



CITY OF OREGON CITY PLANNING COMMISSION AGENDA

**Commission Chambers, Libke Public Safety Facility, 1234 Linn Avenue, Oregon City
and Virtual**

Monday, October 11, 2021 at 7:00 PM

**This meeting will be held in person and online via Zoom. Please contact
planning@orccity.org for the meeting link.**

CALL TO ORDER

PUBLIC COMMENT

Citizens are allowed up to 3 minutes to present information relevant to the Planning Commission but not listed as an item on the agenda. Prior to speaking, citizens shall complete a comment form and deliver it to the Chair/City Staff. The Commission does not generally engage in dialog with those making comments but may refer the issue to the City Staff. Complaints shall first be addressed at the department level prior to addressing the Commission.

PUBLIC HEARING

1. LEG-21-00003: Adoption of Park Place Urbanization Study, an amendment to the Transportation System Plan

COMMUNICATIONS

ADJOURNMENT

PUBLIC COMMENT GUIDELINES

Complete a Comment Card prior to the meeting and submit it to the City Recorder. When the Mayor/Chair calls your name, proceed to the speaker table, and state your name and city of residence into the microphone. Each speaker is given three (3) minutes to speak. To assist in tracking your speaking time, refer to the timer on the table.

As a general practice, the City Commission does not engage in discussion with those making comments. Electronic presentations are permitted but shall be delivered to the City Recorder 48 hours in advance of the meeting.

ADA NOTICE

The location is ADA accessible. Hearing devices may be requested from the City Recorder prior to the meeting. Individuals requiring other assistance must make their request known 48 hours preceding the meeting by contacting the City Recorder's Office at 503-657-0891.

Agenda Posted at City Hall, Pioneer Community Center, Library, City Website.

Video Streaming & Broadcasts: The meeting is streamed live on the Oregon City's website at www.orcity.org and available on demand following the meeting. The meeting can be viewed on Willamette Falls Television channel 28 for Oregon City area residents as a rebroadcast. Please contact WFMC at 503-650-0275 for a programming schedule.



CITY OF OREGON CITY

Staff Report

625 Center Street
Oregon City, OR 97045
503-657-0891

To: Planning Commission
From: Planner Kelly Reid

Agenda Date: 10/11/2021

SUBJECT:

LEG-21-00003: Adoption of Park Place Urbanization Study, an amendment to the Transportation System Plan

STAFF RECOMMENDATION:

Provide input and make a recommendation to the City Commission.

EXECUTIVE SUMMARY:

File No. LEG-21-00003 amends the Oregon City Transportation System Plan to add an ancillary plan for pedestrian, bicycle, and vehicular access within the Park Place neighborhood. The plan adds clarity for street designs within the project area.

An issues matrix summarizing and responding to issues brought up at the last hearing on 9/27/21 is attached in the agenda packet. Staff has updated the Plan where noted.

BACKGROUND:

The Park Place Urbanization Plan is a document that proposes street specific cross sections for various streets within the Park Place Neighborhood Association boundary. These street designs differ from the typical street cross sections within the Transportation System Plan. The differences in street design are a response to existing conditions in Park Place of narrow, semi-rural streets. The plan prioritizes certain streets for the inclusion of sidewalks as private development occurs or as capital improvement funding becomes available.

The Park Place Neighborhood was annexed into the City over 30 years ago. Most of the streets in the project area were not built to current roadway classification standards – with the exception of the recently-constructed roadways east of Swan Ave. In the older section of the neighborhood, there is considerable dimensional variation in right-of-way, travel lanes, stormwater conveyance, and widths and existence of both sidewalk and bike lanes.

The Urbanization Plan only focuses on the existing streets that currently lack sidewalks, curbs and bicycle facilities. The goal of the plan is to ensure future improvements to existing streets are consistent, feasible, and reflect desires of those living in the neighborhood.

The plan prioritizes sidewalk improvement locations near properties that were unlikely to develop in the near term. The plan includes specific street designs for the following street segments, concentrated in the area north of Holcomb Boulevard and west of Holcomb Elementary:

1. Apperson Street
2. Front Avenue
3. Hunter Avenue (north of Holcomb)
4. Swan Avenue
5. Local streets, which include the following:
 - Frederick Street
 - Gain Street
 - Harley Avenue
 - Hunter Ave (south of Holcomb)
 - Hiram Avenue
 - Rock Street
 - Clear Street
 - LaRae Road
 - Short Avenue
 - Jacobs Way

All other streets are considered standard local streets in the plan, and will utilize the typical street design for local streets found in the TSP and in the Municipal code.

See full staff report and recommendation attached to the agenda.

OPTIONS:

1. Recommend approval to the City Commission for the plan as presented
2. Recommend approval to the City Commission for the plan with changes suggested by the Planning Commission
3. Continue the hearing to a date certain and provide direction to staff on additional information needed

BUDGET IMPACT:

No additional funding has been allocated or planned at this time. The plan identifies funding needs for sidewalk infill of:

Priority 1 sidewalks –\$2,115,000

Priority 2 sidewalks – \$1,765,000

Date/Name	Issue/Comment/Concern	Public Works staff response or comment	Has this been addressed? How?
9/28 Christine Kosinski	People outside of the Park Place Neighborhood were not included in the process, this plan has implications for Park Place Concept Plan area development.	This plan does not consider the Park Place Concept Plan Area. This plan only affects existing roads within the neighborhood association boundary.	No revision has been made.
9/28 Testimony	A few people mentioned they did not receive the postcards about the surveys	1,353 postcards were sent to all property owners and current occupants of every property in the study area. We had a few people during the surveys contact the Asst City Engineer for an additional link to the survey. This likely resulted from survey takers typing in the survey link incorrectly.	Nothing additional to do.
9/28 Testimony	General sense that Holcomb Blvd is really the top priority for neighborhood residents. Holcomb needs sidewalks, safe bike facilities, and widening where possible.	Holcomb Blvd is not part of the Park Place Urbanization Study; however, the study does assume most people are seeking to get to Holcomb from the neighborhood. This is all stated within the study.	No revisions to Study.; however, the Public Works Director has been made aware of the request.
9/28 Testimony	Concern over street widening and sidewalks causing loss of front yard space and driveway space, specifically on Cleveland street properties.	The response during the meeting was that if a property develops, they must make the appropriate improvements, but if a property does not develop, and a sidewalk or widening is proposed along their frontage (although this is not anticipated due to lack of funding), City staff will work with the property owner to find a joint compromise solution.	Response at Planning Commission. No revisions to Study.

9/28 Testimony	Speeding concerns were discussed. Speed bumps were inquired of.	The response during the meeting was that speed bumps can be requested through an application process where the bumps are funded by the residents. An offer to make a request to the Asst City Engineer was given.	Response at Planning Commission. No revisions to Study.
9/28 Testimony	Personal concerns were in written form : need/desire for a handicap accessible ramp, driveway access, and mature trees	Staff provided guidance to property representative the steps to seek a ramp and an additional driveway	Response outside of Planning Commission meeting in lobby. No revisions to Study.
9/28 Testimony	Linear footage for sidewalks in the plan did not make sense, can it be double checked	City staff and the City consultant reviewed this request and both double checked. This was more about the lack of specificity of where the segments were measured.	Segments were revised where more specificity or correctness was needed.
9/28 Testimony	Request was made to have the Study be more specific.	The intent of the study is to provide an overview or a concept. Detailed design would not occur until development was proposed or a capital improvement project was planned.	Response at Planning Commission. No revisions to Study.
9/28 Testimony	Request was made concerning the definition of the word Corridor.	A corridor is the area of the study. Similar to the Linn-Leland-Meyers study, which was referenced during the planning commission meeting, the Park Place Urbanization Study's corridor was the boundary outlined in red on the exhibits.	Response at Planning Commission. No revisions to Study.

9/28 Planning Commissioner	Inconsistencies in survey data results in the plan – what is correct result for the mailbox question?	Staff reviewed the data and found the report to be in conflict with the survey.	Study has been updated. See page 44.
9/28 Planning Commissioner	Inconsistencies in survey data results in the plan – what is correct result for the percentage of people who walk?	Staff reviewed the data and found the report to be in conflict with the survey.	Study has been updated. See page 26.
9/28 Planning Commissioner	The plan seems to prioritize parking over separate bike lanes	This was due to the citizens in the survey expressing a view that parking was more important. It also occurred due to the lack of space available within the existing right of way or future right of way due to environmental issues.	Discussion occurred with the Public Works Director and City Engineer. No revisions to Study.
9/28 Planning Commissioner	Can we consider widening sidewalks so that bikes and pedestrians can both use sidewalk, instead of bikes using the street?	There is not sufficient room for added width due to existing structure location and environmental issues. The future buildout of the Trails Master Plan anticipates addressing this issue.	Discussion occurred with the Public Works Director and City Engineer. No revisions to Study.
9/28 Planning Commissioner	Survey question wasn't "is it important to widen streets" but the results report that the respondents "do not want the street widened"	Staff agrees with this comment and requested a revision to the Study.	Study has been updated. See page 27.
9/28 Planning Commissioner	Was a reduced speed limit presented as an option? Is it an option?	Staff has had conflicting views in recent years with citizenry, transportation advisory committee, and the lack of a true standard.	Discussion occurred with the Public Works Director and City Engineer. No revisions to Study.
9/28 Planning Commissioner	Might it make sense to provide an asymmetrical street design with parking on just one side?	An asymmetrical design was considered. It is shown by the way sidewalks are prioritized on	No revisions to Study. See page 46.

		one side of the street shifting as needed from side to side.	
9/28 Planning Commissioner	Confirm whether a charter amendment is actually needed to place a trail in Park Place Park.	After review of the Charter, it isn't 100% clear whether the potential trail thru a park requires approval.	Discussion occurred with City Attorney. There is a question about a thru path whether that constitutes a charter approval. To be safe, the Study retains the language to advise future users of the Study using the word 'may'. See page 52.
9/28 Planning Commissioner	Are we not concerned about car and bike conflicts?	Due to the typical speeds and volumes of traffic on local roads, sharrows, as stated in the TSP, still are the best engineering option. The conflicts on local roads are minimal. BY adding bike lanes to Swan and keeping the ones on Holcomb, the separation of car and bike have been addressed.	No revisions to Study.
9/28 Planning Commissioner	Can we add information in the plan about the process or next steps that would come before a sidewalk would actually be constructed by the City? What type of coordination with property owners will occur?	The Study is used as a cross section template and discusses the process that occurred to get to final cross sections. The Study's intent is not to describe implementation. Implementation requires budgeting, public outreach, and further detailed planning as is completed with any capital improvement project or development project.	No revisions to Study.



OREGON CITY

Planning Division and Public Works: Development Services

695 Warner Parrott Road | Oregon City OR 97045
Ph (503) 722-3789 | Fax (503) 722-3880

LEGISLATIVE STAFF REPORT AND RECOMMENDATION

A preliminary analysis of the applicable approval criteria for a legislative proposal is enclosed within the following report.

September 20, 2021

HEARING DATE: September 27, 2021 - Planning Commission

FILE NUMBER: LEG-21-00003

APPLICATION TYPE: Legislative (OCMC 17.50.170)

APPLICANT: City of Oregon City, c/o Public Works Department, PO Box 3040, Oregon City, OR 97045
John Lewis, Public Works Director

REQUEST: Adoption of Park Place Urbanization Plan as part of the Transportation System Plan

LOCATION(S): Park Place Neighborhood

I. BACKGROUND:

File No. LEG-21-00003 updates the Oregon City Transportation System Plan by adopting the Park Place Urbanization Plan. The Oregon City Transportation System Plan is an ancillary document to the Oregon City Comprehensive Plan.

According to the 2004 Oregon City Comprehensive Plan (Introduction, "Implementing the Plan" Page 4): "Ancillary Plans are adopted by the City Commission for such things as parks and recreation, transportation systems, water facilities, and sewer facilities. Usually prepared by City departments through a public process, ancillary plans are approved by the City Planning Commission and adopted by the City Commission to provide operational guidance to city departments in planning for and carrying out city services. These plans are updated more frequently than the Comprehensive Plan."

The applicant submitted the following description of the Park Place Urbanization Plan:

The Park Place Urbanization Plan is a document that proposes street specific cross sections for various streets within the Park Place Neighborhood Association boundary.

These street designs differ from the typical street cross sections within the Transportation System Plan. The differences in street design are a response to existing conditions in Park Place of narrow, semi-rural streets. The plan prioritizes certain streets for the inclusion of sidewalks as private development occurs or as capital improvement funding becomes available.

The Park Place Neighborhood was annexed into the City 20+ years ago and consists of rural County style roads without many urban improvements such as curbs, sidewalks, and bike lanes. As private development has occurred, the existing road network has been improved as possible within the constraints of existing structures and environmental conditions. New streets in the neighborhood are built according to the standard street designs found within the Transportation System Plan. The Urbanization Plan only focuses on the existing streets that currently lack sidewalks, curbs and bicycle facilities. The goal of the plan is to ensure future urbanization is consistent, reasonable with respect to existing conditions (structure locations, environmental), and fulfills the Transportation System, while also balancing that with the desires of those living in the neighborhood.

The City sought a grant for the Plan in 2020 and presented the concept of the Plan to the Planning Commission on June 8, 2020, City Commission on June 15, 2020, Transportation Advisory Committee on June 16, 2020, and the Park Place Neighborhood Association on June 29, 2020.

The City was not successful in getting the grant; therefore, a consultant was hired with budgeted funds to complete the plan. The first public meeting occurred on January 18, 2021 with the Park Place Neighborhood Association. The last meeting held on the project was with the Project Management Team on July 13, 2021.

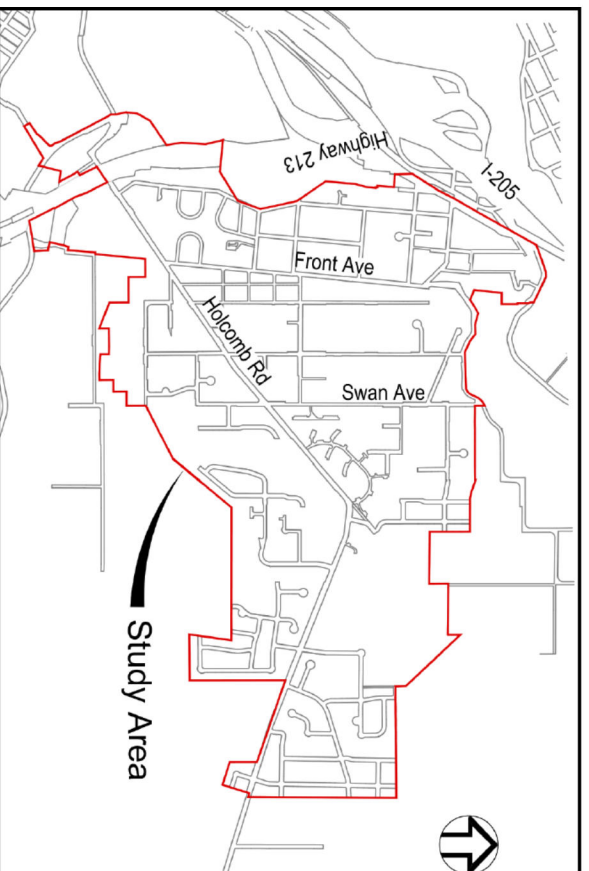


Figure 1: Project Area

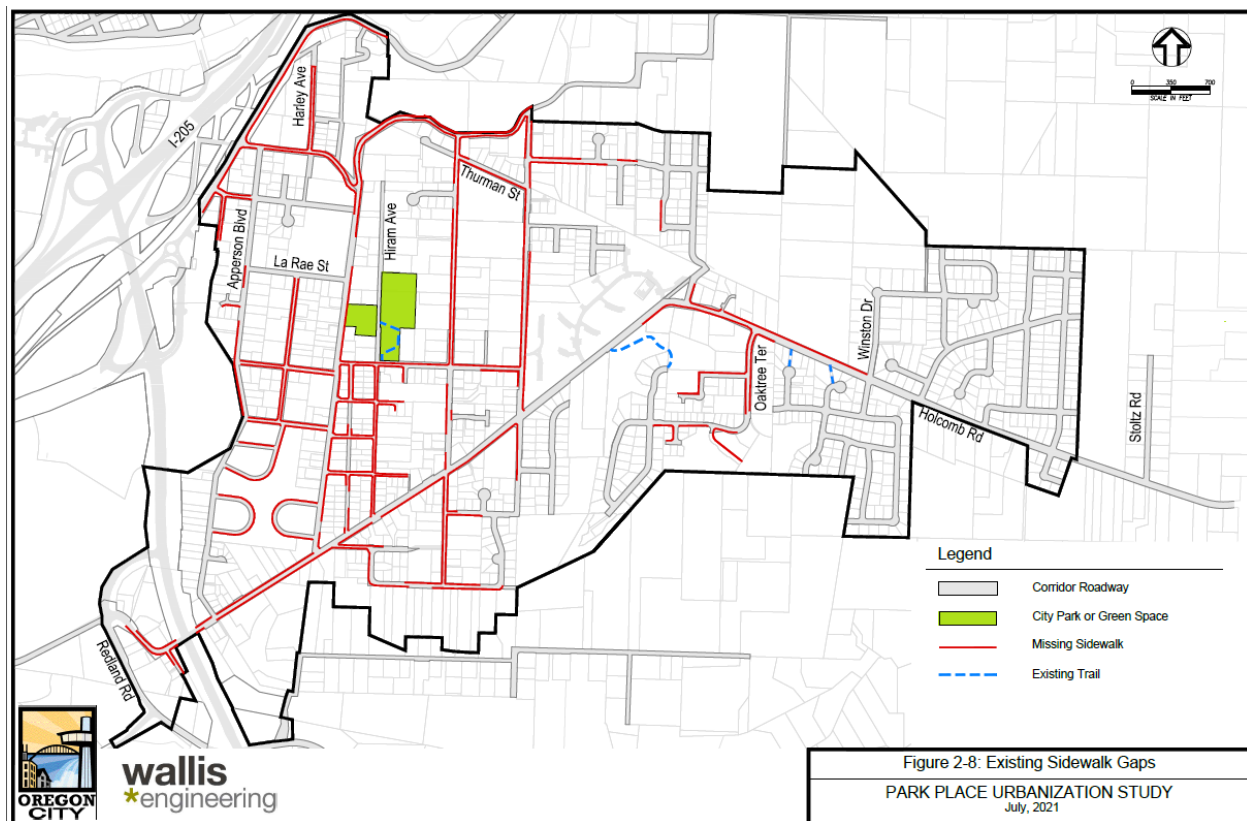
Most of the streets in the project area were not built to current roadway classification standards – with the exception of the recently-constructed roadways east of Swan Ave. In the older section of the neighborhood, there is considerable dimensional variation in right-of-way, travel lanes, stormwater conveyance, and widths and existence of both sidewalk and bike lanes.



**Figure 2-5: Narrow Roadway
(Hiram Ave)**

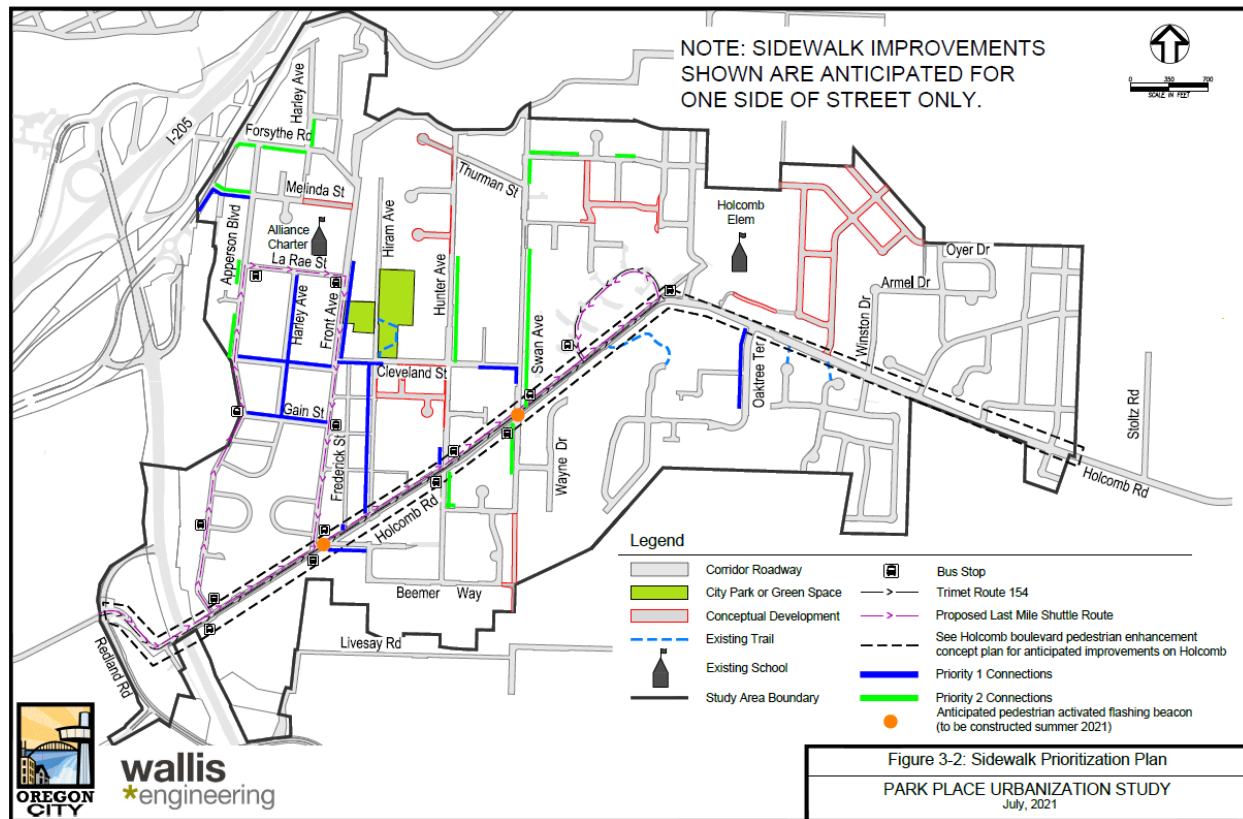


**Figure 2-6: Variable Roadway Widths
(Cleveland St.)**



The plan prioritizes sidewalk improvement locations near properties that were unlikely to develop in the near term. Pedestrian improvements were broken into two phases. The first phase would include those projects that accomplished the plan goals at the lowest cost, and with the lowest possible impact. Impacts were defined as requiring the purchase of Right-of-Way, proximity to Natural Resource Overlay

District boundaries and challenges to construction. The second phase would include sidewalk segments that were further from Holcomb Blvd, served fewer residents, or were necessary to complete a continuous connected network but had development potential.



The plan includes specific street designs for the following street segments, concentrated in the area north of Holcomb Boulevard and west of Holcomb Elementary:

1. Apperson Street
2. Front Avenue
3. Hunter Avenue (North of Holcomb)
4. Swan Avenue
5. Family Friendly Routes, which include the following:
 - Frederick Street
 - Gain Street
 - Harley Avenue
 - Hunter Ave (south of Holcomb)
 - Hiram Avenue
 - Rock Street
 - Clear Street
 - LaRae Rd
 - Short Avenue
 - Jacobs Way

All other streets are considered local streets in the plan, and will utilize the typical street design for local streets found in the TSP and in the Municipal code.

The Park Place Urbanization Plan differs from the TSP in the following ways:

- Cleveland Street does not keep the family friendly route status, instead is classified as a local street
- Beemer Way does not keep the family friendly route status, instead is classified as a local street
- Front Avenue does not keep the family friendly route status, instead has its own specific street design
- Additional family friendly route designations as noted above

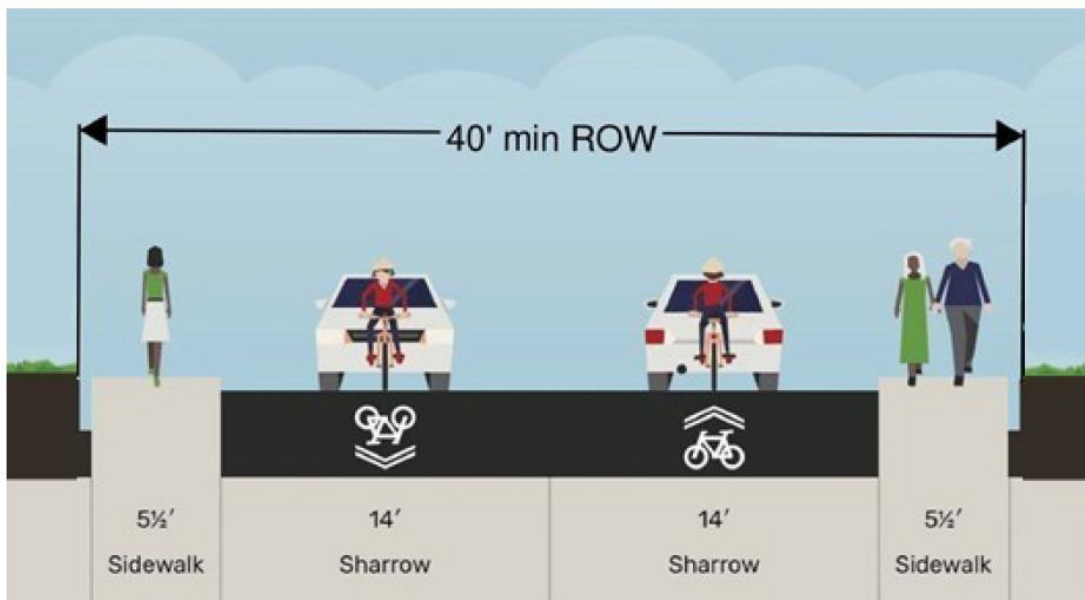


Figure 4-3: Apperson Street Cross Section

The design for Apperson Street includes 28 feet of pavement, with 5.5-foot sidewalks. On-street parking will not be restricted. Bicycles do not have separate facilities and share the lanes with other vehicles. Street trees will be planted behind the sidewalk.

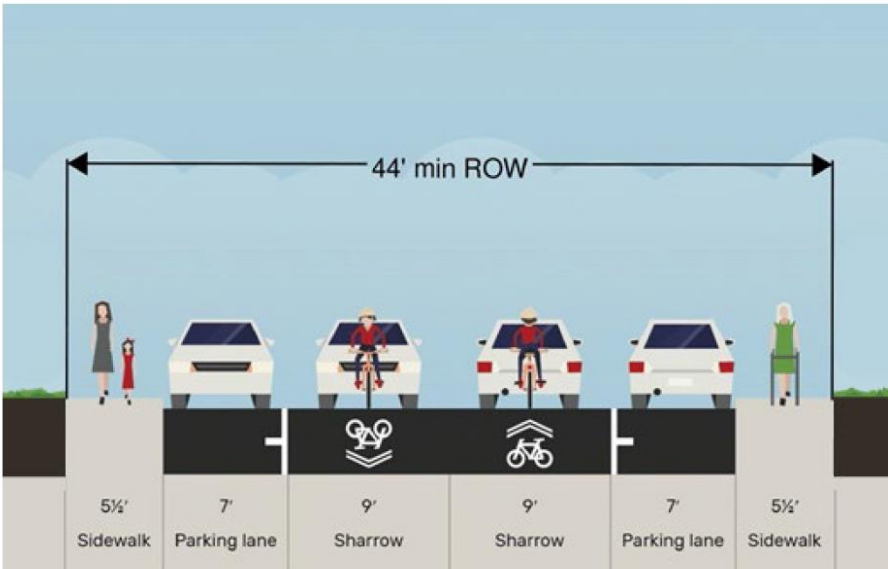


Figure 4-4: Front Avenue Cross Section

The design for Front Avenue allows for on-street parking on both sides of the street, with 5.5-foot sidewalks. Bicycles do not have separate facilities and share the lanes with other vehicles. Street trees will be planted behind the sidewalk.



Figure 4-5: Hunter Street Cross Section

The design for Hunter Avenue allows for on-street parking on both sides of the street, with 5-foot sidewalks. Bicycles do not have separate facilities and share the lanes with other vehicles. Street trees will be planted in a 4.5 foot landscape strip between the sidewalk and the street pavement. In areas where the street crosses through a Natural Resource or Geologic Hazard Overlay, the landscape strip would be eliminated to reduce the overall width.

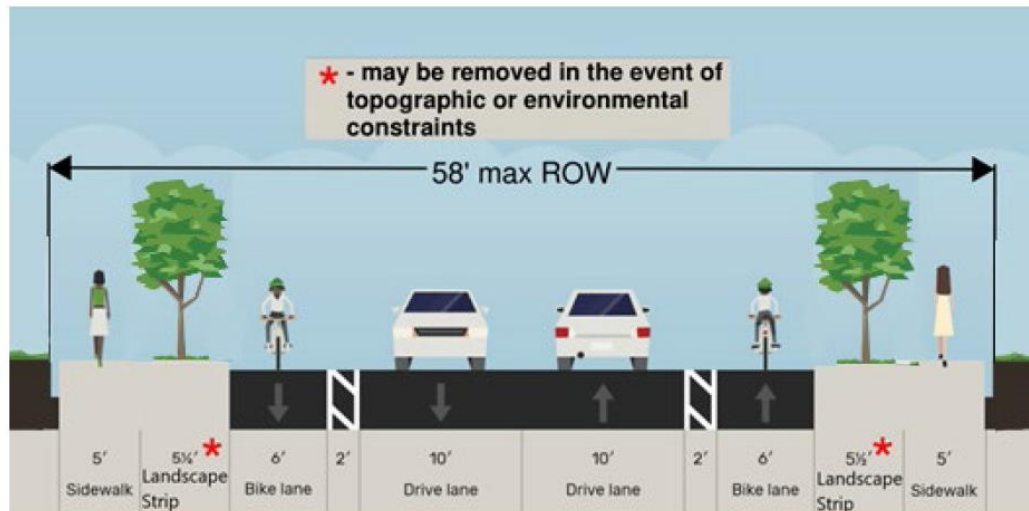


Figure 4-6: Swan Avenue Cross Section

The design for Swan Avenue allows for on-street parking on both sides of the street, with 5-foot sidewalks. Bicycles have separate lanes including a 2-foot buffer. No on-street parking will be permitted. Street trees will be planted in a 5.5 foot landscape strip between the sidewalk and the street pavement. In areas where the street crosses through a Natural Resource or Geologic Hazard Overlay, the landscape strip would be eliminated to reduce the overall width.

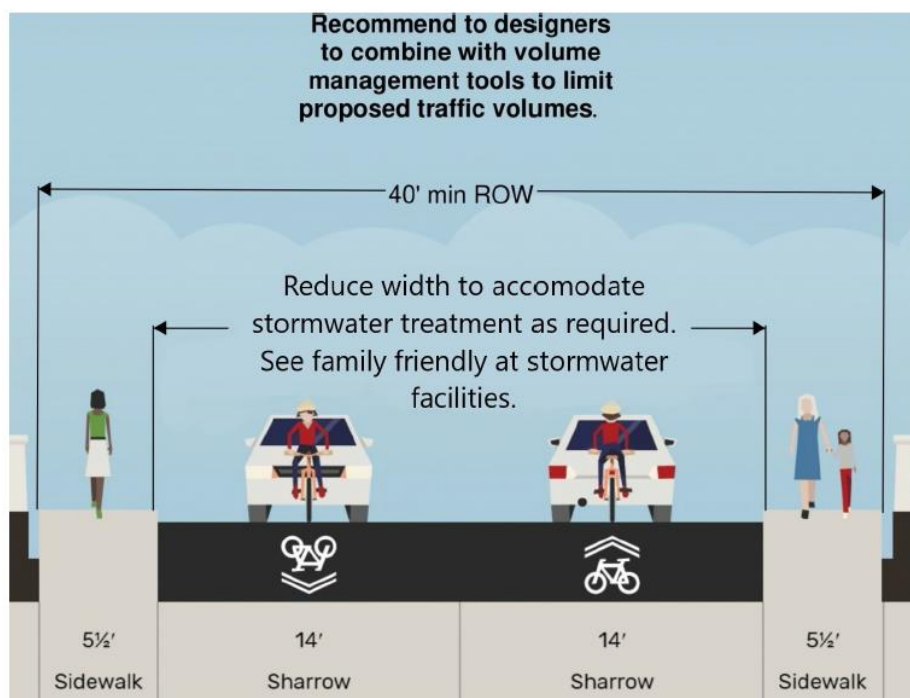


Figure 3-4: Family Friendly Street Cross Section

The design for family friendly streets includes 28 feet of pavement with 5.5-foot sidewalks. On-street parking will not be restricted. Bicycles do not have separate facilities and share the lanes with other

vehicles. Street trees will be planted behind the sidewalk. Where stormwater facilities are needed, the pavement will narrow to 20 feet and 4.5-foot wide rain gardens will be placed between the sidewalk and the pavement.

PROCESS

Adoption of the plan is a legislative action that requires review and recommendation from the Planning Commission prior to adoption by the City Commission.

Public Involvement and Public Comment

The Park Place Urbanization Plan process provides opportunities for public involvement in the legislative decision making process through the public hearing process, newspaper noticing, meetings with the Transportation Advisory Committee, Park Place Neighborhood Association, affected agencies such as the School District and Clackamas Housing, and work sessions with the Planning Commission and City Commission.

The public involvement and public comment process included: placing project information on the City's website, (3) meetings with the Park Place Neighborhood Association, (2) meetings with the Transportation Advisory Committee, (3) meetings with the Planning Commission, (2) meeting with the City Commission, and e-mail to Oregon City School District and Clackamas Housing Authority. In addition, Oregon City convened a Park Place Urbanization Plan Project Management Team (PMT) which included: participants from two Oregon City departments (Public Works, Planning). The PMT met (6) times over the course of the project. In addition, TriMet, Oregon City Parks and Recreation, Police Department, Clackamas Fire District No. 1, and South Fork Water Board were all provided links to the Draft Urbanization Study to be able to provide comment.

The Park Place Urbanization Plan has been available for review on the Oregon City website at the following address: <https://www.orcity.org/publicworks/project/ps-20-027>.

The project team held several public meetings and other public notices and outreach efforts:

- Park Place Neighborhood Association – Overview : January 18, 2021
- Survey #1 Postcard : January 22, 2021 – February 26, 2021
- Development Stakeholder's Group – Overview : March 11, 2021
- Park Place Neighborhood Association – Results of Survey #1, Plan for Survey #2 : April 19, 2021
- Survey #2 Postcard : May 10, 2021 – May 31, 2021
- July 19, 2021 : E-mail to Park Place Neighborhood Association Chair requesting desire for any further review
- July 26, 2021 : E-mail to all Oregon City Public Works Managers and Engineering, Oregon City Police, Oregon City, Oregon City School District, Oregon City Parks and Recreation, South Fork Water Board, Clackamas Fire No. 1, and Clackamas Housing Authority requesting any comments
- July 27, 2021 : Draft Plan placed on project website
- July 28, 2021 : E-mail to Park Place Neighborhood Association and CIC Chairs requesting desire for any further review
- July 29, 2021 : E-mail to TriMet requesting any comments

Results of one of the surveys are summarized in the following infographic. The top safety concerns from respondents were the lack of sidewalks, and speeding. If there were safer sidewalks, about half of respondents say they would travel more often within the neighborhood. Over half of respondents don't want the roadways to widen, but do believe it is important to separate bicyclists from cars. Over half of respondents do not believe sharrows provide adequate protection when bicycling within the neighborhood.



Figure 3-1: Public Survey #1 Results

The following meetings are scheduled for final review and adoption of the plan. These dates are subject to change:

- Transportation Advisory Committee : September 21, 2021
- Planning Commission, Meeting #1 : September 27, 2021
- Planning Commission, possible Meeting #2 : October 25, 2021
- City Commission, possible Meeting #1 : November 3, 2021

The Legislative Process as it relates to the Oregon City Comprehensive Plan

The applicable approval criteria for a legislative action are the guidance provided in the Oregon City Comprehensive Plan, the applicable goals and policies of the Oregon City Comprehensive Plan, and any applicable statewide planning goals.

Section 2 – *Land Use* of the 2004 Oregon City Comprehensive Plan indicates that the regular review and updated of the Comprehensive Plan should consider the following:

1. Plan implementation process.
2. Adequacy of the Plan to guide land use actions, including an examination of trends.
3. Whether the Plan still reflects community needs, desires, attitudes and conditions. This shall include changing demographic patterns and economics.
4. Addition of updated factual information including that made available to the City of regional, state and federal governmental agencies.

Oregon City Comprehensive Plan (P.16)

Regular Review and Update

Plan maintenance and updating is a continuous technical review of the Plan by the Planning staff. This review and any subsequent recommendations for Plan updating should be presented to the Neighborhood Associations, Planning Commission and City Commission for input and discussion in the same manner as requested Plan changes. The continuous review should consider:

1. Plan implementation process;

The adoption of the Park Place Urbanization Plan does not make any changes to the existing goals and policies of the Comprehensive Plan. The Park Place Urbanization Plan is a special purpose plan that is part of the City's Transportation System Plan, an adopted Ancillary Document to the Oregon City Comprehensive Plan. The TSP is both a technical document and a conceptual guide that requires regular review in order to maintain and update it. The applicant, Oregon City Public Works Department, has presented the update for input by the residents, affected agencies, property owners, the Transportation Technical Advisory Committee, Neighborhood Associations, Planning Commission and City Commission in accordance with the recommended method described in the Comprehensive Plan and pursuant to the applicable process described in Oregon City Municipal Code section 17.50.170. The plan implementation process is consistent with the Comprehensive Plan.

2. Adequacy of the Plan to guide land use actions, including an examination of trends.

The Comprehensive Plan is a high level planning document that does not address specific streets or street designs. The adoption of the Park Place Urbanization Plan does not make any changes to the

existing goals and policies of the Comprehensive Plan. The Park Place Urbanization Plan provides additional specificity, including an analysis of existing conditions and provides direction for future development, funding and needs. The plan provides a comprehensive review of the corridor system for all modes of transportation and provides an adequate guide for future land use actions and the development of criteria to be utilized in land use actions. The plan includes construction cost estimates and contingencies for the planning and design of recommended system facilities for the corridor.

3. *Whether the Plan still reflects community needs, desires, attitudes and conditions. This shall include changing demographic patterns and economics.*

The Comprehensive Plan was adopted in 2004. The City is currently undertaking an effort to update the Comprehensive Plan – Project OC2040. The City completed an update in 2013 to the Transportation System Plan (TSP), which is consistent with the 2004 Comprehensive Plan. The adoption of the Park Place Urbanization Plan does not make any changes to the existing goals and policies of the Comprehensive Plan.

The Oregon City Public Works Department Plan considers the Park Place Urbanization Plan a necessary planning document for designing streets in the neighborhood for multiple modes (vehicles, pedestrian, bicycles, freight, transit and motorcycles), and to accommodate future growth in the Park Place Neighborhood. As part of this planning effort, the consultant conducted existing conditions analysis of the existing transportation system, a future needs assessment, and an analysis of alternatives within the planning area.

The Park Place Neighborhood Association expressed the following concerns with the current existing infrastructure:

- Adequate infrastructure (in particular, sidewalks) is not sufficient with the study area.
- There is a disconnect between the expectations in the community and the criteria that the city follows to build out infrastructure, and there is significant uncertainty about how to pay for infrastructure.
- There are inequalities in infrastructure, such as a lack of sidewalks in existing parts of the city, and new development cannot pay to correct all these deficiencies.
- Development is only required to pay for its direct impacts and its proportional share of off-site improvements, which may happen incrementally.
- County and other non-Oregon City vehicular traffic uses the capacity of the city's transportation system but does not pay for it.
- The city should not wait until infrastructure is failing to "fix" it.
- The Holcomb Boulevard Pedestrian Plan has not been fully implemented.

4. *Addition of updated factual information including that made available to the City by regional, state and federal governmental agencies.*

The adoption of the Park Place Urbanization Plan does not make any changes to the existing goals and policies of the Comprehensive Plan. It is not proposed as a response to new updated factual information. The Park Place Urbanization Plan was developed with an analysis of traffic crash history perspective within the study area. These statistics were used to prioritize projects within the study area.

In addition, as part of the extension corridor plan analysis, the consultant team conducted research of publicly-available documentation and a reconnaissance level review of the environmental constraints in the corridor. Mapping of the site was intended to help designers understand where they could avoid and minimize impacts to natural resources.

Public Notice and Comments

This is a legislative action that requires public notice pursuant to OCMC 17.50.090.C. - *Notice of Public Hearing on a Legislative Proposal*. The Community Development Director provided the required Post Acknowledgement Plan Amendment (PAPA) notice to the Oregon Department of Land Conservation and Development on August 20, 2021. Notice of the September 27, 2021 Planning Commission public hearing was provided to the Citizen Involvement Committee, Neighborhood Associations, and affected service districts, agencies and parties by email.

No public comments were received before publication of this staff report. The Building Division indicated that the proposal does not conflict with their interests.

II. DECISION-MAKING CRITERIA

The remainder of this staff report provides additional findings to demonstrate that the proposed Park Place Urbanization Plan is consistent with applicable approval criteria.

Chapter 17.68 - Zoning Changes and Comprehensive Plan Amendments

17.68.010 - Initiation of the amendment.

A text amendment to the comprehensive plan, or an amendment to the zoning code or map or the Comprehensive Plan map, may be initiated by:

- A. A resolution request by the City Commission;*
- B. An official proposal by the Planning Commission;*
- C. An application to the Planning Division; or.*
- D. A Legislative request by the Planning Division.*

All requests for amendment or change in this title shall be referred to the Planning Commission.

Finding: The proposal qualifies as initiated as a legislative request by the initiation of a request by the Public Works Department via the Planning Division.

17.68.015 –Procedures.

Applications shall be reviewed pursuant to the procedures set forth in Chapter 17.50.

17.50.170 - Legislative hearing process.

A. Purpose. Legislative actions involve the adoption or amendment of the city's land use regulations, comprehensive plan, maps, inventories and other policy documents that affect the entire city or large portions of it. Legislative actions which affect land use shall begin with a public hearing before the planning commission.

B. Planning Commission Review.

1. Hearing Required. The planning commission shall hold at least one public hearing before recommending action on a legislative proposal. Any interested person may appear and provide written or oral testimony on the proposal at or prior to the hearing. The community development director shall

notify the Oregon Department of Land Conservation and Development (DLCD) as required by the post-acknowledgment procedures of ORS 197.610 to 197.625, as applicable.

C. City Commission Review.

1. *City Commission Action.* Upon a recommendation from the planning commission on a legislative action, the city commission shall hold at least one public hearing on the proposal. Any interested person may provide written or oral testimony on the proposal at or prior to the hearing. At the conclusion of the hearing, the city commission may adopt, modify or reject the legislative proposal, or it may remand the matter to the planning commission for further consideration. If the decision is to adopt at least some form of the proposal, and thereby amend the city's land use regulations, comprehensive plan, official zoning maps or some component of any of these documents, the city commission decision shall be enacted as an ordinance.

2. *Notice of Final Decision.* Not later than five days following the city commission final decision, the community development director shall mail notice of the decision to DLCD in accordance with ORS 197.615(2).

Finding: Complies as Proposed. This legislative action is following the procedures found in OCMC 17.50.170.

17.68.020 - Criteria.

The criteria for comprehensive plan amendment or text or map amendment in the zoning code are set forth as follows:

A. *The proposal shall be consistent with the applicable goals and policies of the comprehensive plan;*

Finding: Complies as Proposed. This legislative action is consistent with the applicable goals and policies of the comprehensive plan as detailed in the responses below. Therefore, the proposed amendments are consistent with Criterion (A).

Oregon City Comprehensive Plan

Section 1 Citizen Involvement

Goal 1.2 Community and Comprehensive Planning

Ensure that citizens, neighborhood groups, and affected property owners are involved in all phases of the comprehensive planning program.

Policy 1.2.1 - Encourage citizens to participate in appropriate government functions and land-use planning.

Goal 1.3 Community Education - Provide education for individuals, groups, and communities to ensure effective participation in decision-making processes that affect the livability of neighborhoods.

Goal 1.4 Community Involvement - Provide complete information for individuals, groups, and communities to participate in public policy planning and implementation of policies.

Policy 1.4.1 - Notify citizens about community involvement opportunities when they occur.

Finding: Complies as Proposed. Oregon City Public Works Department sought public input at several meetings including the Transportation Advisory Committee, Park Place Neighborhood Association, Development Stakeholder Group. Documentation produced with the corridor plan has been posted on the project website throughout the duration of the project and comments have been integrated into the

final product. The Citizen Involvement Committee declined an offer to place the item on their agenda, stating that the previous meetings with the Park Place Neighborhood Association sufficed. The product will be reviewed through the Legislative approval process.

Postcards were mailed to all property owners within the Park Place Neighborhood Association to guide them to the project website and to take two surveys, during the development of the plan.

The draft final plan, which has been posted on the website since late July 2021, will be presented to the Transportation Advisory Committee on September 21 and to the Planning Commission on September 27th.

Comprehensive Plan Section 2 Land Use

Section 2: Land Use

Finding: Complies as Proposed. No change to land uses are proposed. The Plan aims to connect residents to all uses within the neighborhood and beyond.

Goal 2.4: Neighborhood Livability - Provide a sense of place and identity for residents and visitors by protecting and maintaining neighborhoods as the basic unit of community life in Oregon City while implementing the goals and policies of the other sections of the Comprehensive Plan.

Policy 2.4.2 Strive to establish facilities and land uses in every neighborhood that help give vibrancy, a sense of place, and a feeling of uniqueness; such as activity centers and points of interest.

Finding: Complies as Proposed. The Plan aims to connect residents to all uses within the neighborhood and beyond, and to provide connections between unique neighborhood amenities such as Park Place Park, Holcomb Elementary, a charter school, and the commercial uses along Holcomb Boulevard. The Plan will add to the vibrancy of the area by creating a safer environment for people to travel within their neighborhoods on foot and by bicycle when funds become available to build the infrastructure.

Policy 2.4.3 Promote connectivity between neighborhoods and neighborhood commercial centers through a variety of transportation modes.

Finding: Complies as Proposed. The Plan aims to connect residents to all uses within the neighborhood and beyond, and to provide connections between unique neighborhood amenities such as Park Place Park, Holcomb Elementary, a charter school, and the commercial uses along Holcomb Boulevard.

Goal 2.7 Oregon City Comprehensive Plan Land-Use Map

Maintain the Oregon City Comprehensive Plan Land-Use Map as the official long-range planning guide for land-use development of the city by type, density and location.

Policy 2.7.2 Use the following 11 land-use classifications on the Oregon City Comprehensive Plan Land-Use Map to determine the zoning classifications that may be applied to parcels:

- Low Density Residential (LR)
- Medium Density Residential (MR)
- High Density Residential (HR)
- Commercial (C)
- Mixed Use Corridor (MUC)
- Mixed Use Downtown (MUD)
- Industrial (I)
- Public and Quasi-Public (QP)
- Parks (P)
- Future Urban Holding (FUH)

- *Mixed Use Employment (MUE)*

Finding: Complies as Proposed. This proposal makes no changes to the Comprehensive Plan, zoning, or land use designations for lands within the Urban Growth Boundary. The proposal will maintain the existing Oregon City Land Use Map as the official long range planning guide for land use development of the city by types, density and location (Goal 2.7).

Goal 3: Agricultural Lands

Finding: Goal 3 is not applicable.

Goal 4: Forest Lands

Finding: Goal 4 is not applicable.

Goal 5: Open Spaces, Scenic and Historic Areas, and Natural Resources

Goal 5.1 – Open Space

Policy 5.1.1 *Conserve open space along creeks, urban drainage ways, steep hillsides, and throughout Newell Creek Canyon.*

Policy 5.1.2 *Manage open space areas for their value in linking citizens and visitors with the natural environment, providing solace, exercise, scenic views and outdoor education. Built features in open space sites should harmonize with natural surroundings.*

Finding: Complies as Proposed. This proposal makes no changes to the existing inventories of open space, scenic and historic areas, and natural resources or the adopted maps, code and policies pertaining thereto. The proposal will assist in the identification, conservation and management of new resources that may be impacted when improvements are planned and constructed (Goal 5.1).

Goal 5.2 Scenic Views and Scenic Sites

Policy 5.2.1 *Identify and protect significant views of local and distant features such as Mt. Hood, the Cascade Mountains, the Clackamas River Valley, the Willamette River, Willamette Falls, the Tualatin Mountains, Newell Creek Canyon, and the skyline of the city of Portland, as viewed from within the city.*

Policy 5.2.2 *Maximize the visual compatibility and minimize the visual distraction of new structures or development within important viewsheds by establishing standards for landscaping, placement, height, mass, color, and window reflectivity.*

Finding: Complies as Proposed. This proposal makes no changes to the existing inventories of open space, scenic and historic areas, and natural resources or the adopted maps, code and policies pertaining thereto. The proposal will assist in the identification, conservation and management of new resources that may be impacted when improvements are planned and constructed (Goal 5.1 and 5.2).

Goal 5.3 Historic Resources

Policy 5.3.3 *Promote the designation of qualifying properties outside Historic and Conservation Districts as historic.*

Policy 5.3.8 Preserve and accentuate historic resources as part of an urban environment that is being reshaped by new development projects.

Finding: Complies as Proposed. This proposal makes no changes to the existing inventories of open space, scenic and historic areas, and natural resources or the adopted maps, code and policies pertaining thereto. There are a few historic landmarks in the Park Place neighborhood, located along a few of the streets included in the Plan – Apperson Street, Front Avenue, Harley Avenue and Hiram Avenue. The Park Place Urbanization Plan calls for the addition of wider pavement, sidewalk, curbs and gutters in some of these areas. If any historic resources are impacted by right of way improvements or installations, historic review will be required in accordance with the Municipal Code, and street designs along a historic landmark frontage may vary in order to preserve historic character.

Goal 5.4 Natural Resources

Policy 5.4.1 *Conserve and restore ecological structure, processes and functions within the city to closely approximate natural ecosystem structure, processes, and functions.*

Policy 5.4.5 *Ensure that riparian corridors along streams and rivers are conserved and restored to provide maximum ecological value to aquatic and terrestrial species. This could include an aggressive tree and vegetation planting program to stabilize slopes, reduce erosion, and mitigate against invasive species and stream impacts where appropriate.*

Policy 5.4.9 *Protect and enhance riparian corridors along streams in Oregon City to increase shade, reduce streambank erosion and intrusion of sediments, and provide habitat for a variety of plants, animals, and fish.*

Policy 5.4.12 *Use a watershed-scale assessment when reviewing and planning for the potential effects from development, whether private or public, on water quality and quantity entering streams.*

Policy 5.4.13 *Adopt and/or establish standards for all new development that promote the use of pervious surfaces and prevent negative ecological effects of urban stormwater runoff on streams, creeks and rivers.*

Policy 5.4.16 *Protect surfacewater quality by:*

- *providing a vegetated corridor to separate protected water features from development*
- *maintaining or reducing stream temperatures with vegetative shading*
- *minimizing erosion and nutrient and pollutant loading into water*
- *providing infiltration and natural water purification by percolation through soil and vegetation*

Policy 5.4.18 *Encourage use of native and hardy plants such as trees, shrubs and groundcovers to maintain ecological function and reduce maintenance costs and chemical use.*

Finding: Complies as Proposed. This proposal makes no changes to the existing inventories of open space, scenic and historic areas, and natural resources or the adopted maps, code and policies pertaining thereto. The plan states “An NROD buffer area of varying widths follows the two stream corridors through the neighborhood. Future improvements constructed within the NROD or its buffer

will be required to comply with City environmental standards.” Where a Natural Resource Overlay District is identified, the plan contains a narrower street design that balances safety and environmental protection. For example, on Hunter Avenue, the landscape strip is eliminated (see figure below). The Transportation System plan includes a constrained right of way discussion as follows:

Constrained Streets are generally located in steep, environmentally sensitive, rural, historic, or development limited areas of the City. These streets may require different design elements that may not be to scale with the adjacent land use. Constrained elements may include narrower or limited travel lanes, and pedestrian and bicycle facilities, or accommodations that generally match those provided by the surrounding developed land uses. To the extent possible, pedestrian and bicycle accommodations should be provided on an adjacent roadway, via a shared-use path or shared within the right-of-way using distinctive design details.

The proposed cross sections are consistent with the TSP. Eliminating the parking lane in constrained areas may also be considered, to further reduce the street width in sensitive areas.

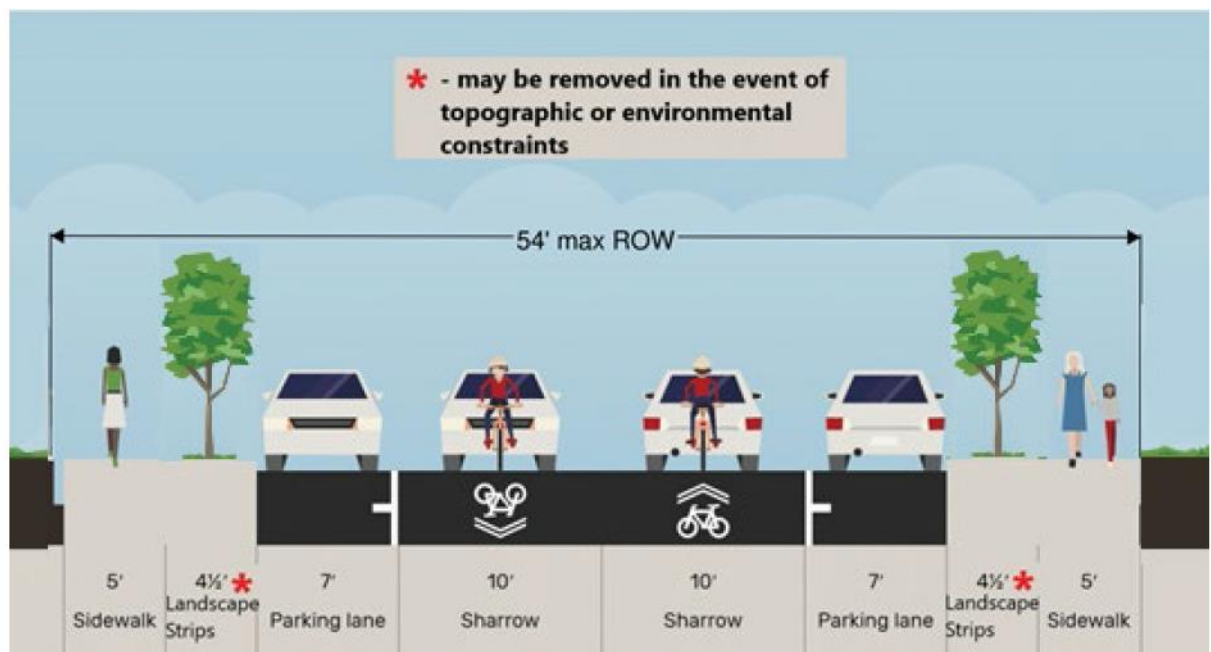
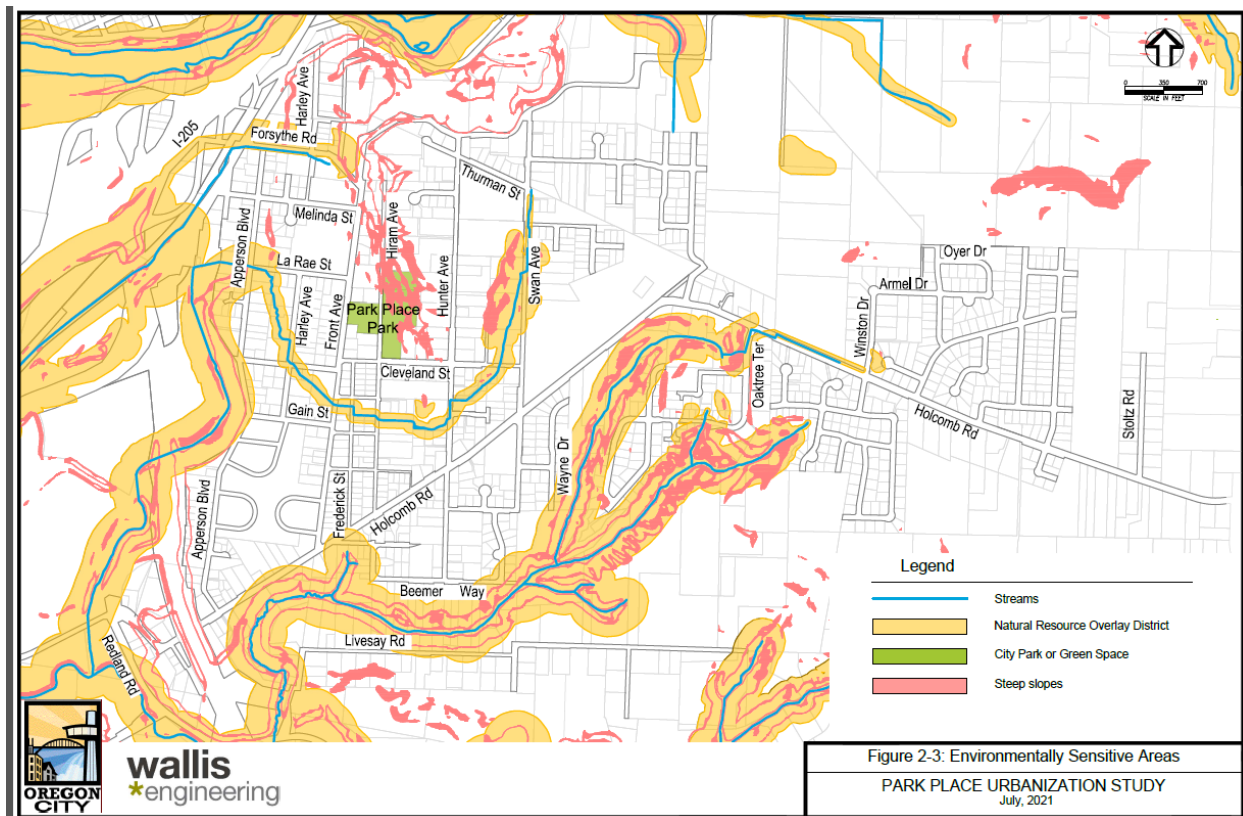


Figure 4-5: Hunter Street Cross Section



Section 6: Quality of Air, Water and Land Resources

Goal 6.1 Air Quality -Promote the conservation, protection and improvement of the quality of the air in Oregon City.

Policy 6.1.2 -Ensure that development practices comply with or exceed regional, state, and federal standards for air quality.

Finding: Complies as Proposed. The plan included an analysis of natural resources. Creating safe travel corridors for pedestrian and bikes will allow more people to avoid driving, which will better preserve and protect natural resources.

Policy 6.1.4 Encourage the maintenance and improvement of the city's tree canopy to improve air quality.

Finding: Complies as Proposed. The plan eliminates the planter strip for some streets, allowing street trees to be planted behind the sidewalk. While this is not generally preferred, it is balanced with the desire to limit right-of-way width for some of the more narrow corridors.

Policy 6.3.3 Employ practices in City operations and facilities, including street lighting, which increases safety and reduces unnecessary glare, light trespass, and light pollution.

Finding: The plan does not address street lights; this is outside of the scope of the plan.

Goal 7.1: Natural Hazards

Protect life and reduce property loss from the destruction associated with natural hazards.

Finding: Complies as Proposed. When permits are sought for construction, any applicable land use review for Natural Resource Overlay District and Geologic Hazard Overlay District will be required. Where a Natural Resource Overlay District is identified, the plan contains a narrower street design that balances safety and environmental protection. See findings in Section 5.4 above.

Goal 8: Parks and Recreation

Finding: Goal 8 is not applicable. The plan will increase access to parks but will not change park locations or plans.

Goal 9: Economic Development

Finding: Goal 9 is not applicable.

Goal 10: Housing

Finding: Goal 10 is not applicable.

Goal 11: Public Facilities

Policy 11.1.1 *Ensure adequate public funding for the following public facilities and services, if feasible:*

Transportation infrastructure • Wastewater collection • Stormwater management • Police protection • Fire protection • Parks and recreation • Water distribution • Planning, zoning and subdivision regulation • Library services • Aquatic Center • Carnegie Center • Pioneer Community Center • City Hall • Buena Vista House • Ermatinger House

Finding: Complies as Proposed. Goal 11 requires that public facilities and services be provided in a timely, orderly and efficient manner. The goal's central concept is that local governments should plan public services in accordance with the community's needs as a whole rather than be forced to respond to individual developments as they occur. The Park Place Urbanization Plan will provide a design for public facilities as well as a means to obtain future funding. The plan also includes cost estimates for some of the sidewalk infill projects:

The project team developed cost estimates for each priority sidewalk group.

Priority 1 sidewalks –\$2,115,000

Priority 2 sidewalks – \$1,765,000

All estimates are at 2021 costs and should be adjusted for inflation as appropriate.

A breakdown of total costs and assumptions is included in **Appendix C**. These projects may be moved

forward into capital projects as funding becomes available.

Policy 11.4.2 *Adopt “green streets” standards to reduce the amount of impervious surface and increase the use of bioswales for stormwater retention where practicable.*

Finding: Complies as Proposed. The plan does not adopt a “green streets” standard but does reduce impervious surfaces to the minimum required for public safety. In many areas, the plan calls for curb-tight sidewalks (without a planter strip in between the street and sidewalk). This design prevents the use of bioswales and stormwater planters, but strikes a balance with right-of-way width.

Policy 11.4.4 Maintain existing drainageways in a natural state for maximum water quality, water resource preservation, and aesthetic benefits.

Finding: Complies as Proposed. The plan states “An NROD buffer area of varying widths follows the two stream corridors through the neighborhood. Future improvements constructed within the NROD or its buffer will be required to comply with City environmental standards.” Where a Natural Resource Overlay District is identified, the plan contains a narrower street design that balances safety and environmental protection.

Goal 12: Transportation

Policy 12.1.1 Maintain and enhance citywide transportation functionality by emphasizing multi-modal travel options for all types of land uses.

Policy 12.1.4 Provide walkable neighborhoods. They are desirable places to live, work, learn and play, and therefore a key component of smart growth.

Finding: Complies as Proposed. Implementation of the plan will result in a more complete transportation system with a variety of multi-modal travel options. The plan will create a more walkable environment within the Park Place Neighborhood through the addition of sidewalks and bike lanes.

Public outreach efforts indicated that widening of existing roadways was not a priority. A greater priority was to establish walkable areas with provisions for pedestrians and bicyclists. The design team prepared cross sections for Family Friendly Streets to accomplish this goal. This cross section was applied to those streets that were currently narrow, in areas of limited right-of-way and were anticipated to have lower traffic volumes. The proposed cross section for Family Friendly Streets included a reduced width section where stormwater management facilities could be required.

Figure 3-4 and **Figure 3-5** show draft cross sections for Family Friendly Streets, with and without stormwater facilities.

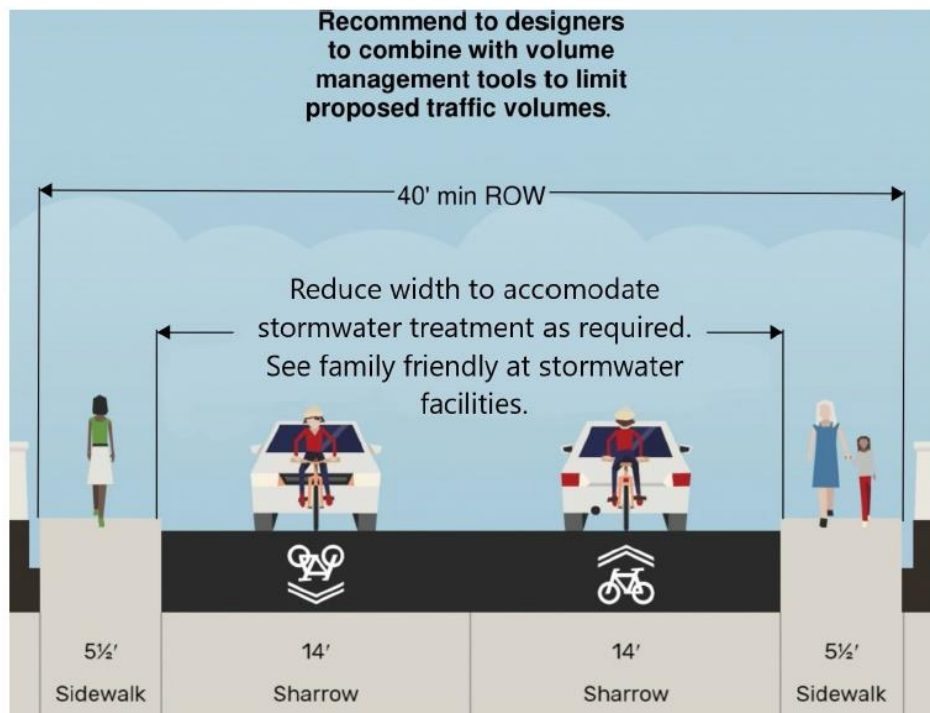


Figure 3-4: Family Friendly Street Cross Section

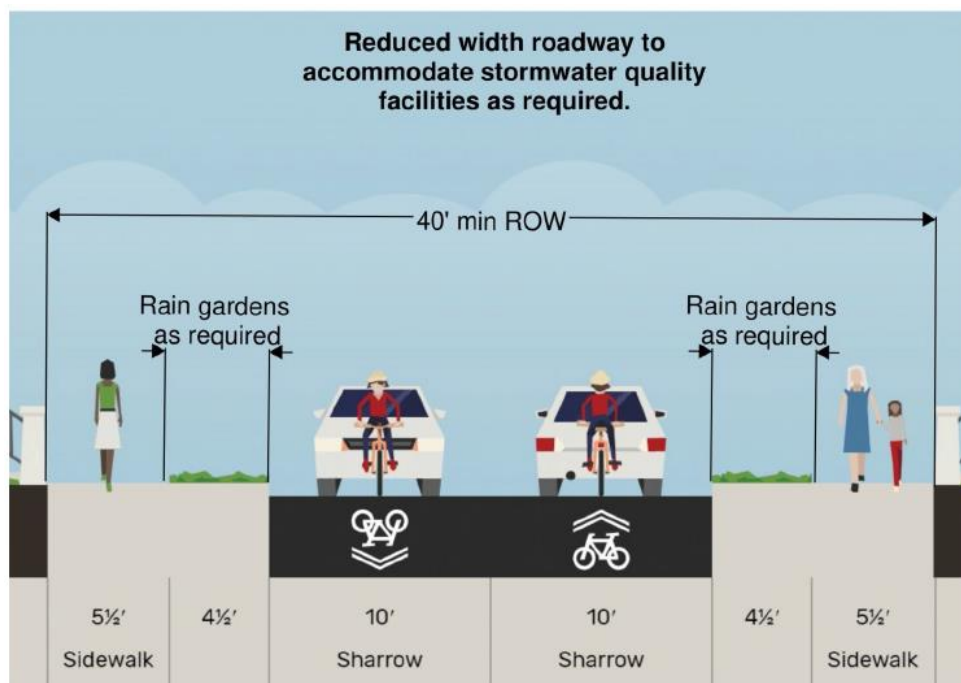


Figure 3-5: Family Friendly at Stormwater Facilities

The plan recommends "As the neighborhood develops, it is recommended traffic calming measures are implemented to manage vehicle speeds. These improvements should be considered especially for all roadways designated as Family friendly. The outreach results should provide to future designers a hierarchy of speed management measures by neighborhood preference from which to choose. Designers should still assess traffic calming measures for safety and effectiveness on an individual use basis."

Policy 12.3.1 *Provide an interconnected and accessible street system that minimizes vehicle-miles-traveled and inappropriate neighborhood cut-through traffic.*

Finding: Complies as Proposed. As shown in the Figure 3-4 above, the plan recommends volume control on local streets where needed.

Policy 12.3.2 *Provide an interconnected and accessible pedestrian system that links residential areas with major pedestrian generators such as employment centers, public facilities, and recreational areas.*

Finding: Complies as Proposed. Implementation of the plan will result in a more complete transportation system with a variety of multi-modal travel options. The plan will create a more walkable environment within the Park Place Neighborhood through the addition of sidewalks and bike lanes. The design team noted that connectivity through the study area is limited, particularly for pedestrians and bicyclists. Swan Ave and Hunter Ave provide north-south connectivity through the neighborhood for motorists. However, there is no continuous east-west connection through the study area with the exception of Holcomb Blvd. Holcomb Blvd being an arterial roadway with high traffic volumes is a barrier to bicycle users due to the need to cross back and forth across Holcomb Blvd. Cleveland St has some east-west connectivity, but it terminates at Swan Ave on the east side and includes sections with

steep elevation changes which make it less suitable for bicycle and pedestrian travel. The plan calls for development projects to be reviewed for opportunities to address East-West Connectivity within the study area.

Policy 12.3.3 *Provide a well-defined and accessible bicycle network that links residential areas, major bicycle generators, employment centers, recreational areas, and the arterial and collector roadway network.*

Finding: Complies as Proposed. The plan provides for shared bicycle lanes (sharrows) on all family friends route and on Apperson St, Front Ave, and Hunter Avenue. Bicycle lanes with a 2-foot buffer strip are planned on Swan Avenue. The Transportation System Plan includes sharrows as a good option for streets with low traffic volumes and speeds – “The most suitable roadways for shared bicycle use are those with low speeds (25 mph or less) and low traffic volumes (3,000 vehicles per day or fewer).” (TSP Volume II Section D Page 12). While the City does not have volume or speed data for Swan Avenue or Hunter Avenue, the volumes on Front avenue and Apperson Street (from 2017 counts) are similar to local streets.

Policy 12.3.4 *Ensure the adequacy of pedestrian and bicycle connections to local, county, and regional trails.*

Finding: Complies as Proposed. The plan does not alter any bicycle or pedestrian improvements or connections already planned in the TSP.

Goal 12.5 Safety *Develop and maintain a transportation system that is safe.*

Policy 12.5.1 *Identify improvements that are needed to increase the safety of the transportation system for all users.*

Policy 12.5.2 *Identify and implement ways to minimize conflict points between different modes of travel.*

Policy 12.5.3 *Improve the safety of vehicular, rail, bicycle, and pedestrian crossings.*

Finding: Complies as Proposed. The plan includes the provision of sidewalks and bicycle lanes to improve safety for people who wish to walk or bike, and for those who drive in the neighborhood. The plan also recommends traffic calming - “As the neighborhood develops, it is recommended traffic calming measures are implemented to manage vehicle speeds. These improvements should be considered especially for all roadways designated as Family friendly. The outreach results should provide to future designers a hierarchy of speed management measures by neighborhood preference from which to choose. Designers should still assess traffic calming measures for safety and effectiveness on an individual use basis.” Traffic calming ideas presented in the plan include:

1. speed humps
2. neck downs
3. traffic circles
4. speed lumps
5. curb extensions

Policy 12.6.1 *Provide a transportation system that serves existing and projected travel demand.*

Finding: Complies as Proposed. The plan is consistent with the TSP, which is based on projected travel demand.

Policy 12.6.2 Identify transportation system improvements that mitigate existing and projected areas of congestion.

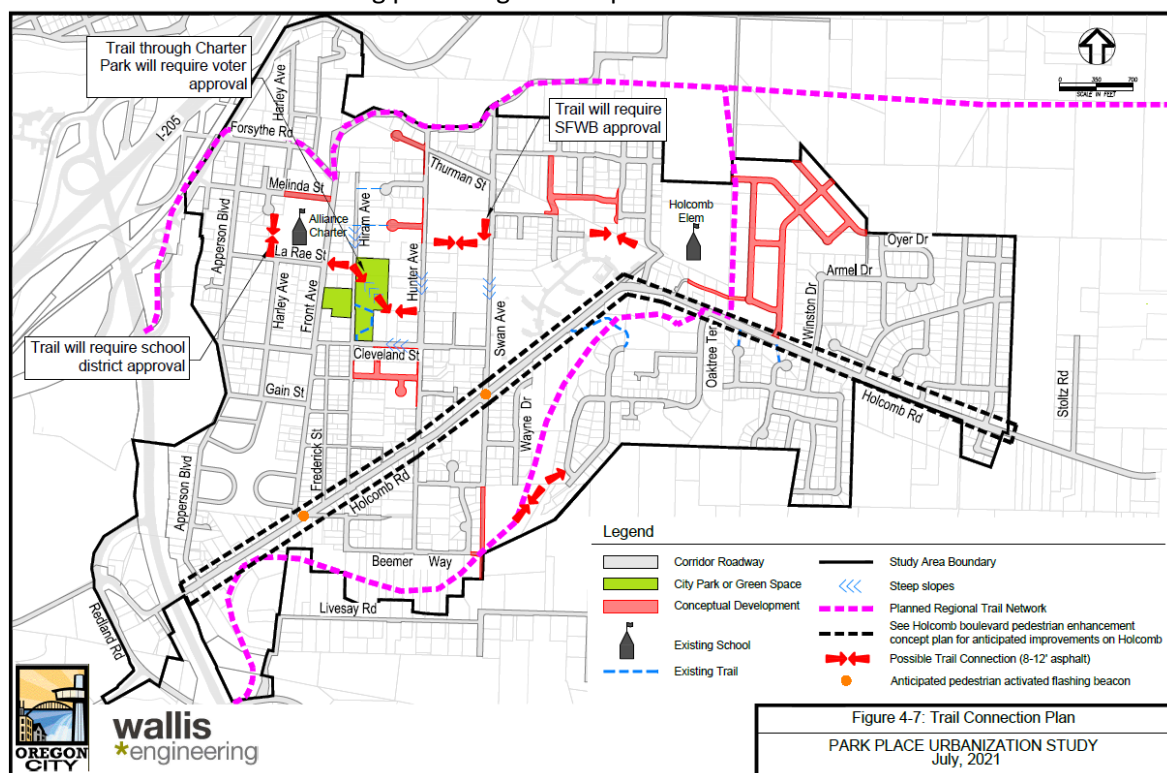
Finding: Complies as Proposed. Implementation of the plan will result in a more complete transportation system with a variety of multi-modal travel options.

Policy 12.6.3 Ensure the adequacy of travel mode options and travel routes (parallel systems) in areas of congestion.

Finding: Complies as Proposed. Swan Ave and Hunter Ave provide north-south connectivity through the neighborhood for motorists. However, there is no continuous east-west connection through the study area with the exception of Holcomb Blvd. Holcomb Blvd being an arterial roadway with high traffic volumes is a barrier to bicycle users due to the need to cross back and forth across Holcomb Blvd. Cleveland St has some east-west connectivity, but it terminates at Swan Ave on the east side and includes sections with steep elevation changes which make it less suitable for bicycle and pedestrian travel. The plan calls for development projects to be reviewed for opportunities to address East-West Connectivity within the study area.

Policy 12.6.4 Identify and prioritize improved connectivity throughout the city street system.

Finding: Complies as Proposed. The plan includes prioritization for sidewalk projects. Other improvements will be implemented as development occurs. The plan includes trail connectivity options for consideration. The following plan is a guide for possible trail routes to be considered:



Section 14 Urbanization

Finding: Goal 14 is not applicable as no change is proposed to the Metro Urban Growth Boundary.

Section 15 Willamette River Greenway

Finding: Goal 15 is not applicable as no changes are proposed to the *Comprehensive Plan Land-Use Map* or zoning map.

Statewide Planning Goals

STATEWIDE PLANNING GOAL 1: Citizen Involvement

To develop a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning process.

Finding: Complies as Proposed. Oregon City Public Works Department sought public input at several meetings including the Transportation Advisory Committee, Park Place Neighborhood Association, Development Stakeholder Group. Documentation produced with the corridor plan has been posted on the project website throughout the duration of the project and comments have been integrated into the final product. The Citizen Involvement Committee declined an offer to place the item on their agenda, stating that the previous meetings with the Park Place Neighborhood Association sufficed. The product will be reviewed through the Legislative approval process.

Postcards were mailed to all property owners within the Park Place Neighborhood Association to guide them to the project website and to take two surveys, during the development of the plan.

The draft final plan, which has been posted on the website since late July 2021, will be presented to the Transportation Advisory Committee on September 21 and to the Planning Commission on September 27th.

STATEWIDE PLANNING GOAL 2: Land Use Planning

To establish a land use planning process and policy framework as a basis for all decision and actions related to use of land and to assure an adequate factual base for such decisions and actions.

Finding: Complies as Proposed. This goal is implemented through the applicable Goals and Policies in Section 2 of the Oregon City Comprehensive Plan: Land Use. Because the Plan is an ancillary document to the City's Comprehensive Plan, the application was processed pursuant to the legislative hearing process outlined in Section 17.50.170 of the Oregon City Municipal Code.

Goal 2 also provides that the public and "affected governmental units" be given the opportunity to review and comment on proposed amendments. In furthering that effort, the City has provided the various agencies and jurisdictions notice of the proposed amendment and requested comment and no response was received.

STATEWIDE PLANNING GOAL 3: Agricultural Lands and GOAL 4: Forest Lands

Finding: Not Applicable. By definition, Oregon City does not have rural resource lands such as for agricultural or forest use within its city limits or UGB, and therefore, those goals are not applicable.

STATEWIDE PLANNING GOAL 5: Natural Resources, Scenic and Historic Areas, and Open Spaces

To protect natural resources and conserve scenic and historic areas and open spaces.

Finding: Complies as Proposed. This proposal makes no changes to the existing inventories of open space, scenic and historic areas, and natural resources or the adopted maps, code and policies

pertaining thereto. Where a Natural Resource Overlay District is identified, the plan contains a narrower street design that balances safety and environmental protection.

STATEWIDE PLANNING GOAL 6: Air, Water And Land Resources Quality

To maintain and improve the quality of the air, water and land resources of the state.

Finding: Complies as Proposed. The plan included an analysis of natural resources. Creating safe travel corridors for pedestrian and bikes will allow more people to avoid driving, which will better preserve and protect natural resources.

STATEWIDE PLANNING GOAL 7: Areas Subject to Natural Hazards

To protect life and property from natural disasters and hazards.

Finding: Complies as Proposed. When permits are sought for construction, any applicable land use review for Natural Resource Overlay District and Geologic Hazard Overlay District will be required.

STATEWIDE PLANNING GOAL 8: Recreational Needs

To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.

Finding: Not Applicable. Goal 8 is not applicable. The plan will increase access to parks but will not change park locations or plans.

STATEWIDE PLANNING GOAL 9: Economic Development

To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.

Finding: Not Applicable. Goal 9 is not applicable.

STATEWIDE PLANNING GOAL 10: Housing

To provide for the housing needs of citizens of the state.

Finding: Not Applicable. Goal 10 is not applicable.

STATEWIDE PLANNING GOAL 11: Urban Development

To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

Finding: Complies as Proposed. This goal is implemented through the applicable Goals and Policies in Section 11 of the Oregon City Comprehensive Plan: Public Facilities. As stated in Section 11, the Code amendments are necessary to maintain compliance with Statewide Planning Goal 11, Public Facilities. Goal 11 requires that public facilities and services be provided in a timely, orderly, and efficient manner. The goal's central concept is that local governments should plan public services in accordance with the community's needs as a whole rather than be forced to respond to individual developments as they occur. The proposed municipal code amendments are created to serve the health, safety, education, welfare, and recreational needs of all Oregon City residents through the planning and provision of adequate public facilities.

STATEWIDE PLANNING GOAL 12: Transportation

To provide and encourage a safe, convenient and economic transportation system.

Finding: Complies as Proposed. Implementation of the plan will result in a more complete transportation system with a variety of multi-modal travel options. The plan will create a more walkable environment within the Park Place Neighborhood through the addition of sidewalks and bike lanes.

STATEWIDE PLANNING GOAL 13: Energy Conservation

To conserve energy.

Finding: Complies as Proposed. Creating safe travel corridors for pedestrian and bikes will allow more people to avoid driving, which will better conserve energy.

STATEWIDE PLANNING GOAL 14 Urbanization

Finding: Goal 14 is not applicable as no change is proposed to the Metro Urban Growth Boundary.

STATEWIDE PLANNING GOAL 15 Willamette River Greenway

Finding: Goal 15 is not applicable as no changes are proposed to the Comprehensive Plan Land-Use Map or zoning map.

Chapter 17.50 Administration and Procedures*17.50.050 – Pre-application conference.*

A. *Pre-application Conference. Prior to a Type II – IV or Legislative application, excluding Historic Review, being deemed complete, the applicant shall schedule and attend a pre-application conference with City staff to discuss the proposal, unless waived by the Community Development Director. The purpose of the pre-application conference is to provide an opportunity for staff to provide the applicant with information on the likely impacts, limitations, requirements, approval standards, fees and other information that may affect the proposal.*

- 1. To schedule a pre-application conference, the applicant shall contact the Planning Division, submit the required materials, and pay the appropriate conference fee.*
- 2. At a minimum, an applicant should submit a short narrative describing the proposal and a proposed site plan, drawn to a scale acceptable to the City, which identifies the proposed land uses, traffic circulation, and public rights-of-way and all other required plans.*
- 3. The Planning Division shall provide the applicant(s) with the identity and contact persons for all affected neighborhood associations as well as a written summary of the pre-application conference.*

B. *A pre-application conference shall be valid for a period of six months from the date it is held. If no application is filed within six months of the conference or meeting, the applicant shall schedule and attend another conference before the City will accept a permit application. The Community Development Director may waive the pre-application requirement if, in the Director's opinion, the development has not changed significantly and the applicable municipal code or standards have not been significantly amended. In no case shall a pre-application conference be valid for more than one year.*

C. *Notwithstanding any representations by City staff at a pre-application conference, staff is not authorized to waive any requirements of this code, and any omission or failure by staff to recite to an applicant all relevant applicable land use requirements shall not constitute a waiver by the City of any standard or requirement.*

Finding: Staff held the required pre-application conference meeting (File LEG-21-00003), on July 22, 2021. The pre-application conference notes are attached to the application.

17.50.055 - Neighborhood association meeting.

Neighborhood Association Meeting. The purpose of the meeting with the recognized neighborhood association is to inform the affected neighborhood association about the proposed development

and to receive the preliminary responses and suggestions from the neighborhood association and the member residents.

- A. Applicants applying for annexations, zone change, comprehensive plan amendments, conditional use, Planning Commission variances, subdivision, or site plan and design review (excluding minor site plan and design review), general development master plans or detailed development plans applications shall schedule and attend a meeting with the City-recognized neighborhood association in whose territory the application is proposed no earlier than one year prior to the date of application. Although not required for other projects than those identified above, a meeting with the neighborhood association is highly recommended.
- B. The applicant shall request via email or regular mail a request to meet with the neighborhood association chair where the proposed development is located. The notice shall describe the proposed project. A copy of this notice shall also be provided to the chair of the Citizen Involvement Committee.
- C. A meeting shall be scheduled within thirty days of the date that the notice is sent. A meeting may be scheduled later than thirty days if by mutual agreement of the applicant and the neighborhood association. If the neighborhood association does not want to, or cannot meet within thirty days, the applicant shall host a meeting inviting the neighborhood association, Citizen Involvement Committee, and all property owners within three hundred feet to attend. This meeting shall not begin before six p.m. on a weekday or may be held on a weekend and shall occur within the neighborhood association boundaries or at a City facility.
- D. If the neighborhood association is not currently recognized by the City, is inactive, or does not exist, the applicant shall request a meeting with the Citizen Involvement Committee.
- E. To show compliance with this section, the applicant shall submit a copy of the email or mail notice to the neighborhood association and CIC chair, a sign-in sheet of meeting attendees, and a summary of issues discussed at the meeting. If the applicant held a separately noticed meeting, the applicant shall submit a copy of the meeting flyer, postcard or other correspondence used, and a summary of issues discussed at the meeting and submittal of these materials shall be required for a complete application.

Finding: Complies as proposed. Staff presented the Park Place Urbanization Plan to the Park Place Neighborhood Association on 1/18/2021 and 4/19/21. On 8/2/21, the chair of the Citizen Involvement Committee determined that a meeting of the CIC was not needed due to the previous public meetings that were held.

17.50.070 - Completeness review and one hundred twenty-day rule.

- C. Once the Community Development Director determines the application is complete enough to process, or the applicant refuses to submit any more information, the City shall declare the application complete. Pursuant to ORS 227.178, the City will reach a final decision on an application within one hundred twenty calendar days from the date that the application is determined to be or deemed complete unless the applicant agrees to suspend the one hundred twenty calendar day time line or unless State law provides otherwise. The one hundred twenty-day period, however, does not apply in the following situations:
 1. Any hearing continuance or other process delay requested by the applicant shall be deemed an extension or waiver, as appropriate, of the one hundred twenty-day period.
 2. Any delay in the decision-making process necessitated because the applicant provided an incomplete set of mailing labels for the record property owners within three hundred feet of the subject property shall extend the one hundred twenty-day period for the amount of time required to correct the notice defect.

3. *The one hundred twenty-day period does not apply to any application for a permit that is not wholly within the City's authority and control.*
 4. *The one hundred twenty-day period does not apply to any application for an amendment to the City's comprehensive plan or land use regulations nor to any application for a permit, the approval of which depends upon a plan amendment.*
- D. *A one-hundred day period applies in place of the one-hundred-twenty day period for affordable housing projects where:*
1. *The project includes five or more residential units, including assisted living facilities or group homes;*
 2. *At least 50% of the residential units will be sold or rented to households with incomes equal to or less than 60% of the median family income for Clackamas County or for the state, whichever is greater; and*
 3. *Development is subject to a covenant restricting the owner and successive owner from selling or renting any of the affordable units as housing that is not affordable for a period of 60 years from the date of the certificate of occupancy.*
- E. *The one hundred twenty-day period specified in OCMC 17.50.070.C or D may be extended for a specified period of time at the written request of the applicant. The total of all extensions may not exceed two hundred forty-five calendar days.*
- F. *The approval standards that control the City's review and decision on a complete application are those which were in effect on the date the application was first submitted.*

Finding: Legislative actions are not subject to the 120-day deadline.

III. RECOMMENDATION

Based on the findings in this report, staff recommends approval of file LEG-21-00003. If the Planning Commission recommends approval to the City Commission, staff will prepare an Ordinance for consideration by the City Commission to adopt the proposed plan.

IV. EXHIBITS

1. Application Materials
2. Draft Park Place Urbanization Plan
3. Public Comments
4. Transportation System Plan (On-file)



PARK PLACE URBANIZATION STUDY

FINAL STUDY

City of Oregon City Project #PS 20-027
October 2021



WE #1509A

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*engineering

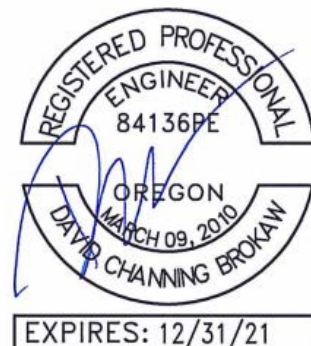


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Appendix A: Survey #1 Results

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Appendix C: Sidewalk Prioritization Plan Cost Estimates

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SECTION 1: INTRODUCTION

1.1 Background

The Park Place Neighborhood is located in the northeast corner of Oregon City. It was annexed into the City of Oregon City in 1989. The neighborhood is bounded approximately by Forsythe Road on the north, Highway 213 on the west, Livesay Creek on the south and Kitty Hawk Ave on the east. Holcomb Blvd remained under Clackamas County jurisdiction until 2012 when the responsibilities of Holcomb were transferred to the City of Oregon City. Over the years, it has developed in piecemeal fashion, creating a mix of urban and rural areas. As a result, the streets have developed over time to different Oregon City Transportation System Plan (TSP) standard street cross sections. The neighborhood currently lacks connectivity to surrounding neighborhoods and desired community destinations. Areas to the east of Swan Ave consist of more recent development and are, for the most part, fully-developed roadways. The focus area of this project are roadways to the west of Swan Ave within the Park Place Neighborhood.

A vicinity map of Park Place Neighborhood is included as **Figure 1-1**. Holcomb Blvd is not included in this study.

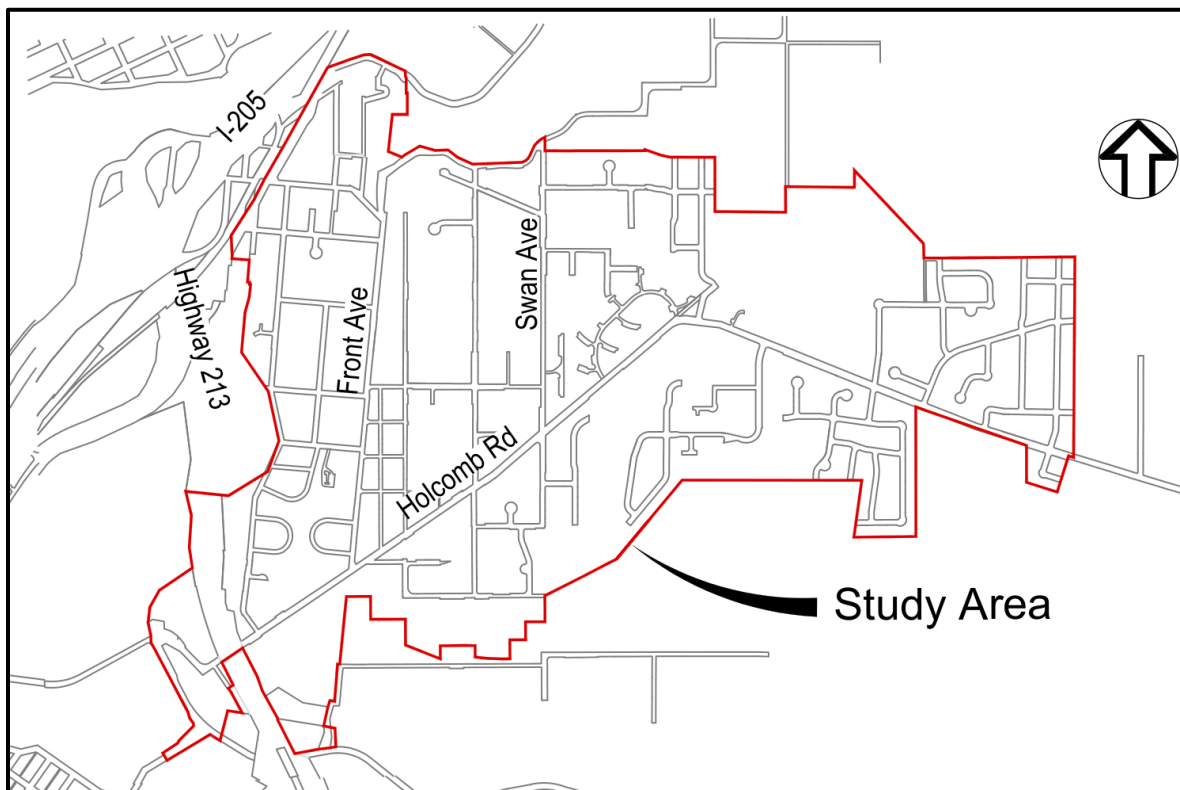


Figure 1-1: Park Place Vicinity Map

1.2 Purpose of Report

The City of Oregon City contracted with Wallis Engineering (Wallis) to develop an urbanization study for this neighborhood. The goal of this study is to:

- Identify transportation problems within the neighborhood
- Understand where projects can be constructed to provide the greatest benefit
- Identify preferred roadway cross sections
- Prepare cost estimates for the various improvements
- Identify how public transportation improvements in the neighborhood should be prioritized

The Park Place Urbanization Study (Study) analyzed existing conditions and potential alternative improvements, and makes recommendations for improvements. It identifies a process by which to implement public works improvements within the existing network of streets to create a more connected transportation system for the community.

This Study will be used by the City to guide future projects to improve the transportation system within the Neighborhood. It does not stand alone but builds on several other City planning documents. In particular, it modifies, supplements, and clarifies some of the projects described in the City's *2013 Transportation System Plan (TSP)*. As referenced City planning documents and conditions change over time, this Urbanization Study should be updated accordingly.

As funding sources are limited at this time, it is anticipated that improvements described within will be mainly development driven. Should funding become available, improvements identified within this Study should be prioritized in coordination with project improvements identified in the TSP and other adopted area plans within the City. Holcomb Blvd is not considered within this Urbanization Study as it has its own plan called Holcomb Pedestrian Concept Plan. Other related plans are discussed in Section 2.4.

1.3 Planning Process

This study followed a step-by-step planning process. This process was structured to include public involvement and participation throughout the Study development. The following steps were included in the planning process:

1. Defined the scope and focus of the study, including the overall goals and vision for the neighborhood.
2. Evaluated existing conditions and transportation infrastructure gaps throughout the neighborhood and its users.
3. Communicated project information to the community, identified community desires, and solicited feedback.
4. Identified alternative concept plans to provide adequate access to desired community locations.
5. Presented concept plans to the neighborhood for feedback and identification of preferred alternatives.
6. Prepared final concept plan and process to implement improvements.

1.4 Study Organization

The Park Place Urbanization Study is divided into a total of six sections. A brief description of each section (except Section 1) follows:

Section 2: Existing Conditions Analysis

The existing conditions throughout the neighborhood are described in detail, including its character, transportation facilities, safety, streetscape elements, and public utilities.

Section 3: Alternative Development and Selection

The criteria used to develop concept alternatives are defined, as well as other criteria included in the scope of this Study. The process and results of public engagement are summarized. The alternatives and their expected implications for addressing future transportation needs are discussed.

Section 4: Final Concept Plan

The final concept plan is described in detail. Recommendations are made for roadway cross sections, sidewalk infill projects, and streetscape improvements.

Section 5: Implementation Plan

This section describes how the final concept plan will be implemented. Planning-level cost estimates for the proposed improvements and potential funding opportunities are also included here.

SECTION 2: EXISTING CONDITIONS ANALYSIS

The existing conditions of the neighborhood are analyzed in this chapter. A discussion of these conditions includes the character of the neighborhood and its designated land uses, transportation facilities for each mode of travel and existing streetscape elements. Holcomb Blvd is not included in this study.

2.1 Neighborhood Characteristics and Land Use

The Park Place Neighborhood contains multiple desired community destinations: City parks, schools, churches, stores or gas stations, municipal buildings, and bus stops. Gaps in existing sidewalks prevent convenient travel to these community locations. There are several public facilities and properties which generate activity through the study area, including public parks, schools, and churches. These are shown on **Figure 2-1**.

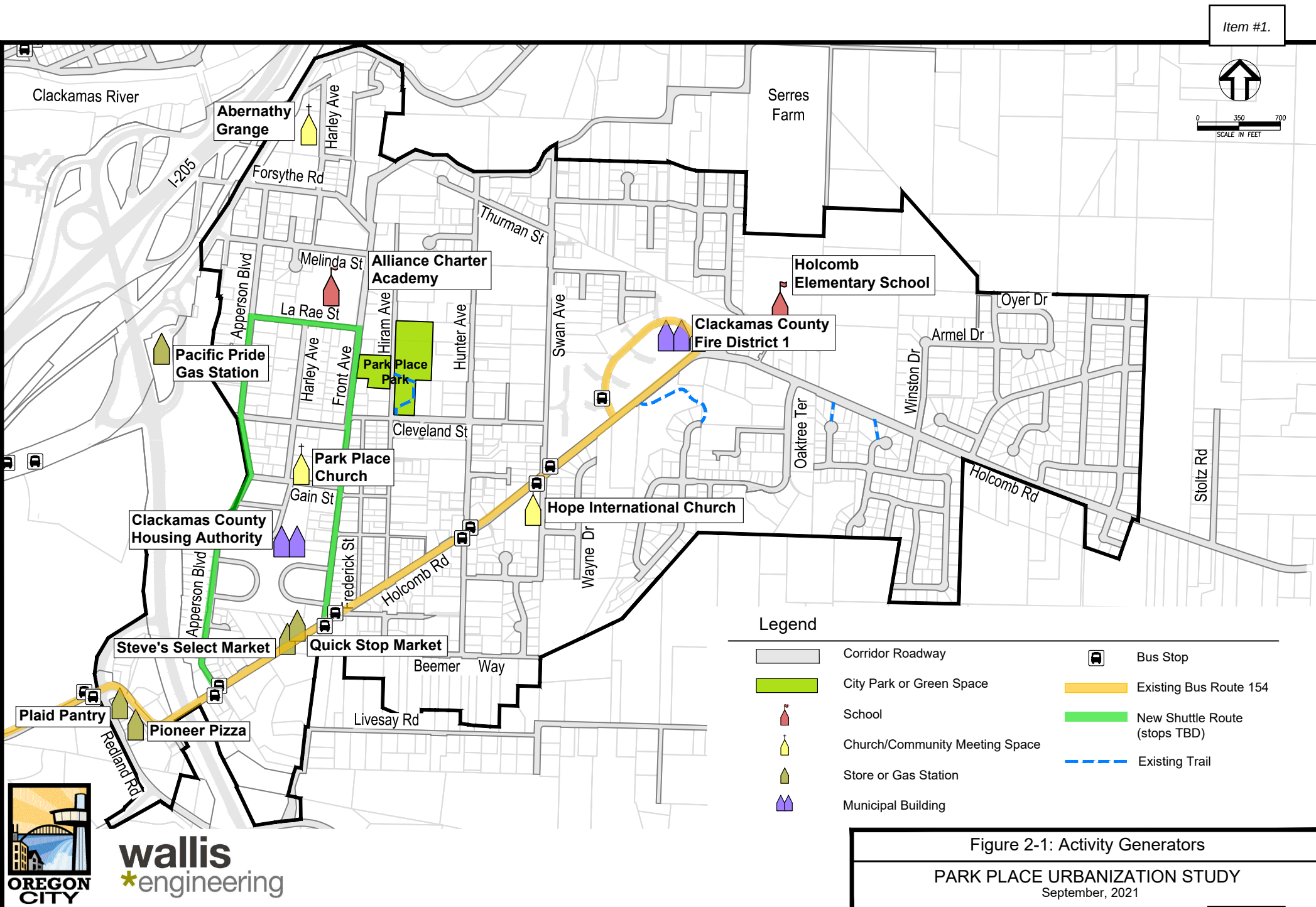


Figure 2-1: Activity Generators

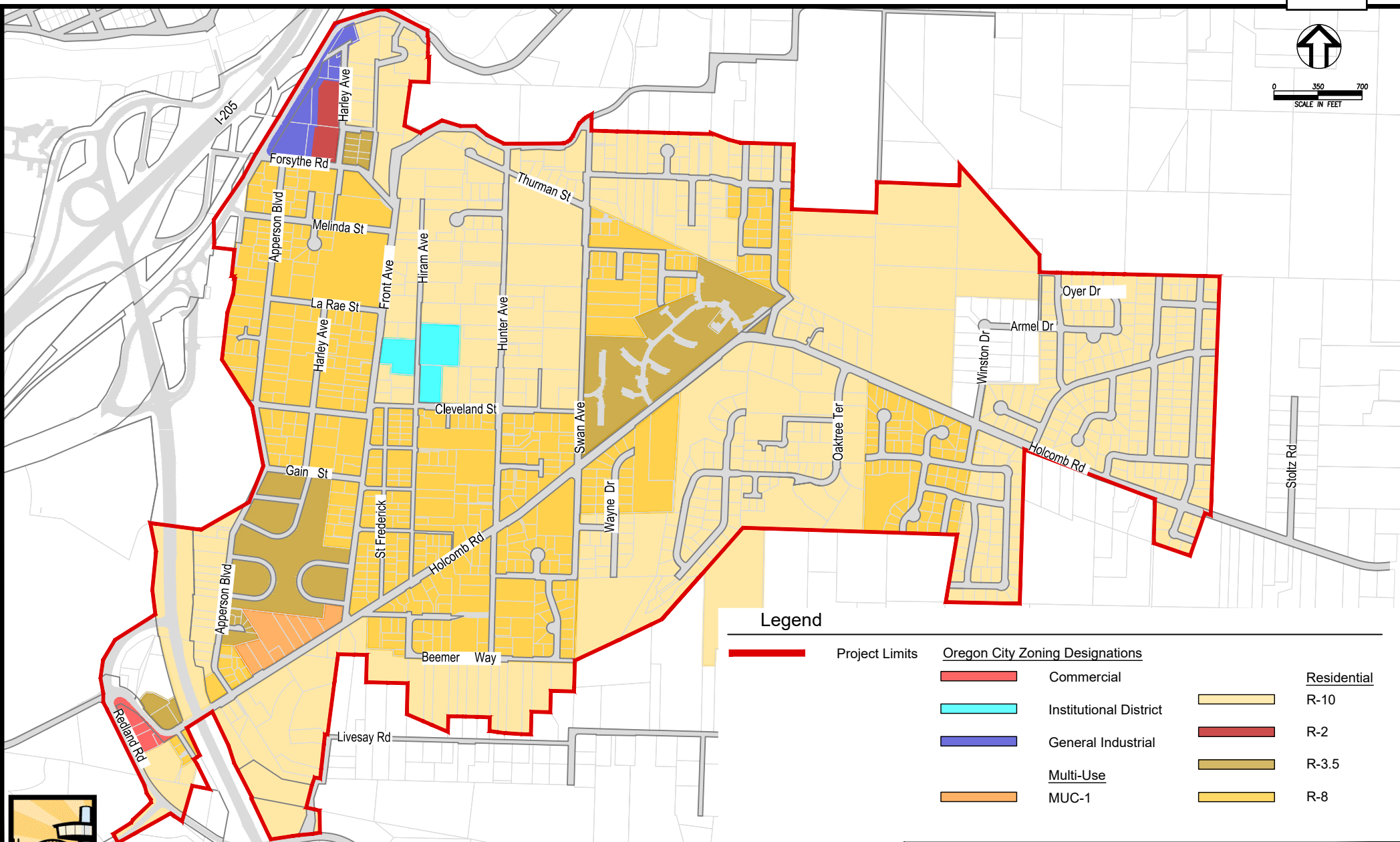
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The City's TSP describes the Park Place Neighborhood as an area of significantly low-income households, with little projected change in employment growth between 2010 and 2035. The TSP also projects more than 300 households being added to the study area through additional lot development and densification between 2010 and 2035.

Land use through the Park Place Neighborhood includes a mix of urban and rural areas. The Neighborhood is largely zoned residential with some commercial properties, as shown in **Figure 2-2**. A small area of mixed-use commercial properties is located along Holcomb Blvd between Apperson Blvd and Front Ave.



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Project Limits

Oregon City Zoning Designations



Commercial



Institutional District



General Industrial



Multi-Use



MUC-1

Residential



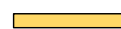
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R-2



R-3.5



R-8



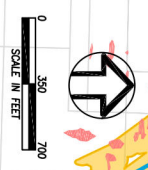
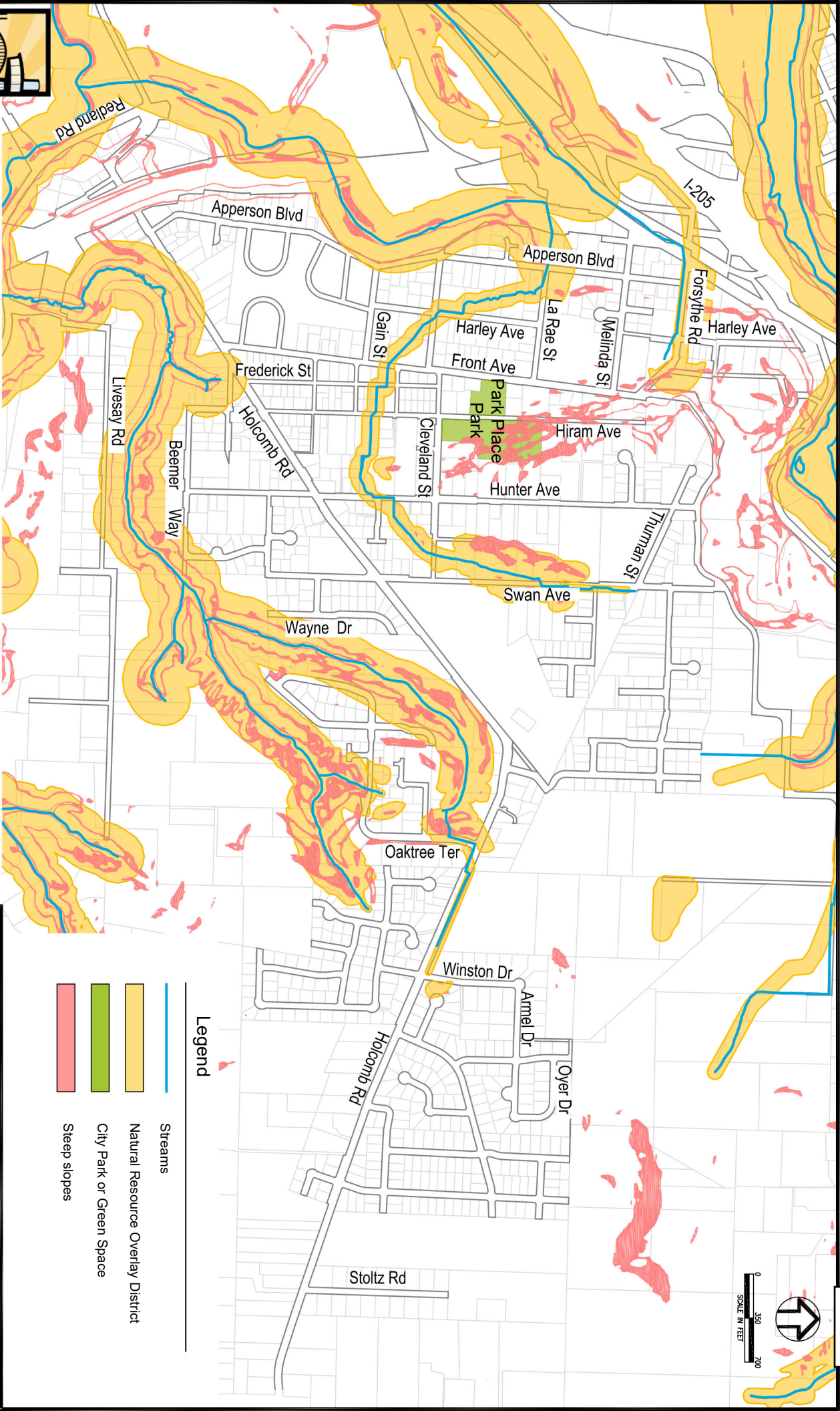
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Figure 2-2: Zoning

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Environmentally Sensitive Areas

The study area encompasses and is adjacent to environmentally-sensitive areas associated with streams and creeks. The City identifies a number of such areas, including wetlands and streams, steep slopes, and a Natural Resources Overlay District (NROD). These environmentally-sensitive areas are shown in more detail in **Figure 2-3**. Future streetscape improvement work within or impacting designated boundaries will require permit approval.



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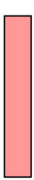
-  Streams
-  Natural Resource Overlay District
-  City Park or Green Space
-  Steep slopes

Figure 2-3: Environmentally Sensitive Areas

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September, 2021

Steep Slopes

Steep slopes and landslide hazard areas exist within the study area. Steep topography includes areas steeper than 25%, located predominantly along Hiram Ave, Swan Ave, Hunter Ave and Cleveland St.

Streams and Wetlands

Two designated Title 3 streams cross through the neighborhood boundaries. These areas are mapped as part of the guidelines set out in Title 3 of *Metro's Urban Growth Management Functional Plan*. The Title 3 designation constitutes areas protected by the *Stream and Floodplain Protection Plan*, which aims to protect the region's health and public safety by reducing flood and landslide hazards, controlling soil erosion, and reducing pollution of the region's waterways. These areas are delineated as Title 3 for the following purposes: 1. protect against flooding, 2. enhance water quality in the region's streams, rivers, and wetlands, and 3. protect regionally significant fish and wildlife habitat areas. One stream corridor is contained within a canyon to the south of Holcomb Blvd. The other stream is a combination of piped conveyance, roadside ditches and formal stream corridors.

The *Oregon City Local Wetland Inventory* (prepared by Shapiro and associates, 1999) identified a number of wetlands within the study area. These designated wetlands are located adjacent to the streams within the project area and are included in **Figure 2-3**.

NROD

The Natural Resource Overlay District (NROD) protects the habitats and associated functions of the streams, riparian corridors, wetlands and the regulated wildlife habitat found in Oregon City. The NROD regulates water quality and ensures habitat protection through the enforcement of permanent vegetated corridors between sensitive resources and developed areas.

An NROD buffer area of varying widths follows the two stream corridors through the neighborhood. Future improvements constructed within the NROD or its buffer will be required to comply with City environmental standards.

2.2 Existing Transportation Facilities

The Park Place Neighborhood offers transportation opportunities for vehicles, bicycles, pedestrians, and users of public transit. However, facilities for these users are incomplete and deficient throughout the study area. Description of current transportation infrastructure is described below.

Roadway Classification

Roadway classifications are typically assigned to streets according to their character, dimensions, and facilities for various users. The City's 2013 TSP includes several roadway classifications for the streets within the study area. Holcomb Blvd is classified as a minor arterial, one of the larger classifications. Swan Ave, Front Ave and Forsythe Rd are classified as collector roadways. Collector roads are the second most common and are used as a connection between local roads and arterial roads. They provide a balance between access and mobility. All other roadways within the project limits are designated as local roads.

Connectivity

The Neighborhood grid system within the focus of the study area consists of South to North connections from Holcomb Blvd to Forsythe Rd on Apperson Blvd, Front Ave, Hunter Ave, and Swan Ave. In the East West direction, there is limited connectivity. Cleveland Ave acts as the main East West roadway within the study area but terminates at Swan Ave and does not provide full access through to the East side of the neighborhood.

General Roadway Characteristics

The roadways within the Park Place Neighborhood vary greatly in their dimensions and facilities for roadway users, due to the variable nature of development over time. Most of the streets were not built to current roadway classification standards – with the exception of the recently-constructed roadways east of Swan Ave. In the older section of the neighborhood, there is considerable dimensional variation in right-of-way, travel lanes, stormwater conveyance, and widths and existence of both sidewalk and bike lanes. **Table 2-1** summarizes some of the variation in roadways within the Park Place Neighborhood.

Table 2-1: Existing Roadway Variation

Street	ROW Width	Paved Width	Parking (Y/N)	Surface Drainage (Y/N)	Sidewalk Widths
Apperson Blvd	48'	27'	N	Y	6'
Harley Ave	50'	18'	Y	N	N/A ¹
Front Ave	45'	36'	Y	Y	5.5'
Hiram Ave	34'	15'	N	N	N/A ¹
Hunter Ave	45'	19'	N	Y	N/A ¹
Swan Ave	43'	19'	N	Y	6'
Oaktree Ter	60'	36'	Y	Y	N/A ¹
Forsythe Rd	50'	23'	N	N	N/A ¹
Thurman St	46'	26'	N	N	5'
Ames St	40'	23'	N	Y	5.5'
Cleveland St	35'	19'	N	N	N/A ¹
Gain St	50'	19'	N	N	4'
Beemer Way	45'	22'	Y	N	5'

1. Sidewalk width not provided because street currently lacks sidewalk.

Roadways shall have a minimum paved width of 20 feet to provide fire service (according to current City standards). Several sections of roadway have substandard paved width according to this fire service requirement. **Figure 2-4** shows the locations of roadway sections within the study area with substandard pavement width. **Figure 2-5** and **Figure 2-6** show examples of narrow and variable width roadways within the study area.

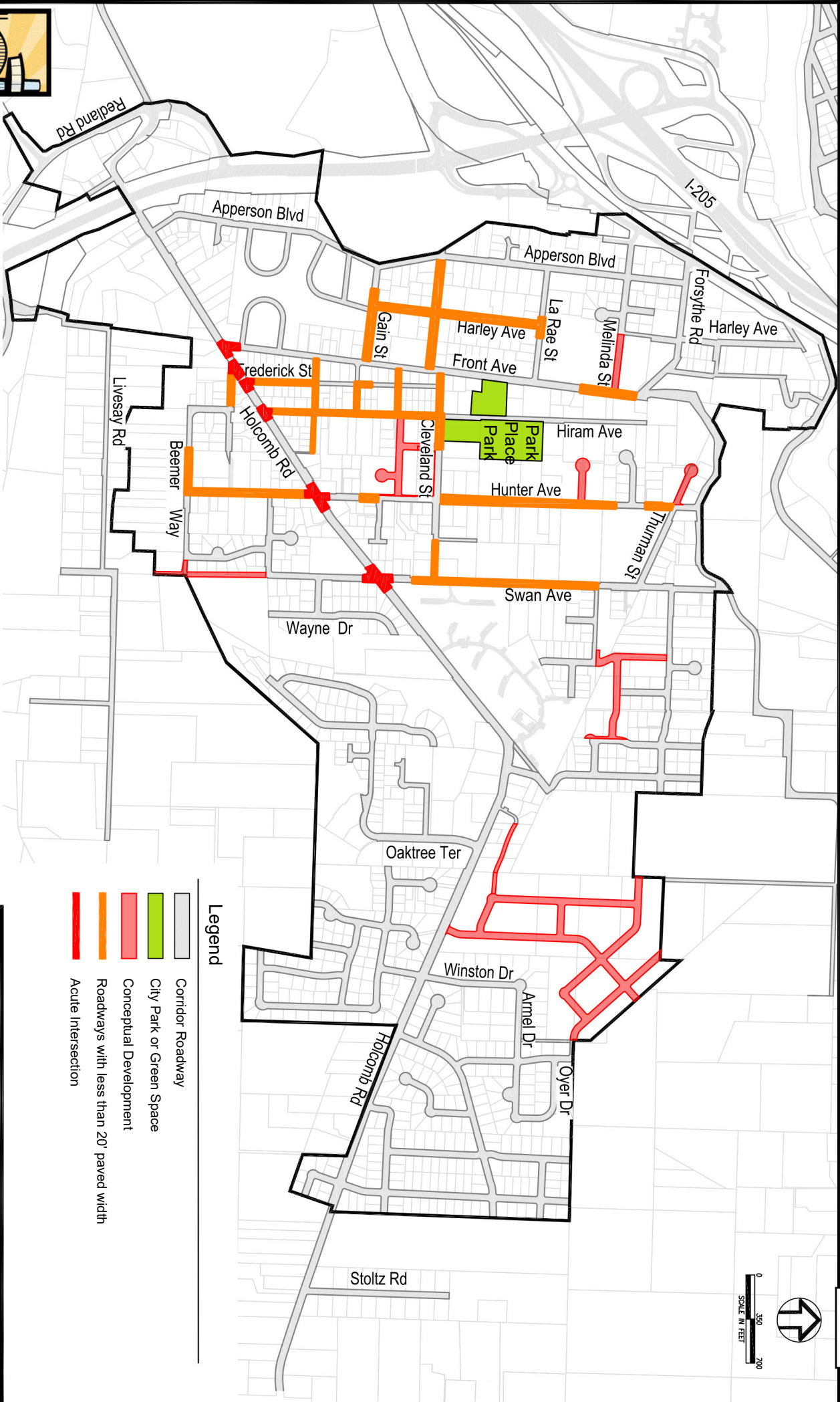


Figure 2-4: Existing Narrow Roadways

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**Figure 2-5: Narrow Roadway
(Hiram Ave)**



**Figure 2-6: Variable Roadway Widths
(Cleveland St.)**

Geometry

Neighborhood roadways are aligned in a rough grid pattern, with streets extending north and south from Holcomb Blvd. Because Holcomb Blvd passes through the neighborhood at a skewed angle, there are a number of acute roadway intersections in the study area. An acute roadway intersection is defined as an intersection where roadways enter the intersection at less than 90 degrees. Generally speaking, acute intersections make it more difficult to enter and exit an intersection. In the case of the study area, these acute angles at intersections create sightline difficulties for motorists attempting to enter Holcomb Blvd. The tighter corner radii also complicate motorist right turn movements into the neighborhood. Locations of acute angle intersections are shown on **Figure 2-4**.

Safety

To help identify safety issues and concerns, the crash history of the Park Place Neighborhood was reviewed. The Oregon Department of Transportation (ODOT) supplied historical information summarizing all reported collisions within the Park Place Neighborhood occurring in the nine-year period between 01/01/2010 and 12/31/2019 (more recent data is not available). Crash information was analyzed, and the results are summarized in **Table 2-2**. The majority of these crashes occurred on Holcomb Blvd and are outside the scope of this Urbanization Study. The remaining crashes were minor injury and property damage only, and were typically rear end and turning movement type incidents.

Table 2-2: Study Area Safety History – 2010 to 2019

Intersection/Area	Crash Severity			Collision Type							Total Crashes
	PDO	Injury	Fatal	Rear	Fix	Turn	Ped	Head	SS	Angle	
Forsythe Rd	7	4		1	4	4			2		11
"D" St		1		1							1
Oaktree Terrace		1								1	1
Holcomb School Rd		3		3							3

PDO: Property Damage Only Crash

Ped: Pedestrian

SS: Side Swipe

Fix: Fixed Object or Other Object

Head: Head-on

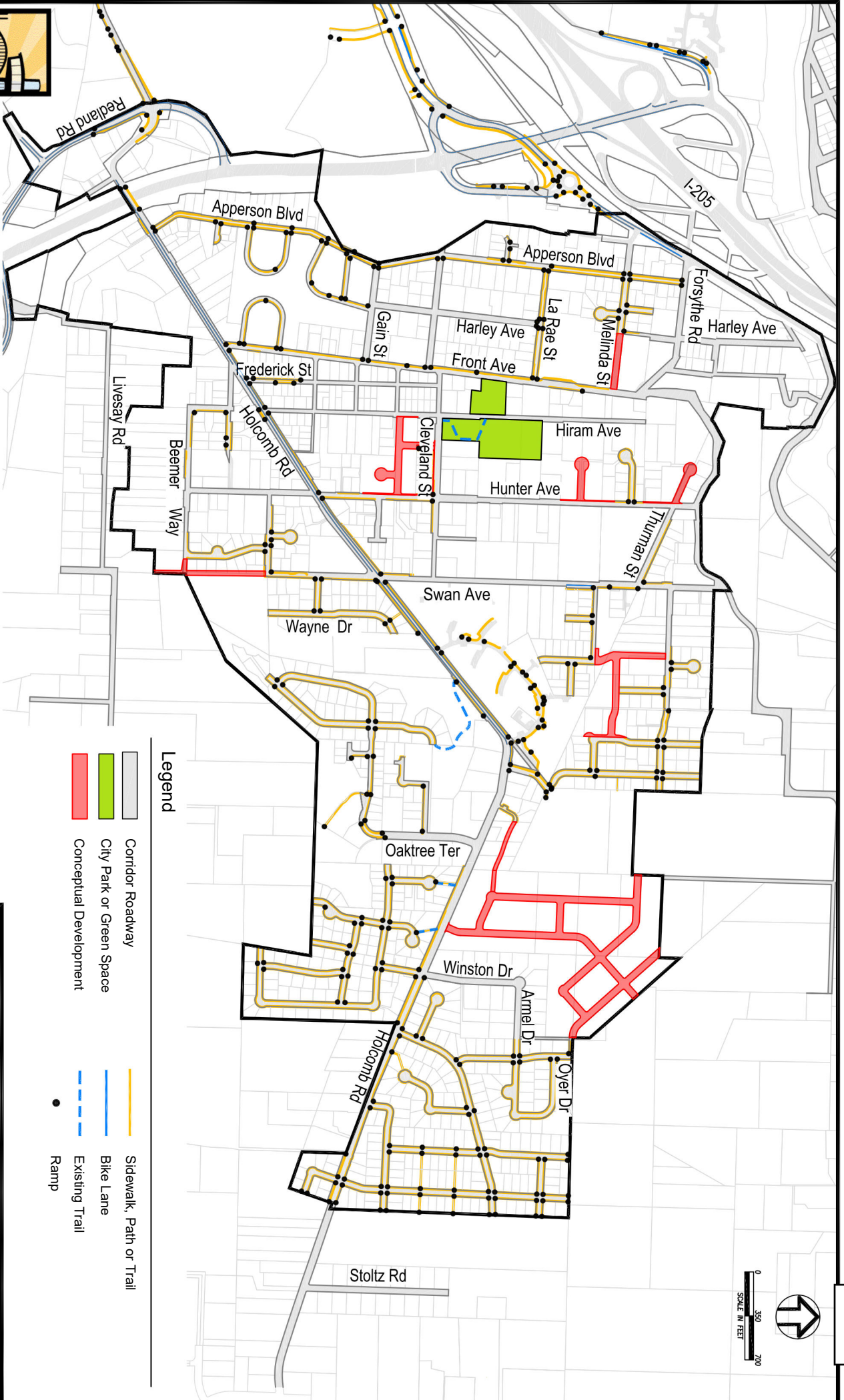
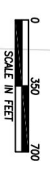
Speed data was not collected as part of this Study. However, high speeds have been anecdotally noted as a major concern among neighborhood residents.

Speed Control Measures

Some speed reduction measures have been implemented within the Park Place Neighborhood. Speed humps have been added along Apperson Blvd and Front Ave. Roadway narrowing was completed at the intersection of La Rae St and Harley Ave near the Alliance Academy.

Pedestrian Facilities

Pedestrian facilities throughout the neighborhood are not continuous. Sidewalks (where they exist) are typically five feet wide, and are a mixture of sidewalks directly adjacent to the roadway (curb tight) or positions behind a landscape strip (setback). It should be noted that this Study did not assess if existing sidewalks and curb ramps complied with the Americans with Disabilities (ADA) requirements for these facilities. A map of existing pedestrian and bicyclist facilities within the study area is included **Figure 2-7**. To highlight the gaps within the pedestrian network, a separate figure 'Existing Sidewalk Gaps' is included as **Figure 2-8**. Some illustrative examples of gaps within the network are included below as, **Figure 2-9, Figure 2-10, Figure 2-11**.



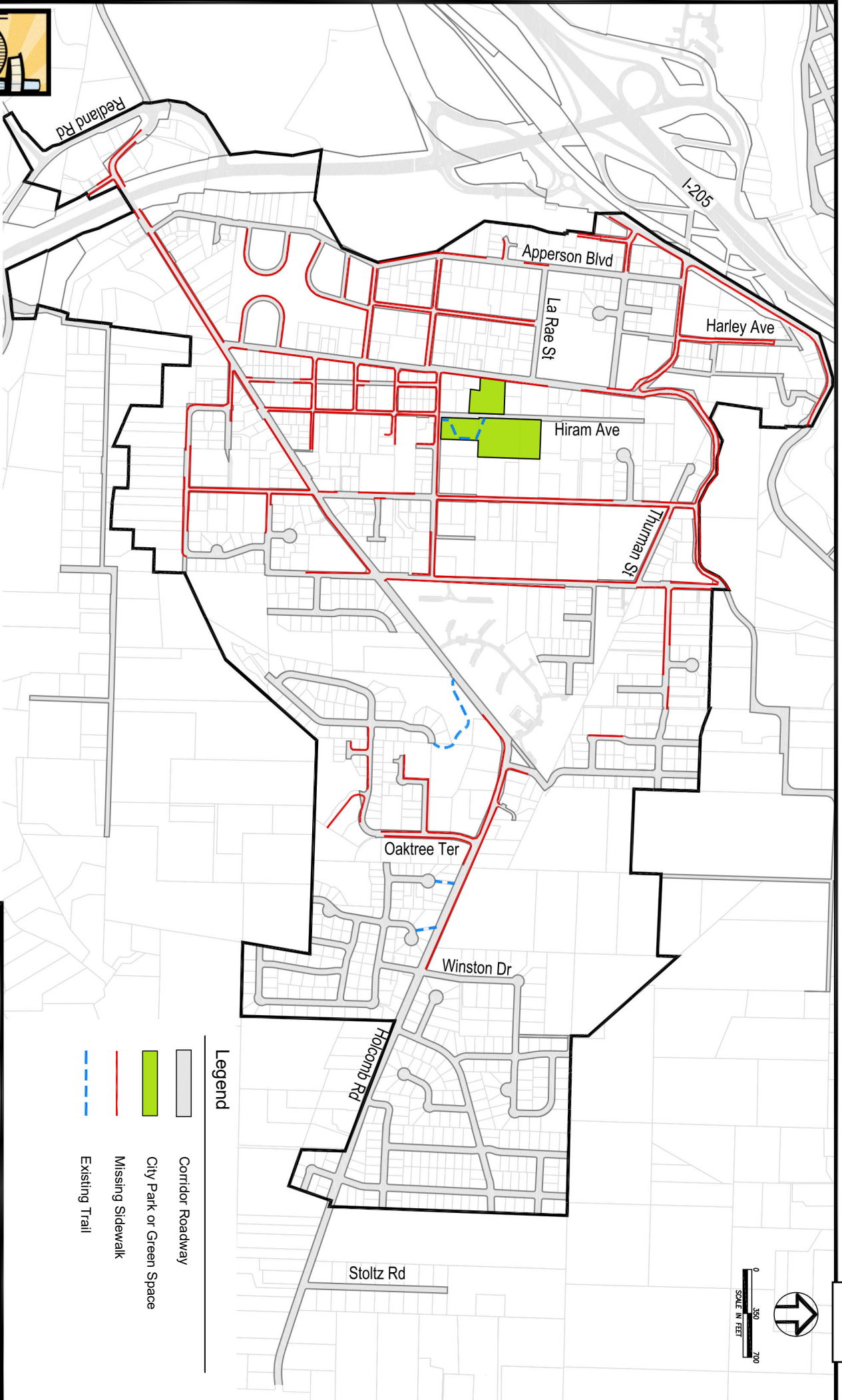
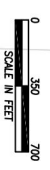
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|--|--------------------------|--|-------------------------|
| | Corridor Roadway | | Sidewalk, Path or Trail |
| | City Park or Green Space | | Bike Lane |
| | Conceptual Development | | Existing Trail |
| | | | Ramp |

Figure 2-7: Existing Pedestrian And Bicycle Facilities

PARK PLACE URBANIZATION STUDY

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Legend

- Corridor Roadway
- City Park or Green Space
- Missing Sidewalk
- Existing Trail

Figure 2-8: Existing Sidewalk Gaps

PARK PLACE URBANIZATION STUDY

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**Figure 2-9: End of Sidewalks
Hunter Ave**



**Figure 2-10: No Transition
S. Ames Street**

Bicycle Facilities

The only bicycle lanes within the study area are along Holcomb Blvd, the minor arterial bisecting the neighborhood. There are a few small sections of shared use pathways that connect along the south side of Holcomb Blvd. Lack of painted bike lanes, narrow road widths, steep roadway slopes, and minimal connectivity between roadways in the neighborhood make it difficult for bikes to travel in the neighborhood.

Public Transit Facilities

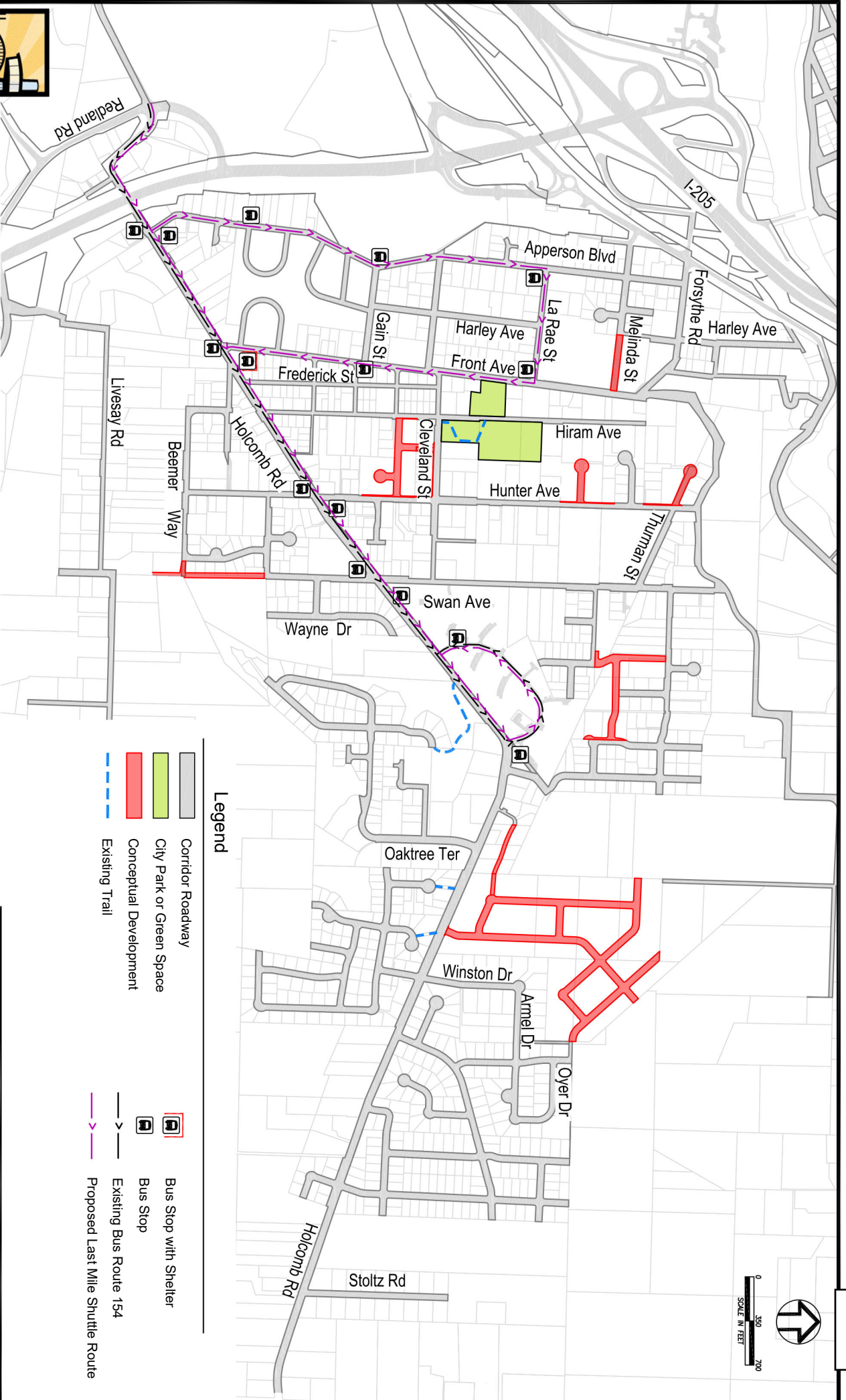
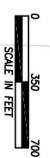
TriMet provides public transit services along Holcomb Blvd and S. Longview Way as part of the Willamette/Clackamas Heights Route 154. There are a total of twelve bus stops along this section of Route 154 within the neighborhood. The majority of the bus stops are not equipped with benches or covered areas for pedestrians.

The City is in the process of finalizing a city shuttle service to provide access to various destinations within the city. The draft route map for the First Mile – Last Mile Shuttle service includes stops within the Park Place Neighborhood.

Bus stops and routes are shown on the Existing Public Transit Facilities **Figure 2-12**.



**Figure 2-11: Sidewalk Dead End
Swan Ave**



Legend

- | | | | |
|--|--------------------------|--|----------------------------------|
| | Corridor Roadway | | Bus Stop with Shelter |
| | City Park or Green Space | | Bus Stop |
| | Conceptual Development | | Existing Bus Route 154 |
| | Existing Trail | | Proposed Last Mile Shuttle Route |

2.3 Existing Streetscape Elements

Pavement Markings / Crossings

The majority of the roadways in the Park Place Neighborhood do not have pavement markings for pedestrian crosswalks, center lines, bike lanes, or street parking. Only a small number of roads connected to the main arterial, Holcomb Blvd, have pavement markings for center lines and speed bumps.

On-street Parking & Driveways

There is limited on-street parking within the neighborhood to accommodate all residents. Some areas of gravel parking exist in the shoulder of narrow roads.



Figure 2-13: Mailboxes on Apperson Blvd

Mailboxes

Mailboxes within the neighborhood are a mix of individual mailboxes and consolidated drop boxes. A large percentage of the individual mailboxes within the neighborhood are installed within the limits of existing sidewalks. As seen in **Figure 2-13**, these mailboxes can constitute an accessible barrier to some users, due to the limited remaining width of sidewalk around them.

Connectivity

Connectivity through the study area is limited, particularly for pedestrians and bicyclists. Swan Ave and Hunter Ave provide north-south connectivity through the neighborhood for motorists. However, there is no continuous east-west connection through the study area with the exception of Holcomb Blvd. Holcomb Blvd being an arterial roadway with high traffic volumes is a barrier to bicycle users due to the need to cross back and forth across Holcomb Blvd. Cleveland St has some east-west connectivity, but it terminates at Swan Ave on the east side and includes sections with steep elevation changes which make it less suitable for bicycle and pedestrian travel.

Speed Control

Concerns over speeding have been noted within the neighborhood. Speed humps are currently installed on both Apperson Blvd and Front Ave. La Rae St adjacent to the Alliance Academy narrows to accommodate crosswalks at S. Harley Ave, another traffic calming method implemented. Additional speed control measures may be necessary to control vehicle speeds throughout the study area.

2.4 Planned Improvements

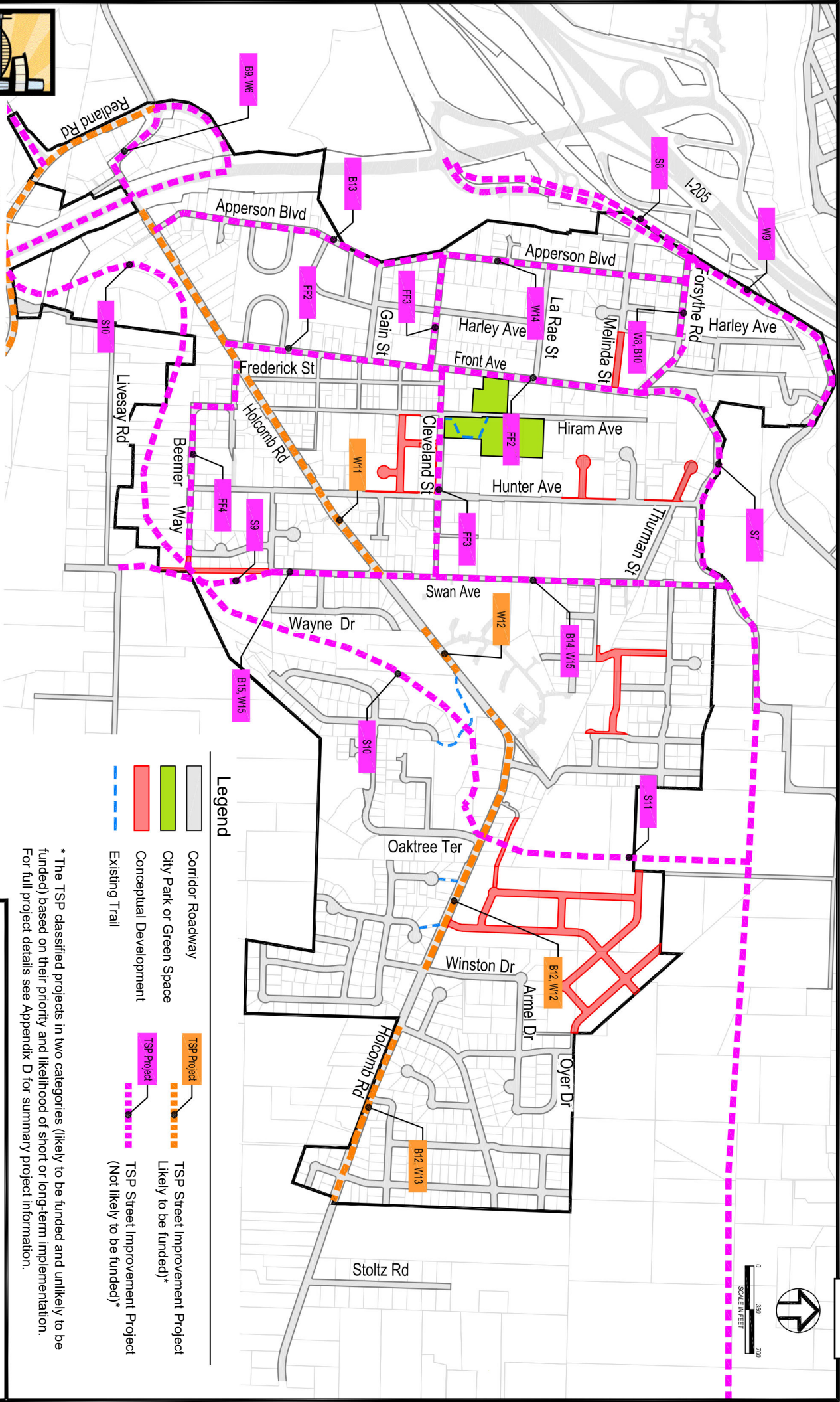
There are several planned improvements within the study area which are described in City planning documents outside of this Urbanization Study. The following paragraphs include a short description of each planning document, planned improvements within the study area, and relevance to the Urbanization Study.

Transportation System Plan (TSP)

The *2013 Transportation System Plan (TSP)* defines transportation systems within the City and provides a long-term guide to transportation investments within the City. The TSP describes proposed cross sections for the development of existing streets within the neighborhood. The TSP also prioritizes projects within the neighborhood, defining them as ‘likely to be funded’ and ‘not likely to be funded’. Projects anticipated as part of the TSP are included in **Figure 2-14**.

The TSP also identifies a regional trail network crossing through the neighborhood at Holcomb Elementary School, along Forsythe Rd and along the stream corridor south of Holcomb Blvd. The approximate routing for this network is shown on **Figure 2-14**.

The TSP also identifies three projects within the neighborhood designated as Family Friendly projects on Front Street (FF2), Cleveland Street (FF3) and Jacobs/Beemer Street (FF4). These projects are intended to fill gaps and provide wayfinding and shared use lane markings. The intent of these projects appears not to redefine the classification of the street upon which the improvements are denoted.



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Holcomb Blvd Pedestrian Enhancement Concept Plan

The *Holcomb Blvd Pedestrian Enhancement Concept Plan (2005)* describes goals and objectives for Holcomb Blvd Improvements. This plan also describes improvements intended to increase safety along Holcomb for pedestrians, bicyclists, and drivers.

Park Place Concept Plan

The *Park Place Concept Plan (March 2008)* describes a planned development to the south of the study area. This plan includes planned roadway extensions and connectivity to Holcomb Blvd at Swan Ave, and near the eastern end of the Park Place Neighborhood near Jada Way and Barlow Dr. The plan defines a proposed roadway cross section for Swan Ave south of Holcomb Blvd.

Trails Master Plan

The *Oregon City Trails Master Plan (October 2004)* describes existing and planned trail networks within Oregon City and connection to existing and planned regional trails. The plan includes trail development standards applicable to any planned trails within the Park Place Neighborhood. The Plan includes several proposed trail segments within the neighborhood.

2.5 Public Utilities

Water, sewer, and storm utilities within the Park Place Neighborhood are owned, operated, and maintained by the City of Oregon City. The existing conditions of these facilities are briefly summarized in the paragraphs below. Planned improvements to the City's water, sewer, and stormwater systems are included in associated master plans and are summarized below. Improvements to transportation network elements should consult master planning documents to ensure street work is coordinated efficiently.

Water

Potable water throughout the neighborhood is conveyed through steel, cast iron, and ductile iron pipe. The South Fork Water Board operates a water treatment plant within the neighborhood at the corner of Hunter Ave and Thurman Way. One water pump station is located in the neighborhood at the intersection of Hillock Lane and Hunter Ave. A reservoir is located on Oyer Drive. The Clackamas River Water District services properties within the study area to the east of S Winston Drive.

The *Oregon City Water Distribution System Master Plan (February 2012)* gives recommendations for water needs based on future growth within Park Place. Projects include pipeline upsizing, replacing deficient pipes, and installing pressure reducing valve stations. A summary of proposed improvements is included below:

- Recommended storage reservoir in northeast corner of the study area next to existing storage reservoir
- Future 12", 8", 6" pipelines in northeast Park Place
- Future 14", 12", 8" pipelines in south Park Place and southeast Park Place
- Recommended pressure reducing valve station in southeast Park Place (existing system CIP)
- Recommended pipe replacement on Longview Way (existing system CIP)
- Recommended 8" pipe addition off Oaktree Terrace (existing system CIP)

Sewer

Sanitary sewer service is provided through gravity sewers for majority of the customers in the neighborhood.

The *Oregon City Sanitary Sewer Master Plan (2014)* includes sewer replacement projects within the Park Place Neighborhood limits. There are modeled sewer improvements throughout the Neighborhood that extend into the proposed South Park Place concept developments located south of the neighborhood. A summary of proposed improvements is included below.

- Sewer replacement project #6, within the neighborhood limits
- Sewer replacement project on Holcomb Blvd
- Park Place Concept Plan - South Park Place extension

Storm & Drainage

Stormwater throughout the Neighborhood is collected by catch basins and ditches and conveyed by underground storm mains and ditches. Open stormwater conveyance systems exist on Swan Ave, Hunter Ave, Hiram Ave, Cleveland St and small sections of Gain St and Ames St.

The *Oregon City Stormwater Master Plan (2020)* modeled two basins within the neighborhood. The park place basin and the Livesay/Holcomb Basin. The park place basin discharges to the stream running through the west side of the neighborhood north of Holcomb. This system is a combination of open channels and culverts modeled from Swan Ave to Apperson Blvd. The Livesay/Holcomb basin discharges to the stream on the south side of Holcomb. This system is also a combination of open channels and piped flow. This basin is modeled along Holcomb Blvd from Kittyhawk Ave to the outfall on Oak Tree Terrace.

The master plan summarizes stormwater capacity in these two basins as follows:

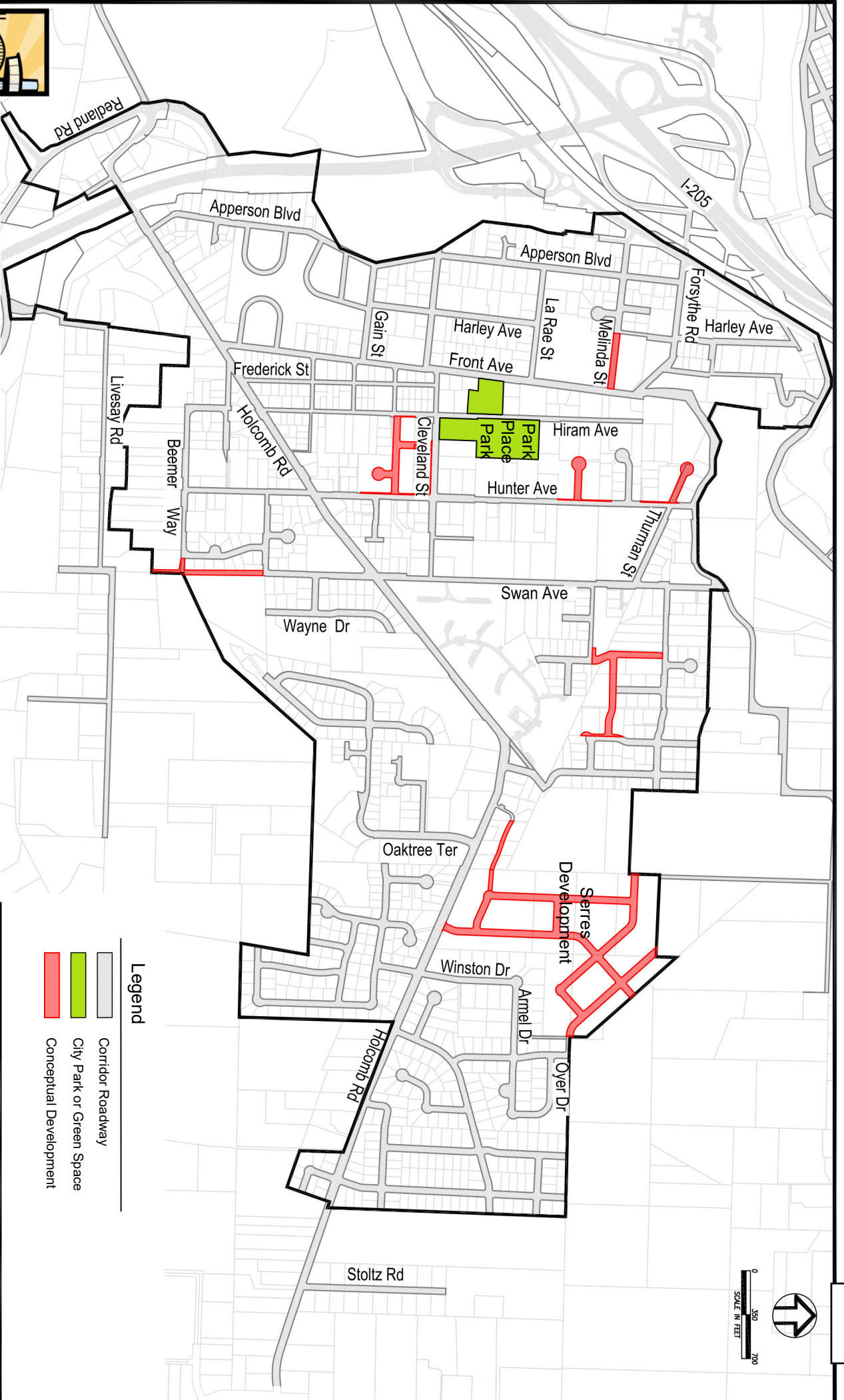
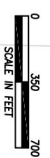
- Existing culverts in the Park Place basin may not have capacity for current flows, but the drainage system is likely to be modified with future development.
- The Holcomb Boulevard conveyance system is not large enough to accommodate current flows and expected to be further stressed by projected development in the Livesay basin.

CIP #9, the Holcomb Boulevard Capacity Improvement project was the only stormwater project identified within the study area.

- Existing culverts in the Park Place basin may not have capacity for current flows, but the drainage system is likely to be modified with future development.

2.6 Development Projects

A number of development projects are in various planning stages within the neighborhood. These developments are shown in the following **Figure 2-15**. They include a large development anticipated east of Holcomb School, currently named the Serres Development. This development will provide additional connectivity to the Holcomb school for properties to the east. A trail project is anticipated to be a condition of development approval completing a link between Holcomb Blvd and Forsythe Road. This would likely be located along the western edge of the development as part of the regional trail network expansion.



Legend

- Corridor Roadway
- City Park or Green Space
- Conceptual Development

Figure 2-15: Development Projects.dwg

PARK PLACE URBANIZATION STUDY

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SECTION 3: ALTERNATIVE DEVELOPMENT AND SELECTION

This section describes the process by which proposed improvement alternatives were developed, including the objectives and public engagement efforts that informed alternative development. These alternatives are defined and their expected implications for transportation and safety are discussed in the following pages.

3.1 Public Engagement Process

The project team attended two Park Place Neighborhood Association meetings. After each meeting, the team administered a public outreach survey. The surveys were provided to community members within the Park Place Neighborhood to obtain feedback on transportation deficiencies and preferences on alternative designs. The first survey allowed community members to express their top safety concerns and describe their daily experiences travelling in the Park Place Neighborhood. The second survey provided visuals of proposed transportation improvements to the study area, and allowed participants to provide opinions on which improvements were most desirable. These results were used in determining final design improvements and alternatives to the Park Place Neighborhood.

3.2 Public Outreach #1

The intent of the first public outreach effort was to confirm the design teams' understanding of existing facilities, destinations, desired modes and transportation challenges within the study area. The first community survey had 200 responses. A summary of the results is included below in **Figure 3-1**.

CITY OF OREGON CITY

Park Place Neighborhoods

PUBLIC OUTREACH SUMMARY



95%

of survey respondents live within the neighborhood or in one of the adjoining neighborhoods

NEIGHBORHOOD EXPERIENCE:

91%



of survey respondents travel by car in the neighborhood daily or every weekday

57%



of survey respondents travel by walking daily or every weekday

SURVEY RESPONDENTS SAID:



57%

would travel in the neighborhood more often if there were safer sidewalks



63%

believe it's important to provide space for bikes separate from cars in the neighborhood



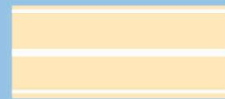
62%

do not want the City to widen the streets within the neighborhood

TOP SAFETY CONCERNS:



Speeding



Lack of Sidewalks

Figure 3-1: Public Survey #1 Results

In summary, the results from the first survey show that most respondents travel by driving daily or every weekday within the study area, while a little over half of respondents travel by walking. The top safety concerns from respondents were the lack of sidewalks, and speeding. If there were safer sidewalks, a little over half of respondents say they would travel more often within the neighborhood. Over half of respondents stated it was not important to widen existing roadways but do believe it is important to separate bicyclists from cars. Over half of respondents do not believe sharrows provide adequate protection when bicycling within the neighborhood.

Appendix A includes full results from Survey #1.

3.3 Alternatives Development

Based upon the concerns expressed during the first public outreach effort, the design team developed a sidewalk prioritization plan, proposed roadway classification and cross sections, mailbox banking options, and a set of potential traffic calming measures.

The existing roadways provide important and continuous routes through the Park Place Neighborhood. However, there are discontinuous and incomplete facilities for pedestrians, bicyclists, and public transit users. This section discusses future needs for the study area as identified by the design team and previous City planning documents.

3.4 Speed Management

Concerns over speeding have been noted within the neighborhood. Speed humps are currently installed on both Apperson Blvd and Front Ave. La Rae St adjacent to the Alliance Academy narrows to accommodate crosswalks at S. Harley Ave, another traffic calming method implemented. Additional speed control measures may be necessary to control vehicle speeds throughout the study area.

3.4.1 Sidewalk Prioritization Plan

A clear outcome of the first public outreach effort was a large neighborhood desire to address gaps within the pedestrian network. The design team developed a sidewalk prioritization plan to address these gaps and prioritize pedestrian improvements. The intent of this plan is to provide continuous pedestrian routes within the neighborhood, with the primary goal of providing access to facilities along Holcomb Blvd, neighborhood schools and the Park Place Park. As discussed, the study area includes areas with potential for near-term development. Developers would be required to complete frontage improvements, which might include the addition of sidewalk and ADA-compliant curb ramps. Therefore, the plan prioritizes sidewalk improvement locations near properties that were unlikely to develop in the near term.

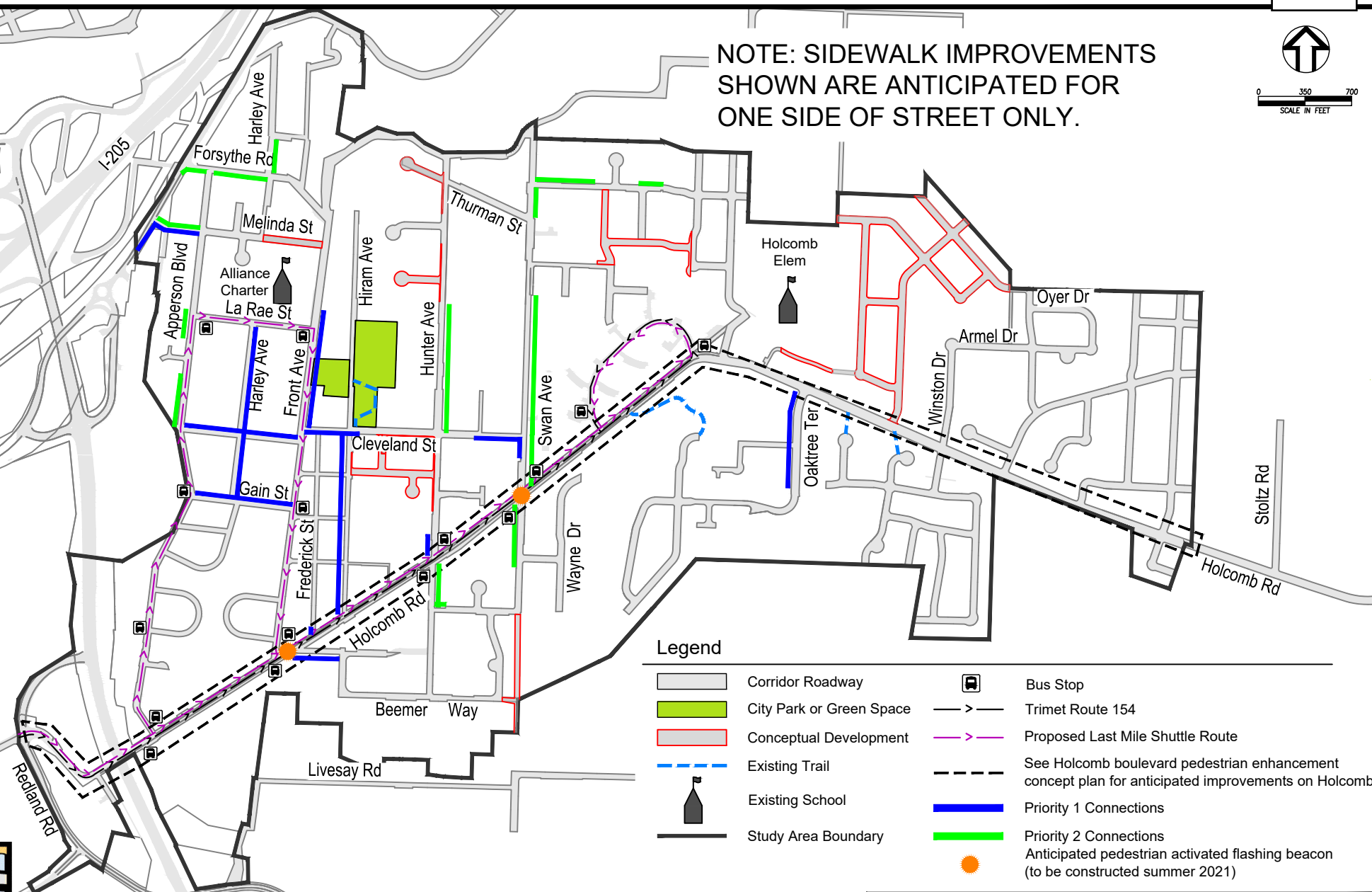
Pedestrian improvements were broken into two phases. The first phase would include those projects that accomplished the plan goals at the lowest cost, and with the lowest possible impact. Impacts were defined as requiring the purchase of Right-of-Way, proximity to NROD boundaries and challenges to construction. The second phase would include sidewalk segments that were further from Holcomb Blvd, served fewer residents, or were necessary to complete a continuous connected network but had development potential.

A graphic illustration of the plan is included below as **Figure 3-2**.



0 350 700
SCALE IN FEET

NOTE: SIDEWALK IMPROVEMENTS
SHOWN ARE ANTICIPATED FOR
ONE SIDE OF STREET ONLY.



Legend

- | | | | |
|--|--------------------------|--|---|
| | Corridor Roadway | | Bus Stop |
| | City Park or Green Space | | Trimet Route 154 |
| | Conceptual Development | | Proposed Last Mile Shuttle Route |
| | Existing Trail | | See Holcomb boulevard pedestrian enhancement concept plan for anticipated improvements on Holcomb |
| | Existing School | | Priority 1 Connections |
| | Study Area Boundary | | Priority 2 Connections |
| | | | Anticipated pedestrian activated flashing beacon (to be constructed summer 2021) |

Figure 3-2: Sidewalk Prioritization Plan

PARK PLACE URBANIZATION STUDY
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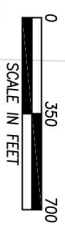
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3.4.2 Proposed Roadway Classification and Cross Sections

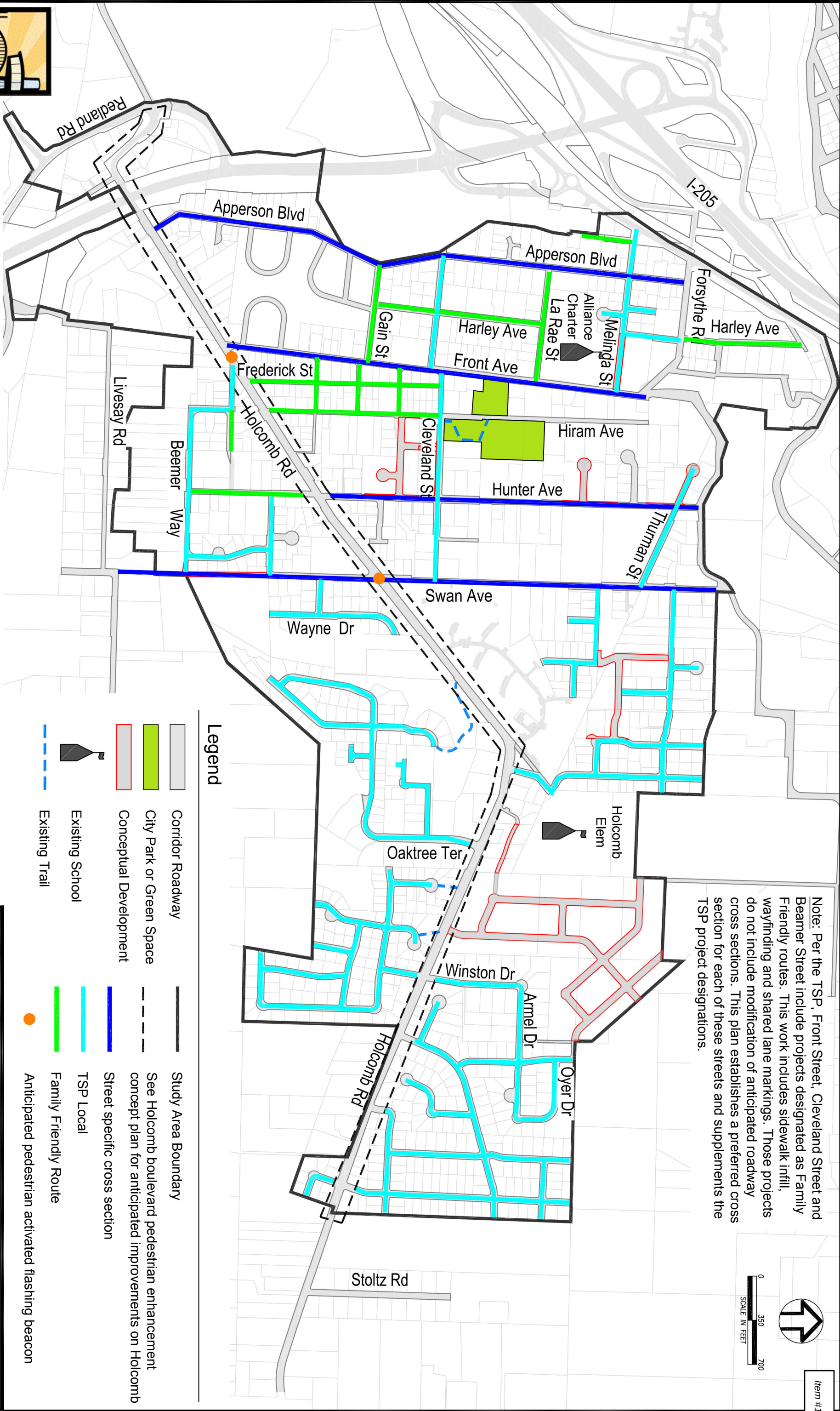
Due to the variable nature of the existing streets in the study area, the project team developed a menu of roadway cross sections for application over each individual street. The intent of these cross sections was to establish a roadway classification system unique to the study area that most closely matched the existing cross sections while providing space for pedestrians, bicycles and motor vehicles as needed. This plan is intended to guide development of street improvements associated with development within the Park Place Neighborhood.

Roadway Classification Plan

The following **Figure 3-3** represents a plan to classify roadways within the study area to a variety of standards discussed below:



Note: Per the TSP, Front Street, Cleveland Street and Beamer Street include projects designated as Family Friendly routes. This work includes sidewalk infill, wayfinding and shared lane markings. Those projects do not include modification of anticipated roadway cross sections. This plan establishes a preferred cross section for each of these streets and supplements the TSP project designations.



Legend

- | | | | |
|--|--------------------------|--|---|
| | Corridor Roadway | | Study Area Boundary |
| | City Park or Green Space | | See Holcomb boulevard pedestrian enhancement concept plan for anticipated improvements on Holcomb |
| | Conceptual Development | | Street specific cross section |
| | Existing School | | TSP Local |
| | Existing Trail | | Family Friendly Route |
| | | | Anticipated pedestrian activated flashing beacon |



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Figure 3-3: Roadway Classification Plan
PARK PLACE URBANIZATION STUDY
September, 2021

This plan includes alternative cross sections for street classifications for Family Friendly Streets, Apperson Blvd, Front Ave, Hunter Ave, and Swan Ave.

Family Friendly Streets

Public outreach efforts indicated that widening of existing roadways was not a priority. A greater priority was to establish walkable areas with provisions for pedestrians and bicyclists. The design team prepared cross sections for Family Friendly Streets to accomplish this goal. This cross section was applied to those streets that were currently narrow, in areas of limited right-of-way and were anticipated to have lower traffic volumes. The proposed cross section for Family Friendly Streets included a reduced width section where stormwater management facilities could be required.

Figure 3-4 and **Figure 3-5** show draft cross sections for Family Friendly Streets, with and without stormwater facilities.

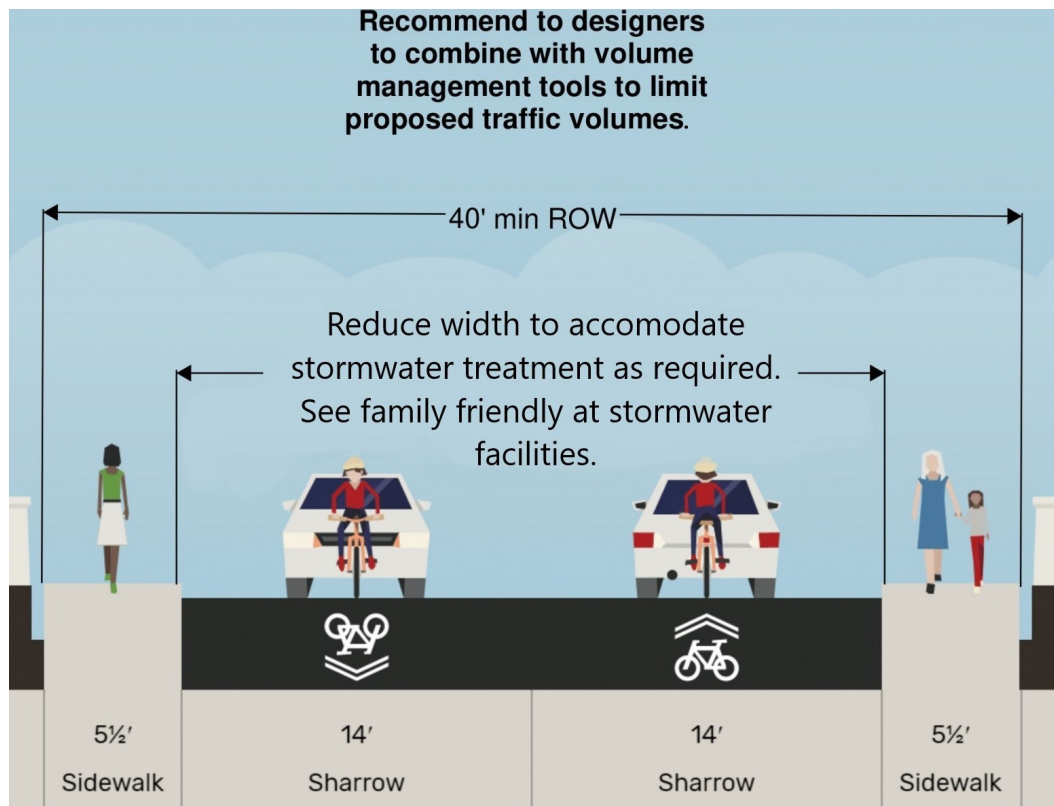


Figure 3-4: Family Friendly Street Cross Section

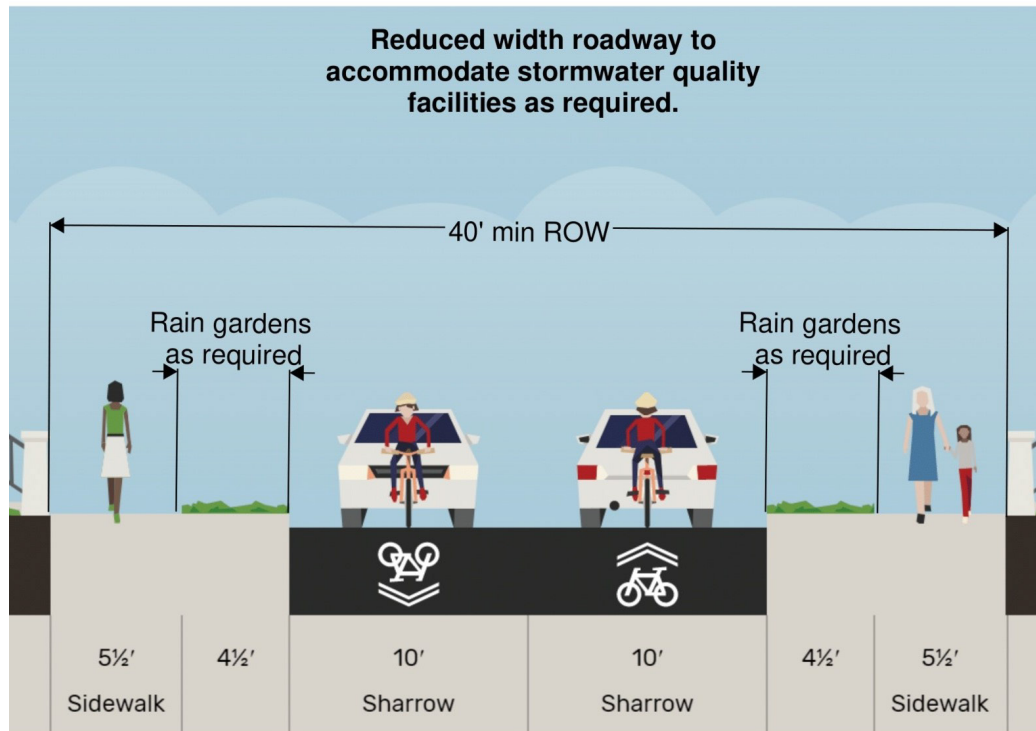


Figure 3-5: Family Friendly at Stormwater Facilities

Apperson Blvd

Apperson Blvd is essentially built out. The current configuration of Apperson includes two 14-foot wide lanes with sidewalks on both sides where they currently exist. This current configuration allows for limited parking, though most residents along this roadway appear to park off street. This existing configuration is shown in **Figure 3-6**.

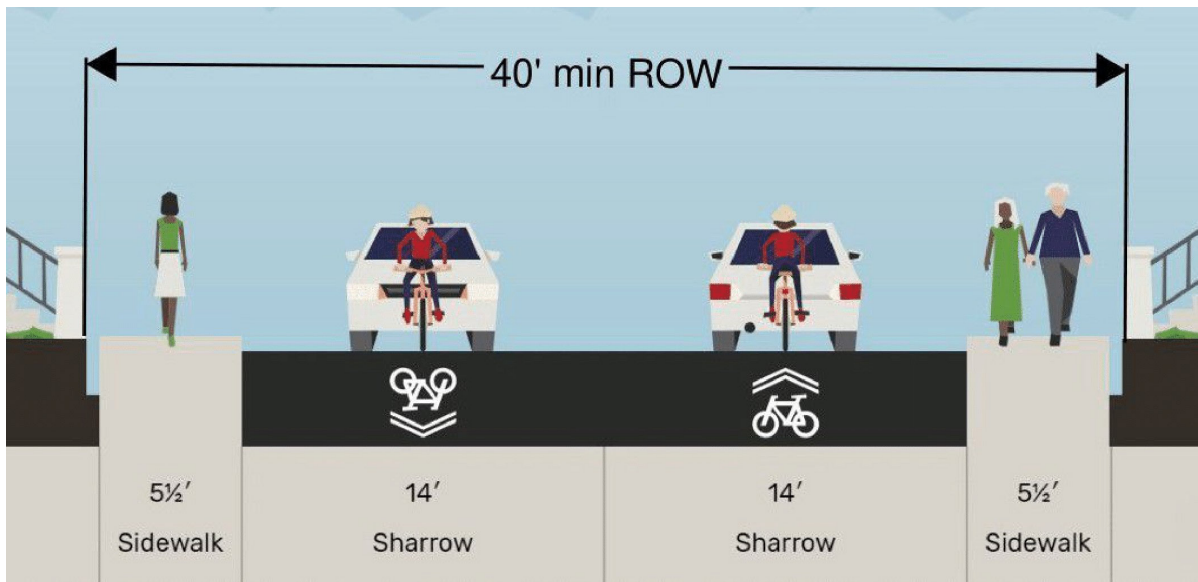


Figure 3-6: Apperson Street Existing Cross Section

The existing curb to curb width allows for an opportunity to narrow the vehicle lanes to include bike lanes on either side. The following proposed alternative was developed to provide the public with the opportunity to select which configuration would be preferred.

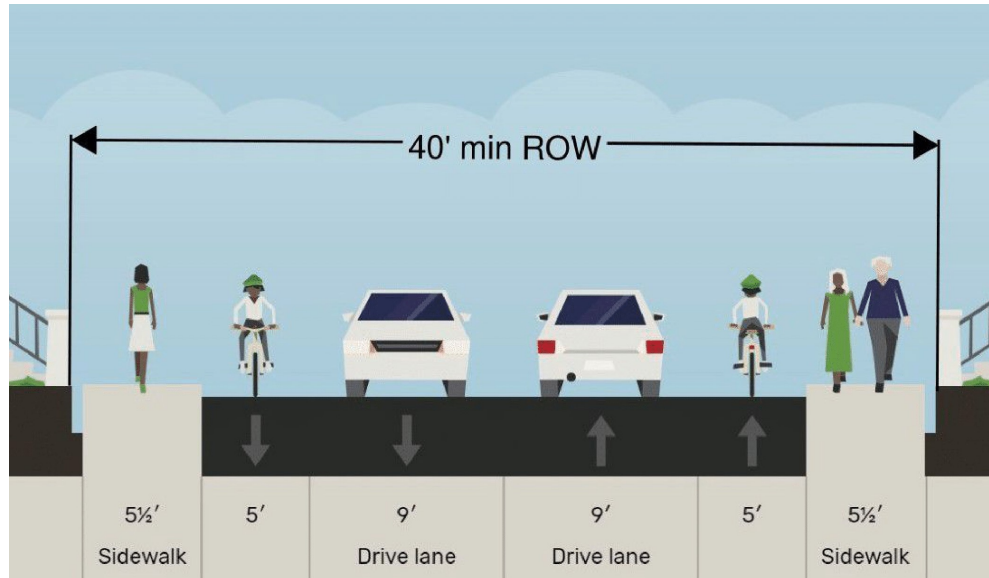


Figure 3-7: Apperson Street Proposed Cross Section

Front Avenue

Front Ave currently includes approximately 36 feet of paved width with sporadic curb tight sidewalks located mainly on the west side of the street. The current paved width allows for parking on either side of the roadway. The east side of the street is constrained in several locations by limited right-of-way and retaining walls. As Front Ave is a direct connection to Holcomb Blvd, Alliance Academy and Park Place Park, it would be a convenient location to provide biking facilities. The following two alternatives were prepared to allow the public an opportunity to choose a preference. Option 1 maintains the current road space allocation for on-street parking with bicycles and vehicles sharing the road.

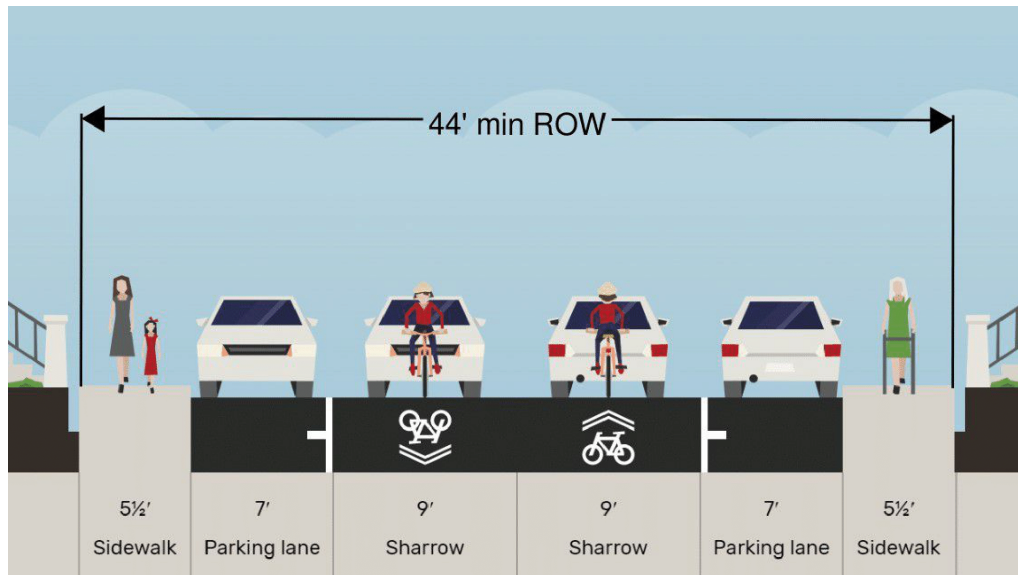


Figure 3-8: Front Avenue Proposed Cross Section – Option 1

Option 2 removes parking on one side of the roadway and reduces the vehicular lane width to allow for bike lanes on either side. The parking lane in this configuration could alternate sides of the roadway to create an effective chicane along the roadway to reduce vehicle speeds. A chicane is an artificial narrowing or turn on a road. The curving nature of the roadway has been found to reduce vehicle speeds.

Both options include sidewalk on both sides of the roadway.

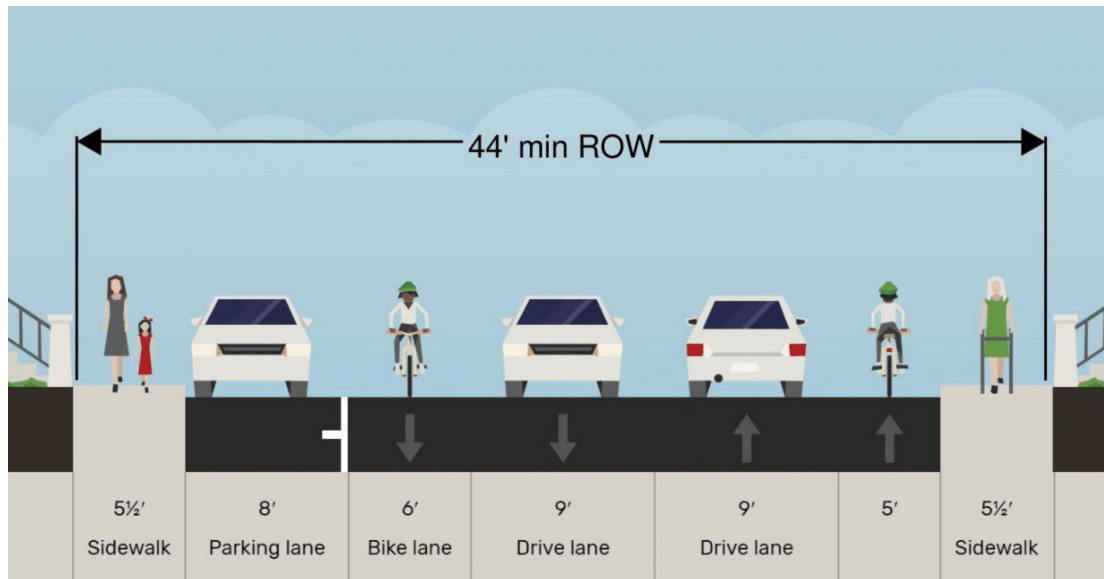


Figure 3-9: Front Avenue Proposed Cross Section – Option 2

Hunter Avenue

Hunter Ave is predominantly a narrow rural character roadway, with the exception of some recent development between Holcomb Blvd and Cleveland St. The recently-developed street segments include approximately 32 feet of paved width providing for on-street parking on either side of the roadway, a 5-foot landscape buffer and 5-foot sidewalks. Hunter Ave, as it goes north from Cleveland St, is constrained on either side by topographic and environmental boundaries. The following cross section was developed to match the existing improvements, and allow for flexibility to reduce the design width when confronted with topographic or environmental constraints.

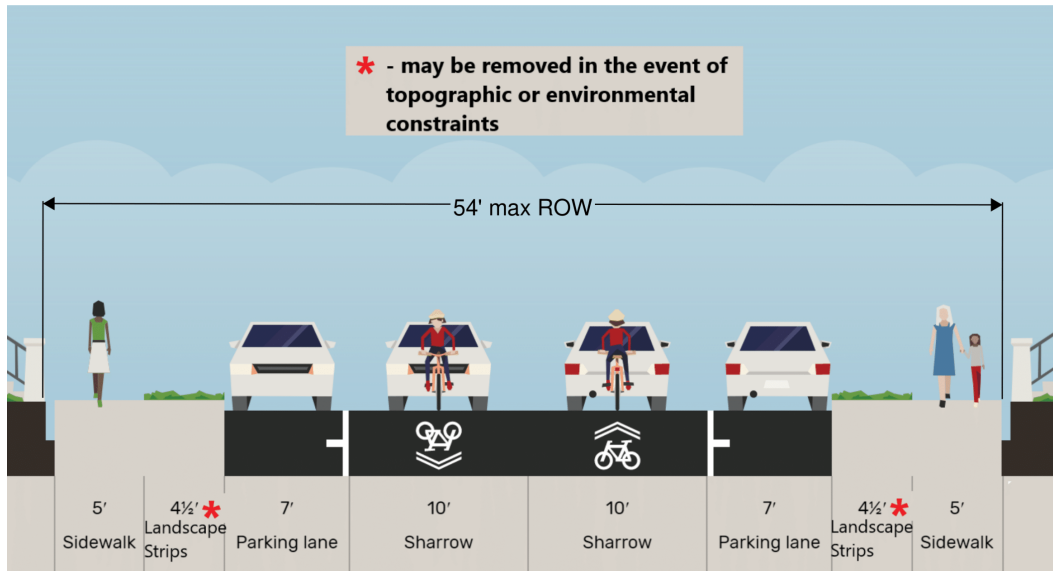


Figure 3-10: Hunter Street Alternative Cross Section

Swan Avenue

Swan Ave as it currently exists has a rural character throughout most of its length. As the roadway travels north from Cleveland St it is constrained by topographic and environmental boundaries. Swan Ave is designated as a collector roadway and will eventually connect to the Park Place Development planned for south of the study area. The following cross section was developed to conform to the future development section. It allows for flexibility to reduce the design width when confronted with topographic or environmental constraints.

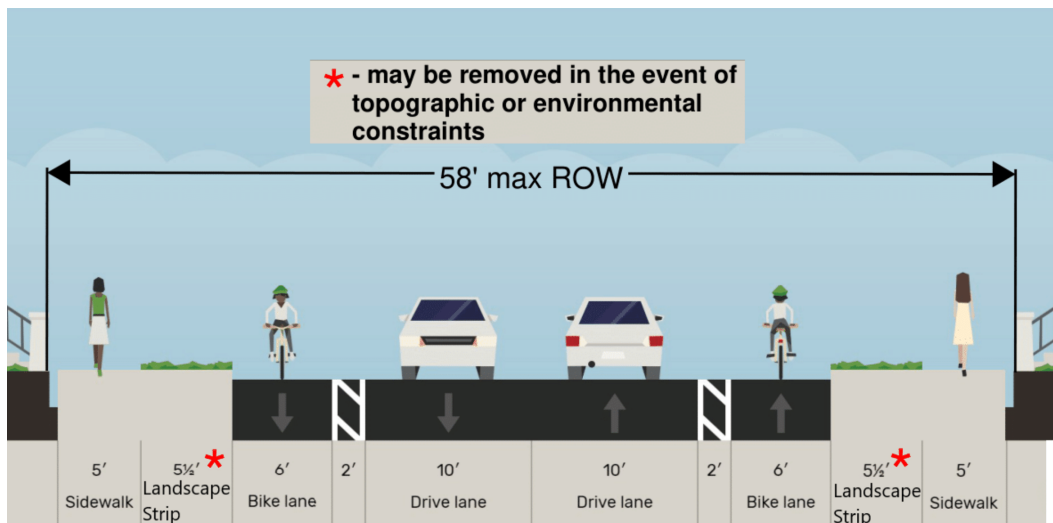


Figure 3-11: Swan Avenue Alternative Cross Section

Local Roadways

The bulk of roadways within the study area are currently designated as local roadways per the TSP. It was determined that several streets should remain in this local designation due to the current built out nature of those roadways primarily meeting this standard.

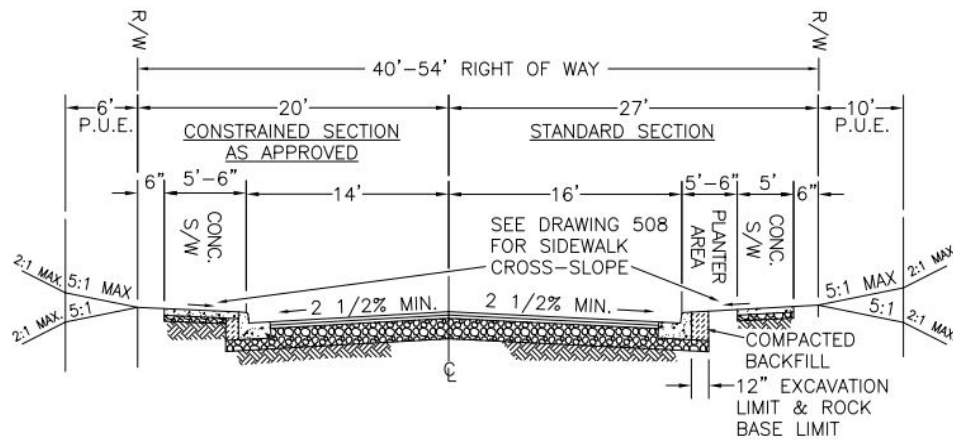


Figure 3-12: Local Roadway Cross Section

3.4.3 Trail Connectivity Plan

To address the lack of east-west connectivity within the Neighborhood, several trail routes were investigated to provide connections between Holcomb Elementary, Alliance Charter school and the Park Place Park. The locations shown on **Figure 3-13** on were identified as possible options to provide separated trail facilities. The development of these facilities will require approval and right-of-way acquisition from private entities.



0 350 700
SCALE IN FEET

Trail through Charter Park may require voter approval

Trail will require SFWB approval

Trail will require school district approval



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Legend

- | | | | |
|--|--------------------------|--|---|
| | Corridor Roadway | | Study Area Boundary |
| | City Park or Green Space | | Steep slopes |
| | Conceptual Development | | Planned Regional Trail Network |
| | Existing School | | See Holcomb boulevard pedestrian enhancement concept plan for anticipated improvements on Holcomb |
| | Existing Trail | | Possible Trail Connection (8-12' asphalt) |
| | | | Anticipated pedestrian activated flashing beacon |

Figure 3-13: Conceptual Trail Connection Plan

PARK PLACE URBANIZATION STUDY
September, 2021

3.4.4 Mailbox Banking

The City received a number of citizen complaints regarding existing mailboxes obstructing sidewalks within the Park Place Neighborhood. As part of public outreach, the project team gauged resident willingness to invest resources into the consolidation of mailboxes and removal of private individual boxes along the roadway. Two options were presented to the public: keeping existing mailboxes (as shown in **Figure 2-13**), or mailbox banking, as shown in **Figure 3-14: Mailbox Banking**



Figure 3-14: Mailbox Banking

3.4.5 Traffic Calming Measures

The design team presented the public with a variety of speed management options to gauge which measures were preferred. These traffic calming measures were suggested to address speeding issues within the study area, and facilitate the development of family-friendly bike routes. Speed management tools described in the following paragraphs were obtained from the NACTO urban bikeway design guide.

The following options were presented:

Speed Humps – Speed humps are 3 to 4 inches high and 12 to 14 feet long, such that speeds are reduced to 15 to 20 mph. They are often referred to as “bumps” on signage and by the general public.



Figure 3-15: Speed Humps

Neck Downs - Neckdowns are pinchpoints at intersections; they are minor street crossing treatments that narrow at least one side of an intersection using curb extensions or edge islands on both sides of the street. They are often combined with parking bays on side streets off commercial main streets.



Figure 3-16: Neck Downs

Traffic Circles – Neighborhood traffic circles are minor street crossing treatments that also provide speed management. They are raised or delineated islands placed at intersections that reduce vehicle speeds by narrowing turning radii, narrowing the travel lane, and, if planted, obscure the visual corridor along the roadway. It should be noted that the City of Portland has found such circles to be less effective than frequently spaced speed humps, and many people on bicycles complain that motorists overtake them when approaching the circles, creating a hazardous condition.



Figure 3-17: Traffic Circles

Speed Lumps - Speed cushions or speed lumps are either speed humps or speed tables that include wheel cutouts to allow large vehicles and bicycles to pass unaffected, while reducing passenger car speeds. They can be offset to allow unimpeded passage by emergency vehicles and are typically used on key emergency response routes. They should be used with caution, however, as people driving sometimes seek out the space between the lumps, reducing the traffic calming effect and causing unpredictable driving.



Figure 3-18: Speed Lumps

Curb Extensions - Curb extensions or bulb-outs extend the sidewalk or curb face into the parking lane at an intersection. When placed on the bicycle boulevard, they visually narrow the roadway. Curb extensions on the cross street act as a minor street crossing. All curb extensions reduce the crossing distance for pedestrians, can increase the amount of space available for street furniture and trees, and can act as stormwater management features.



Figure 3-19: Curb Extensions

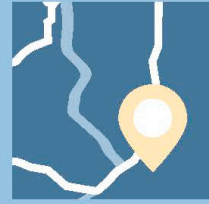
3.5 Public Outreach #2

The intent of the second public outreach effort was to solicit feedback from the Park Place Neighborhood on the alternatives developed by the project team. The team presented design alternatives to the neighborhood association on April 19, 2021, followed by an online link to a community survey. The second community survey had 103 responses. A summary of responses is included in the figures on the following pages. See **Appendix B** for full results from Survey #2.

CITY OF OREGON CITY

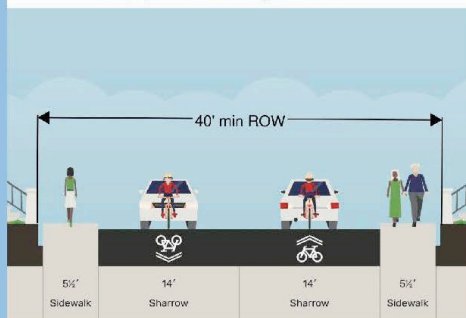
Park Place Neighborhoods

PUBLIC OUTREACH SUMMARY



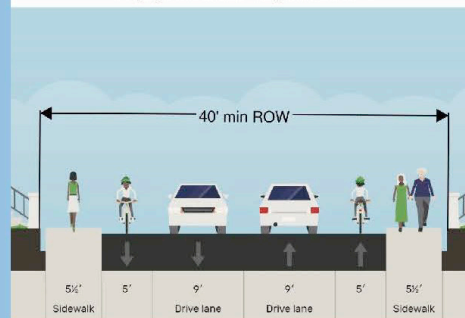
APPERSON OPTIONS

Apperson **Option 1**



60% of survey respondents prefer to keep existing conditions

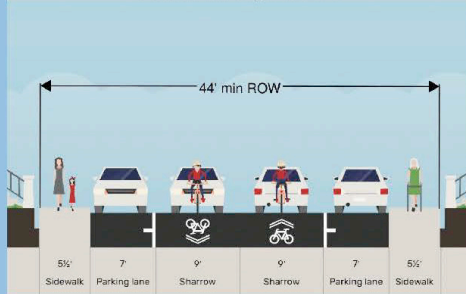
Apperson **Option 2**



40% of survey respondents prefer this alternative

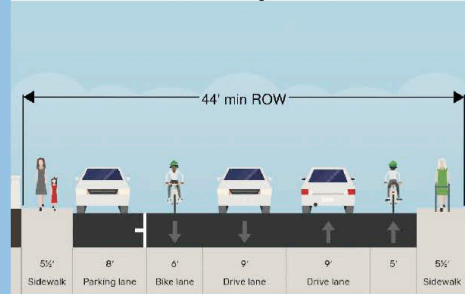
FRONT STREET OPTIONS

Front St **Option 1**



53% of survey respondents prefer to keep existing conditions

Front St **Option 2**

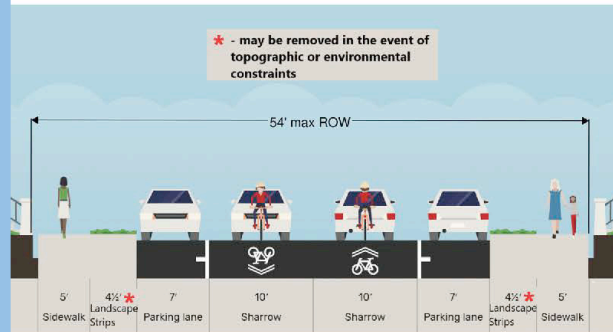


47% of survey respondents prefer this alternative

Figure 3-20: Public Survey #2 Results
Apperson Blvd & Front St

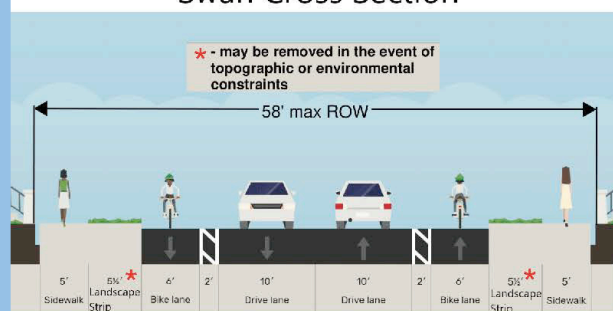
HUNTER AVENUE PROPOSED OPTION

Hunter Cross Section



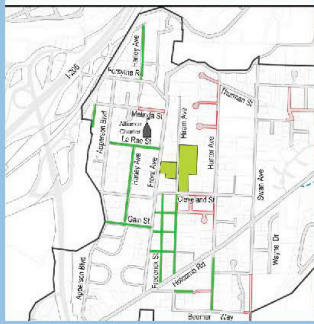
SWAN AVE PROPOSED OPTION

Swan Cross Section



**Figure 3-21: Public Survey #2 Results
Hunter Ave & Swan Ave**

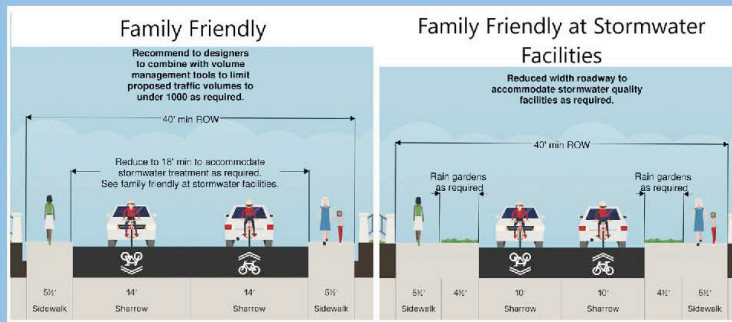
FAMILY FRIENDLY PROPOSED OPTION



Respondents were shown a map of highlighted family friendly streets and asked to vote on proposed cross sections:

82% of respondents say "Yes"

18% of respondents say "No"



MAILBOX OPTIONS



37% of survey respondents want to keep them where they are



63% of survey respondents want to invest in mailbox banking

TOP RANKED CALMING MEASURES



1. Traffic circles



2. Speed humps



3. Speed lumps

Figure 3-22: Public Survey #2 Results
Family Friendly Street, Mailbox Options and Traffic Calming

SECTION 4: FINAL CONCEPT PLAN

The final plan recommended for adoption by the City includes the following plan elements:

4.1 Sidewalk Prioritization Plan

The following sidewalk prioritization plan is recommended for adoption as shown in **Figure 4-1**.



0 350 700
SCALE IN FEET

NOTE: SIDEWALK IMPROVEMENTS
SHOWN ARE ANTICIPATED FOR
ONE SIDE OF STREET ONLY.

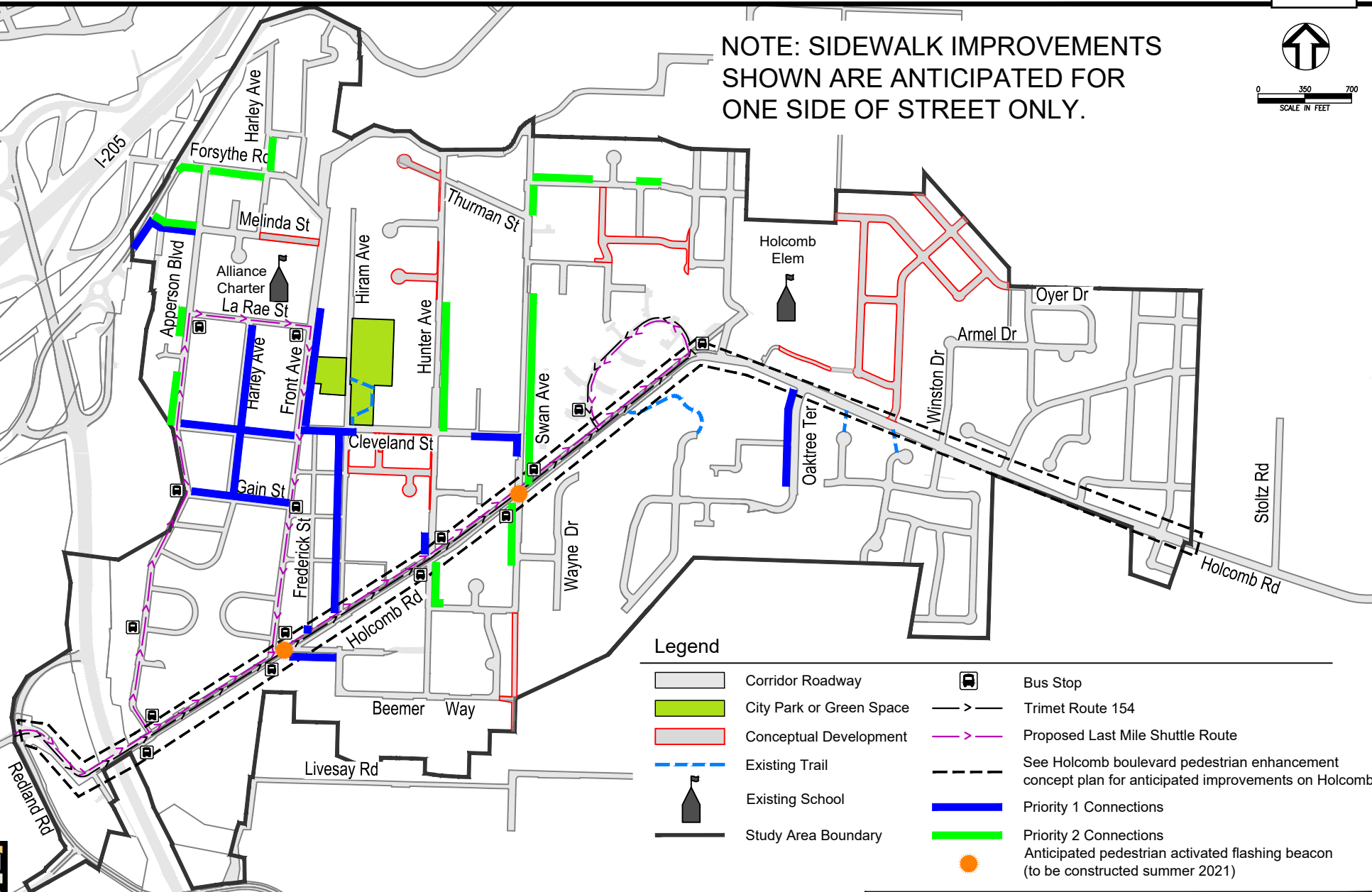


Figure 4-1: Sidewalk Prioritization Plan

PARK PLACE URBANIZATION STUDY
September, 2021



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4.2 Proposed Roadway Classification

4.2.1 Proposed Roadway Classification and Cross Sections

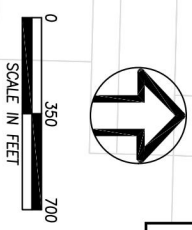
The following roadway classification plan and associated cross sections are recommended for adoption as shown in **Figure 4-2**.

Constrained sections

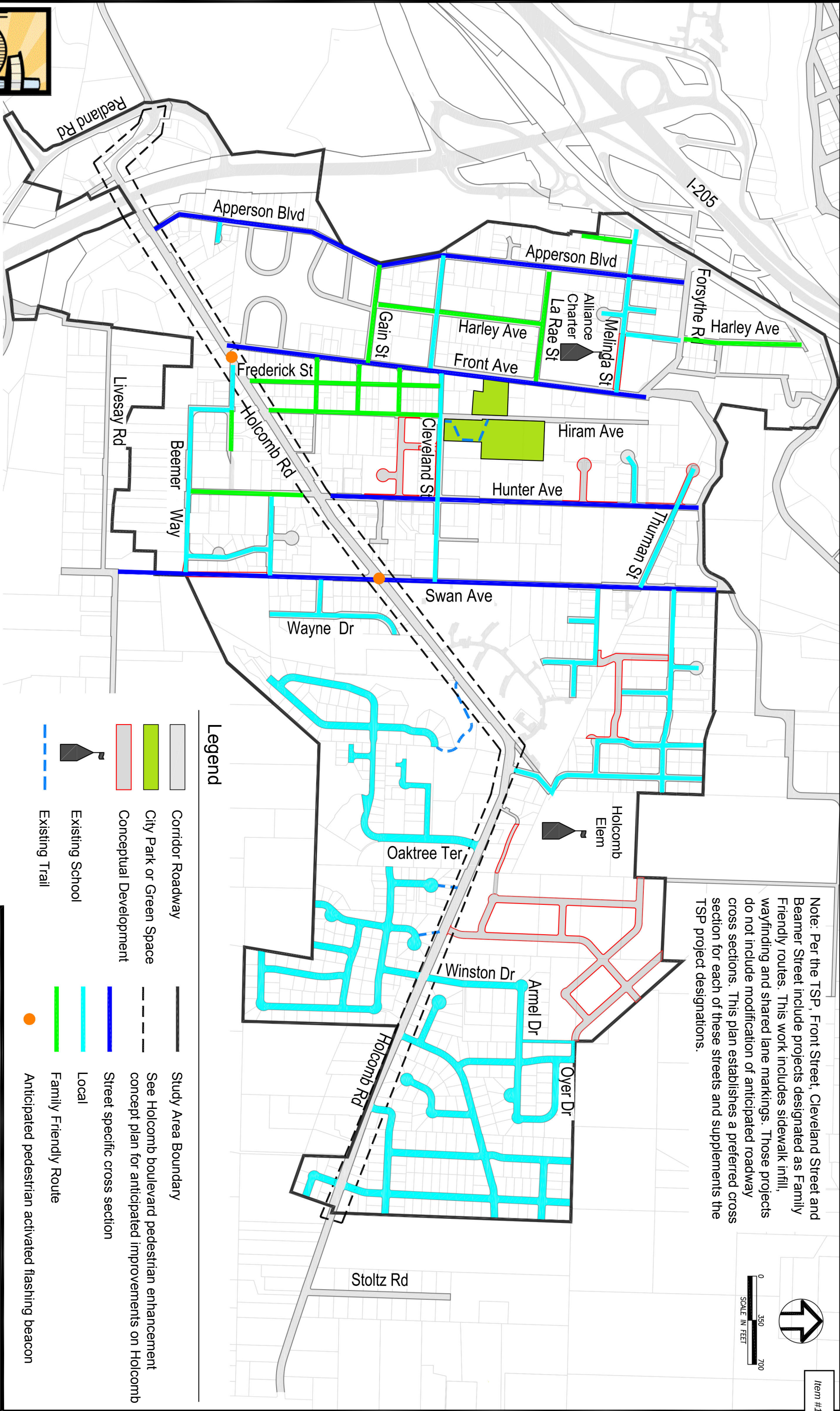
Several of the roadway cross sections below allow for deviation from the standard section when roadway corridors are constrained by topographic or environmental boundaries. Some roadway sections may be too narrow for landscaping within the ROW, but it is anticipated that planting (groundcover/ shrubs/ trees) will be incorporated behind the sidewalk. Approval of any reduced section will be at the sole discretion of the City Engineer.

TSP clarification

Within the current TSP, Front Street, Cleveland Street and Beamer Street include projects designated as Family Friendly routes. This work includes sidewalk infill, wayfinding and shared lane markings. Those projects do not include modification of anticipated roadway cross sections. This plan establishes a preferred cross section for each of these streets and supplements the TSP project designations.



Note: Per the TSP, Front Street, Cleveland Street and Beamer Street include projects designated as Family Friendly routes. This work includes sidewalk infill, wayfinding and shared lane markings. Those projects do not include modification of anticipated roadway cross sections. This plan establishes a preferred cross section for each of these streets and supplements the TSP project designations.



Legend

- Corridor Roadway
- City Park or Green Space
- Conceptual Development
- Existing School
- Existing Trail
- Study Area Boundary
- See Holcomb boulevard pedestrian enhancement concept plan for anticipated improvements on Holcomb
- Street specific cross section
- Local
- Family Friendly Route
- Anticipated pedestrian activated flashing beacon



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Figure 4-2: Approved Classification Plan
PARK PLACE URBANIZATION STUDY
September, 2021

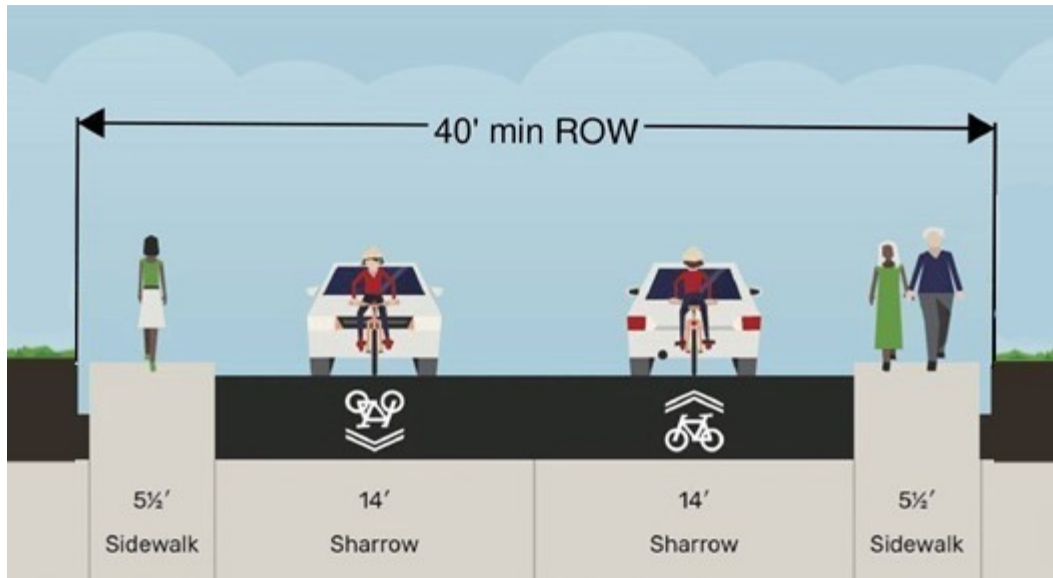


Figure 4-3: Apperson Street Cross Section

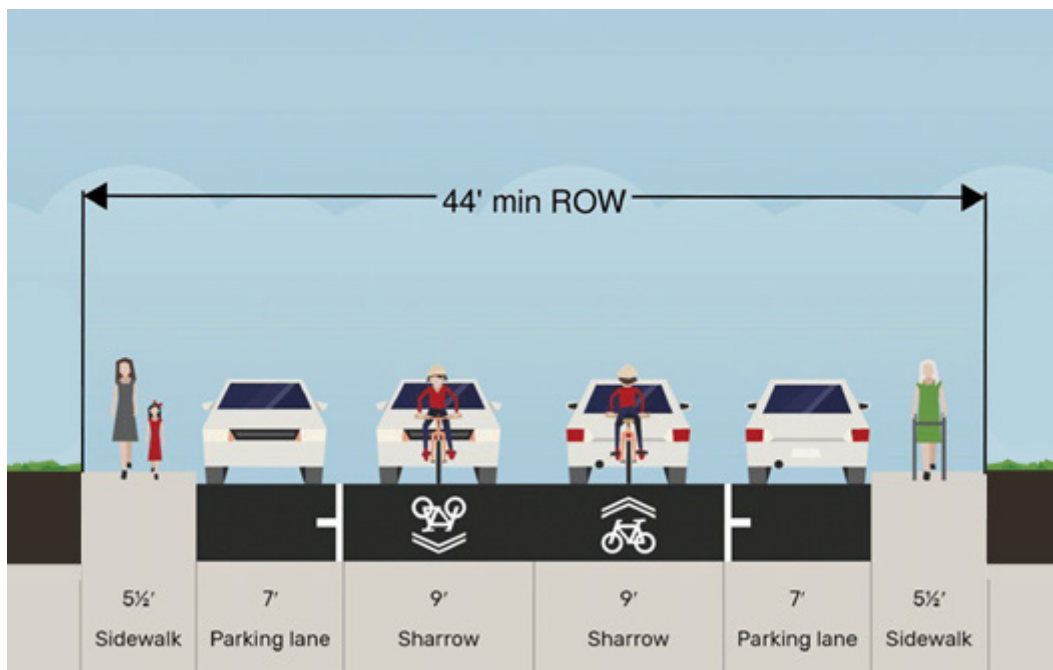


Figure 4-4: Front Avenue Cross Section

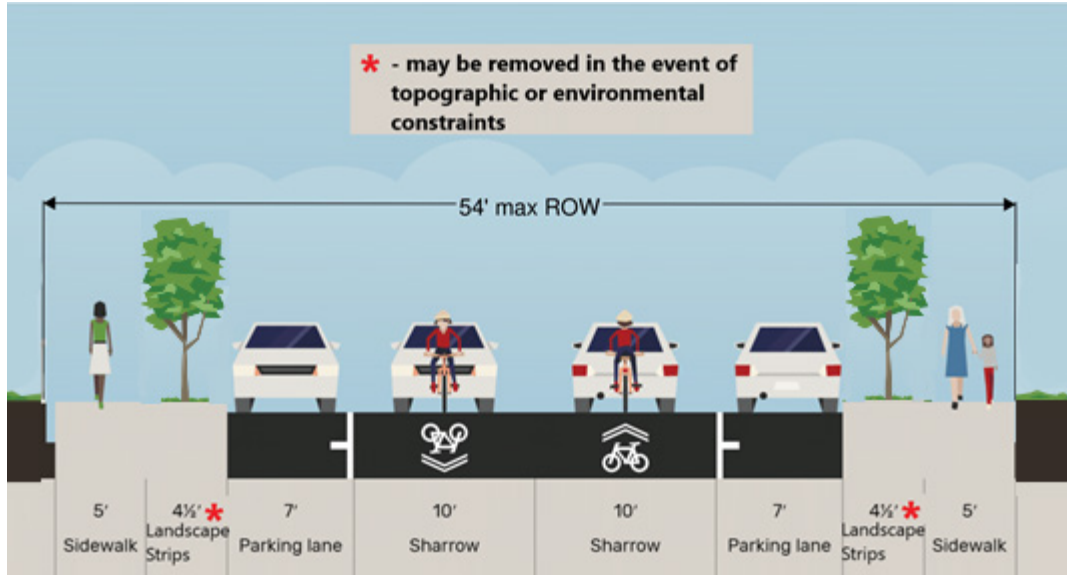


Figure 4-5: Hunter Street Cross Section

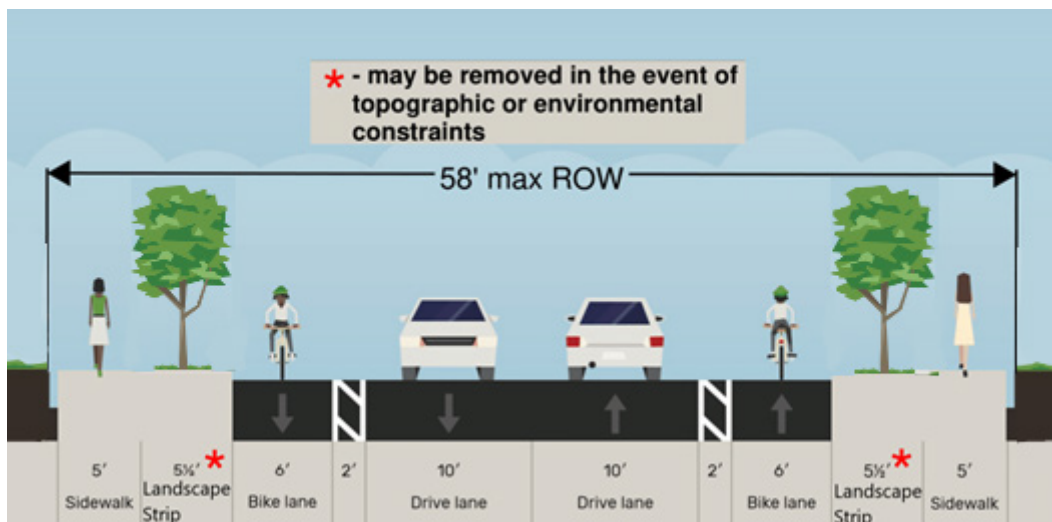


Figure 4-6: Swan Avenue Cross Section

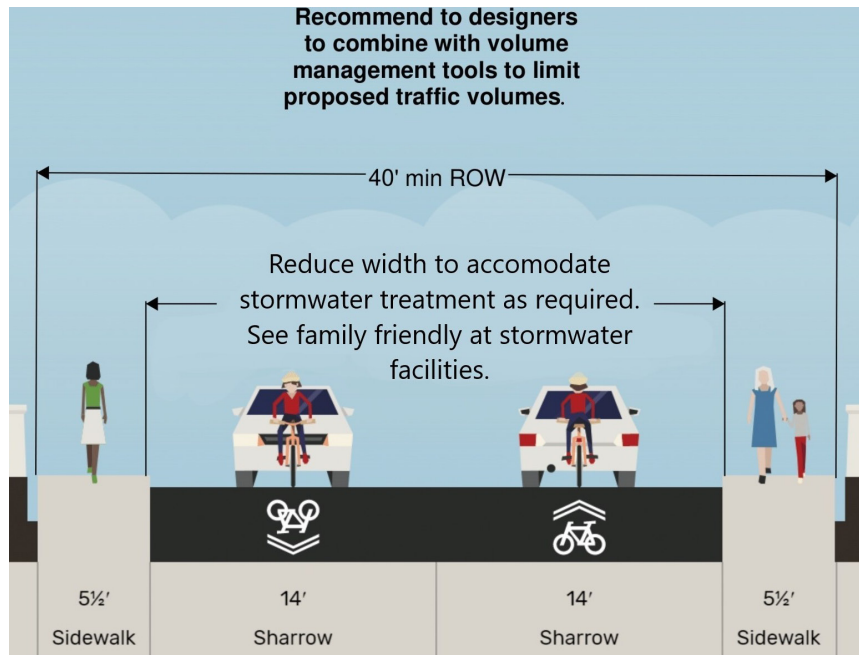


Figure 4-7 : Family Friendly Street Cross Section

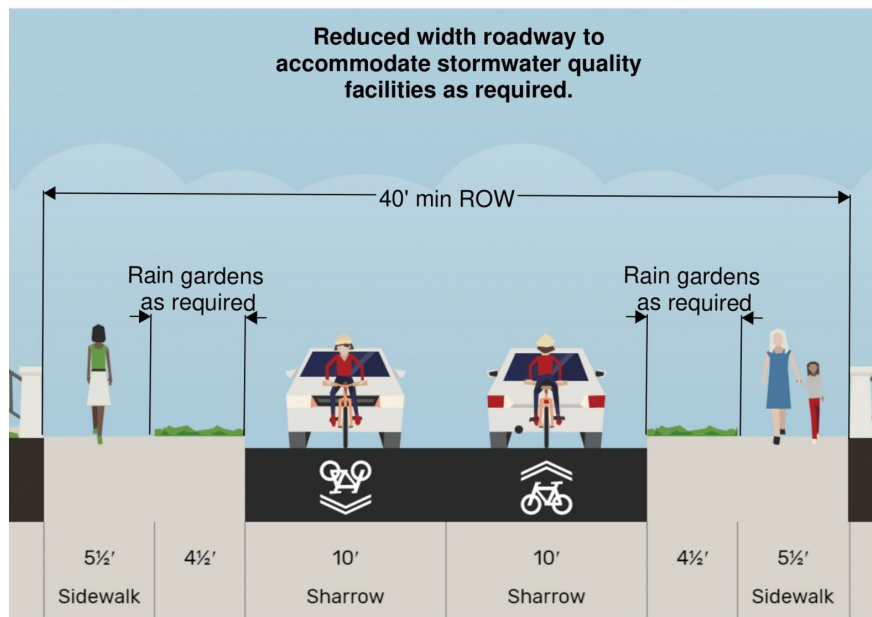
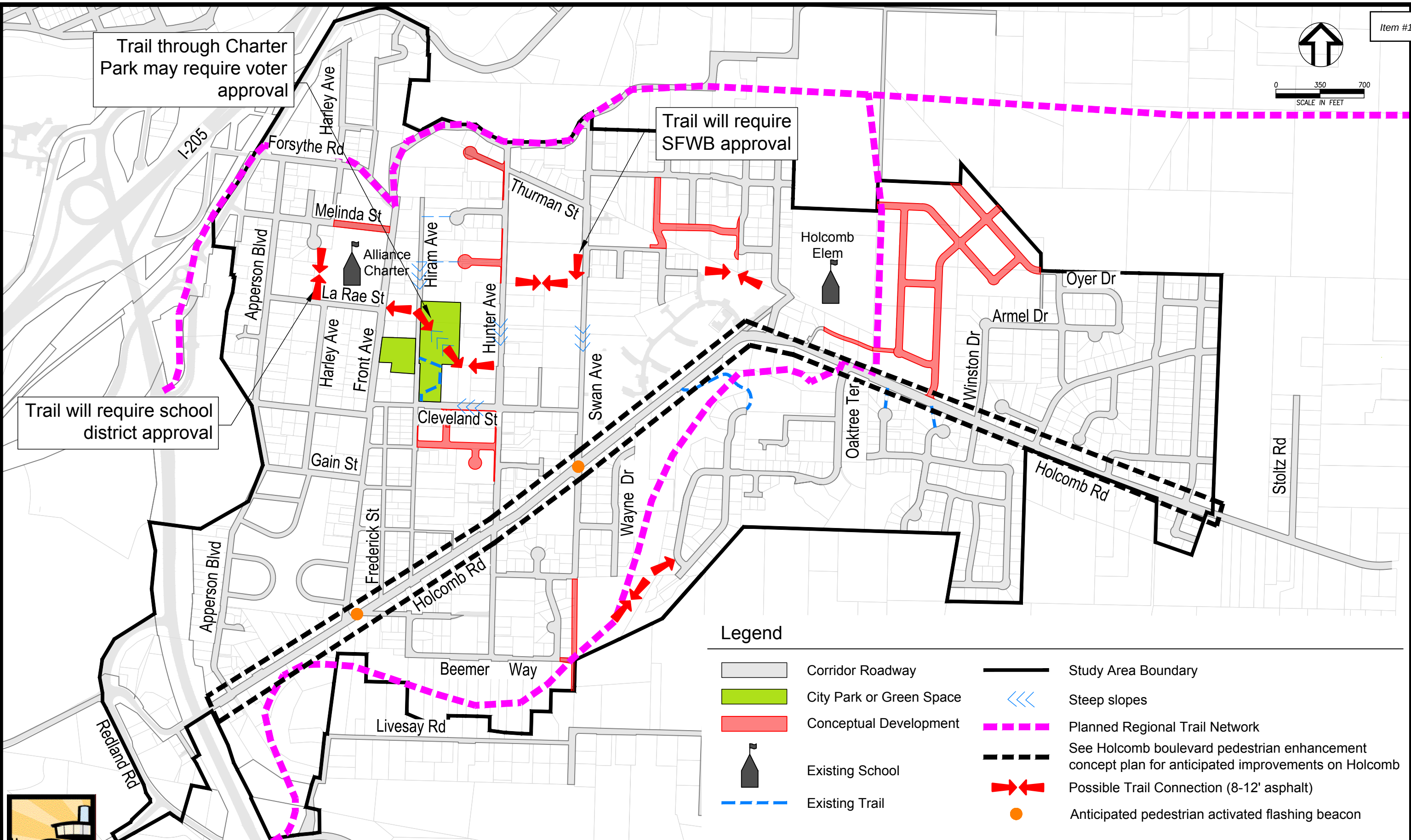
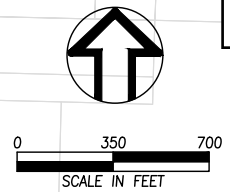


Figure 4-8 : Family Friendly at Stormwater Facilities

4.3 Trail Connectivity Plan

Trail connectivity options should be considered as funding and/or development opportunities present themselves. The following plan is a guide for possible trail routes to be considered.



Trail through Charter Park may require voter approval

Trail will require SFWB approval

Trail will require school district approval

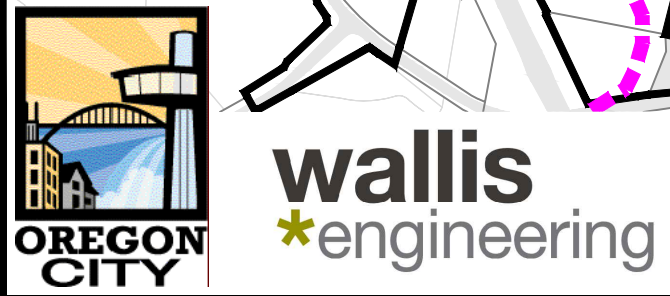


Figure 4-9: Trail Connection Plan
PARK PLACE URBANIZATION STUDY
September, 2021

4.4 Traffic Calming

As the neighborhood develops, it is recommended traffic calming measures are implemented to manage vehicle speeds. These improvements should be considered especially for all roadways designated as Family friendly. The outreach results should provide to future designers a hierarchy of speed management measures by neighborhood preference from which to choose. Designers should still assess traffic calming measures for safety and effectiveness on an individual use basis.

4.5 Connectivity Needs

The design team noted that connectivity through the study area is limited, particularly for pedestrians and bicyclists. Swan Ave and Hunter Ave provide north-south connectivity through the neighborhood for motorists. However, there is no continuous east-west connection through the study area with the exception of Holcomb Blvd. Holcomb Blvd being an arterial roadway with high traffic volumes is a barrier to bicycle users due to the need to cross back and forth across Holcomb Blvd. Cleveland St has some east-west connectivity, but it terminates at Swan Ave on the east side and includes sections with steep elevation changes which make it less suitable for bicycle and pedestrian travel. Development projects should be reviewed for opportunities to address East-West Connectivity within the study area.

SECTION 5: IMPLEMENTATION PLAN

5.1 Plan Implementation

As funding sources are limited at this time, it is anticipated that improvements will be mainly development driven. Should funding become available, improvements identified within this Study should be prioritized in coordination with project improvements identified in the TSP and other adopted area plans within the City.

5.2 Cost Estimates

Sidewalk Prioritization Improvements

The proposed prioritization plan had general support from the neighborhood. The project team developed cost estimates for each priority sidewalk group.

Priority 1 sidewalks –\$2,214,000

Priority 2 sidewalks – \$1,765,000

All estimates are at 2021 costs and should be adjusted for inflation as appropriate.

A breakdown of total costs and assumptions is included in **Appendix C**. These projects may be moved forward into capital projects as funding becomes available.

Roadway Classification Improvements

It is assumed that development of roadway elements to meet the preferred alternative cross sections will occur as part of private development efforts. No cost estimates were developed for these alternatives.

5.3 Potential Funding Sources

5.3.1 Local Funding

The City of Oregon City funds transportation projects through revenue collected from the Street fund, System Development Charge (SDC) fund and Transportation Utility Fee fund. More information on these local funding sources can be found on the City Transportation System Plan (TSP). As described in the TSP, these funding sources are currently inadequate to complete all described capital improvement projects and additional funding sources should be considered if the projects described above are prioritized.

5.3.2 State Funding

Statewide Transportation Improvement Program (STIP)

ODOT's main capital improvement program is the STIP, funded by various sources. The STIP is a three- or four-year document, but is amended often. The priority sidewalks identified within this plan may qualify for funding through the Non-highway or Local government categories. However, these categories can be highly competitive. Proposals can be made to the state through local regional offices.

Safe Routes to School

ODOT manages competitive funding for Safe Routes infrastructure (\$10 million/year). This competitive grant program may not be eligible for all the priority sidewalk routes identified within this plan.

Segments closer than 1/4 mile to the school and schools that have a majority of free or reduced lunches are prioritized as part of this program. Latest available data (2017) shows the Holcomb school having approximately 53% eligibility for free or reduced lunches. This level may or may not qualify sidewalk improvements for this grant program. If considered, applications for this grant should focus on those areas which act as a barrier to school access.

APPENDIX A: PARK PLACE NEIGHBORHOOD SURVEY #1

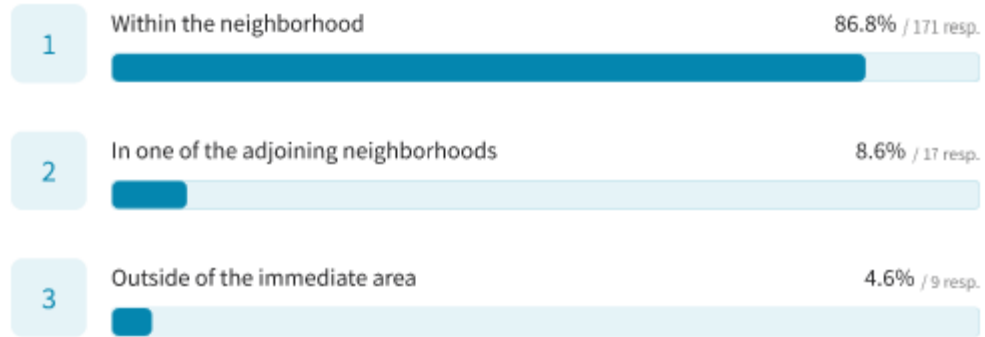
PARK PLACE URBANIZATION STUDY

Question 1



Do you live or work within the Park Place neighborhood?

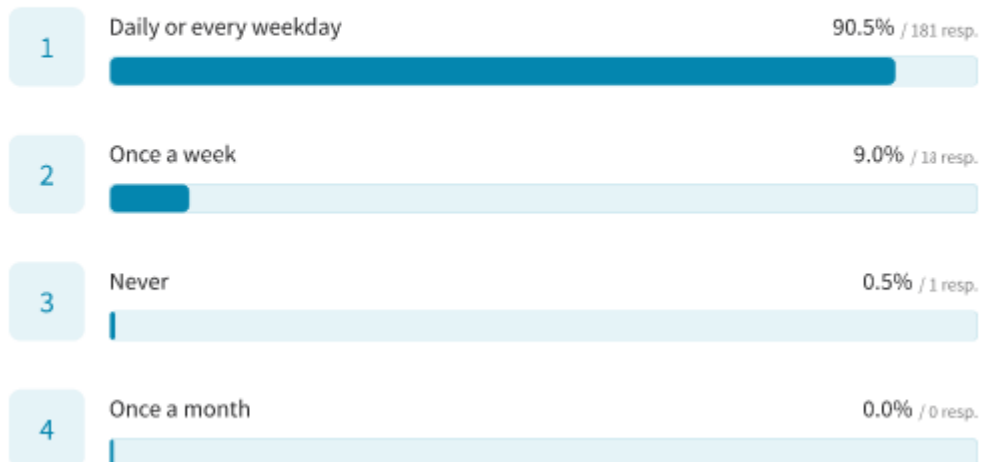
197 out of 200 answered



Question 2

How often do you travel by car in the neighborhood?

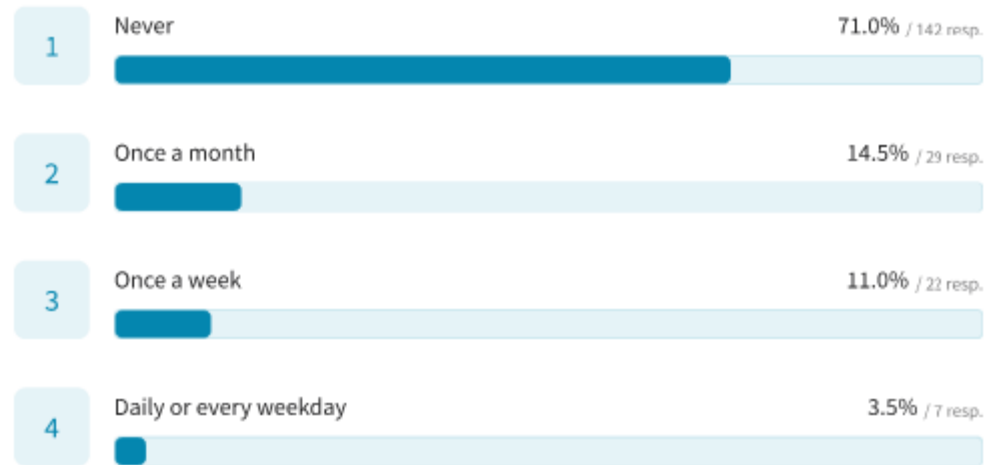
200 out of 200 answered



Question 3

How often do you travel by bike in the neighborhood?

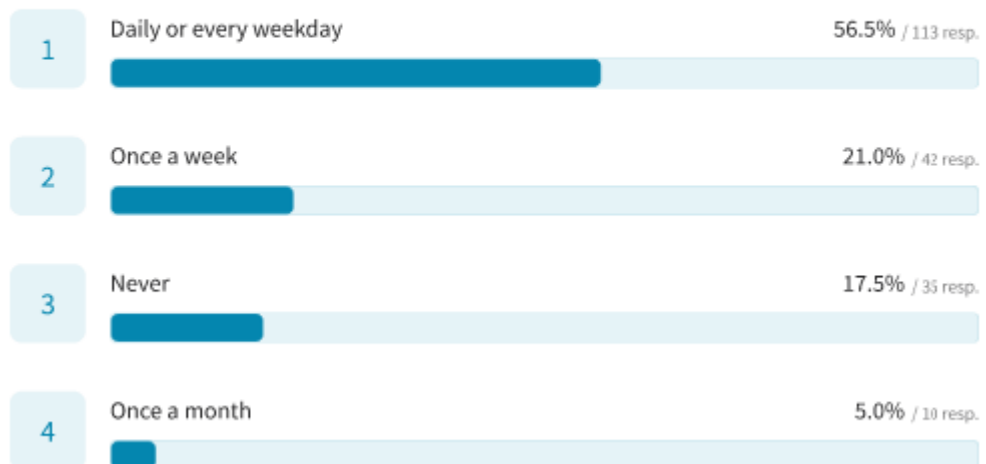
200 out of 200 answered



Question 4

How often do you walk in the neighborhood?

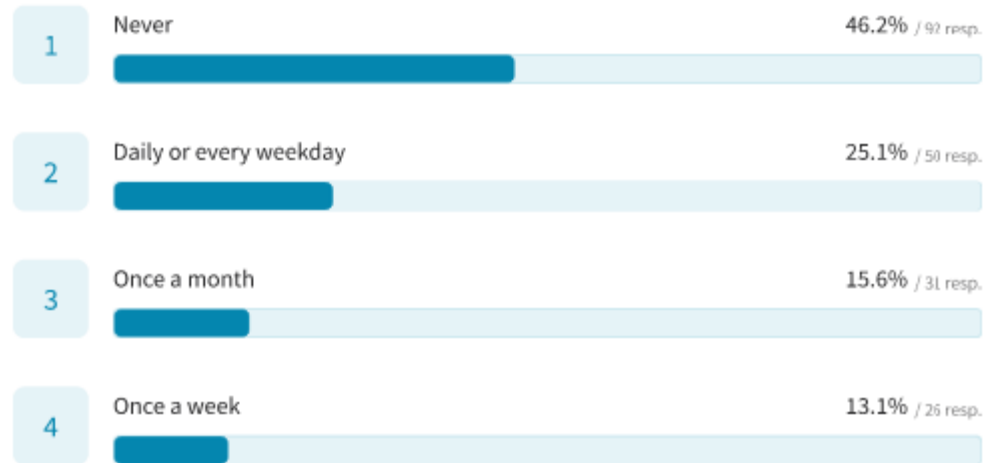
200 out of 200 answered



Question 5

How often do you travel to the *Park Place Park* in the neighborhood?

199 out of 200 answered



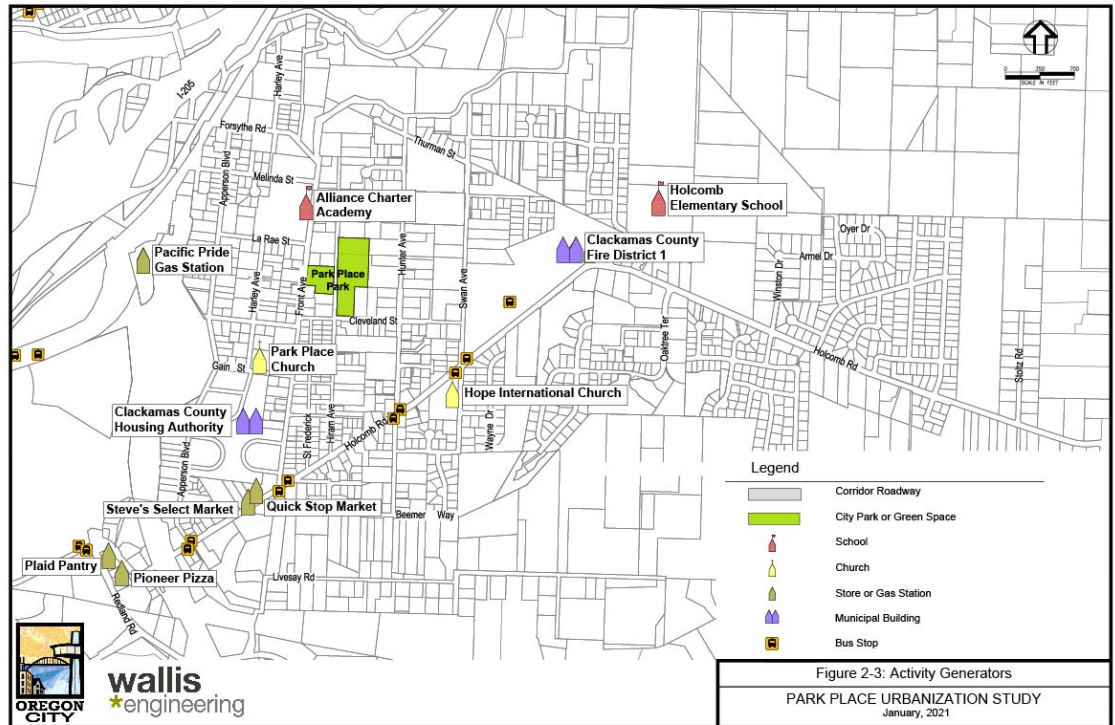
Question 6

Would you travel to the park more often if there were safer sidewalks?

147 out of 200 answered



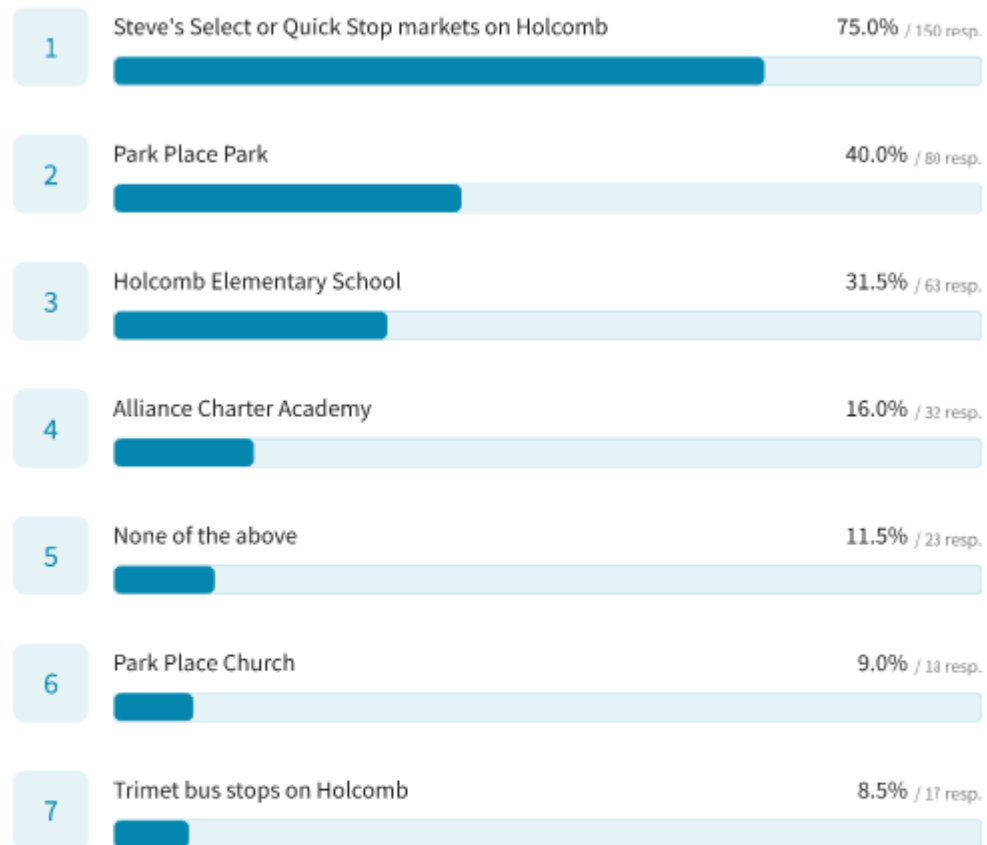
Question 7 The attached map shows the destinations we've identified within the neighborhood. Are there other locations within the neighborhood you want to go?



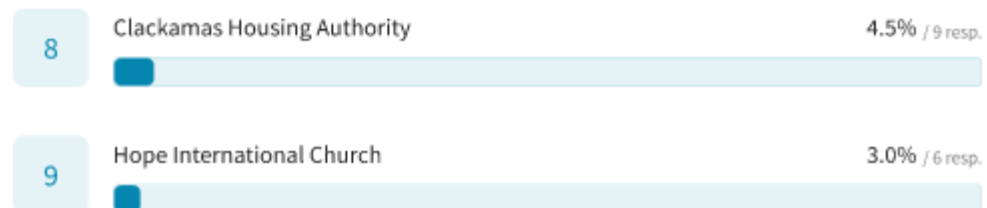
Question 8

Of the destinations we've identified, which ones do you frequent? Select all that apply.

200 out of 200 answered


su8fgd59.typeform.com/report/FcbjrGI6/otlADailDWsa8zLO?view_mode=print

Park Place Survey



Question 9 How long would it take you to walk to your most frequent destination?

199 out of 200 answered



Question 10 What streets do you currently use to walk or bike? Enter '0' if none.

Street Name	# times mentioned
Holcomb Blvd	105
Swan Ave	46
Front Ave	38
Hunter Ave	35
Cleveland St	30
Apperson Blvd	25
Barlow Dr	18
Hiram Ave	15
Ames St	15
Thurman St	11
Kitty Hawk Ave	10
Forsythe Rd	10
Harley Ave	9
Beemer Way	8
Gain St	8
Winston Dr	8
Earhart Ave	7
Oaktree Ter	7
Pasture Way	7
La Rae St	5
Noble Dr	4
Cattle Dr	3
Frederick St	2
none	37



Question 11 What streets would you most like to walk on if there were adequate facilities? Enter '0' if none.

Street Name	# times mentioned
Holcomb Blvd	74
Swan Ave	26
Hunter Ave	20
Forsythe Rd	11
Apperson Blvd	10
Front Ave	9
Cleveland St	7
Hiram Ave	6
Ames St	4
Winston Dr	4
Beemer Way	4
Oaktree Ter	3
Harley Ave	2
Cattle Dr	2
Clackamas River Dr	3
Gain St	1
Thurman St	1
Frederick St	1
La Rae St	1
none	64



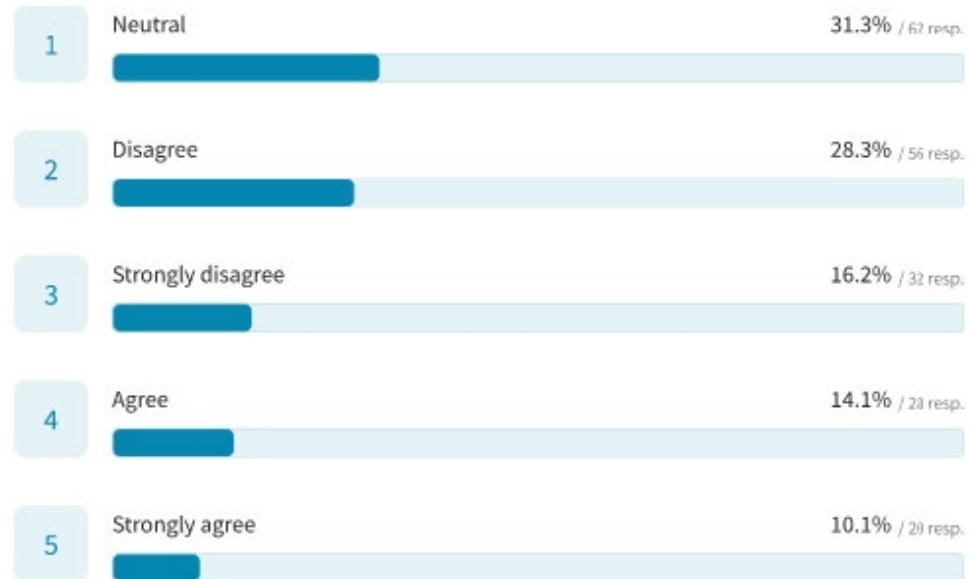
Question 12 What streets would you most like to bike on if there were a dedicated space for bikes? Enter '0' if none.

Street Name	# times mentioned
Holcomb Blvd	48
Swan Ave	13
Hunter Ave	10
Forsythe Rd	9
Front Ave	7
Apperson Blvd	4
Cleveland St	3
Hiram Ave	3
Ames St	2
Clackamas River Dr	2
Beemer Way	1
Oaktree Ter	1
Harley Ave	1
Barlow Dr	1
none	100

Question 13 Do you agree with the following statement?

“When I am **walking**, there are safe and convenient alternative routes within the neighborhoods that I can use to get where I want to go.”

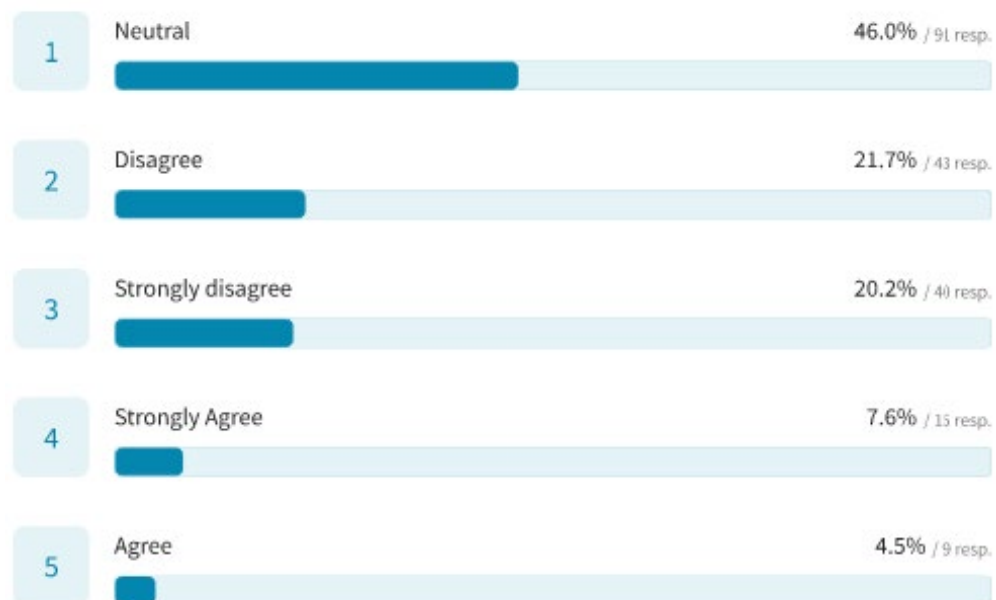
198 out of 200 answered



Question 14 Do you agree with the following statement?

“When I am **biking**, there are safe and convenient alternative routes within the neighborhoods that I can use to get where I want to go.”

198 out of 200 answered



Question 15



Current city plans anticipate the use of shared lane markings (or sharrows, as shown in the picture) within the neighborhood to indicate space for bikes. Would you feel more comfortable biking if sharrows were installed?

196 out of 200 answered

1

Yes

41.8% / 82 resp.

2

No

58.2% / 114 resp.

Question 16

Do you feel it is important to provide a space for bikes separated from cars within the neighborhood.

196 out of 200 answered

1

Yes

62.8% / 123 resp.

2

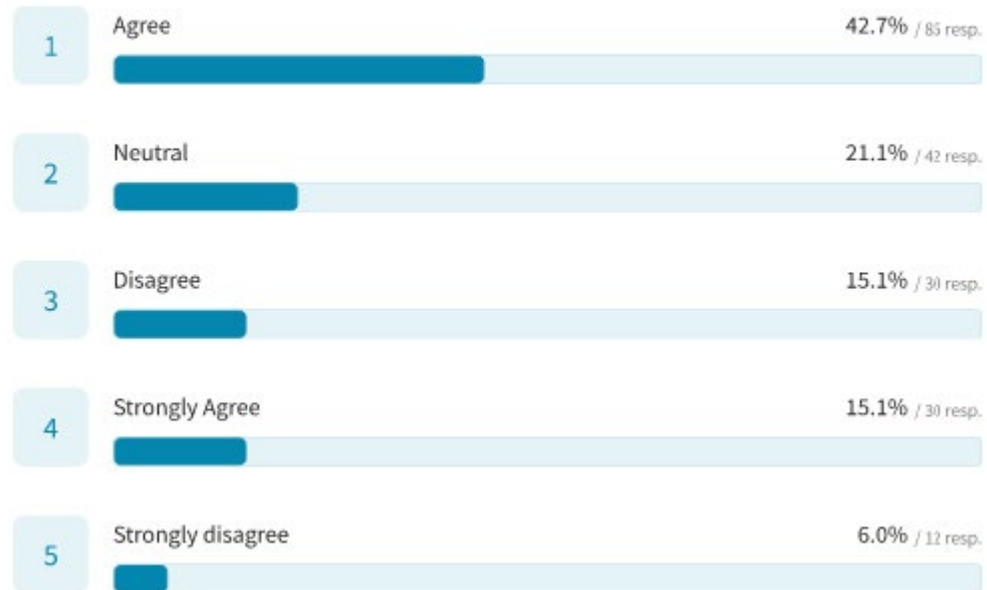
No

37.2% / 73 resp.

Question 17 Do you agree with the following statement?

“When I am driving, there are safe and convenient alternative routes within the neighborhood that I can use to get where I want to go.”

199 out of 200 answered



Question 18

There are a number of roadways within the neighborhood that are less than 20' wide. This means cars often have to slow down to pass each other. Wider streets often result in higher vehicle speeds. In your opinion, is it important for the city to widen streets in the neighborhood?

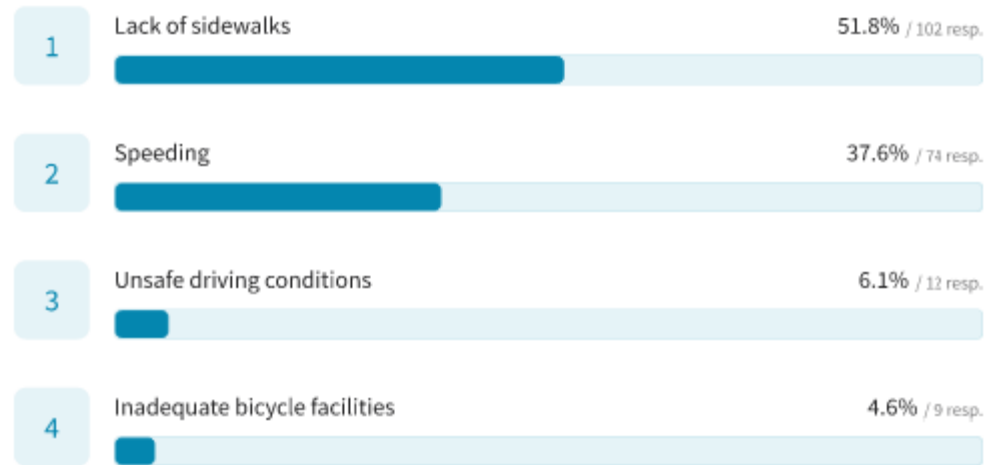
199 out of 200 answered



Question 19

Which of the following is your greatest concern in the neighborhood?

197 out of 200 answered



APPENDIX B: SURVEY #2 RESULTS

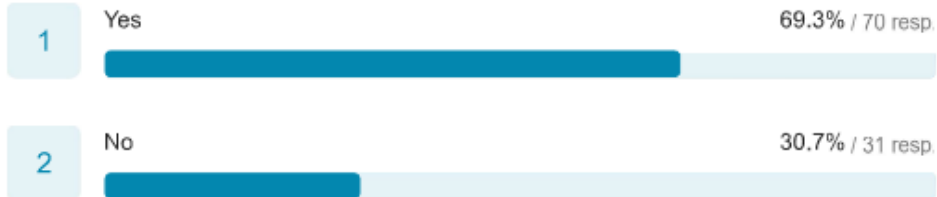
PARK PLACE URBANIZATION STUDY

Question 1



The Community would like to prioritize sidewalk infill segments to provide connectivity where it is missing and unlikely to be completed as part of future development. This graphic shows sidewalks the city intends to include as priority 1 (blue lines) and priority 2 (green lines). These lines represent sidewalks on only one side of the street. This work would be prioritized by the City when funds become available or as conditioned by development. Does this plan prioritize the correct streets?

101 out of 103 answered



Question 2
“no” answer
to Question 1

If no, what streets do you believe should be prioritized instead?

Priority 2 lines on Swan and Holcomb only for the upper project (as promised 50 years ago). Cleveland is rarely used by pedestrians and never by bicyclists.

Swan

Beemer way

Holcomb

Hunter and Swan are FAR more dangerous to walk than the streets in the Apperson to Hiram zone.

Lower Holcomb to Redland Rd. There is no route for walkers/bikers to get out of this neighborhood safely.

Holcomb

Swan from Blue Mountain Way to Thurman

Hunter and Swan

Holcomb Blvd from Swan to Winston

Hunter Ave south of Holcomb Blvd

Holcomb above the school to connect the sidewalks around the curve.

Hunter, Swan

Holcomb Blvd. still needs completed sidewalks!

Holcomb Blvd.

Before neighborhood sidewalks, work on Holcomb. Bus turnouts and turn lanes.

Hunter

All Streets, especially Holcomb near the markets to redland

Holcomb from the school up past Oak Tree

places where sidewalks do not exist on Holcomb Blvd first.

Need more infrastructure on Holcomb for traffic. Don't need bike lanes

Apperson is busier road & should be prioritized.

Beemer & south side of Hunter

On Holcomb to the Oaktree Trail

Question 3

Apperson Blvd currently includes shared lanes (for bicycles and automotive vehicles) (Option 1). This option allows for limited on-street parking. Alternatively, bike lanes could be installed as shown in the alternate cross section but would remove the opportunity for on-street parking (Option 2). Please select your preferred option.

96 out of 103 answered



Option 1

60.4% / 58 resp.



Option 2

39.6% / 38 resp.

Question 4

Front Street currently allows parking on both sides of the street and shared lanes (for bicycles and automotive vehicles) (Option 1). There is an opportunity to add bike lanes but would require removal of parking on one side of the street (Option 2). Which option would you prefer?

100 out of 103 answered



Option 1

53.0% / 53 resp.



Option 2

47.0% / 47 resp.

Question 5

Hunter Cross Section



The plan would like to propose sidewalk/roadway improvements to Hunter Ave. Would you like to see the proposed improvements to Hunter Ave as shown below?

100 out of 103 answered

1

Yes

77.0% / 77 resp.

2

No

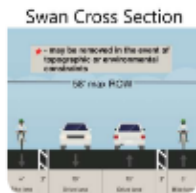
23.0% / 23 resp.

Question 6
“no” answer
to Question 5

If no, why not?

Have you done any studies to actually count how many people walk up on Hunter? At this moment, money should be used elsewhere.
Save money
It will just increase our taxes.
Remove parking. Hunter is narrow and busy
There is no need to invite parking on Hunter based on the location of the homes. However, sidewalks are definitely needed, and perhaps a bike lane. Hunter needs improvement, but the plan offered doesn't make sense.
Holcomb Blvd. is too dangerous and will only get worse with more development and traffic.
street is way too small for this
need more tree sections
I'm not in favor of making area more congested which I feel would happen
Hunter is a little used street and money's could be used elsewhere
Fix Holcomb first!
too much traffic
I don't live up that way
Bikes in vehicle lanes cause additional traffic

Question 7



The plan would like to propose sidewalk/roadway improvements to Swan Ave. Would you like to see the proposed improvements to Swan Ave as shown below?

99 out of 103 answered



Question 8
“no” answer
to Question 7

If no, why not?

50 years ago, the County changed (at least one) building plans forcing homes closer to the street. Now these older homes will have the sidewalk AT their porch--destroying any semblance of a front yard and taking away any private and/or driveway parking. It's not homeowners' faults that the County was faulty in their future planning.

no bike lane required

Take away parking with grass strip that will not be cared for

It will increase our taxes

I don't think we should be investing in bike lanes; they can share with cars. Also, why have parking strips? You just plant trees that destroy the sidewalks. Just move the sidewalk to the curb.

Not unless you widen the street first -- won't fit.

Swan is so hilly that we really don't ride bikes there. Sidewalks are desired, just not the bike lanes.

Holcomb is higher priority

Holcomb Blvd. needs sidewalks, road widening before these nice to have features.

street is way too small for this

Bike lanes are a foolish waste of resources when only 3 month a year is bike friendly. There is no sensible reason to spend money on a lane 1% of people will use for 1/4 of the year.

same as above

I rarely see use of bicycles

I don't think there is enough bike traffic, have wider car lanes

Fix Holcomb first!

We need as much street parking as possible

I do not like the Bike Lanes

Parking is more important

I don't live at that end of Holcomb

why not make 2 - 12' lanes, what is the 2' buffer for?

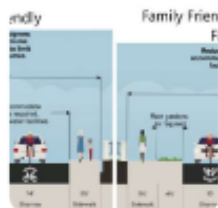
vehicle transportation should be prioritized. Bikes add danger to our roads and should stay on sidewalks, in my opinion. Also, there are not enough places for bikes to continue to ride in this area (there's nothing for them to connect to). In addition, our main road, Holcomb, is getting more and more congested. More lanes or turn outs are

Don't want road space to go to bike lane. Not needed.

Bike lanes take away from driving safety, parking and no one really bikes up Holcomb or side streets. Its a BIG hill.

You take property away from homeowners

Question 9



Do you feel that the proposed cross sections for Family friendly streets are acceptable?

99 out of 103 answered

1

Yes

81.8% / 81 resp.

2

No

18.2% / 18 resp.

Question 10
“no” answer
to Question 9

If no, why not?

Do not want taxes to increase
I don't see any on street parking indicated. People still need places to park and for their guests to park.
I don't think the neighborhood streets are as important as roads such as Apperson, Front, Hunter, and Swan
streets are way to small for this
The traffic lanes are too narrow to be useful.
I dont see the need when people generally dont and wont use the space as imagined
Some of these streets...Hiram...are not wide enough for this
Holcomb Blvd. should have priority for sidewalks!
neighborhood residents.
Please do not reduce the width of our roads.
Don't want streets narrowed. Traffic is bad enough
Too skinny for delivery trucks and traffic to move safe
as a bike path.
Many people need to be able to park on the street

Question 11

Do you believe it is important for the city to keep mail boxes where they are along sidewalks (Option 1) or invest in mail box banking (Option 2)? Select your preferred option.

98 out of 103 answered



(Option 2) Consolidate mailboxes

63.3% / 62 resp.



(Option 1) Keep mailboxes as is

36.7% / 36 resp.



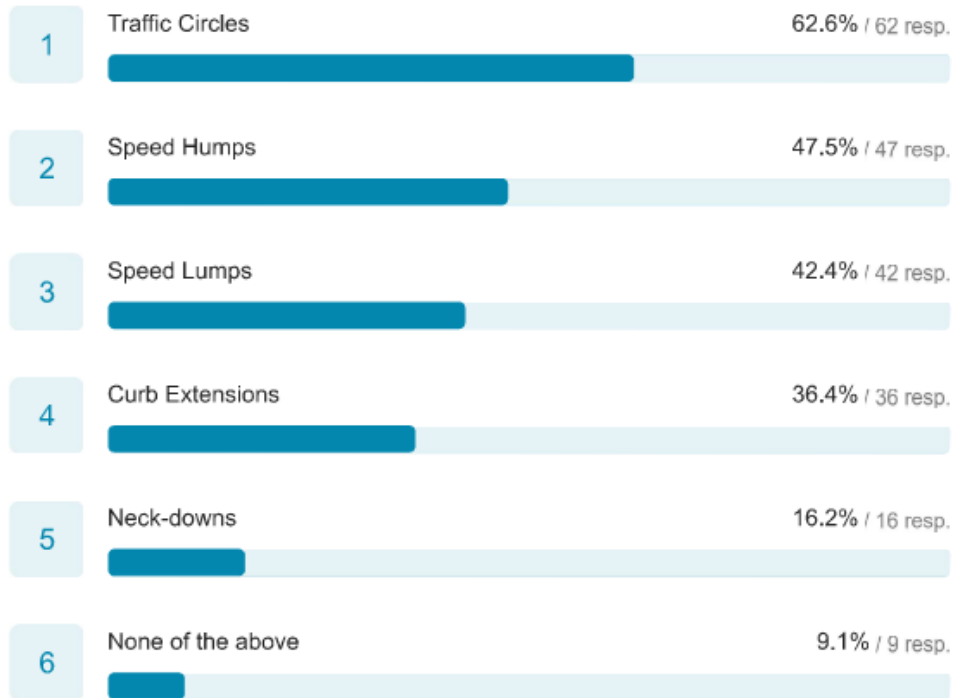
Question 12



The following pictures show traffic calming measures that the city might consider. Please select the options you feel are acceptable for use in the neighborhood. You may select as many as you like. Additional information on the use of these measures is available here:

<https://nacto.org/publication/urban-bikeway-design-guide/bicycle-boulevards/speed-management/>

99 out of 103 answered



Question 13
Additional
Comments

Traffic Calming additional fill in question - And finally, do you have any additional comments regarding traffic calming measures that the design team should consider?	
Listen to the recent podcast "Freakonomics" regarding roundabouts. We need more of them!	
Have traffic cops posted every few blocks every once in awhile. Raise the fines for speeding and reckless/DUI driving. The City will make a lot of money.	
Please ensure all ADA guidelines are followed	
No	
roundabouts and sidewalks are great. No need for other traffic items, usage is so low. I walk my dogs everyday and rarely if ever see a biker, no need for bike lanes.	
Lower speed on Holcomb to 30mph or less	
and heavy for a residential neighborhood. It is also extremely loud. Also have a police presence from time to time monitoring the speed.	
Consider one way roads where possible	
Existing speed humps on Apperson do not slow traffic coming down the hill, only going up the hill...is there another way to encourage people to slow down coming downhill on Apperson from South to North?	
complicated.	
Add a light on Holcomb somewhere between Kitty Hawk and Winston; traffic doesn't want to slow down when it enters the neighborhood.	
You should explain the difference between a speed hump and a speed lump. The graphic was not helpful. Current speed reminder signs have been helpful during the transition from 40mph to 35 mph.	
Increasing visibility, especially at night, will help avoid walker vs. car issues.	
As much green space as possible to make it still feel like small neighborhood	
sidewalks near the school on holcomb, add roundabouts, not bumps (tough on vehicles and passengers) not narrow intersections (difficult to see well, pinches bikes, hard to navigate full sized vehicles, delivery trucks). Swales are often trip hazards for peds, esp on heavy use sidewalks. Make better access into the neighborhood from Clack R drive (up forsyth for example). Make your survey addresses more user friendly, or add link to the (easier to type) orcity.org project page.	
Maybe making the speed limit on Holcomb 25 mph	
Holcomb Blvd. needs to be widened to allow bike lanes and sidewalks. Sidewalks need to be installed on both sides of Holcomb all the way to Winston Drive.	
and now growth is coming back, and no building and no one knows nothing when we ask. located off Holcomb & Livesay	
traffic is to get the cars moving along as smoothly as possible. Forcing obstructions into the flow is not moving traffic along.	
Nothing to add	
traffic lights	
You can put a speed bump in front of my house!!!	
It would be helpful to have sidewalks on Holcomb Blvd., because pedestrians have to walk on the shoulder of the road, which is very dangerous, especially at night.	
Increased surveillance for speeders on Holcomb.	
them	
We need to keep as much parking as possible.	
All streets in Park Place neighborhood should have a sidewalk on at least one side of the street	
Prefer no speed bumps for various reasons	
Speed bumps are horrible and hard on cars and trucks	
don't care for necking down intersections or hour glass	
Holcomb definitely needs more lighting especially coming up the sharp curve from Redland Rd.	
raised crosswalks?	

We desperately need turn out lanes at business turn-off spots on Holcomb. Especially at the Holcomb Elementary. There is a lot of danger at this corner, when people need to stop in the road for a turning car, but cars coming around the corner don't know that cars are stopped ahead. Any heavily used -cross road desperately needs a turn out lane. This is way more needed than bicycle traffic lanes.

Turn Lanes. We all get backed up coming up Holcomb because of increased residents in area. Many are needing to make a left hand turn, which backs everything up. Need to add turn lanes and stop throwing money at bike lanes.

Make it easier and safer to drive w/o adding bike lanes, make traffic flow in the most time efficient manner. Do not slow us down anymore. It already takes 15 min to get to the freeway because of traffic when it should only take 5min!

I don't think we will see a lot of bike use along the side streets, thus we feel street parking along Apperson and Front are important. I was hoping there would be more to address Holcomb Blvd. itself, and in the initial survey, that is what I was thinking about when proposing road improvements. I know this would likely cost a lot of money, so I am sure that is a consideration. The hair pin curve at Holcomb School Rd. is just asking for trouble. We feel like we take a risk every time we bike with our family on the sidewalk headed toward Holcomb School Road.

I am not in favor of the grass, tree areas, they only cause problems. As the trees age the sidewalk pops up causing expense for the home owner in purchasing the new tree and repairing the sidewalk. They also take up road space that could be used for parking; bike paths or sidewalks.

Not at this time. Thanks for the much-needed crosswalk considerations along Holcomb.

It would be nice if the bike lanes/ sidewalks would go up Holcomb and meet up to Winston Dr. Then continue onwards pass Kitty Hawk. Or at least make the road wider for runners/ bicycles to ride along from Kitty Hawk to Bradley. Its dangerous along that stretch of the road.

Please add sidewalk on Melinda from apperson to clack river dr, and on Holcomb from front to redland

APPENDIX C: SIDEWALK PRIORITIZATION PLAN COST ESTIMATES

PARK PLACE URBANIZATION STUDY

1509A Park Place Urbanization Study
Sidewalk Prioritization plan Cost Estimate

Wallis Engineering
 By: DB/DJ
 Date: 9/28/2021

Construction cost assumptions

Sidewalks:

Cost breakdown per LF roadway widening (for sidewalk)

	Quantity	Unit	Unit Price	Total
Concrete Walks	5	SF	\$13.00	\$65
Curb and Gutter	1	LF	\$40.00	\$40
Asphalt reconstruction	3	SF	\$15.00	\$45
Per LF Subtotal:				<u>\$150</u>

Assumptions:

Costs include mobilization, demolition, excavation and aggregate base
 Improvements are assumed to be completed as part of larger construction packages. Small individual construction packages may have increased costs.
 No stormwater treatment or detention required.

Stormwater:

Stormwater costs are included when sidewalks are constructed over existing open conveyances.
 Cost breakdown per LF of stormwater conveyance construction

	Quantity	Unit	Unit Price	Total
12" dia. Conc pipe	1	LF	\$150.00	\$150
Per LF Subtotal:				<u>\$150</u>

Assumptions:

Costs include mobilization, clearing and grubbing, backfill and pipe installation. Surfacing not included.
 Improvements are assumed to be completed as part of larger construction packages. Small individual construction packages may have increased costs.

1509A Park Place Urbanization Study
Sidewalk Prioritization plan Cost Estimate

Wallis Engineering
 By: DB/DJ
 Date: 9/28/2021

Priority 1 Sidewalks

Street	Total length of 5 ft wide sidewalk (LF)	Construction cost (\$/LF)	Stormwater conveyance required. (Y/N)	Stormwater cost/lf	ROW required (Y/N)	# of lots	Total ROW cost	Total cost (\$)	Difficulty	reason
Melinda St	345	\$150	N	\$0	N	0	\$0	\$51,750	easy	
Clackamas River Dr	229	\$150	N	\$0	N	0	\$0	\$34,350	easy	
Harley Ave (La Rae to Cleveland)	511	\$150	N	\$0	N	0	\$0	\$76,592	easy	
Harley Ave (La Rae to Cleveland)	299	\$150	Y	\$150	N	0	\$0	\$89,700	medium	storm water impacts
Harley Ave (Cleveland to Gain)	470	\$150	N	\$0	N	0	\$0	\$70,500	easy	
Cleveland St (Apperson to Harley)	411	\$150	N	\$0	N	0	\$0	\$61,644	easy	
Cleveland St (Harley to Front)	422	\$150	N	\$0	N	0	\$0	\$63,300	easy	
Cleveland St (Front to Hiram)	318	\$150	N	\$0	N	0	\$0	\$47,700	easy	
Cleveland St (Gladys to Swan))	348	\$300	Y	\$150	N	0	\$0	\$156,717	medium	storm water impacts
Gain St (Apperson to Harley)	268	\$150	N	\$0	N	0	\$0	\$40,253	easy	
Gain St (Harley to Front)	420	\$150	N	\$0	N	0	\$0	\$62,976	easy	
Front Ave	752	\$300	Y	\$150	N	0	\$0	\$338,400	medium	storm water impacts
Hiram Ave	1313	\$150	N	\$0	N	0	\$0	\$196,890	easy	
Swan Ave	172	\$150	N	\$0	Y	2	\$10,000	\$45,824	hard	ROW
Hunter Ave	125	\$150	N	\$0	N	0	\$0	\$18,750	easy	
Fredrick Ave	48	\$150	N	\$0	N	0	\$0	\$7,238	easy	
S Jacobs Way	342	\$150	N	\$0	Y	5	\$10,000	\$101,233	hard	ROW
Oak Tree Terrace	780	\$150	N	\$0	N	0	\$0	\$117,000	easy	assumed to be installed within existing street and not impact NROD

Total sidewalk length 7,573 lf

Subtotal	\$1,580,815
Contingency (40%)	\$632,326
Total	\$2,213,141

Assumptions

Stormwater conveyance relocation costs assumed at \$150/lf. Includes all areas where open conveyance would be impacted.

Right of way costs assumed at \$10,000/impacted lot

No stormwater treatment/detention required.

No environmental impacts anticipated

1509A Park Place Urbanization Study
Sidewalk Prioritization plan Cost Estimate

Wallis Engineering
By: DB/DJ
Date: 9/28/2021

Priority 2 Sidewalks

Street Section	Total length of 5 ft wide sidewalk (LF)	Appx. Cost/lf	Stormwater conveyance required. (Y/N)	storm length required.	stormwater cost/lf	ROW required (Y/N)	# of lots	Total ROW cost	Total cost	Difficulty	Justification
Melinda St	344	\$150	N			N			\$51,663	easy	
Forsythe Rd (Clackamas River Dr to Apperson)	140	\$150	y	50	\$150	N			\$28,500	easy	
Forsythe Rd (Apperson to Harley)	412	\$150	y	167	\$150	N			\$86,850	easy	
Harley Ave	256	\$150	N			N			\$38,352	easy	
Apperson Blvd (Cleveland to John Jeffery)	297	\$150	N			N			\$44,583	easy	
Apperson Blvd (John Jeffery to La Rae)	222	\$500	N			Y	1	\$10,000	\$121,070	hard	ROW+structural issues. Best fit may require reduction in road width'
Hunter Ave (Cleveland to Quail)	503	\$200	N			N			\$100,606	medium	slope
Hunter Ave (Cleveland to Quail)	361	\$150	N			Y	4	\$10,000	\$94,153	hard	ROW
Hunter Ave (S Bonn to Holcomb)	315	\$200	N			N			\$62,934	medium	slope and possible tree relocation
Swan Ave (Holcomb to Ann)	476	\$150	N			N			\$71,361	easy	
Swan Ave (Holcomb to Thurman)	973	\$200	N			N			\$194,550	medium	slope
Swan Ave (Holcomb to Thurman)	454	\$150	N			Y	4	\$10,000	\$108,051	Hard	sidewalk ends at side of building/ROW
Swan Ave (Thurman to Ames)	236	\$150	Y	72	\$150	N			\$46,200	medium	storm water
S Bonn St	78	\$150	N			Y	1	\$10,000	\$21,654	hard	sidewalk ends at side of building/ROW
Ames St (Swan to Cherabon)	199	\$150	N			N		\$10,000	\$29,843	easy	
Ames St (Swan to Cherabon)	249	\$150	Y	249	\$150	Y	3	\$10,000	\$104,705	medium	storm water/ ROW
Ames St (Cherabon to Stables)	168	\$150	Y			Y	3	\$10,000	\$55,208	easy	ROW

Total Sidewalk Length 5,682 LF

Subtotal	\$1,260,281
Contingency (40%)	\$504,112.20
Total	\$1,764,392.70

Assumptions

Stormwater conveyance relocation costs assumed at \$150/LF. Includes all areas where open conveyance would be impacted.
Right of way costs assumed at \$10,000/lot
No stormwater treatment/detention required.
No environmental impacts anticipated

APPENDIX D: TSP PROJECTS

PARK PLACE URBANIZATION STUDY

Table 2: Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
Further Study				
D0	OR 213/Beavercreek Road Refinement Plan	OR 213 from Redland Road to Molalla Avenue	Identify and evaluate circulation options to reduce motor vehicle congestion along the corridor. Explore alternative mobility targets.	Short-term
D00	I-205 Refinement Plan	I-205 at the OR 99E and OR 213 Ramp Terminals	Identify and evaluate circulation options to reduce motor vehicle congestion at the interchanges. Explore alternative mobility targets, and consider impacts related to a potential MMA Designation for the Oregon City Regional Center.	Short-term
Driving Solutions (Intersection and Street Management- see Figure 16)				
D1	Molalla Avenue/ Beavercreek Road Adaptive Signal Timing	Molalla Avenue from Washington Street to Gaffney Lane; Beavercreek Road from Molalla Avenue to Maple Lane Road	Deploy adaptive signal timing that adjusts signal timings to match real-time traffic conditions.	Short-term
D7	Option 1: 14 th Street Restriping	Option 1: OR 99E to John Adams Street	Option 1: Convert 14th Street to one-way eastbound between McLoughlin Boulevard and John Adams Street: • Convert the Main Street/14th Street intersection to all-way stop control (per project D13). • From McLoughlin Boulevard to Main Street, 14th Street would be restriped to include two 12-foot eastbound travel lanes, a six-foot eastbound bike lane, a six-foot westbound contra-flow bike lane, and an eight-foot landscaping buffer on the north side • From Main Street to Washington Street, 14th Street would be restriped to include two 11-foot eastbound travel lanes, a five-foot eastbound bike lane, a five-foot westbound contra-flow bike lane, and an eight-foot on-street parking lane on the north side • From Washington Street to John Adams Street, 14th Street would be restriped to include one 12-foot eastbound travel lane, a six-foot eastbound bike lane, a six-foot westbound contra-flow bike lane, and an eight-foot on-street parking lane on the north and south side • Add a bicycle signal, with detection at the McLoughlin Boulevard/14th Street intersection. Add bicycle detection to the traffic signal at the Washington Street/14th Street intersection.	Short-term

Table 2: Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
	Option 2: Main Street/14 th Street Intersection Widening	Option 2: Main Street/14 th Street	Option 2: Convert the Main Street/14 th Street intersection to all-way stop control (per project D13). Widen 14 th Street to include shared through/left-turn and through/right-turn lanes in both directions	
D8	15 th Street Restriping	OR 99E to John Adams Street	Convert 15th Street to one-way westbound between Washington Street and McLoughlin Boulevard: • From John Adams Street to Washington Street, 15th Street would be striped as a shared-roadway (per project B6). • From Washington Street to Main Street, 15th Street would be restriped to include two 11-foot westbound travel lanes, a five-foot westbound bike lane, a five-foot eastbound contra-flow bike lane, and an eight-foot on-street parking lane on the south side. Complete the sidewalk gaps on the north side of 15th Street between Main Street and Center Street, and on the south side between Center Street and Washington Street (per project W75). • From Main Street to McLoughlin Boulevard, 15th Street would be restriped to include two 12-foot travel lanes, a six-foot westbound bike lane, and an eight-foot on-street parking lane on the south side. Add a 12-foot shared-use path with a two-foot buffer adjacent to the on-street parking lane. Add bicycle detection to the traffic signal at the Washington Street/15th Street intersection.	Included with project D7
D11	Optimize existing traffic signals	Citywide	Optimize the existing traffic signals by updating the existing coordinated signal timing plans, upgrading traffic signal controllers or communication infrastructure or cabinets.	Short-term
D12	Protected/permitted signal phasing	Citywide	Incorporate protected/permitted phasing for left turn movements at traffic signals.	Short-term
D13	Main Street/14 th Street Safety Enhancement	Main Street/14 th Street	Convert to all-way stop control to be consistent with the traffic control at surrounding intersections on Main Street.	Included with project D7
D14	Southbound OR 213 Advanced Warning System	Southbound OR 213, north of the Beavercreek Road intersection	Install a queue warning system for southbound drivers on OR 213 to automatically detect queues and warn motorists in advance via a Variable Message Sign	Short-term
D27	OR 213/Beavercreek Road Operational Enhancement	OR 213/Beavercreek Road	Lengthen the dual left-turn lanes along Beavercreek Road to provide an additional 200 feet of storage for the eastbound	Short-term

Table 2: Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
			approach	
D28	Washington Street/12th Street Safety Enhancement	Washington Street/12th Street	Install a traffic signal with dedicated left turn lanes for the 12 th Street approaches to Washington Street.	Medium-term
D30	Molalla Avenue/Division Street-Taylor Street Safety Enhancement	Molalla Avenue/Division Street-Taylor Street	Install a single-lane roundabout	Medium-term
D32	South End Road/Warner Parrott Road Operational Enhancement	South End Road/Warner Parrott Road	Install a traffic signal with dedicated left turn lanes for the South End Road approaches to Warner Parrott Road	Medium-term
D33	South End Road/Lafayette Avenue-Partlow Road Operational Enhancement	South End Road/Lafayette Avenue-Partlow Road	Install a single-lane roundabout	Medium-term
D40	Main Street/Dunes Drive Extension Operational Enhancement	Main Street/Dunes Drive Extension	Install a single-lane roundabout	Long-term
D41	South End Road/Buetel Road Extension Operational Enhancement	South End Road/Buetel Road Extension	Install a single-lane roundabout	Medium-term
D42	South End Road/Deer Lane Extension Operational Enhancement	South End Road/Deer Lane Extension	Install a single-lane roundabout	Long-term
D43	Holcomb Boulevard/Holly Lane North Extension Operational Enhancement	Holcomb Boulevard/Holly Lane North Extension	Install a single-lane roundabout	Long-term
D44	Beavercreek Road/Loder Road Extension Operational Enhancement	Beavercreek Road/Loder Road Extension	Install a roundabout	Medium-term
D45	Meyers Road Extension/ Loder Road Extension Operational Enhancement	Meyers Road Extension/ Loder Road Extension	Install a single-lane roundabout	Medium-term
Driving Solutions (Street Extensions- see Figure 17)				
D46	Meyers Road West extension	OR 213 to High School Avenue	Extend Meyers Road from OR 213 to High School Avenue as an Industrial Minor Arterial. Create a local street connection to Douglas Loop.	Short-term
D47	Meyers Road East extension	Beavercreek Road to the Meadow Lane Extension	Extend Meyers Road from Beavercreek Road to the Meadow Lane Extension as an Industrial Minor Arterial. Between the Holly Lane and Meadow Lane extensions, add a sidewalk and bike lane to the south side of the street, with a shared-use path to be added on north side per project S19. Modify the existing traffic signal at Beavercreek Road	Medium-term
D48	Holly Lane North extension	Redland Road to Holcomb Boulevard	Extend Holly Lane from Redland Road to Holcomb Boulevard as a Residential Minor Arterial. Create local street	Long-term

Table 2: Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
			connections to Cattle Drive and Journey Drive.	
D49	Swan Avenue extension	Livesay Road to Redland Road	Extend Swan Avenue from Livesay Road to Redland Road as an Residential Collector	Long-term
D50		Redland Road to Morton Road	Extend Swan Avenue from Redland Road to Morton Road as an Residential Collector	Long-term
D51	Deer Lane extension	Rose Road to Buetel Road	Extend Deer Lane from Rose Road to Buetel Road as a Residential Collector. Add a sidewalk and bike lane to the east side of the street, with a shared-use path to be added on west side per project S32.	Long-term
D52		Buetel Road to Parrish Road	Extend Deer Lane from Buetel Road to Parrish Lane as a Residential Collector. Add a sidewalk and bike lane to the east/north side of the street, with a shared-use path to be added on west/south side per project S33. Create a local street connection to Finnegans Way Install a roundabout at South End Road (per project D42).	Long-term
D53	Madrona Drive extension	Madrona Drive to Deer Lane	Extend Madrona Drive to Deer Lane as a Constrained Residential Collector	Long-term
D54	Clairmont Drive extension	Beavercreek Road to Holly Lane South Extension	Extend Clairmont Drive from Beavercreek Road to the Holly Lane South extension as an Industrial Collector. Add a sidewalk and bike lane to the south side of the street, with a shared-use path to be added on north side per project S17.	Long-term
D55	Glen Oak Road extension	Beavercreek Road to the Meadow Lane Extension	Extend Glen Oak Road from Beavercreek Road to the Meadow Lane Extension as a Residential Collector. Install a roundabout at Beavercreek Road (per project D39)	Long-term
D56	Timbersky Way extension	Beavercreek Road to the Meadow Lane Extension	Extend Timbersky Way from Beavercreek Road to the Meadow Lane Extension as a Residential Collector. Add a sidewalk and bike lane to the south side of the street, with a shared-use path to be added on north side per project S20.	Long-term
D57	Holly Lane South extension	Maple Lane Road to Thayer Road	Extend Holly Lane from Maple Lane Road to Thayer Road as a Residential Collector. Add a sidewalk and bike lane to the west side of the street, with a shared-use path to be added on east side per project S14. Install a roundabout at Maple Lane Road (per project D37).	Medium-term

Table 2: Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
D58		Thayer Road to Meyers Road	Extend Holly Lane from Thayer Road to the Meyers Road extension as an Industrial Collector. Add a sidewalk and bike lane to the west side of the street, with a shared-use path to be added on east side per project S15.	Medium-term
D59		Meyers Road to the Meadow Lane Extension	Extend Holly Lane from the Meyers Road extension to the Meadow Lane Extension as a Mixed-Use Collector. Add a sidewalk and bike lane to the west side of the street, with a shared-use path to be added on east side per project S16.	Long-term
D60	Meadow Lane extension	Meadow Lane to Meyers Road	Extend Meadow Lane to the Meyers Road Extension as a Mixed-Use Collector. Between Old Acres Lane and the Glen Oak Road extension, add a sidewalk and bike lane to the west side of the street, with a shared-use path to be added on east side per project S21.	Long-term
D61		Meyers Road to UGB (north of Loder Road)	Extend Meadow Lane from the Meyers Road Extension to the UGB (north of Loder Road) as an Industrial Collector	Medium-term
D62	Dunes Drive Extension	OR 99E to Agnes Avenue	Extend Dunes Drive from OR 99E to Agnes Avenue as a Mixed-Use Collector. Install a roundabout at the Dunes Drive/Agnes Avenue intersection (per project D40). Will require redevelopment of the Oregon City Shopping Center.	Medium-term
D63	Washington Street to Abernethy Road Connection	Washington Street to Abernethy Road	Connect Washington Street to Abernethy Road with a Mixed-Use Collector. Add a sidewalk and bike lane to the west side of the street, with a shared-use path to be added on east side per project S5. This street should be a public access road built to City standards but maintained by a private entity.	Long-term
D64	Loder Road Extension	Beavercreek Road to Glen Oak Road	Extend Loder Road from Beavercreek Road to Glen Oak Road as an Industrial Collector. Add a sidewalk and bike lane to the west side of the street, with a shared-use path to be added on east side per project S18. Create a local street connection to Douglas Loop. Install a roundabout at Meyers Road (per project D45).	Short-term
D65	Parrish Road Extension	From Parrish Road east to Kolar Drive	Complete the gap between Parrish Road as a Constrained Residential Collector.	Long-term
D66	Washington Street Realignment	Home Depot Driveway to Clackamas River	Washington Street Realignment associated with the OR	Under

Table 2: Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
		Drive	213/Washington Street Jug-handle Project.	Construction
D72	Hampton Drive Extension	Hampton Drive to Atlanta Drive	Extend Hampton Drive to Atlanta Drive as a Residential Local Street.	Long-term
Driving Solutions (Street and Intersection Expansions- see Figure 18)				
D73	McLoughlin Boulevard Improvements - Phase 2	Dunes Drive to Clackamas River Bridge	Boulevard and gateway improvements, including pedestrian and bicycle facilities. Access management improvements just north of the I-205 southbound ramps.	Under Construction
D80	Division Street Upgrade	7 th Street to 18 th Street	Improve to Collector cross-section, as a constrained street	Long-term
D81	Beavercreek Road Upgrade	Clairmont Drive (CCC Entrance) to Meyers Road	Improve to Industrial Major Arterial cross-section	Medium-term
D82		Meyers Road to UGB	Improve to Residential Major Arterial cross-section	Long-term
D89	South End Road Upgrade	Partlow Road-Lafayette Road to UGB	Improve to Residential Minor Arterial cross-section	Medium-term
D92	Washington Street Upgrade	11 th Street to 7 th Street	Improve to Minor Arterial cross-section, as a constrained street. Add curb-ramps at intersections	Medium-term
Walking Solutions (see Figure 19)				
W5	Washington Street Sidewalk Infill	Washington Street-Abernethy Road Extension to Abernethy Road	Complete sidewalk gaps on both sides of the street	Short-term
W11	Holcomb Boulevard (East of OR 213) Sidewalk Infill	OR 213 overcrossing to Swan Avenue	Complete sidewalk gaps on both sides of the street	Medium-term
W12		Longview Way to Winston Drive	Complete sidewalk gaps on both sides of the street	Medium-term
W13		Barlow Drive to UGB	Complete sidewalk gaps on both sides of the street	Medium-term
W34	Molalla Avenue Sidewalk Infill	Gaffney Lane to Sebastian Way	Complete sidewalk gaps on both sides of the street	Included with project W74
W35	Leland Road Sidewalk Infill	Warner Milne Road to Meyers Road	Complete sidewalk gaps on both sides of the street	Short-term
W41	Warner Milne Road Sidewalk Infill	Leland Road to west of Molalla Avenue	Complete sidewalk gaps on both sides of the street	Short-term
W42	Beavercreek Road Sidewalk Infill	Warner Milne Road to east of Kaen Road	Complete sidewalk gaps on the east side of the street	Short-term
W47	South End Road (south of Partlow) Sidewalk Infill	Partlow Road to Buetel Road	Complete sidewalk gaps on both sides of the street	Included with project D89
W48		Buetel Road to UGB	Complete sidewalk gaps on both sides of the street	Included with project D89
W54	South End Road (north of Partlow) Sidewalk Infill	Partlow Road to Barker Avenue	Complete sidewalk gaps on both sides of the street	Short-term
W56	Warner Parrott Road Sidewalk Infill	King Road to Marshall Street	Complete sidewalk gaps on the north side of the street	Short-term

Table 2: Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
W62	Linn Avenue Sidewalk Infill	Ella Street to Charman Avenue	Complete sidewalk gaps on both sides of the street	Short-term
W64	Brighton Avenue-Creed Street Sidewalk Infill	Charman Avenue to Waterboard Park Road	Complete sidewalk gaps on both sides of the street	Short-term
W65	Brighton Avenue-Park Drive Sidewalk Infill	Charman Avenue to Linn Avenue	Complete sidewalk gaps on both sides of the street	Short-term
W70	Division Street Sidewalk Infill	7 th Street to 18 th Street	Complete sidewalk gaps on both sides of the street	Included with project D80
W73	Molalla Avenue Streetscape Improvements Phase 3	Holmes Lane to Warner Milne Road	Streetscape improvements including widening sidewalks, sidewalk infill, ADA accessibility, bike lanes, reconfigure travel lanes, add bus stop amenities.	Medium-term
W74	Molalla Avenue Streetscape Improvements Phase 4	Beavercreek Road to OR 213	Streetscape improvements including widening sidewalks, sidewalk infill, ADA accessibility, bike lanes, reconfigure travel lanes, add bus stop amenities.	Medium-term
W75	15 th Street Sidewalk Infill	OR 99E to Washington Street	Complete sidewalk gaps on both sides of the street, with a shared-use path to be added on south side between OR 99E and Main Street per project S53.	Included with project D8
Biking Solutions (see Figure 20)				
B1	7 th Street Shared Roadway	OR 43 Bridge to Railroad Avenue	Add wayfinding and shared lane markings	Short-term
B2	Railroad Avenue-9 th Street Shared Roadway	OR 99E to Main Street	Add wayfinding and shared lane markings	Short-term
B3	Main Street Shared Roadway	OR 99E to 15 th Street	Add wayfinding and shared lane markings	Short-term
B5	12 th Street (west of Washington Street) Shared Roadway	OR 99E to Washington Street	Add wayfinding and shared lane markings	Short-term
B6	15 th Street (west of John Adams) Shared Roadway	Washington Street to John Adams Street	Add wayfinding and shared lane markings	Included with project D8
B12	Holcomb Boulevard (East of OR 213) Bike Lanes	Longview Way to UGB	Add bike lanes to both sides of the street	Medium-term
B29	Beavercreek Road Bike Lanes	Pebble Beach Drive to UGB	Add bike lanes to both sides of the street	Included with project D82
B32	Fir Street Bike Lanes	Molalla Avenue to 1,500 feet east	Add bike lanes to both sides of the street	Medium-term
B33	Leland Road Bike Lanes	Marysville Lane to Meyers Road	Add bike lanes to both sides of the street	Medium-term
B35	Meyers Road Bike Lanes	Leland Road to Autumn Lane	Add bike lanes to both sides of the street	Medium-term

Table 2: Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
B37	Molalla Avenue Bike Lanes	Gales Lane to Adrian Way	Complete bike lane gaps on both sides of the street	Included with project W73
B42	South End Road (south of Partlow) Bike Lanes	Buettel Road to UGB	Add bike lanes to both sides of the street	Included with project D89
B53	Holmes Lane Bike Lanes	Linn Avenue to Rilance Lane	Add bike lanes to both sides of the street	Medium-term
B55	Pearl Street Bike Lanes	Linn Avenue to Molalla Avenue	Add bike lanes to both sides of the street	Medium-term
B60	Division Street Bike Lanes	7 th Street to 18 th Street	Add bike lanes to both sides of the street	Included with project D80
B65	14 th Street Bike Lanes	OR 99E to John Adams Street	Add an eastbound bike lane and a westbound contra-flow bike lane	Included with project D7
B66	15 th Street Bike Lanes	OR 99E to Washington Street	Add a westbound bike lane and an eastbound contra-flow bike lane, with a shared-use path to be added on south side of 15 th Street between OR 99E and Main Street per project S53.	Included with project D8
Shared-Use Path Solutions (see Figure 21)				
S14	Maple Lane-Thayer Shared-Use Path	Maple Lane Road to Thayer Road	Add a shared-use path on the east side of the Holly Lane extension between Maple Lane and Thayer.	Long-term
S15	Thayer-Loder Shared-Use Path	Thayer Road to Loder Road	Add a shared-use path on the east side of the Holly Lane extension between Thayer and Loder.	Long-term
S18	Loder Road Shared-Use Path	Glen Oak Road to Holly Lane Extension	Add a shared-use path on the south/east side of the Loder Road extension between Glen Oak Road and the Holly Lane extension.	Long-term
S24	Gaffney Lane Elementary Shared-Use Path	Eastborne Drive to Falcon Drive	Add a shared-use path along the northern boundary of Gaffney Lane Elementary School between the Eastborne Drive path and Falcon Drive	Long-term
S36	Tumwater-4 th Shared-Use Path	Tumwater Drive to 4 th Avenue	Add a shared-use path through Old Canemah Park connecting 4 th Avenue to the Tumwater/South 2 nd intersection	Long-term
S53	15 th Street Shared-Use Path	OR 99E to Main Street	Add a shared-use path on the south side of 15 th Street between OR 99E and Main Street.	Included with project D8
Transit Solutions				
T1	Molalla Avenue Transit Signal Priority	Washington Street to Gaffney Lane	Provide priority at traffic signals for buses behind schedule. This includes the use and deployment of Opticom detectors	Short-term

Table 2: Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
			at traffic signals and emitters on buses.	
T2	OR 99E Transit Signal Priority	Dunes Drive to 10 th Street		Short-term
T3	Bus Stop Amenity Enhancement	Citywide	Add amenities at bus stops as needed, including bus shelters, landing pads, benches, trash/recycling receptacles and lighting	Short-term
Street Crossing Solutions (see Figure 21)				
C11	Beavercreek Road/Loder Road Shared-Use Path Crossing	Beavercreek Road/Loder Road intersection	Install crosswalk and pedestrian activated flasher on Beavercreek Road	Long-term
C35	John Adams/7 th Family Friendly Route Crossing	7 th Street/John Adams Street intersection	Install crosswalk and pedestrian activated flasher on 7 th Street	Long-term
Family-Friendly Routes (see Figure 19 or 20)				
FF13	Leland-Warner Parrot Family Friendly Route	Leland Road to Warner Parrot Road	Add sidewalks on both sides of the street. Add wayfinding, traffic calming and shared lane markings. Route via Hampton Drive, Atlanta Drive, Auburn Drive and Boynton Street. Includes Hampton Drive extension to Central Point Road	Long-term
FF19	Warner Parrot-Barker Family Friendly Route	Warner Parrot Road to Barker Avenue	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings. Route via Woodlawn Avenue and Woodfield Court.	Long-term
FF20	Barker Avenue Family Friendly Route	South End Road to Telford Road	Add sidewalks on both sides of the street. Add wayfinding, traffic calming and shared lane markings. Route via Barker Avenue	Long-term
FF23	Charman Avenue Family Friendly Route	Telford Road to Linn Avenue	Add sidewalks and bike lanes on both sides of the street. Add wayfinding and traffic calming	Long-term
Citywide and Programmatic Improvements				
N/A	Family Friendly Routes	Citywide	Program to systematically implement the Neighborhood Greenway network on a yearly basis	N/A
N/A	Sidewalk Infill Program	Citywide	Capital program to systematically design and construct missing sidewalks along prioritized pedestrian routes. Provide sidewalks on local, residential streets that lead to roadways with transit service.	N/A
N/A	Develop Bicycle and Pedestrian Design Guidelines	Citywide	Develop bicycle and pedestrian design guidelines that establish preferred designs that represent best practices. Key	N/A

Table 2: Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
			treatments include pedestrian crossing design and bicycle accommodation at intersections (i.e. bike boxes, bicycle detection, etc.).	
N/A	ADA/Curb Ramp Upgrade Program	Citywide	Upgrade curb ramps and eliminate gaps in ADA access along prioritized pedestrian routes near key destinations.	N/A
N/A	Pedestrian Wayfinding Signage	Citywide	Pedestrian wayfinding tools can include signs and walking maps indicating walking routes to destinations and transit stops, as well as digital applications for smart phones.	N/A
N/A	Bicycle Parking Program	Citywide	Implement bicycle rack design and placement standards; review development applications for compliance; coordinate with sidewalk installation by developments or in city projects.	N/A
N/A	Bike Lane Re-striping Schedule	Citywide	Develop a bike lane re-striping schedule.	N/A
N/A	Bicycle Wayfinding Signage	Citywide	Implement a bicycle wayfinding signage program to assist bicyclists in choosing comfortable routes and to help visiting bicyclists navigate through the city.	N/A
N/A	Stop Here For Pedestrians signage	Citywide	Add Stop Here For Pedestrians signage at existing and new crosswalks. State standards require installation of a stop line in advance of the crosswalk to use this sign.	N/A
N/A	Bicycle/Pedestrian Connections to Transit	Citywide	Coordinate infrastructure upgrades near transit stops and park and rides to improve access and amenities targeted at increasing ridership.	N/A
N/A	Repaving policy	Citywide	Ensure repaving projects extend the full width of the road, including the full shoulder or bike lane.	N/A
N/A	Streetscape Enhancements	Citywide	Develop projects to create a pedestrian buffer zone on key pedestrian routes, including those that provide access to transit. Streets that would benefit from a buffer zone include Molalla Ave and Warner Milne Rd.	N/A
N/A	Safe Routes to Schools Curriculum	Citywide	Leverage ODOT Safe Routes Program with local investment to bring Safe Routes curriculum to all area K-8 schools.	N/A

Table 2: Not Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
Driving Solutions (Intersection and Street Management- see Figure 1)				
D2	Beavercreek Road Traffic Surveillance	Molalla Avenue to Maple Lane Road	Install video monitoring cameras and vehicle detection equipment to provide turn movement counts, hourly volumes, travel times, and speed	Long-term Phase 2
D3	Washington Street Traffic Surveillance	7 th Street to OR 213		Long-term Phase 3
D4	7 th Street/Molalla Avenue Traffic Surveillance	Washington Street to OR 213		Long-term Phase 3
D5	OR 213/ 7 th Street-Molalla Avenue/ Washington Street Integrated Corridor Management	I-205 to Henrici Road	Integrate traffic surveillance and traffic control equipment with ODOT	Long-term Phase 3
D6	OR 99E Integrated Corridor Management	OR 224 (in Milwaukie) to 10 th Street		Long-term Phase 3
D9	OR 213/Beavercreek Road Weather Information Station	OR 213/Beavercreek Road	Install road weather information stations that provide temperature, road conditions, and a video image.	Long-term Phase 4
D10	Warner Milne Road/Linn Avenue Road Weather Information Station	Warner Milne Road/Linn Avenue		Long-term Phase 4
D15	Holcomb Boulevard Curve Warning System	Holcomb Boulevard just to the west of the OR 213 overcrossing	Install a curve warning system on Holcomb Boulevard that activates when a motorist approaches the curve at a high speed.	Long-term Phase 3
D16	Holcomb Boulevard Speed Warning System	Holcomb Boulevard east of Jada Way	Install a speed warning system that activates when a motorist approaches at a high speed.	Long-term Phase 4
D17	Washington Street Speed Warning System	Washington Street near 9 th Street		Long-term Phase 4
D18	7 th Street Speed Warning System	7 th Street near Harrison Street		Long-term Phase 4
D19	Linn Avenue Speed Warning System	Linn Avenue near Glenwood Court		Long-term Phase 4
D20	OR 99E Northbound Speed Warning System	OR 99E near Paquet Street		Long-term Phase 4
D21	OR 99E Southbound Speed Warning System	OR 99E near Hedges Street		Long-term Phase 4
D22	Central Point Road Speed Warning System	Central Point Road near White Lane		Long-term Phase 4
D23	South End Road School Zone Flashers	South End Road near Salmonberry	Install school zone flashers	Long-term

Table 2: Not Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
		Drive and Filbert Drive		Phase 4
D24	Gaffney Lane School Zone Flashers	Gaffney Lane near Glenview Court and Falcon Drive		Long-term Phase 4
D25	Meyers Road School Zone Flashers	Meyers Road near High School Lane		Long-term Phase 4
D26	Beavercreek Road School Zone Flashers	Beavercreek Road south of Loder Road and north of Glen Oak Road		Long-term Phase 4
D29	John Adams Street/7th Street Safety Enhancement	John Adams Street/7th Street	Restripe 7th Street to include a northbound left-turn pocket from 7th Street to John Adams Street.	Long-term Phase 2
D31	High Street/2nd Street Operational Enhancement	High Street/2nd Street	Install a traffic signal	Long-term Phase 4
D34	Central Point Road/Warner Parrott Road Operational Enhancement	Central Point Road/Warner Parrott Road	Restrict left turns from Central Point Road to Warner Parrott Road. Install a roundabout at the Linn Avenue-Leland Road/ Warner Parrott Road-Warner Milne Road intersection	Long-term Phase 4
D35	Redland Road/Anchor Way Operational Enhancement	Redland Road/Anchor Way	Install a traffic signal	Long-term Phase 4
D36	Redland Road/Holly Lane Operational Enhancement	Redland Road/Holly Lane	Install a single-lane roundabout	Long-term Phase 4
D37	Maple Lane Road/Holly Lane Operational Enhancement	Maple Lane Road/Holly Lane	Install a single-lane roundabout	Long-term Phase 4
D38	Maple Lane Road/Walnut Grove Way Operational Enhancement	Maple Lane Road/Walnut Grove Way	Install a single-lane roundabout or realign Maple Lane Road in correlation with development	Long-term Phase 3
D39	Beavercreek Road/Glen Oak Road Operational Enhancement	Beavercreek Road/Glen Oak Road	Install a roundabout	Long-term Phase 2
Driving Solutions (Street Extensions- see Figure 2)				
D67	OR 99E to Beutel Road Extension Feasibility Study	OR 99E to Beutel Road	Further study a potential connection between OR 99E and Beutel Road as a Constrained Minor Arterial. Add shared-use path on the east side of the street per project S34. Install a roundabout at South End Road (per project D41). The connection will likely be hindered by topography.	Long-term Phase 4
D68	Chanticleer Place Extension	Glen Oak Road to north of Russ	Extend Chanticleer Place from Glen Oak Road to	Long-term

Table 2: Not Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
		Wilcox Way	Russ Wilcox Way as a Residential Collector.	Phase 3
D69		South of Talawa Drive to Chanticleer Drive	Extend Chanticleer Place from Talawa Drive to Chanticleer Drive as a Residential Collector.	Long-term Phase 3
D70	Chanticleer Drive Extension	South of Edgemont Drive to Henrici Road	Extend Chanticleer Drive from Edgemont Drive to Henrici Road as a Residential Collector.	Long-term Phase 3
D71	Coquille Drive Extension	Quinalt Drive to Henrici Drive	Extend Coquille Drive from Quinalt Drive to Henrici Drive as a Residential Collector.	Long-term Phase 3
Driving Solutions (Street and Intersection Expansion- see Figure 3)				
D74	McLoughlin Boulevard Improvements - Phase 3	10 th Street to Main Street	Widen OR 99E to a five-lane cross-section that includes two travel lanes in each direction and a center two-way left-turn lane and/or a median to improve access management. The project will also improve pedestrian and bicycle facilities.	Long-term Phase 2
D75	I-205 Southbound Interchange Improvements	OR 99E/I-205 Southbound Ramps	Add dual left-turn lanes on the southbound OR 99E approach to the southbound I-205 ramp. Widen the on-ramp to the ramp meters to accommodate the dual left-turn approach.	Long-term Phase 3
D76	I-205 Northbound Interchange Improvements	OR 99E/I-205 Northbound Ramps	Add dual left-turn lanes on the westbound I-205 Off-ramp approach to OR 99E. Widen the off-ramp approaching OR 99E to maintain the separated westbound right-turn lane.	Long-term Phase 3
D77	OR 213 Safety Improvement	Molalla Avenue to Conway Drive	Widen to five lanes (two travel lanes in each direction, with a center turn lane/median) with bike lanes and sidewalks	Long-term Phase 4
D78	Anchor Way Safety Improvement	18 th Street to Division Street	Realign Anchor Way to connect with Division Street	Long-term Phase 4
D79	OR 213/Redland Road Capacity Improvements	Redland Road to Redland Road undercrossing	Add a third northbound travel lane on OR 213 north of the Redland Road undercrossing. Extend the third southbound travel on OR 213 south of the Redland Road intersection and merge the third lane before the Redland Road undercrossing. Add a right-turn lane (southbound OR 213 to westbound Redland).	Long-term Phase 4

Table 2: Not Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
			Convert the Redland Road approach to OR 213 to 1 receiving lane, 2 left-turn approach lanes, and 1 right-turn lane.	
D83	Holly Lane Upgrade	Redland Road to Maple Lane Road	Improve to Residential Minor Arterial cross-section	Long-term Phase 2
D84	Maple Lane Road Upgrade	Beavercreek Road to UGB	Improve to Residential Minor Arterial cross-section	Long-term Phase 2
D85	Loder Road Upgrade	Beavercreek Road to UGB	Improve to Industrial Collector cross-section. Install a roundabout at the Beavercreek Road/Loder Road intersection.	Long-term Phase 2
D86	Livesay Road Upgrade	Redland Road to Swan Avenue	Improve to Residential Collector cross-section.	Long-term Phase 3
D87		Swan Avenue to Holly Lane extension	Improve to Mixed-Use Collector cross-section.	Long-term Phase 3
D88	Donovan Road Upgrade	Holly Lane to UGB	Improve to Mixed-Use Collector cross-section.	Long-term Phase 3
D90	Main Street Upgrade	15 th Street to Agnes Avenue	Improve to Mixed-Use Collector cross-section between 17 th Street and Agnes Avenue. Between 15 th Street and 17 th Street, restripe Main Street to include two 12-foot travel lanes, a six-foot northbound bike lane, a six-foot southbound bike lane, and an eight-foot on-street parking lane on the east side.	Long-term Phase 2
D91	Redland Road Upgrade	Holcomb Boulevard to Holly Lane	Improve to Minor Arterial cross-section, as a constrained street	Long-term Phase 2
D93	Beutel Road Upgrade	South End Road to northern terminus	Improve to Collector cross-section, as a constrained street	Long-term Phase 2
Walking Solutions (see Figure 4)				
W1	Dunes Drive Sidewalk Infill	OR 99E to Clackamette Drive	Complete sidewalk gaps the south side of the street	Long-term Phase 4
W2	Main Street Sidewalk Infill	OR 99E to 17 th Street	Complete sidewalk gaps on west/south side of the street. A shared-use path will be added on east/north side per project S1	Included with project D90

Table 2: Not Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
W3		17 th Street to 15 th Street	Complete sidewalk gaps the west side of the street	Included with project D90
W4	Agnes Avenue Sidewalk Infill	Main Street to Washington Drive	Complete sidewalk gaps on both sides of the street	Long-term Phase 4
W6	Holcomb Boulevard (West of OR 213) Sidewalk Infill	Abernethy Road to OR 213 overcrossing	Complete sidewalk gaps on both sides of the street	Long-term Phase 3
W7	Redland Road (West of OR 213) Sidewalk Infill	Abernethy Road to Anchor Way	Complete sidewalk gaps on west/south side of the street. A shared-use path will be added on west side per project S6	Long-term Phase 2
W8	Forsythe Road Sidewalk Infill	Clackamas River Drive to Harley Avenue	Complete sidewalk gaps on south side of the street. A shared-use path will be added on north side per project S7	Long-term Phase 3
W9	Clackamas River Drive Sidewalk Infill	OR 213 to Forsythe Road	Complete sidewalk gaps on east side of the street. A shared-use path will be added on west side per project S8	Long-term Phase 2
W10		Forsythe Road to UGB	Complete sidewalk gaps on both sides of the street	Long-term Phase 3
W14	Apperson Boulevard Sidewalk Infill	La Rae Street to Gain Street	Complete sidewalk gaps on the west side of the street	Long-term Phase 3
W15	Swan Avenue Sidewalk Infill	Forsythe Road to Ann Drive	Complete sidewalk gaps on both sides of the street	Long-term Phase 2
W16	Livesay Road Sidewalk Infill	Redland Road to Frank Avenue	Complete sidewalk gaps on both sides of the street	Included with project D86/D87
W17	Redland Road (East of OR 213) Sidewalk Infill	Anchor Way to Livesay Road	Complete sidewalk gaps on north side of the street. A shared-use path will be added on south side per project S6	Included with project D91
W18		Livesay Road to UGB	Complete sidewalk gaps on both sides of the street	Long-term Phase 3
W19	Donovan Road Sidewalk Infill	Holly Lane to western terminus	Complete sidewalk gaps on north side of the street. A shared-use path will be added on south side per project S12	Long-term Phase 4

Table 2: Not Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
W20	Morton Road Sidewalk Infill	Holly Lane to Swan Extension	Complete sidewalk gaps on both sides of the street	Long-term Phase 4
W21	Holly Lane Sidewalk Infill	Redland Road to Donovan Road	Complete sidewalk gaps on both sides of the street	Included with project D83
W22		Donovan Road to Maple Lane Road	Complete sidewalk gaps on west side of the street. A shared-use path will be added on east side per project S13	Included with project D83
W23	Maple Lane Road Sidewalk Infill	Beavercreek Road to UGB	Complete sidewalk gaps on both sides of the street	Included with project D84
W24	Thayer Road Sidewalk Infill	Maple Lane Road to UGB	Complete sidewalk gaps on both sides of the street	Long-term Phase 3
W25	Loder Road Sidewalk Infill	Beavercreek Road to the Holly Lane Extension	Complete sidewalk gaps on north side of the street. A shared-use path will be added on south side per project S18.	Included with project D85
W26		Holly Lane Extension to the UGB	Complete sidewalk gaps on both sides of the street	Included with project D85
W27	High School Avenue Sidewalk Infill	Meyers Road to Glen Oak Road	Complete sidewalk gaps on the west side of the street	Long-term Phase 3
W28	Glen Oak Road Sidewalk Infill	OR 213 to High School Avenue	Complete sidewalk gaps on both sides of the street	Long-term Phase 2
W29		Coquille Drive to Augusta Drive	Complete sidewalk gaps on both sides of the street	Long-term Phase 3
W30	Chanticleer Drive Sidewalk Infill	North terminus to south terminus	Complete sidewalk gaps on both sides of the street	Long-term Phase 4
W31	OR 213 Sidewalk Infill	Molalla Avenue to Conway Drive	Complete sidewalk gaps on both sides of the street	Included with project D77
W32	Bertha Drive Sidewalk Infill	Clairmont Way to Gaffney Lane	Complete sidewalk gaps on the east side of the street	Long-term Phase 3
W33	Gaffney Lane Sidewalk Infill	Cokeron Drive to Glenview Court	Complete sidewalk gaps on both sides of the street	Long-term

Table 2: Not Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
				Phase 2
W36	Leland Road Sidewalk Infill	Meyers Road to McCord Road	Complete sidewalk gaps on both sides of the street	Long-term Phase 3
W37		McCord Road to UGB	Complete sidewalk gaps on both sides of the street	Long-term Phase 4
W38	Meyers Road Sidewalk Infill	Leland Road to Frontier Parkway	Complete sidewalk gaps on both sides of the street	Long-term Phase 3
W39	Jessie Avenue Sidewalk Infill	Leland Road to Frontier Parkway	Complete sidewalk gaps on both sides of the street	Long-term Phase 4
W40	Clairmont Way Sidewalk Infill	Leland Road to Bertha Drive	Complete sidewalk gaps on both sides of the street	Long-term Phase 3
W43	McCord Road Sidewalk Infill	Sunset Springs Drive to Leland Road	Complete sidewalk gaps on both sides of the street	Long-term Phase 4
W44	Pease Road Sidewalk Infill	Leland Road to Tidewater Street	Complete sidewalk gaps on both sides of the street	Long-term Phase 4
W45	Central Point Road Sidewalk Infill	McCord Road to Trade Wind Street	Complete sidewalk gaps on both sides of the street	Long-term Phase 3
W46		Parrish Road to Hazeldell Avenue	Complete sidewalk gaps on both sides of the street	Long-term Phase 3
W49	Parrish Road Sidewalk Infill	South End Road to eastern terminus	Complete sidewalk gaps on both sides of the street	Long-term Phase 4
W50		Kolar Drive to Central Point Road	Complete sidewalk gaps on the south side of the street	Long-term Phase 4
W51	Buetel Road Sidewalk Infill	South End Road to western terminus	Complete sidewalk gaps on both sides of the street	Included with project D93
W52	Partlow Road Sidewalk Infill	South End Road to Central Point Road	Complete sidewalk gaps on both sides of the street	Long-term Phase 3
W53	Rose Road Sidewalk Infill	South End Road to Deer Lane	Complete sidewalk gaps on both sides of the street	Long-term Phase 4
W55	Lawton Road Sidewalk Infill	South End Road to Netzel Street	Complete sidewalk gaps on both sides of the street	Long-term Phase 4
W57	Canemah Road Sidewalk Infill	Warner Parrott Road to Telford	Complete sidewalk gaps on both sides of the street	Long-term

Table 2: Not Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
		Road		Phase 3
W58	Hood Street Sidewalk Infill	Linn Avenue to eastern terminus	Complete sidewalk gaps on both sides of the street	Long-term Phase 4
W59	Telford Road Sidewalk Infill	Ogden Drive to Holmes Lane	Complete sidewalk gaps on both sides of the street	Long-term Phase 3
W60	AV Davis-Ethel Street Sidewalk Infill	Holmes Lane to Leonard Street	Complete sidewalk gaps on both sides of the street	Long-term Phase 3
W61	Holmes Lane (west of Bell Court) Sidewalk Infill	Telford Road to Bell Court	Complete sidewalk gaps on both sides of the street	Long-term Phase 3
W63	Charman Avenue Sidewalk Infill	Linn Avenue to Electric Avenue	Complete sidewalk gaps on both sides of the street	Long-term Phase 3
W66	Warner Street Sidewalk Infill	Prospect Street to Molalla Avenue	Complete sidewalk gaps on the south side of the street	Long-term Phase 4
W67	Holmes Lane (east of Bell Court) Sidewalk Infill	Bell Court to Prospect Street	Complete sidewalk gaps on the north side of the street	Long-term Phase 3
W68	Pearl Street Sidewalk Infill	Linn Avenue to Eluria Street	Complete sidewalk gaps on both sides of the street	Long-term Phase 3
W69	Center Street Sidewalk Infill	Clinton Street to 1 st Street	Complete sidewalk gaps on both sides of the street	Long-term Phase 3
W71	15 th Street Sidewalk Infill	Harrison Street to Jefferson Street	Complete sidewalk gaps on both sides of the street	Long-term Phase 4
W72	Anchor Way Sidewalk Infill	18 th Street to Redland Road	Complete sidewalk gaps on east side of the street. A shared-use path will be added on west side per project S49.	Long-term Phase 4
Biking Solutions (see Figure 5)				
B4	Main Street Bike Lanes	Agnes Avenue to I-205 undercrossing	Add a bike lane to the west side of the street. A shared-use path will be added on east/north side per project S1	Long-term Phase 3
B7	Agnes Avenue Bike Lanes	Main Street to Washington Drive	Add bike lanes to both sides of the street	Long-term Phase 4
B8	Abernethy Road Bike Lanes	Washington Street to Redland Road	Add a bike lane to the south side of the street. A shared-use path will be added on the north side per project S2.	Long-term Phase 2

Table 2: Not Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
B9	Holcomb Boulevard (West of OR 213) Bike Lanes	Abernethy Road to OR 213 overcrossing	Add bike lanes to both sides of the street	Long-term Phase 2
B10	Forsythe Road Bike Lanes	Clackamas River Drive to Harley Avenue	Add a bike lane to the south side of the street. A shared-use path will be added on north side per project S7	Long-term Phase 4
B11	Clackamas River Drive Bike Lanes	Forsythe Road to UGB	Add bike lanes to both sides of the street	Long-term Phase 3
B13	Apperson Boulevard Shared Roadway	Forsythe Road to Holcomb Boulevard	Add wayfinding and shared lane markings	Long-term Phase 3
B14	Swan Avenue Bike Lanes	Forsythe Road to Holcomb Boulevard	Add bike lanes to both sides of the street	Long-term Phase 2
B15	Swan Avenue Shared Roadway	Holcomb Boulevard to southern terminus	Add wayfinding and shared lane markings	Long-term Phase 4
B16	Livesay Road Bike Lanes	Redland Road to Frank Avenue	Add bike lanes to both sides of the street	Long-term Phase 4
B17	Donovan Road Bike Lanes	Holly Lane to western terminus	Add a bike lane to the north side of the street. A shared-use path will be added on south side per project S12	Long-term Phase 4
B18	Morton Road Bike Lanes	Holly Lane to Swan Extension	Add bike lanes to both sides of the street	Long-term Phase 4
B19	Holly Lane Bike Lanes	Redland Road to Donovan Road	Add bike lanes to both sides of the street	Included with project D83
B20		Donovan Road to Maple Lane Road	Add a bike lane to the west side of the street. A shared-use path will be added on east side per project S13	Included with project D83
B21	Maple Lane Bike Lanes	Walnut Grove Way to UGB	Add bike lanes to both sides of the street	Included with project D84
B22	Thayer Road Bike Lanes	Elder Road to UGB	Add bike lanes to both sides of the street	Long-term Phase 3
B23	Loder Road Bike Lanes	Beavercreek Road and the Holly Lane Extension	Add a bike lane to the north side of the street. A shared-use path will be added on south side per	Included with project

Table 2: Not Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
			project S18.	D85
B24		Holly Lane Extension to the UGB	Add bike lanes to both sides of the street	Included with project D85
B25	High School Avenue Shared Roadway	Meyers Road to Glen Oak Road	Add wayfinding and shared lane markings	Long-term Phase 4
B26	Glen Oak Road Bike Lanes	Coquille Drive to Augusta Drive	Add bike lanes to both sides of the street	Long-term Phase 3
B27	Coquille Drive Shared Roadway	Glen Oak Road to Turtle Bay Drive	Add wayfinding and shared lane markings	Long-term Phase 4
B28	Chanticleer Drive Shared Roadway	North terminus to south terminus	Add wayfinding and shared lane markings	Long-term Phase 4
B30	Bertha Drive Bike Lanes	Clairmont Way to Gaffney Lane	Add bike lanes to both sides of the street	Long-term Phase 4
B31	Gaffney Lane Bike Lanes	Cokeron Drive to Glenview Court	Add bike lanes to both sides of the street	Long-term Phase 3
B34	Leland Road Bike Lanes	Kalal Court to UGB	Add bike lanes to both sides of the street	Long-term Phase 3
B36	Jessie Avenue Bike Lanes	Leland Road to Jessie Court	Add bike lanes to both sides of the street	Long-term Phase 4
B38	McCord Road Bike Lanes	Central Point Road to Leland Road	Add bike lanes to both sides of the street	Long-term Phase 2
B39	Pease Road Shared Roadway	Leland Road to Tidewater Street	Add wayfinding and shared lane markings	Long-term Phase 4
B40	Central Point Road Bike Lanes	Partlow Road to Swallowtail Place	Complete bike lane gaps on both sides of the street	Long-term Phase 2
B41		Parrish Road to Skellenger Way	Add bike lanes to both sides of the street	Long-term Phase 2
B43	Parrish Road Shared Roadway	South End Road to eastern terminus	Add wayfinding and shared lane markings	Long-term Phase 4
B44	Parrish Road Bike Lanes	Kolar Drive to Central Point Road	Add bike lanes to both sides of the street	Long-term Phase 4
B45	Buetel Road Bike Lanes	South End Road to western terminus	Add bike lanes to both sides of the street	Included

Table 2: Not Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
				with project D93
B46	Partlow Road Bike Lanes	South End Road to Central Point Road	Complete bike lane gaps on both sides of the street	Long-term Phase 2
B47	Rose Road Bike Lanes	South End Road to Deer Lane	Add bike lanes to both sides of the street	Long-term Phase 4
B48	Lawton Road Shared Roadway	South End Road to Netzel Street	Add wayfinding and shared lane markings	Long-term Phase 4
B49	Canemah Road Shared Roadway	Warner Parrott Road to Telford Road	Add wayfinding and shared lane markings	Long-term Phase 4
B50	Telford Road Shared Roadway	Charman Avenue to Holmes Lane	Add wayfinding and shared lane markings	Long-term Phase 3
B51	AV Davis-Ethel Street Shared Roadway	Holmes Lane to Leonard Street	Add wayfinding and shared lane markings	Long-term Phase 3
B52	Holmes Lane Shared Roadway	Telford Road to Linn Avenue	Add wayfinding and shared lane markings	Long-term Phase 4
B54	Brighton Avenue-Creed Street Shared Roadway	Charman Avenue to Waterboard Park Road	Add wayfinding and shared lane markings	Long-term Phase 3
B56	Pearl Street Shared Roadway	Molalla Avenue to Eluria Street	Add wayfinding and shared lane markings	Long-term Phase 3
B57	Center Street Shared Roadway	Clinton Street to 5 th Street	Add wayfinding and shared lane markings	Long-term Phase 3
B58	South 2 nd Street Shared Roadway	High Street to Tumwater Drive	Add wayfinding and shared lane markings	Long-term Phase 3
B59	5 th Street Shared Roadway	Washington Street to Center Street	Add wayfinding and shared lane markings	Long-term Phase 3
B61	Taylor Street Shared Roadway	7 th Street to 12 th Street	Add wayfinding and shared lane markings	Long-term Phase 3
B62	12 th Street Shared Roadway	Taylor Street to Washington Street	Add wayfinding and shared lane markings	Long-term Phase 3
B63	15 th Street Shared Roadway	Division Street to John Adams Street	Add wayfinding and shared lane markings	Long-term Phase 4
B64	Anchor Way Bike Lanes	18 th Street to Redland Road	Add a bike lane to the east side of the street. A	Long-term

Table 2: Not Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
			shared-use path will be added on west side per project S49.	Phase 2
Shared-Use Path Solutions (see Figure 6)				
S1	Main Street Shared-Use Path	Clackamette Park to 17 th Street	Add a shared-use path on the north/east side of the street	Long-term Phase 2
S2	Abernethy Road Shared-Use Path	Main Street to Redland Road	Add a shared-use path on the north side of the street from Main Street to Redland Road. Add a railroad gate at the 17 th Street rail crossing. Will require permission for an at-grade pedestrian and bicycle rail crossing.	Long-term Phase 3
S3	OR 99E Shared-Use Path	10 th Street to Railroad Avenue	Add a shared-use path on the west side of the street	Included with project D74
S4	Abernethy Creek Park Shared-Use Path	John Adams Street to 15 th Street	Add a shared-use path between John Adams and 15 th , with a bridge over the gully	Long-term Phase 4
S5	Abernethy Road-Clackamas River Drive Shared-Use Path	Abernethy Road to Clackamas River Drive	Add a shared-use path on the east side of the Abernethy-Washington extension and on the east side of the Washington Street realignment to Clackamas River Drive	Long-term Phase 2
S6	Redland Road Shared-Use Path	Abernethy Road to Livesay Road	Add a shared-use path on the west/south side of the street	Long-term Phase 2
S7	Forsythe Road Shared-Use Path	Clackamas River Drive to UGB	Add a shared-use path on the north side of the street	Long-term Phase 4
S8	Clackamas River Drive Shared-Use Path	OR 213 to Forsythe Road	Add a shared-use path on the west side of the street	Long-term Phase 2
S9	Swan-Livesay Shared-Use Path	Bonn Street to Livesay Road	Add a shared-use path between Swan and Livesay, with a bridge over the gully	Long-term Phase 4
S10	Redland-Holcomb Shared-Use Path	Redland Road to Holcomb Boulevard	Add a shared-use path along the north side of the gully from the Redland/Livesay to Holcomb/Oak Tree intersection	Long-term Phase 3
S11	Holcomb- Forsythe Road Shared-Use Path	Holcomb Boulevard to Forsythe Road	Add a shared-use path connecting the Redland-Holcomb Shared-Use Path to the Forsythe Road Shared-Use Path	Long-term Phase 4

Table 2: Not Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
S12	Redland-Holly Shared-Use Path	Redland Road to Holly Lane	Add a shared-use path along the east side of the gully between the Redland/Livesay and Holly/Donovan intersection. Will require a bridge over the gully south of Redland Road	Long-term Phase 2
S13	Holly Lane Shared-Use Path	Donovan Road to Maple Lane Road	Add a shared-use path on the east side of the street	Long-term Phase 2
S16	Loder-Timbersky Shared-Use Path	Loder Road to Timbersky Way	Add a shared-use path on the east side of the Holly Lane extension between Loder and Timbersky.	Long-term Phase 3
S17	Clairmont Drive Shared-Use Path	Beavercreek Road to UGB	Add a shared-use path on the north side of the Clairmont Drive extension between Beavercreek Road and the UGB.	Long-term Phase 3
S19	Meyers Road Extension Shared-Use Path	Holly Lane Extension to UGB	Add a shared-use path on the north side of the Meyers Road extension between the Holly Lane extension and the UGB.	Long-term Phase 3
S20	Timbersky Extension Shared-Use Path	Pebble Beach Drive to Meadow Lane Extension	Add a shared-use path on the east side of Beavercreek Road and the north side of the Timbersky Way extension between Pebble Beach Drive and the Meadow Lane Extension Shared-use Path	Long-term Phase 3
S21	Meadow Lane Extension Shared-use Path	Old Acres Lane to UGB (north of Loder Road)	Add a shared-use path on the east side of the Meadow Lane extension from Meadow Lane to the Glen Oak Road extension. Between the Glen Oak Road extension and the UGB (north of Loder Road) the shared-use path will run along the west side of the ridge	Long-term Phase 4
S22	Meyers-Beavercreek Shared-Use Path	Morrie Drive to Beavercreek Road	Add a shared-use path under the power lines between Morrie Drive and Beavercreek Road. Will require a portion of the parking lot between Molalla and Beavercreek	Long-term Phase 2
S23	Meyers Road Shared-Use Path	Meyers-Beavercreek Shared-Use Path to OR 213	Add a shared-use path on the south side of Meyers Road between the Meyers-Beavercreek Shared-Use Path and the Clackamas Community College Shared-use Path	Long-term Phase 3
S25	Falcon-Pompei Shared-Use Path	Falcon Drive to Naples Street	Add a shared-use path between Falcon Drive and	Long-term

Table 2: Not Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
			Naples Street	Phase 3
S26	Leland Road-Wesley Lynn Park Shared-Use Path	Leland Road to Wesley Lynn Park	Add a shared-use path between Leland Road and the Wesley Lynn Park Shared-Use Path	Long-term Phase 3
S27	Hillendale Park-Leonard Street Shared-Use Path	Hillendale Park Shared-Use Path to Leonard Street	Add a shared-use path along the western boundary of the Clackamas County Red Soils Campus	Long-term Phase 2
S28	Beavercreek-Hilltop Shared-Use Path	Beavercreek Road to Fox Lane	Add a shared-use path along the ridge connecting the Meyers-Beavercreek Shared-Use Path to Hilltop Avenue	Long-term Phase 3
S29	Fremont-Hiefield Shared-Use Path	Fremont Street to Hiefield Court	Add a shared-use path between Fremont Street and the Hillendale Park-Leonard Street Shared-Use Path	Long-term Phase 4
S30	Orchard Grove-Hazelnut Shared-Use Path	Orchard Grove Drive to Hazelnut Court	Add a shared-use path between Orchard Grove Drive and Hazelnut Court	Long-term Phase 3
S31	South End-Deer Lane Shared-Use Path	Deer Lane to Filbert Drive	Add a shared-use path between the Deer Lane extension and Filbert Drive	Long-term Phase 3
S32	Deer Lane Extension Shared-Use Path	Buetel Road to Deer Lane	Add a shared-use path on the west side of the Deer Lane extension	Long-term Phase 3
S33	Buetel-Kolar Shared-Use Path	Buetel Road to Kolar Drive	Add a shared-use path on the west/south side of the Deer Lane extension between Buetel Road and Kolar Drive	Long-term Phase 4
S34	OR 99E-Buetel Shared-Use Path	OR 99E to Buetel Road	Add a shared-use path between OR 99E and Buetel Road	Long-term Phase 3
S35	Canemah-Buetel Road Shared-Use Path	5 th Avenue to OR 99E-Buetel Road Shared-Use Path	Add a shared-use path connecting Canemah to the OR 99E-Buetel Road shared-use path	Long-term Phase 3
S37	OR 99E (south of Railroad Avenue) Shared-Use Path	Railroad Avenue to UGB	Add a shared-use path along the north side of the street. Rehabilitate existing boardwalk between South 2 nd Street and Hedges Street	Long-term Phase 2
S38	Singer Creek Park Shared-Use Path	Singer Creek Park to Electric Avenue	Add a shared-use path from Singer Creek Park to Electric Avenue	Long-term Phase 3
S39	Electric-East Shared-Use Path	Electric Avenue to East Street	Add a shared-use path from Electric Avenue to East Street	Long-term Phase 3
S40	Hood-Warner Shared-Use Path	Hood Street to Warner Street	Add a shared-use path from Hood Street to Warner Street	Long-term Phase 2

Table 2: Not Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
S41	Beavercreek-Laurel Shared-Use Path	Beavercreek Road to Laurel Lane	Add a shared-use path on the western edge of the cemetery, from Beavercreek Road to Laurel Lane	Long-term Phase 2
S42	Fox-Hillcrest Shared-Use Path	Fox Lane to Hillcrest Street	Add a shared-use path from Fox Lane to the Mountainview Cemetery	Long-term Phase 3
S43	Magnolia-Eluria Shared-Use Path	Magnolia Street to Eluria Street	Add a shared-use path between Magnolia Street and Eluria Street	Long-term Phase 3
S44	End of the Oregon Trail Shared-Use Path	Abernethy Road to east of the Abernethy-Washington Street extension	Add a shared-use path	Long-term Phase 3
S45	4 th Street Shared-Use Path	West of Jackson Street to east of Monroe Street	Add a shared-use path	Long-term Phase 3
S46	John Adams Shared-Use Path	10 th Street to west of 11 th Street	Add a shared-use path	Long-term Phase 3
S47	Barclay Park Shared-Use Path	Jefferson Street to John Adams Street	Add a shared-use path through Barclay Park	Long-term Phase 3
S48	Atkinson Park Shared-Use Path	17 th Street to 18 th Street	Add a shared-use path	Long-term Phase 4
S49	Anchor Way Shared-Use Path	18 th Street to Redland Road	Add a shared-use path on the west side of the street	Long-term Phase 4
S50	King Elementary School Shared-Use Path	South End Road to Woodfield Court	Add a shared-use path along the northern boundary of King Elementary School between Amanda Court and Woodfield Court	Long-term Phase 3
S51	Chanticleer-Coquille Shared-Use Path	Chanticleer Drive to Coquille Drive	Add a shared-use path between Chanticleer Drive and Coquille Drive	Long-term Phase 3
S52	Linn Avenue Shared-Use Path	Electric Avenue to Pearl Street	Add a shared-use path between Electric Avenue and Pearl Street	Long-term Phase 2
Transit Solutions				
T4	Oregon City TMA Startup Program	Oregon City Regional Center	Implements a transportation management association program with employers.	Long-term Phase 2
Street Crossing Solutions (see Figure 6)				
C1	Clackamette Drive Crossing	Clackamette Park overflow lot to the Clackamette Park entrance	Install crosswalk and pedestrian activated flasher on Clackamette Drive	Long-term Phase 3
C2	Main Street Crossing	I-205 Shared Use Path to south of	Relocate the existing crosswalk on Main Street	Long-term

Table 2: Not Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
		Main Street	approximately 175 feet southeast to align with the I-205 Shared Use Path. Install a pedestrian activated flasher.	Phase 4
C3	Holcomb/Front Family Friendly Route Crossing	Holcomb Boulevard/Front Avenue intersection	Install crosswalk and pedestrian activated flasher on Holcomb Boulevard	Long-term Phase 4
C4	Holcomb/Swan Crossing	Holcomb Boulevard/Swan Avenue intersection	Install crosswalk and pedestrian activated flasher on Holcomb Boulevard	Long-term Phase 4
C5	Holcomb Boulevard Shared-Use Path Crossing	Holcomb Boulevard/Oak Tree Terrace intersection	Install crosswalk and pedestrian activated flasher on Holcomb Boulevard	Long-term Phase 4
C6	Holcomb/Winston Crossing	Holcomb Boulevard/ Winston Drive intersection	Install crosswalk and pedestrian activated flasher on Holcomb Boulevard	Long-term Phase 4
C7	Redland Road Shared-Use Path Crossing	Redland Road/Livesay Road intersection	Install crosswalk and pedestrian activated flasher on Redland Road	Long-term Phase 2
C8	Holly Lane Shared-Use Path Crossing	Holly Lane/Donovan Road intersection	Install crosswalk and pedestrian activated flasher on Holly Lane	Long-term Phase 4
C9	Maple Lane Road Shared-Use Path Crossing	Maple Lane Road/Holly Lane intersection	Install crosswalk and pedestrian activated flasher on Maple Lane Road	Long-term Phase 2
C10	Thayer Road Shared-Use Path Crossing	Thayer Road/Holly-Thayer Shared-Use Path intersection	Install crosswalk and curb extensions on Thayer Road	Long-term Phase 4
C12	Beavercreek Road/Pebble Beach Drive Shared-Use Path Crossing	Beavercreek Road/ Pebble Beach Drive intersection	Install crosswalk and pedestrian activated flasher on Beavercreek Road	Long-term Phase 4
C13	Meyers Road Extension/Loder Road Extension Shared-Use Path Crossing	Meyers Road Extension/Loder Road Extension intersection	Install crosswalk and pedestrian activated flasher on Meyers Road	Long-term Phase 3
C14	Glen Oak Road Shared-Use Path Crossing	Glen Oak Road/Loder Road Extension intersection	Install crosswalk and curb extensions on Glen Oak Road	Long-term Phase 4
C15	Meyers Road Shared-Use Path Crossing	Meyers Road/Moccasin Way intersection	Install crosswalk and pedestrian activated flasher on Meyers Road	Long-term Phase 3
C16	Clairmont Way Family Friendly Route Crossing	Clairmont Way/Eastborne Drive intersection	Install pedestrian activated flasher at the existing crosswalk on Clairmont Way near Eastborne Drive	Long-term Phase 3
C17	Leland Road Family Friendly Route Crossing	Leland Road/Reddaway Avenue intersection	Install pedestrian activated flasher at the existing crosswalk on Leland Road at Reddaway Avenue	Long-term Phase 2
C18	Meyers Road Family Friendly Route Crossing	Leland Road/Hiefield Court intersection	Install crosswalk and pedestrian activated flasher on Leland Road	Long-term Phase 4

Table 2: Not Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
C19	Warner Milne Road Shared-Use Path Crossing	Warner Milne Road/ Hillendale Park-Leonard Street Shared-Use Path intersection	Install crosswalk and pedestrian activated flasher on Warner Milne Road	Long-term Phase 2
C20	Hampton Drive Family Friendly Route Crossing	Central Point Road/Hampton Drive intersection	Install crosswalk and pedestrian activated flasher on Central Point Road	Long-term Phase 3
C21	Hazelnut Court Family Friendly Route Crossing	Central Point Road/ Hazelnut Court intersection	Install crosswalk and curb extensions on Central Point Road	Long-term Phase 3
C22	Deer Lane Extension Shared-Use Path Crossing	South End Road/Deer Lane Extension intersection	Install crosswalk and pedestrian activated flasher on South End Road	Long-term Phase 4
C23	Buetel Road/Deer Lane Extension Shared-Use Path Crossing	Buetel Road/Deer Lane Extension intersection	Install crosswalk and curb extensions on Buetel Road	Long-term Phase 3
C24	Filbert Drive Family Friendly Route Crossing	South End Road/Filbert Drive intersection	Install crosswalk and pedestrian activated flasher on South End Road	Long-term Phase 3
C25	Warner Parrot/Boynton Family Friendly Route Crossing	Warner Parrot Road/Boynton Street intersection	Install crosswalk and pedestrian activated flasher on Warner Parrot Road	Long-term Phase 2
C26	South End/Amanda Family Friendly Route Crossing	South End Road/Amanda Court intersection	Install pedestrian activated flasher at the existing crosswalk on South End Road at Amanda Court	Long-term Phase 2
C27	OR 99E-Buetel Shared-Use Path Crossing	OR 99E-Buetel Road Shared-Use Path intersection	Install crosswalk and pedestrian activated flasher on OR 99E	Long-term Phase 4
C28	AV Davis Road Crossing	Linn Avenue/AV Davis Road intersection	Install a pedestrian activated flasher at the existing crosswalk on Linn Avenue at AV Davis Road	Long-term Phase 2
C29	Holmes/Leonard Family Friendly Route Crossing	Holmes Lane/Leonard Street intersection	Install crosswalk and pedestrian activated flasher on Holmes Lane	Long-term Phase 2
C30	Barclay Hills Drive Crossing	Molalla Avenue/Barclay Hills Drive intersection	Install a pedestrian activated flasher at the existing crosswalk on Molalla Avenue at Barclay Hills Drive	Long-term Phase 4
C31	Park Drive Crossing	Linn Avenue/Park Drive intersection	Install a pedestrian activated flasher at the existing crosswalk on Linn Avenue at Park Drive	Long-term Phase 2
C32	Electric Avenue Family Friendly Route Crossing	Linn Avenue/Electric Avenue	Install crosswalk and pedestrian activated flasher on Linn Avenue	Long-term Phase 2
C33	JQ Adams/5 th Family Friendly Route Crossing	5 th Street/JQ Adams Street intersection	Install crosswalk and pedestrian activated flasher on 5 th Street	Long-term Phase 4
C34	Jackson/7 th Family Friendly Route Crossing	7 th Street/Jackson Street intersection	Install crosswalk and pedestrian activated flasher on 7 th Street	Long-term Phase 2

Table 2: Not Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
C36	Jerome Street Crossing	OR 99E/Jerome Street	Install crosswalk and pedestrian activated flasher on OR 99E in Canemah	Long-term Phase 2
Family-Friendly Routes (see Figure 4 or 5)				
FF1	John Adams Family Friendly Route	Abernethy Road to Abernethy Creek Park	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings	Long-term Phase 4
FF2	Front Avenue Family Friendly Route	Forsythe Road to Holcomb Boulevard	Add sidewalks on the east side of the street. Add wayfinding, traffic calming and shared lane markings	Long-term Phase 3
FF3	Cleveland Street Family Friendly Route	Apperson Boulevard to Swan Avenue	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings	Long-term Phase 3
FF4	Jacobs-Beemer Family Friendly Route	Holcomb Boulevard to Redland-Holcomb Shared-Use Path	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings	Long-term Phase 4
FF5	Glen Oak-Chanticleer Drive Family Friendly Route	Glen Oak Road to Chanticleer Drive	Add wayfinding and shared lane markings. Includes street extensions between Glen Oak Road and Chanticleer Place, and Chanticleer Place and Chanticleer Drive.	Long-term Phase 4
FF6	Coquille-Beavercreek Road Family Friendly Route	Coquille Drive to Beavercreek Road	Add wayfinding and shared lane markings. Route via Turtle Bay Drive, Torrey Pines Drive and Pebble Beach Drive.	Long-term Phase 4
FF7	Falcon Drive Family Friendly Route	Gaffney Lane to Falcon-Pompei Shared-Use Path	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings	Long-term Phase 3
FF8	Pompei Drive-Naples Street Family Friendly Route	OR 213 to Falcon-Pompei Shared-Use Path	Add wayfinding and shared lane markings. Route via Sebastian Way, Pompei Drive, Sandra Loop and Naples Street	Long-term Phase 3
FF9	Hillendale Park to Gaffney Lane Elementary Family Friendly Route	Hillendale Park to Gaffney Lane Elementary Shared-Use Path	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings. Route via Eastborne Way, Clairmont Way, Wassail Lane, and Roseberry Avenue	Long-term Phase 3
FF10	Frontier Parkway Family Friendly Route	Wesley Lynn Park to Meyers-Beavercreek Shared-Use Path	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings. Route via Frontier Parkway and Morrie Drive	Long-term Phase 3
FF11	Hiefield Court Family Friendly Route	Leland Road to Hillendale Park-Leonard Street Shared-Use Path	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings	Long-term Phase 2

Table 2: Not Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
FF12	Hilltop Avenue Family Friendly Route	Fox Lane to Beavercreek-Hilltop Shared-Use Path	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings. Route via Hilltop Avenue and Fox Lane	Long-term Phase 4
FF14	McCord-Leland Family Friendly Route	Orchard Grove Drive to Fremont Street	Add sidewalks on both sides of the street. Add wayfinding, traffic calming and shared lane markings. Route via Pease Road, Tidewater Street and Fremont Street	Long-term Phase 2
FF15	Orchard Grove Family Friendly Route	Orchard Grove-Hazelnut Shared-Use Path to McCord Road	Add wayfinding and shared lane markings. Route includes Orchard Grove Drive	Long-term Phase 2
FF16	Central Point-South End Family Friendly Route	Central Point Road to South End Road	Add wayfinding and shared lane markings. Route includes Filbert Drive, Hazel Grove Drive, Hazelnut Avenue, Geranium Place and Kolar Drive	Long-term Phase 3
FF17	Deer Lane Family Friendly Route	Rose Road to South End-Deer Lane Shared-Use Path	Add sidewalks on both sides of the street. Add wayfinding, traffic calming and shared lane markings. Route via Deer Lane.	Long-term Phase 2
FF18	Rose-Amanda Family Friendly Route	Rose Road to Amanda Court	Add sidewalks on both sides of the street. Add wayfinding, traffic calming and shared lane markings. Route via Madrona Drive, Lafayette Avenue, Lawton Road, Netzel Street and Amanda Court. Route includes Madrona Drive extension to Rose Road	Long-term Phase 2
FF21	Canemah Family Friendly Route	Old Canemah Park to Cemetery Road	This site is located within the Canemah National Register District. Add wayfinding and shared lane markings. Add a walking path on one side of the street, if approved by the Historic Review Board. Route via 5 th Avenue, Blanchard Street, 4 th Avenue, Ganong Street and 3 rd Avenue	Long-term Phase 4
FF22	Tumwater-South 2 nd Family Friendly Route	Waterboard Park to Tumwater-4 th Shared-Use Path to McLoughlin Promenade	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings. Route via Tumwater Drive, South 2 nd Street and Waterboard Park Road	Long-term Phase 4
FF24	Leonard-Bell Family Friendly Route	Williams Street to northern terminus of Bell Court	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings. Route via Leonard Street and Bell Court	Long-term Phase 3

Table 2: Not Likely to be Funded Transportation System

Project #	Project Description	Project Extent	Project Elements	Priority
FF25	Hillcrest-Magnolia Family Friendly Route	Fox-Hillcrest Shared-Use Path to Magnolia-Eluria Shared-Use Path	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings. Route via Mountainview Cemetery, Hilda Street, Duane Street, Barclay Hills Drive and Magnolia Street.	Long-term Phase 4
FF26	Warner-Holmes Family Friendly Route	Kamm Street to Holmes Lane	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings. Route via Warner Street and Prospect Street	Long-term Phase 4
FF27	Electric-5th Family Friendly Route	Electric-East Shared-Use Path to 4 th /5 th Street	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings. Route via East Street, 4 th Street and Jackson Street	Long-term Phase 2
FF28	Eluria Street Family Friendly Route	Division Street to Pearl Street	Add sidewalks on both sides of the street. Add wayfinding and shared lane markings	Long-term Phase 4
FF29	Jackson Street Family Friendly Route	5 th Street to 17 th Street	Complete sidewalk gaps. Add wayfinding, traffic calming and shared lane markings. Route via JQ Adams Street, 6 th Street and Jackson Street	Long-term Phase 4
FF30	9 th -Lincoln Street Family Friendly Route	Division Street to John Adams Street	Complete sidewalk gaps. Add wayfinding, traffic calming and shared lane markings	Long-term Phase 4
FF31	4 th Street Family Friendly Route	Jackson Street to McLoughlin Promenade	Add wayfinding and shared lane markings	Long-term Phase 2
FF32	John Adams-Jefferson Street Family Friendly Route	Waterboard Park Road to 15 th Street	Complete sidewalk gaps. Add wayfinding and shared lane markings	Long-term Phase 2
FF33	18 th Street Family Friendly Route	Anchor Way Shared-Use Path to McLoughlin Avenue	Complete sidewalk gaps. Add wayfinding and shared lane markings	Long-term Phase 4



OREGON CITY

Planning Division and Public Works: Development Services

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LEGISLATIVE APPLICATION

A preliminary analysis of the applicable approval criteria for a legislative proposal is enclosed within the following report.

HEARING DATE: September 27, 2021 - Planning Commission

FILE NUMBER: LEG-21-00003

APPLICATION TYPE: Legislative (OCMC 17.50.170)

APPLICANT: City of Oregon City, c/o Public Works Department, PO Box 3040, Oregon City, OR 97045
John Lewis, Public Works Director

REQUEST: Adoption of Park Place Urbanization Plan as part of the Transportation System Plan

LOCATION(S): Park Place Neighborhood

I. BACKGROUND:

File No. LEG-21-00003 updates the Oregon City Transportation System Plan (2013) by adopting the Park Place Urbanization Plan. The Oregon City Transportation System Plan is an ancillary document to the Oregon City Comprehensive Plan.

According to the 2004 Oregon City Comprehensive Plan (Introduction, "Implementing the Plan" Page 4): "Ancillary Plans are adopted by the City Commission for such things as parks and recreation, transportation systems, water facilities, and sewer facilities. Usually prepared by City departments through a public process, ancillary plans are approved by the City Planning Commission and adopted by the City Commission to provide operational guidance to city departments in planning for and carrying out city services. These plans are updated more frequently than the Comprehensive Plan."

The Park Place Urbanization Plan is a document that proposes street specific cross sections to various streets within the Park Place Neighborhood Association boundary which modifies typical cross sections within the Transportation System Plan to more fully align with the existing conditions with the existing road network and prioritizes certain roadways for sidewalks as private development occurs or funds becomes available.

The Park Place Neighborhood was annexed into the City 20+ years ago and consist of rural County style roads without many urban improvements such as curbs, sidewalks, and bike lanes. As private development has occurred, the existing road network has been improved as possible within the constraints of existing structures and environmental conditions. All new roads follow the cross sections found within the Transportation System Plan. This Urbanization Plan only focuses on the existing road network. The goal of the plan is to ensure future urbanization is consistent and is reasonable with respect to existing conditions (structure locations, environmental) and as close to Transportation System Plan cross sections while also balancing that with the desires of those living in the neighborhood.

The City sought a grant for the Plan in 2020 and presented the concept of the Plan to the Planning Commission on June 8, 2020, City Commission on June 15, 2020, Transportation Advisory Committee on June 16, 2020, and the Park Place Neighborhood Association on June 29, 2020.

The City was not successful in getting the grant; therefore, a consultant was hired with budgeted funds to complete the plan. The first public meeting occurred on January 18, 2021 with the Park Place Neighborhood Association. The last meeting held on the project was with the Project Management Team on July 13, 2021.

PROCESS

Adoption of the code amendments is a legislative action that requires review and recommendation from the Planning Commission prior to adoption by the City Commission following public hearings.

Public Involvement and Public Comment

The Park Place Urbanization Plan process provides opportunities for public involvement in the legislative decision making process through the public hearing process, newspaper noticing, meetings with the Transportation Advisory Committee, Park Place Neighborhood Association, affected agencies such as the School District and Clackamas Housing, and work sessions with the Planning Commission and City Commission.

The public involvement and public comment process included: placing project information on the City's website, (3) meetings with the Park Place Neighborhood Association, (2) meetings with the Transportation Advisory Committee, (3) meetings with the Planning Commission, (2) meeting with the City Commission, and e-mail to Oregon City School District and Clackamas Housing Authority. In addition, Oregon City convened a Park Place Urbanization Plan Project Management Team (PMT) which included: participants from two Oregon City departments (Public Works, Planning). The PMT met (6) times over the course of the project. In addition, TriMet, Oregon City Parks and Recreation, Police Department, Clackamas Fire District No. 1, and South Fork Water Board were all provided links to the Draft Urbanization Study to be able to provide comment.

The Park Place Urbanization Plan has been available for review on the Oregon City website at the following address: <https://www.orcity.org/publicworks/project/ps-20-027>.

The following dates occurred for the project :

- Planning Commission meeting to get support for grant to fund project : June 8, 2020
- City Commission meeting to get support for grant to fund project : June 15, 2020

- Transportation Advisory Committee meeting to get support for grant to fund project : June 16, 2020
- Park Place Neighborhood Association meeting to get support for grant to fund project : June 29, 2020
- Park Place Neighborhood Association – Overview : January 18, 2021
- PMT meeting #1 : January 27, 2021
- Survey #1 Postcard : January 22, 2021 – February 26, 2021
- Development Stakeholder’s Group – Overview : March 11, 2021
- PMT meeting #2 : March 12, 2021
- PMT meeting #3 : April 14, 2021
- Park Place Neighborhood Association – Results of Survey #1, Plan for Survey #2 : April 19, 2021
- PMT meeting #4 : April 29, 2021
- Survey #2 Postcard : May 10, 2021 – May 31, 2021
- PMT meeting #5 : June 3, 2021
- PMT meeting #6 : July 13, 2021
- July 19, 2021 : E-mail to Park Place Neighborhood Association Chair requesting desire for any further review
- July 22, 2021 : Pre-Application meeting for LEG 21-00002
- July 26, 2021 : E-mail to all Oregon City Public Works Managers and Engineering, Oregon City Police, Oregon City, Oregon City School District, Oregon City Parks and Recreation, South Fork Water Board, Clackamas Fire No. 1, and Clackamas Housing Authority requesting any comments
- July 27, 2021 : Draft Plan placed on project website
- July 28, 2021 : E-mail to Park Place Neighborhood Association and CIC Chairs requesting desire for any further review
- July 29, 2021 : E-mail to TriMet requesting any comments
- DLCD Notice : August 20, 2021
- City Commission Work Session : September 7, 2021
- Transportation Advisory Committee : September 21, 2021
- Planning Commission, Meeting #1 : September 27, 2021
- Planning Commission, possible Meeting #2 : October 25, 2021
- City Commission, possible Meeting #1 : November 3, 2021

The Legislative Process as it relates to the Oregon City Comprehensive Plan

The applicable approval criteria for a legislative action are the guidance provided in the Oregon City Comprehensive Plan, the applicable goals and policies of the Oregon City Comprehensive Plan, and any applicable statewide planning goals.

Section 2 – *Land Use* of the 2004 Oregon City Comprehensive Plan indicates that the regular review and updated of the Comprehensive Plan should consider the following:

1. Plan implementation process.
2. Adequacy of the Plan to guide land use actions, including an examination of trends.
3. Whether the Plan still reflects community needs, desires, attitudes and conditions. This shall include changing demographic patterns and economics.

4. Addition of updated factual information including that made available to the City of regional, state and federal governmental agencies.

Oregon City Comprehensive Plan (P.16)

Regular Review and Update

Plan maintenance and updating is a continuous technical review of the Plan by the Planning staff. This review and any subsequent recommendations for Plan updating should be presented to the Neighborhood Associations, Planning Commission and City Commission for input and discussion in the same manner as requested Plan changes. The continuous review should consider:

1. Plan implementation process;

The Park Place Urbanization Plan is a special purpose plan that is part of the City's Transportation System Plan, an adopted Ancillary Document to the Oregon City Comprehensive Plan. The TSP is both a technical document and a conceptual guide that requires regular review in order to maintain and update it. The applicant, Oregon City Public Works Department, has presented the update for input by the residents, affected agencies, property owners, the Transportation Technical Advisory Committee, Neighborhood Associations, Planning Commission and City Commission in accordance with the recommended method described in the Comprehensive Plan and pursuant to the applicable process described in Oregon City Municipal Code section 17.50.170. The plan implementation process is consistent with the Comprehensive Plan.

The City Commission will be initiating the code amendment process starting with a work session to be held on September 7, 2021.

Staff initially presented the concept of the Plan to the Planning Commission on June 8, 2020, City Commission on June 15, 2020, Transportation Advisory Committee on June 16, 2020, and the Park Place Neighborhood Association on June 29, 2020.

Staff anticipates presenting the final draft plan to the Planning Commission on September 27, 2021.

The first evidentiary public hearing for the proposed amendments will be held with the Planning Commission and will follow the notice procedures for a legislative action per OCMC 17.50. The City Commission public hearing will be scheduled once the Planning Commission has completed their review and provided a recommendation on the proposed amendments.

The Department of Land Conservation and Development was notified as required by ORS 197.610 – 197.625. The Staff Report will be made available at least seven days prior to the public hearing and the application was processed according to the Legislative Hearing Process as required under Oregon City Municipal Code 17.50.170. Implementation of the Plan is discussed further in Criterion 2.

2. Adequacy of the Plan to guide land use actions, including an examination of trends.

The Park Place Urbanization Plan provides an analysis of existing conditions and provides direction for future development, funding and needs. The plan provides a comprehensive review of the corridor system for all modes of transportation and provides an adequate guide for future land use actions and

the development of criteria to be utilized in land use actions. The plan includes construction cost estimates and contingencies for the planning and design of recommended system facilities for the corridor.

3. *Whether the Plan still reflects community needs, desires, attitudes and conditions. This shall include changing demographic patterns and economics.*

Staff presented the initial concept of the Park Place Urbanization Plan to the Planning Commission on June 8, 2020, City Commission on June 15, 2020, Transportation Advisory Committee on June 16, 2020, and the Park Place Neighborhood Association on June 29, 2020. It was presented with more detail on January 18, 2021 and April 19, 2021. The Plan was presented as a necessary planning document for addressing the need to accommodate access to key facilities by multiple modes (vehicles, pedestrian, bicycles, freight, transit and motorcycles), and to accommodate future growth in the Park Place Neighborhood. As part of this planning effort, the consultant conducted existing conditions analysis of the existing transportation system, a future needs assessment, and an analysis of alternatives within the planning area. The City completed an update in 2013 to the Transportation System Plan (TSP).

The Park Place Neighborhood Association expressed the following concerns with the current existing infrastructure:

- Adequate infrastructure (in particular, sidewalks) is not sufficient with the study area.
- There is a disconnect between the expectations in the community and the criteria that the city follows to build out infrastructure, and there is significant uncertainty about how to pay for infrastructure.
- There are inequalities in infrastructure, such as a lack of sidewalks in existing parts of the city, and new development cannot pay to correct all these deficiencies.
- Development is only required to pay for its direct impacts and its proportional share of off-site improvements, which may happen incrementally.
- County and other non-Oregon City vehicular traffic uses the capacity of the city's transportation system but does not pay for it.
- The city should not wait until infrastructure is failing to "fix" it.
- The Holcomb Boulevard Pedestrian Plan has not been fully implemented.

4. *Addition of updated factual information including that made available to the City by regional, state and federal governmental agencies.*

The Park Place Urbanization Plan provides provided factual information from a traffic crash history perspective within the study area. These statistics were used to prioritize projects within the study area.

In addition, as part of the extension corridor plan analysis, the consultant team conducted research of publically-available documentation and a reconnaissance level review of the environmental constraints in the corridor. Mapping of the site was intended to help designers understand where they could avoid and minimize impacts to natural resources.

Public Notice and Comments

This is a legislative action that requires public notice pursuant to OCMC 17.50.090.C. - *Notice of Public Hearing on a Legislative Proposal*. The Community Development Director will provide the required Post Acknowledgement Plan Amendment (PAPA) notice to the Oregon Department of Land Conservation and Development on August 20, 2021. Notice of the September 27, 2021 Planning Commission public

hearing will be provided to the Citizen Involvement Committee, Neighborhood Associations, and affected service districts, agencies and parties by email on April 20, 2021.

II. DECISION-MAKING CRITERIA

The remainder of this staff report provides additional findings to demonstrate that the proposed Park Place Urbanization Plan is consistent with applicable approval criteria.

Chapter 17.68 - Zoning Changes and Comprehensive Plan Amendments

17.68.010 - Initiation of the amendment.

A text amendment to the comprehensive plan, or an amendment to the zoning code or map or the Comprehensive Plan map, may be initiated by:

- A. A resolution request by the City Commission;*
- B. An official proposal by the Planning Commission;*
- C. An application to the Planning Division; or.*
- D. A Legislative request by the Planning Division.*

All requests for amendment or change in this title shall be referred to the Planning Commission.

Finding: The proposal qualifies as initiated as a legislative request by the initiation of a request by the Public Works Department and by Legislative Request by the Planning Division.

17.68.015 –Procedures.

Applications shall be reviewed pursuant to the procedures set forth in Chapter 17.50.

17.50.170 - Legislative hearing process.

A. Purpose. Legislative actions involve the adoption or amendment of the city's land use regulations, comprehensive plan, maps, inventories and other policy documents that affect the entire city or large portions of it. Legislative actions which affect land use shall begin with a public hearing before the planning commission.

B. Planning Commission Review.

1. Hearing Required. The planning commission shall hold at least one public hearing before recommending action on a legislative proposal. Any interested person may appear and provide written or oral testimony on the proposal at or prior to the hearing. The community development director shall notify the Oregon Department of Land Conservation and Development (DLCD) as required by the post-acknowledgment procedures of ORS 197.610 to 197.625, as applicable.

C. City Commission Review.

1. City Commission Action. Upon a recommendation from the planning commission on a legislative action, the city commission shall hold at least one public hearing on the proposal. Any interested person may provide written or oral testimony on the proposal at or prior to the hearing. At the conclusion of the hearing, the city commission may adopt, modify or reject the legislative proposal, or it may remand the matter to the planning commission for further consideration. If the decision is to adopt at least some form of the proposal, and thereby amend the city's land use regulations, comprehensive plan, official

zoning maps or some component of any of these documents, the city commission decision shall be enacted as an ordinance.

2. Notice of Final Decision. Not later than five days following the city commission final decision, the community development director shall mail notice of the decision to DLCD in accordance with ORS 197.615(2).

Finding: This legislative action followed the procedures found in OCMC 17.50.170 including meetings with the Park Place Neighborhood, Transportation Advisory Committee, Development Stakeholder Group, Planning Commission, and City Commission where applicable.

17.68.020 - Criteria.

The criteria for comprehensive plan amendment or text or map amendment in the zoning code are set forth as follows:

A. The proposal shall be consistent with the applicable goals and policies of the comprehensive plan;

Finding: This legislative action is consistent with the applicable goals and policies of the comprehensive plan as detailed in the responses below. Therefore, the proposed amendments are consistent with Criterion (A).

Oregon City Comprehensive Plan

According to the 2004 Oregon City Comprehensive Plan (Introduction, "Implementing the Plan" Page 4): "Ancillary Plans are adopted by the City Commission for such things as parks and recreation, transportation systems, water facilities, and sewer facilities. Usually prepared by City departments through a public process, ancillary plans are approved by the City Planning Commission and adopted by the City Commission to provide operational guidance to city departments in planning for and carrying out city services. These plans are updated more frequently than the Comprehensive Plan."

The Park Place Urbanization Plan is a special purpose plan which will be adopted as an ancillary document to the Transportation System Plan (TSP). The TSP is an adopted ancillary document to the Oregon City Comprehensive Plan. The TSP is both a technical document and a conceptual guide that requires regular review.

Conformity of the proposal with the city's comprehensive plan;

Section 1 Citizen Involvement

Goal 1.2 Community and Comprehensive Planning

Ensure that citizens, neighborhood groups, and affected property owners are involved in all phases of the comprehensive planning program.

Policy 1.2.1 - Encourage citizens to participate in appropriate government functions and land-use planning.

Goal 1.3 Community Education - Provide education for individuals, groups, and communities to ensure effective participation in decision-making processes that affect the livability of neighborhoods.

Goal 1.4 Community Involvement - Provide complete information for individuals, groups, and communities to participate in public policy planning and implementation of policies.

Policy 1.4.1 - Notify citizens about community involvement opportunities when they occur.

Goal 1.5 Government/Community Relations -Provide a framework for facilitating open, two-way communication between City representatives and individuals, groups, and communities.

Finding: Complies as Proposed. Development of the plan included an extensive public involvement effort. Oregon City Public Works Department has presented the project to the public at several meetings including the Transportation Advisory Committee, Park Place Neighborhood Association, Development Stakeholder Group, Planning Commission and City Commission. Documentation produced with the corridor plan has been posted on the project website throughout the duration of the project and comments have been integrated into the final product. The product will be reviewed through the Legislative approval process.

The public involvement and public comment process included: placing project information on the City's website, (3) meetings with the Park Place Neighborhood Association, (2) meetings with the Transportation Advisory Committee, (3) meetings with the Planning Commission, (2) meeting with the City Commission, and e-mail to Oregon City School District and Clackamas Housing Authority. In addition, Oregon City convened a Park Place Urbanization Plan Project Management Team (PMT) which included: participants from two Oregon City departments (Public Works, Planning). The PMT met (6) times over the course of the project. In addition, TriMet, Oregon City Parks and Recreation, Police Department, Clackamas Fire District No. 1, and South Fork Water Board were all provided links to the Draft Urbanization Study to be able to provide comment.

Postcards were mailed to property owners within the Park Place Neighborhood Association to guide them to the project website and to take two surveys.

This application was noticed by mailings to all properties within 300 feet of the xxx and notice in the newspaper.

Comprehensive Plan Section 2 Land Use

Section 2: Land Use

Goal 2.1 Efficient Use of Land

Ensure that property planned for residential, commercial, office, and industrial uses is used efficiently and that land is developed following principals of sustainable development

Policy 2.1.3 Encourage sub-area master planning for larger developments or parcels, including re-development, where it may be feasible to develop more mixed uses, or campus-style industrial parks, with shared parking and landscaping areas. Allow development to vary from prescriptive standards if planned and approved under this provision.

Policy 2.1.4 Use redevelopment programs such as urban renewal to help redevelop underutilized commercial and industrial land.

Goal 2.6 Industrial Land Development

Ensure an adequate supply of land for major industrial employers with family-wage jobs.

Policy 2.6.7 Establish priorities to ensure that adequate public facilities are available to support the desired industrial development.

Finding: Complies as Proposed. No change to land uses are proposed. The Plan aims to connect residents to all uses within the neighborhood and beyond.

Goal 2.4: Neighborhood Livability - Provide a sense of place and identity for residents and visitors by protecting and maintaining neighborhoods as the basic unit of community life in Oregon City while implementing the goals and policies of the other sections of the Comprehensive Plan.

Policy 2.4.2 Strive to establish facilities and land uses in every neighborhood that help give vibrancy, a sense of place, and a feeling of uniqueness; such as activity centers and points of interest.

Finding: Complies as Proposed. The Plan aims to connect residents to all uses within the neighborhood and beyond, and to provide connections between unique neighborhood amenities such as Park Place Park, Holcomb Elementary, a charter school, and the commercial uses along Holcomb Boulevard. The Plan will add to the vibrancy of the area by creating a safer environment for people to travel within their neighborhoods on foot and by bicycle when funds become available to build the infrastructure.

Policy 2.4.3 Promote connectivity between neighborhoods and neighborhood commercial centers through a variety of transportation modes.

Finding: Complies as Proposed. The Plan aims to connect residents to all uses within the neighborhood and beyond, and to provide connections between unique neighborhood amenities such as Park Place Park, Holcomb Elementary, a charter school, and the commercial uses along Holcomb Boulevard. The Plan will add to the vibrancy of the area by creating a safer environment for people to travel within their neighborhoods on foot and by bicycle when funds become available to build the infrastructure.

Goal 2.7 Oregon City Comprehensive Plan Land-Use Map

Maintain the Oregon City Comprehensive Plan Land-Use Map as the official long-range planning guide for land-use development of the city by type, density and location.

Policy 2.7.2 Use the following 11 land-use classifications on the Oregon City Comprehensive Plan Land-Use Map to determine the zoning classifications that may be applied to parcels:

- Low Density Residential (LR)
- Medium Density Residential (MR)
- High Density Residential (HR)
- Mixed Use Downtown (MUD)
- Industrial (I)
- Public and Quasi-Public (QP)

- Commercial (C)
- Mixed Use Corridor (MUC)
- Mixed Use Employment (MUE)
- Parks (P)
- Future Urban Holding (FUH)

Finding: This proposal makes no changes to the Comprehensive Plan, zoning, or land use designations for lands within the Urban Growth Boundary. The proposal will maintain the existing Oregon City Land Use Map as the official long range planning guide for land use development of the city by types, density and location (Goal 2.7).

Goal 5: Open Spaces, Scenic and Historic Areas, and Natural Resources

Goal 5.1 – Open Space

Policy 5.1.1 *Conserve open space along creeks, urban drainage ways, steep hillsides, and throughout Newell Creek Canyon.*

Policy 5.1.2 *Manage open space areas for their value in linking citizens and visitors with the natural environment, providing solace, exercise, scenic views and outdoor education. Built features in open space sites should harmonize with natural surroundings.*

Finding: This proposal makes no changes to the existing inventories of open space, scenic and historic areas, and natural resources or the adopted maps, code and policies pertaining thereto. The proposal will assist in the identification, conservation and management of new resources that may be impacted when improvements are planned and constructed (Goal 5.1).

Goal 5.2 Scenic Views and Scenic Sites

Policy 5.2.1 *Identify and protect significant views of local and distant features such as Mt. Hood, the Cascade Mountains, the Clackamas River Valley, the Willamette River, Willamette Falls, the Tualatin Mountains, Newell Creek Canyon, and the skyline of the city of Portland, as viewed from within the city.*

Policy 5.2.2 *Maximize the visual compatibility and minimize the visual distraction of new structures or development within important viewsheds by establishing standards for landscaping, placement, height, mass, color, and window reflectivity.*

Finding: This proposal makes no changes to the existing inventories of open space, scenic and historic areas, and natural resources or the adopted maps, code and policies pertaining thereto. The proposal will assist in the identification, conservation and management of new resources that may be impacted when improvements are planned and constructed (Goal 5.1 and 5.2).

Goal 5.3 Historic Resources

Policy 5.3.3 *Promote the designation of qualifying properties outside Historic and Conservation Districts as historic.*

Policy 5.3.8 *Preserve and accentuate historic resources as part of an urban environment that is being reshaped by new development projects.*

Finding: This proposal makes no changes to the existing inventories of open space, scenic and historic areas, and natural resources or the adopted maps, code and policies pertaining thereto. The proposal will assist in the identification, conservation and management of new resources that may be impacted when improvements are planned and constructed (Goal 5.1 – 5.3).

Goal 5.4 Natural Resources

Policy 5.4.1 *Conserve and restore ecological structure, processes and functions within the city to closely approximate natural ecosystem structure, processes, and functions.*

Policy 5.4.5 *Ensure that riparian corridors along streams and rivers are conserved and restored to provide maximum ecological value to aquatic and terrestrial species. This could include an aggressive tree and vegetation planting program to stabilize slopes, reduce erosion, and mitigate against invasive species and stream impacts where appropriate.*

Policy 5.4.9 *Protect and enhance riparian corridors along streams in Oregon City to increase shade, reduce streambank erosion and intrusion of sediments, and provide habitat for a variety of plants, animals, and fish.*

Policy 5.4.12 *Use a watershed-scale assessment when reviewing and planning for the potential effects from development, whether private or public, on water quality and quantity entering streams.*

Policy 5.4.13 *Adopt and/or establish standards for all new development that promote the use of pervious surfaces and prevent negative ecological effects of urban stormwater runoff on streams, creeks and rivers.*

Policy 5.4.16 *Protect surfacewater quality by:*

- *providing a vegetated corridor to separate protected water features from development*
- *maintaining or reducing stream temperatures with vegetative shading*
- *minimizing erosion and nutrient and pollutant loading into water*
- *providing infiltration and natural water purification by percolation through soil and vegetation*

Policy 5.4.18 *Encourage use of native and hardy plants such as trees, shrubs and groundcovers to maintain ecological function and reduce maintenance costs and chemical use.*

Finding: This proposal makes no changes to the existing inventories of open space, scenic and historic areas, and natural resources or the adopted maps, code and policies pertaining thereto. The proposal will assist in the identification, conservation and management of new resources that may be impacted when improvements are planned and constructed (Goal 5.4).

Section 6: Quality of Air, Water and Land Resources

Goal 6.1 *Air Quality -Promote the conservation, protection and improvement of the quality of the air in Oregon City.*

Policy 6.1.2 *-Ensure that development practices comply with or exceed regional, state, and federal standards for air quality.*

Policy 6.3.3 Employ practices in City operations and facilities, including street lighting, which increases safety and reduces unnecessary glare, light trespass, and light pollution.

Finding: Complies as Proposed. The plan included an analysis of natural resources. Creating safe travel corridors for pedestrian and bikes will allow more people to avoid driving, which will better preserve and protect natural resources. When permits are sought for construction, any applicable land use review for Natural Resource Overlay District and Geologic Hazard Overlay District will be required.

Goal 7.1: Natural Hazards

Protect life and reduce property loss from the destruction associated with natural hazards.

Finding: Complies as Proposed. The plan included an analysis of natural resources. Creating safe travel corridors for pedestrian and bikes will allow more people to avoid driving, which will better preserve and protect natural resources. When permits are sought for construction, any applicable land use review for Natural Resource Overlay District and Geologic Hazard Overlay District will be required.

Goal 11: Public Facilities

Policy 11.1.1 *Ensure adequate public funding for the following public facilities and services, if feasible:*

Transportation infrastructure • Wastewater collection • Stormwater management • Police protection • Fire protection • Parks and recreation • Water distribution • Planning, zoning and subdivision regulation • Library services • Aquatic Center • Carnegie Center • Pioneer Community Center • City Hall • Buena Vista House • Ermatinger House

Policy 11.4.2 *Adopt “green streets” standards to reduce the amount of impervious surface and increase the use of bioswales for stormwater retention where practicable.*

Finding: Complies as Proposed. Goal 11 requires that public facilities and services be provided in a timely, orderly and efficient manner. The goal’s central concept is that local governments should plan public services in accordance with the community’s needs as a whole rather than be forced to respond to individual developments as they occur. The Park Place Urbanization Plan will provide a design for public facilities as well as a means to obtain future funding.

Policy 11.4.4 *Maintain existing drainageways in a natural state for maximum water quality, water resource preservation, and aesthetic benefits.*

Finding: Complies as Proposed. The plan included an analysis of natural resources. Creating safe travel corridors for pedestrian and bikes will allow more people to avoid driving, which will better preserve and protect natural resources. When permits are sought for construction, any applicable land use review for Natural Resource Overlay District and Geologic Hazard Overlay District will be required.

Goal 12: Transportation

Policy 12.1.1 *Maintain and enhance citywide transportation functionality by emphasizing multi-modal travel options for all types of land uses.*

Finding: Complies as Proposed. Implementation of the plan will result in a more complete transportation system with a variety of multi-modal travel options. The plan will create a more walkable environment within the Park Place Neighborhood through the addition of sidewalks and bike lanes.

Policy 12.1.2 *Continue to develop corridor plans for the major arterials in Oregon City, and provide for appropriate land uses in and adjacent to those corridors to optimize the land use-transportation connection.*

Finding: Complies as Proposed. Implementation of the plan will result in a more complete transportation system with a variety of multi-modal travel options. The plan will create a more walkable environment within the Park Place Neighborhood through the addition of sidewalks and bike lanes.

Policy 12.1.4 *Provide walkable neighborhoods. They are desirable places to live, work, learn and play, and therefore a key component of smart growth.*

Finding: Complies as Proposed. Implementation of the plan will result in a more complete transportation system with a variety of multi-modal travel options. The plan will create a more walkable environment within the Park Place Neighborhood through the addition of sidewalks and bike lanes.

Policy 12.3.1 *Provide an interconnected and accessible street system that minimizes vehicle-miles-traveled and inappropriate neighborhood cut-through traffic.*

Finding: Complies as Proposed. Implementation of the plan will result in a more complete transportation system with a variety of multi-modal travel options. The plan will create a more walkable environment within the Park Place Neighborhood through the addition of sidewalks and bike lanes.

Policy 12.3.2 *Provide an interconnected and accessible pedestrian system that links residential areas with major pedestrian generators such as employment centers, public facilities, and recreational areas.*

Finding: Complies as Proposed. Implementation of the plan will result in a more complete transportation system with a variety of multi-modal travel options. The plan will create a more walkable environment within the Park Place Neighborhood through the addition of sidewalks and bike lanes.

Policy 12.3.3 *Provide a well-defined and accessible bicycle network that links residential areas, major bicycle generators, employment centers, recreational areas, and the arterial and collector roadway network.*

Finding: Complies as Proposed. Implementation of the plan will result in a more complete transportation system with a variety of multi-modal travel options. The plan will create a more walkable environment within the Park Place Neighborhood through the addition of sidewalks and bike lanes.

Policy 12.3.4 *Ensure the adequacy of pedestrian and bicycle connections to local, county, and regional trails.*

Finding: Complies as Proposed. Implementation of the plan will result in a more complete transportation system with a variety of multi-modal travel options. The plan will create a more walkable environment within the Park Place Neighborhood through the addition of sidewalks and bike lanes.

Policy 12.6.1 *Provide a transportation system that serves existing and projected travel demand.*

Finding: Complies as Proposed. Implementation of the plan will result in a more complete transportation system with a variety of multi-modal travel options. The plan will create a more walkable environment within the Park Place Neighborhood through the addition of sidewalks and bike lanes.

Policy 12.6.2 *Identify transportation system improvements that mitigate existing and projected areas of congestion.*

Finding: Complies as Proposed. Implementation of the plan will result in a more complete transportation system with a variety of multi-modal travel options. The plan will create a more walkable environment within the Park Place Neighborhood through the addition of sidewalks and bike lanes.

Policy 12.6.3 *Ensure the adequacy of travel mode options and travel routes (parallel systems) in areas of congestion.*

Finding: Complies as Proposed. Implementation of the plan will result in a more complete transportation system with a variety of multi-modal travel options. The plan will create a more walkable environment within the Park Place Neighborhood through the addition of sidewalks and bike lanes.

Policy 12.6.4 *Identify and prioritize improved connectivity throughout the city street system.*

Finding: Complies as Proposed. Implementation of the plan will result in a more complete transportation system with a variety of multi-modal travel options. The plan will create a more walkable environment within the Park Place Neighborhood through the addition of sidewalks and bike lanes.

Section 14 Urbanization

Goal 14.3 Orderly Provision of Services to Growth Areas

Plan for public services to lands within the Urban Growth Boundary through adoption of a concept plan and related Capital Improvement Program, as amendments to the Comprehensive Plan.

Policy 14.3.1

Maximize new public facilities and services by encouraging new development within the Urban Growth Boundary at maximum densities allowed by the Comprehensive Plan.

Policy 14.3.2

Ensure that the extension of new services does not diminish the delivery of those same services to existing areas and residents in the city.

Policy 14.3.3

Oppose the formation of new urban services districts and oppose the formation of new utility districts that may conflict with efficient delivery of city utilities within the Urban Growth Boundary.

Policy 14.3.4

Ensure the cost of providing new public services and improvements to existing public services resulting from new development are borne by the entity responsible for the new development to the maximum extent allowed under state law for Systems Development Charges.

Finding: This proposal makes no changes to the Comprehensive Plan, zoning, or land use designations for lands within the Urban Growth Boundary. The proposed Park Place Urbanization Plan may assist in assuring the orderly provision of services to growth areas (Goal 14.3).

Goal 14.5 Urbanization

Policy 14.5.2

Coordinate public facilities, services and land-use planning through intergovernmental agreements with the school district, Clackamas Community College, Clackamas County Fire District #1, Tri-Cities Services District and other public entities as appropriate.

Finding: This proposal makes no changes to the Comprehensive Plan, zoning, or land use designations for lands within the Urban Growth Boundary. The proposed Park Place Urbanization Plan may assist in assuring the orderly provision of services to growth areas (Goal 14.3).

Statewide Planning Goals

Finding: This proposal makes no changes to the Comprehensive Plan, zoning, or land use designations for lands within the Urban Growth Boundary. Since the City's Comprehensive Plan and its ancillary documents are already acknowledged by the Oregon Department of Land Use and Conservation (DLCD), no further analysis for consistency with Statewide Planning Goals is required.

Chapter 17.50 Administration and Procedures

17.50.050 – Pre-application conference.

A. *Pre-application Conference. Prior to a Type II – IV or Legislative application, excluding Historic Review, being deemed complete, the applicant shall schedule and attend a pre-application conference with City staff to discuss the proposal, unless waived by the Community Development Director. The purpose of the pre-application conference is to provide an opportunity for staff to provide the applicant with information on the likely impacts, limitations, requirements, approval standards, fees and other information that may affect the proposal.*

1. *To schedule a pre-application conference, the applicant shall contact the Planning Division, submit the required materials, and pay the appropriate conference fee.*
2. *At a minimum, an applicant should submit a short narrative describing the proposal and a proposed site plan, drawn to a scale acceptable to the City, which identifies the proposed land uses, traffic circulation, and public rights-of-way and all other required plans.*
3. *The Planning Division shall provide the applicant(s) with the identity and contact persons for all affected neighborhood associations as well as a written summary of the pre-application conference.*

- B. *A pre-application conference shall be valid for a period of six months from the date it is held. If no application is filed within six months of the conference or meeting, the applicant shall schedule and attend another conference before the City will accept a permit application. The Community Development Director may waive the pre-application requirement if, in the Director's opinion, the development has not changed significantly and the applicable municipal code or standards have not been significantly amended. In no case shall a pre-application conference be valid for more than one year.*
- C. *Notwithstanding any representations by City staff at a pre-application conference, staff is not authorized to waive any requirements of this code, and any omission or failure by staff to recite to an applicant all relevant applicable land use requirements shall not constitute a waiver by the City of any standard or requirement.*

Finding: Staff held the required pre-application conference meeting (File LEG-21-00003), on July 22, 2021. The pre-application conference notes are attached to the application.

17.50.055 - Neighborhood association meeting.

Neighborhood Association Meeting. The purpose of the meeting with the recognized neighborhood association is to inform the affected neighborhood association about the proposed development and to receive the preliminary responses and suggestions from the neighborhood association and the member residents.

- A. *Applicants applying for annexations, zone change, comprehensive plan amendments, conditional use, Planning Commission variances, subdivision, or site plan and design review (excluding minor site plan and design review), general development master plans or detailed development plans applications shall schedule and attend a meeting with the City-recognized neighborhood association in whose territory the application is proposed no earlier than one year prior to the date of application. Although not required for other projects than those identified above, a meeting with the neighborhood association is highly recommended.*
- B. *The applicant shall request via email or regular mail a request to meet with the neighborhood association chair where the proposed development is located. The notice shall describe the proposed project. A copy of this notice shall also be provided to the chair of the Citizen Involvement Committee.*
- C. *A meeting shall be scheduled within thirty days of the date that the notice is sent. A meeting may be scheduled later than thirty days if by mutual agreement of the applicant and the neighborhood association. If the neighborhood association does not want to, or cannot meet within thirty days, the applicant shall host a meeting inviting the neighborhood association, Citizen Involvement Committee, and all property owners within three hundred feet to attend. This meeting shall not begin before six p.m. on a weekday or may be held on a weekend and shall occur within the neighborhood association boundaries or at a City facility.*
- D. *If the neighborhood association is not currently recognized by the City, is inactive, or does not exist, the applicant shall request a meeting with the Citizen Involvement Committee.*
- E. *To show compliance with this section, the applicant shall submit a copy of the email or mail notice to the neighborhood association and CIC chair, a sign-in sheet of meeting attendees, and a summary of issues discussed at the meeting. If the applicant held a separately noticed meeting, the applicant shall submit a copy of the meeting flyer, postcard or other correspondence used, and a summary of issues discussed at the meeting and submittal of these materials shall be required for a complete application.*

Finding: Staff presented the Park Place Urbanization Plan to the Park Place Neighborhood Association on 1/18/2021 and 4/19/21. On 8/2/21, the chair of the Citizen Involvement Committee determined that a meeting of the CIC was not needed due to the previous public meetings that were held.

17.50.070 - Completeness review and one hundred twenty-day rule.

- C. *Once the Community Development Director determines the application is complete enough to process, or the applicant refuses to submit any more information, the City shall declare the application complete. Pursuant to ORS 227.178, the City will reach a final decision on an application within one hundred twenty calendar days from the date that the application is determined to be or deemed complete unless the applicant agrees to suspend the one hundred twenty calendar day time line or unless State law provides otherwise. The one hundred twenty-day period, however, does not apply in the following situations:*
- 1. Any hearing continuance or other process delay requested by the applicant shall be deemed an extension or waiver, as appropriate, of the one hundred twenty-day period.*
 - 2. Any delay in the decision-making process necessitated because the applicant provided an incomplete set of mailing labels for the record property owners within three hundred feet of the subject property shall extend the one hundred twenty-day period for the amount of time required to correct the notice defect.*
 - 3. The one hundred twenty-day period does not apply to any application for a permit that is not wholly within the City's authority and control.*
 - 4. The one hundred twenty-day period does not apply to any application for an amendment to the City's comprehensive plan or land use regulations nor to any application for a permit, the approval of which depends upon a plan amendment.*
- D. *A one-hundred day period applies in place of the one-hundred-twenty day period for affordable housing projects where:*
- 1. The project includes five or more residential units, including assisted living facilities or group homes;*
 - 2. At least 50% of the residential units will be sold or rented to households with incomes equal to or less than 60% of the median family income for Clackamas County or for the state, whichever is greater; and*
 - 3. Development is subject to a covenant restricting the owner and successive owner from selling or renting any of the affordable units as housing that is not affordable for a period of 60 years from the date of the certificate of occupancy.*
- E. *The one hundred twenty-day period specified in OCMC 17.50.070.C or D may be extended for a specified period of time at the written request of the applicant. The total of all extensions may not exceed two hundred forty-five calendar days.*
- F. *The approval standards that control the City's review and decision on a complete application are those which were in effect on the date the application was first submitted.*

Finding: Legislative actions are not subject to the 120-day deadline.

III. RECOMMENDATION

Based on the findings in this report, staff recommends approval of file LEG-21-00003. If the Planning Commission recommends approval to the City Commission, staff will prepare an Ordinance for consideration by the City Commission to adopt the proposed plan.



LAND USE APPLICATION TRANSMITTAL – RESPONSE FORM

Date: 9/15/21

Land Use Application File Number: LEG-21-00003

NAME: Mike Roberts

AGENCY: City of Oregon City Building Division

EMAIL ADDRESS: mroberts@orccity.org

The land use application material is referred to you for your information, study and official comments. Your recommendations and suggestions will be used to guide the Planning staff when reviewing this proposal. If you wish to have your comments considered and incorporated into the staff report, please return a copy of this form to facilitate the processing of this application and to ensure prompt consideration of your recommendations.

Please check the appropriate spaces below.

X

The proposal does not conflict with our interests.

The proposal conflicts with our interests for the reasons attached. (Please attach additional information)

The proposal would not conflict our interests if the changes noted below or attached are addressed.

Please add any specific comments below or attach a separate document with more information.

CONTACT THE PLANNING DIVISION IF YOU HAVE ANY QUESTIONS ABOUT THIS APPLICATION

Oregon City Planning Commission
Meeting of September 27th, 2021

RE: Testimony of Christine Kosinski, Unincorporated Clackamas County

Agenda Item 1 – LEG 21-00003 Adoption of Park Place Urbanization Study, an Amendment to the Transportation System Plan

To be honest, there are many reasons why the Adoption of the Park Place Urbanization Study should not be approved. My reasons are many and listed below,

Public Engagement Process and Public Outreach – have been inadequate as NO, not all citizens that will be affected by the Park Place Concept Plan were invited to attend. I find it appalling that the City continues to ignore the hundreds of homeowners on Holly Ln as these will be the people dramatically affected by this development, and I will say also, the homeowners living on Trailview Dr. where you have planned to develop the Holly Ln Extension, totally against the will of the people. I wonder if DLCD would be interested in knowing the total impacts to these people which the City continues to keep “in the dark” and have not been forthcoming in telling these homeowners the whole truth.

Does the City plan to “spring” this on the homeowners at a time when all their concerns and/or choices are gone? Let me tell you, this development is going to have life altering affects upon everyone living on Holly Ln, as well as the homeowners living on Trailview Dr. where you have planned to build the Holly Ln. extension. This roadway will be very close to these homes. Please read the Internet on “Health Affects for people living on roads where they will be faced with much harm from the many pollutants spilling from cars driving their road every day, 24/7. There is NO shortage of articles bringing attention to these health concerns, such as, Cancer, Asthma, Impaired Lung Function, Premature Death, Cardiovascular Diseases, COPD, Diabetes, Poisoning, Heart Disease, Birth Defects, eye disease, Parkinson's and Multiple Sclerosis disease, just to mention a few. For homeowners living within 100 to 500 meters from the road, this is especially disastrous, and this is their future, this is what the City and developer are giving the homeowners on Holly Ln and Trailview Dr., a lifetime of illness.

According to the EPA, motor vehicles cause 75% of the Carbon Monoxide pollution in the U.S. Consider the typical passenger vehicle emits about 4.6 metric tons of carbon dioxide per year. If you want to figure this per mile, the typical vehicle emits about 404 grams of CO₂ per mile. Air pollution is one of the world's leading risk factors for deaths, with air pollution attributing about 9% of deaths globally, and it also is one of the leading risk factors for disease burden,.

So yes, I am very concerned when I read statistics like these. First of all, the people of Holly Ln are very much against what this development will do to them, their children and families. Read the diseases above that the Park Place Concept Plan will give to them. Do you call this Fair? And how can the City go to DLCD and say they Comply with our Statewide Land Use Goals? This is about as far as non-compliance gets.

Now, I would like to address further issues for both Holly Ln and the homeowners presently living on Trailview Dr. who will have the Holly Ln extension in their backyards. These homeowners will suffer the same health issues, breathing pollution 24/7 takes a toll on our bodies. Now add to this the City and developer propose even more homes than anticipated in the original Concept Plan in 2007, they want to add 300 more homes which counts for the addition of 3000 more trips per day! In the Kittleson and Associates traffic report of May 21, 2007, at that time they already cite the Park Place Concept Plan is expected to generate approximately 22,990 NEW weekday daily trips. This is terrible, exactly how many trips per day does the City now, currently, plan to choke down Holly Ln?

I'm not finished yet, all homeowners living within one mile of Oak Tree Terrace will not be able to get Landslide Insurance, and NONE of the homeowners on Holly Ln, nor in Park Place, will be able to get coverage either. This is because Landslide Insurance doesn't exist any longer since the floods of 1996.

Now I ask you to read about Landslides in the current 2004 edition of your Comprehensive Plan. Note that the Comprehensive Plan speaks to the problem of "heavy traffic" and how it can re-activate landslides. Both the landslide on Oak Tree Terrace as well as the many slides lining Holly Ln, sit in a landslide area with High Susceptibility to re-activate. The Park Place Concept Plan is putting a huge burden on the people of Holly Ln as well as the homeowners living on Trailview Dr. We're all going to lose a plethora of sleep, we can't get any insurance coverage for landslides and now we all can look forward to a much shorter lifespan and it's all because the government and developer are more interested in making money than they are interested in caring for the people.

If the City somehow continues to approve this dense development in a landslide area, this means that the homeowners on Holly Ln as well as the homeowners on Trailview Dr (where the Holly Ln extension will come up alongside their homes and connect to Jada), these homeowners will have to monitor their homes and surrounding property for landslide activity since this heavy traffic will vibrate these homes 24/7. They will have to monitor for newly cracked pavement, foundation, support walls and sidewalks, tilted or cracked chimney's, check for doors and windows that stick or jam, watch for outside walls, walkways or stairs that start pulling away from the house, watch for soil that moves away from the foundation. They will have to check plumbing and gas lines for leaks, cracks in the ground, tilted trees, springs or saturated soil in areas typically dry. If any of these occur, they will have to be reported to the City for mitigation. This places a huge amount of pressure and legal issues upon the homeowner, the developer, and the City, and should I mention the huge costs to repair landslides and/or pay for homes that are crumbling away due to heavy vibrations from huge traffic. Let's face it, the City TSP has more than 100 roads aimed right at Holly Ln so motorists can get down the hill to reach the I-205, a very diabolical plan for a City that failed the people when it did not build the grade separated intersection at Hwy 213 and Beavercreek roads, when funds were easily available. Traffic belongs on the Major Arterials, not down residential streets where the people are so heavily affected.

Funding is a catastrophic problem for the City in trying to develop the Park Place Concept Plan, and it will remain so for years to come as our world grapples with the many losses caused by the Covid pandemic, and as well, our Federal Government will have no money to lend for quite some time. If the City does not have the funding, this project needs to stay on the shelf. This will give the City time to develop a much better transportation system than the one currently in place that simply will never work as it is patchwork, piecemeal and poorly planned. I also noted that the City shows a map, on Pg. 21 of the Park Place Urbanization Study, where a multitude of projects in the TSP need improvement, but are not likely to be funded. Again, no money to develop correctly. This is no way to develop.

I would like to briefly touch on the plans for the Swan Rd extension, the Holly Ln extension, the wetlands where the City plans to bring Swan Rd up parallel to Holly and connect Swan to Morton Rd. This will never happen, not enough money to bring Swan down to Redland Rd due to the tremendous landslides below, a bridge is needed and never enough money will be available. DOGAMI has stated in the past, that building over wetlands is much more difficult than building over a landslide. Lastly, you need to read the “Thesis” from Bill Burns of DOGAMI, where he speaks to the many difficulties caused by the Morton Rd-Hwy 213 Landslide, cautioning about any future development.

Here are Goals the City cites in their urbanization study, stating they Comply, but they don't because,

Goal 2.4, City does not comply as livability at it's poorest, in fact, there is none.

Goal 6.1.4 City does not comply as Air Quality actually continues to fail. Within the boundaries of the plan, literally hundreds and hundreds of trees have previously been cut down. Trees give us life, in one year a mature tree will absorb more than 48 lbs. of Carbon Dioxide and will release Oxygen in exchange. The many trees cut down in the Park Place area, have now created Heat Islands.

Goal 7.1, City does NOT comply, it is NOT protecting people & their property in hazardous areas.

Goal 1, City does NOT comply, very poor outreach to the people. Goal 1 requires that jurisdictions apply “appropriate safeguards” when planning for development there. In fact there are NO safeguards for the people, rather the people are being put into harm's way.

Goal 12, City fails to develop a safe TSP-Goal 12.5, City fails TSP improvements-Goal 12.6.2, City fails to ensure travel in congested areas, in fact, the opposite is happening, congestion getting worse.

The City does not comply with it's own “Oregon City Natural Hazards Mitigation Plan”, and fails almost all requirements. One example is found on Page OC-46, under the heading **Ideas for Implementation**, “Use the Mitigation plan to help the City's Comprehensive Land Use Plan meet State Land Use Planning Goal 7, designed to protect life and property from natural disasters and hazards through planning strategies that restrict development in areas of known hazards.” This is not happening, and why?

The City does not comply with the DLCD-DOGAMI Landslide Hazards guidelines. One example can be found on Pg. 41 (B) Goal 7 – Areas subject to Natural Hazards. “Section A **REQUIRES** local governments to adopt comprehensive plans and implementation measures for reducing risk to people and property from a minimum (landslides, earthquakes and related hazards.” Throughout this 146 pg. Document, you will read over and over, “to avoid development in hazard areas where risk cannot be mitigated”, and that development cannot put people & their property in harm's way. In fact, they go on say “local jurisdictions must analyze the trade-offs inherent in working to reduce and minimize potential damage to life, property, and the environment which may result in locating development in or away from hazards area.”

The **safety of the people should never be compromised**, however as I have read over the Park Place Urbanization Study”, there are red flags everywhere. The people, especially on Holly Ln and Trailview Dr, are being seriously compromised, this plan should not go forward. Perhaps DLCD and FEMA should hear the people on this proposed development that will gridlock our streets forever and bring much harm to the homeowners, children, and families that live on Holly Ln and in the Park Place area. I think they should be invited to a meeting!

September 27, 2021

RE: LEG-21-00003: Adoption of Park Place Urbanization Study, an amendment to the Transportation System Plan

Survey answers re: Future Sidewalk plans for Swan Avenue/Cleveland Street. (These are considered part of Phase 1 as a priority location.)

Current property on corner of Swan Ave and Cleveland Streets: 16251 Swan Avenue; Oregon City, OR 97045.

Owner(s): Della M Riggs and John L Riggs Jr (deceased); Daughter/POA Geneava Riggs Butterfield

Dear Commissioner:

Per the Urbanization Study, this corner lot property is planned to have sidewalks on two sides of the property: along Swan Avenue and Cleveland Streets.

This lot (with a house and a detached three car garage) has a 15-20 foot set back from Swan Avenue. With this same setback on Cleveland Street, this address and that of the Ray Laster's (our neighbor on Cleveland St) will have sidewalks right up to the houses.

There is an additional back lot (with a metal barn) along the creek on Cleveland Street. The creek is at the bottom of the roadway, and halfway down on our section of Cleveland Street.

Very few people walk on this part of Cleveland Street because it has a downhill, then uphill slope. It is not really safe for amateur bicyclists either. There is a creek at the bottom with a large concrete pipe under the roadway and through the culvert, and the roadway narrows at this bottom of the hill. It's not a wide roadway, and at that part, doesn't seem like a very feasible undertaking at this point.

On the other hand, the Oregon City View Manor housing project was built with approximately 100 homes. My parents and others in the neighborhood were told the housing project was going to put in street side sidewalks on their side of Swan Ave 55 YEARS AGO. They haven't been built yet and are way overdue. This side of Swan has more potential foot traffic, and is a better candidate for sidewalks at this time.

When the house was built in 1964: the plans for the house were to have the house built on the back part of the property, away from the streets, for privacy. The County decided that 1) future sewer and electric lines would not allow the house in the planned area, and 2) that piece of land is part of the Barlow Road and couldn't be built on historic property. (How the wagons hop skipped along Forsythe and Holcomb to only a few places along the actual Barlow Road have never been explained to us.) The County changed the lot plans and had the house foundation put up on the corner next to the streets. A complete flip of the blueprint. When my parents tried to sue the Contractor (also because the house was

built on top of an underground spring, which caused the basement to flood for several years), they found out he declared bankruptcy.

Our personal Concerns:

1. Owner Della Riggs is unable to walk well. There are three stairs on her front porch. She has problems using them. When checking on getting a temporary ramp for her (she is 82 years old), we were told by the salesperson we would need to contact Planning for a permit. When we contacted Planning (three times), we were told that 1) if we put in a ramp for her, she would be required to put in sidewalks. The sidewalk on Swan Ave would go directly up to her porch and extend nearly halfway down the block...for a temporary ramp. Also, there would be no room allowance for a ramp due to the setback. There might be ADA allowances for this, and 2) and with sidewalks going up to her porch (facing Swan Ave) and side wall (facing Cleveland St), she/we will lose all privacy.
2. On Cleveland Street: the only driveway access to her backyard (and the detached garage) is via a driveway on the Barn property. If she sells the barn property, in order to pay for the sidewalks that, per Planning, she is expected to pay for, she is not allowed to put in a driveway to her detached garage, because the sidewalks "won't allow it". So ANY changes she makes to property: a ramp to get in/out of her house safely, or adding a driveway for accessibility for her own structures that Planning permitted years ago won't be allowed now.
3. Also, there are at least four large and mature trees (three are co-owned with the City) within the path of the future sidewalk. She is supposed to tear these 70+ years old trees down.

We understand and accept "progress", but ask for more time for us to work with the City Planning and Public Works departments to determine the best way to handle these valid concerns. We are hoping there is a Grandfather clause of some sort, especially since this address is dealing with issues created by the COUNTY so many years ago. We do not believe this corner of Swan and Cleveland, and the portion of Cleveland Street down near the creek should be considered part of the Phase 1 process.

Thank you for your time and consideration.

Geneava Riggs Butterfield (Daughter/POA for Della Riggs)

16251 Swan Ave, Oregon City OR 97045 (503-724-8601/503-557-8557)