



CITY OF OREGON CITY TRANSPORTATION ADVISORY COMMITTEE (TAC) - REVISED 04/15/2024 AGENDA

**Commission Chambers, 625 Center Street, Oregon City
Tuesday, April 16, 2024 at 6:00 PM**

Contact vwalker@orccity.org for the link to participate in the meeting

CALL TO ORDER

ROLL CALL

APPROVAL OF THE MINUTES

1. Approval of minutes from the March 19, 2024 Transportation Advisory Committee Meeting

ADOPTION OF AGENDA (Agenda Analysis)

Committee members have the opportunity to move items to New Business/Discussion Items from Communications if they are interested in discussion. The Committee may also add an item to the agenda with the consensus of the Committee.

PUBLIC COMMENTS

Citizens are allowed up to 3 minutes to present information relevant to the City but not listed as an item on the agenda, however, the Chair has the discretion to waive limitations. Prior to speaking, citizens shall complete a comment form and deliver it to the Staff Member. When the Chair calls your name, proceed to the speaker table and state your name and city of residence into the microphone. The Transportation Advisory Committee Officers do not generally engage in dialog with those making comments but may refer the issue to the City Manager.

NEW BUSINESS / DISCUSSION ITEMS

2. **New Business**

20 is Plenty Program

3. **Public Works Report**

City of Milwaukie SAFE Program

Oregon City Growth Boundary

Holcomb Safe Routes to Schools Update

COMMUNICATIONS

ADJOURNMENT

PUBLIC COMMENT GUIDELINES

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

As a general practice, the City Commission does not engage in discussion with those making comments.

Electronic presentations are permitted but shall be delivered to the City Recorder 48 hours in advance of the meeting.

ADA NOTICE

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

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

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



CITY OF OREGON CITY

Staff Report

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

To: Transportation Advisory Committee **Agenda Date:** 04/18/2024
From: Senior Administrative Assistant, Audrey Meeker

SUBJECT:

Approval of minutes from the March 19, 2024 Transportation Advisory Committee Meeting

STAFF RECOMMENDATION:

Approve the minutes

OPTIONS:

1. Approve the minutes
2. Disapprove the minutes



1. CALL TO ORDER AND ROLL CALL

The Transportation Advisory Committee (TAC) meeting on **Tuesday, March 19, 2024** was called to order by Vice Chair Henry Mackenroth at 6:00 PM, City Hall, 625 Center Street, Oregon City, OR 97045.

Committee members present included Mr. Henry Mackenroth, Vice Chair, Ms. Petronella Donovan, Ms. Julie Hernandez, Mr. Cedomir Jesic, Mr. Tim Morgan, and Mr. Raymond Rendleman, Ms. Christian (Chris) Wadsworth. Committee members absent included Mr. Bruce Fries and Mr. Ben Simmons, Chair.

Staff members present included Public Works Director, John Lewis, Assistant Public Works Director, Vance Walker, and Senior Administrative Assistant, Audrey Meeker.

2. APPROVAL OF THE MINUTES

Mr. Raymond Rendleman **moved to approve** the meeting minutes for **February 20, 2024** and was **seconded** by Mr. Tim Morgan. It was carried **unanimously** by the following votes: Aye: Ms. Petronella Donovan, Mr. Cedomir Jesic, Ms. Christian (Chris) Wadsworth, Ms. Julie Hernandez.

3. AGENDA ANALYSIS

- No changes were made to the agenda.

4. CITIZEN COMMENTS

- No citizen comments were made.

5. NEW BUSINESS/DISCUSSION ITEM

a. New Business: Youth Advisory Commission Meeting – March 11, 2024

Major points were as follows:

- Mr. Vance Walker, Assistant Public Works Director and Mr. Ben Simmons, Committee Chair attended the Youth Advisory Commission meeting on March 11, 2024.
- Mr. Simmons provided a high-level overview of what the TAC is and what the TAC does. Mr. Walker gave an overview of Public Works and what types of requests and concerns Public Works and the Transportation Advisory

Committee work on together.

- The students were engaged and asked many questions. One student brought up a safety concern for pedestrians along Meyers Road, where it intersects with Squire Drive. Even though it is well marked, and the signs are visible, it has been observed that motorists don't stop regularly, and speeding vehicles are a concern.
 - The Student inquired about a speed study and the possibility of installing a Rectangular Rapid Flashing Beacon (RRFB). As an example of what could be brought to the TAC and what would occur when it was; Public Works staff would review the intersection, and if improvements could be made such as adding signage, and/or painting yellow on curbs, they could also review the Transportation System Plan (TSP) to determine if it is an area that is a part of the larger budgeted projects.
- Ms. Julie Hernandez followed up to see if there would be action steps on this issue. Mr. Walker mentioned that setting up a speed radar along Meyers Road, close to Squire Drive is potentially an option and the TSP could be reviewed to see if there are any plans to improve this area. If there is potential for signage or possibly RRFB, Mr. Walker would bring it to the Transportation Advisory Committee.

b. Public Works Report: 5-Year PMUF

Major points were as follows:

- In May, the Public Works Engineering Department will be taking the 5-Year PMUF Program to the City Commission for approval.
- If the TAC is interested in pavement maintenance, they are invited to attend.
- Public Works Assistant City Engineer, Josh Wheeler will present the 5-Year PMUF Program to the Transportation Advisory Committee after its been approved by the City Commission.

c. Public Works Report: ODOT Hwy 213 Speed Sign Installment

Major points were as follows:

- In November 2023, ODOT State Traffic Engineer approved the speed reduction from 55mph to 50mph on Hwy 213 near the intersection of Redland Road.
- The signage has not yet been installed and ODOT has not provided a more specific timeframe of when to expect it to be replaced by.
- In relation to crash data, most of the accidents in this area are rear-end crashes and are generally due to lack of attention to the road. Easy implementable solutions have been made, such as yellow retroreflective borders and LED signals were added. Paving and striping are needed but this is ODOT jurisdiction and Oregon City has no authority or funds to support this area.
- **Paving ruts:** Mr. Tim Morgan mentioned grooves in the northbound lane and would like to know whether ODOT will pave that road to fill them in.

Mr. Vance Walker explained that repaving this section would likely occur when ODOT does a major pavement rehabilitation.

- **Advance notice flashing yellow signal on Redland Road:** Mr. Henry Mackenroth suggests adding a flashing yellow light approximately a quarter mile up road (coming from Beaver Creek) to alert drivers that the traffic signal ahead at the Redland Road intersection is red, specifically during commuting hours.
 - Mr. John Lewis shared that Redland Road is on the Regional Transportation Plan (RTP) for an additional lane in each direction, under the Holcomb bridge, to Redland Road Bridge. The long-term plan is for an additional lane in each direction and for them to marry up with the jughandle project that was built in 2010. As a condition of the County Courthouse, the County is responsible for project timing.

d. Public Works Report: Sidewalk Infill – How do Public Sidewalks Get Built?

Major points were as follows:

- Mr. John Lewis explained that sidewalks are built with new development and shared the Oregon City Municipal Code 16.12 Minimum Public Improvements and Design Standards for Development, which applies to new construction or additions which exceed 50% of the existing square footage of all single-family detached residences and middle housing units.
- **Fee-in-lieu:** Mr. Jesic Cedomir suggested that instead of a developer building frontage, take a fee-in-lieu. To have pre-identified sidewalks, apply the fee collected toward areas in higher need of sidewalks which would provide an economy of scale, building more sidewalks in areas of higher need than that specific location.
 - Mr. Lewis explained the fee-in-lieu has been a long-standing practice, but the City is going away from fees-in-lieu because they've noticed that the collection of fees today isn't adequate for the needs in the future 5-10 years.
- Public Works is focused on collecting the fees to work on a bigger project. It is similar to Mr. Jesic's suggestion.

e. 20 is Plenty for Residential Streets

Major points were as follows:

- This topic was suggested to be revisited by Mr. Raymond Rendleman at the February 20, 2024 Transportation Advisory Committee meeting.
- Mr. John Lewis shared that this program has been presented to the City Commission previously as Family Friendly Routes, which included road audits to determine which roads make sense for slower miles per hour. At that time the City Commission didn't support the ask.
- Mr. Rendleman made a motion that the Transportation Advisory Committee recommend to the City Commission to pursue the 20 is Plenty initiative, Mr. Rendleman has received positive feedback from residents and City

Commission members that he has spoken with about it. Ms. Julie Hernandez seconded the motion.

- Mr. Henry Mackenroth suggested that it not be city-wide but on streets with higher traffic levels. Mr. Rendleman would like to pursue all the residential neighborhoods.
- Mr. Raymond Rendleman amended the original motion to include robust community engagement before the City Commission makes a final decision. Mr. Cedomir Jesic seconded the amended motion.
- The motion described, eventually extending the 20 is Plenty, city wide. The committee voted and unanimously approved the motion: Aye votes: Ms. Petronella Donovan, Mr. Cedomir Jesic, Ms. Christian (Chris) Wadsworth, Ms. Julie Hernandez, Mr. Tim Morgan, Mr. Henry Mackenroth.
- To move forward, it will require the City Commission's support and approval. The Transportation Advisory Committee will need to bring it to a City Commission Work Session for them to have an understanding in advance of presenting it to the City Commission for support and approval at a regular meeting.
- Suggested ways for community engagement that were mentioned during the discussion: attend Neighborhood Associations, have a survey created that can be shared to the Community via social media and possibly at the Neighborhood Association meetings.
- This will be discussed further at the next meeting.

f. MyOC! Application

Major points were as follows:

- Mr. Tim Morgan requested that Public Works share the MyOC! Application with the Transportation Advisory Committee due to its usefulness and quick responses in relation to reporting issues around the City.
- Senior Administrative Assistant, Audrey Meeker, walked through how to find the MyOC! application on the City website.
<https://www.oregoncity.org/1174/My-OC>
- Public Works has requested that the request portal be more visible on the Oregon City website.

g. Transportation Revenues & Capital Outlay

Major points were as follows:

- Mr. John Lewis provided a presentation on the following: How revenue is collected; how we receive funds for transportation projects (taxes, fees, grants, and earmarks); how Capital Outlay Projects are identified and prioritized; list of completed projects, project in progress, and the next projects in the queue and why.
- Transportation Projects related to bike & pedestrian projects are eligible to be funded by SDCs (39.4% SDC funding) the remaining funds come from other sources (gas tax, grants, developer contribution, partnership, earmark, etc.). We've been collecting healthy SDCs from developments, but we do not

have the match or funding from residents, which is critical.

- Mr. Cedomir Jesic asked about the City of Milwaukie SAFE (Safe Routes For Everyone) This program is paid for by residents and asked how it compares to the City of Oregon City street funds. Mr. Lewis mentioned they passed a bond (loan) and use taxes and fees.
- Ms. Julie Hernandez asked for more information because it was noted in the PPT that the development is dropping off, which creates less SDC fees coming in. What happens when all developers have built and there is no land left to build on? How many acres are there now for Oregon City to be built out?
 - In response, Mr. Lewis explained that the next budget cycle is when Public Works will start the new Transportation System Plan (this is done approximately every 10 years). The Community members that want to participate, will look at the Urban Growth Boundary, undeveloped land, and projects to estimate how much development that will be, how many trips that will results in, identify where things will break, and what roads need to be wider. The growth may or may not happen within the estimated 30 years that the TSP covers. New development only pays for 39.5% of costs, the remaining balance is paid by the residents.
- Ms. Donovan asked if Oregon City is planning on doing anything with the Governors new Senate Bill that allows building housing up to 300 acres. This is related to the Urban Growth Boundary. Ms. Donovan referenced SB1537.
 - Mr. Lewis explained that the challenge with Oregon City is that there are constraints on topography and infrastructure that limit the City's ability to grow its Urban Growth Boundary.

6. COMMUNICATION

- Mr. Jesic Cedomir would like an update on the Holcomb Safe Routes to Schools.

7. FUTURE AGENDA ITEM

- 5-Year PMUF Plan – May meeting
- Update on Holcomb Safe Routes To Schools (Mr. Cedomir Jesic)
- Senate Bill 1537 – Urban Growth Expansion Bill (Ms. Petronella Donovan)

8. ADJOURNMENT

There being no further business, the meeting adjourned at 7:42 pm.

Respectfully Submitted,



Audrey Meeker
Senior Administrative Assistant

March 19, 2024
Transportation Advisory Committee
Page 5 of 5



CITY OF OREGON CITY

Staff Report

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

To: Transportation Advisory Committee **Agenda Date:** 04/16/2024
From: Public Works Senior Administrative Assistant, Audrey Meeker

SUBJECT:

New Business

TOPIC:

20 Is Plenty – Next Steps

Determine the following:

- Engagement with Community
- City Commission Work Session
- City Commission Meeting

General Information:

- Number of Signs in Oregon City: 175
 - Existing signs: \$10,500 plus staff time for each.
 - New signs: \$169.38 x # of new sign locations

Speed Limit Sign Costs Broken Down

Existing sign location:

- 15 minutes staff time.
- \$60 for the new sign.

New sign location:

- 45 minutes staff time.
- \$60 new sign.
- V-Loc \$65.75.
- V-Loc wedge \$7.80.
- 2-3/8" X 10 round post \$27.70.
- Brackets/hardware \$8.13.

Total cost of sign/pole/hardware/v-Loc = \$169.38.

CITY OF OREGON CITY - 2024 City Commission Meeting Calendar

Item #2.

Regular Commission Mtgs Occur on the 1st and 3rd Wednesday of each month, at 7 p.m.
 Work Sessions occur on the Tuesday in-between regular sessions, at 7 p.m. & are published the Thursday prior to the meeting date.
 Agenda Items/Staff Reports are due 7 days prior to the meeting date.
 *Times may change due to City recognized Holidays.

City Commission Meeting Date	Staff Reports due to Dayna	Staff Reports Due to City Recorder	Ordinances Due	Ordinances Posted	Packets Distributed
March 6, 2024	Feb. 23	Feb. 27	Feb. 27	Feb. 28	Feb. 29
March 12, 2024 WS	March 1	March 5			March 7
March 20, 2024	March 8	March 12	March 12	March 13	March 14
April 3, 2024	March 22	March 26	March 26	March 27	March 28
April 9, 2024 WS	March 29	April 2			April 4
April 17, 2024	April 5	April 9	April 9	April 10	April 11
May 1, 2024	April 19	April 23	April 23	April 24	April 25
May 7, 2024 WS	April 26	April 30			May 2
May 15, 2024	May 3*	May 7	May 7	May 8	May 9
June 5, 2024	May 24*	May 28	May 28	May 29	May 30
June 11, 2024 (WS Changed to Regular Meeting)	May 31	June 4			June 6
June 10, 2024 WS (cancelled)	June 11	June 11	June 11	June 12	June 13
July 3, 2024 (cancelled)	June 21	June 25	June 25	June 26	June 27
July 9, 2024 (Special Mtg w/ a WS)	June 28	July 2			July 3*
July 17, 2024	July 12	July 9	July 9	July 10	July 11
August 7, 2024	July 26	July 30	July 30	July 31	Aug. 1
August 13, 2024 WS	Aug. 2	Aug. 6			Aug. 8
August 21, 2024	Aug. 9	Aug. 13	Aug. 13	Aug. 14	Aug. 15
September 4, 2024	Aug. 23	Aug. 27	Aug. 27	Aug. 28	Aug. 29
Sept. 10, 2024 WS	Aug. 30*	Sept 3			Sept. 5
September 18, 2024	Sept. 13	Sept. 10	Sept. 10	Sept. 11	Sept. 12
October 2, 2024	Sept. 20	Sept. 24	Sept. 24	Sept. 25	Sept. 26
Oct. 8, 2024 WS	Oct. 4	Oct. 1			Oct. 3
October 16, 2024	Oct. 11	Oct. 8	Oct. 8	Oct. 9	Oct. 10
November 6, 2024	Oct. 25	Oct. 29	Oct. 29	Oct. 30	Oct. 31
Nov. 12, 2024 WS	Nov. 1	Nov 5			Nov. 7
November 20, 2024	Nov. 8	Nov. 12	Nov. 12	Nov. 13	Nov. 14
December 4, 2024	Nov. 22	Nov. 26	Nov. 26	Nov. 26*	Nov. 26*
Dec. 10, 2024 WS	Nov. 29	Dec 3			Dec. 5
December 18, 2024	Dec. 6	Dec. 10	Dec. 10	Dec. 11	Dec. 12

City of Oregon City

GEOGRAPHIC INFORMATION SYSTEM

Sign Locations

25 mph

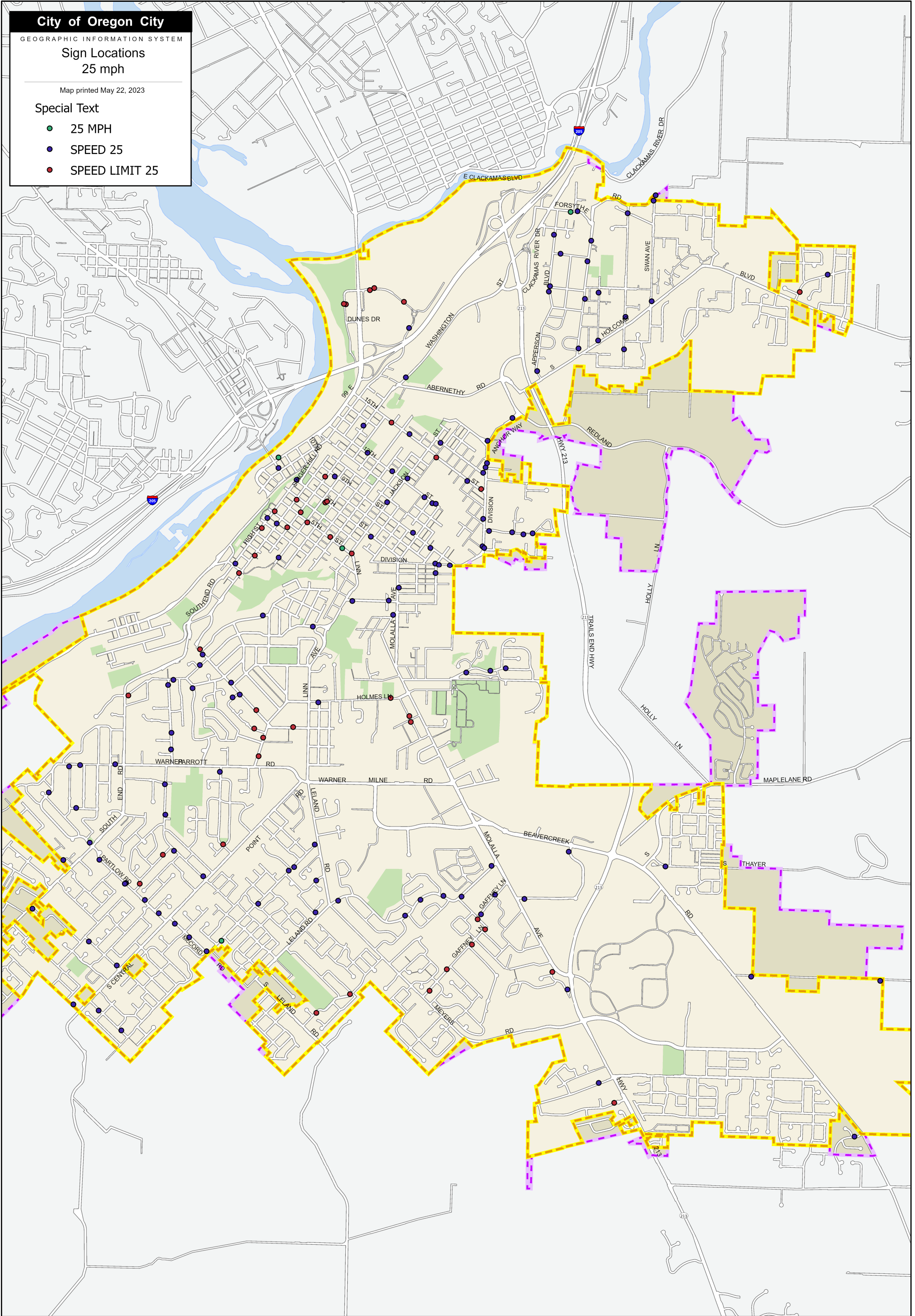
Map printed May 22, 2023

Special Text

25 MPH

SPEED 25

SPEED LIMIT 25



The City of Oregon City makes no representations, express or implied, as to the accuracy, completeness and timeliness of the information displayed. This map is not suitable for legal, engineering, or surveying purposes. Notification of any errors is appreciated.



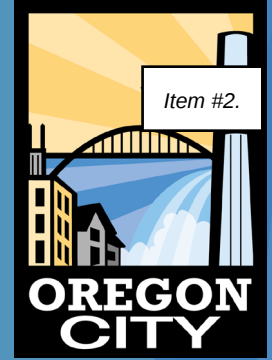
0 1,000 2,000 Feet

1 inch = 2,200 feet

City of Oregon City
P.O. Box 3040
625 Center St
Oregon City, OR 97045
503-657-0891 phone
503-657-6629 fax
www.orecity.org



Date: 5/23/23
Map Name: Speedlimits.aprx|25 mph Sign Locations - 11x17P
Plot Name: 25 mph Sign Locations - 11x17P - 20230523.pdf

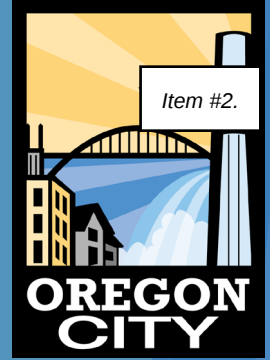


20 MPH Speed Limit Pilot Project

City Commission Work Session

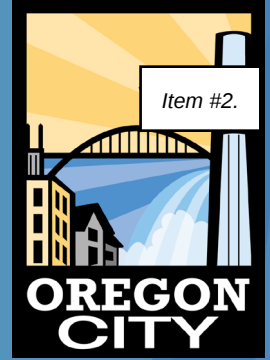
February 12, 2019

Background



- ▶ Staff Proposed a 20 mph Speed Limit Policy in July 2018. We heard the following:
 - ▶ Does reducing the speed limit improve safety?
 - ▶ Encourage this to be based on a request from neighborhood
 - ▶ Community outreach before implementation
 - ▶ How do we evaluate the program for success?

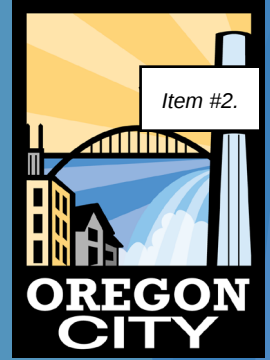
Implementing a 20 mph speed limit under ORS 810.180



- ▶ Located in a residential district
- ▶ Fewer than 2,000 vehicles per day
- ▶ 85th percentile speeds less than 30 mph
- ▶ Traffic control device that indicates the presence of pedestrians or bicycles



Improved Safety

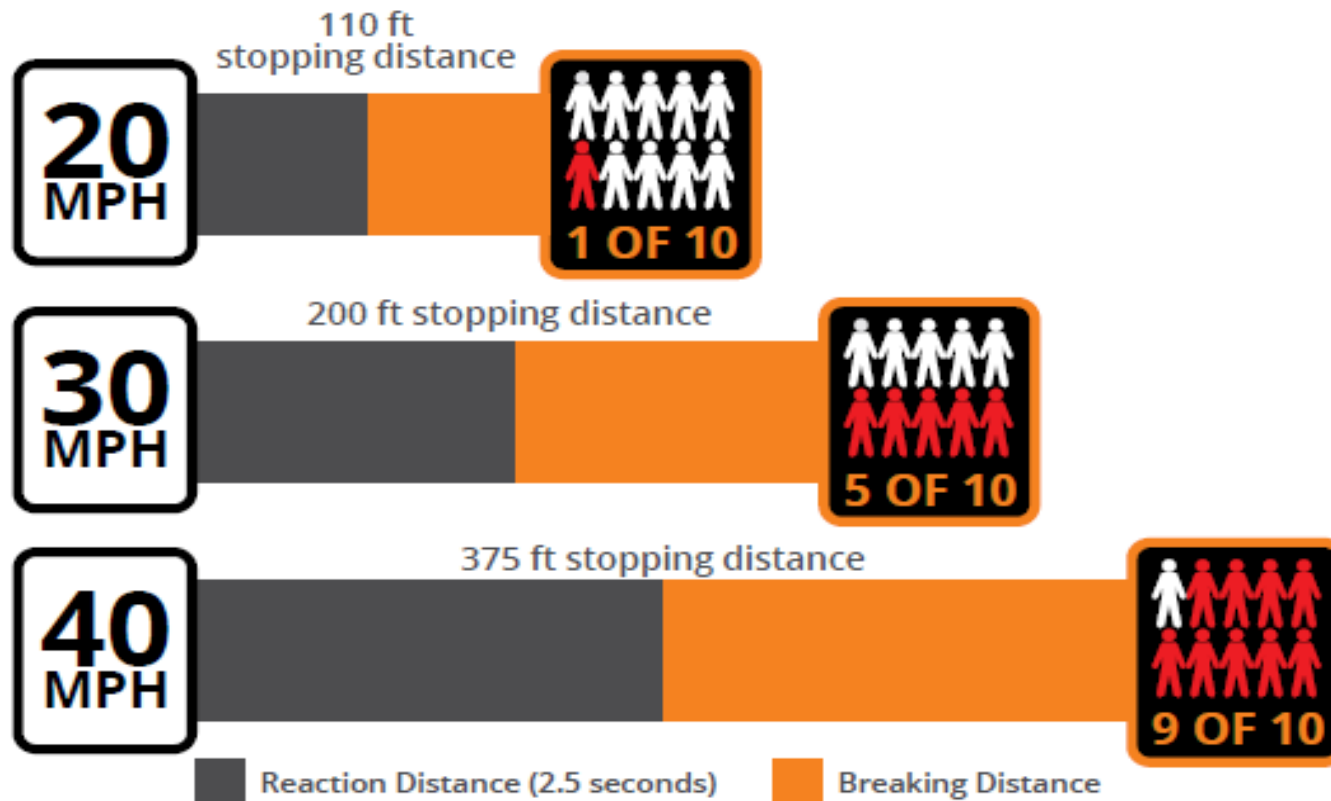


DEATH DUE TO SPEED

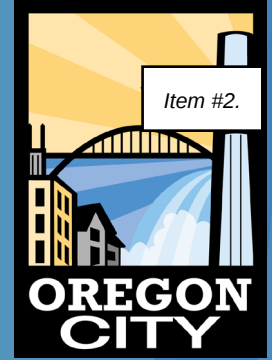
U.S. DEPARTMENT OF TRANSPORTATION, LITERATURE REVIEWED ON VEHICLE TRAVEL SPEEDS AND PEDESTRIAN INJURIES, MARCH 2000.
[HTTP://WWW.NHTSA.GOV/ABOUT+NHTSA/TRAFFIC+TECHS/CURRENT/LITERATURE+REVIEWED+ON+VEHICLE+TRAVEL+SPEEDS+AND+PEDESTRIAN+INJURIES](http://www.nhtsa.gov/about/nhtsa/traffic+techs/current/literature+reviewed+on+vehicle+travel+speeds+and+pedestrian+injuries)

Improved Safety

Fig. 3: Effects of Vehicle Speed on Braking Distance and Fatality Rate in Collisions



Pilot Project



- ▶ Based on what we heard, staff proposes a Pilot Project
 - ▶ Implement in Canemah Neighborhood based on neighborhood support & request

Canemah Neighborhood Association

September 26, 2018

To the City Commission:

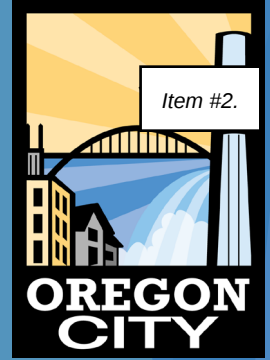
In the April, 2018 meeting of the Canemah Neighborhood Association we had a discussion led by Kelly Reid regarding the concept of “Family Friendly Streets.” There is strong support within the neighborhood for implementation of Family Friendly changes in Canemah.

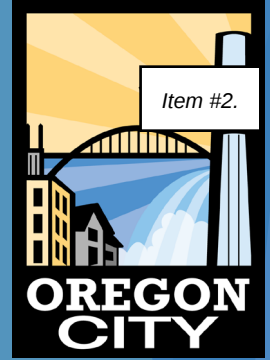
Stop signs at two intersections—Ganong St. at 3rd Ave. and Blanchard St. at 4th Ave.—might help minimize the risk of vehicle and pedestrian accidents. Those present at the meeting expressed support for these, along with speed limit reductions to 20 mph on the narrow roadways that tend to be obstructed by parked vehicles.

We hope that you will take our community support into consideration in future planning. Thank

Why Canemah?

- ▶ Neighborhood Association has formally requested a 20 mph zone and new stop signs at two intersections
- ▶ Meets ORS requirements for traffic volumes, speeds, & residential district
- ▶ The adopted McLoughlin-Canemah Trail Plan recommends this change

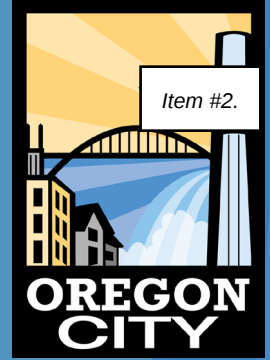




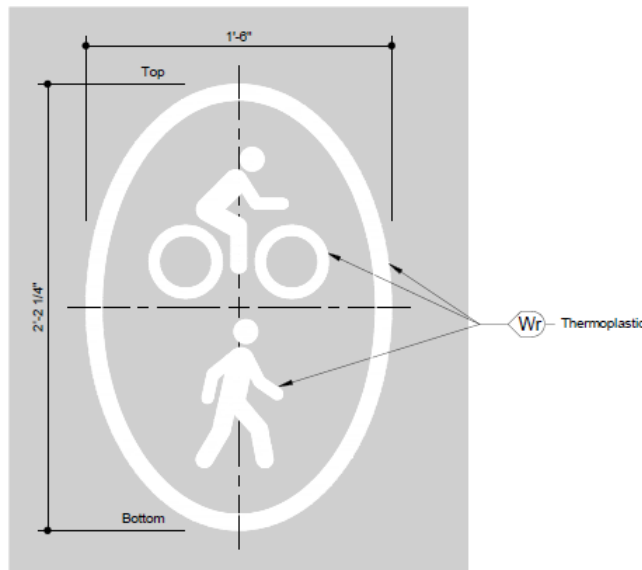
What would a Canemah Pilot Project allow us to do?

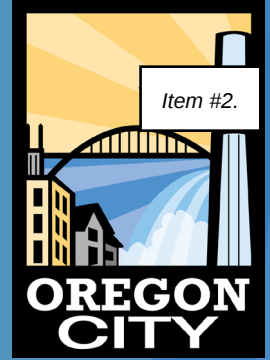
- ▶ Test out a 20 mph program in one area, to determine if we want to implement in other areas
- ▶ Build on and complement components of the McLoughlin-Canemah Trail (MCT) already underway:
 - ▶ Tumwater Street closure as part of the ODOT 99E Tunnel Illumination project
 - ▶ Installation of Sharrows on High Street following recent paving work
- ▶ Understand costs to implement 20 mph speed limit

Implementing a 20 mph speed limit in Canemah



- ▶ Family Friendly Route signage
- ▶ Installation of traffic control devices that indicates the presence of pedestrians or bicycles

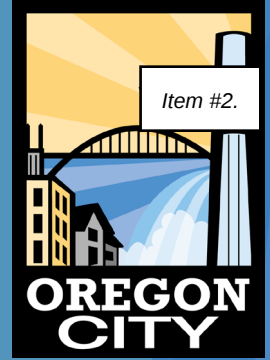




Additional traffic control changes to create a Family Friendly Route

- ▶ Installation of stop signs at two intersections in Canemah Neighborhood
 - ▶ Ganong Street & 3rd Avenue
 - ▶ Blanchard Street & 4th Avenue
- ▶ Additional intersection pavement markings to create a safe corridor for walking & biking

If a Pilot Project in Canemah is supported by City Commission . . .

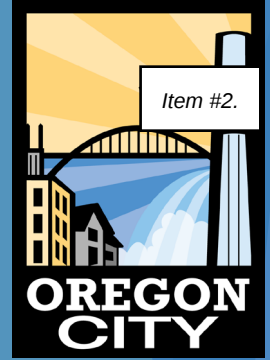


- ▶ Confirm implementation with Canemah Neighborhood Association (April)
- ▶ Outreach to Canemah residents (Apr-June)
- ▶ City Commission Adoption of Ordinance (Summer 2019)
- ▶ Installation of Signage & Pavement Markings (Summer 2019)
- ▶ Follow-up with Canemah Neighborhood (6 months after implementation)
- ▶ Update City Commission on Pilot Project and continued implementation of program (~9 months after implementation)

Questions



Canemah Neighborhood





CITY OF OREGON CITY

Staff Report

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

To: Transportation Advisory Committee **Agenda Date:** 04/16/2024
From: Public Works Senior Administrative Assistant, Audrey Meeker

SUBJECT:

Public Works Report

TOPICS:

City of Milwaukie SAFE Program

Oregon City Growth Boundary:
SB1537 – Addressing Oregon’s Housing Supply and Affordability Crisis

Holcomb Safe Routes to Schools Update

Public Works Report

April 16, 2024



Transportation Advisory Committee

Agenda

- City of Milwaukie SAFE Program
- Oregon City Growth Boundary:
SB1537 – Addressing Oregon’s Housing Supply and Affordability Crisis
- Safe Routes to Schools Update



City of Milwaukie SAFE Program

Presented by: John Lewis, Public Works Director

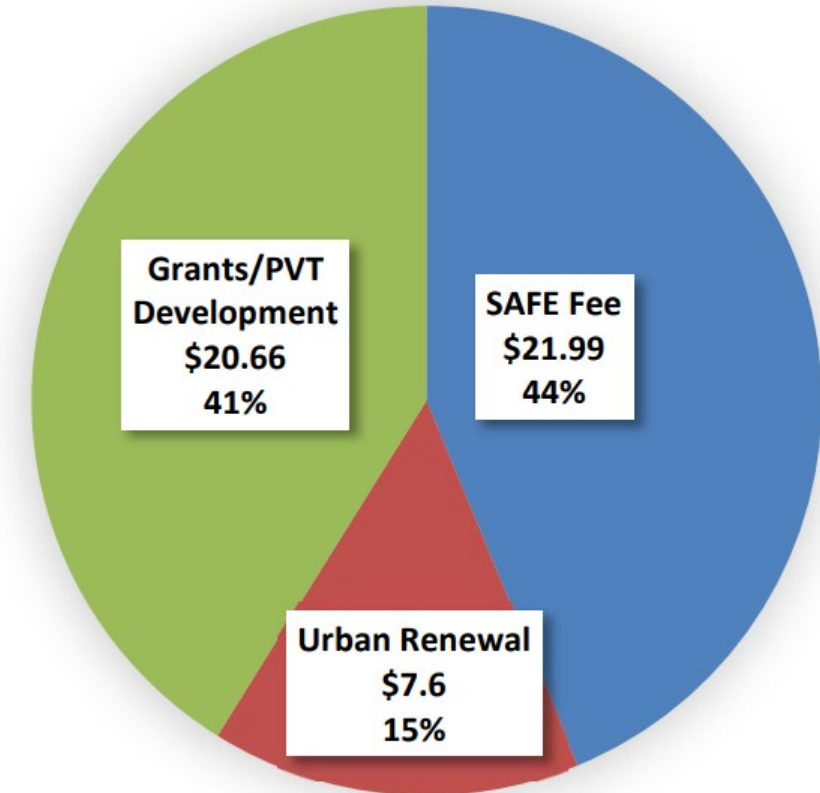


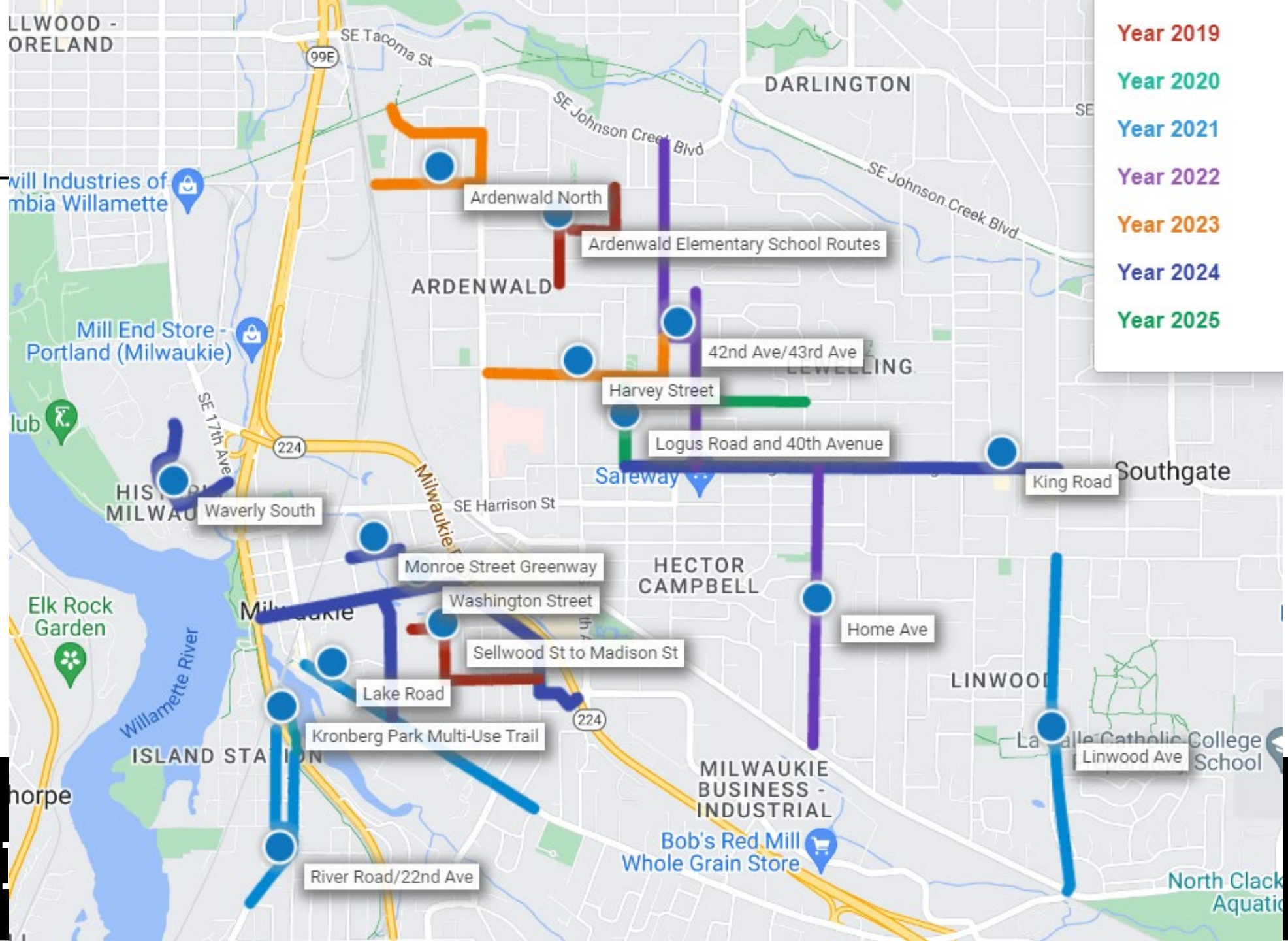
Public Works Report



City of Milwaukie SAFE Program

- Safe Access For Everyone (SAFE)
- City program to improve safety for people walking, biking and rolling. Program includes:
 - Filling gaps in Milwaukie's network of sidewalks, curb ramps, and multi-use paths
 - Replacing portions that don't meet Americans with Disabilities Act (ADA) standards
 - Removing barriers for people to get where they need to go safely
- Collect the SAFE fee from residents as a part of the city's utility bill. The amount is based on the type of property and the way it is used. The SAFE fee for a single-family residential unit is \$5.74/month.
- SAFE's goal is to build 28 miles of sidewalk/multi-use paths and 900 ADA ramps in nine years.





- Year 2019
- Year 2020
- Year 2021
- Year 2022
- Year 2023
- Year 2024
- Year 2025

Item #3.

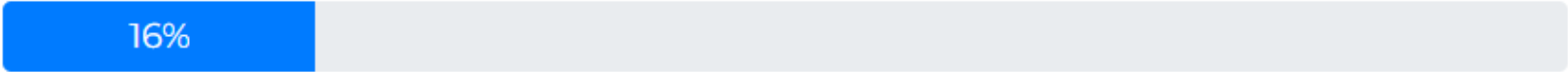


Pu



Program Progress Measures.

Item #3.



5

miles of sidewalks and paths added.



25

Public Engagement Opportunities



1,473

Students within 1/2 mile of a Safe Route to School



275

Trees Planted



151

New ADA Accessible Curb Ramps Constructed



Oregon City Growth Boundary: SB1537 – Addressing Oregon’s Housing Supply and Affordability Crisis

Presenter: John Lewis, Public Works Director



CITY OF OREGON CITY

Staff Report

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

To: Transportation Advisory Committee **Agenda Date:** 04/16/2024

From: John Lewis, P.E., Public Works Director

SUBJECT:

Oregon City's position on pursuing a one-time Urban Growth Boundary expansion related to Senate Bill 1537: Addressing Oregon's Housing Supply and Affordability Crisis

EXECUTIVE SUMMARY:

Ms. Aquilla Hurd-Ravich, Community Development Director responded that Oregon City will most likely not request a one-time Urban Growth Boundary (UGB) expansion. This is because Oregon City currently has land that is not annexed and is inside the Urban Growth Boundary, that has not yet been developed.

About 20 years ago Metro added three areas to our Urban Growth Boundary, [Park Place Concept Plan](#), [Thimble Creek Concept Plan](#), and [South End Concept Plan](#). These areas can be seen in a map in the OC 2040 Comprehensive Plan.

- Park Place Concept Plan covering 500 acres for residential and small nodes of neighborhood-scaled commercial development, adopted in 2008.
- Thimble Creek (originally Beaver Creek Road) Concept Plan covering 453 acres, provides for a complete community including residential, industrial, and neighborhood-scaled commercial, adopted in 2008.
- South End Concept Plan includes approximately 510 acres planned for residential development, adopted in 2014.

Oregon City has not seen much development in these lands due to lack of infrastructure and the high expense involved in providing the necessary infrastructure for these facilities and services. Ms. Hurd-Ravich presumes that any future Urban Growth Boundary expansion would also have similarly slow development potential given the surrounding topography and other geographic constraints.

Traditionally, cities have needed to show they need more land through a [Housing Needs Analysis](#) before Metro or the State would approve an Urban Growth Boundary expansion. Our most recent Housing Needs Analysis did not indicate that we need more land although land zoned for high density (R-2) is in short supply.

That said the City has seen quite a bit of infill development including multifamily and subsidized affordable housing. In 2023, Oregon City reported that 277 units were built, 212 are multifamily, and 24 are subsidized affordable units. The development called [Maple Lane North](#) (at the intersection of Maple Lane and Beavercreek Road) is funded through Clackamas County and will be all affordable units when completed. The development called Maple Lane South (at the same intersection) will be market rate multifamily units.

We are also currently reviewing a [land use application for a subdivision](#) in Thimble Creek Area which will provide more market rate units. At this time, we are seeing housing develop within the City limits and a high cost to develop in Urban Growth Boundary expansion areas due to lack of infrastructure and for those reasons Ms. Hurd-Ravich does not anticipate Oregon City requesting a one-time Urban Growth Boundary expansion.

BACKGROUND:

Transportation Advisory Committee member, Ms. Petronella Donovan inquired about Oregon City's position in pursuing a one-time Urban Growth Boundary expansion in relation to the Senate Bill 1537: Addressing Oregon's Housing Supply and Affordability Crisis at the March 19, 20 2024 Transportation Advisory Committee Meeting.

SB1537 establishes a one-time Urban Growth Boundary (UGB) tool for cities that have a need for both land and affordable housing and requires that 30% of all the homes are affordable. While this tool does allow expedited and limited expansions for cities that have a need, it also has a series of requirements to ensure that expansion areas are the type of communities that Oregonians want; complete communities with diverse housing choices, a mix of densities, stores and restaurants, parks, and open space, walking and biking infrastructure, affordable homeownership opportunities, and more. Land cannot be high-value farm or forest land outside of urban reserves already designated for future urban development and is capped at no more than 75 or 150 acres, depending on city population. The tool is designed to ensure that as Oregon communities grow, they can accommodate urgently needed affordable and middle housing production, while also retaining the state's natural beauty and diverse neighborhoods.

Holcomb Safe Routes to Schools Update

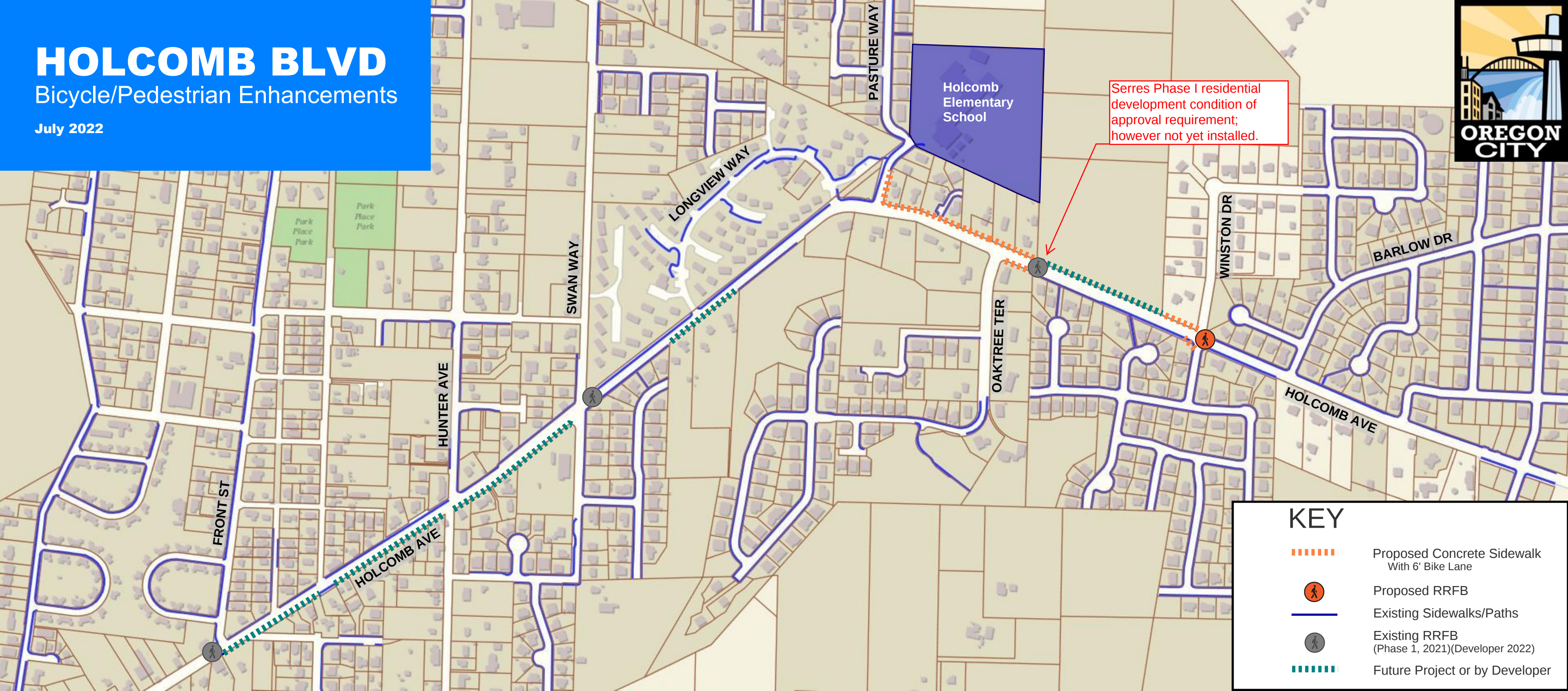
Presenter: John Lewis, Public Works Director



HOLCOMB BLVD

Bicycle/Pedestrian Enhancements

July 2022



KEY

- Proposed Concrete Sidewalk With 6' Bike Lane
- Proposed RRFB
- Existing Sidewalks/Paths
- Existing RRFB (Phase 1, 2021)(Developer 2022)
- Future Project or by Developer

Questions?

