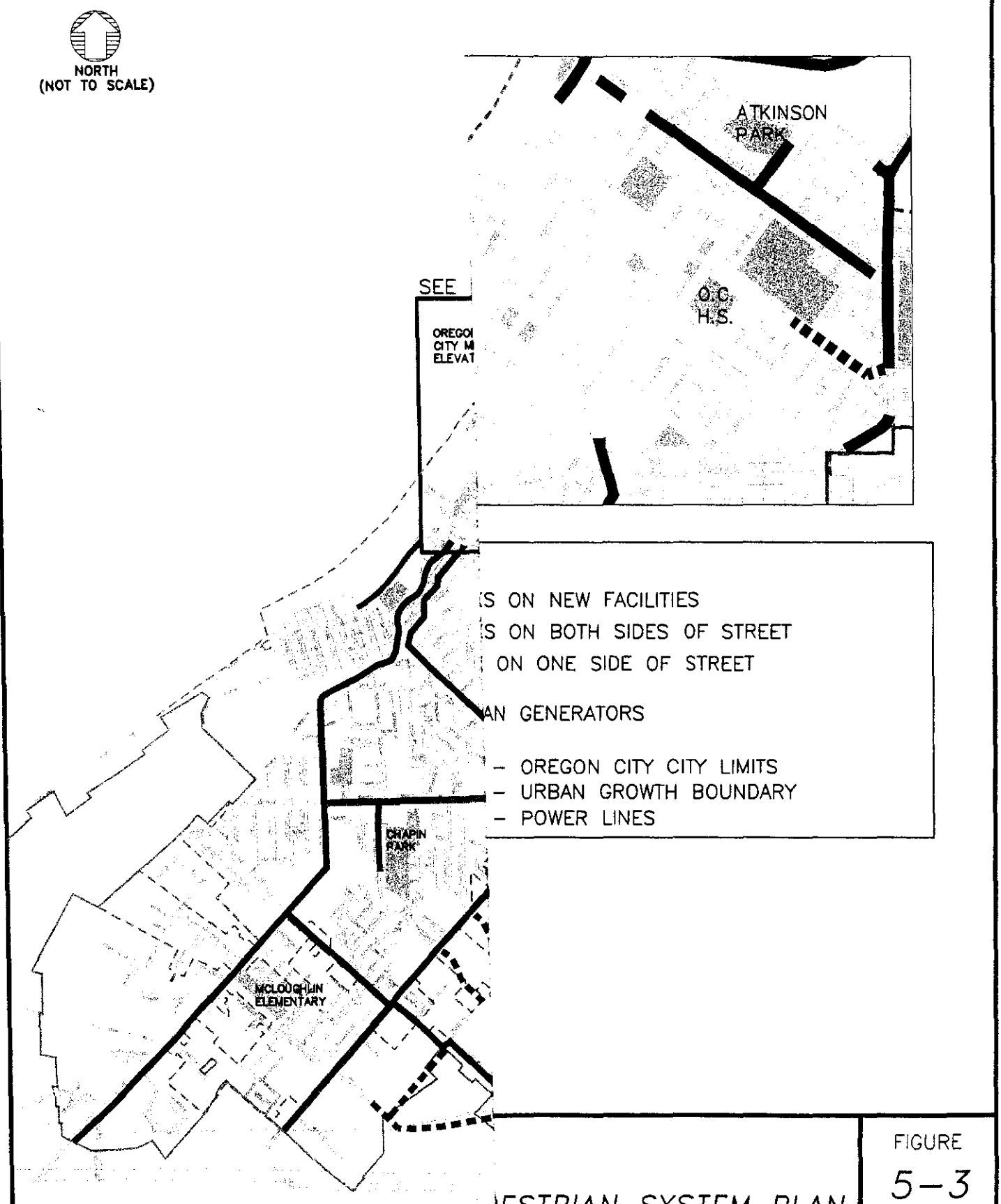
In order to achieve an interconnected walkway network, sidewalks need to be constructed by the city when completing roadway projects and by new development as required in local Transportation Planning Rule regulations. Sidewalks should be constructed on both sides of the street on local street-level-and-above facilities where pedestrian activity is high and out of direction travel for pedestrians is undesirable. Sidewalks should be built to current City of Oregon City design standards and in compliance with the Americans with Disabilities Act horizontal and vertical clearance standards (Reference 10).

Other Pedestrian Amenities

Sidewalks in the central business district require additional consideration because of higher pedestrian activity and the presence of street furniture and other amenities. Where pedestrian amenities such as street furniture and other items are located on the sidewalk, widths for the sidewalks should be increased to a ten-foot cross section at a minimum. A design standard for this arrangement is shown in Figure 5-4.

It is also important to maintain facilities that encourage the visibility of the pedestrian in areas where automobile drivers may not expect pedestrians. Pedestrian amenities such as curb extensions (to reduce the exposed crossing distance that pedestrians must walk), street planters, street lights (to improve the visibility of pedestrians at night), and wide sidewalks all act as buffers and improve the safety of pedestrians throughout the city. Crosswalks should include striped lanes on the street or surface treated sidewalks that positively delineate the pedestrian route and draw motorists' attention to pedestrians. Median crossing treatments, an example of which is shown in Figure 5-5, provide pedestrians with a safe haven at a mid-crossing in large intersections.

(This space intentionally left blank.)

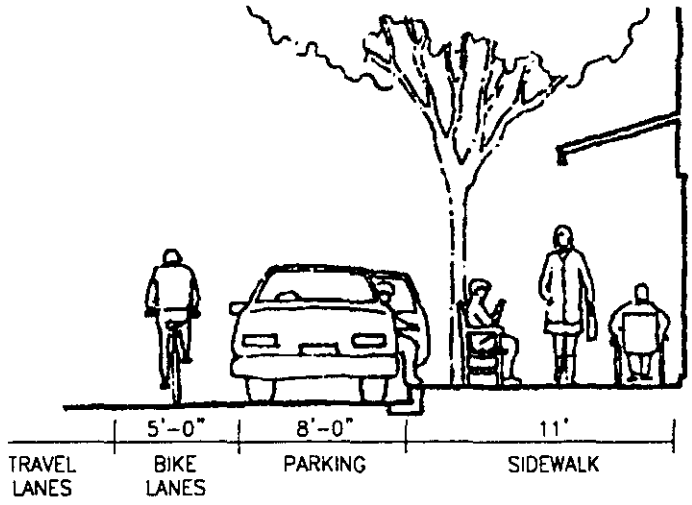


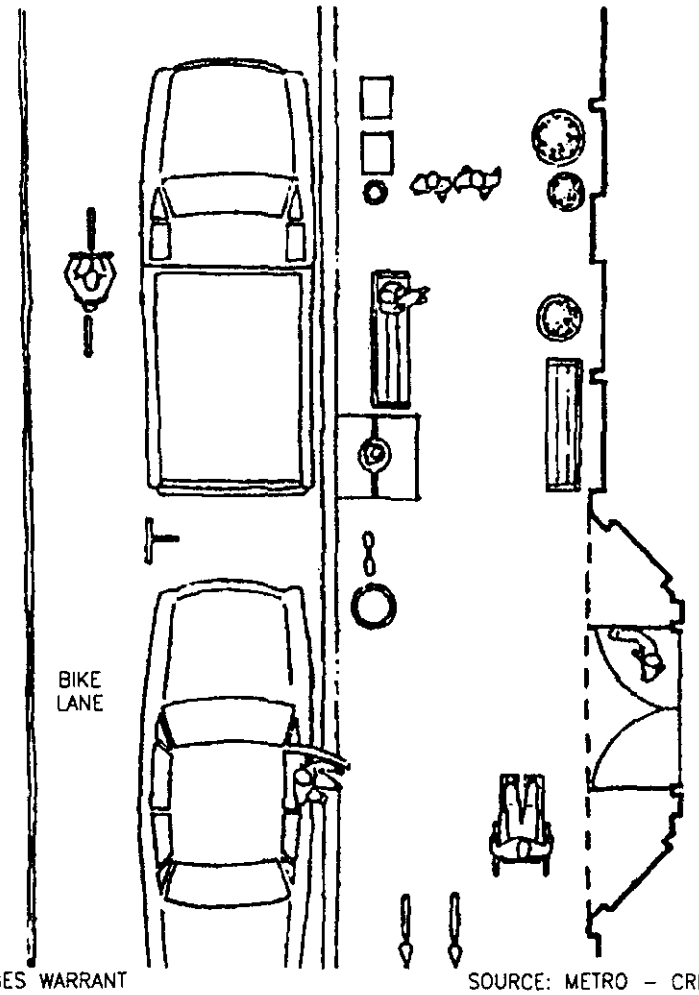
ESTRIAN SYSTEM PLAN

FIGURE
5–3

F OREGON CITY, OREGON
PORTATION SYSTEM PLAN

DECEMBER 2000





BIKE LANE ONLY IF TRAFFIC VOLUMES WARRANT

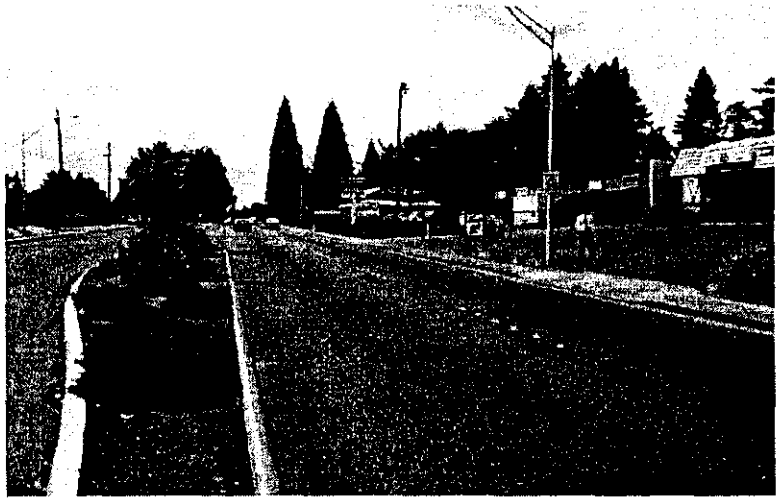
SOURCE: METRO – CREATING LIVABLE STREETS

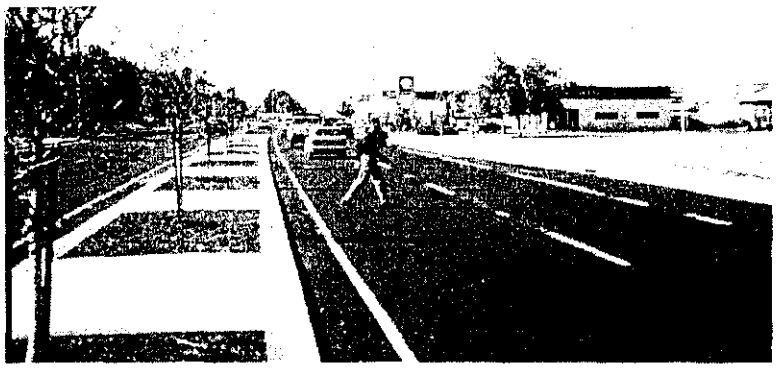
PEDESTRIAN DESIGN FOR COMMERCIAL DISTRICTS

FIGURE 5-4

CITY OF OREGON CITY, OREGON
TRANSPORTATION SYSTEM PLAN

DECEMBER 2000





EXAMPLES OF MEDIAN CROSSINGS ON ROADWAYS

FIGURE 5-5

CITY OF OREGON CITY, OREGON
TRANSPORTATION SYSTEM PLAN

DECEMBER 2000

Table 5-9 provides a summary of the recommended pedestrian system projects, with the exception of the sidewalks provided on all newly constructed local street-level-and-above roadways.

Table 5-9. Pedestrian System Plan Sidewalk Projects

No.	Facility	Segment From	To	Project Extent (in feet)	Estimated Cost	Priority Class
Arterial and Collector Street System						
P-1	Highway 213	Molalla Avenue	UGB	5,800 (both sides)	$340,800	C
P-2	Highway 99E	Clackamas River Br	Dunes Drive	1,680 (east side)	$57,600	C
P-3	Highway 99E	I-205 SB Ramps	13th Street	1,920 (east side)	$61,900	C
P-4	Highway 99E	Tumwater Drive	Hedges Street	2,880 (east side)	$99,400	C
P-5	Abernethy-Holcomb Blvd	Washington Street	Winston Drive	10,800 (north)	$310,800	C
P-6	Abernethy-Holcomb Blvd	Redland Road	Winston Drive	8,200 (south side)	$238,800	C
P-7	Beavercreek Road	Warner Milne Road	Kaen Road	1,200 (both sides)	$72,000	2
P-8	Beavercreek Road	Fred Meyer	Highway 213	1,900 (north side)	$57,000	2
P-9	Beavercreek Road	Highway 213	Maplelane Road	720 (north side)	$21,600	2
P-10	Beavercreek Road	Maplelane Road	UGB	10,080 (both)	$604,800	2
P-11	Berta Drive	Clairmont Way	Gaffney Lane	1,440 (north side)	$43,200	2
P-12	Berta Drive	Gaffney Lane	End	960 (south side)	$10,800	2
P-13	Boynton Street	Warner Parrott Road	Buol Street	1,200 (both sides)	$69,600	C
P-14	Center Street	S 2nd Street	Telford Road	2,400 (both sides)	$165,600	C
P-15	Central Point Road	Roundtree Drive	Partlow Road	2,900 (north side)	$83,400	C
P-16	Central Point Road	Skellenger Way	UGB	2,400(north/west)	$70,800	C
P-17	Central Point Road	Roundtree Drive	UGB	7,200 (south/east)	$212,400	C
P-18	Clackamas River Drive	Highway 213	UGB	3,850 (both sides)	$227,400	C
P-19	Clairmont Way	Southwood Drive	Leland Road	3,600 (north side)	$108,000	2
P-20	Clairmont Way	Molalla Avenue	Leland Road	4,800 (south side)	$144,000	2

No.	Facility	Segment From	To	Project Extent (in feet)	Estimated Cost	Priority Class
P-21	Division Street	Selma Street	12th Street	720 (south side)	$21,600	C
P-22	Division Street	Gilman Park Drive	Anchor Way	2,400 (west side)	$64,800	C
P-23	Division Street	15th Street	Anchor Way	1,200 (east side)	$33,600	C
P-24	Forsythe Road	Clackamas River Dr	UGB	3,300 (both sides)	$220,400	C
P-25	Front Avenue	Forsythe Road	Holcomb Blvd	3,360 (both sides)	$201,600	3
P-26	Gaffney Lane	Meyers Road	Lazy Creek Lane	1,920 (both sides)	$115,200	2
P-27	Glen Oak Road	Highway 213	Beavercreek Road	5,280 (both sides)	$308,400	C
P-28	Holmes Lane	Molalla Avenue	Linn Avenue	2,640 (north side)	$79,200	2
P-29	Holmes Lane	Laurel Lane	Reliance Lane	600 (south side)	$18,000	2
P-30	Leland Road	Warner Milne Road	Whitcomb Drive	1,920 (west side)	$56,400	C
P-31	Leland Road	Haven Road	UGB	5,525(north/west)	$164,600	C
P-32	Leland Road	Hiefield Court	UGB	7,200 (east side)	$210,000	C
P-33	Linn Avenue	Jackson Street	Oak Street	1,200 (east side)	$41,800	C
P-34	Linn Avenue	Charman Street	Holmes Lane	1,920 (east side)	$63,400	C
P-35	Linn Avenue	Jackson Street	Holmes Lane	4,320 (west side)	$145,400	C
P-36	Maplelane Road	Beavercreek Road	Country Village Dr	4,800 (both sides)	$282,000	C
P-37	McCord Road	Daybreak Court	Leland Road	1,920 (north side)	$56,400	C
P-38	McCord Road	Central Point Road	Leland Road	2,880 (south side)	$86,400	C
P-39	Meyers Road	Leland Road	Highway 213	7,680 (both sides)	$460,800	3
P-40	Meyers Road	Leland Road	Gaffney Lane	3,600 (north side)	$108,000	3
P-41	Partlow Road	South End Road	Central Point Road	2,700 (south side)	$81,000	3
P-42	Redland Road	Highway 213	Abernethy Road	960 (both sides)	$69,100	C
P-43	Redland Road	Abernethy Road	UGB	9,600 (both sides)	$685,400	C
P-44	South End Road	Warner Parrott Road	UGB	8,280 (both sides)	$480,000	C
P-45	South End Road	Barker Road	Warner Parrott Rd	1,440 (west side)	$39,600	C

No.	Facility	Segment From	To	Project Extent (in feet)	Estimated Cost	Priority Class
P-46	South End Road	Barker Road	2nd Street	5,280 (both sides)	$1,079,400	C
P-47	Swan Avenue	Forsythe Road	Holcomb Blvd	2,880 (both sides)	$165,600	C
P-48	Telford Road	Center Street	Davis Road	2,880 (both sides)	$160,800	C
P-49	Thayer Road	Maplelane Road	UGB	1,920 (both sides)	$109,200	C
P-50	Warner Parrott Road	Linn Avenue	South End Road	4,800 (north side)	$144,000	2
P-51	Washington Street	Abernethy Road	Highway 213	4,320 (both sides)	$259,200	C
P-52	S 2nd Street	Tumwater Drive	Center Street	480 (both sides)	$28,800	3
P-53	15th Street	Highway 99E	Taylor Street	3,360 (both sides)	$227,400	C
Connections to Pedestrian Generators						
P-54	Park Place Elem. School	La Rae Street		400 (both sides)	$24,000	1
P-55	Gardiner Middle School	Hood Street		720 (both sides)	$43,200	1
P-56	Gardiner Middle School	Ethel Street		1,080 (both sides)	$64,800	1
P-57	Atkinson Park	Jackson Street		960 (west side)	$28,800	2
P-58	Rivercrest Park	Park Drive		1,200 (both sides)	$72,000	2
P-59	Mountain View Cemetery	Hilda Street		1,200 (both sides)	$72,000	C
P-60	St. John's Cemetery	Warner Street		1,200 (both sides)	$72,000	C

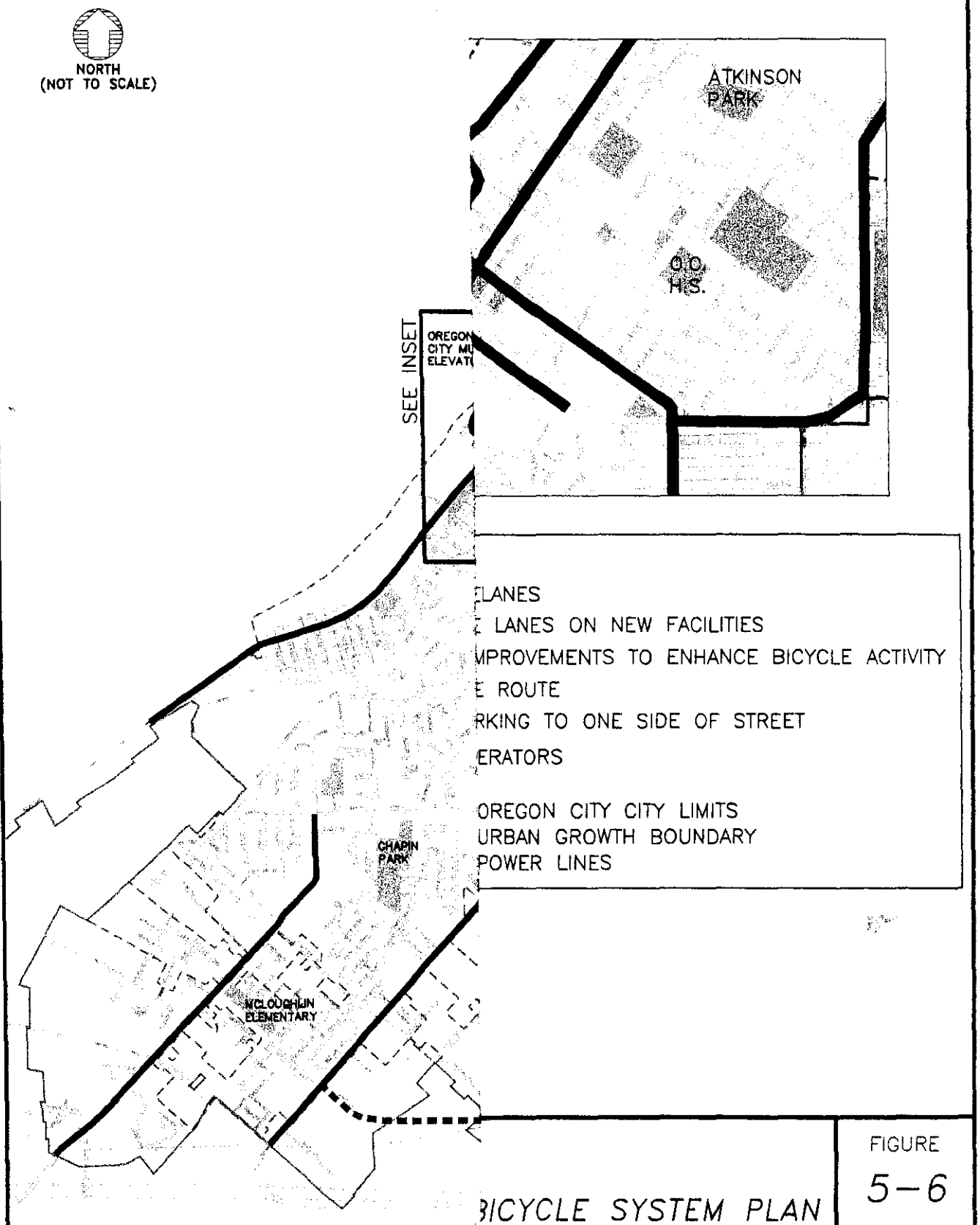
BICYCLE SYSTEM PLAN

Similar to the Pedestrian System Plan, the Bicycle System Plan is intended to establish a network of bicycle routes that connect the city's bicycle generators and major activity centers and provide a safe and effective system of bicycle facilities. Several of the streets within the City of Oregon City are designated as Bicycle Routes. These corridors should be monitored in the future to ensure that a safe and efficiently mobile environment exists for cyclists. A safe environment for cyclists generally exists where automobile traffic is less than 3,000 vehicles per day and/or where progressed speeds are lower than 25 miles per hour.

Figure 5-6 shows the Bicycle System Plan overlaid on top of the city street system. The Bicycle System Plan has been developed with the understanding that, as traffic increases on the local streets, the provision of striped on-street bike lanes may be required to maintain the perceived safety for bicycles within the system and to promote increased utilization of bicycle travel modes. Washington Street is an example of a facility that could be restriped to include on-street bike lanes by changing the configuration of the on-street parking and revising the street cross section.

The Bicycle System Plan included in this document is primarily based on the *1994 City of Oregon City Bicycle Plan* (David Evans and Associates, Inc., November 1994) (Reference 5). The plan is also intended to complement the *Clackamas County Bicycle Master Plan* (Reference 11) where possible.

Additional improvements to the bicycle system center around the provision of amenities for cyclists. It is recommended that the city develop a policy that requires bike racks outside of new developments within the downtown commercial district. Bike racks should also be added and maintained at some of the existing buildings within the city, including the post office, the library, and City Hall. The minimum requirements for bicycle parking spaces presented in the *Oregon Bicycle and Pedestrian Plan* (Reference 12) should be used during development review by the city, to encourage bicycle use and provide opportunity for cyclists to secure their bicycles during trips.



BICYCLE SYSTEM PLAN

FIGURE
5-6

OREGON CITY, OREGON
ORTATION SYSTEM PLAN

DECEMBER 2000

The *Oregon Bicycle and Pedestrian Plan* provides appropriate guidelines for the planning and design of bicycle and pedestrian facilities. There are many considerations required in the design of a bicycle system. The *Oregon Bicycle and Pedestrian Plan* should be consulted prior to the implementation of any proposed project to address both pedestrian and cyclist issues.

Table 5-10 outlines the recommended Bicycle System Plan improvements.

Table 5-10. Recommended Bicycle System Improvements (based on the 1994 Oregon City Bicycle Plan)

No.	Location	Recommended Improvement	Estimated Cost	Priority Class
1994 Oregon City Bicycle Plan High Priority Projects				
B-1	7th Street: High Street to Taylor Street	- striped 5-foot bike lanes in both directions - remove right turn lanes	$12,000	B
B-2	Beavercreek Road: Molalla Avenue to UGB	- striped bike lanes in both directions	$34,300	2
B-3	Molalla Avenue: 7th Street to Highway 213	- striped 5-6-foot bike lanes in both directions	$32,480	2
B-4	Singer Hill: HWY 99E to 7th Street	- railroad crossing warning for the northbound traffic - if street is ever widened, 5-foot bike lanes should be striped	$100 for sign	C
B-5	South End Road: Warner Parrott Road to UGB	- resurface and widen to accommodate 4-6-foot bike lanes in both directions	$1,795,500	3
B-6	Warner Milne Road: Linn Ave to Molalla Ave	- striped 5-6-foot bike lanes in both directions	$10,150	3
B-7	Washington Street: HWY 213 to 5th Street	- provide striped 5-6-foot bike lanes in both directions (will be included with Washington Street roadway improvements)	$30,000	B
B-8	Highway 99E: I-205 to South UGB	- restripe outside lanes to 14-feet to accommodate bicyclists - build ramps to provide access tot eh sidewalk facilities on the Clackamas River Bridge	$15,000	C
B-9	Highway 213: I-205 to Molalla Avenue	- redesign pedestrian and bicycle intersection crossings to improve safety, sight distance, separation from traffic, and decrease crossing distance	$4,500	2
1994 Oregon City Bicycle Plan Medium Priority Projects				
B-10	5th Street: High Street to Jackson Street	- sign as bike route	$7,000	B

No.	Location	Recommended Improvement	Estimated Cost	Priority Class
B-11	Anchor Way: Redland Road to Division Street	- resurface and widen to accommodate 4-6-foot bike lanes in both directions	$50,000	C
B-12	Central Point Road: Warner Parrott to UGB	- resurface and widen to accommodate 4-6-foot bike lanes in both directions	$3,251,250	3
B-13	Division Street: Anchor Way to Molalla Ave	- stripe 5-6-foot bike lanes in both directions	$10,000	B
B-14	Gaffney Lane: Molalla Avenue to Meyers Road	- resurface and widen to accommodate 5-6-foot bike lanes - remove vegetation to improve sight distance - consider traffic calming measures	$1,551,250	3
B-15	Holmes Lane: Telford Road to Molalla Avenue	- ensure 12' travel lanes by restricting on-street parking to one side of the street - sign as a bike route - striped bike lanes should be considered once daily traffic volumes exceed 25,000	Signs $1,000 Widening $125,000	B
B-16	Leland Road: Warner Milne Road to UGB	- resurface and widen to accommodate 4-6-foot bike lanes in both directions	$2,058,750	3
B-17	Main Street Extension	- resurface and widen to accommodate 4-6-foot bike lanes in both directions	$800,000	B
B-18	Monroe Street: 12th Street to 5th Street	- restrict parking to one side of the street - consider striped 6-foot bike lanes	$3,000	B
B-19	Partlow Road: South End Road to Central Point Road	- resurface and widen to accommodate 4-6-foot bike lanes in both directions	$1,192,500	3
1994 Oregon City Bicycle Plan Low Priority Projects (improvements are striped bike lanes unless otherwise noted)				
B-20	12th Street: Washington St to Taylor St		$3,000	A
B-21	15th Street: Washington St to Division St	- sign as bike route	$4,000	C
B-22	Barker Ave: South End Rd to Telford Ave		$3,000	B
B-23	Beavercreek Road: Warner Milne Rd to Molalla Ave		$4,000	2
B-24	Center Street: 7th St to Telford Ave	- sign as a bike route from Telford Avenue to 2nd Street - provide striped bike lanes from 2nd Street to 7th Street	$6,000	B
B-25	Clackamette Drive: Main St extension to Highway 99E	- sign as bike route	$1,000	C

No.	Location	Recommended Improvement	Estimated Cost	Priority Class
B-26	Front Avenue: Forsythe Rd to Holcomb Rd		$4,000	A
B-27	Glen Oak Rd: Highway 213 to Beavercreek Rd		$6,000	2
B-28	High Street: 7th St to S 2nd St	- sign as a bike route	$3,000	C
B-29	Hilda Street/Alden Street/Barclay Hills Drive - Molalla Ave to Newell Ridge Drive	- sign as a bike route	$4,000	C
B-30	Holcomb Boulevard: Abernethy Rd to UGB		$15,000	B
B-31	Jackson Street: 15th St to 12th St		$1,000	A
B-32	Main Street: Main Extension to Singer Hill	- sign as a bike route	$3,000	C
B-33	Meyers Road: Leland Rd to Highway 213		$8,000	2
B-34	Railroad Avenue: 9th St to HWY 99E	- sign as a bike route	$2,000	C
B-35	Swan Avenue: Forsythe Rd to Holcomb Blvd	- sign as a bike route	$3,000	C
B-36	Telford Road: Charman Rd to Holmes Lane		$2,000	B
B-37	Taylor Street: 12th St to 7th St		$2,000	B
B-38	Canemah Road: Telford Road to Warner Parrott Road	- sign as a bike route	$3,000	B
B-39	Davis Road: Telford Road to Linn Avenue		$2,000	B
B-40	Cleveland Street: Front Street to Swan Avenue		$2,000	C

PUBLIC TRANSPORTATION SYSTEM PLAN

Transit service provides mobility to community residents who do not have access to automobiles and provides an alternative mode of transportation to driving for those who do. Transit service should meet the needs both of travelers within the city and those of travelers making trips outside of the community. Provision of adequate public transit service is growing increasingly important in the study area due to the number of Oregon City residents for whom transit is the primary transportation mode. These residents include those who have no access to automobiles, those who are prevented from driving by some physical condition, and those who prefer transit for environmental reasons or because they do not want to

drive on congested roadways. Improved transit service is also important because of the combination of increasingly congested roadway conditions during peak periods and the limitations in obtaining funding for roadway capacity improvements. These factors necessitate a diversion of automobile users to alternative modes of transportation.

Automobile users will not voluntarily switch to an alternative mode of travel unless its service quality is competitive with their existing mode in terms of coverage area, frequency, comfort, and cost, among other factors. All of these qualities are subjective and difficult to describe in a 20-year planning study. Therefore, the transit improvements recommended for the City of Oregon City Transportation System Plan reflect the transit provider's view of service quality – specifically its availability – rather than the passenger's view. Also of interest is the degree to which amenities are provided at station and stops.

Background

As detailed in the **Existing Conditions** section, public transportation within the City of Oregon City is currently provided by Tri-Met, the Oregon City Trolley, South Metro Area Rapid Transit (SMART), the South Clackamas Transit District, and the Oregon City Municipal Elevator. While increased usage of these fixed-route and demand-responsive services is desirable, there are no current or pending plans to expand public transportation services within the area in the short-term. Tri-Met has recommended certain service improvements within the study area as part of their Transit Choices for Livability study.

Discussions with local agency staff and Transportation Advisory Committee members indicated that the available public transportation services are not as well used as they could be, suggesting that there is a need to create greater awareness of the services among community members. Community input stressed the need for improved service on weekends and expanded service on weekday, in addition to more expansive service area coverage in certain areas of the city.

Recommended Transit Improvements from Other Studies

Tri-Met, which provides public transit service in the City of Oregon City, and the rest of the tri-county Portland Metropolitan Area, completed its *Transit Choices for Livability* (TCL) (Reference 9) study in July 1998. This study resulted in a list of transit service improvements and funding strategies developed by a committee of citizens and passengers representing the entire metropolitan area. The citizens specifically evaluated how community needs and Metro 2040 planning goals can be achieved by transit over the next ten years. General recommendations of the TCL study were:

- use TCL sketch plans – maps of transit improvements – as the framework for new service decisions;
- implement "community transit," or small-scale, innovative transit services for areas where traditional high-capacity transit may not be appropriate;
- increase Tri-Met's community outreach and marketing efforts;
- increase operating revenues to support implementation of the TCL plan;
- establish a Community Transit Fund for implementation of the TCL plan; and,
- implement the TCL plan as part of a balanced transportation system.

Specific TCL study recommendations relevant to the City of Oregon City TSP are detailed Table 5-11. The TCL recommendations focus on improving transit service in and between growing suburban areas where service is currently nonexistent or deficient. In many cases the recommendations supplement

roadway capacity improvements that have already been planned or programmed in other transportation system plans.

Table 5-11. Transit Choices for Livability Ten-Year Service Improvements

No.	Service Improvement	Timeframe	Estimated Annual Cost[1]	Priority Class
T-1	Oregon City-Clackamas TC-Gateway: Rapid bus service along I-205 corridor from Oregon City to the Gateway Transit Center and PDX via the Clackamas Town Center.	1-5 years	$800,000	2
T-2	Tualatin-Oregon City: New express service between Oregon City and Tualatin, Tigard, Beaverton in the I-5/I-205/Highway 217 corridor.	1-5 years	$200,000	2
T-3	Highway 43: Rapid bus service between Oregon City, Lake Oswego, and downtown Portland including option for commute service on the Willamette Shore Railway.	1-5 years	$450,000	3
T-4	Berry Hill Neighborhoods: New local service within Berry Hill and Holcomb-Holly areas including Beavercreek Road.	1-5 years	$315,000	2
T-5	McLoughlin Boulevard: Rapid bus service along McLoughlin Boulevard between Clackamas Community College, Oregon City, Gladstone, and Milwaukie to connect to with South/North MAX.	1-5 years	$650,000	3
T-6	Park Place Neighborhoods: Local service to improve mobility options and circulation.	5-10 years	$200,000	
T-7	Route 79: Improved frequency and span of service on the existing line serving South End Road.			

(1) Cost estimate obtained from *Tri-Met TCL*.

Recommended Transit Improvements for the Oregon City TSP

In addition to the potential service improvements outlined in the Tri-Met TCL report, a series of specific improvement projects for the public transit system have been developed as part of this Oregon City Transportation System Plan. These service enhancements are detailed below in Table 5-12 and illustrated in Figure 5-7.

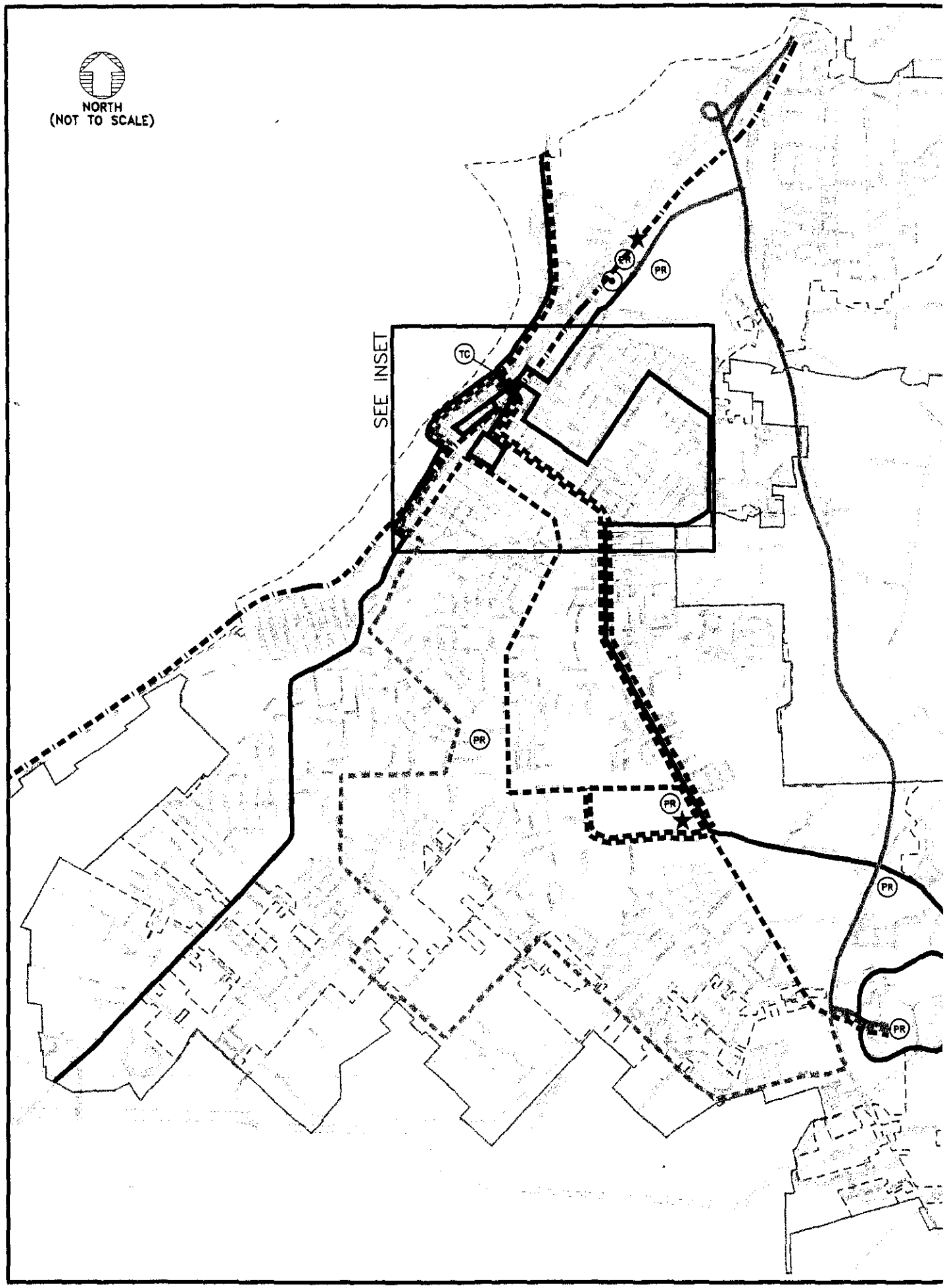
Table 5-12. Recommended Public Transit System Improvements

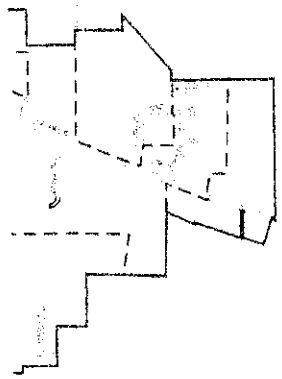
No.	Transit Service	Recommended Improvement	Estimated Cost	Priority Class
T-8	Existing Oregon City Trolley Route	Re-establish the existing trolley route from the End of the Oregon Trail Interpretive Center, through downtown Oregon City, and to the City's historic district and museums; provide consistent, reliable service at 30-minute headways, support with marketing.	$200,000/yr	3
T-9	Proposed "Commuter" Oregon City Trolley Route	Provide an additional trolley route along the Singer Hill-7th Street-Molalla Avenue corridor from the Oregon City Transit Center to the Hilltop Mall; route would serve to connect the various commercial and retail uses along 7th Street-Molalla Avenue to the downtown core; provide a park-n-ride facility at the Hilltop Mall for	$70,000/yr $1,000 for park-n-ride	1

No.	Transit Service	Recommended Improvement	Estimated Cost	Priority Class
		travelers from the southern areas of the city; provide reliable, consistent service at 30-minute headways; service of this route could eventually be extended to Clackamas Community College or increased in headway frequency.		
T-10	Oregon City TMA Startup Program	Implement a Transportation Management Association for businesses in Oregon City.	$225,000	2
T-11	Park Place Neighborhood Service	Expand route to service Park Place neighborhoods; increase frequency of service.	$300,000/yr	2
T-12	Tri-Met *Route 32: Oatfield*	Increase service frequency from 60-minute to 30-minute headways; modify the existing Tri-met Route 32 service to continue straight through the Highway 213/Beavercreek Road intersection and along Beavercreek Road to access Clackamas Community College from the Beavercreek Road entrance as opposed to at Molalla Avenue as it does currently.	$50,000/yr	B
T-13	Tri-Met *Route 33: McLoughlin*	Increase the frequency of the existing Route 33 service (CCC to Oregon City Transit Center) from 30-minute headways to 10 or 15-minute headways.	$50,000/yr	2
T-14	New Local Oregon City Bus Route	Addition of a new local Oregon City bus route that would travel between the Oregon City Transit Center and Clackamas Community College via Highway 99E, Center Street, Telford Avenue, Warner Parrott Road, Boynton Road, McCord Road, Leland Road, and Meyers Road; route would operate at 60-minute headways to service the developing areas of southern Oregon City and provide these locations with connection to downtown Oregon City and transit service to other metropolitan areas.	$200,000/yr	3
T-15	Express Commuter Rail Service	As part of the proposed high-speed rail service between Canby and Portland a stop at the Oregon City Transit Center is recommended.	N/A	C

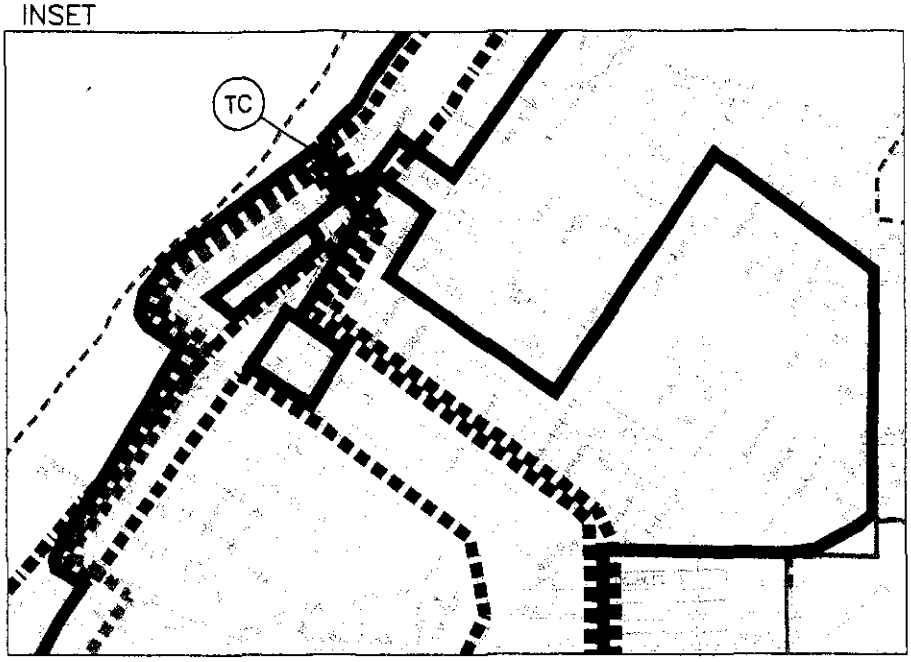
Overall, the City of Oregon City should continue to monitor the adequacy of the transit service provided to the community and work with Tri-Met to expand service as necessary. In addition, both the City and Tri-Met should promote a greater public awareness of the available public transit services by providing additional information at City Hall and at the bus shelters. Greater awareness of the services provided will likely result in increased usage and ridership. Increased awareness of the park-n-ride locations and availability would also encourage ridership. The addition of distinct signage for the park-n-ride facilities would improve visibility.

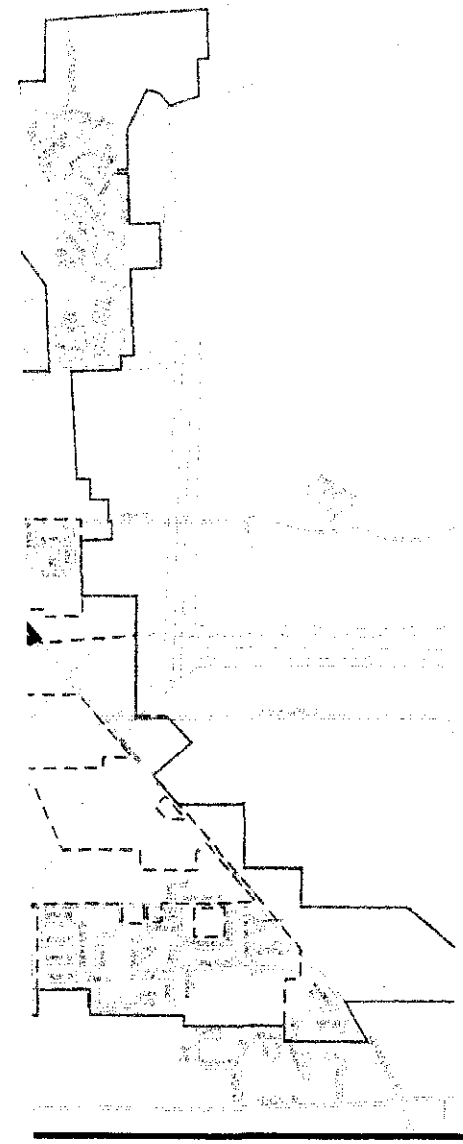
Close coordination between the City of Oregon City and adjacent communities is also encouraged and should increase transit ridership and efficiency through better use of the resources available. Coordinated trips to local community events would likely generate significant interest. Ultimately, if an increased demand for service can be established and documented, additional resources (i.e. funding, equipment) may be pursued through grant applications or other alternative financing sources.


NORTH
(NOT TO SCALE)
SEE INSET
TC
PR
PR
PR
PR
PR
PR



INSET





LEGEND

- PROPOSED OREGON CITY TROLLEY ROUTE #1
- PROPOSED OREGON CITY TROLLEY ROUTE #2
- MODIFIED TRI-MET ROUTE 32
- MODIFIED TRI-MET ROUTE 33
- NEW HIGHWAY 213 EXPRESS BUS
- NEW LOCAL OREGON CITY BUS ROUTE
- EXISTING TRI-MET ROUTE 79
- EXISTING TRI-MET ROUTE 99X
- PROPOSED COMMUTER RAIL
- TC – OREGON CITY TRANSIT CENTER
- PR – PARK & RIDE FACILITY
- PASSENGER RAIL STOP
- FUTURE MAJOR TRANSIT STOP
- OREGON CITY CITY LIMITS
- URBAN GROWTH BOUNDARY
- POWER LINES

PUBLIC TRANSIT SYSTEM PLAN

FIGURE
5-7

CITY OF OREGON CITY, OREGON
TRANSPORTATION SYSTEM PLAN

DECEMBER 2000

RAIL SYSTEM PLAN

Union Pacific Railroad (UPRR) provides rail service within the City of Oregon City region. The lines within the City of Oregon City Urban Growth Boundary are destined for the Portland terminal area, which is the termination point for 70-percent of all rail traffic destined for Oregon. The *1994 Oregon Rail Freight Plan* (Reference 13) did not identify Oregon City as a "major traffic generator."

The UPRR lines within Clackamas County are Class 1 railroad tracks that allow speeds up to 60 miles per hour for freight traffic and 70 miles per hour for passenger cars. The trains that run throughout the study area operate at lower speeds due to the prevalence of at-grade crossings and in order to maintain adequate levels of safety. The UPRR line includes several passing tracks and house tracks that allow trains to pass one another efficiently. UPRR staff indicated that their rail line in Clackamas County was not considered to be a facility experiencing capacity constraints, although the at-grade crossing were of some concerns in certain cases.

Four Amtrak trains travel daily on the UPRR mainline, providing passenger rail service. The station closest to Oregon City is located in downtown Portland at Union Station. Amtrak provides service north to Seattle, Washington and beyond, south to Eugene, Oregon and beyond, and east on separate lines to Spokane, Washington and Boise, Idaho.

There are currently no rail capacity constraints in the Oregon City area, so the City should direct its future freight and passenger rail involvement to solving the problems associated with at-grade railroad crossings. The City should be involved in maximizing safety wherever other transportation modes cross rail lines, minimizing capacity constraints on roadways that cross rail lines, and minimizing the delay for trains and other modes at railroad crossings. Possible actions that the City of Oregon City can take include:

- discourage residential development in the vicinity of rail lines in order to minimize pedestrian crossings of the rail line and the presence of children in the immediate vicinity of the tracks;
- minimize the number of at-grade roadway crossings;
- grade separating the existing crossings where possible, for example by building pedestrian overpasses; and,
- maintaining adequate active warning devices that control traffic during train crossings.

The key component of the Oregon City Rail System Plan is the potential siting of a passenger rail station associated with development of the Cascadia rail corridor. The probable station siting location is between the existing rail line and Washington Street, east of 17th Street. The Oregon City Rail System Plan supports the City's actions to pursue development of the Cascadia rail corridor and site a passenger rail station within the City Limits.

The City must be prepared to address potential impacts to the circulation system that may result from trains stopping at the station. The most significant impact is when a northbound train stops at the station, blocking the segment of 17th Street between Washington Street and Main Street. Fortunately, the circulation system is presently equipped with redundancies, including the 15th, 14th, and 12th street undercrossings between Washington Street and Main Street, such that the impact of blocking 17th Street is minimized.

Advanced signing, flashing beacons, and other driver communication techniques may be necessary to advise motorists that an alternative route must be used while 17th Street is blocked. In addition, special

treatments at the Washington Street/17th Street, Washington Street/15th Street, and the Main Street/17th Street intersections may be necessary to eliminate the potential for queue spillback and other operational deficiencies that result from the 17th Street being temporarily blocked.

The Oregon City Rail System Plan encourages close coordination between the City and AMTRAK in the development and siting of a passenger rail station in Oregon City, associated with the Cascadia rail corridor.

MARINE SYSTEM PLAN

As previously noted in Section 2: *Existing Conditions*, the Willamette River and Clackamas River are the only navigable waterways within the City of Oregon City UGB. The Clackamas River flows from the east into the Willamette River, which flows northward along the western boundary of the City's UGB to meet the Columbia River, approximately 20 miles northwest of downtown Oregon City. The Columbia River then flows northwest to meet the Pacific Ocean, forming the border between Oregon and Washington states.

The Willamette River carries both recreational and commercial vessels. The Willamette River caters to commercial operations by providing a waterborne through route for commercial vessels from the Willamette Valley to the Columbia River and the Port of Portland. There are no existing commercial dock facilities within the Oregon City study area. From the Columbia River mouth to the Broadway Bridge, the Willamette River is a deep draft channel, maintained by the US Army Corps of Engineers at a depth of 40 feet. Above this point, and notably within the Oregon City area, the channel is maintained at a depth of 8 feet and a width of 150 feet. The Willamette Falls Lock allows river traffic to bypass the Willamette Falls, which act as a natural barrier to water transportation on the Willamette River, beyond the area located south of the Highway 43 Bridge in Oregon City.

There are two recreational boat ramps on the Willamette River within the bounds of the study area. One, owned and operated by the City of Oregon City, is located in Clackamette Park, and the other, located under the I-205 Bridge, is a small floating marine facility privately owned and operated by Sportcraft Marina, Inc. Currently, no commuter river-taxi service is provided along the Willamette River to or from Oregon City.

The Clackamas River is a recreational waterway and does not serve commercial traffic, however, it does cater to a variety of leisure craft vessels. Within the study area, there is one boat ramp located in Riverside Park at the end of Water Avenue, approximately one-half mile east of Gladstone.

Oregon City's regional role in the Marine System Plan is to continue its' efforts to ensure adequate commercial access to regional, national, and international marine services through on-going associations with the Port of Portland, Metro, and the Oregon Department of Transportation.

Oregon City's role in the marine system plan at the local level should be to facilitate connections between the roadway network and the waterway system for both commercial and recreational operations. The City should actively support the continued presence of boat launches in the area, as an effective means of recreational transportation. The creation of multi-use paths and other facilities that promote the multi-modal use of the recreational areas along the shore of the Willamette and Clackamas Rivers should also be encouraged. Finally, the City should support, encourage, and participate in any regional study dedicated to the investigation of marine transport as an effective commuter transportation mode.

AIR TRANSPORTATION SYSTEM PLAN

The passenger and freight air transportation demands of the City of Oregon City are primarily serviced by a system of four airports owned and operated by the Port of Portland. These airports are designed to meet the needs of commercial aviation and personal and business aircraft for passenger and freight movement. The airports are:

- Portland International Airport (PDX)
- Hillsboro Airport
- Troutdale Airport
- Mulino Airport

Each airport serves a particular role in the overall air transportation system, and is equipped to cater to different types and volume of aircraft. Regional, national, and international freight cargo and air passenger services are provided at the Portland International Airport (PDX). Located north of the Oregon City study area and primarily accessed via I-205 and Airport Way, PDX provides access for passengers, and cargo from the Portland-Metropolitan area to over 120 cities worldwide, including destinations throughout the Pacific Rim. In 1997, a total of approximately 330,000 operations were flown to or from this airport. That same year, the airport served a total of more than 12,800,000 passengers from regional, national, and international services and 260,000 tons of air cargo were handled.

Near-term improvements to PDX air terminal facility are presently under construction and, once completed, will provide improved facilities for air travelers through the region.

The existing airport facility has two parallel runways. The Port of Portland reports that relocation of a runway may not be necessary until total annual operations reach approximately 500,000. Over the past five years, average annual growth in total operations from Portland International Airport has grown at a rate of just over three percent per annum. Demand projections prepared by P & D Aviation Inc., indicate that by 2020 the airport will be required to serve around 29 million passengers, 823,000 tons of airfreight, and 505,000 aircraft operations annually.

Based on these demand estimates, the relocation of a replacement runway is likely to be required prior to the 2020 design horizon. The Port of Portland is currently undertaking a master planning process for the development of airport facilities to meet the anticipated future demands.

There is significant investment currently in improving ground access to PDX. The airport is planning an expansion of Airport Way and the interchange that services the airport from Interstate 205. In March of 1999, the Port of Portland, Metro, Tri-Met, the City of Portland, and Bechtel Infrastructure Corporation began preliminary construction activities for Airport MAX, a new light rail line that will run between the Gateway Transit Center to PDX. This line is expected to be operational in September 2001.

Hillsboro Airport is located approximately 15-miles west of downtown Portland, south of Highway 26. This airport is equipped with two runways and catered to just over 230,000 operations in 1998, making it the section busiest airport in Oregon behind PDX. The existing features and amenities of the Hillsboro Airport make it particularly attractive to corporate jet operators. Average annual growth in total operations over the last five years has been close to three-percent per annum. Through the rapid development of businesses in the surrounding area, it is anticipated that this growth will continue into the future.

Troutdale Airport is located approximately 15-miles east of downtown Portland, at the western end of the Columbia Gorge near Interstate 84. This facility operates using a single runway and serviced just under 80,000 operations in 1998. Operators at Troutdale Airport provide a variety of services, including scenic flights, helicopter, and fixed-wing airport training, plus a full range of aircraft maintenance services and component repair. Operations have declined from a peak of 110,000 services in 1996.

The Mulino Airport site was selected for development in 1979 after the Port of Portland selected it as the best-suited option for meeting the air service needs of the Clackamas County region. It is located 20 miles south of downtown Portland along Highway 213. Residents within the Clackamas County area are best placed to take advantage of this facility, which offers general aviation resources and plays an important role as an airport for small propeller-driven aircraft.

None of these four airports are located within the City of Oregon City study area, so the residents and businesses within Oregon City require strong supporting ground transportation connections for convenient access to each of the air transportation facilities.

As such, the City should direct its involvement in passenger and freight air transportation to mitigating problems associated with airport ground transportation connections and access. Actions the City can take include:

- supporting improved connections to Interstate 205, for better access to Portland International Airport, the Hillsboro Airport, and the Troutdale Airport;
- supporting improved connections to Highway 213, from better access to the Mulino Airport;
- working with Tri-Met and other transportation service providers to development airport shuttle services and/or other public transportation connections; and,
- continuing to play an active role in air transportation planning at the regional and statewide level.

TRANSMISSION TRANSPORTATION SYSTEM PLAN

The transmission of natural gas, water, power, and information are all services of critical importance to businesses, industry, and residents of Oregon City.

Natural Gas

Northwest Natural (NWN) is the utility company that pipes natural gas to homes and businesses in the study area. NWN obtains its natural gas from the Northwest Pipeline, owned by Williams Gas Pipeline, via NWN gate stations and high-pressure transmission lines. Four high-pressure transmission pipelines cross the Clackamas County region. NWN's system is sized to support the existing customer base, which has been growing at approximately five to six percent per year. To that end, planning for the future is focused primarily on the supply of natural gas, not on the supply of pipelines. There are no infrastructure capacity constraints with the existing natural gas pipeline system.

Water

The City of Oregon City is supplied with treated water from the South Fork Water Board. The City's water supply is pumped to the 10.5 mg Reservoir No.2 and then fed to the high and intermediate levels of the service area. Reservoir No. 2 shares storage capacity with the South Fork Water Board and part of the water is used to supply portions of the Clackamas River Water (formally Clairmont Water) District. In addition, when the Division Street Pump Station is not pumping, water can backfeed from Reservoir No. 2 to West Linn's Bolton Reservoir. This water is currently not metered separately.

Water supply and demand are evaluated yearly by considering current supply, past demand, projected demand, weather trends, regional policies, conservation activities, and water quality. The City has four functional storage reservoirs with a capacity of 16.0 million gallons. This capacity is adequate to meet the existing demands of the system as well as those projected for the planning horizon, provided that other systems are not supplied. If other systems continue to be supplied, further reservoir space will likely be required. The primary distribution system is well sized and consists mainly of cast and ductile iron piping, although several main lines are steel.

Electrical Power

The Bonneville Power Administration (BPA) is the federal organization that regulates and distributes power from the Columbia River Hydroelectric sources to the Pacific Northwest. Hydroelectric sources provide 67-percent of the regional power every year. BPA also purchases and distributes power from other local sources. Power is distributed throughout the Pacific Northwest via 15,012 circuit miles of high voltage transmission lines that connect to industries and local utilities and make 22,700 megawatts of system capacity available to regional residents and businesses. Capacity has proven to be adequate to date with the purchase of power from California during the peak session, and sources at BPA do not expect future system congestion. High voltage transmission lines managed by BPA carry power to and through the Oregon City area. One line runs roughly east-west and is located just south of Oregon City. On this line, there are a microwave station and four substations. A second BPA line enters Oregon City east of Holly Lane in Newell Canyon and traverses south-west (across Highway 213, Beavercreek Road, and Molalla Avenue) parallel to Clairmont Way, then traverses due west across the southern limit of the city. Currently, there is no capacity limitation in the Oregon City area that would limit industrial or residential expansion.

Information

Emerging technologies, including wireless communications, geographic information systems, and the Internet, have made information transmission a vital component of transportation systems. Such technologies play a role in telecommuting, vehicle monitoring, and the provision of transportation system information through Internet web sites. The growth of such emerging technologies is so rapid that no source exists to document current information transmissions resources, demand, and usage in the study area. Because information transmission resources are federally regulated, the Federal Communications Commission maintains a listing of its Clackamas County licensees, which indicates that all the emerging technologies listed are available to the residents of Oregon City to some degree. Because these resources are typically privately owned – and owned by many companies — it is difficult to locate the transmission lines, towers, and other infrastructure.

The City's role in the transmission transportation system should be focused on disseminating knowledge about transmission resources to City residents and investigating ways in which information technologies can be used to improve the entire transportation system. Tri-Met, for example, already offers programs to match-up carpoolers and to assist businesses in developing telecommuting programs. The City can develop similar programs or work with the existing ones. The City can also work to bring traffic and travel planning information already available on the Internet to residents of Oregon City who may not have access to it – perhaps through their employers – or incorporate the latest advanced technologies into arterial incident management and monitoring.

PARKING

As previously noted in Section 1, in addition to addressing the statewide Transportation Planning Rule, the Oregon City Transportation System Plan must comply with the Urban Growth Management Functional Plan Title 6, Regional Accessibility, and Title 2, Parking.

The State's Transportation Planning Rule calls for reduction in vehicle miles traveled per capita and restrictions on construction of new parking spaces as a means of responding to transportation and land use impacts of growth. A compact urban form requires that each use of land is carefully considered and that more efficient forms are favored over less efficient ones. Parking can result in a less efficient land usage and lower floor to area rations. Parking also has implications for transportation. In areas where transit is provided or other non-auto modes (walking, biking) are convenient, less parking can be provided and still allow accessibility and mobility for all modes, including autos. Reductions in auto trips when substituted by non-auto modes can reduce congestion and increase air quality.

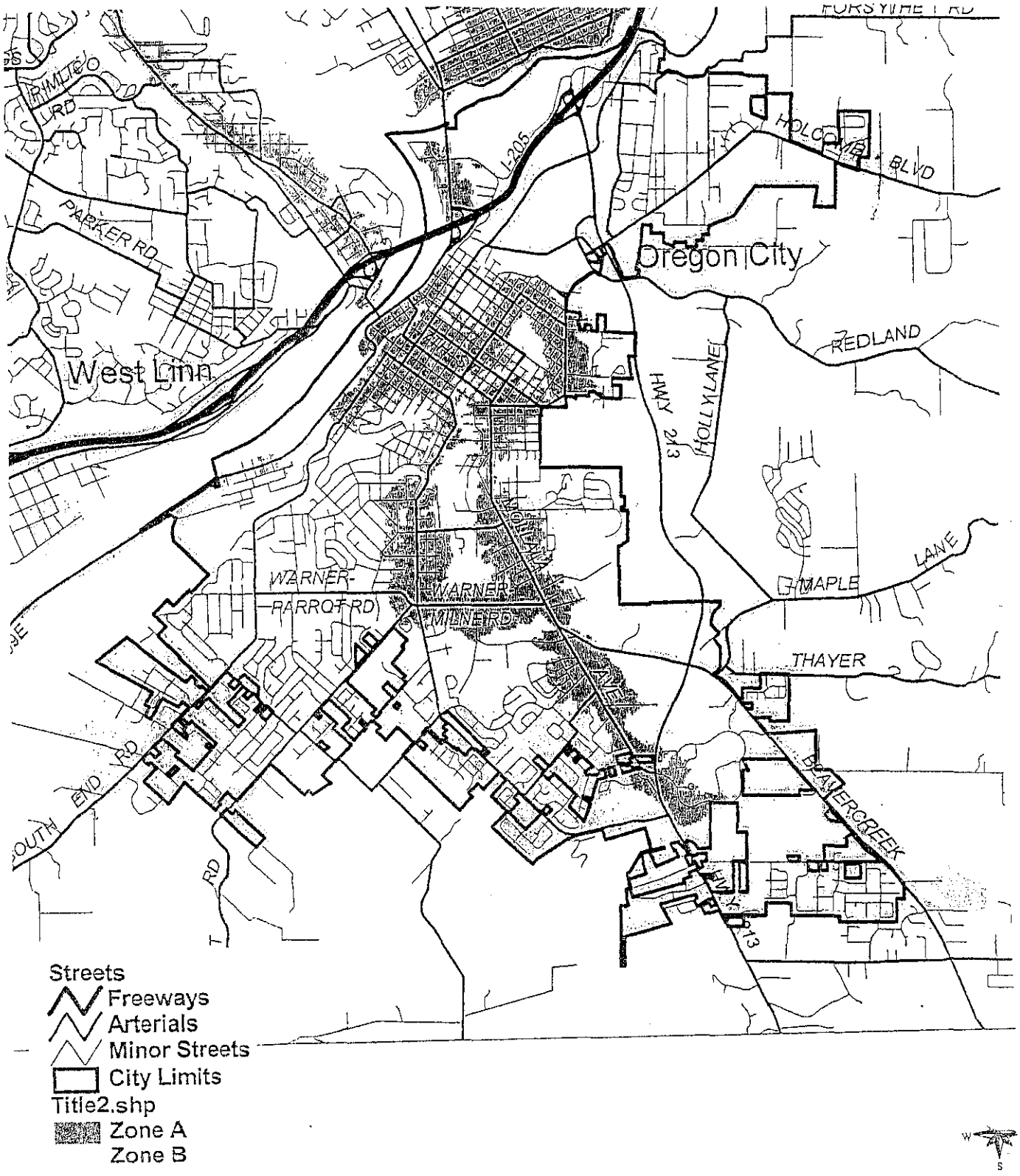
The Metro's Urban Growth Management Functional Plan Title 2, Parking, requires the City to amend its Comprehensive Plan and implementing regulations to comply with the minimum standards for certain uses specified in Title 2. The City needs to establish parking maximums at ratios no greater than those listed in the Regional Parking Ratios Table and for the areas illustrated in the Parking Maximum Map. The Parking Map designates A and B zones for the City (Table 5-14). The Zone A identifies the areas in Oregon City within a one-quarter mile walking distance for bus transit that are accessible to 20-minute peak hour bus transit service. If 20-minute peak hour transit service is no longer available to an area within a one-quarter mile walking distance for bus transit, that area needs to be removed from Zone A. The Zone A parking ratios should, in general, affect areas with good pedestrian access to commercial or employment areas (within 1/3 mile walk) from adjacent residential areas. Table 5-13 shows recommended parking ratios to be in compliance with the Metro's Urban Growth Management Functional Plan Title 2.

Table 5-13. Recommended Parking Ratios

Land Use	Parking Requirements*		
	Existing	Title 2	
		Minimum Requirements	Maximum Requirements
Residential			
Single Family Dwelling	1space/unit	1.00	None
Residential Unit (<500 sq-ft)	1space/unit	1.00	None

Land Use	Parking Requirements		
	Existing	Title 2	
		Minimum Requirements	Maximum Requirements
Multi-family – 1 bedroom	1space/unit	1.25	None
Multi-family – 2 bedroom	1space/unit	1.50	None
Multi-family – 3 bedroom	1space/unit	1.75	None
Boarding/Lodging House	Case Specific	N/A	N/A
Mobile Homes	2 spaces/home	N/A	N/A
COMMERCIAL RESIDENTIAL			
Hotel/Motel	1 space/guest room	1.00	None
Club/Lodge	To meet requirements of the combined uses	N/A	N/A
INSTITUTIONAL			
Welfare/Correctional Institution	1 space/5 beds	N/A	N/A
Nursing Home/Rest Home	1 space/5 beds	N/A	N/A
Hospital	1 space/1.5 beds	N/A	N/A
PLACE OF PUBLIC ASSEMBLY			
Religious Assembly Building (spaces/seat)	0.25	0.50	0.60
Library/Reading Room	2.50	N/A	N/A
Preschool Nursery/Kindergarten	2 spaces/teacher	N/A	N/A

Table 5-14 Oregon City Parking Zones A and B Recommended by Title 2, Metro's Urban Growth Management Functional Plan Title 2



IMPLEMENTATION PLAN

This section has outlined specific transportation system improvement recommendations as well as a corresponding timeline for implementation of the identified improvements. The sequencing plan presented is not detailed to the point of a schedule identifying specific years when infrastructure should be constructed, but rather ranks projects to be developed within the near-term and long-term horizon periods. In this manner, the implementation of identified system improvements has been staged to spread investment in this infrastructure over the 20-year life of the plan.

The construction of roads, water, sewer, and electrical facilities in conjunction with local development activity should be coordinated, if the City of Oregon City is to develop in an orderly and efficient way. Consequently, the plans recommended in the TSP should be considered in light of developing infrastructure-sequencing plans, and may need to be modified accordingly.

SUMMARY

The adoption and implementation of this Transportation System Plan will enable the City of Oregon City to rectify future transportation system deficiencies while facilitating growth in the study area under the year 2018 population and employment levels assigned by the state, county, and regional governments. Updates to the transportation system plan should occur, as necessary, to ensure compliance with the Transportation Planning Rule and verification of growth and expected impacts.

Oregon City Transportation System Plan – Summary of Contents

Oregon City's Transportation Policy Goals and Their Objectives

Goal 1 – Multi-Modal Travel Options
Develop and maintain a transportation system that incorporates, provides for, and encourages a variety of multi-modal travel options to meet the mobility needs of all Oregon City residents.

Goal 2 – Safety
Develop and maintain a transportation system that provides adequate safety for the transportation system users.

Goal 3 – Capacity
Develop and maintain a transportation system that provides adequate capacity to serve the system user's needs.

Goal 4 – Implementation
Identify and implement needed transportation system improvements using available funding sources.

Transportation System Plan – For Adoption to the Oregon City Comprehensive Plan

Preferred Land Use Plan

- Downtown Community Plan – *Pedestrian and transit vitality.*
- 7th Street Corridor and Molalla Avenue Boulevard Improvements – *Transit corridor and Main Street design.*

Roadway System Plan

- Functional Classification System – *Major and minor arterials, collectors, neighborhood collectors (a new classification), and local streets.*
- Modifications to Old Classifications – *Segments of the following streets will be reclassified:*
  - *High Street, and Washington Street to be upgraded from local street to collector.*
  - *Lawton Road, Pease Road, Hilda Street, Alden Street, Barclay Hills Drive, Barker Avenue, Filbert Drive, Salmonberry Drive, and Frontier Parkway to be upgraded from local street to neighborhood collector.*
  - *Boynton Street and Gaffney Lane/Berta Drive to be downgraded from collector to neighborhood collector.*
  - *Holmes Lane and Meyers Road to be upgraded from collector to minor arterial.*
- New Roadway Connections – *New roadway connections and facilities are proposed to improve circulation, access, and traffic operations. The purpose of identifying these future connections is to:*

- *Provide for roadway infrastructure with future development potential;*
- *Increase the connectivity from new development to existing neighborhoods and infrastructure;*
- *Provide access to property through multiple locations; and*
- *Provide the City with guidelines for roadway alignments as future development occurs.*

The following future roadway connection needs have been identified:

- *Connect White Lane to Meyers Road and Clairmont in the south region of Oregon City;*
- *Connect the east end of White Lane with Pease Road;*
- *Provide another connection between Central Point Road and Leland Road;*
- *Connect Leland Road with Nobel Road;*
- *Create a connection between Leland Road and Meyers Road near the City's southern boundary;*
- *Connect Caufield and Conway Roads with Meyers Road;*
- *Connect Glen Oak Road, Highway 213, and Beavercreek Road with a circulation network;*
- *Connect Glen Oak Road with Henrici Road;*
- *Connect Fir Street with Marjorie Lane;*
- *Connect Warner Milne Road with Holmes Lane;*
- *Provide another connection between Linn Avenue and Molalla Avenue between Holmes Lane and Warner Milne Road;*
- *Improve the connection between the Main Street Extension and Washington Street;*
- *Provide another connection between 12th Street and Division Street;*
- *Connect Abernethy Road and Washington Street in the old landfill area;*
- *Provide a local connection across the Clackamas River between Oregon City and Gladstone;*
- *Provide a connection between Linn Avenue and Pearl Street.*

- Street Design Standards – Typical Street Cross-Sections – *New street design standards will provide for narrower travel lanes, wider sidewalks, bike lanes, and landscaping on new roads in Oregon City. These standards are more environmental friendly.*
- Roadway Improvements Program – *Projects are listed that are needed to improve problems that exist and are anticipated for the future.*
- Transportation System Management – *Strategies are presented for managing congestion that do not require widening the roadway.*
- Access Management – *Strategies and standards are presented for preserving the carrying capacity of roadways by managing access on the collector and arterial system.*

Pedestrian System Plan

Connectivity is needed between major activity centers to improve pedestrian safety throughout the City. Strategies for providing a pedestrian-friendly system are

discussed. Projects are listed where sidewalks are missing on collectors and arterials and to allow pedestrian connection to pedestrian generators.

Bicycle System Plan
A network of routes is presented to provide a safe and effective system of bicycle facilities. Strategies for improving the availability of bicycle amenities are presented. Projects are listed for implementing the bicycle system.

Public Transportation System Plan
Transit facilities provide mobility to community residents without access to automobiles. In addition, reliance on the automobile decreases when public transportation is available. Transit improvements are presented, including Tri-Met bus routes and long-range local transit strategies.

Rail System Plan
Both freight and passenger rail improvements and strategies for maintaining capacity and safety are presented.

Marine System Plan
Oregon City's role in encouraging waterway access for both commercial and recreational operations is presented.

Air Transportation System Plan
Oregon City's passenger and freight air transportation system demands are discussed. Actions the City should take to maintain strong supporting ground transportation connections to existing air transportation facilities are presented.

Transmission System Plan
The transmission of natural gas, water, power, and information is of critical importance to Oregon City businesses, residents, and industry. Discussion about maintaining adequate supplies from these utilities is presented.

Background Information for Oregon City Transportation System Plan

Existing Conditions and Deficiencies
- Roadway Capacity and Intersection Operations
- Sidewalk Connectivity
- Traffic Safety

Future Conditions Analysis
- 2018 Growth Forecast and Transportation Model
- Identification of Deficiencies

Alternatives Analysis
- Expansion of Facilities
- Regional/Local Land Use Modifications

- Identified Transportation System Needs

Transportation Funding Plan

Discussion about State of Oregon transportation funding, City of Oregon City revenue and expenditure history, funding forecasts are presented. The Transportation Capital Improvement Plan and a transportation financing program are presented. Strategies for additional funding to accomplish a higher rate of improvements are discussed.

State of Oregon Transportation Planning Rule and Metro Regional Transportation Plan Compliance

State requirements for a Transportation System Plan are presented and documentation of the City's compliance are presented.

Transportation Planning Rule Compliance

In April 1991, the Land Conservation and Development Commission (LCDC), with the concurrence of ODOT, adopted the Transportation Planning Rule (TPR), OAR 660 Division 12. The TPR requires all local jurisdictions with a population greater than 2,500 to prepare and adopt a Transportation System Plan. Outlined below is a list of recommendations (designated by *italics*) and requirements for a TSP for an urban area with a population exceeding 25,000 and how each of those were addressed in the City of Oregon City TSP. The comparison demonstrates that the City of Oregon City TSP is in compliance with the provisions of the TPR.

DEVELOPMENT OF A TRANSPORTATION SYSTEM PLAN

TPR Recommendations/Requirements	City of Oregon City TSP Compliance
Public and Interagency Involvement	
• Establish Advisory Committees.	A Citizens Advisory Committee (CAC) and a Technical Advisory Committee (TAC) were established at the outset of the project. Membership on the Technical Advisory Committee included representatives from Oregon City, Clackamas County, ODOT, Metro, and Tri-Met staff. Membership on the Citizens Advisory Committee included interested representatives and citizens from all facets of the community.
• Develop informational material.	Technical memoranda and current status reports of work undertaken and completed by the advisory committees were published and made available to the public throughout the project. Press releases concerning the project and opportunities for participation at public workshops were published and materials (including report text, charts, and maps) were prepared for review defining critical components of the city's TSP.

EXHIBIT 4

TPR Recommendations/Requirements	City of Oregon City TSP Compliance
• Schedule informational meetings, review meetings and public hearings throughout the planning process. Involve the community.	An extensive series of meetings were held through the planning process. The meetings were advertised by distribution of meeting notices. The meetings consisted of CAC and TAC committee meetings, advertised Public Open Houses, and public joint Planning Commission and City Commission worksessions.
• Coordinate Plan with other agencies.	Coordination with local government agencies was accomplished by including them on the project mailing list, individual project briefings/meetings, and participation on the both the Management Team and the TAC. The project team worked with the Oregon City Transportation Advisory Committee, the Board of City Commissioners, and the City's Planning Commission. The advisory committees included representatives from the City, County, Metro, ODOT, and Tri-Met, and members of special interest committees within the community.

Review Existing Plans, Policies, Standards, and Laws

• *Review and evaluate existing comprehensive plan(s).*	The following plans were reviewed as part of the development of the TSP: *1991 Oregon Highway Plan,* (June, 1991); *1999 Oregon Highway Plan,* (March, 1999); 1996 *Oregon Bicycle and Pedestrian Plan*; *City of Oregon City Comprehensive Plan,* (1984); *City of Oregon City Bicycle Plan* (November, 1994); Draft *Statewide Transportation Improvement Program* (2000-2003); *Tri-Met Transit Choices for Livability,* (July, 1998); Metro's *Creating Livable Streets: Street Design Standards for 2040* (1997).

TPR Recommendations/Requirements	City of Oregon City TSP Compliance
• *Conduct land use analysis - existing land use/vacant lands inventory.*	In developing the forecast of transportation needs, an analysis was conducted of current land use designations and land status within the project area to determine the capacity for growth, which would increase demand for transportation services. Population and employment forecasts were prepared for the year 2018 that reflect regional growth prospects and the city's economic role in the region. Estimates of needed housing, commercial, and employment lands were derived from these forecasts.
• *Review existing ordinances - zoning, subdivision, engineering standards.*	Existing City Subdivision Ordinances, Zoning Ordinances, and Streets Master Plan were reviewed for adequacy in the development of the City of Oregon City TSP.
• *Review existing significant transportation studies.*	Significant transportation studies reviewed as part of the City of Oregon City TSP include the above mentioned comprehensive plan and the associated transportation element, the Clackamas County Urban TSP, and the City's Downtown Community Plan Study.
• *Review existing capital improvements programs/public facilities plans.*	The City of Oregon City 1998-2003 Capital Facilities Improvement Plan (KCM, Inc.) was reviewed and acknowledged as part of the development of this TSP.
• Americans with Disabilities Act requirements.	The ADA requirements were reviewed and acknowledged as part of the City of Oregon City TSP development.

TPR Recommendations/Requirements	City of Oregon City TSP Compliance
Inventory Existing Transportation System	
• Street system (number of lanes, lane widths, traffic volumes, level of service, traffic signal location and jurisdiction, pavement conditions, structure locations and conditions, functional classification and jurisdiction, *truck routes, hazardous material routes, number and location of accesses, safety, substandard geometry*).	An inventory of the existing street network, traffic volumes, traffic control devices, accident history, and levels of service is provided in Section 2: Existing Conditions.
• Bicycle ways (type, location, width, condition, *ownership/jurisdiction*).	Existing bicycle facilities are described in the 1994 *City of Oregon City Bicycle Plan* and summarized in Section 2: Existing Conditions.
• Pedestrian ways (location, width, condition, *ownership/jurisdiction*).	The existing pedestrian ways and facilities within the City of Oregon City are summarized in Section 2: Existing Conditions.
• Public Transportation Services (transit ridership, volumes, route, frequency, stops, fleet, *intercity bus*, passenger rail, special transit services).	A summary of all existing public transportation services is presented in Section 2: Existing Conditions.
• Intermodal and private connections.	A summary of the existing intermodal and private carrier transportation services is presented in Section 2: Existing Conditions.
• Air transportation.	A summary of existing air transportation facilities is provided in Section 2: Existing Conditions.
• Freight rail transportation.	A summary of existing freight transportation facilities is provided in Section 2: Existing Conditions.

TPR Recommendations/Requirements	City of Oregon City TSP Compliance
• Water transportation.	A summary of existing water transportation services is provided in Section 2: Existing Conditions.
• Pipeline transportation.	A summary of existing pipeline transportation services is provided in Section 2: Existing Conditions.
• *Environmental constraints.*	There are no known environmental constraints within the City of Oregon City.
• Existing population and employment.	As outlined in Section 1: Introduction, the 1999 City of Oregon City population was approximately 23,405 persons. The information and employment data cited in Section 3: Future Conditions Analysis, is included in Future Conditions as the basis for the forecasts that were performed for this TSP.
Determine Transportation Needs	
• Forecast population and employment	Population and employment forecasts were prepared for the year 2018 that reflect regional growth prospects and City of Oregon City's economic role. This information is summarized in Section 3: Future Conditions.
• Determination of transportation capacity needs (cumulative analysis, *transportation gravity model*).	Travel demand forecasts were undertaken as part of this project. The methodology for travel forecasting and assumptions used in the transportation model are contained in Section 3: Future Conditions, which presents an analysis of future transportation conditions and identifies capacity needs.

TPR Recommendations/Requirements	City of Oregon City TSP Compliance
• Other roadway needs (safety, bridges, reconstruction, operation/maintenance).	Non-capacity related transportation needs are identified and recommended for implementation in both Section 4: Alternatives Analysis and Section 5: Transportation System Plan.
• Freight transportation needs.	Freight transportation needs are adequately met via motor carrier freight services.
• Public transportation needs (special transportation needs, general public transit needs).	Public transportation needs and recommended improvements are discussed in Section 4: Alternatives Analysis and Section 5: Transportation System Plan.
• Bikeway needs. • Pedestrian needs.	Future bicycle and pedestrian improvements are to be made in conjunction with roadway improvements to provide cyclists and pedestrians with full accessibility to City of Oregon City's street system. Plans for these facilities are shown in Section 5: Transportation System Plan.
Develop and Evaluate Alternatives	
• Update community goals and objectives.	Goals were established as part of the TSP development (see Section 1: Introduction).
• Establish evaluation criteria.	Evaluation criteria was established from the study goals and objectives and used to develop the Preferred Alternative presented in Section 5: Transportation System Plan.

TPR Recommendations/Requirements	City of Oregon City TSP Compliance
• Develop and evaluate alternatives (No-Build system, all build alternatives, transportation system management, transit alternative/feasibility, improvements/additions to roadway system, land use alternatives, combination alternatives).	Section 4: Alternatives Analysis includes a summary of the land use and transportation alternatives considered and analyzed the TSP. Land uses, roadway alternatives, transportation system management options, bike and pedestrian options were analyzed.
• Select recommended alternative.	A recommended alternative for roadways, bikeways, and pedestrian facilities is contained in Section 5: Transportation System Plan.
Produce a Transportation System Plan	
• Transportation goals, objectives and policies.	Specific recommendations regarding transportation goals and policies are outlined in Section 5: Transportation System Plan.
• Streets plan element (functional street classification and design standards, proposed facility improvements, access management plan, truck plan, safety improvements).	The streets (roadway) plan element is outlined in Section 5: Transportation System Plan.
• Public transportation element (transit route service, transit facilities, special transit services, intercity bus and passenger rail).	The public transportation element is outlined in Section 5: Transportation System Plan, and shown in Figure 5-7.
• Bikeway system element.	The bikeway plan is outlined in Section 5: Transportation System Plan, and shown in Figure 5-6.

TPR Recommendations/Requirements	City of Oregon City TSP Compliance
• Pedestrian system element.	The pedestrian plan is outlined in Section 5: Transportation System Plan, and shown in Figure 5-3.
• Airport element (land use compatibility, future improvements, accessibility/ connections/conflicts with other modes).	The airport element is outlined in Section 5: Transportation System Plan.
• Freight rail element (terminals, safety).	The rail service element is outlined in Section 5: Transportation System Plan.
• Water transportation element (terminals).	The water transportation element is outlined in Section 5: Transportation System Plan
• *Transportation System Management element (TSM).*	TSM element not applicable per OAR 660-12-020(2)(f) and (g).
• *Transportation Demand Management element (TDM).*	TDM element not applicable per OAR 660-12-020(2)(f) and (g).

Implementation of a Transportation System Plan

Plan Review and Coordination

• Consistent with ODOT and other applicable plans.	See Section 5: Transportation System Plan

Adoption

• Is it adopted?	*To follow.*

Implementation

• Ordinances (facilities, services and improvements; land use or subdivision regulations).	Included in Section 7: Policies and Land Use Ordinance Modifications.

TPR Recommendations/Requirements	City of Oregon City TSP Compliance
• Transportation financing/capital improvements program.	The transportation finance plan is summarized in Section 6: Transportation Funding Plan.

CITY OF OREGON CITY

PLANNING COMMISSION

320 WARNER MILNE ROAD OREGON CITY, OREGON 97045
TEL 657-0891 FAX 657-7892

STAFF REPORT
Date: January 12, 2001

FILE NO.:	VR 00-09
FILE TYPE:	Quasi - Judicial
HEARING DATE:	January 22, 2001 7:00 p.m., City Hall 320 Warner Milne Road Oregon City, OR 97045
APPLICANT'S REPRESENTATIVE:	Bob Sisul 19025 Nixon Avenue West Linn, OR. 97068
APPLICANT:	Richard Ravio 2704 SE Norelius Drive Vancouver, WA. 98683
OWNERS:	Richard Ravio 2704 SE Norelius Drive Vancouver, WA. 98683
REQUEST:	Variance to allow re-establishment of an existing tax lot into two lots of record smaller than 5,000 square feet.
LOCATION:	410 Logus Street. Approximately 94 feet east of the intersection of Logus Street and Molalla Avenue. Clackamas County Map Number 2-2E-32CB, Tax Lot 9800.
RECOMMENDATION:	Approval of VR 00-09 with a condition of approval
REVIEWER:	Colin Cooper, AICP Senior Planner
VICINITY MAP:	See Exhibit 1

BASIC FACTS:

1. The subject property is approximately 94 feet east of the intersection of Logus Street and Molalla Avenue, Clackamas County Map Number 2-2E-32CB, Tax Lot 9800. The common address is 410 Logus Street. The rear of the property abuts an unimproved public alley.

2. The subject property is approximately 9,320 square feet in size, is zoned R-6, Single-Family Dwelling District and Designated "LR" Low Density Residential in the Comprehensive Plan. The surrounding properties are also zoned R-6 and contain single-family residences.

3. The applicant is requesting a variance to allow re-establishment of two existing lots of record smaller than 5,000 square feet. Lots 6 & 7 of the Pleasant Hill Addition Subdivision were originally platted at 46.7 by 100 feet or 4,670 square feet total. The applicant would like to re-establish lot 7, which is vacant, except for a free-standing garage. The remainder of the property, Lot 6, would be left at 47.6 by 100 feet or 4,670 square feet and would therefore also require variance approval. Lot 6 currently contains a single-family house that meets all current R-6 yard setback standards.

4. OCMC section 17.12.050 states "An existing lot of record with a minimum lot size of five thousand square feet may only be occupied by a single-family dwelling, providing that yard requirements are met. An existing lot with an area of less than five thousand square feet is subject to variance procedures, pursuant to Chapter 17.60. If the variance is granted, the only permitted use is a single-family dwelling."

5. Transmittals on this proposal were sent to various City departments, affected agencies and property owners. Limited comments were received on this proposal. The City Engineer Division has submitted a report that details the existing conditions of public services available to the subject property (Exhibit 3a). The report lists several conditions that will be required prior to the issuance of any building permit for Lot 7.

DECISION MAKING CRITERIA:

Oregon City Comprehensive Plan Consistency:

A. Statement in Growth and Urbanization Section: "*It is the City's policy to encourage small lot single-family development in the low density residential areas...*"

B. Community Facilities Policy No. 7: "*Maximum efficiency for existing urban facilities and services will be reinforced by encouraging development at maximum levels permitted in the Comprehensive Plan and through infill of vacant City land*".

The request to re-establish Lots 6 and 7 does not reduce light, air, safe access or other desirable qualities as protected under this ordinance. Because off-street parking can be provided and the existing dwelling on Lot 6 and any future dwelling on Lot 7 will meet the R-6, Single-Family District Standards staff finds that there is no adverse impact to the surrounding neighborhood.

Therefore, staff finds that criterion B can be met by complying with Condition #1.

> **Criterion C: The applicant's circumstances are not self-imposed or merely constitute a monetary hardship or inconvenience. A self-imposed difficulty will be found if the applicant knew or should have known of the restriction at the time that the site was purchased.**

The purpose of this criterion is to ensure that a proposed variance does not avoid requirements of the zoning ordinance. The applicant's circumstances are not self-imposed. Lots 6 and 7 were legal lots when Pleasant Hill Addition was recorded in 1890. These two lots have identical dimensions to numerous lots in the neighborhood. Because the Pleasant Hill Addition subdivision retains its legal validity, the effort to re-establish the two lots of record is not self-imposed.

Therefore, staff finds that criterion C is met.

> **Criterion D: No practical alternatives have been identified which would accomplish the same purposes and not require a variance.**

The purpose of this criterion is to ensure that all practical and reasonable alternatives to the variance have been considered. No practical alternatives have been found. Granting the variance is the only way to allow for the applicant to re-establish the lot of record. The City Code requires that the variance procedure be followed in the event that a legal lot of record is less than 5,000 square feet. This guarantees a review process which considers alternatives. In this case, no practical alternatives have been identified.

Therefore, staff finds that criterion D is met.

> **Criterion E: That the variance requested is the minimum variance, which would alleviate the hardship.**

The intent of this criterion is to require that the variance application does not reduce the required standard beyond that which is needed for the specific application. The variance to the minimum lot size is the minimum variance that would resolve the hardship. The platting in 1890 created Lots 6 and 7 with the dimensions that are proposed in this variance application.

Therefore, staff finds that criterion E is met.

> **Criterion F: That the variance conforms to the Comprehensive Plan and the intent of the ordinance being varied.**

This proposal has been found to be consistent with Policy 1 of the Growth and Urbanization section of the Comprehensive Plan which is to provide land use opportunities within the City's Urban Growth Boundary. Additional residential development within Oregon City boundaries

will decrease the current land use burden on lands within the urban growth boundary and increase available housing within City boundaries, a situation which is found to be consistent with the Comprehensive Plan.

Therefore, staff finds that criterion F is met.

CONCLUSION AND RECOMMENDATION:

Based on the analysis and findings as described above, staff concludes that the proposed variance request to allow re-establishment of two existing lots of record smaller than 5,000 square feet satisfies the requirements as described in the Oregon City Municipal Code for Variances (Chapter 17.60). Therefore, staff recommends that the Planning Commission approve file VR 00-09, subject to the conditions of approval cited below.

CONDITIONS OF APPROVAL:

1. All buildings shall be constructed to meet the dimensional standards of the R-6 Single Family Dwelling District.
2. The Applicant shall sign a Non-Remonstrance Agreement for the purpose of making sanitary sewer, storm sewer, water or street improvements in the future that benefit the property and assessing the cost to benefited properties pursuant to the City's capital improvement regulations in effect at the time of such improvement.
3. The applicant shall be responsible for compliance to Engineering Policy 00-01.

EXHIBITS:

1. Vicinity Map
2. Applicant Submittal
3. Agency Comments
   - 3a. City Engineering
   - 3b. Public Works (on file)
4. Pleasant Hill Addition Plat showing Lots 6 & 7
5. Letter from Frank Stooks, dated January 11, 2001 w/attachments

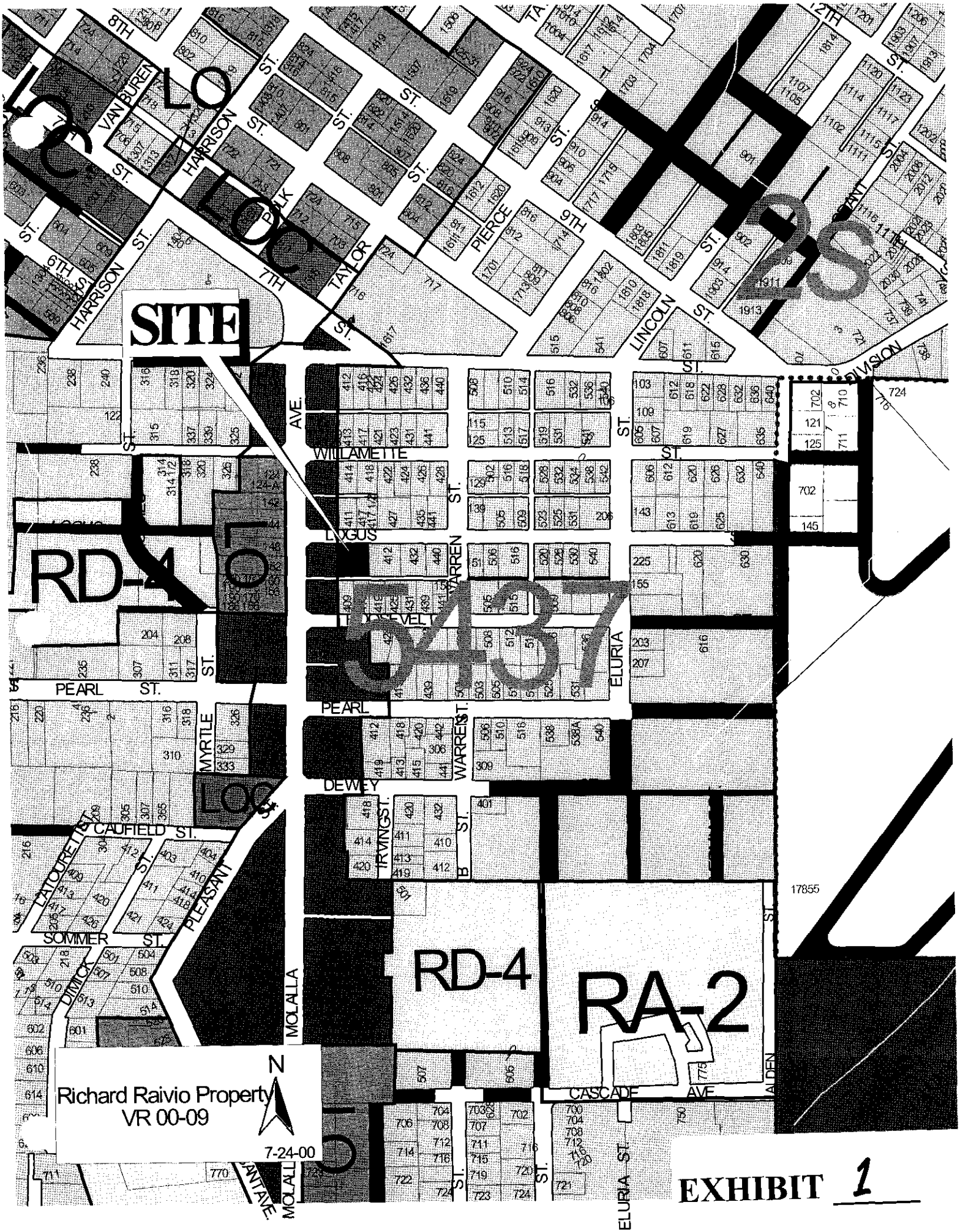

SITE
RD-4
RD-4
RA-2
LO
LOG
LOG
LOG
8TH
VAN BUREN
HARRISON
PARK
TAYLOR
7TH
6TH
9TH
PIERCE
LINCOLN
WILLAMETTE
LOGUS
ROOSEVELT
PEARL
MYRTLE
DEWEY
CAUFIELD
SOMMER
LATOURETTE
PLEASANT
DIMICK
MOLALLA
IRVING
WARREN
ELURIA
CASCADE
ALDEN
MONTANA
17855
N
Richard Raivio Property
VR 00-09
7-24-00

EXHIBIT 1

VARIANCE REQUEST
410 Logus St.
Oregon City, OR 97045
Legal: Lots 6 & 7 Block 13
Pleasant Hill Addition

December 13, 2000

My proposal is to reestablish the property line existing between lots of record 6 & 7 Block 13 of the Pleasant Hill Addition.

Criteria A: My property is located in the Pleasant Hill Addition. In this subdivision Lots 10, 11, 12, 13, 14, 15, 16, 17, 18 are 46.7' x 100' or smaller. In this subdivision 4,670 square foot lots are the norm.

Criteria B: The current home, as well as any future home built on this property, will conform to the front, back and side set backs. No damage would be caused to adjacent properties. Sewer is in the alley way. Water is in the street. A fire hydrant is less than 300' (about 200') from property

Criteria C: The criteria is not applicable as Lots 6 & 7 were legal lots of record when the Pleasant Hill subdivision was recorded.

Criteria D: Both Lots 6 & 7 are the same size, moving the lot lines would not improve the situation.

Criteria E: This is a very minimal variance. I am simply asking to return things to how they were platted.

Criteria F: This variance conforms to the intent of the R-6 zoning. The R-6 zoning allows for 5,000 square foot lots. The zoning also allows for a 5% variance to lot area requirement. I am asking for approximately a 6% variance.
Residential zoning is a density issue, in other words how many homes can exist in a given area. Since all areas in the R-6 zoning do not have alley ways, and both of my lots do, this should be taken into consideration.
The alley way directly effects the density issue, number of homes in a given area, which is the entire reason we have residential zoning laws.
My application meets the intent of the R-6 zoning ordinance as well as comprehensive plan, which encourages infill lots.

Sincerely,

Bob Sisul

Bob Sisul - Agent of owner

EXHIBIT 2

NARRATIVE

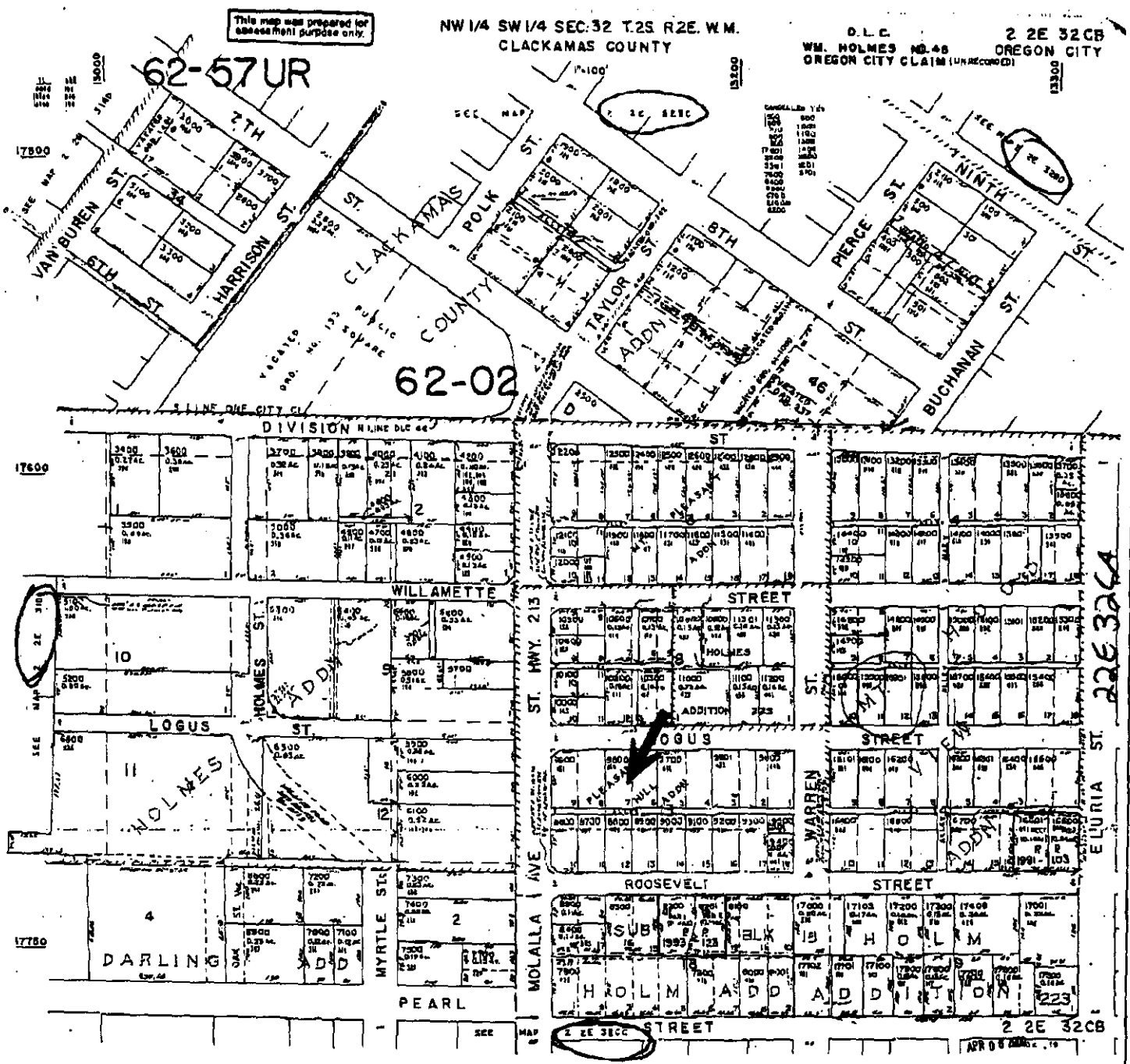
I am proposing only a simple lot segregation of Lots 6 & 7 of the Pleasant Hill addition. Tax lot #9800, Tax ID # 00590284.

The current home, 410 Logus St. is completely on lot six and is more than 5' from the lot line between lots 6 & 7. The east side of the home is more than 9' (16') from the east property line. The home has access and off street parking from the alley way behind. Both lots are 46.7' x 100'.

The existing garage is a detached garage and is completely on lot seven. I propose to keep the existing garage on lot seven and hopefully it can be incorporated in a future home on lot seven. I am not proposing to build at this time, I am only proposing a lot segregation at this time to reestablish the existing lot lines.

Sincerely,

Richard A. Raivio
Owner


This map was prepared for assessment purpose only
NW 1/4 SW 1/4 SEC. 32 T.2S R2E. W.M.
CLACKAMAS COUNTY
D.L.C.
WM. HOLMES NO. 48
OREGON CITY CLAIM (UNRECORDED)
2 2E 32CB
OREGON CITY
62-57UR
62-02
7TH
6TH
VAN BUREN ST.
HARRISON ST.
CLACKAMAS
POLK ST.
TAYLOR ST.
8TH
PIERCE ST.
NINTH
BUCHANAN ST.
ADDN
DIVISION
WILLAMETTE
STREET
LOGUS
ST.
HOLMES
ADDN
HWY. 213
PLEASANT
WARREN
ELURIA ST.
MOLALLA AVE
MYRTLE ST.
PEARL
ROOSEVELT
DARLING
ADD
SUB
BLK
HOLMES ADDITION
17600
17700
17800
2263C4

LOCATION OF IMPROVEMENTS

LOTS 6 AND 7 BLOCK 13 "PLEASANT HILL ADDN"

TAX LOT 9800 22E32CB, CLACKAMAS COUNTY, OREGON

NOVEMBER 10,2000

GRIFFIN LAND SURVEYING
12700 SW NORTH DAKOTA ST.
SUITE 180, PMB 216 – TIGARD, OR. 97223
PHONE: (503)579-8503

REGISTERED
PROFESSIONAL
LAND SURVEYOR

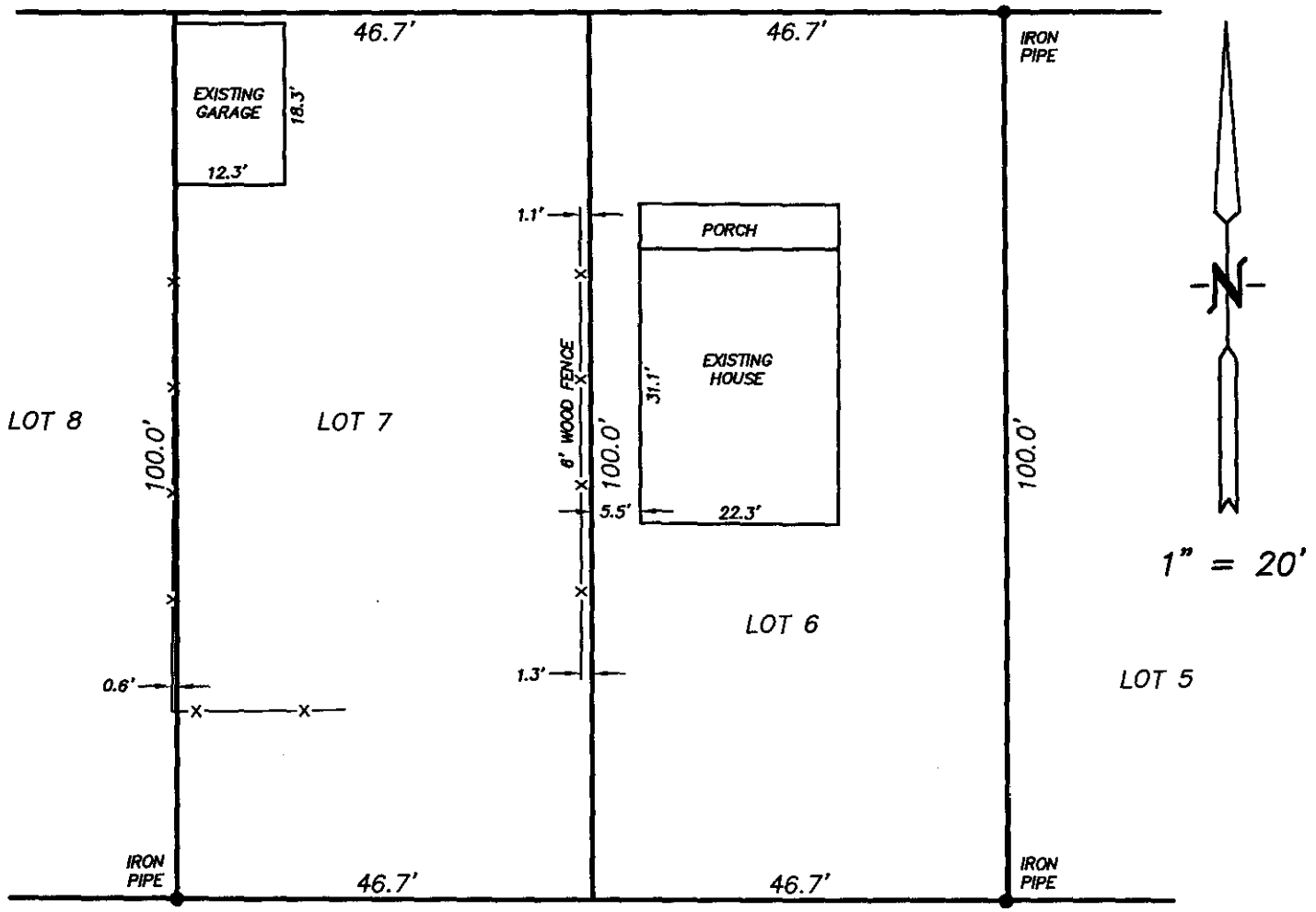
Kenneth D Griffin

OREGON
JULY 26, 1985
KENNETH D. GRIFFIN
2147
RENEWABLE: 6/30/01

0043-T

LOGUS STREET

(40' WIDE)



ALLEY (10' WIDE)

POLICY OF TITLE INSURANCE ISSUED BY

PACIFIC NORTHWEST TITLE INSURANCE COMPANY, INC.

SUBJECT TO THE EXCLUSIONS FROM COVERAGE, THE EXCEPTIONS FROM COVERAGE CONTAINED IN SCHEDULE B AND THE CONDITIONS AND STIPULATIONS, PACIFIC NORTHWEST TITLE INSURANCE COMPANY, INC., a Washington corporation, herein called the Company, insures, as of Date of Policy shown in Schedule A, against loss or damage, not exceeding the Amount of Insurance stated in Schedule A, sustained or incurred by the insured by reason of:

1. Title to the estate or interest described in Schedule A being vested other than as stated therein;
2. Any defect in or lien or encumbrance on the title;
3. Unmarketability of the title;
4. Lack of a right of access to and from the land.

The Company will also pay the costs, attorneys' fees and expenses incurred in defense of the title, as insured, but only to the extent provided in the Conditions and Stipulations.

IN WITNESS WHEREOF, Pacific Northwest Title Insurance Company, Inc. has caused this policy to be signed and sealed by its duly authorized officers as of the Date of Policy shown in Schedule A.

PACIFIC NORTHWEST TITLE
Insurance Company, Inc.

PACIFIC NORTHWEST TITLE INSURANCE COMPANY INC. CORPORATE SEAL 1926 WASHINGTON

President

Countersigned by:

Authorized Signatory

PACIFIC NORTHWEST TITLE OF OREGON, INC.
Suite 220
9020 SW Washington Sq. Rd.
Tigard OR 97223

Company

City, State

EXCLUSIONS FROM COVERAGE

The following matters are expressly excluded from the coverage of this policy and the Company will not pay loss or damage, costs, attorneys' fees or expenses which arise by reason of:

1. (a) Any law, ordinance or governmental regulation (including but not limited to building and zoning laws, ordinances, or regulations) restricting, regulating, prohibiting or relating to (i) the occupancy, use, or enjoyment of the land; (ii) the character, dimensions or location of any improvement now or hereafter erected on the land; (iii) a separation in ownership or a change in the dimensions or area of the land or any parcel of which the land is or was a part; or (iv) environmental protection, or the effect of any violation of these laws, ordinances or governmental regulations, except to the extent that a notice of the enforcement thereof or a notice of a defect, lien or encumbrance resulting from a violation or alleged violation affecting the land has been recorded in the public records at Date of Policy.

(b) Any governmental police power not excluded by (a) above, except to the extent that a notice of the exercise thereof or a notice of a defect, lien or encumbrance resulting from a violation or alleged violation affecting the land has been recorded in the public records at Date of Policy.

2. Rights of eminent domain unless notice of the exercise thereof has been recorded in the public records at Date of Policy, but not excluding from coverage any taking which has occurred prior to Date of Policy which would be binding on the rights of a purchaser for value without knowledge.

3. Defects, liens, encumbrances, adverse claims or other matters:

(a) created, suffered, assumed or agreed to by the insured claimant;

(b) not known to the Company, not recorded in the public records at Date of Policy, but known to the insured claimant and not disclosed in writing to the Company by the insured claimant prior to the date the insured claimant became an insured under this policy;

(c) resulting in no loss or damage to the insured claimant;

(d) attaching or created subsequent to Date of Policy; or

(e) resulting in loss or damage which would not have been sustained if the insured claimant had paid value for the estate or interest insured by this policy.

0-1093- 96269

action and
Company will not pay
defense of those causes of action
policy.

(b) The Company shall have the right, at its own cost, to
any action or proceeding or to do any other act which in its opinion may be
or desirable to establish the title to the estate or interest
insured. The Company

(continued and concluded on last page of this

SCHEDULE A

Order No.: 00188038-C

Policy No.: O-1093-96269

Date of Policy: October 13, 2000 at 9:48 A.M.

Amount of Insurance: $139,250.00

Premium: $548.00

1. **Name of Insured:**

   RICHARD A. RAIVIO

2. **The estate or interest referred to herein is, at the date hereof, vested in:**

   RICHARD A. RAIVIO

3. **The land referred to in this policy is situated in the State of Oregon, County of Clackamas and described as follows:**

   Lots 6 and 7, Block 13, PLEASANT HILL ADDITION TO OREGON CITY, in the City of Oregon City, Clackamas County, Oregon.

Pacific Northwest Title Insurance Company

SCHEDULE B

This policy does not insure against loss or damage (and the Company will not pay costs, attorneys' fees or expenses) which arise by reason of:

1. Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the public records. Proceedings by a public agency which may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the public records.

2. Any facts, rights, interests, easements or claims which are not shown by the public records but which could be ascertained by an inspection of said land or by making inquiry of persons in possession thereof.

3. (a) Unpatented mining claims; (b) reservations or exceptions in patents or in Acts authorizing the issuance thereof; (c) water rights, claims or title to water, whether or not the matters excepted under (a), (b) or (c) are shown by the public records.

4. Discrepancies, conflicts in boundary lines, shortage in area, encroachments, or any other facts which a correct survey would disclose, and which are not shown by the public records.

5. Statutory liens or other liens or encumbrances, or claims thereof, which are not shown by the public records.

6. Unpaid taxes for 2000-2001:

Levied Amount	:	$1,523.74, plus interest and fees, if any
Account No.	:	R22E32CB09800
Levy Code	:	062-002
Key No.	:	00590284

ANALYSIS AND FINDINGS

The applicant has proposed to reestablish existing lots 6 and 7 of Pleasant Hill Addition in Oregon City. The lots are located at 410 Logus Street and are currently Clackamas County Tax Assessor Map No. 2-2E-32CB, Tax Lot 9800, and Tax ID No. 00590284.

Staff recommends approval of the proposed variance as long as the following recommendations and conditions of approval are followed:

PROVISION OF PUBLIC SERVICES:

WATER.

There is an existing 4-inch cast iron water main located in Logus Street. This waterline is looped from a 12-inch waterline in Molalla Avenue to a 4-inch waterline in Warren Street. Current Oregon City design standards require an 8-inch ductile iron water main.

SANITARY SEWER.

There is an existing 6-inch sanitary sewer line located in the alley behind the project site. This 6-inch sewer line drains to an existing 8-inch sewer line in Molalla Avenue. There appears to be existing sanitary sewer laterals to lots 6 and 7 of Pleasant Hill Addition. The condition of the laterals should be determined prior to connection.

STORM SEWER/DETENTION AND OTHER DRAINAGE FACILITIES.

The site is located in the Singer Drainage Basin as designated in the City's Drainage Master Plan. The existing storm drainage system in this area is currently over capacity. Drainage impacts from this site are significant. The site drains to Singer Creek. Singer Creek drains to the Willamette River. The site is not located in the Water Quality Resource Area Overlay District.

Erosion and water quality controls are critical for the development of this site.

EXHIBIT 3a

DEDICATIONS AND EASEMENTS.

Logus Street is classified a Local Street by the Oregon City Transportation Master Plan, which requires a minimum right-of-way width of 40-50 feet. Currently Logus Street has a 40-foot right-of-way width.

STREETS.

Logus Street is classified a Local Street by the Oregon City Transportation Master Plan, which requires a minimum pavement width of 32-34 feet. Currently Logus Street has a pavement width of approximately 20-feet.

ENGINEERING REQUIREMENTS.

Conditions:

1. The Applicant shall sign a Non-Remonstrance Agreement for the purpose of making sanitary sewer, storm sewer, water or street improvements in the future that benefit the Property and assessing the cost to benefited properties pursuant to the City's capital improvement regulations in effect at the time of such improvement.
2. The Applicant is responsible for this project's compliance to Engineering Policy 00-01 (attached). The policies pertain to any land use decision requiring the applicant to provide any public improvements.

'PLEASANT HILL' ADDITION TO OREGON CITY

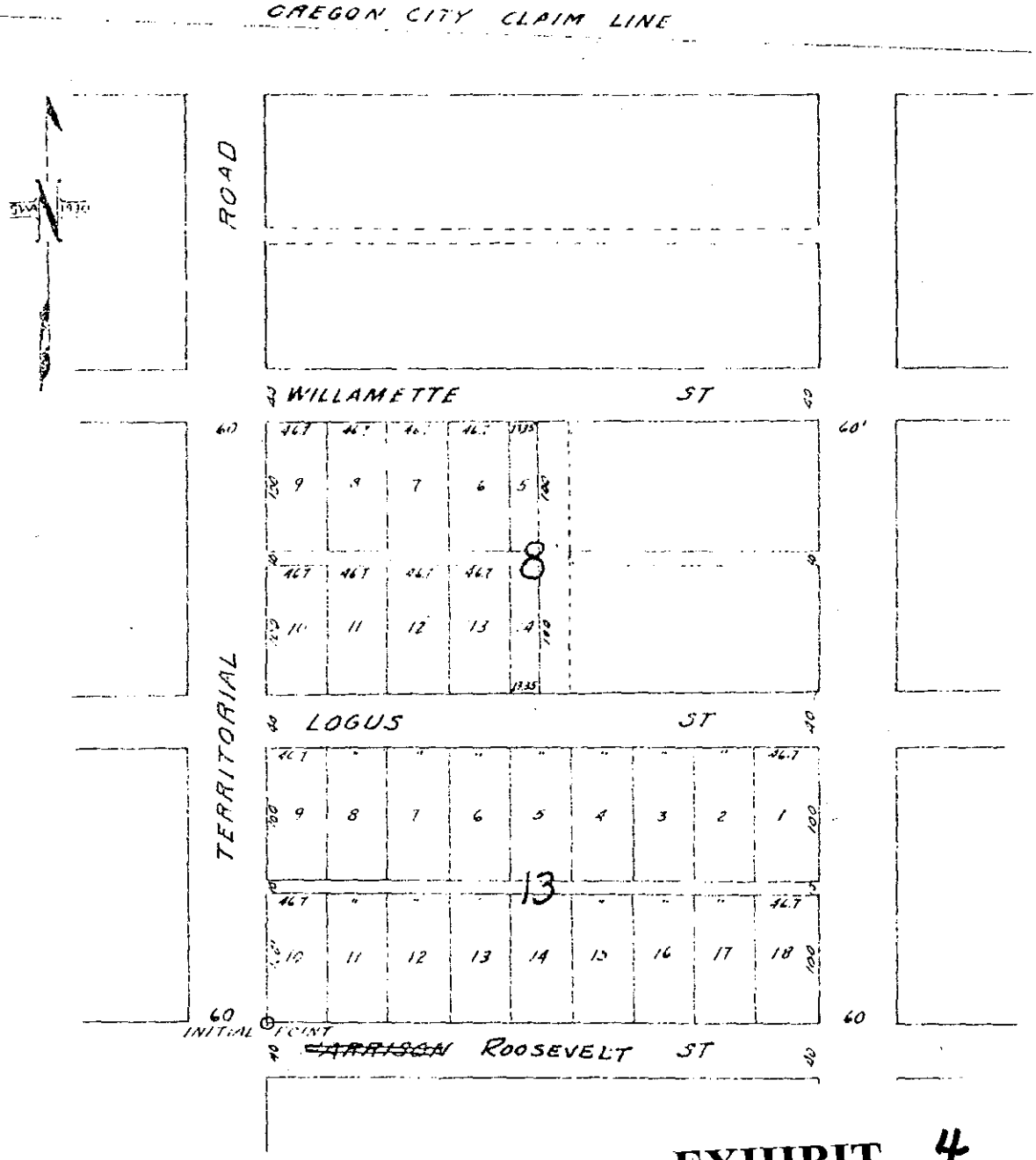


EXHIBIT 4

Colin Cooper,

This is to inform you that we (MT. Pleasent neighborhood association) will be oppossing variance # VR 00-09 applied for by Richard Raivio. My name is Frank Stooks and I own the home across the street from 410 Logus st. I along with our neighbors on Logus st. are already suffering from a severe parking problem. There is parking only on the north side of Logus because it is so narrow (22 feet). The houses on the south side do have alley access but this does not seem to help, it is very narrow and does not leave any real room for parking. we have unfortunately had problems going back several years.Most of my neighbors do not have garages and some not even a driveway, witch means most of us have to park in the street. There are a number of us that have several cars up and down the street due to extended family etc. and would like to be able to park in front of our own homes and not down the street as is often the case!.

Please understand, I realize that the variance is to split his property in two and as of yet, not to build another home. BUT!, it is painfully obvious to everyone here on Logus st. that this is the first step toward doing just that.

Myself along with my neighbors have a real stake in this neighborhood, as we actually live here. Richard Raivio does not. He clearly bought this home for an investment becuase of its property and the possibility of building another home on this street! I am not usually against investing in real property, but as I said, we who actually live on this street have a much greater stake here then Mr. Raivio. It is congested enough as it is without adding another home on such a small lot.

We do intend to be present at the hearing on Jan.22-2001. I may be contacted at, 503-723-6230.

Thank you ...Frank Stooks

417 Logus st.

Oregon City, OR. 97045

EXHIBIT 5

Signature	ADDRESS	PHONE#
[illegible]	417 Logus ST.	503 723-6230
Linda Dubria	417 Logus St.	(503) 656-6758
Michael J Cunwick	411 Logus ST	655-7870
Vera Hardy	143 Molalla Ave OC	656-5593
Karl L Dubria	417 Logus	503-656-6758
[illegible]	427 Logus O.C. 97045	503-742-0517
Jamy Backs	427 Logus OC. 97045	503-742-0517
Ruth E Cunwick	411 Logus St Oregon City, OR 97045	503-655-7870
Crista Hadley	417 Logus st	(503) 656-6758
[illegible]	411 Logus St. Oregon City, OR 97045	
Ron Olson	441 Logus St Oregon City OR 97045	503-656-2289