



CITY OF OREGON CITY

CITY COMMISSION WORK SESSION

AGENDA

Commission Chambers, Libke Public Safety Facility, 1234 Linn Ave, Oregon City
Tuesday, December 07, 2021 at 6:00 PM

EXECUTIVE SESSION OF THE CITY COMMISSION:

The Executive Session will begin immediately after adjournment of the City Commission Work Session.

1. *PURSUANT TO ORS 192.660(2)(i): To review and evaluate the employment-related performance of the chief executive officer of any public body, a public officer, employee or staff member who does not request an open hearing.*

CITY COMMISSION WORK SESSION

Typically, there are no public comments at work sessions, but written comments are accepted by:

- *Email recorderteam@orc.city.org (deadline to submit written testimony via email is 3:00 PM on the day of the meeting)*
- *Mail to City of Oregon City, Attn: City Recorder, P.O. Box 3040, Oregon City, OR 97045*

CONVENE WORK SESSION AND ROLL CALL

FUTURE AGENDA ITEMS

The Commission's adopted goals and available staff resources shall be considered when recommending future agenda items. The Commission may add an item to a future agenda with consensus of the Commission.

1. List of Future Work Session Agenda Items

DISCUSSION ITEMS

2. Adoption of Park Place Urbanization Plan, An Amendment to the Transportation System Plan (LEG-21-00003)
3. Oregon City Economic Development Strategic Plan Executive Summary
4. Oregon City Sidewalk Replacement Assistance Program

CITY MANAGER'S REPORT

COMMISSION COMMITTEE REPORTS

A. Beaver Creek Employment Area Blue Ribbon Committee - Appointed: *Commissioner Frank O'Donnell*

B. Citizen Involvement Committee Liaison - Appointed: *Commissioner Adam Marl*

C. Clackamas County Coordinating Committee (C4) - Appointed: *Mayor Rachel Lyles Smith*
Alternate: *Commissioner Adam Marl*

D. Clackamas County I-205 Tolling Diversion Committee - Appointed: *Commissioner Adam Marl*
Alternate: *Commissioner Frank O'Donnell*

E. Clackamas Heritage Partners - Appointed: *Commissioner Rocky Smith, Jr.*

F. Clackamas Water Environment Services Policy Committee -
Appointed: *Commissioner Rocky Smith, Jr.*

G. Downtown Oregon City Association Board - Appointed: *Commissioner Denyse McGriff*

H. Metro Policy Advisory Committee (MPAC) - Appointed: *Mayor Rachel Lyles Smith*
Alternate: *Commissioner Denyse McGriff*

I. OC 2040 Project Advisory Team - Appointed: *Commissioners Adam Marl and Denyse McGriff*

J. Oregon Governor's Willamette Falls Locks Commission – Appointed: *Mayor Rachel Lyles Smith*

K. Oregon City Tourism Stakeholder's Group - Appointed: *Commissioners Frank O'Donnell and Rocky Smith, Jr.*

L. Oregon City/West Linn Pedestrian and Bicycle Bridge Concept Plan Project Advisory Committee - Appointed: *Commissioner Denyse McGriff*

M. South Fork Water Board (SFWB) - *Mayor Rachel Lyles Smith, and Commissioners Frank O'Donnell and Rocky Smith, Jr.*

N. Willamette Falls and Landings Heritage Area - Appointed: *Commissioner Denyse McGriff*
Alternate: *Commissioner Frank O'Donnell*

O. Willamette Falls Legacy Project Liaisons - *Mayor Rachel Lyles Smith and Commissioners Frank O'Donnell*

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: City Commission
From: City Manager Tony Konkol

Agenda Date: 12/07/2021

SUBJECT:

List of Future Work Session Agenda Items

BACKGROUND:

January 11, 2021

Joint Meeting with HRB on Design Guidelines 101
Joint Meeting with Planning Commission – OC 2040
ARPA Funding Discussion

February 8, 2021

OC/WL Pedestrian Bridge
EcoNW Middle Housing Incentives (HB 2001)
Compatible Change Update
Abandoned Building Regulations

Additional Upcoming Items (These items are in no particular order)

Beavercreek Road Concept Plan (Thimble Creek) Funding Discussion
Boards and Committee's Orientation Manual Review and Discussion
Canemah Area - Encroachments in the Right-of-Way Policy Discussion
Charter Park Discussion (Last five – Sportcraft Landing, McLoughlin Promenade, Ermatinger House, Dement Park/Property, and Clairmont Way)
Clackamas County Water Environmental Services (WES) Rate Differential
Clackamette Park Boat Ramp
Climate Action Plan Presentation (City of Milwaukie)

Code Enforcement Complaint Process

Commission Policies and Rules of Procedure Review

Construction Excise Tax

Ethics Training

Homeless Goal Internal Strategy

Joint Work Session with Planning Commission – OC 2040

Metro Food Waste Program Requirements - Annual Review

OC Sidewalks Repair Assistance Program Adoption Follow-up

Parks Special Event Fees and Application Process

Parking Rate Increase for Permitted Parking in Downtown Oregon City (Green, Purple, Orange, etc. Zones)

Railroad Quiet Zone Funding Discussion

Request for Recording Pre-App Conferences Follow-up

South Fork Water Board - Mountain Line Easements Vacation

Transportation Demand Management (TDM) Plan Implementation Update

Water System Risk and Resiliency Review

Willamette Falls Legacy Project Operations and Maintenance Discussion



CITY OF OREGON CITY

Staff Report

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

To: City Commission
From: Public Works Director John M. Lewis, PE

Agenda Date: 12/07/2021

SUBJECT:

Adoption of Park Place Urbanization Plan, An Amendment to the Transportation System Plan (LEG-21-00003)

STAFF RECOMMENDATION:

For review and discussion. Staff recommends the City Commission approve the first reading of Ordinance 21-1016 and LEG-21-00003 on December 15, 2021.

EXECUTIVE SUMMARY:

The Park Place Urbanization Plan has been submitted by the Public Works Department for adoption. File No. LEG-21-00003 amends the Oregon City Transportation System Plan to add the ancillary plan for pedestrian, bicycle, and vehicular access within the Park Place neighborhood. The plan adds clarity for street designs within the project area, as well as a sidewalk prioritization plan.

Public Comments were sought through two neighborhood meetings, two Planning Commission meetings, various emails to numerous agencies, two neighborhood surveys, and information was accessible on the project website.

An issues matrix summarizing and responding to issues brought up during the Planning Commission hearings was attached in the 11-3-21 agenda packet. The Planning Commission recommended approval with conditions that they would like to see more bike lanes and more traffic calming measures in the neighborhood as the plan is implemented.

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 Avenue. 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 that future improvements to existing streets are consistent, feasible, and reflect the desires of those living in the neighborhood. The Plan assists development staff with providing consistent, equitable requirements within a mostly rural neighborhood, balancing the desires to provide a rural feel with the minimum needed urban improvements.

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.

Public Comments were sought through two neighborhood meetings, two Planning Commission meetings, various emails to numerous agencies, two neighborhood surveys, and information was accessible on the project website. The presentation will provide specifics of the meetings attended, surveys provided, and emails sent. The survey was sent to owners and people who reside in the Park Place Neighborhood

project boundary which included 1,353 postcards. 200 people responded to survey #1 and 102 people responded to survey #2. Sidewalks and improvements to Holcomb Avenue were the #1 request from the responses to the surveys.

During the Planning Commission meeting, comments occurred asking about the perception that parking was prioritized over bike lanes. Staff reviewed these comments and found that the cross sections proposed were the ones supported by a majority of the survey respondents. During the middle of the process, staff proposed cross sections which removed parking and replaced it with bike lanes; however, this was not supported by a majority of the public. To be able to provide parking and bike lanes to some of the roads within the neighborhood would not provide the rural feel that was sought by the neighborhood. The proximity of existing structures and environmental constraints makes it fairly difficult to provide cross sections that provide all of these amenities. Widening the sidewalk to be replaced as a joint bike/pedestrian path was reviewed. The proximity of existing structures and environmental constraints also made that idea infeasible. Speed limits were discussed, and staff did not feel that this should be part of the study; however, speed reduction requests could be sent to staff and processed with a review of the Transportation Advisory Committee.

An issues matrix summarizing and responding to issues brought up during the Planning Commission hearings was attached in the 11-3-21 agenda packet. The Planning Commission recommended approval with conditions that they would like to see more bike lanes and more traffic calming measures in the neighborhood as the plan is implemented. Many of the public comments requested further attention to Holcomb Boulevard. However, Holcomb Boulevard was not included as part of this study as the future improvements to Holcomb Boulevard are addressed in the Holcomb Boulevard Pedestrian Enhancement Concept Plan adopted April 20, 2005. That plan proposes future cross sections to Holcomb Boulevard which include some pavement widening, sidewalk additions, and pedestrian level lighting.

See full staff report and recommendation attached which was also provided in the 11-3-21 agenda.

OPTIONS:

1. Discussion only.

BUDGET IMPACT:

Amount: \$0.00

FY(s): N/A

Funding Source(s): N/A



PARK PLACE URBANIZATION STUDY

FINAL STUDY

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



WE #1509A

wallis
*engineering

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Appendix B: Survey #2 Results

Appendix C: Sidewalk Prioritization Plan Cost Estimates

Appendix D: TSP Projects

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 built to local roadway standards. The areas to the east of Swan Ave will be reviewed for existing gaps and possible network improvements, but the focus area of this project is intended to be the underdeveloped roadways from Swan Ave west 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.

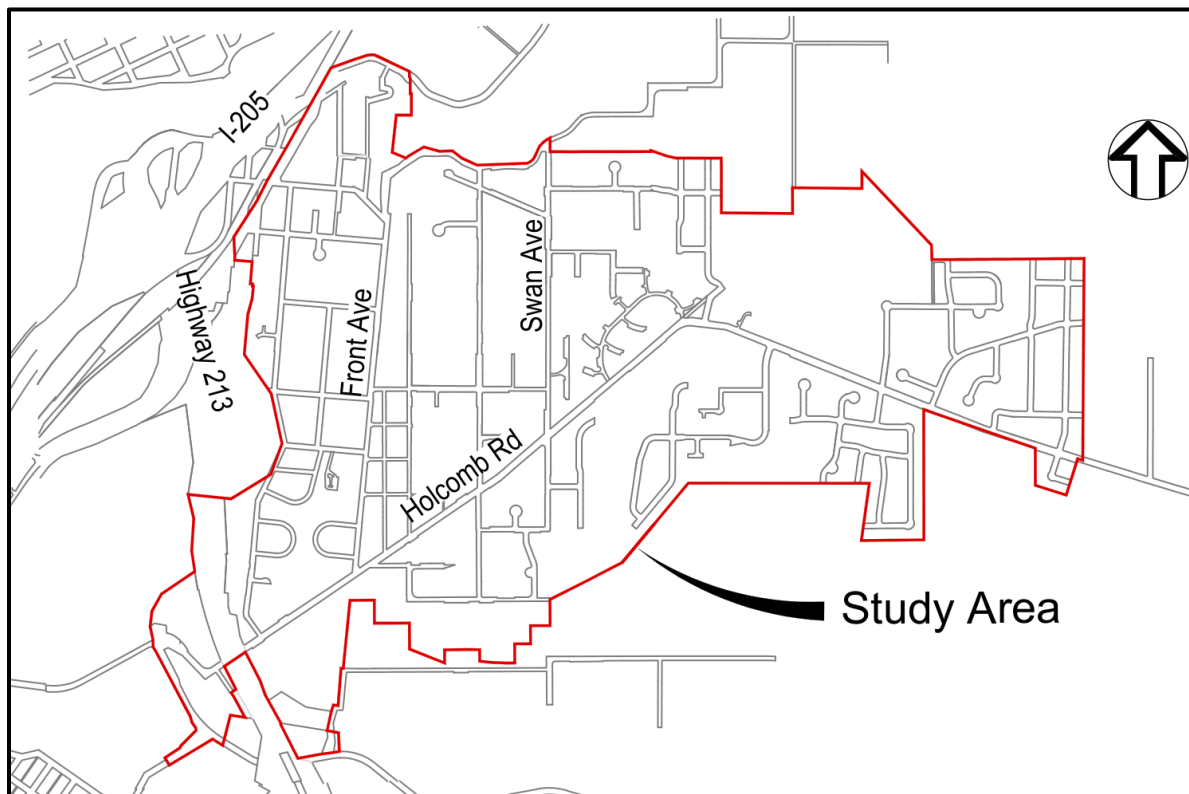


Figure 1-1: Park Place Vicinity Map

1.2 PURPOSE OF REPORT

The City of Oregon City contracted with Wallis Engineering (Wallis) to develop an urbanization study for this neighborhood. The Park Place Concept Plan is not included in this study area. 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**.

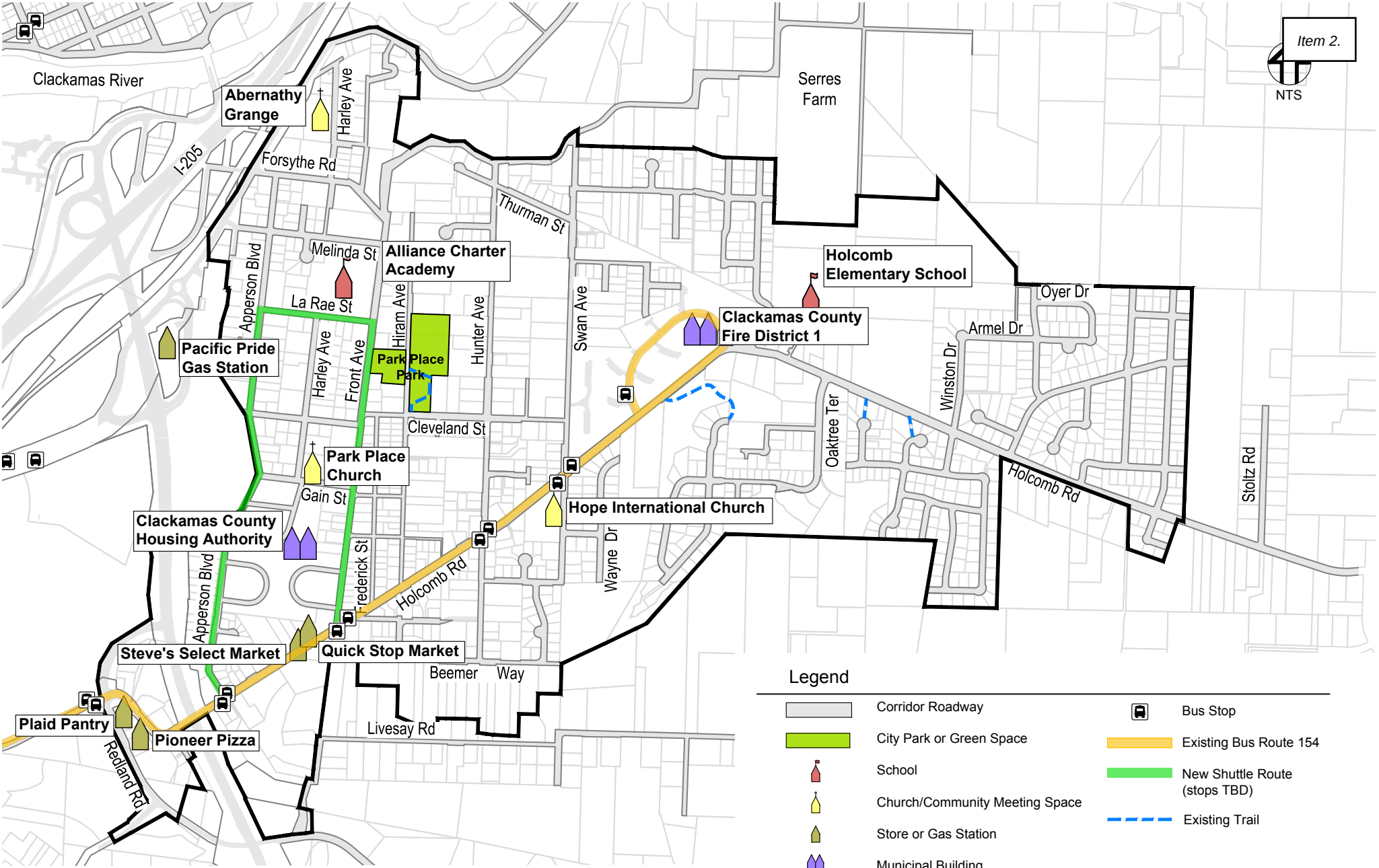
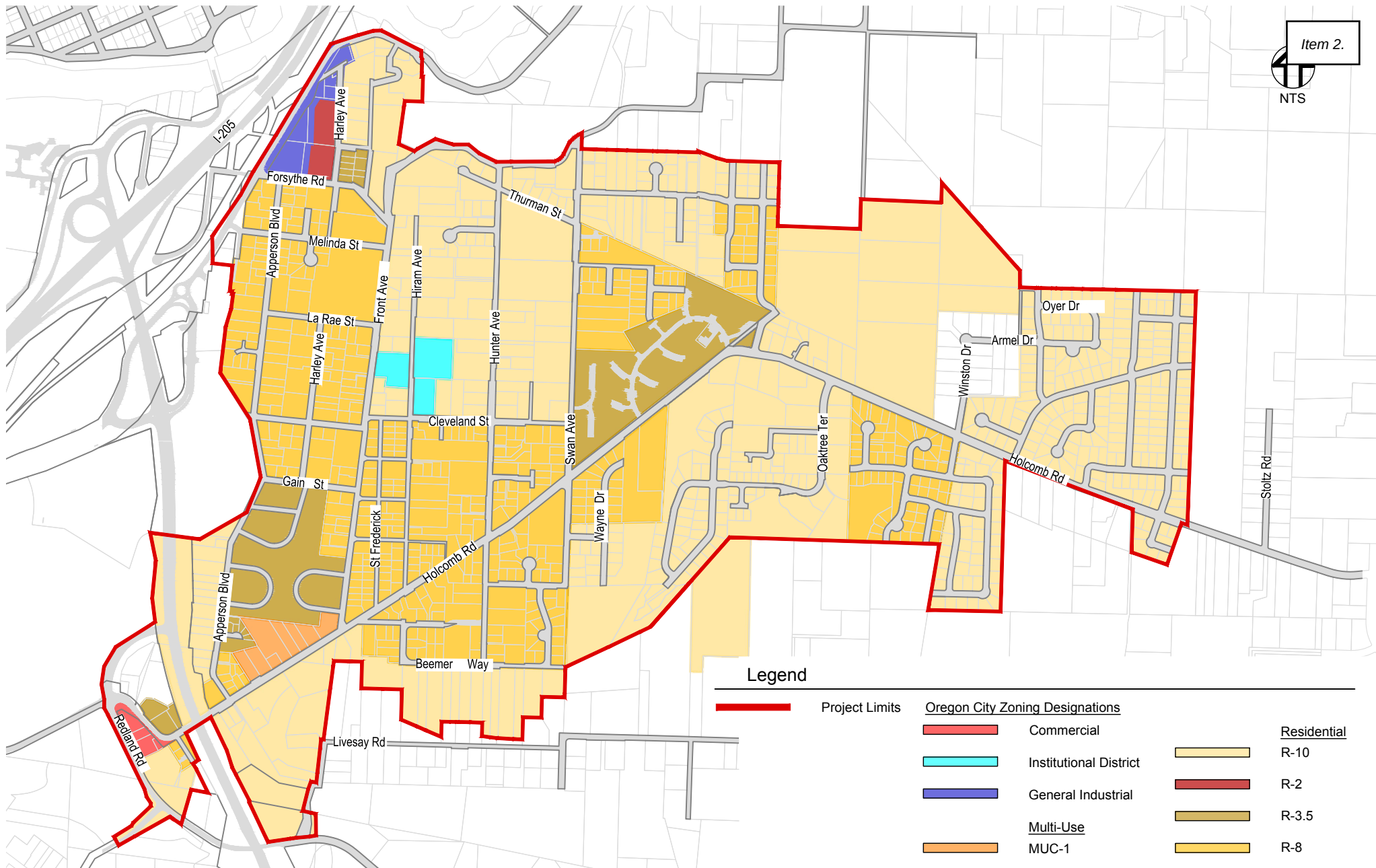


Figure 2-1: Activity Generators
 PARK PLACE URBANIZATION STUDY
 September, 2021

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.

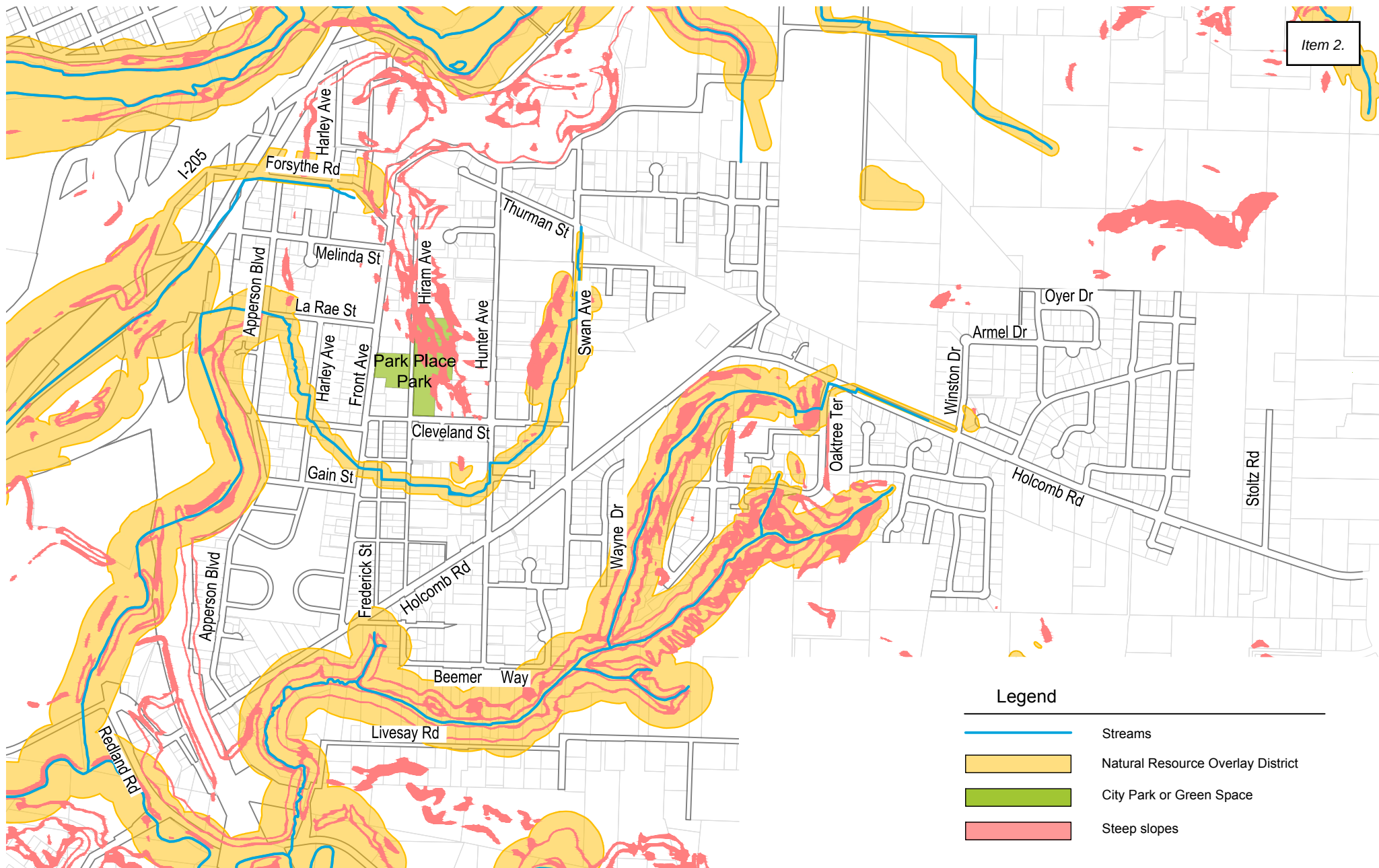


Legend

	Project Limits	<u>Oregon City Zoning Designations</u>	
	Commercial		<u>Residential</u> R-10
	Institutional District		R-2
	General Industrial		R-3.5
	Multi-Use		R-8
	MUC-1		

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.



Legend

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

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

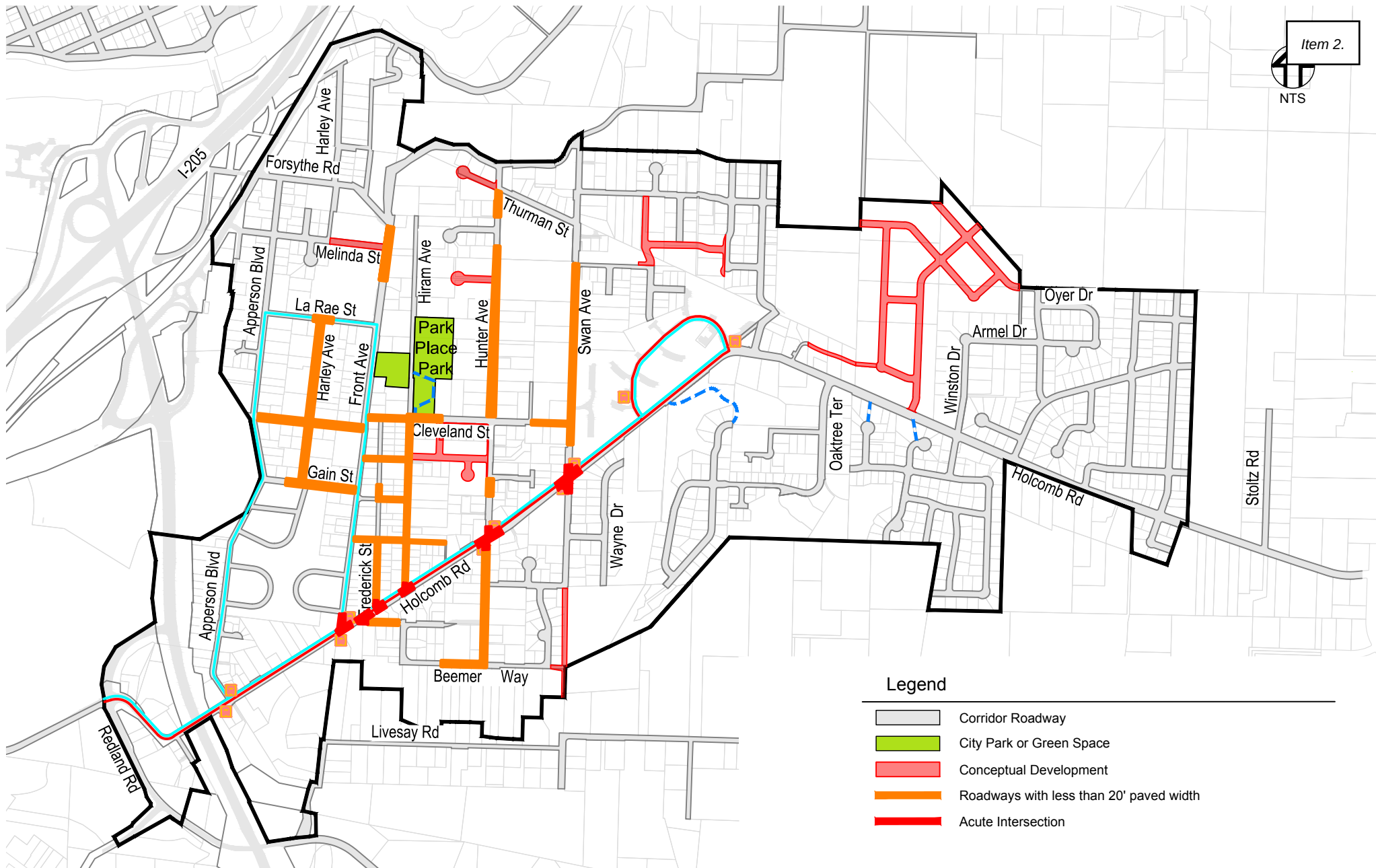
The roadways within the Park Place Neighborhood vary greatly in their dimensions and facilities for roadway users, due to the variable nature of development over time. Most of the streets were not built to current roadway classification standards – with the exception of the recently-constructed roadways 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.



Legend

- Corridor Roadway
- City Park or Green Space
- Conceptual Development
- Roadways with less than 20' paved width
- Acute Intersection



**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

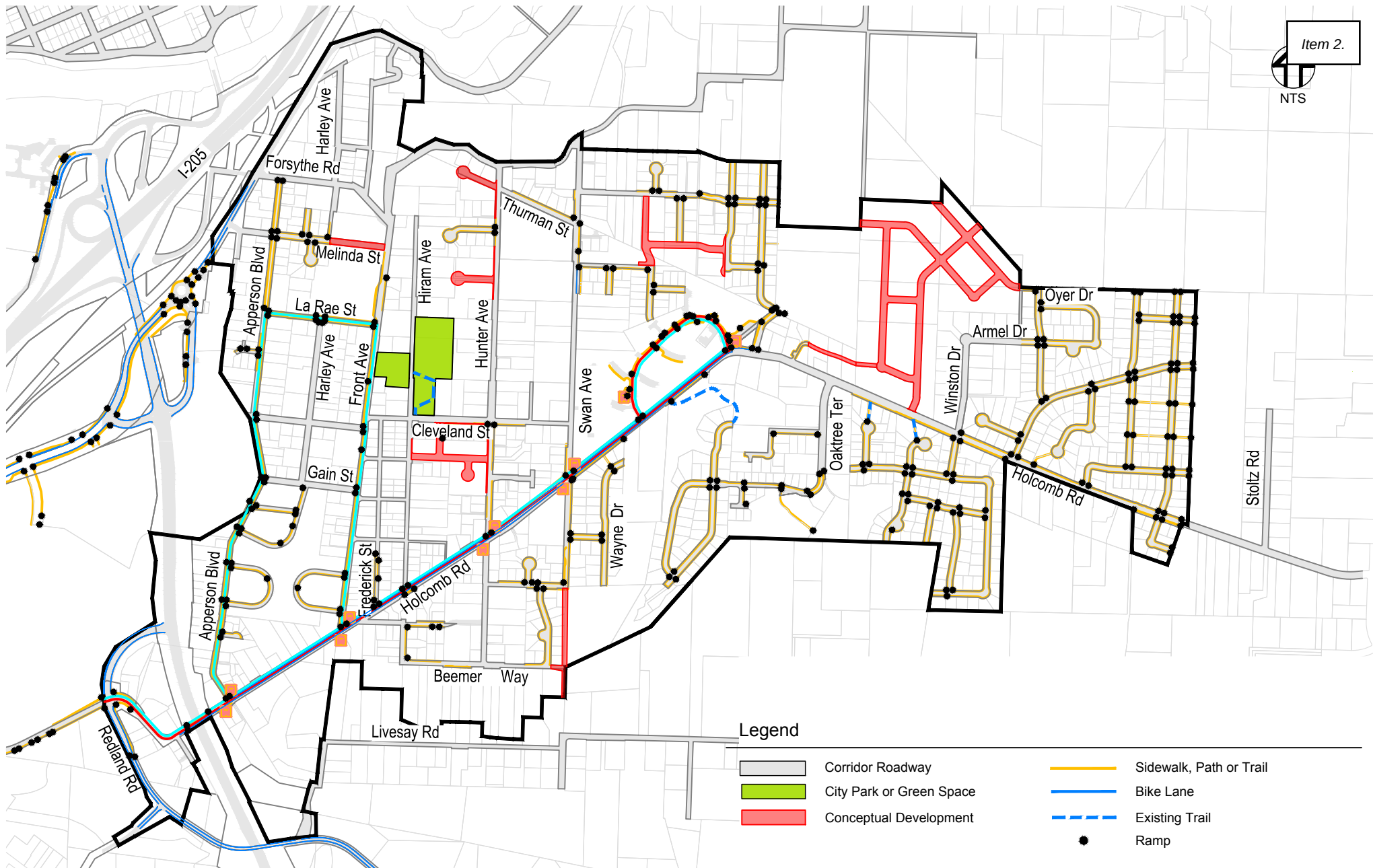
Speed data was not collected as part of this Study. However, high speeds have been anecdotally noted as a major concern among neighborhood residents.

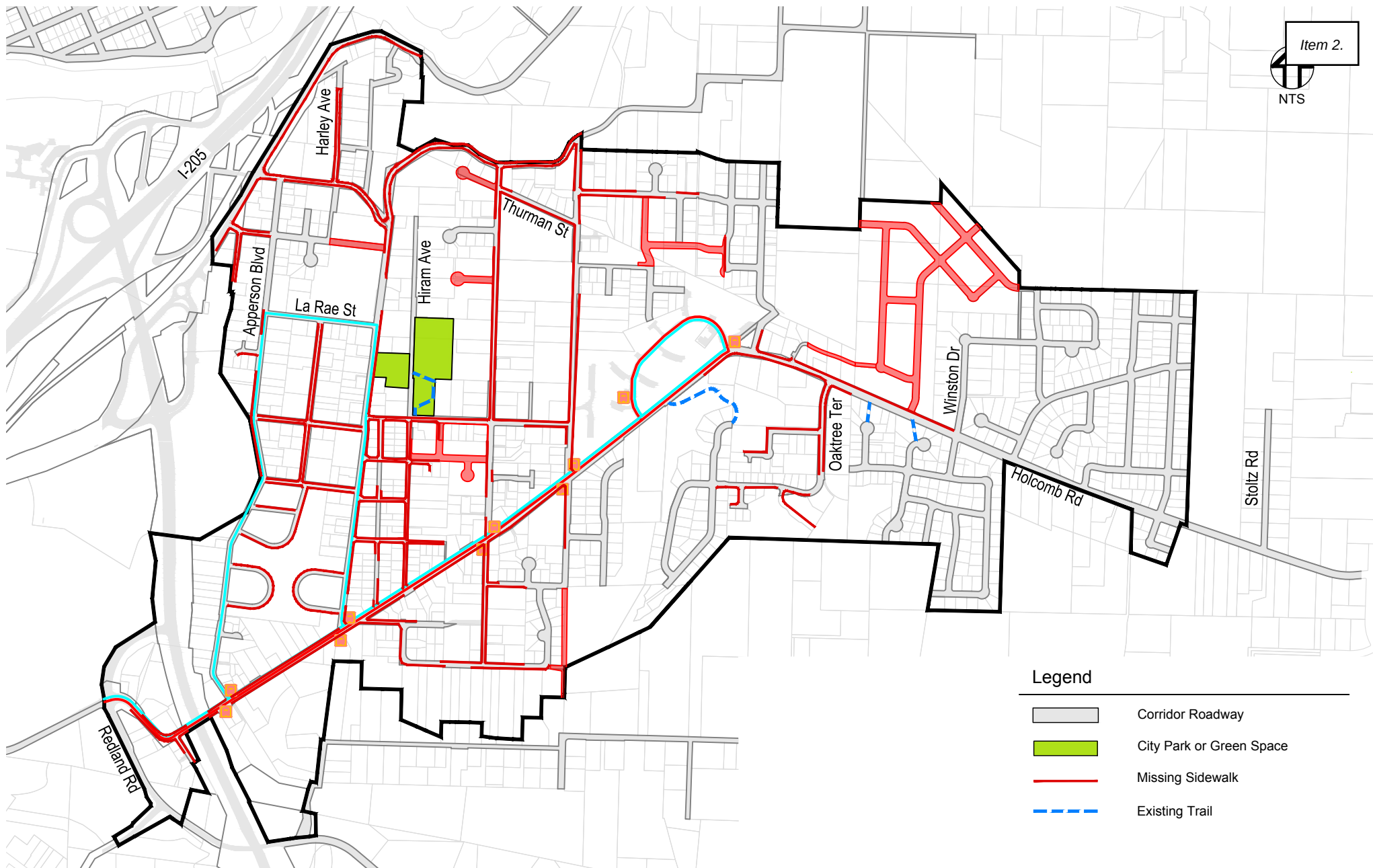
Speed Control Measures

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**.







**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

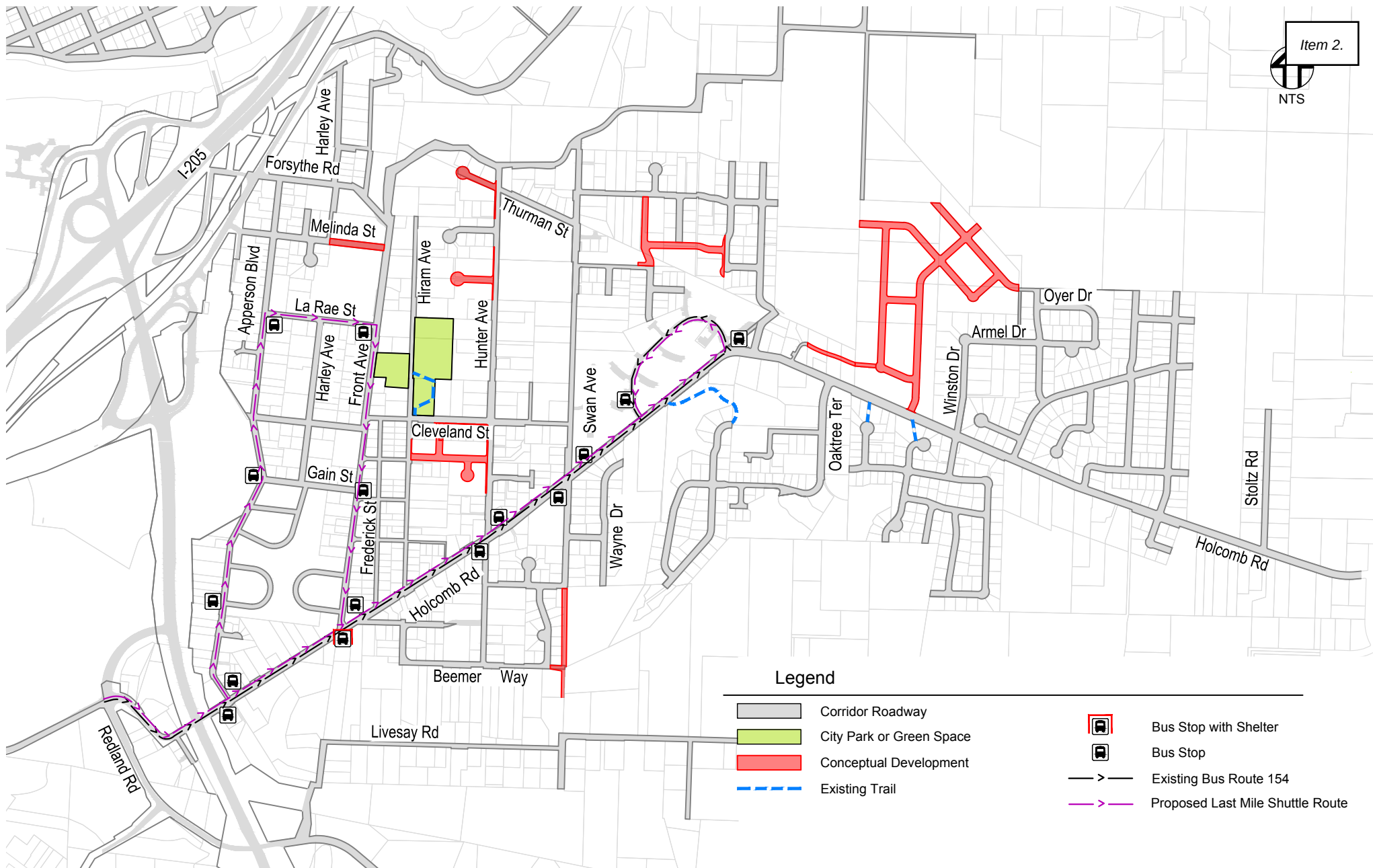
TriMet provides public transit services along Holcomb Blvd and S. Longview Way as part of the Willamette/Clackamas Heights Route 154. There are a total of twelve bus stops along this section of Route 154 within the neighborhood. The majority of the bus stops are not equipped with benches or covered areas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



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.

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.



Figure 2-13: Mailboxes on Apperson Blvd

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

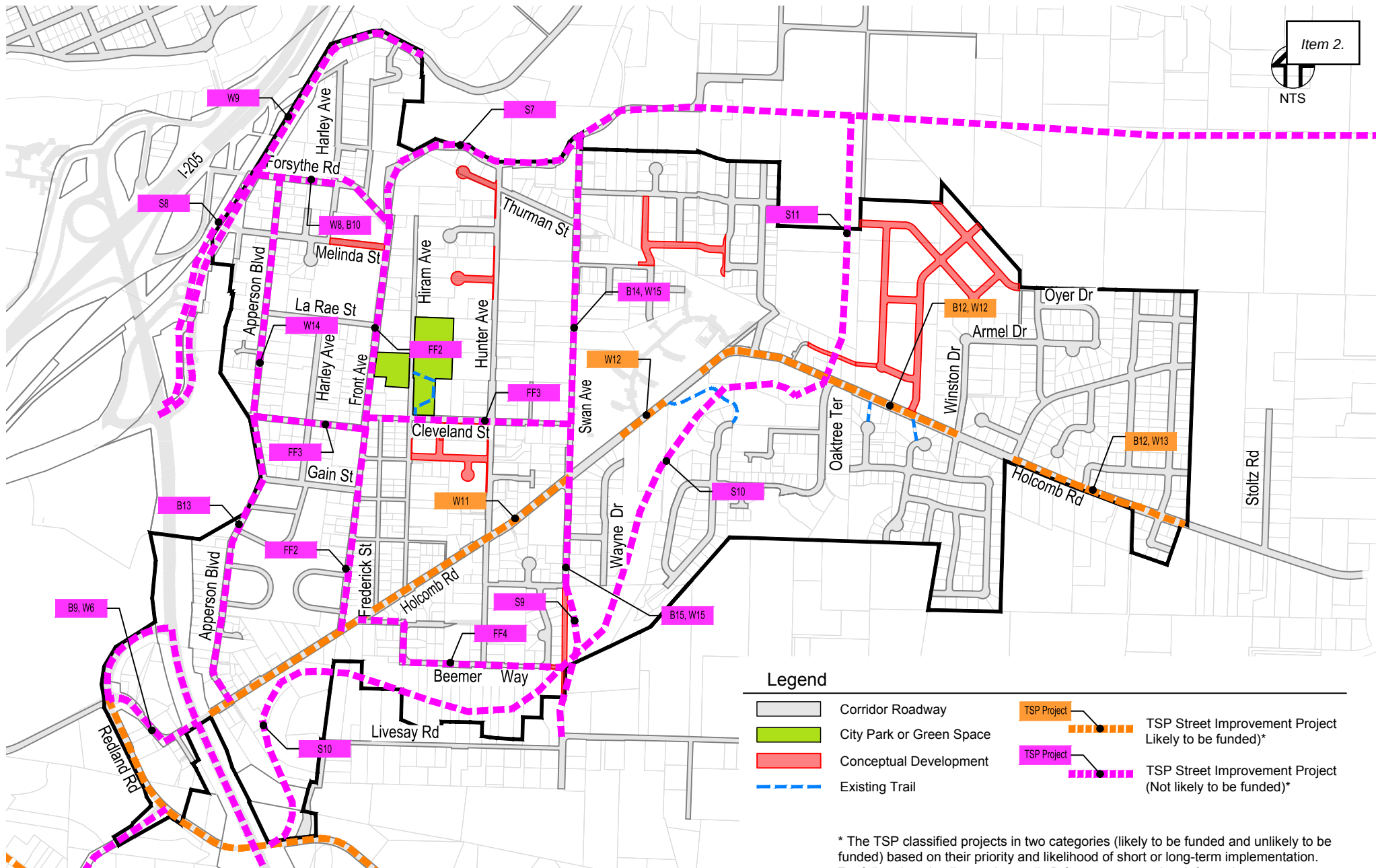
There are several planned improvements within the study area which are described in City planning documents outside of this Urbanization Study. The following paragraphs include a short description of each planning document, planned improvements within the study area, and relevance to the Urbanization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



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:

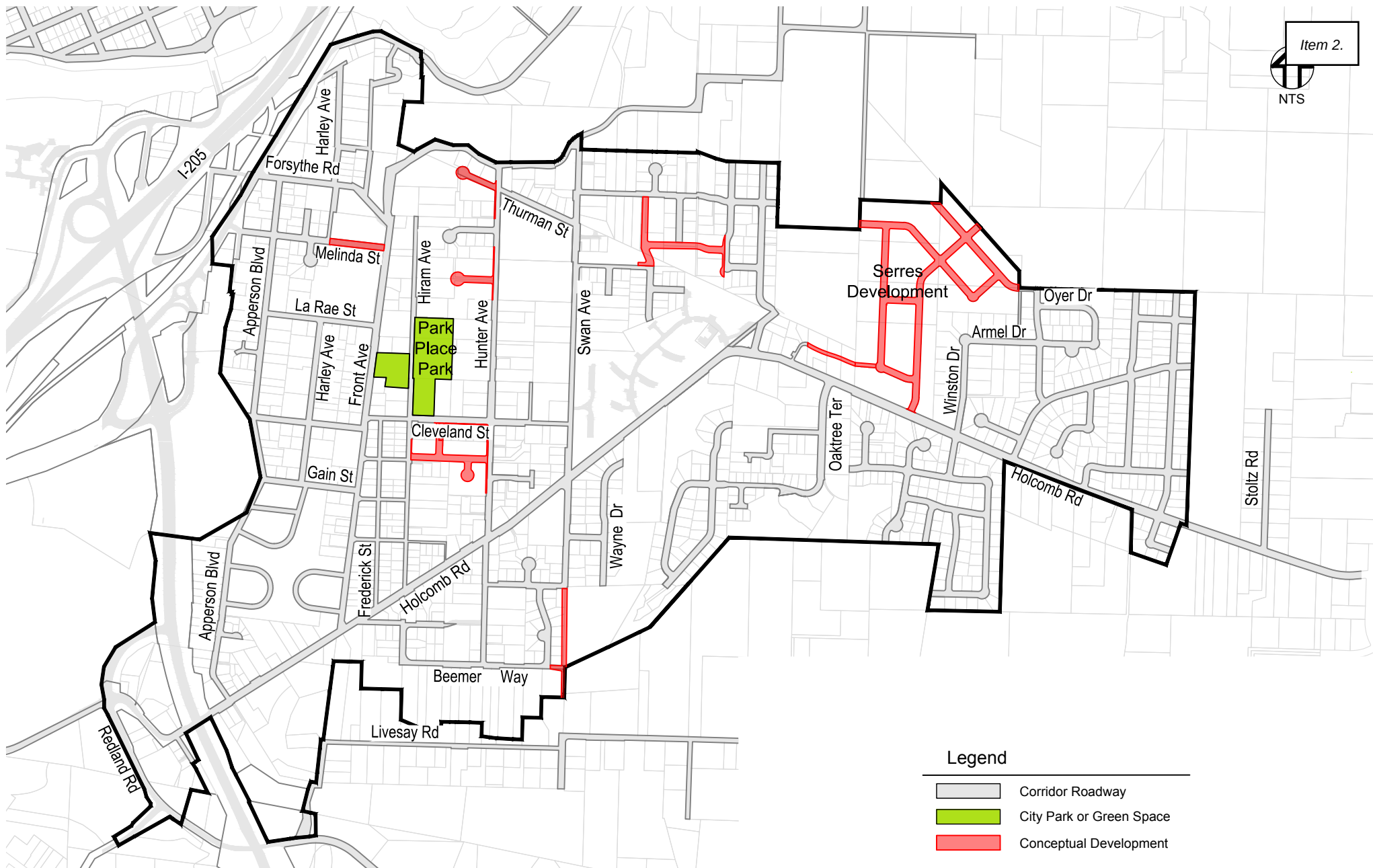
- Existing culverts in the Park Place basin may not have capacity for current flows, but the drainage system is likely to be modified with future development.
- The Holcomb Boulevard conveyance system is not large enough to accommodate current flows and expected to be further stressed by projected development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

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**.



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 they do not want the City 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.

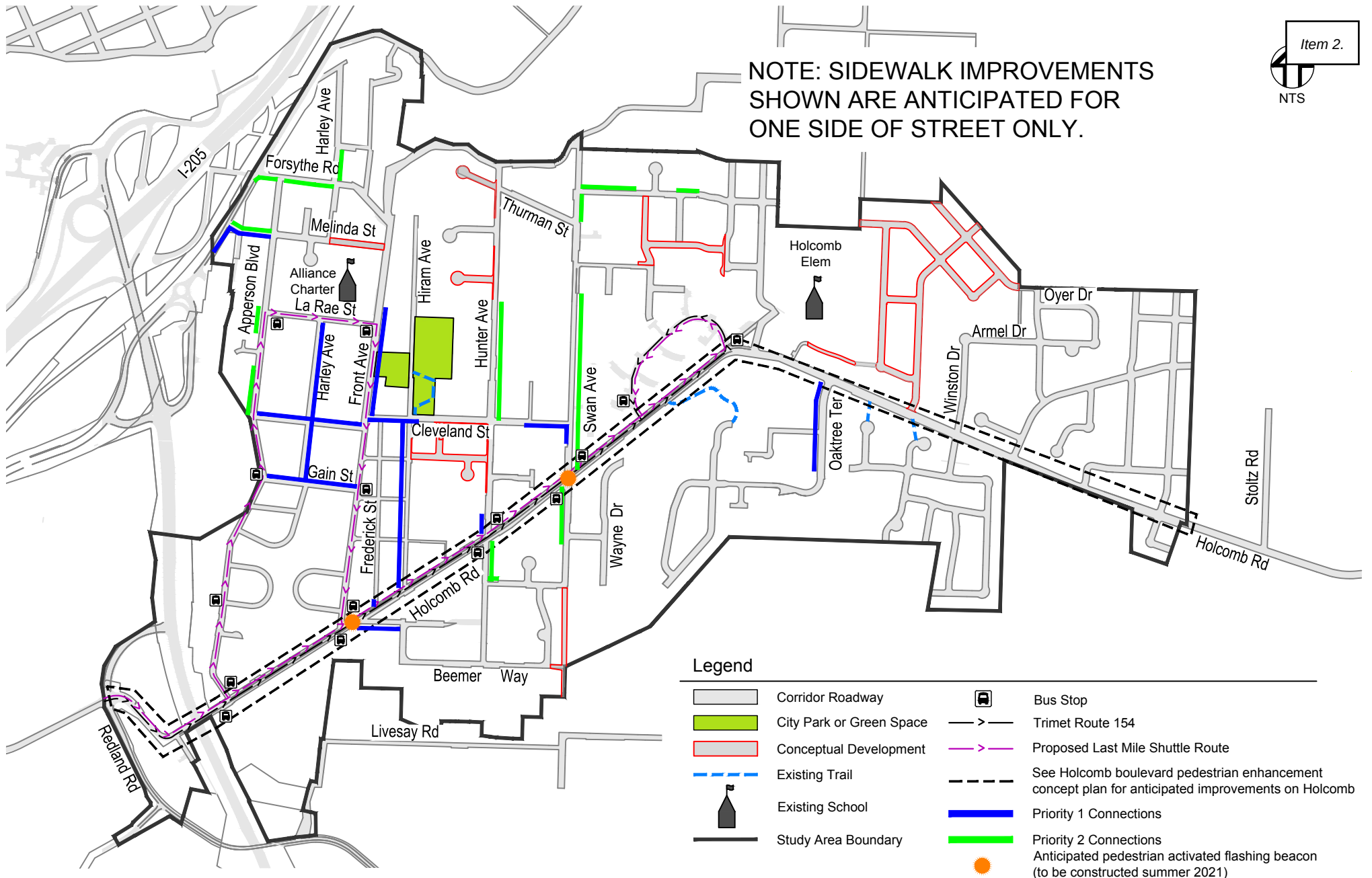
3.4.1 Sidewalk Prioritization Plan

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**.

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



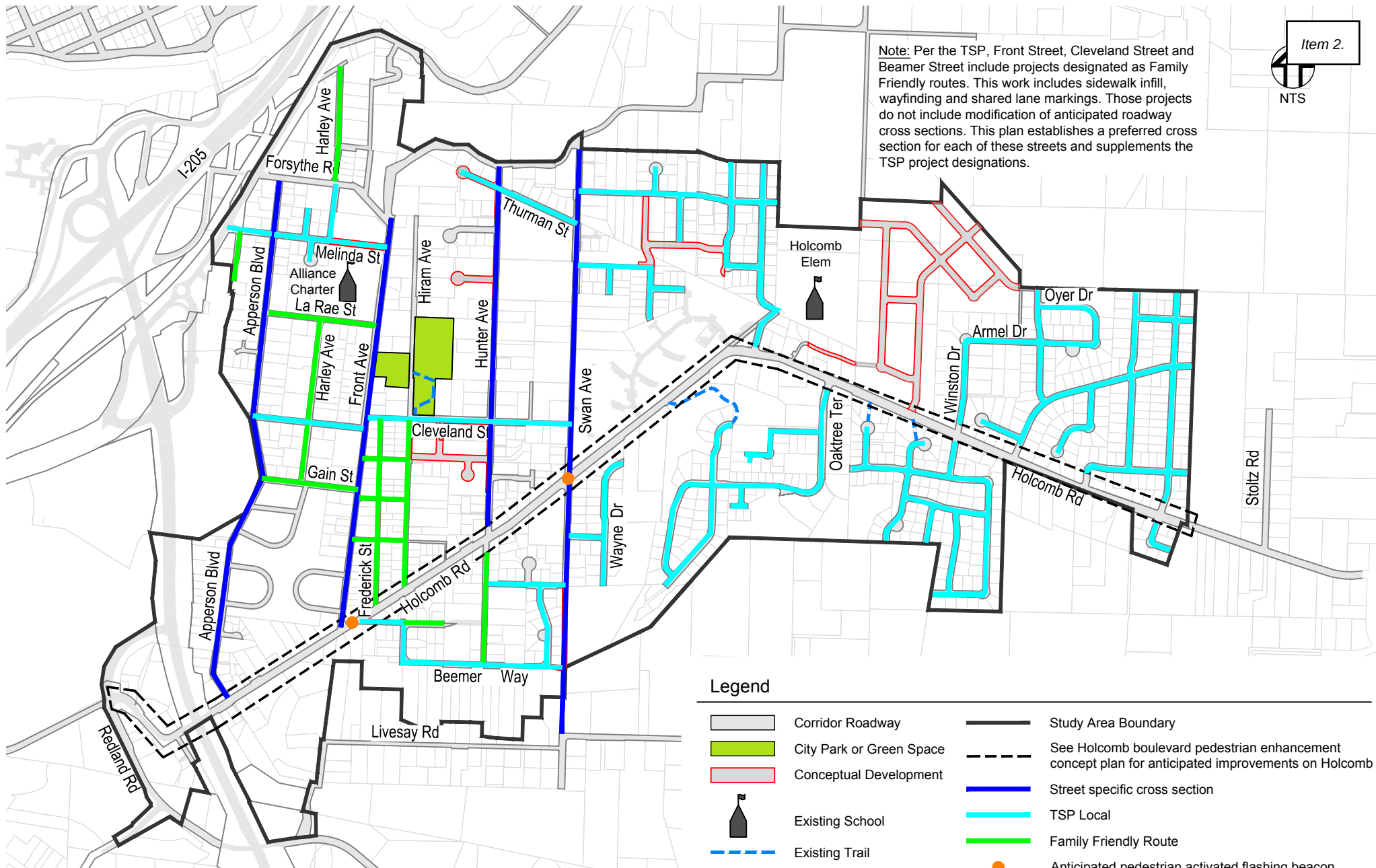
3.4.2 Proposed Roadway Classification and Cross Sections

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.



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.

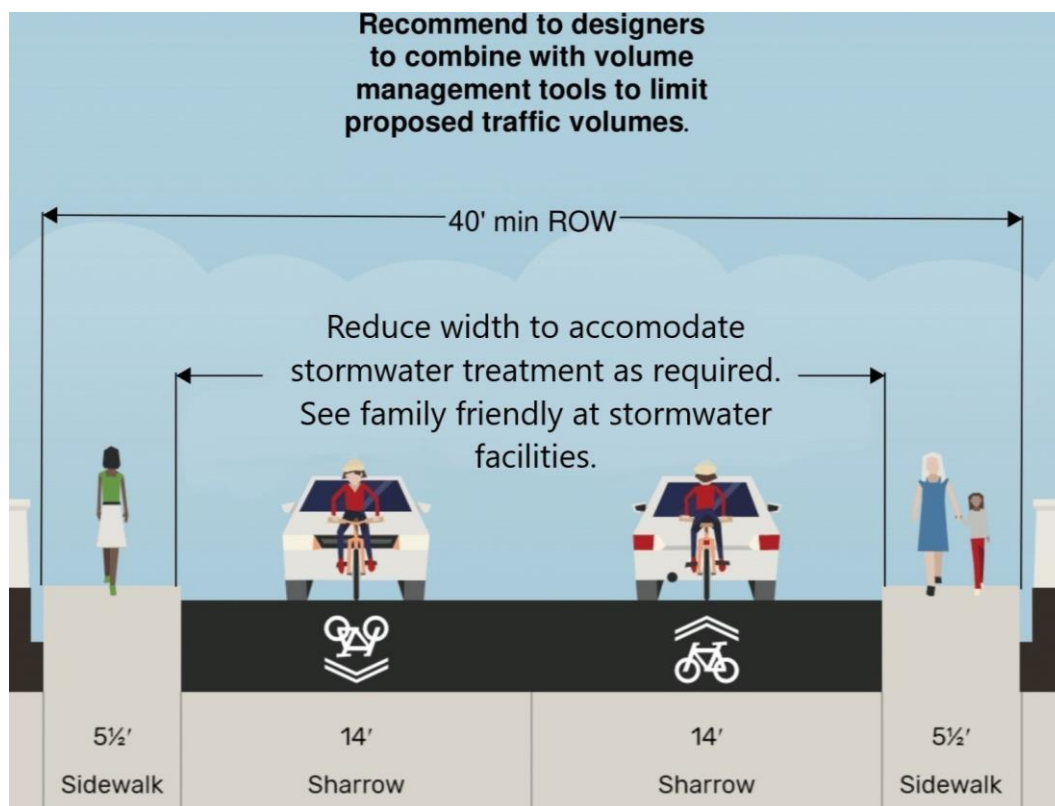


Figure 3-4: Family Friendly Street Cross Section

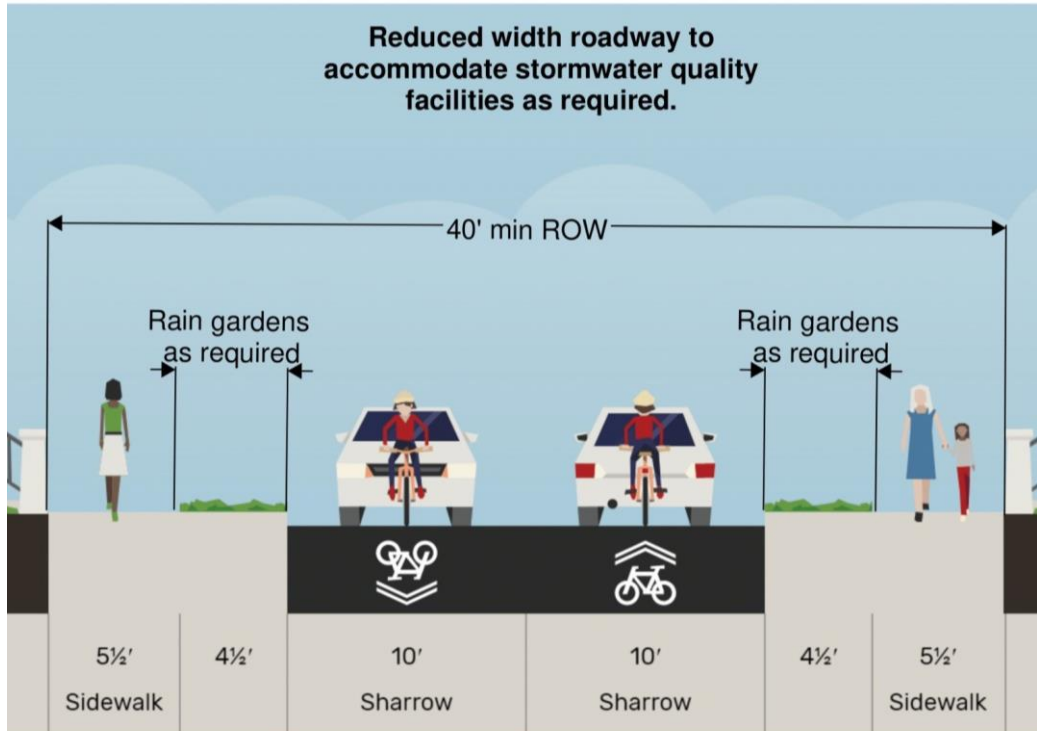


Figure 3-5: Family Friendly at Stormwater Facilities

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**.

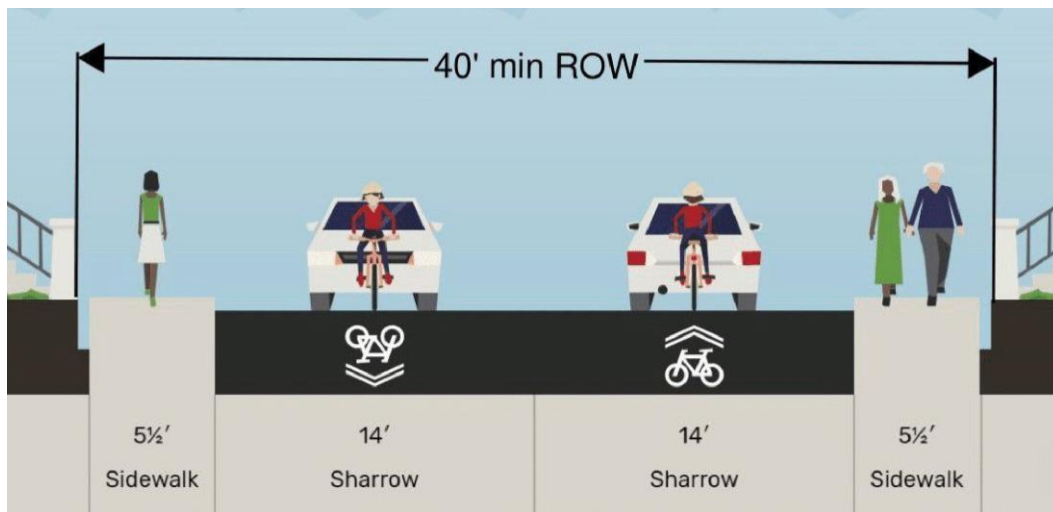


Figure 3-6: Apperson Street Existing Cross Section

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.

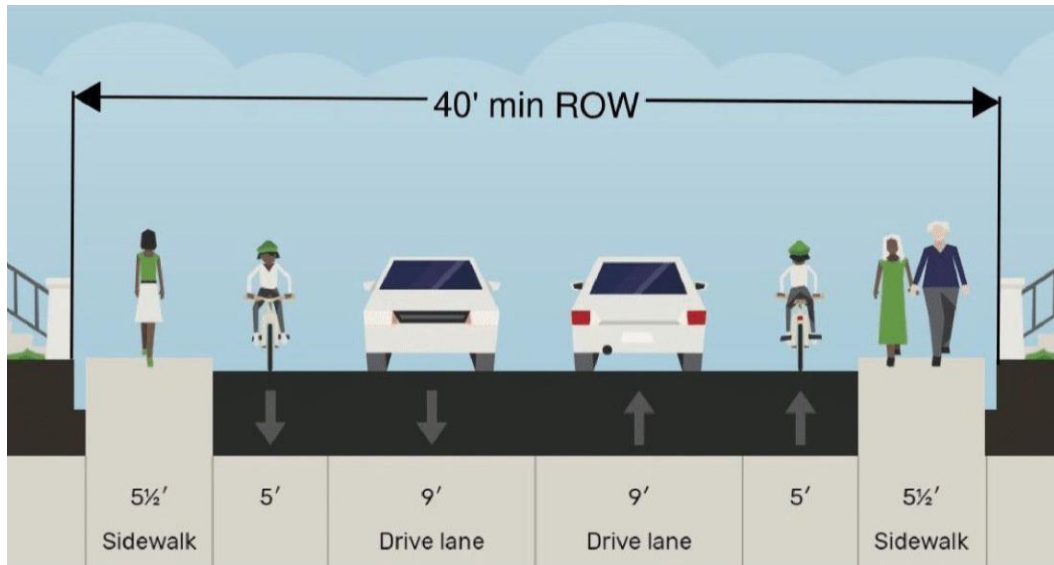


Figure 3-7: Apperson Street Proposed Cross Section

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.

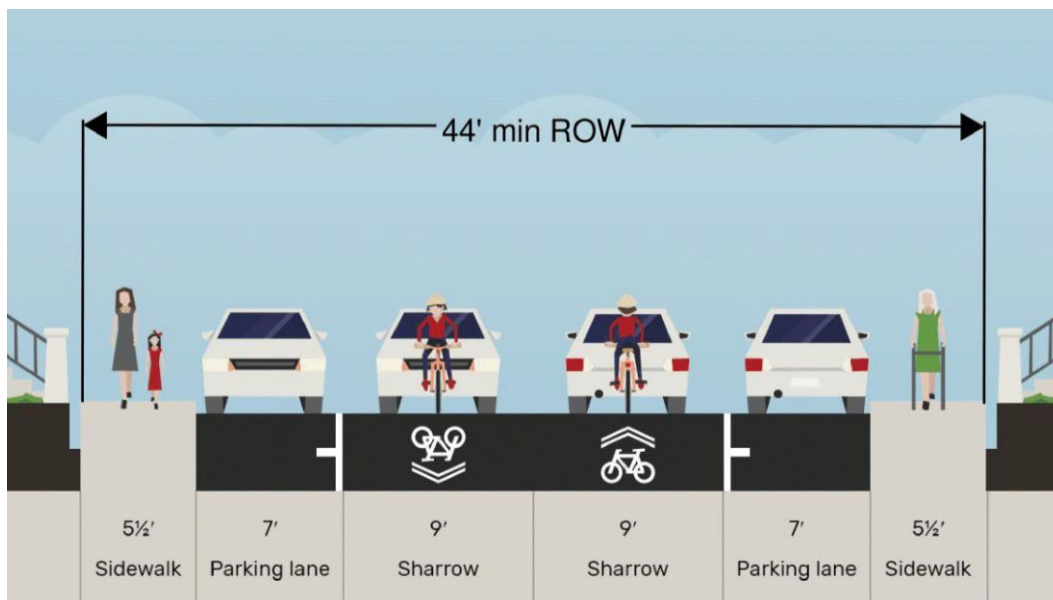


Figure 3-8: Front Avenue Proposed Cross Section – Option 1

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.

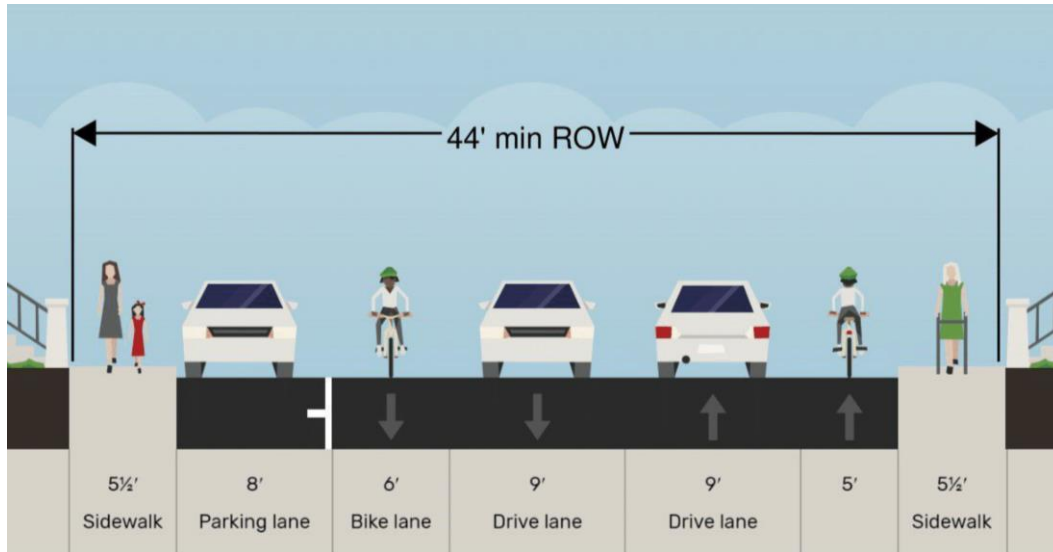


Figure 3-9: Front Avenue Proposed Cross Section – Option 2

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.

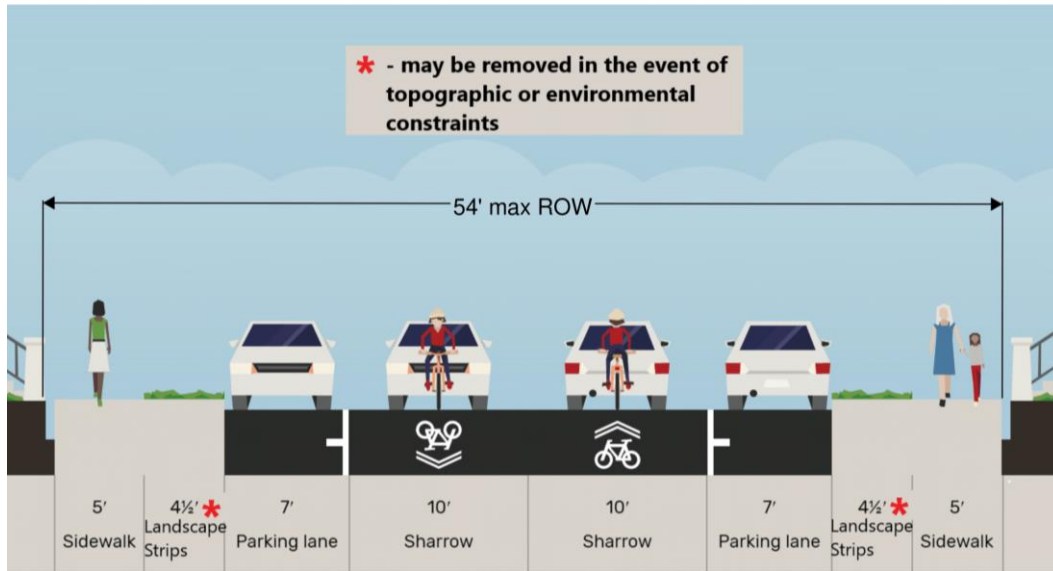


Figure 3-10: Hunter Street Alternative Cross Section

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.

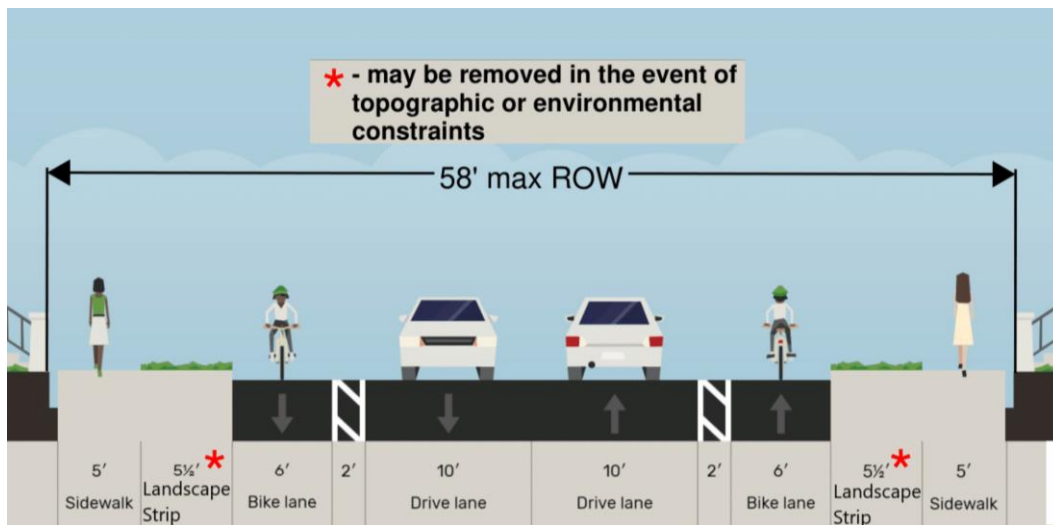


Figure 3-11: Swan Avenue Alternative Cross Section

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.

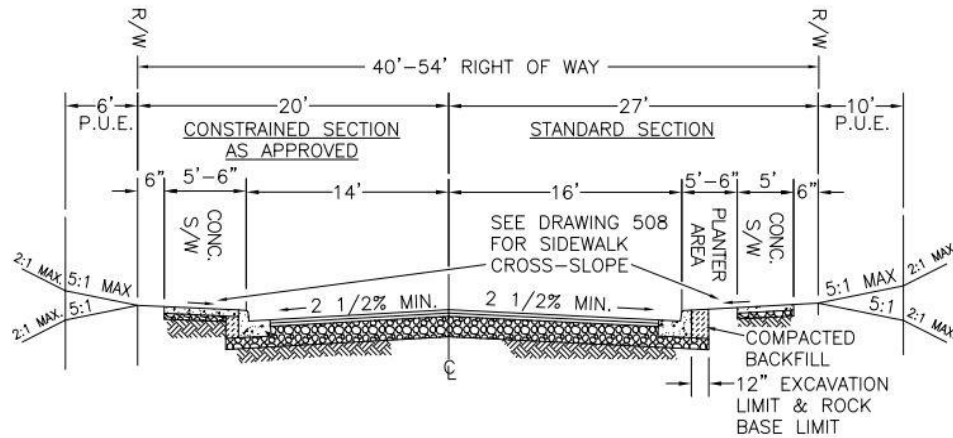
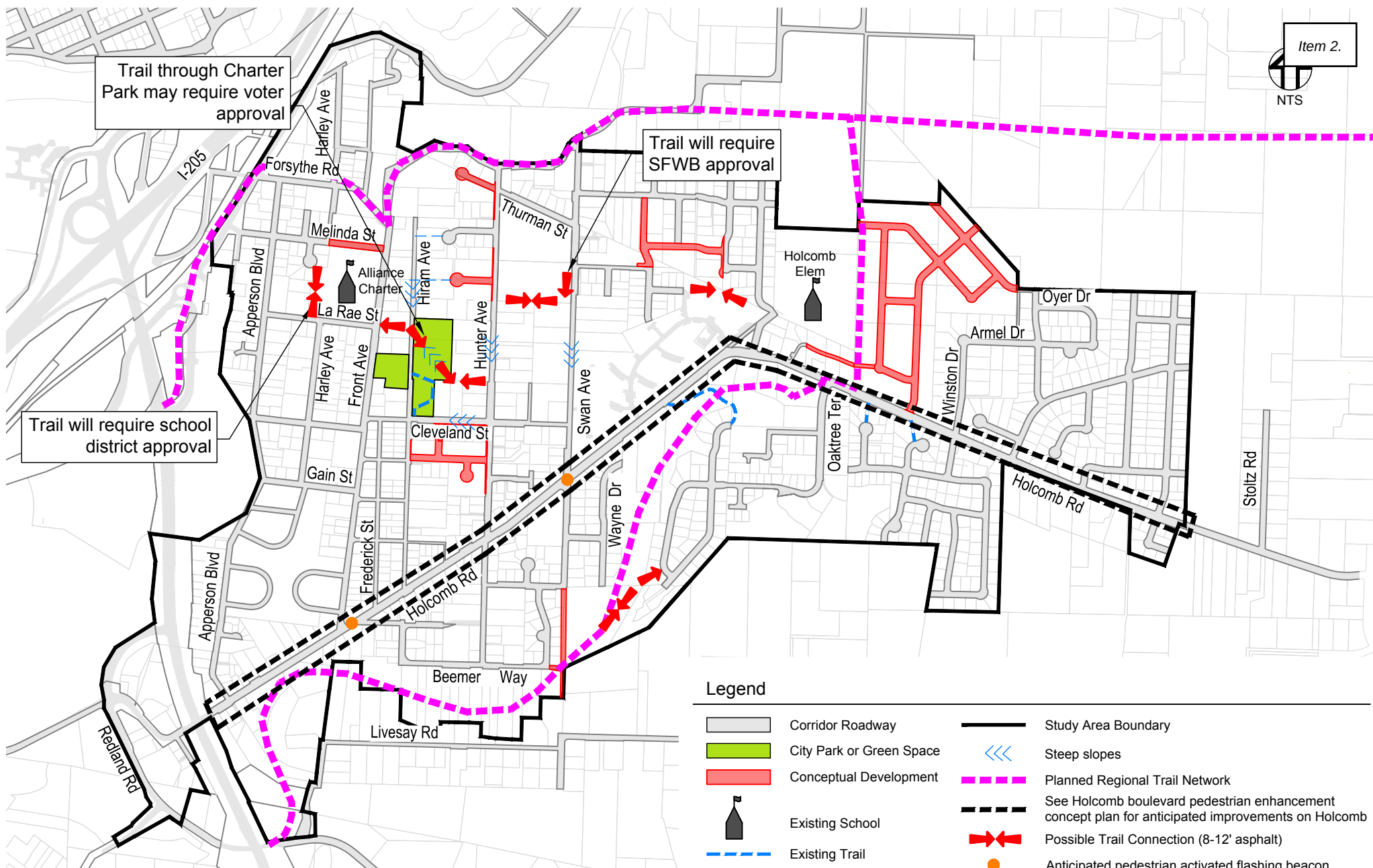


Figure 3-12: Local Roadway Cross Section

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.



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

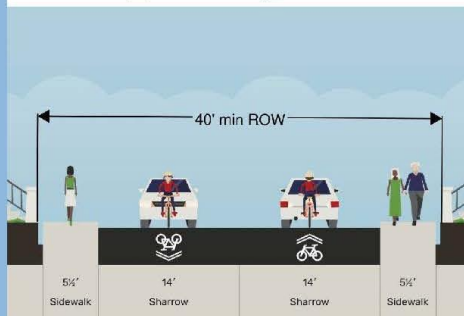
Park Place Neighborhoods

PUBLIC OUTREACH SUMMARY



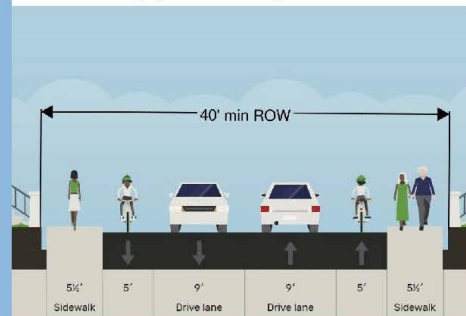
APPERSON OPTIONS

Apperson **Option 1**



60% of survey respondents prefer to keep existing conditions

Apperson **Option 2**



40% of survey respondents prefer this alternative

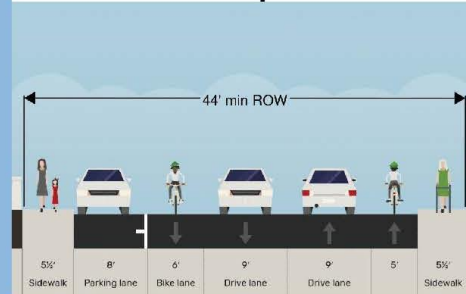
FRONT STREET OPTIONS

Front St **Option 1**



53% of survey respondents prefer to keep existing conditions

Front St **Option 2**

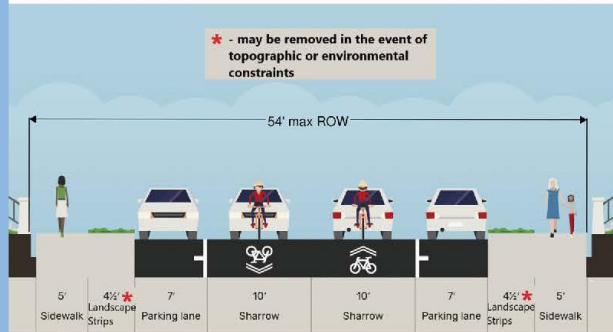


47% of survey respondents prefer this alternative

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

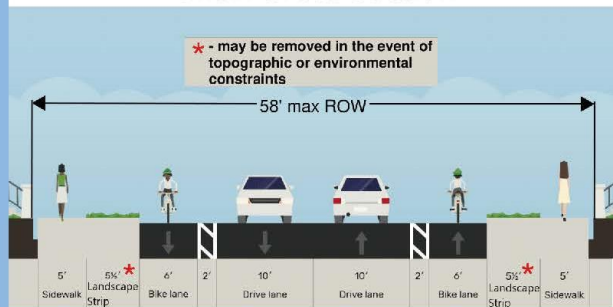
HUNTER AVENUE PROPOSED OPTION

Hunter Cross Section



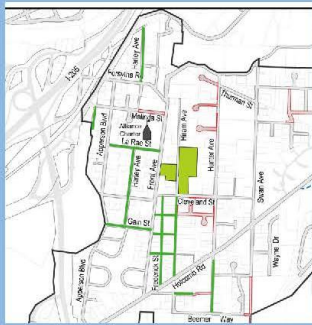
SWAN AVE PROPOSED OPTION

Swan Cross Section



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

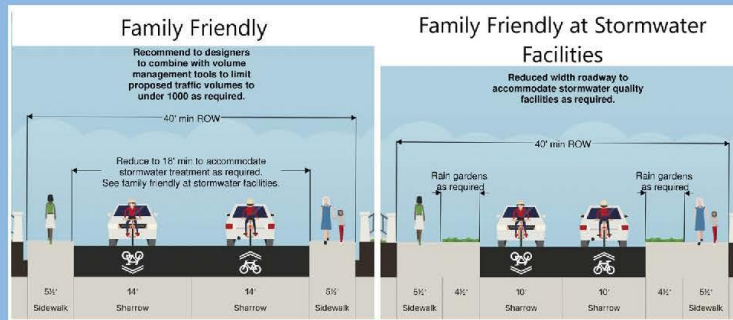
FAMILY FRIENDLY PROPOSED OPTION



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**.

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

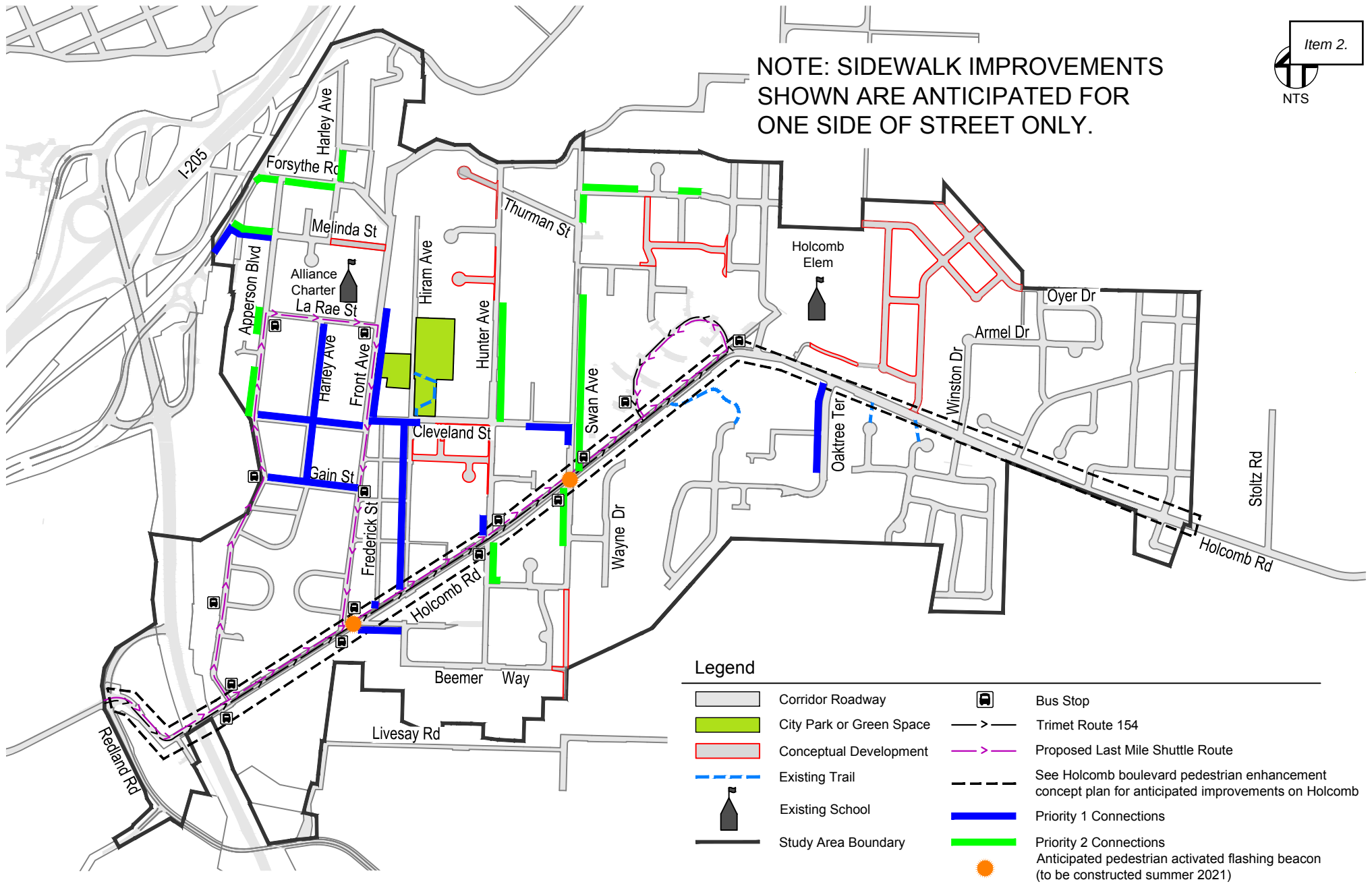


Figure 4-1: Sidewalk Prioritization Plan
PARK PLACE URBANIZATION STUDY
October, 2021

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**. All roadways highlighted as local roadways remain unchanged from their prior TSP designations.

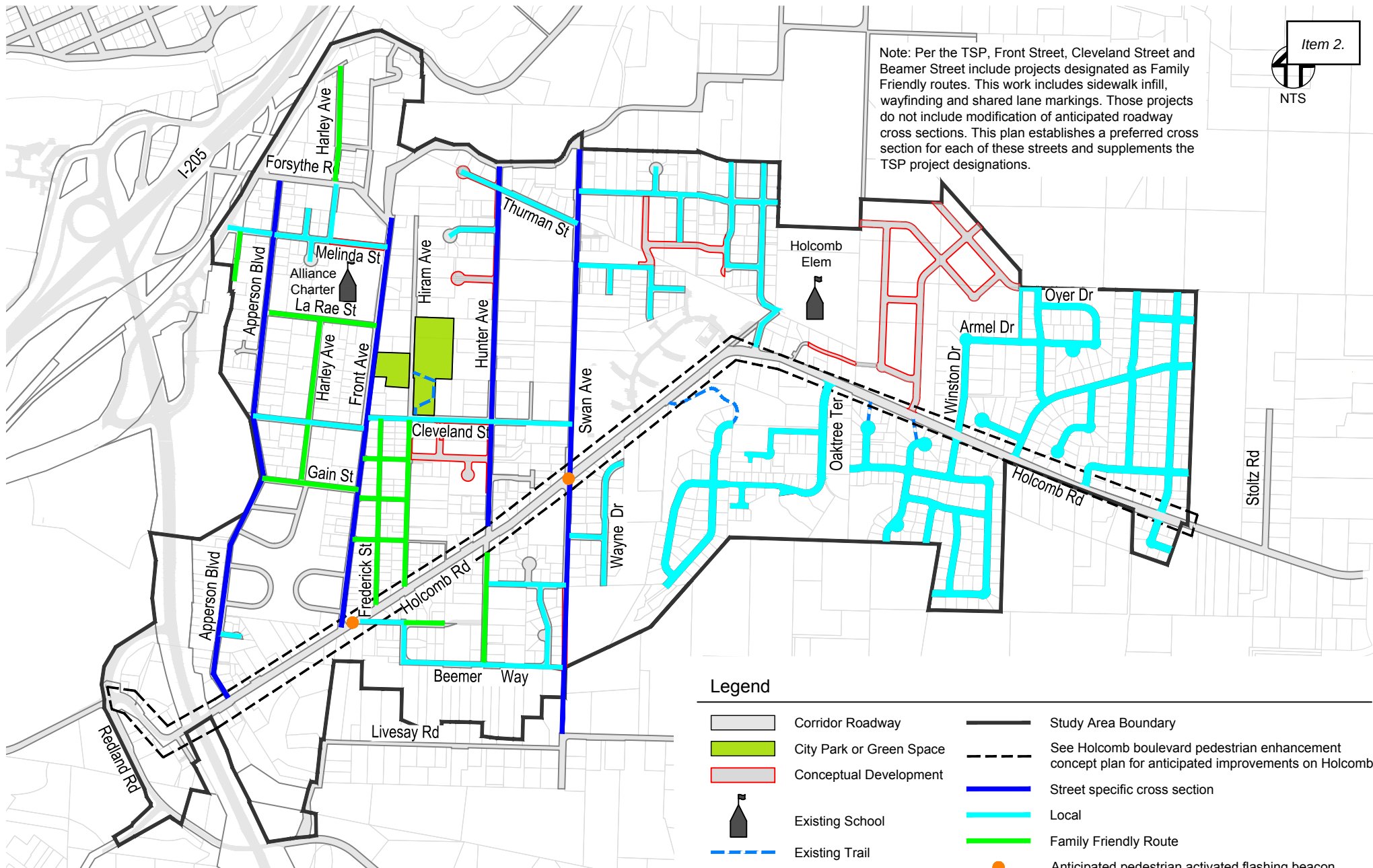
Constrained sections

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 | | 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 | | Local |
| | Existing Trail | | Family Friendly Route |
| | | | Anticipated pedestrian activated flashing beacon |



Figure 4-3: Apperson Street Cross Section

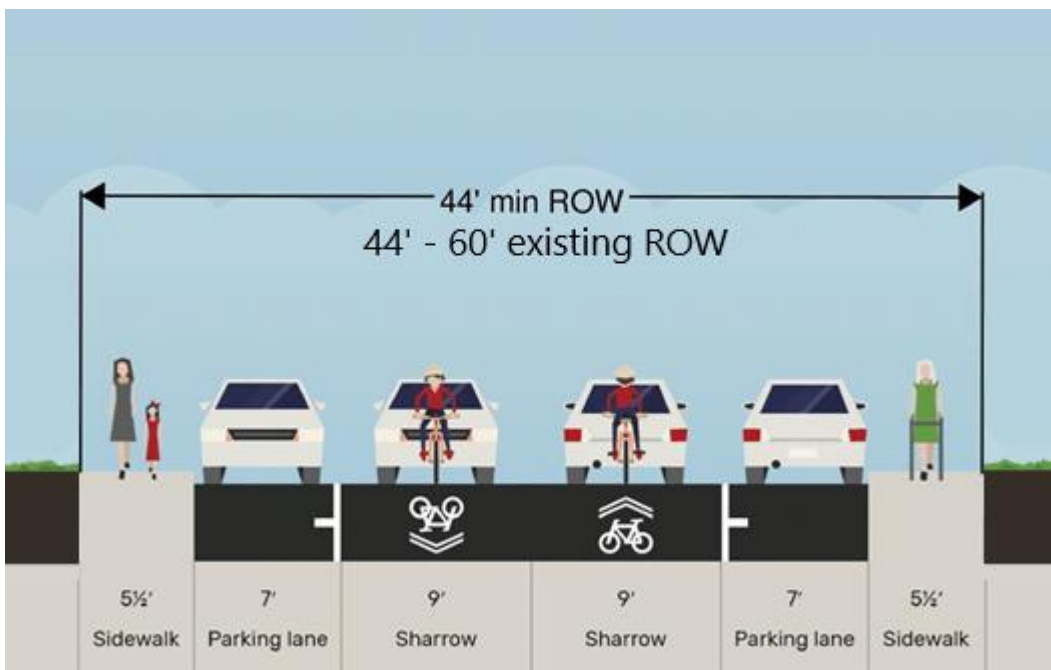


Figure 4-4: Front Avenue Cross Section



Figure 4-5: Hunter Street Cross Section

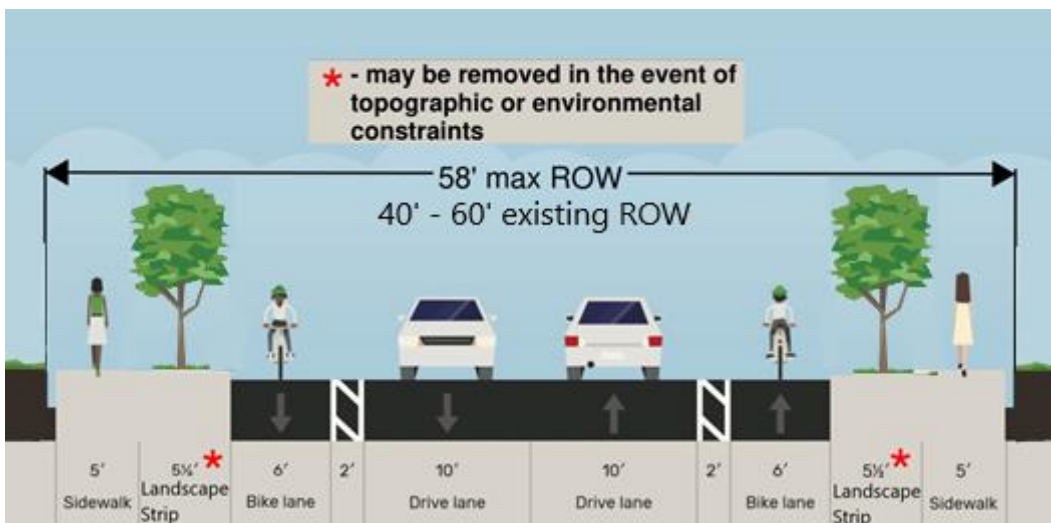


Figure 4-6: Swan Avenue Cross Section

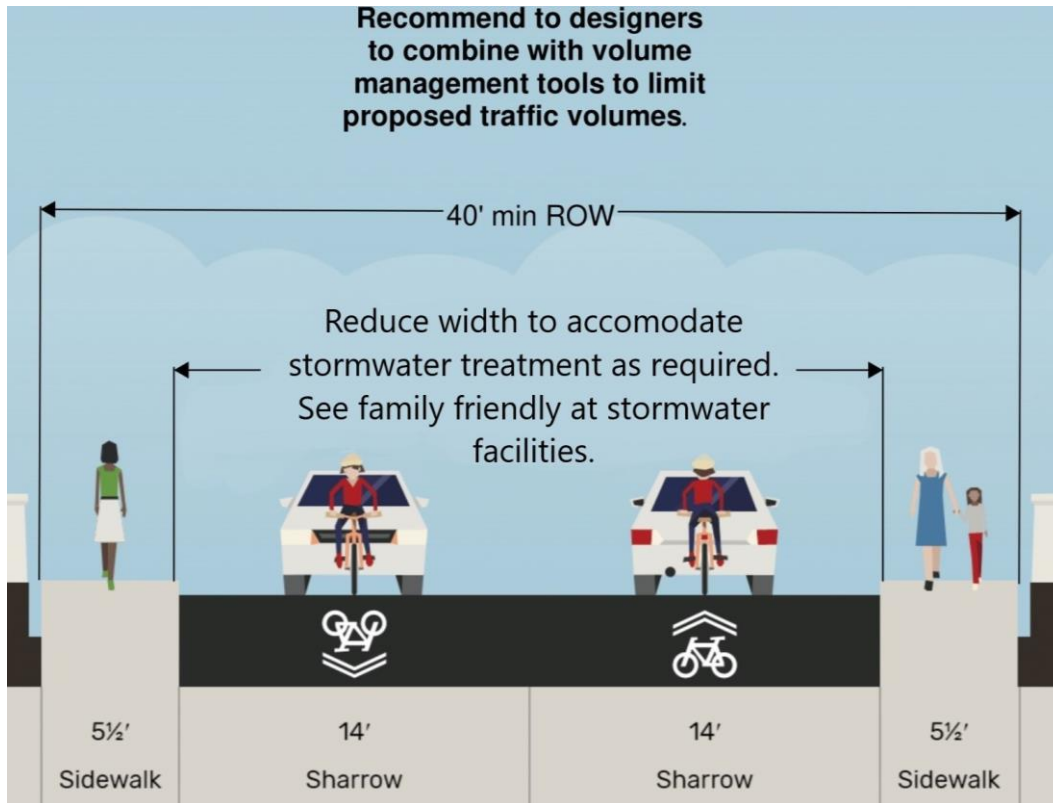


Figure 4-7 : Family Friendly Street Cross Section

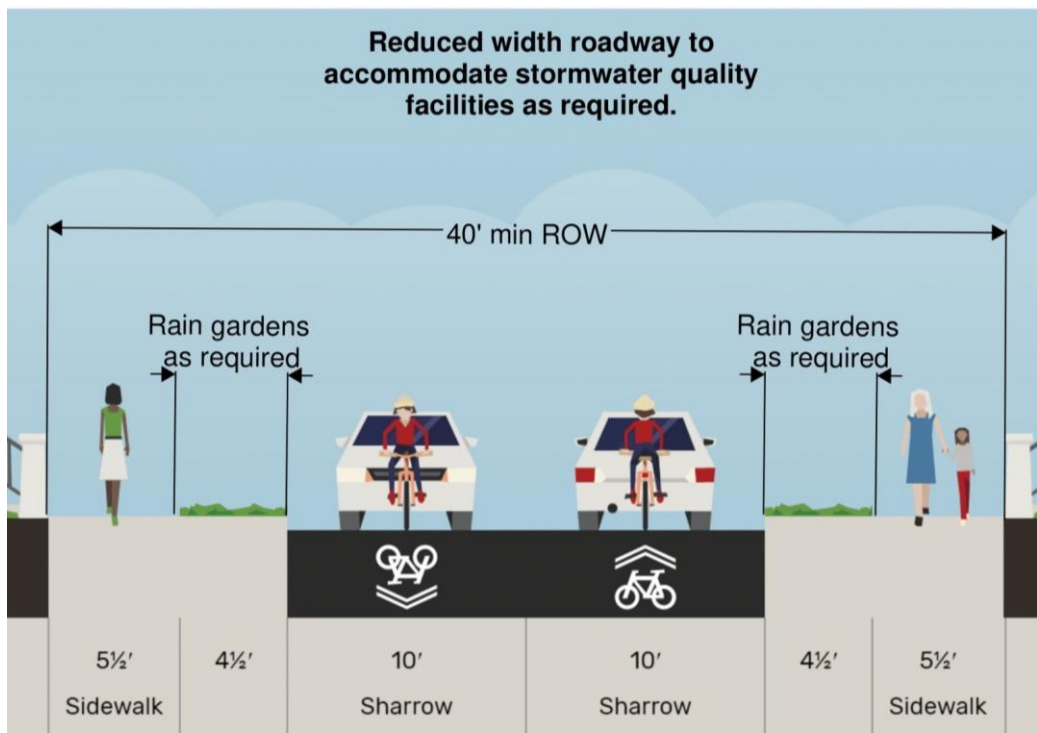
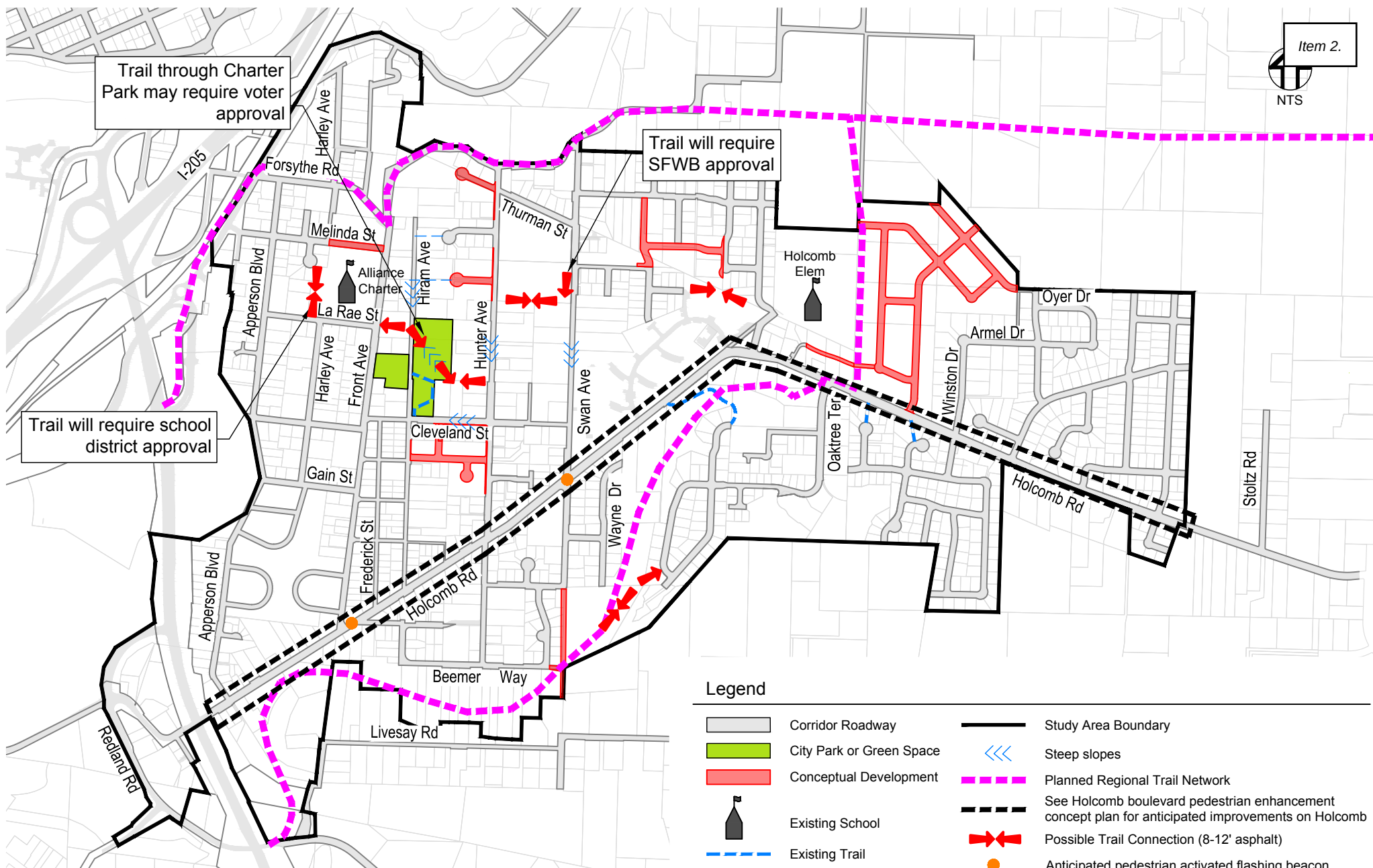


Figure 4-8 : Family Friendly at Stormwater Facilities

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.



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. City Staff should prioritize, consider, and provide traffic calming measures where possible based on a transportation impact analysis.

4.5 CONNECTIVITY NEEDS

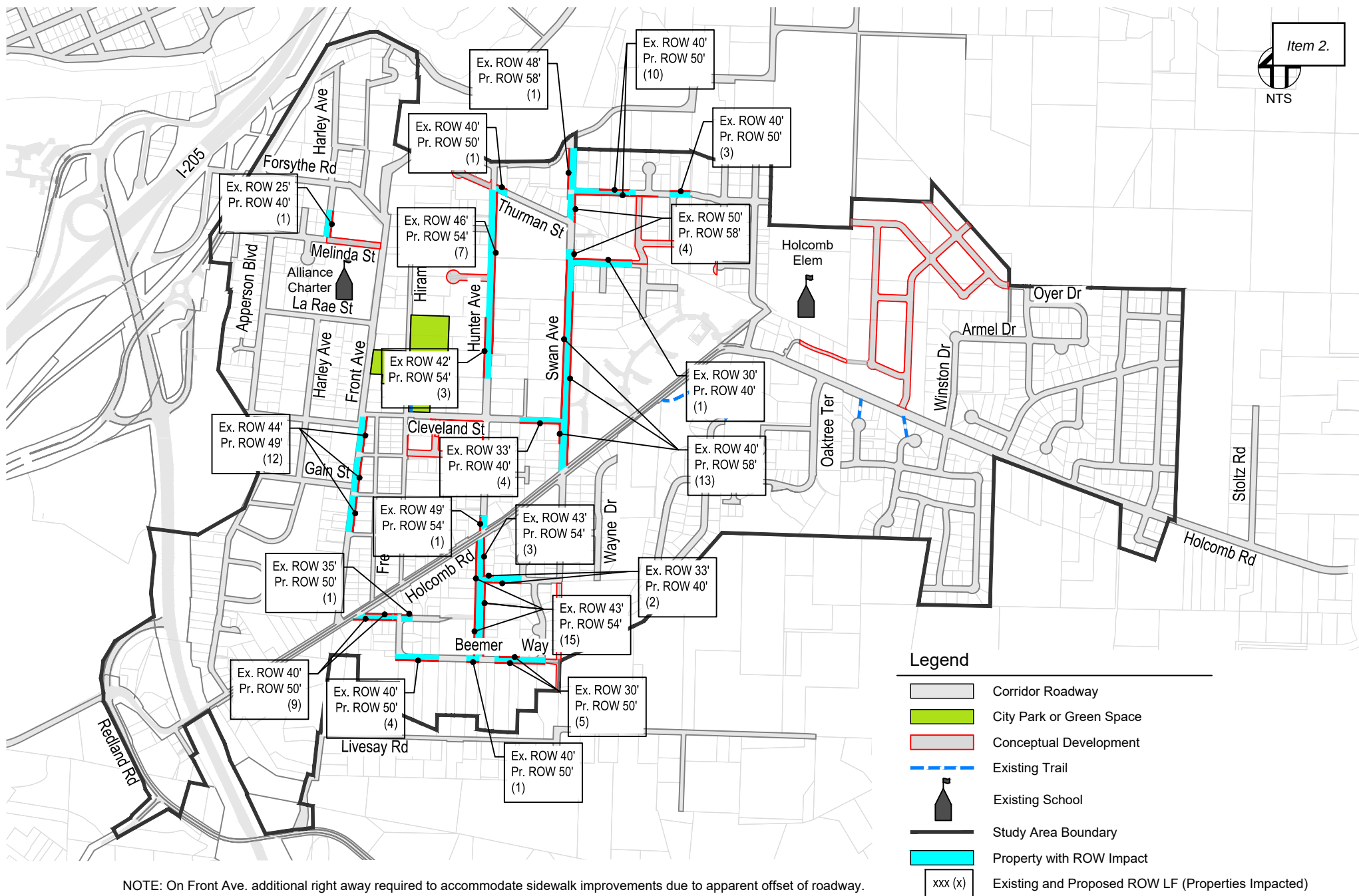
The design team noted that connectivity through the study area is limited, particularly for pedestrians and bicyclists. Swan Ave and Hunter Ave provide north-south connectivity through the neighborhood for motorists. However, there is no continuous east-west connection through the study area with the 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.

4.6 BIKE LANES

City Staff should consider providing bike lanes where room is available. For example, Front Ave should add bike lanes beyond the chosen cross section if room allows. These bike lanes would not substitute for parking along these streets.

4.7 RIGHT OF WAY REQUIREMENTS

Due to the variability in existing right of way within the neighborhood. Several of the proposed cross sections will require additional right of way acquisition. The following **Figure 4-10** represents an approximate understanding of the right of way impacts associated with implementation of the proposed cross sections and sidewalk infill work.



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

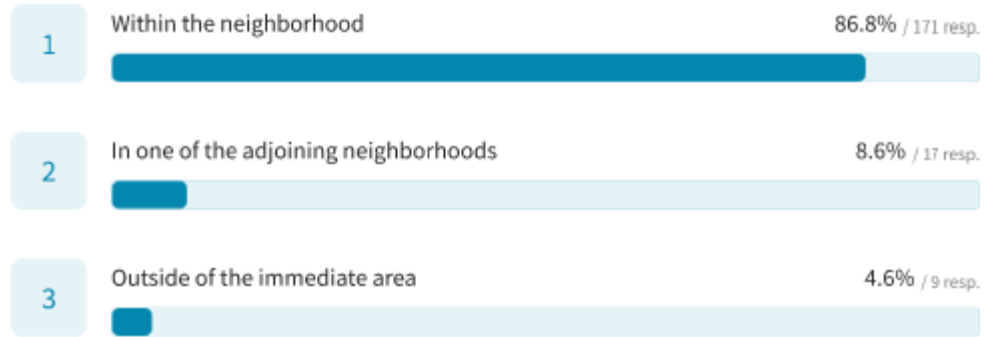
PARK PLACE URBANIZATION STUDY

Question 1



Do you live or work within the Park Place neighborhood?

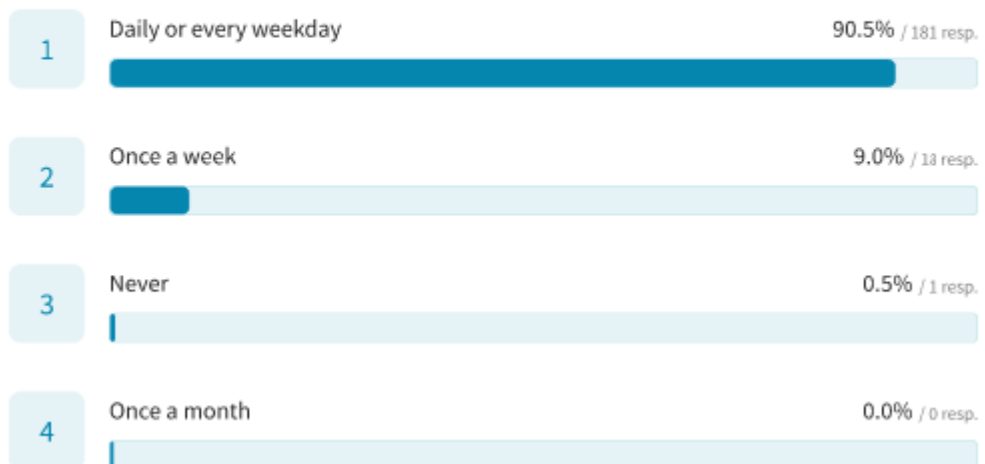
197 out of 200 answered



Question 2

How often do you travel by car in the neighborhood?

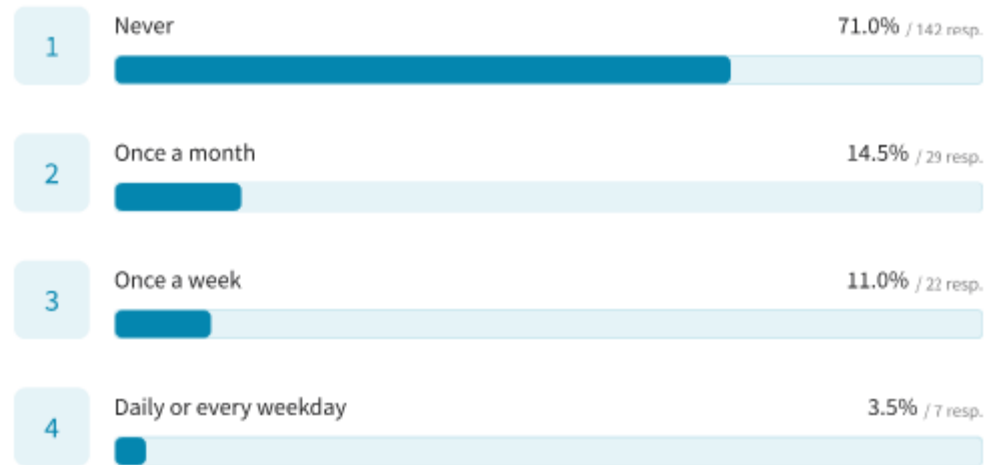
200 out of 200 answered



Question 3

How often do you travel by bike in the neighborhood?

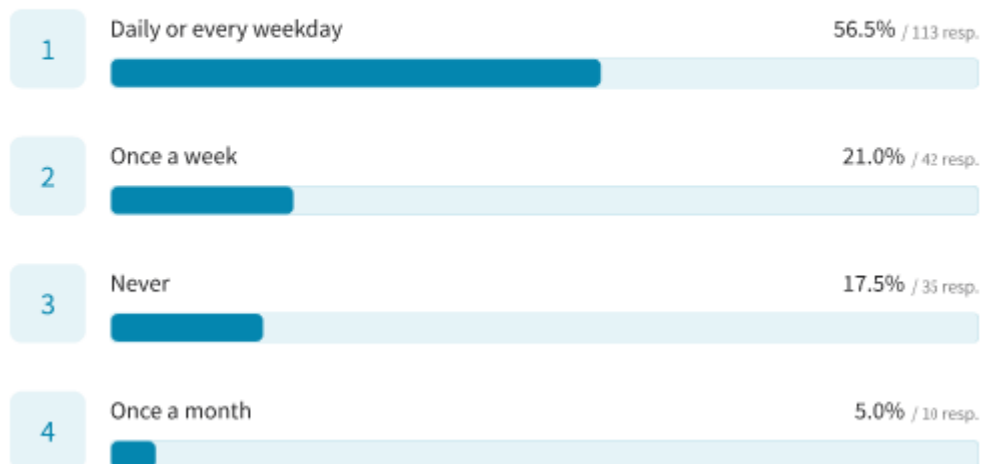
200 out of 200 answered



Question 4

How often do you walk in the neighborhood?

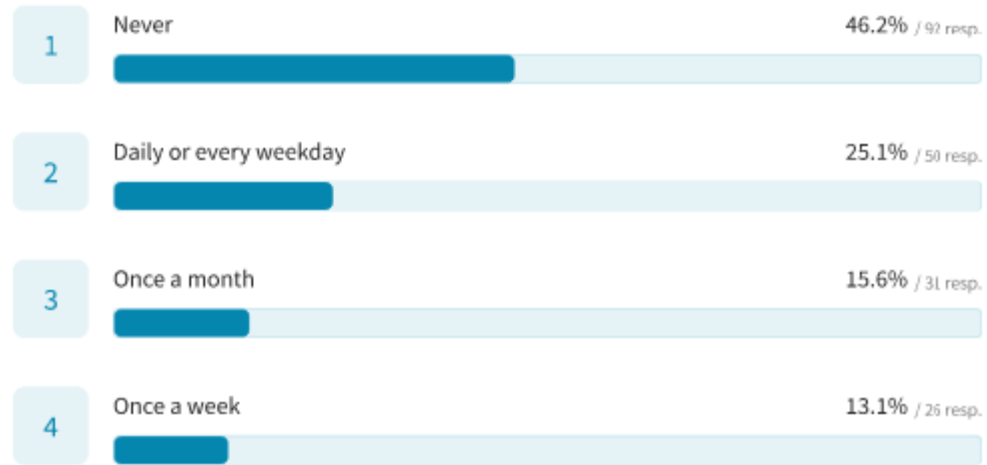
200 out of 200 answered



Question 5

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

199 out of 200 answered



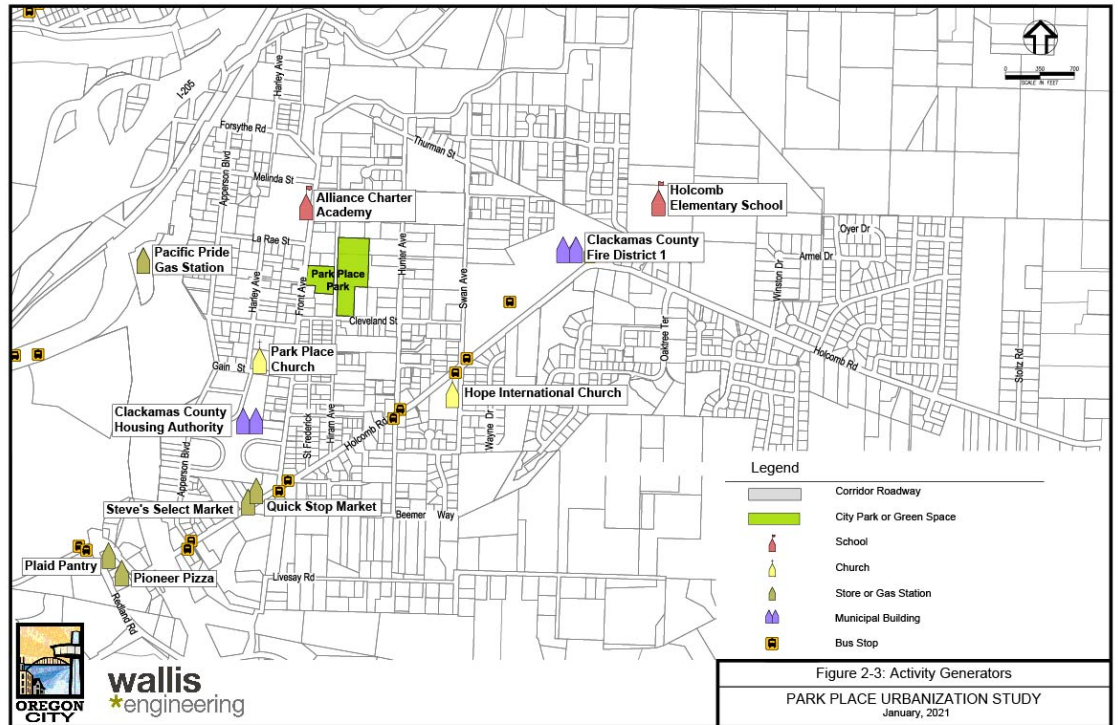
Question 6

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

147 out of 200 answered



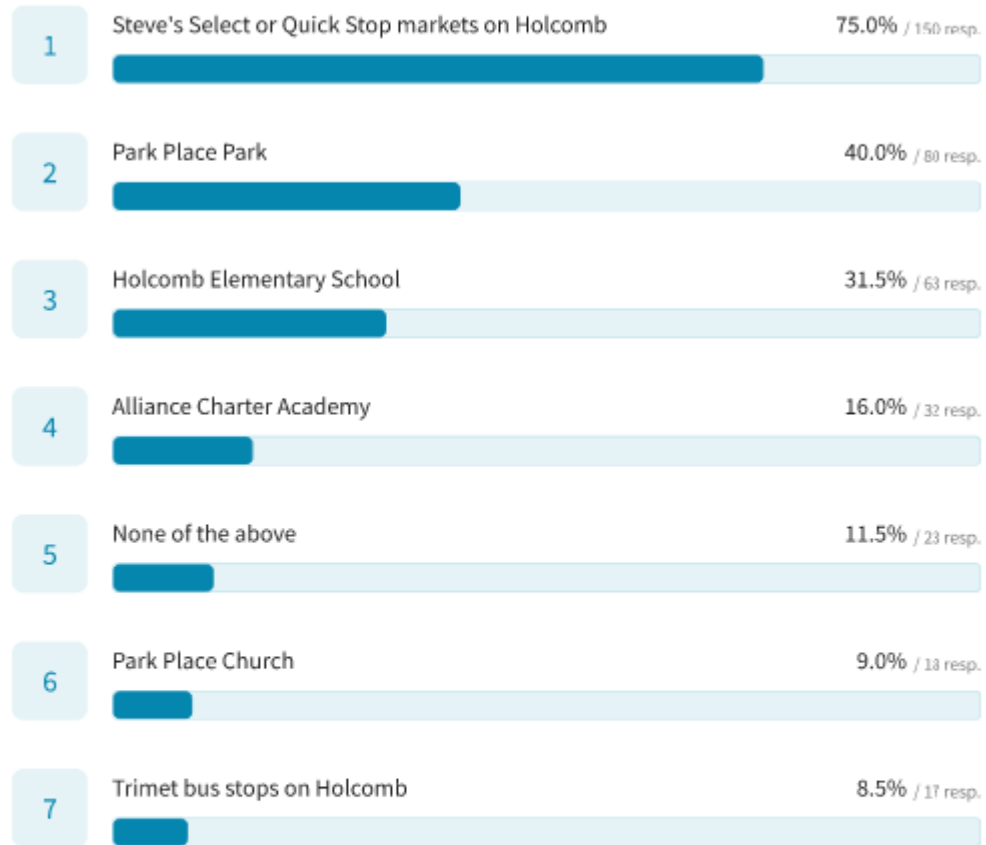
Question 7 The attached map shows the destinations we've identified within the neighborhood. Are there other locations within the neighborhood you want to go?



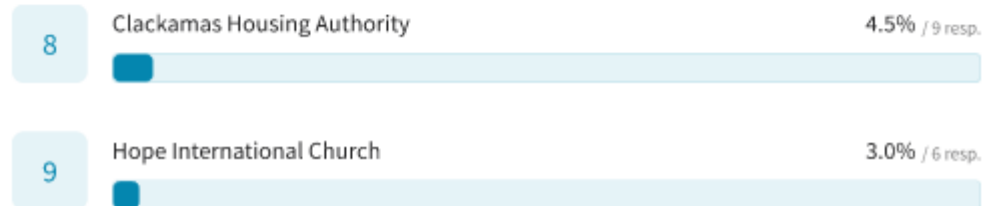
Question 8

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

200 out of 200 answered

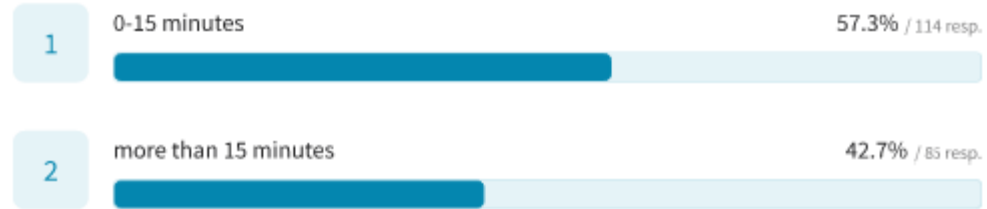

su8fgd59.typeform.com/report/FcbjrGI6/otlADailDWsa8zLO?view_mode=print

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

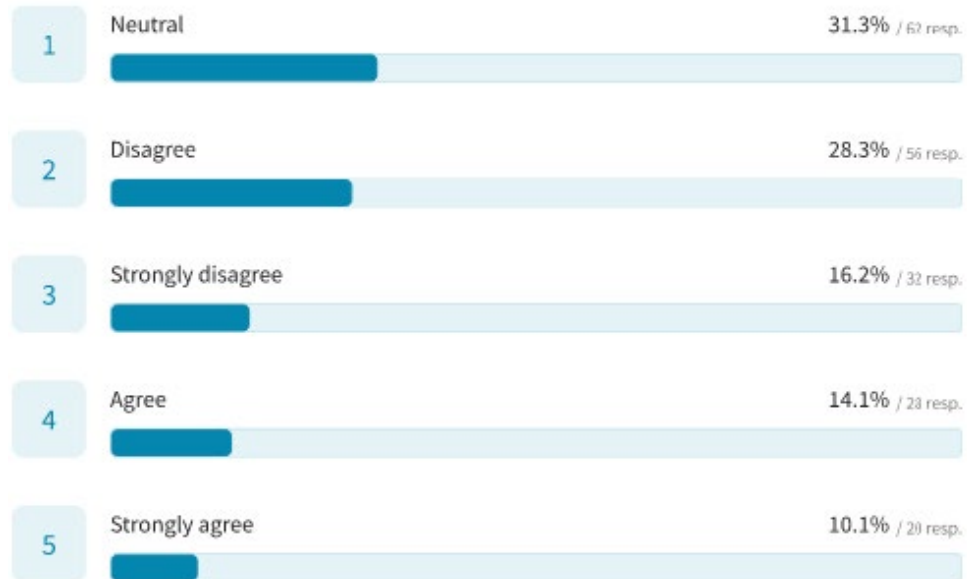
Question 12 **What streets would you most like to bike on if there were a dedicated space for bikes? Enter '0' if none.**

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.”

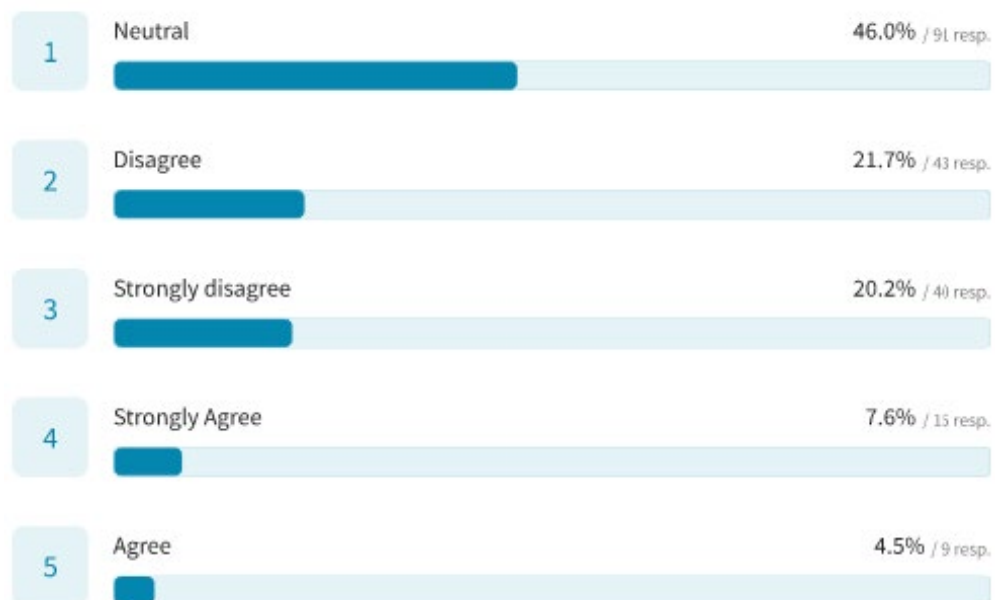
198 out of 200 answered



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

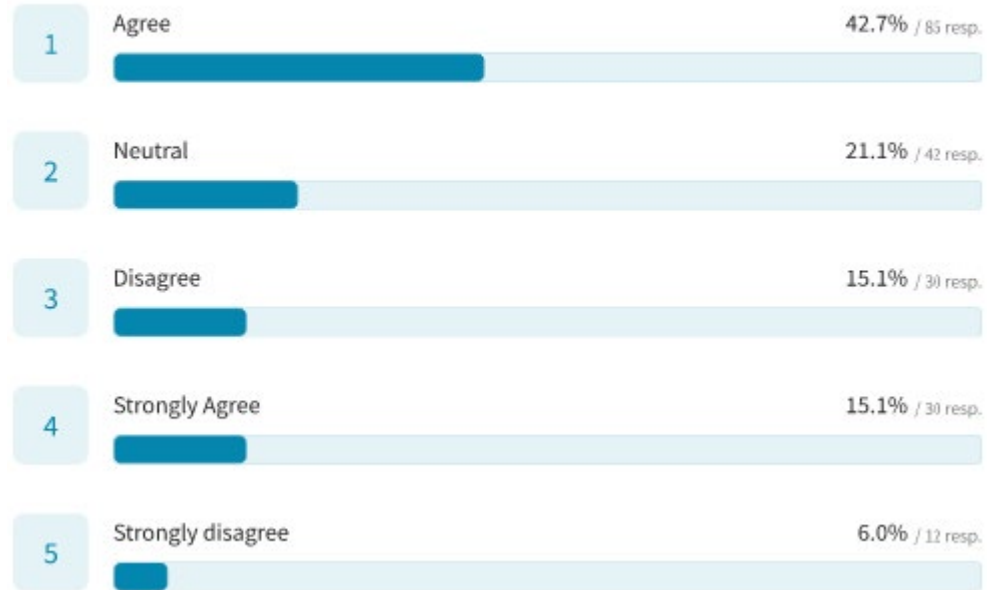
No

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?

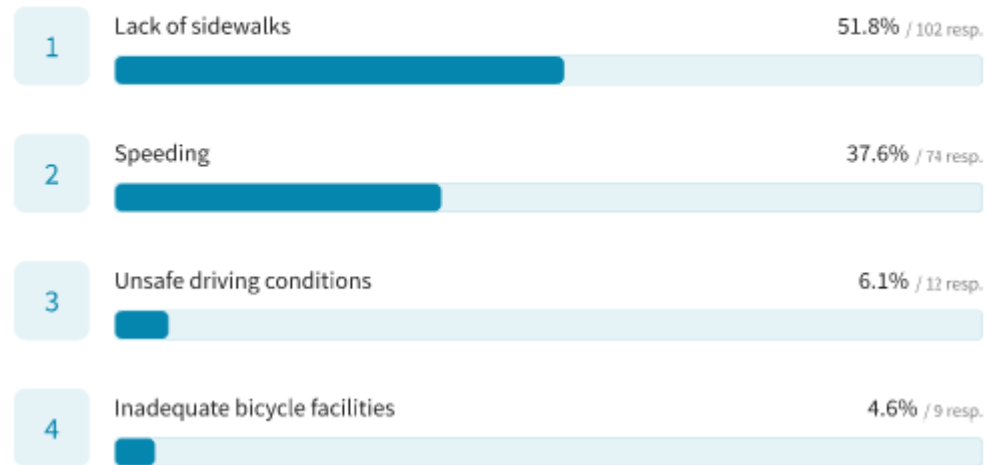
199 out of 200 answered



Question 19

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

197 out of 200 answered



APPENDIX B: SURVEY #2 RESULTS

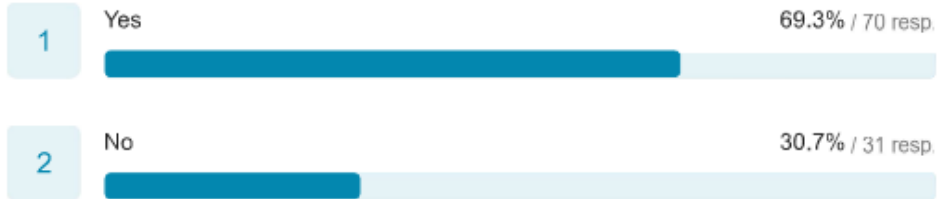
PARK PLACE URBANIZATION STUDY

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

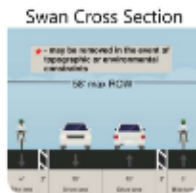
23.0% / 23 resp.

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?

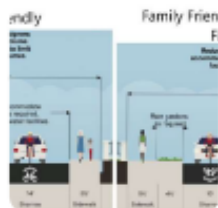
vehicle transportation should be prioritized. Bikes add danger to our roads and should stay on sidewalks, in my opinion. Also, there are not enough places for bikes to continue to ride in this area (there's nothing for them to connect to). In addition, our main road, Holcomb, is getting more and more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



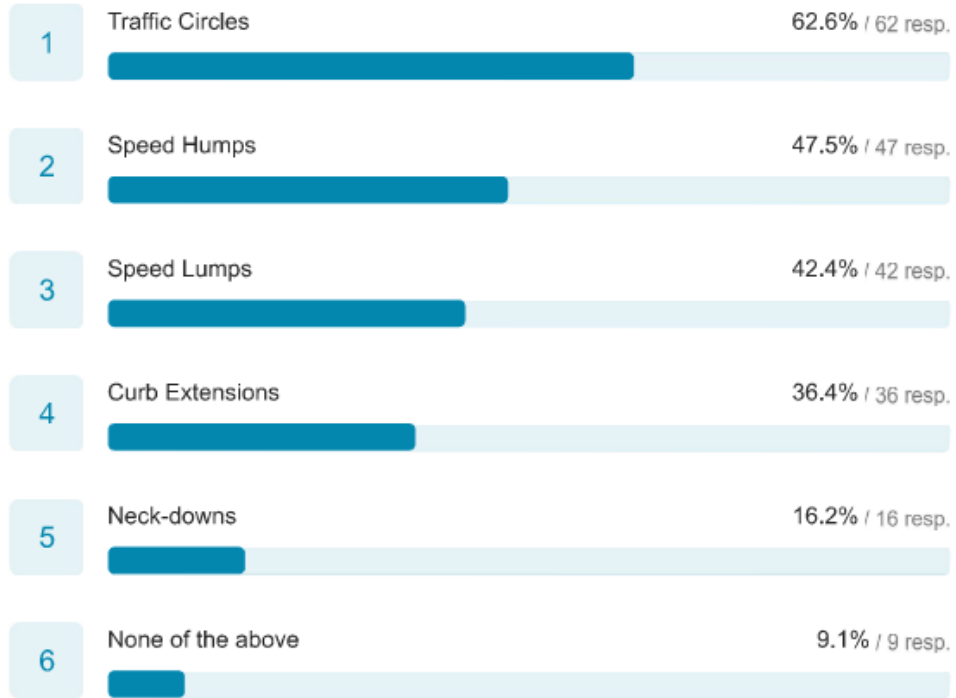
Question 12



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: 10/6/2021

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: 10/6/2021

Item 2.

Priority 1 Sidewalks

Street	Starting Address	Ending Address	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	Justification
Melinda St	S. Clackamas River Dr.	13860 Melinda St	345	\$150	N	\$0	N	0	\$0	\$51,750	easy	
Clackamas River Dr	13032 Clackamas River Dr	13030 Clackamas River Dr	229	\$150	N	\$0	N	0	\$0	\$34,350	easy	
Harley Ave (La Rae to Cleveland)	13932 La Rae St	16130 Harley Ave	511	\$150	N	\$0	N	0	\$0	\$76,592	easy	
	16190 Harley Ave	13937 Cleveland St										
Harley Ave (La Rae to Cleveland)	16130 Harley Ave	16190 Harley Ave	299	\$150	Y	\$150	N	0	\$0	\$89,700	medium	storm water impacts
Harley Ave (Cleveland to Gain)	13934 Cleveland St	Park Place Church	470	\$150	N	\$0	N	0	\$0	\$70,500	easy	
Cleveland St (Apperson to Harley)	13801 Cleveland St	Intersection of Cleveland and Harley	411	\$150	N	\$0	N	0	\$0	\$61,644	easy	
Cleveland St (Harley to Front)	13937 Cleveland St	13970 Front Ave	422	\$150	N	\$0	N	0	\$0	\$63,300	easy	
Cleveland St (Front to Hiram)	16266 Front Ave	16263 Hiram Ave	318	\$150	N	\$0	N	0	\$0	\$47,700	easy	
Cleveland St (Gladys to Swan)	14260 Cleveland St	16251 Swan Ave	348	\$300	Y	\$150	N	0	\$0	\$156,717	medium	storm water impacts
Gain St (Apperson to Harley)	16322 Apperson Blvd	16331 Harley Ave	268	\$150	N	\$0	N	0	\$0	\$40,253	easy	
Gain St (Harley to Front)	Park Place Church	16333 Front Ave	420	\$150	N	\$0	N	0	\$0	\$62,976	easy	
Front Ave	16238 Front Ave	16058 Front Ave	752	\$300	Y	\$150	N	0	\$0	\$338,400	medium	storm water impacts
Hiram Ave	16263 Hiram Ave	14055 Holcomb Blvd	1313	\$150	N	\$0	N	0	\$0	\$196,890	easy	
Swan Ave	16251 Swan Ave	16275 Swan Ave	172	\$150	N	\$0	Y	2	\$10,000	\$45,824	hard	ROW
Hunter Ave	16381 Hunter Ave	16415 Hunter Ave	125	\$150	N	\$0	N	0	\$0	\$18,750	easy	
Fredrick Street	16535 Frederick St	16547 Frederick St	48	\$150	N	\$0	N	0	\$0	\$7,238	easy	
Beemer Way	Intersection of Holcomb and Beemer	Intersection of Beemer and S. Jacobs Way	342	\$150	N	\$0	Y	5	\$10,000	\$101,233	hard	ROW
Oaktree Terrace	Intersection of Holcomb Blvd and Oaktree Terrace	16267 Oaktree Ter	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 If

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

Subtotal	\$1,580,815
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Contingency (40%)	\$632,326
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Total	\$2,213,141
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1509A Park Place Urbanization Study
Sidewalk Prioritization Plan Cost Estimate

Wallis Engineering
 By: DB/DJ
 Date: 10/6/2021

Item 2.

Priority 2 Sidewalks

Street Section	Starting Address	Ending Address	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	13864 Melinda St	13865 Melinda St	344	\$150	N	\$0	\$0	N			\$51,663	easy	
Forsythe Rd (Clackamas River Dr to Apperson)	13822 Forsythe Rd	Intersection of Forsythe and Apperson	140	\$150	y	50	\$150	N			\$28,500	easy	
Forsythe Rd (Apperson to Harley)	15896 S Short Ave	Intersection of Forsythe and Harley	412	\$150	y	167	\$150	N			\$86,850	easy	
Harley Ave	15824 Harley Ave	15872 Harley Ave	256	\$150	N	0	\$0	N			\$38,352	easy	
Apperson Blvd (Cleveland to John Jeffery)	16141 Apperson Blvd	Intersection of Apperson and Cleveland St.	297	\$150	N	0	\$0	N			\$44,583	easy	
Apperson Blvd (John Jeffery to La Rae)	16071 Apperson Blvd	Intersection of Apperson and La Rae St.	222	\$500	N	0	\$0	Y	1	\$10,000	\$121,070	hard	ROW+structural issues. Best fit may require reduction in road width'
Hunter Ave (Cleveland to Quail)	16140 Hunter Ave	16236 Hunter Ave	503	\$200	N	0	\$0	N			\$100,606	medium	slope
Hunter Ave (Cleveland to Quail)	16066 Hunter Ave	16140 Hunter Ave	361	\$150	N	0	\$0	Y	4	\$10,000	\$94,153	hard	ROW
Hunter Ave (S Bonn to Holcomb)	14214 Holcomb Blvd	16480 Hunter Ave	315	\$200	N	0	\$0	N			\$62,934	medium	slope and possible tree relocation
Swan Ave (Holcomb to S. Ann Dr.)	Intersection of Holcomb and Swan	Intersection of Swan and S Ann Dr.	476	\$150	N	0	\$0	N			\$71,361	easy	
Swan Ave (Holcomb to Thurman)	200 Longview Way	Intersection of Swan and Holcomb	973	\$200	N	0	\$0	N			\$194,550	medium	slope
Swan Ave (Holcomb to Thurman)	16022 Swan Ave	200 Longview Way	454	\$150	N	0	\$0	Y	4	\$10,000	\$108,051	Hard	sidewalk ends at side of building/ROW
Swan Ave (Thurman to Ames)	15910 Swan Ave	Intersection of Swan and Ames St.	236	\$150	Y	72	\$150	N			\$46,200	medium	storm water
S Bonn St (Hunter Ave to Swan Ave)	Intersection of Bonn St and Hunter	14263 Bonn St	78	\$150	N	0	\$0	Y	1	\$10,000	\$21,654	hard	sidewalk ends at side of building/ROW
Ames St (Swan to Cherabon)	Intersection of Swan and Ames	14375 Ames St	199	\$150	N	0	\$0	N		\$10,000	\$29,843	easy	
Ames St (Swan to Cherabon)	14375 Ames St	14415 Ames St	249	\$150	Y	249	\$150	Y	3	\$10,000	\$104,705	medium	storm water/ ROW
Ames St (Cherabon to Stables)	14491 Ames St	15842 Ames St	168	\$150	Y	0	\$0	Y	3	\$10,000	\$55,208	easy	ROW

Total Sidewalk Length **5,682 LF**

Assumptions	Subtotal	\$1,260,281
Stormwater conveyance relocation costs assumed at \$150/LF. Includes all areas where open conveyance would be impacted.	Contingency (40%)	\$504,112.20
Right of way costs assumed at \$10,000/lot	Total	\$1,764,392.70
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/Buettel Road Extension Operational Enhancement	South End Road/Buettel 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 ^h 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

Date/Name	Issue/Comment/Concern	Public Works staff response or comment	Has this been addressed? How?
9/28 Public Comment	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.	Staff will check whether any addresses were inadvertently left off the list and can fix the problem for future outreach.
9/28 and 10/11 Testimony	General sense that Holcomb Blvd is really the top priority for neighborhood residents. Holcomb needs sidewalks, safe bike facilities, and widening where possible. Request for a speed study and for sidewalks along Holcomb connecting to the bottom of the hill (Redland intersection)	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 Plan; however, the Public Works Director has been made aware of the request. Transportation System Plan will be updated in 2023 and these concerns can be addressed then.
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 Plan.

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 Plan.
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 Plan.
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 Plan.
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 Plan.
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.	Plan 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.	Plan 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 Plan.

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 Plan.
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.	Plan 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 Plan.
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 one side of the street shifting as needed from side to side.	No revisions to Plan. See page 46.
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 Plan.
9/28 Planning Commissioner	Can we add information in the plan about the process or next steps that	The Study is used as a cross section template and discusses the process that occurred to get	No revisions to Plan.

	would come before a sidewalk would actually be constructed by the City? What type of coordination with property owners will occur?	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.	
10/11 Testimony	Desire to remove survey responses from people outside of the neighborhood (approximately 13% of total responses) from the final data analysis.	Some survey respondents may have been people who own property in Park Place but live outside of the area. Others may be people who visit the area.	No revisions to Plan.
10/11 Testimony	Cleveland Street is steep and is not safe for bikes, please change it to Priority 2. Why are sidewalks included on the south side rather than the north side?	Sidewalk infill will occur on either side as part of new development. The sidewalk prioritization plan prioritizes areas that likely will not get sidewalk infill from development.	No revisions to Plan.
10/11 Testimony	View Manor development was supposed to include sidewalks when it was built over 50 years ago. There is more need for sidewalks there than anywhere else.	Redevelopment of the property would require sidewalks in accordance with municipal code.	No revisions to Plan.
10/11 Planning Commission	Recommendation for approval with conditions that they would like to see more bike lanes and more traffic calming measures in the neighborhood as the plan is implemented.	The plan has been updated to reflect the recommendation of the Planning Commission.	See page 52 of revised Plan.



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, 2020 – 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.



CITY OF OREGON CITY

Staff Report

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

To:
From: Tony Konkol, City Manager

Agenda Date: December 7, 2021

SUBJECT:

Oregon City Economic Development Strategic Plan Executive Summary

STAFF RECOMMENDATION:

Review the Oregon City Economic Development Strategic Plan (Informational Purposes Only)

EXECUTIVE SUMMARY:

The Oregon City Economic Development Strategic Plan supports the goals of the City Commission and builds upon the OC2040 Comprehensive Plan.

BACKGROUND:

The City Commission of Oregon City stated that its goals relative to economic development and tourism were to:

- promote tourism and support economic development to foster community sustainability; and
- support improvements and partnerships that contribute to our hometown feel and showcase Oregon City's unique community identity.

The 2022-2027 Oregon City Economic Development Strategy also builds upon the insights of the OC2040 Comprehensive Plan Update. More specifically, the City's Economic Development Strategy offers goals and strategies aimed at fostering a **diverse**, **resilient**, and **vibrant** local economy.

The Oregon City Commissioners adopted the first Oregon City Economic Development Steering Committee (EDSC) on June 3, 2020. The EDSC was charged with creating and implementing a wholistic strategic plan designed to provide guidance and offer expertise in the crafting of Oregon City's economic recovery from the dramatic/negative impact of

the COVID-19 virus and to recommend a framework for a more resilient local economy moving forward.

The Committee began its work in the Summer of 2020 and ended in the fall of 2021. The Committee consisted of 14 members who reflected diverse views representing the for-profit sector, academia, government, and private nonprofits.

The major FOUNDATIONAL UNDERPINNINGS of the plan itself are:

A. Action vs Planning

While it is important to conduct research and develop plans to address preferred outcomes cited in the strategic plan, it is vital to create strategies that will actually be implemented.

B. Flexibility vs Rigidity

The Oregon City Economic Development Department reserves the right to adjust strategies based on either new information that requires adjustments in strategies or the recognition that proposed strategies are not resulting in expected outcomes.

C. Encouraging Private Investment vs Supporting Actions that Stifle Economic Growth

Oregon City's Economic Development Strategic Plan prescribes leveraging public/private partnerships in impactful ways to influence the behavior of fundamental market forces on the local level

D. Leveraging Viable Partnerships vs Venturing Out Alone

The Oregon City Economic Development Department will work to identify viable partners that are not only capable of being effective in fulfilling their own mission but share similar goals to make an impact on long-standing challenges or impediments to economic growth.

THE VISION

In 2027, Oregon City has a robust, resilient, and diversified economy. Residents live, work, and play while having access to multiple amenities within the region. Businesses flourish due to a business-friendly environment that supports for-profit enterprise and nurtures private nonprofit entities. For anyone who seeks employment, investments made by for-profit and nonprofit organizations provide opportunities for upward mobility through job creation and skill development.

The Oregon City 2040 Comprehensive Plan revision describes Oregon City's economy as "vibrant, diversified and resilient." The 2022-2027 Economic Development Strategic Plan shares these aspirations. The Economic Development Department will accomplish its vision by implementing various program initiatives within these five broad strategic areas:

- Business Retention and Expansion

- Business Attraction
- Entrepreneurism
- Urban Renewal
- Tourism Development

Attached to this staff report is the executive summary. A full presentation will be made during the meeting.

OPTIONS:

1. Review of Oregon City's Economic Development Strategic Plan

BUDGET IMPACT:

Amount: \$1,380,000

FY(s): FY21-FY23

Funding Source(s):



EXECUTIVE SUMMARY

Oregon City Economic Development Strategy Strategic Initiatives 2022-2027

Creating an Environment for Growth & Development

Economic development is a strategic and collaborative process that creates an environment that systemically supports new investment, creates and/or retains jobs, and broadens the tax base; therefore, improving the quality of life of people.

James Graham, CEcD
Economic Development Manager

I. INTRODUCTION

Specific to economic and tourism development, the City Commission of Oregon City stated that its goals were to:

- promote tourism and support economic development to foster community sustainability; and
- support improvements and partnerships that contribute to our hometown feel and showcase Oregon City's unique community identity

The 2022-2027 Oregon City Economic Development Strategy also builds upon the insights of the OC2040 Comprehensive Plan Update. More specifically, the City's Economic Development Strategy offers goals and strategies aimed at fostering a **diverse, resilient and vibrant** local economy.

The City's Economic Development Strategy supports actions, policies and programs that foster an environment for growth by focusing on target industry clusters including

- ***Light manufacturing and assemblage**
- ***Logistics and wholesale distribution**
- ***Healthcare**
- ***Professional, Scientific, and Technical Services (especially electronic connectivity)**
- ***Tourism**

Cultivating growth of tourism-facing businesses and tourism-related nonprofits is important to Oregon City's economic landscape. The strategic plan calls for the building a much needed tourism infrastructure. An industry with that provides more and different activities will attract more visitors to Oregon City.

Equally important, the Oregon City Economic Development Strategy encourages policies and initiatives that provide opportunity for everyone seeking entry and growth in the local community's labor force. With an emphasis on **workforce development** and the expansion of **local childcare services**, the economic development strategy supports programs and investment that mitigates barriers to entry and advancement in the workforce.

A. The Economic Development Strategic Plan Steering Committee

With the support of the City Commission, the Economic Development Department assembled the Economic Development Strategic Plan Steering Committee, a group of experienced professionals representing businesses, academia, government, and nonprofit organizations. The steering committee's mission was to support the creation of a holistic strategic plan designed to create an environment that encourages new business investment/expansion and supports innovative approaches that will result in a more resilient economic landscape.

B. Foundational Underpinnings of the Economic Development Strategic Plan

i. Action vs Planning

While it is important to conduct research and develop plans to create preferred outcomes cited in a business plan or strategic plan, it is vital to create strategies to be implemented based on the research and plans. The economic development staff and its partners will implement the proposed strategies cited in this plan.

ii. Flexibility vs Rigidity

The Oregon City Economic Development Department reserves the right to adjust strategies based on either new information that requires adjustments in strategies or the recognition that proposed strategies are not resulting in expected outcomes. To that end, the 2022-2027 Economic Development Strategic Plan is a living document that will be modified and updated as needed.

iii. Encouraging Private Investment vs Taking Actions that Stifle Economic Growth

Oregon City's Economic Development Strategic Plan prescribes leveraging public/private partnerships in impactful ways to influence the behavior of fundamental market forces on the local level to encourage investment.

Although many market forces are beyond local control such as the U.S Rate of Inflation, there are some local policy or administrative actions that can be taken to influence the

behavior of private and nonprofit investment such as the City establishing flexible System Development Charge payment arrangements (“SDCs”) or reducing the SDCs for childcare facilities thereby encouraging the proliferation of childcare businesses. As a result of the City’s support of childcare, individuals with young children would be incentivized to obtain training to prepare themselves to enter into the workforce.

iv. *Leveraging Viable Partnerships vs Venturing Out Alone*

The Oregon City Economic Development Department will work to identify viable partners that are not only capable of being effective in fulfilling their own mission but share similar goals to make an impact on long-standing challenges or impediments to economic growth.

II. ECONOMIC DEVELOPMENT VISION

By 2027, Oregon City has a robust, resilient, and diversified economy. Residents live, work, and play while having access to multiple amenities within the region. Businesses flourish due to a business-friendly environment that supports for-profit enterprise and nurtures private nonprofit entities. For anyone who seeks employment, investments made by for-profit and nonprofit organizations provide opportunities for upward mobility through job creation and technical skill training.

The Oregon City 2040 Comprehensive Plan revision describes Oregon City’s economy as “vibrant, diversified and resilient.” The 2022-2027 Economic Development Strategic Plan shares these aspirations. The Economic Development Department will accomplish its vision by implementing various program initiatives within these five broad strategic areas:

- Business Retention and Expansion
- Business Attraction
- Entrepreneurism
- Urban Renewal
- Tourism Development

III. ASSESSMENT OF OREGON’S CITY ECONOMIC CLIMATE

Oregon City is experiencing an important time of change and opportunity. Over the past 20 years, Oregon City’s population has grown by more than 10,000 people, an increase of close to 40%. Approximately, 38,000 people now call Oregon City home. Oregon City is the County Seat for Clackamas County and is an important economic driver for the County. Oregon City’s businesses employed almost 10% (9.7%) of Clackamas County’s workforce in 2019.

From 2000 to 2014-2018, Oregon City’s median age increased by five years from 33 to 38.

Oregon City's aging population is consistent with County and statewide trends. Over the next 20 years, Clackamas County's population of 60 years of age and older is expected to grow to 31%, increasing by 34,418 people.

Income and wages affect business decisions for locating in a city. Areas with higher wages may be less attractive for industries that rely on low-wage workers. In the 2014-2018 period, Oregon City's median household income (\$71,856) was below the county median (\$76,597). In 2018, average wages at private businesses in Oregon City (\$46,524) was also below the county average (\$52,589).

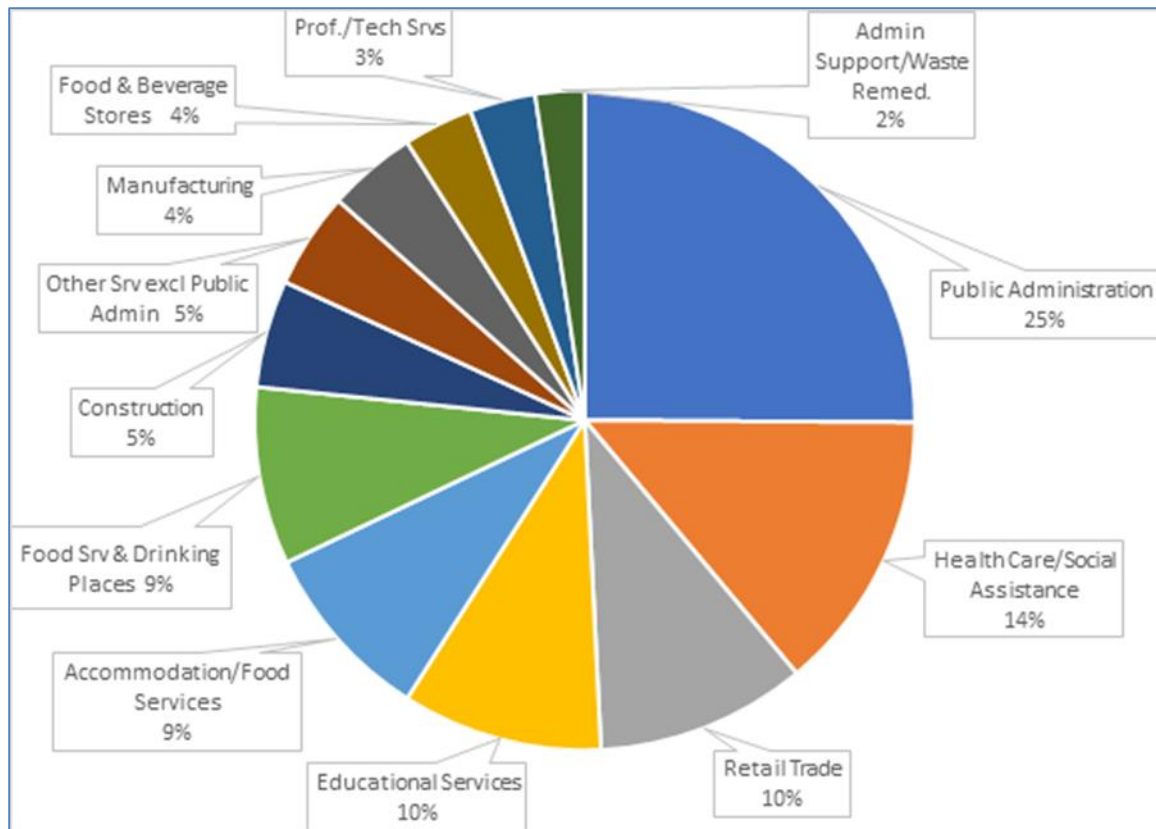
A. Educational Attainment

In 2019, Oregon City has a higher percentage of its population, 25 years and older, with a high school education (25.8%) and with some college or associate degree (40.5%) compared to Clackamas County and Oregon.

On the other hand, Oregon City has a much smaller portion of its population with a bachelor's degree or higher (26.3%) than either Clackamas County or Oregon. Residents of Oregon City show a greater percentage of its residents that did not fully complete their college or associate-level education

B. Occupations and Industries

In 2021, the sectors with the greatest number of employees in Oregon City were Public Administration (25.4%), Health Care and Social Assistance (14%), Retail Trade (10.4%), Educational Services (10%) and Accommodation/Food Services (9%). Graph 1 below displays this information and includes additional sectors of employment.



Oregon City's Workforce by Sector

C. Commercial and Industrial Real Estate Market

- The average rent for commercial space increased from \$15.64 in 2015 to \$19.48 per square foot in 2019. Only to drop back to nearly its 2015 rent levels in 2020.
- Over the last several years, the average rent for industrial space has been about \$12 per square foot. Vacant industrial space was historically limited in Oregon City.
- As of 2020, the average rent per square foot for retail space was \$15.11, compared to \$19.48 for office space.

IV. STRENGTHS, WEAKNESSES, OPPORTUNITIES, AND THREAT ANALYSIS ("SWOT ANALYSIS")

A. Oregon City has several **STRENGTHS** that should be noted.

- GOOD LOCATION:** The community is close to important markets within the region.
- TRANSPORTATION INFRASTRUCTURE ASSETS:** Businesses in Oregon City can easily access markets in the Portland Region as well as broader markets due to a good road system network.

- iii. **LABOR MARKET:** The commuting patterns show that businesses in Oregon City have the potential of attracting skilled and unskilled workers living around the region.
- iv. **COST OF DOING BUSINESS:** Compared to the Portland Region, commercial real estate is traditionally more affordable in Oregon City.
- v. **TOURISM AND ACCESS TO OUTDOOR RECREATION:** The community's history legitimately establishes it as the State's original hometown.

B. Oregon City does face notable **WEAKNESSES**

- i. **LACK OF LARGER TRACKS OF LAND:** Manufacturers, as well as logistic companies, are looking for available land of ample size (at least 15 acres).
- ii. **NEED FOR FLEX SPACE OR "SPEC" BUILDINGS:** On a monthly basis, the Economic Development Department receives requests for flex space and/or spec between 50,000 sq ft up to 100,000 sq ft.

C. The City has great **OPPORTUNITIES in its future**

- i. **TOURISM AND OUTDOOR RECREATION:** Oregon City is located on the Willamette and Clackamas Rivers, Willamette Falls, near several boat launches, nature trails and City parks. The city's downtown is an important investment that helps the community to establish its niche in the tourism market.
- ii. **THE URBAN RENEWAL DISTRICT:** If applied to stimulate private investments with complementary public investments, a multiplier effect will occur that supports the growth of small businesses throughout the community.

D. Several **THREATS endanger the community's economic growth**

- i. **CLACKAMAS COUNTY CIRCUIT COURT – PENDING RELOCATION:** Although the Circuit Court will remain in Oregon City, its new location is far enough removed from the downtown threatening the livelihood of many small restaurants and other types of businesses there.
- ii. **RISING COST OF DEVELOPMENT –** Increasing development costs will either slow or stop business investment in Oregon City.
- iii. **SKILLED-LABOR FORCE CONSTRAINTS -** Younger workers are not replacing older skilled employees in sufficient numbers.
- iv. **CHILDCARE CONSTRAINTS:** The lack of childcare services forces parents to forgo work opportunities and the associated income.

- v. **PERCEPTION OF NOT BEING BUSINESS FRIENDLY:** Creates a hesitancy to invest in the city at a time when the community may need it most.

V. OREGON CITY'S ECONOMIC DEVELOPMENT STRATEGIC PLAN: GOALS, STRATEGIES, MILESTONES

A. TARGET ACTIVITY AREA: BUSINESS RETENTION AND EXPANSION ("BRE" Program)

GOALS	STRATEGIES	MILESTONES
Retain and Support Local Business Growth of Target Industry Clusters	*Meet with 5 businesses every quarter *Focus on select industries *Distribute Business Resource Kits *Catalog business' needs and develop responses	*Starts March 2022 *End of 2022, Meet with 20 businesses
Support the Development of a Systemic Skills Training and Job Placement Network	*Focus on individuals between the ages of 18 – 35. *Work to Launch "Talent Ready Initiative," A Pilot Program	*Develop Draft of Partnership Agreements with Agencies – June 2022 *Identify/Recruit Employers – Sept. 2022 *Market/Promote Talent Ready – January 2023
Increase the Number of Childcare Opportunities for Children ages 0 to 5 yrs.	*Childcare Center Feasibility Study *Childcare Forgivable Loan Program *Recruit New Childcare Providers	*Identify 3 to 5 employers to support funding a childcare center – Feasibility Study June 2022 – Dec. 2022 *Attract 1 to 3 new childcare businesses to Oregon City – Dec 2023 *Establish a Forgivable Loan Fund – April 2022
Establish and Promote an Ombudsman Business Advocacy Program	*Provide customer service training to City Staff *Maintain a data base to track customer/client engagement	*Customer Service Training – March 2022 *Establish standard operating procedures/guidelines – Nov 2022 *Establish a CRM data base program – Dec 2022

B. TARGET ACTIVITY AREA: BUSINESS ATTRACTION

GOALS	STRATEGIES	MILESTONES
Attract new businesses to OC	*Establish an inventory of available property for purchase/development *Identify properties for Purchase by the City *Develop marketing strategy to attract companies within the target industry cluster *Establish a new economic development website *Develop/Implement Urban Renewal District's Plan	*Property Inventory – February 2022 *Identify properties for purchase by the City – Ongoing *Implement Business Attraction Marketing Strategy -March 2022 *Economic Dev Website going live – February 2022 *Complete Urban Renewal District Plan – April 2022
Examine the potential of establishing fiber optic network to OC businesses and homes	*Develop an RFP to identify broadband consultants to conduct a feasibility study *Identify a broadband consultant to begin the work *Completed Feasibility Study	*RFP – Done *Identification of broadband consultant – Jan. 2022 *Completed Feasibility Study -August 2022

C. TARGET ACTIVITY AREA: ENTREPRENEURSHIP

GOALS	STRATEGIES	MILESTONES
Provide greater access to technical assistance for small business (startups).	*Actively partner with the Micro Enterprise Services of Oregon (“MESA”) to provide technical assistance *Engage the Oregon State Extension Program to provide technical assistance *Work with the Oregon Manufacturing Extension Partnership to provide technical assistance	*Draft and establish partnership agreements with various small business technical assistance organizations to service small businesses in OC – February 2022
Support the development of new market opportunities for small business	*Develop a City Procurement Program for Small Business	*Develop program guidelines – Nov. 2022 *Market Program – Jan 2023
Support Entrepreneurism	*Develop loan program for startups	*Guidelines Nov 2022

D. TARGET ACTIVITY AREA: URBAN RENEWAL DISTRICT

GOALS	STRATEGIES	MILESTONES
Develop a vision statement and framework for decision-making on new projects	*Work with the Urban Renewal Commission by conducting several retreats.	*New vision statement and framework for decision-making complete – Dec. 2021
Revise the existing plan	*Hire a consultant to update the financial components of the document.	*Revision of the plan – April 2022
Encourage downtown residency on upper floors	*Contribute to establishing a quiet zone	Quiet Zone – estimated 2027

E. TARGET ACTIVITY AREA: TOURISM DEVELOPMENT

GOALS	STRATEGIES	MILESTONES
Develop, strengthen and grow the tourism industry in OC	*Establish the OC Tourism Network *Establish The Concierge Institute (Training)	*The Network – Ongoing * Training – Started Nov. 2021
Establish a tourism industry brand	*Established a full-fledged marketing campaign *Develop and implement City-sponsored Event Program *Increase community engagement with the tourism industry	*Destination Ready started in Nov. 2021 *New tourism website up and running *Develop guidelines for City-sponsored events in Dec 2021 *Second round of the Community Showcase in February 2022
Increase visitors' experiences in OC	*Develop a tourism business attraction initiative (Destination Development) *Identify new businesses and organizations that can provide additional visitors experiences	*Tourism business attraction package created – Feb. 2022 *Attract 1 to 3 new visitor attractions – June 2023
Support the Arts in OC	*Re-establish the OC Arts Commission	*Arts Commission held its first mtg. on Oct 26, 2021

	*Establish a new mural art code *Develop new initiatives to support the arts	*Mural Arts Code approved by City Commission *New initiatives - Ongoing
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BUDGET INFORMATION

ECONOMIC DEVELOPMENT- BUSINESS PROMOTION

PROMOTE TOURISM AND SUPPORT ECONOMIC DEVELOPMENT TO FOSTER COMMUNITY SUSTAINABILITY

STRATEGY: PRIORITIZE AND IMPLEMENT THE CITY-WIDE ECONOMIC DEVELOPMENT STRATEGY

Marketing:

- Promotional Video of Oregon City \$20,000
- Digital & Social Media Platforms \$20,000
- Radio/TV Spots \$120,000
- Printed Ads \$20,000
- Billboards \$60,000
- Economic Development Website \$15,000
- Brochures & Promotional Items \$25,000
- Fam Tours (Developers/Investors) \$20,000

SUBTOTAL \$300,000

Entrepreneurism

Small Business Growth & Retention Fund \$100,000

Infrastructure: Fiber Optics \$200,000

TOTAL.....\$600,000

TOURISM STRATEGY – TOURISM PROMOTION

TOURISM PROMOTION

PROMOTE TOURISM AND SUPPORT ECONOMIC DEVELOPMENT TO FOSER COMMUNITY SUSTAINABILITY

STRATEGY: IMPLEMENT THE TOURISM STRATEGY

BUDGET ITEM: Marketing Strategy

• Advertising Campaign	\$180,000
• Production of Marketing Collateral	\$50,000
• Social Media Campaigns	\$20,000
• Digital Assets (Photo, Videos, creative assets)	<u>\$30,000</u>
Subtotal.....	\$280,000

BUDGET ITEM: Tourism Projects/Programs

• The Concierge Institute	\$100,000
• The Community Showcase	\$20,000
• The Arts Treasure Trove	\$100,000
• Attraction & Expansion (Experience-based businesses)	\$150,000
• Community Sponsored Events	\$100,000
• Tourism Information Network	<u>\$30,000</u>
Subtotal	\$500,000

TOTAL **\$780,000**

RECAP:

• Economic Development Marketing	\$300,000
• Entrepreneurism	\$100,000
• Infrastructure: Fiber Optics	\$200,000
• Tourism Marketing Strategy	\$280,000
• Tourism Projects/Programs	<u>\$500,000</u>

GRAND TOTAL \$1,380,000

ACKNOWLEDGEMENTS

We thank the members of the Economic Development Strategic Plan Steering Committee for their contribution.

Oregon City	Frank O'Donnell, Commissioner City Commission
Oregon City	Matthew Zook, Finance Dir. Finance Department
Oregon City	Laura Terway, Director Community Development Department
Clackamas County	Sarah Eckman, Deputy Director Business & Community Services
Greater Portland Inc.	Amy Jauron, Vice President of Business Development
State of Oregon..... Analyst/Economist	Lynn Wallis, Workforce Oregon Employment Department
State of Oregon.....	Michael Meyers, Economist Business Oregon (Commerce & Industry)
State of Oregon.....	Colin Sears, Regional Dev. Officer Region 4, Business Oregon
Portland General Electric	Theresa Haskins, Senior Bus Dev. Mgr. (Private Industry)
Oregon City Chamber of Commerce	Victoria Meinig, CEO (Private Industry)
Clackamas Workforce Partnership	Bridget Dazey, Executive Director 501(c) 3 Private Nonprofit



CITY OF OREGON CITY

Staff Report

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

To: City Commission
From: Public Works Director John M. Lewis, PE

Agenda Date: 12/07/2021

SUBJECT:

Oregon City Sidewalk Replacement Assistance Program

STAFF RECOMMENDATION:

This is the third opportunity to bring forth a City Commission Work Session discussion pertaining to the Sidewalk Replacement Assistance Program which is a newly proposed program intended to help the City and its citizenry address sidewalk damage resulting from street tree roots. This report will bring up to date the program changes, sharing changed program language and clarifying City Commission feedback received at the October 11, 2021, Work Session.

EXECUTIVE SUMMARY:

Like most agencies, the Oregon City Municipal Code identifies the property owner as the responsible party for abutting sidewalk repairs and replacement. Though trees provide benefits such as stormwater retention, wildlife habitat, and reduced energy consumption, street trees often cause damage to abutting sidewalks. Street trees have caused significant damage in neighborhoods across the city, although it was the Wasco Acres, Trailview, and Tracey Heights subdivisions enforcement letter that stirred our most recent discussion and resulted in this proposal for a new Sidewalk Replacement Assistance Program. At the May 25, 2021, City Commission meeting, the City Commission asked staff to address the neighborhood concerns with background and recommendations moving forward. August 10, 2021, was the first policy discussion on a proposed program followed by another Work Session discussion on October 11, 2021. This report is accompanied by an updated DRAFT Sidewalk Replacement Assistance Program and will be considered for additional policy guidance.

BACKGROUND:

Like most agencies, the Oregon City Municipal Code identifies the abutting property owner as the responsible party for sidewalk repairs and maintenance of abutting street trees. Though trees provide benefits, they can cause damage to abutting sidewalks. Street trees have caused significant damage along many sidewalks, and thus the City Commission has been considering a strategy for dealing with the damaged sidewalks and associated street tree problems. The City Commission specifically requested that staff return with a sidewalk assistance program. On August 10, 2021, and October 11, 2021, City Commission provided additional direction as well as a request that the topic be brought back for further consideration.

Recognizing that street trees are creating much of the sidewalk damage the problem in Oregon City, this staff report continues to focus on the sidewalk repair element, recognizing that allocation of limited public funding on sidewalk repairs should be done in conjunction with adjustments incorporating the latest street tree best management practices. However, this discussion remains mostly focused on the Oregon City Sidewalk Replacement Assistance Program.

Some property owners have been proactive in addressing the trip hazard concerns, while others have not. The City Commission has and continues to consider a range of interests and concerns. It is important for the community to recognize that the City Code as written today assigns sidewalk liability directly to the adjacent property owner. This program, as proposed, would not change that. However, the program as proposed would provide financial assistance in the form of a onetime reimbursement for a portion of the cost to replace sidewalks damaged by street tree roots.

In consideration of establishing a new program, the City Commission has provided direction on several policy issues associated with the Oregon City Sidewalk Replacement Assistance Program. Using this direction, staff has modified the draft program language as well as included language for further consideration related to the grant unit rate for sidewalk replacement. The DRAFT Oregon City Sidewalk Replacement Assistance Program is attached for reference with and without redlines.

At the December 7th, 2021, City Commission Work Session, staff will provide the City Commission with a presentation on any new findings and review the material changes made to the program from what was presented in October. A summary of material changes includes:

- Compliance History – Summary results from field verification of sidewalk replacement permits available from July 2018 through November 2021 were provided. This time frame was selected because the City had fully transitioned to the new permit system and the permit records post July 1, 2018, are more complete and more easily queried.
- Eligibility – Further clarification on what would be considered a street tree, clarification on the grant eligibility only available to replace a sidewalk panel once,

clarification that the look back provision is July 2018 through December 2021, clarification that the applicant who paid for work completed under the look back provision are the only ones eligible for the grant, and clarification on timeliness requirements of the work to be completed.

- Standards – This section was removed in its entirety.
- Funding Assistance – This section was replaced with a straightforward single unit rate per panel replacement (\$600 per each panel (approximately a 6'x6' panel)).
- Procedures – A separate procedure is included for look back reimbursement and more clarifications were added to further emphasize the steps an applicant should anticipate.

OPTIONS:

1. Direct staff to proceed with the program as written.
2. Direct staff to proceed with the program with modifications.
3. Continue the matter to a future work session to address concerns beyond what the City Commission feels can be addressed as straight forward modifications.
4. Maintain the status quo as it pertains to sidewalk/street code and do not take further action.

Oregon City Sidewalk Replacement Assistance

TEST Program

December 2021

OVERVIEW

The goal of the Oregon City Sidewalk Replacement Assistance TEST Program is to address sidewalk panels that have been lifted by street trees, to prevent the associated sidewalk trip hazards in a timely manner, and to assist property owners with the related replacement costs.

Emphasis on Pedestrian Travel

The City's Transportation System Plan (TSP) provides a long-term guide for City Transportation investments. With the growing need to address vehicle congestion, the City has been imposing standards and requirements that placed construction of sidewalks and pedestrian ways on all new development since the 1970's. In 2013, the TSP provided solutions for dealing with congestion by taking a multimodal network approach to enable more cost-effective solutions to increase transportation capacity and encourage multiple travel options. Oregon City Streets include 158 miles of sidewalks and over 2,600 curb ramps. Safe and accessible pedestrian ways is a major part of the City's overall transportation vision. Supporting property owner needs in maintaining the existing infrastructure is a critical element to maintain safe pedestrian access.

Program Summarizing Facts

- **Program Annual Budget:** This Sidewalk Replacement Assistance Program is a test program developed amid a two year (2022-2023) biennial budget. The City's anticipated revenue over the two-year budget includes over \$7 million, made up mostly from gas tax and vehicle registration fee revenues, plus an additional \$5.7 million in pavement maintenance fee revenues. All rolled up together with beginning fund balances and other lesser funding revenue line items, the 2022-23 Transportation Fund Budget includes \$17.8 million in total resources.

In contrast, the capital outlay over the two-year biennium is nearly 9 million. With little certainty about how much expenditure this test program will utilize, rather than institute a new budget line item or cutting funding from other projects, this test program will be absorbed within the Transportation Fund budget. In an effort to place some boundaries on the program spending, expenditures will be monitored with a City Commission endorsement of a program expenditure of up to \$200,000 during the first 12 months of the test. Should the test program exceed the \$200,000 allocation, then

staff will bring before the City Commission an update and request for additional funding and budget authorization. Otherwise, the test program one year anniversary will be the next program check in to determine how the program is going and how the funding allocation is meeting the program needs.

BACKGROUND

Industry Practice and Responsibility for Sidewalks

According to the U.S. Department of Transportation Federal Highway Administration (FHWA), city charters commonly specify that the city is not liable for any accidents or injuries incurred due to sidewalk conditions. Most Oregon charters assign complete responsibility for sidewalk maintenance to the owner of the adjacent property.

Pursuant to the Oregon City Municipal Code 12.04.030-12.04. 040, the City assigns sidewalk responsibility to abutting property owners. This assistance test program is in no way intended to relieve property owners of their responsibilities, but rather it is intended to assist property owners with the cost of replacing damaged sidewalks.

Compliance History

Oregon City has a long history of working with property owners to uphold the sidewalk code. In the past, enforcement of trip hazards in Oregon City has been a complaint-driven process rather than an assistance program. Many property owners take the initiative to repair sidewalks before a complaint is submitted, while others wait until the sidewalk damage is reported by others.

Individual sidewalk enforcement and repair efforts have varied depending on the property owner and the disposition of the area. Often sidewalk complaints are limited to one address. In other cases, an areawide problem is reported. Regardless of the complaint, the sidewalk problem is verified, and the fronting property owner is notified of the City's code and requirements for replacement.

In review of our sidewalk damage tracking records (July 2018 through November 2021), staff took the opportunity to complete a site visit of the 209 right-of-way permit records on file. Of the 209 records, 147 are recorded with a Work Class of "sidewalk". Each location was field verified and established as including 530 concrete panel replacements of which 381 were panels damaged by tree roots. This recent site visit and inventory was completed on November 16th-19th. Field visits were supplemented with a review of aerial photos to better determine tree related damages.

Trees and Tree Impacts on Sidewalks

Oregon City recognizes that the maintenance and repair of sidewalks within the city is necessary to protect the health, safety, and welfare of residents and visitors. This program is being developed in recognition of the inherent conflict between tree roots and sidewalks, and the accompanying financial burden these public policies place upon homeowners.

ELIGIBILITY

1. Applications for the Sidewalk Replacement Assistance TEST Program will only be accepted for properties with fronting sidewalks where the street tree(s) has lifted or is negatively impacting the sidewalk grade. **Note: street trees considered in the eligibility determination include street trees in tree wells or the planter strip between the curb and the sidewalk. Sidewalks damaged by trees that are located beyond the back of sidewalk would not be eligible for the Sidewalk Replacement Assistance TEST Program.**
2. Applications will only be accepted for sidewalks along public streets.
3. Applicants may only apply for one grant (may include multiple sidewalk replacements) for one property in a calendar year.
4. Applications will only be accepted for sidewalk panel replacements once. Sidewalk panel replacements completed under this program will be tracked by property and specific location and will not qualify for grant funding more than once.
5. Eligibility for reimbursement is contingent upon funds available within the \$200,000 annual spending limit authorized unless additional funding is approved by the City Commission.
6. With the exception of work accomplished under a permit received before enactment of the program (July 2018 to November 2021), applications must be received and approved by the City before the sidewalk work begins.
7. Grant funds are only eligible for the applicant who owned the home or applied for the grant at the time of the replacements and can provide proof the permitted work was completed under their ownership.
8. Applications for sidewalk replacement cost reimbursements that are retroactive to the enactment of this TEST Program will be considered for sidewalk replacements that were permitted by the City and determined in compliance with sidewalk standards for any sidewalk replacement permit issued between the dates of July 2018 to December 2021.
9. Applicants must sign the application form including a statement that they are able to pay for the work out of pocket as the Sidewalk Replacement Assistance TEST Program is an assistance program created as a cost reimbursement to the applicant.
10. Work completed under the Sidewalk Replacement Assistance TEST Program must be completed within 120 days of application approval. If this deadline is not able to be met, applicant may apply for a one-time 30-day extension. Applicant must contact the City at least 14 days prior to the work deadline if an extension is necessary. Time extensions

beyond 150 days may be approved on a limited basis by the Public Works Director conditioned upon monthly update communication undertaken by the applicant with the permitting staff and may result in a reduced grant of up to 50% of the panel rate for all work required.

FUNDING ASSISTANCE

Grant Rates

Annual Sidewalk Replacement Assistance Program Grant Award **unit rate**:

Sidewalk Panel unit removal and replacement rate:

- a. \$600 per each panel (approximately a 6'x6' panel)

For jobs where sidewalk replacement is not the preferred treatment, such as grinding or patching, no grant reimbursement will be provided.

Exclusions

Items not reimbursable under the City of Oregon City Sidewalk Replacement Assistance TEST Program include the following:

1. Reimbursable funds may only be used for the replacement of existing sidewalk panels that have been damaged by the roots of street trees. **Tree removal and replacement assistance may be available through a separate program administered under the Oregon City Street Tree Assistance Program. <https://www.orcity.org/planning/how-remove-and-replace-public-street-tree>**
2. Work performed without prior City authorization as described under Procedures.
3. Work not completed in compliance with the City's standard requirements for construction.
4. Short-term repair work including sidewalk grinding or patching
5. Extended root removal or property damages onto private property.
6. Adjacent concrete repair beyond the original sidewalk width.
7. Adjacent concrete panels beyond the tree-lifted panels.
8. Landscape restoration, repairs, or extra cosmetics (shrubs, rocks).
9. Broken, damaged, or new sprinkler or irrigation systems.
10. Any other unusual items will be addressed on an individual basis.

PROCEDURES

Use of Funds

1. Grant funds must be used for the replacement of existing sidewalk sections that have been damaged by the growth of street tree roots or street tree trunk.
2. Grant funds are only eligible for sidewalk removal and replacement displaced or damaged by the growth of the street tree; adjacent sidewalk replacement not displaced or damaged by the street tree will not be considered a reimbursable expense.

3. Grant funds can be applied to costs associated with the street tree damaged sidewalk such as safe work zones, creation of temporary pedestrian routes, traffic control, permitting, demo, disposal, root removal, subgrade preparation, forming, pouring, and finishing sidewalk, protection from adverse weather and security of the finished sidewalk.
4. Grant funds can be used for applicant costs incurred for sidewalk replacement work associated with permitted sidewalk replacements that have been deemed complete and compliant with City standards but that were completed during the period of time including July 2018 through December 2021.

Note: For jobs where sidewalk replacement is not the preferred treatment, such as grinding or patching, no grant reimbursement will be provided.

Prerequisites for a Grant

1. Applicants are responsible for obtaining and complying with the conditions of the City's Sidewalk/ROW permit for jobs that require sidewalk replacement.
2. Applicants must first submit a complete and signed permit application.
3. Applications submitted by applicants not self-performing the sidewalk replacement work should include at least one price quote from a qualified contractor to complete the work; self-performed work should include a materials quantity and cost estimate.
4. Competitive bids help applicants choose the most rational way to proceed and help the City ascertain industry cost trends for the program; however, competitive bids are not required.
5. Work not self-performed must include verification that the work is performed by an Oregon licensed contractor who is also maintaining a current Oregon City or Metro business license.
6. The maximum grant reimbursement will follow the program summarizing facts section listed below.
7. All grant awards and reimbursements will be made on a first-come, first-served basis, subject to the availability of funds as allocated and approved by the City Commission. Once the program budgeted amount has been expended, no further applications will be approved without further spending authority provided by the City Commission.

Note: The lack of sufficient funds to cover the number of applications received by the City in any given year will not excuse the homeowner from the responsibility of maintaining the adjoining sidewalk in a safe condition nor create any liability to the City for any unsafe sidewalks.

Program Actions

Sidewalk work complete and eligible for look back reimbursement (July 2018 through December 2021):

- Step 1 Submit the Sidewalk Grant Program Application with completed IRS W-9 Form
- Step 2 City confirms prior permit obtained, confirm sidewalk work resulting from tree root damage, and confirm permit closed as complete.
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- Step 4 Upon verification that Steps 2 and 3 are confirmed the application will be deemed approved and routed to Finance for issuance of a reimbursement payment.
- Step 5 Grant check will be prepared within 5 business days and mailed to applicant.

Sidewalk Work required and yet to be completed

- Step 1 Before proceeding, the property owner/applicant reviews the Oregon City Sidewalk Replacement Assistance TEST Program webpage and completes the program understanding worksheet.
- Step 2 Before the work begins, property-owner submits:
 - i. **Assistance Program** application form along with support documentation.
 - ii. A Public Street Permit application and fee. Permit applications may be submitted by a contractor on behalf of the property owner.

Submit Application Online OR [Print Application Packet](#), application may be emailed to OC4@orc.gov or mail to Oregon City Permitting at 13895 Fir Street, Oregon City Oregon 97045
- Step 3 City confirms reimbursement eligibility and approves application. Upon verification that the sidewalk has been damaged by the roots of protected trees, the Sidewalk Replacement Reimbursement Application may be approved. The applicant will be notified that the work is eligible to receive funds and that their work permit is ready for applicant signature.
- Step 4 Work begins. With approved permit in hand, the work must then be completed within 120 days. If the work is unable to be completed within the 120 days due to unforeseen circumstances, the applicant may request a one-time 30-day extension. Applicant must contact the City for an extension prior to permit expiration. Time extensions beyond 150 days may be approved on a limited basis by the Public Works Director conditioned upon monthly update communication undertaken by the applicant with the permitting staff and may result in a reduced grant of up to 50% of the panel rate for all work required.
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Oregon City Sidewalk Replacement Assistance

TEST Program

OVERVIEW

The goal of the Oregon City Sidewalk Replacement Assistance TEST Program is to address sidewalk panels that have been lifted by street trees, to prevent the associated sidewalk trip hazards in a timely manner, and to assist property owners with the related replacement costs.

Emphasis on Pedestrian Travel

The City's Transportation System Plan (TSP) provides a long-term guide for City Transportation investments. With the growing need to address vehicle congestion, the City has been imposing standards and requirements that placed construction of sidewalks and pedestrian ways on all new development since the 1970's. In 2013, the TSP provided solutions for dealing with congestion by taking a multimodal network approach to enable more cost-effective solutions to increase transportation capacity and encourage multiple travel options. Oregon City Streets include 158 miles of sidewalks and over 2,600 curb ramps. Safe and accessible pedestrian ways is a major part of the City's overall transportation vision. Supporting property owner needs in maintaining the existing infrastructure is a critical element to maintain safe pedestrian access.

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FUNDING ASSISTANCE

Grant Rates

- Annual Sidewalk Replacement Assistance Program Grant Award **unit rate**:
 - ~~○ Single location permit (3 or less locations) rate per each replacement = \$1,200~~
 - ~~○ Group location permit (4 or more locations) rate per each replacement = \$900~~
- ~~Annual Sidewalk Replacement Assistance Program Single Applicant Maximum Award:~~
 - ~~○ 3 or less locations = \$3,600~~
 - ~~○ 5 or more locations \$4,500~~

~~Note: While group permits are not limited in the number of replacements per permit, nor limited by replacements per property owner, no single property owner would qualify for funding greater than the single applicant maximum of 5 or more locations (\$4,500).~~

Sidewalk Panel unit removal and replacement rate:

\$600 per each panel (approximately a 6'x6' panel)

Exclusions

Items not reimbursable under the City of Oregon City Sidewalk Replacement Assistance TEST Program include the following:

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10. Any other unusual items will be addressed on an individual basis.

Procedures

Sidewalk work complete and eligible for look back reimbursement (July 2018 through December 2021):

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- Step 2** Before the work begins, property-owner submits:
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Submit Application Online

OR

Print Application Packet, application may be emailed to OC4@orccity.org or mail to Oregon City Permitting at 13895 Fir Street, Oregon City Oregon 97045

- Step 3** City confirms reimbursement eligibility and approves application.

Upon verification that the sidewalk has been damaged by the roots of protected trees, the Sidewalk Replacement Reimbursement Application may be approved. The applicant will be notified that the work is eligible to receive funds and that their work permit is ready for applicant signature.

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With approved permit in hand, the work must then be completed within 120 days. If the work is unable to be completed within the 120 days due to unforeseen circumstances, the applicant may request a one-time 30-day extension. Applicant must contact the City for an extension prior to permit expiration. Time extensions beyond 150 days may be approved on a limited basis by the Public Works Director conditioned upon monthly update communication undertaken by the applicant with

the permitting staff and may result in a reduced grant of up to 50% of the panel rate for all work required.

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Oregon City Sidewalk Replacement Assistance Program

Presented by John M. Lewis

at the City Commission Work Session on
December 7, 2021

What's the problem?



OC Sidewalk Replacement Assistance Program

Sidewalk Replacement Assistance Program

- Goal – to address sidewalk panels lifted by street trees and prevent the associated sidewalk trip hazards in a timely manner and to assist property owners with the related sidewalk replacement costs.
- New citywide program that would apply to the 158 miles of sidewalk in the City
- Sidewalk-specific TEST program
- \$200,000 program allocation proposal, funded via Transportation Fund



OC Sidewalk Replacement Assistance Program

Proposed Funding Assistance

- **Annual program:** Applicants can apply once a year. Priority for first-time applicants.
- Proposal is an “**Assistance**” program: Property owner obligated for sidewalk safety (OCMC 12.04.030) and costs beyond the Sidewalk Replacement Assistance Program.
- Grant is a **reimbursement** after permit obtained and the work is complete.
- **Definition of Sidewalk Panel** - one sidewalk damage area comprised of one sidewalk panel (approximately 6’x6’)
- Establish the per panel rate of **\$600 each panel**
- Only the applicant who pays for the work is **eligible** for the grant
- **Work timeliness** clarifications set at 150 days



OC Sidewalk Replacement Assistance Program

Proposed Funding Assistance

Lookback Provisions:
July 2018 – December 2021
Applied \$600 grant unit rate per sidewalk panel
Field verification of past permitted and approved sidewalk replacement

Summary Sidewalk permits July 2018-2021				
Permits		Field Verified		
		Panels	Panels due to Trees	Cost
2018	23	74	60	\$36,000
2019	29	200	123	\$73,800
2020	56	152	94	\$56,400
2021	39	104	104	\$62,400
Totals	147	530	381	\$228,600



Questions or any other program-specific guidance?



OC Sidewalk Replacement Assistance Program