

TGM 2019 Grant Application

Transportation and Growth Management Program grant application for the year 2019.

Be sure to download and review the [2019 application packet](#) before filling out this grant application. Additional resources and examples of successful applications can be found on the [TGM planning grants page](#).

You can save your progress by clicking the "Save" button at the bottom of the form.

Type of grant

Category 2: Integrated Land Use & Transportation Planning

ODOT region (1-5):

1

Primary applicant jurisdiction:

Oregon City

Project title:

Oregon City Comprehensive Plan Update for Equity

Mailing address:

PO Box 3040, Oregon City, Oregon 97045

Contact person name:

Laura Terway

Contact person title:

Community Development Director

Contact phone:

(503) 496-1553

Contact email:

lterway@orc.org

List other local jurisdictions providing match:

Summary description of project:

Though the City will be updating all the components of the Comprehensive Plan to assure we are equitably serving the community, this project will focus on transportation and land use. The project will include voices of all community members, including underrepresented populations such as communities of color, living in subsidized housing, homeless to understand how better support them with transportation and zoning. What are the barriers to more affordable, non-vehicular modes of travel or what needs cannot be accommodated near home? How have past policies and investments effected equitable and efficient land use & transportation choices? How should we approach new types of mobility such as ride shares and micro transit to make them a safe and comfortable option? If the community can have multiple modes of safe access to goods, services, and employment nearby, then the lives of those with limited mobility would be enriched and the overall vehicle miles traveled by all would be reduced

Project cost table

TGM funds requested

Consultant:

\$ **Consultant**
78,000

Local reimbursement:

\$ **Local Reimbursement**

47,260

Total TGM funds requested

\$ Total TGM Funds Requested
125,260

Local match

12% minimum (calculated)

\$ 12% Minimum
17,081

Match to be provided

Labor, supplies and services during project:

\$ Labor, supplies and services during project
102,130

Payment when Intergovernmental Agreement is signed:

\$ Check at time of IGA signing
0

Certifications

This application was prepared by staff of the primary applicant or staff of one of the involved jurisdictions.

Consultant name (if applicable):

Untitled

By checking this box, I certify that my organization listed above supports the proposed project, has the legal authority to pledge matching funds, and has the legal authority to apply for Transportation and Growth Management funds. I further certify that matching funds are available or will be available for the proposed project. I understand that all State of Oregon rules for contracting, auditing, underwriting (where applicable), and payment will apply to this project.

Date

6/6/2019

Eligibility requirements

The following three eligibility requirements are reviewed on a pass/fail basis. Applications found to not meet each of these requirements will not be scored against the award criteria and will not be awarded a grant.

1. Clear transportation relationship

A proposed project must have a clear transportation relationship and produce transportation benefits. A project must entail analysis, evaluation and selection of alternatives, development of implementation actions, and public involvement that results in a long range transportation plan, land use plan, or other product that addresses a transportation problem, need, opportunity, or issue of local or regional importance.

1. Clear Transportation Relationship

The 2004 Comprehensive Plan was created with traditional public outreach methods and included goals and policies reflective of the TGM objectives. Nearly 15 years later, many still struggle to find housing, goods, services, & mobility between. Perhaps because we did not adequately reflect the barriers of the community when creating the plan such as those that rely on social services in Oregon City or there was inadequate guidance for effective implementation (between departments/agencies). This project will update the land use and transportation components of the Comprehensive Plan for an equitable vision of the next 20 years and create clear policies for planning, infrastructure, & the City's future. Thoughtful planning can improve wellbeing with nearby goods and services accessible from a variety of safe low-cost transportation methods such as walking, biking, micro transit, and transit and consequently reduce vehicle miles traveled in the City, on adjacent highways, and freeway.

2. Adoption of products to meet project objectives

A proposed project must include preparation of an adoption-ready product or products that lead to a local policy decision and that directly address the project objectives, such as a transportation system plan, comprehensive plan amendment, land use plan, code amendment, implementation program, or intergovernmental agreement. Projects are expected to include adoption hearings (or equivalent) by the governing body or to prepare products which will be adopted as part of a larger project.

2. Adoption of Products to Meet Project Objectives

The grant will result in the adoption of a new Comprehensive Plan that will be adopted through a legislative hearing process. The update process may also inform subsequent zoning map amendments; however, this task is not part of the proposed scope of work. The city has just completed a major code update to implement equitable housing. The Comprehensive Plan update process will include a comprehensive existing conditions review of adopted public facilities plans, transportation policies, and projects.

The updated Comprehensive Plan and Map will include:

- 20-year Community Vision Statement
- Process and Public Comment Summary
- Goal and Policy Summary Reports
- Transportation Study
- Economic, Social, Environmental, and Energy (ESEE) Analysis

3. Support of local officials

A proposed project must clearly demonstrate that local officials, both the primary applicant and any co-applicants, understand the purpose of the grant application and support the project objectives. A resolution of support, meeting minutes, or authorized letter from the governing body of all applicants (e.g. City Council, Board of Commissioners, or Transit Board) must be submitted with the application to meet this requirement.

Upload your resolution, minutes or authorized letter from governing body of applying jurisdiction(s) here:

CC Reso 19-12 Support of Grant Application.pdf

Award criteria

Applications will be scored on the following criteria. Instructions for responding to these criteria can be

found in the [application packet](#).

TGM may award up to 10 bonus points for innovation.

1. Proposed project addresses a need and supports TGM objectives (up to 40 points)

The project clearly and effectively addresses a local or regional transportation or transportation-related land use issue, problem, need, or opportunity and will achieve one or more of the TGM objectives.

1. Proposed project addresses a need and supports TGM objectives (up to 40 points)

The purpose of the grant is to update the transportation and land use portions of Oregon City Comprehensive Plan to serve the community through 2040 by making it easier to meet needs close to home and travel around the City in non-vehicular modes which results in reduced vehicle miles traveled. While the project will serve all TGM goals due to its comprehensive nature, our response to this item will focus mainly on Goals 1 and 4.

Project Need

The purpose of the Comprehensive Plan is to implement a community vision for the next 20 years and assure that it is representative of all of our community members and equitably reflects their aspirations and needs. Oregon City's existing Comprehensive Plan contains principles, goals, and policies that are very closely aligned with TGM objectives. The City has implemented or is in the process of implementing many of the goals and policies. However, over time, the vision and principles behind the Comprehensive Plan have been overshadowed by concerns about traffic congestion, outdated plans, reduced public participation, and general distrust and misunderstanding of the development review process and how transportation is analyzed, funded and managed. This is exacerbated by the fact that the current Comprehensive Plan does not include performance measures or other accountability mechanisms, resulting in a minimal discussion about the City's progress toward its established goals and policies.

The City adopted a new Transportation System Plan in 2013, which is highly consistent with TGM goals and includes recommended performance measures and subsequently alternate mobility targets. However, the City has not had the opportunity to consistently collect data to measure our progress toward those multimodal goals. The City will gather data and measure our performance for mode share, VMT, safety, and other measures identified by our TSP.

Since 2004, and even since the TSP update in 2013, Oregon City's transportation needs have drastically changed. Alternative transportation modes such as Uber, Lyft, autonomous vehicles, bike share, and electric scooter share companies now exist in the Portland Metro area. Additionally, the Orange MAX Line connecting Milwaukie and Portland is completed. These new and emerging transportation options have undoubtedly changed the transportation landscape and the transportation needs of residents of Oregon City, as well as the City's priorities as they relate to transportation and land use patterns. Though the existing Comprehensive Plan encourages multi-modal transportation and takes into account various travel options, it could not have predicted the array of transportation options available to Oregon City residents today or planned for the transportation networks and infrastructure that would be needed to support them.

Most importantly, this update process provides the opportunity to evaluate and consolidate a variety of existing goals and policies through an equity lens, which has not been clearly articulated before in the various adopted city plans, and which cannot be further articulated without the involvement of underserved community members. A few recent legislative processes, such as the city's adoption of development code for equitable housing, have indeed clearly included the perspectives of the homeless, the priced-out and rent-burdened members of our community. We provide a significant amount of social services in Oregon City but have not adequately engaged the population which use them. Equitably planning for transportation

can build on this input and seek further involvement to assure that land use and transportation choices foster a healthy community for everyone.

The Oregon City community has changed in significant ways in the last 15 years:

- Oregon City's population grew by 35%, and the number of households increased by 39%.
- The percentage of children that call Oregon City home decreased while those over the age of 65 increased by 38%.
- The race of Oregon City residences grew more diverse and there are now 41 different languages spoken within the Oregon City School District.
- About 35% of Oregon City's households are cost burdened (paying 30% or more of their household income on housing costs). About 50% of Oregon City's renters are cost burdened and about 28% of Oregon City's homeowners are cost burdened. Cost burden rates in Oregon City are very similar to those in the Portland Region.
- The City is responding to the need for services and facilities for the homeless, through the adoption of zoning changes to allow temporary transitional housing. We housed 40% of the homeless shelter beds in Clackamas County last year, and have seen an expansion of services to assist those in need by churches, non-profits, and Clackamas County with programs such as "A Safe Place".

This project furthers the TGM objective of providing safe, convenient, and equitable transportation choices. The existing comprehensive plan does not reflect many of the transportation choices available to Oregon City residents today, partly because many of these choices were not available in 2004 when the plan was last updated, but also because the plan did not clearly articulate for social equity as a priority. This update will change that by prioritizing inclusive engagement targeting underserved communities, through which we can better understand residents' needs and vision for our community, including their mobility patterns, transportation needs and priorities, and how these needs should inform land use patterns and development standards.

We know that transportation costs are second only to housing costs within our community, so providing equitable transportation options that adequately serve members of our community with limited resources can have a significant impact on their wellbeing and Oregon City as a whole. Once the city better understands residents' transportation needs, the comprehensive plan update can be used to promote comprehensive plan goals and policies related to land use patterns, infrastructure, and development standards that feed into a safe, convenient, connected and equitable transportation network for all residents of Oregon City. Additionally, the project will help us prioritize transportation investments and decisions in a way that reflects community needs.

An updated transportation section of the comprehensive plan created through an equitable public engagement process will be able to holistically address many of the current topics and issues among different departments and agencies. These include:

- How do we meet the needs of the city residents and reduce the need to travel out of the city for services thereby reducing overall Vehicle Miles Travelled (VMT) on Highways 99E, OR-213, and I-205?
- How are we actively reducing the jobs/housing imbalance in Oregon City?
- How are we strengthening alternate mobility modes and infrastructure (transit, walking, bicycling, ride-sharing) to provide all residents with additional mobility choices and access throughout the City.
- How do we prioritize active transportation projects enough that they can create a change in public perception and are a viable alternative?
- How are we planning for an aging population that may not be able to drive or walk to services?
- How do we ensure that the general public and policymakers understand best practices relating to congestion, active transportation, and capacity trade-offs on local and regional systems?
- How well are we meeting existing goals, policies, and TSP performance measures? Are they effectively being implemented?
- What are Oregon City residents' attitudes towards the innovation of rideshares, micro transportation, and

online retailers and their expected impact on transportation and community design?

The City Commission is dedicated to listening to the community and creating an equitable plan which serves us all and reflects the changing needs and priorities of the community.

This project furthers the TGM objectives of reducing public and private costs through compact land uses and well-connected transportation patterns.

The existing Comprehensive Plan includes goals and policies that promote efficient use of land, mixed uses, and infill development, as well as multimodal transportation options. However, the City has not measured its efficiency or its investments as they relate to efficiency. As a precursor to the Comprehensive plan update, this project will include data collection and analysis regarding land use efficiency, such as property tax revenue per acre, per zoning designation, etc. This analysis will inform the Comprehensive Planning process and will start a conversation with the community about tradeoffs related to land use and transportation.

We expect the updated plan will develop goals and policies to assure a funded, cost-effective, efficient and well-connected transportation system that equitably supports mobility for all through many modes. It is anticipated that this objective will be met in the following ways:

- The project will include transportation goals and policies in compliance with Statewide Planning Goal 12, Transportation (OAR 660-015(12)), with particular emphasis on serving the needs of the transportation disadvantaged, i.e., those individuals and groups who have difficulty in obtaining transportation because of their age, gender, race, income, physical or mental or social disability.
- The project will include references to the Capital Improvement Program to fully and equitably account for the cost of public facilities required to serve existing and future development. The 2014 Transportation System Plan states that unless additional funds are developed, Oregon City will be expected to have \$84.3 million worth of unfunded projects.

2. Proposed project is timely and urgent (up to 25 points)

The application demonstrates timeliness and urgency. The project is needed now to:

- address pressing local transportation and land use issues
- make amendments to local plans or regulations necessitated by changes in federal regulations, state requirements, or regional plans
- make amendments to local plans or regulations necessitated by changes that were not anticipated in previous plans including growth or lack of growth, changes in land use patterns, or changes in available funding
- build on, complement, or take a necessary step toward completing or implementing other high-priority community initiatives, including supporting a Governor's Regional Solutions team priority
- resolve transportation or land-use-related issues affecting the project readiness of local, regional or state transportation projects for which funding is expected to be obligated within the near future.

2. Proposed project is timely and urgent (up to 25 points)

This project is timely and urgent for several reasons:

To address pressing local transportation and land use issues.

The City experienced significant development since the 2004 Comprehensive Plan and on the edge of the Metro Urban Growth Boundary with large undeveloped areas, we are expecting even more development within the next 20 years. Grappling with the balance of multiple conflicting goals will only become more

difficult as more development occurs. An example is the adoption of alternate mobility targets a state highway. The main concerns relate to lack of equitable public participation, traffic congestion, limited public transportation, and increased densities without requisite increases in amenities and services. Residents have increased transportation and housing costs and a rising disparity between lower-income households and higher income households. For developers, the main concerns are rising costs, limited capacity for zone changes in new Concept Plan areas due to the state's Transportation Planning Rule (TPR) requirements.

The City adopted three Concept Plans and saw large annexations that will soon result in large developments. The areas of the City experiencing development have many County and State facilities and roadways, which makes street improvements a complicated issue. This project would allow for inter-agency conversations and strategies to better handle infrastructure decisions.

To address anticipated changes in state requirements and regional plans and changes not anticipated in previous plans.

The current conversation in the Metro region regarding mobility and mobility targets is very salient to Oregon City. The City adopted a Transportation System Plan in 2013 and was the first jurisdiction in the Metro region to adopt an Alternate Mobility Standard for one of our major intersections last year.

The current Comprehensive Plan also does not anticipate the Willamette Falls Legacy Project, which is a major redevelopment of a former downtown mill site. Related to the Legacy Project is our quickly developing Regional Center in downtown that is recently seeing new transportation-related projects and developments including 1) adopted Mixed Use Multimodal area. 2) a local job connector shuttle coming in 2020 that would connect downtown to large employment areas in the city 3) A newly adopted Transportation Demand Management plan and a group that has plans to form a Transportation Management Association in upcoming years.

Oregon City is currently working on a Housing Needs Analysis and Municipal Code amendments which would allow for more housing options within the city and a streamlined review process for these housing types, however, these issues can't be addressed in a vacuum. The comprehensive plan update would give us the opportunity for a more comprehensive approach to establishing the transportation network, jobs, amenities, and infrastructure needed to support new housing.

To take a necessary step toward completing high priority community initiatives.

The City is focused on equity for this project, which represents a new lens for Oregon City. With all this change, we have not been able to perform an analysis of the impact on our city residents and businesses. The update will allow us to determine which neighborhoods have received investments and which have been underserved. We are committed to hearing the voices of all community members and learning about barriers to participation and mobility.

3. Proposed project approach is reasonable (up to 20 points)

The application demonstrates a clear approach to achieving the expected outcome and includes consideration for adoption. Where substantial coordination with other local, regional, and state planning efforts will need to occur, the mechanisms and responsibilities for the coordination are clear.

3. Proposed project approach is reasonable (up to 20 points)

General Approach

We anticipate that the TGM grant will fund the transportation and land use components of the Comprehensive Plan update and that DLCD Technical Assistance, or Metro, or Oregon City will fund the remaining portions of the Comprehensive Plan. This may change with scope refinement should the grants be awarded.

The project will start by building a base of knowledge for the public to understand the role of local government and the purpose of a Comprehensive Plan. Next, we will create a community vision for the future of Oregon City in 2040. The visioning process includes transforming public involvement by reaching out to community members in innovative and proactive ways, and in some cases incentivizing participation. An advisory team will then dissect the Comprehensive Plan into a handful of topics for review at a series of summits to update the plan in accordance with the community vision, best practices, and legal requirements. After the topics are reassembled into an updated Comprehensive Plan and analyzed as a whole for compliance with the community vision, the advisory team will form a recommendation for Planning Commission review and adoption by the City Commission. The 2.5 year process will allow the community the opportunity to engage in holistic conversations which include the transportation and land use balanced among many other factors contemplated in the Comprehensive Plan.

Major Project Elements

Background Existing Condition Reports and Kickoff (Phase I and II)

Phase II allows the community to have a shared conversation about who we are today as a city. The project kickoff is intended to finalize the project approach, schedule, budget, communication protocols, responsibilities, develop an advisory team, and provide the consultant with applicable background information.

The consultant team will review the existing comprehensive plan and its ancillary documents and provide summaries and include an analysis of the topics, Oregon City context, regulatory framework, vision, goals, and policies of the existing Comprehensive Plan. This will help frame some of the issues where the existing plan is deficient.

The public involvement equity approach includes leveraging existing networks and community groups by empowering them to lead public involvement efforts while also seeking underrepresented groups.

Community Visioning (Phase III)

Phase III will determine what we want to be in the future. The visioning process will be a combination of TED-like talks aligned with technical memos that look at various indicators for the city and outward facing community conversations that truly strive to reach underrepresented communities that have not been involved in years past. The advisory team will be ambassadors for the visioning phase, holding advisory meetings to track the deliverables, sponsor talks, presentations and issue-related summits, and becoming subject matter experts themselves.

Engagement will occur using many methods to assure participants feel empowered and comfortable participating. Participation by underrepresented groups will also be encouraged through a variety of incentives such as discounts on utility bills, waiving library fines, pool passes, or gift cards.

Comprehensive Plan Update (Phase IV)

Next, the advisory team will work with the consultant team to develop community goals and priorities, performance measures and strategic goals that better integrate land use and transportation priorities and provide guidance for financing public facilities. The 2004 plan was broken up by chapters relating to the State Land Use goals. While generally easy to follow, there is no clear link between land use and transportation goals and policies. One of the main goals in this update process will be to combine land use and transportation into a coherent shared chapter.

The advisory team will check in with the Planning and City Commission throughout this phase to make sure that the draft policies are generally supported. The goal is to have elected and appointed officials invested and confident in the update process and deliverables, thus avoiding unforeseen issues in the adoption phase.

Adoption (Phase IV)

The legislative adoption process will include at least 8 hearings and work sessions with the Oregon City Planning and City Commissions. Deliverables will include the draft comprehensive plan and ancillary documents, draft findings, and documentation of the public process.

4. Proposed project has community support (up to 5 points)

The application demonstrates that there is local support for project objectives, a commitment to participate, and a desire to implement the expected outcome.

4. Proposed project has community support (up to 5 points)

The following stakeholders have indicated their written support and understanding of the project and expressed willingness to participate in the update process.

- Oregon City City Commission Resolution of Support

Letters of support have been submitted by:

- Oregon City Planning Commission
- Oregon City Citizen Involvement Committee
- Oregon City Historic Review Board
- Clackamas County Transportation and Development
- Oregon City Chamber of Commerce
- Oregon City Business Alliance
- Downtown Oregon City Association
- Homeless Solutions Coalition of Clackamas County

The Planning Commission recommended to the City Commission that the Comprehensive Plan be updated during the legislative adoption process for the Draft Housing and Other Development and Zoning Code Amendments. The City Commission adopted this as a 2019-2021 Biennium Goal.

Upload letters of support from stakeholders here:

Support letter from Planning Commission.pdf

Support letter from OC Chamber of Commerce.pdf

Support letter from Citizen Involvement Committee.pdf

Support letter from Oregon City Business Alliance.pdf

Support letter from Historic Review Board.pdf

Support letter from Downtown Oregon City Association.pdf

Support letter from Homeless Solutions Coalition of CC.pdf

Planning Commission Policy Advisement 11.24.2018.pdf

Support letter from Clackamas County Transportation.pdf

5. Proposed project sponsor readiness and capacity (up to 10 points)

The application demonstrates that the local government is ready and able to begin the project within the TGM timetable and that there is local commitment and capability to manage and complete the project. The application demonstrates, if applicable, successful performance on previous TGM projects.

5. Proposed project sponsor readiness and capacity (up to 10 points)

The Comprehensive Plan Update Project will be co-administered by Oregon City lead Planners, Christina Robertson-Gardiner, AICP, Senior Planner and Pete Walter, AICP, Planner. They both have a long history with land use in Oregon City. Christina (18 years), Pete (14 years) and have been lead project managers

for a diverse set of long-range projects that had grant reporting requirements. These include:
Park Place Concept Plan & Zoning Amendments (2008, Metro CPDG Grant)
South End Concept Plan & Zoning Amendments, (2013, Metro CET Grant)
Beavercreek Road Concept Plan Re-Adoption (2015, City Funded)
Equitable Housing Project & Code Amendments (2018, Metro Planning Grant)
Willamette Falls Legacy Project Framework Plan (2013, CPDG Grant - Metro)
Willamette Falls Legacy Project Development Strategy (2014, CPDG Grant- Metro)
Beavercreek Road Concept Plan Zoning Amendments (Adoption Fall 2019, DLCD Housing Grant)
City TGM Funded Projects managed by the Planning Division within the last 10 years include:
Oregon City Transportation System Plan (2013)

Other Planning Grants Received within the last 10 years include:
Regional Travel Options for Downtown (Awarded 2019, Metro TDM Grant)

City Resources

Additional city staff support for this effort will include consultant coordination, GIS mapping, and engineering support.

Upload supplemental application materials

Project area map (optional):

2018 Community Satisfaction Survey Responses Transportation and Infrastructure.pdf

Oregon City Comprehensive Plan 2004.pdf

2019 - 2021 City Commission Goals and Priorities Booklet.pdf

Planning Commission Policy Advisement 11.24.2018.pdf

Final Draft Scope of Work 6.6.2019.pdf

Excerpt Services in Oregon City.pdf

Urban and Rural Reserve Areas.pdf

Concept Plan Areas.pdf

Comprehensive Plan Map.pdf

Title VI: Racial & Ethnic Impact Statement form

Racial-Ethnic-Impact-Statement.pdf

[Download the Racial & Ethnic Impact Statement here](#)

If you encounter any issues with the submittal process, please contact:

Abigail Erickson

Planning Section Web Coordinator

Abigail.ERICKSON@odot.state.or.us

RESOLUTION NO. 19-12

A RESOLUTION SUPPORTING A TRANSPORTATION AND GROWTH MANAGEMENT PROGRAM GRANT TO UPDATE THE TRANSPORTATION AND LAND USE SECTIONS OF THE OREGON CITY COMPREHENSIVE PLAN

WHEREAS, the Oregon City Comprehensive Plan identifies our community values and vision for the future; and

WHEREAS, the City Commission adopted goals and priorities for the 2019-2021 biennium including identifying grant opportunities and beginning the process to update the Oregon City Comprehensive Plan; and

WHEREAS, since the Comprehensive Plan was last updated in 2004, not only has the population and geographic size of the City grown, but the values, livability objectives, transportation technologies, social engagement and effects of land use have also changed; and

WHEREAS, housing and transportation costs make up the largest share of the household budget for our community members and it is time to analyze our past transportation and land use goals and policies to assure they benefit all of our citizens into the future and do not adversely impact any underrepresented group; and

WHEREAS, the success of the project is dependent on a diverse, equitable, and inclusive process that includes as many community members as possible in order for the plan to serve everyone. This engagement will include new and innovative ways to seek guidance from the public to assure our policies fairly support all of our community; and

WHEREAS, we are thrilled to support the City's approach focused on understanding and integrating all of the community members' visions for the future of the City into a Comprehensive Plan that focuses on equity and livability.

NOW, THEREFORE, OREGON CITY RESOLVES AS FOLLOWS:

Section 1. The City Commission supports engaging in the process of updating the Oregon City Comprehensive Plan as well as submittal of a transportation and growth management grant as necessary to further that effort.

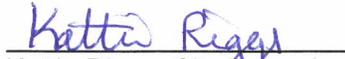
Section 2. This resolution shall take effect immediately upon its adoption by the City Commission.

Approved and adopted at a regular meeting of the City Commission held on the 15th day of May 2019.

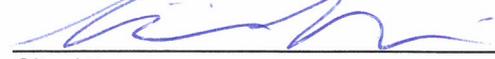


DAN HOLLADAY, Mayor

Attested to this 15th day of May 2019:


Kattie Riggs, City Recorder

Approved as to legal sufficiency:


City Attorney



May 13, 2019

To: Transportation and Growth Management Program Grant Selection Committee

Re: Grant Request for the City of Oregon City

The Planning Commission is proud to support the City of Oregon City's Transportation and Growth Management Program's grant request to update the transportation and land use components of the Comprehensive Plan.

The Oregon City Comprehensive Plan identifies our community values and vision for the future. Since the Comprehensive Plan was last updated in 2004, not only has the population and geographic size of the City grown, but the values, livability objectives, transportation technologies, social engagement and effects of land use have also changed. Housing and transportation costs make up the largest share of the household budget for our community members and it is time to analyze our past transportation and land use goals and policies to assure they benefit all of our citizens and do not adversely impact any underrepresented group.

The success of the project is dependent on a diverse, equitable, and inclusive process that includes as many community members as possible in order for the plan to serve everyone. This project will include innovative engagement opportunities to seek guidance from the community. We are eager to support the City's approach of integrating the visions from all of our community members and assuring that the resulting Comprehensive Plan serves us all.

Please support this grant for the City of Oregon City and the benefits it would provide for our community. Thank you for your consideration.

Sincerely,

Patricia Gage
Vice Chair

The Oregon City Planning Commission

2895 Beaver Creek Road, Ste 103
Oregon City, OR 97045
503-656-1619
F: 503-656-2274
www.oregoncity.org



May 20, 2019

Transportation and Growth Management Program Grant Selection Committee
Oregon Department of Transportation
123 NW Flanders
Portland, Oregon 97209

To The Committee,

The 325 member organizations of the Oregon City Chamber Of Commerce wholeheartedly endorse our city's grant request to update the transportation and land use components of the Comprehensive Plan.

In the fifteen years since the last update, Oregon City has experienced rapid growth – an additional 2400 single family homes, a revitalized Main Street, establishment of the Willamette Falls Legacy Project, along with creation of the Beaver Creek Employment Area. Naturally, this growth has also entailed significant investment in upgrading public infrastructure.

Therefore, it is imperative for Oregon City to reexamine land use and transportation goals and policies to assure they benefit all citizens without adverse impacts. We support the project approach of community education followed by the creation of a community vision which will serve as the basis for updating the Comprehensive Plan. The process will allow the community the opportunity to engage in holistic conversations which include the transportation and land use balanced among many other factors contemplated in the Comprehensive Plan.

The business community understands that in order to keep Oregon City a vibrant place to live and work, it is critical to update the Comprehensive Plan. The success of updating a Comprehensive Plan is dependent on curating a process which includes all community members so that the resulting plan may serve everyone. We are excited to be a part of the project which is based on significant community engagement. We look forward to working with the City of Oregon City on this project and encourage your approval of the proposed TGM grant. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Michael Brand'.

Michael Brand, MNO
Executive Director



May 6, 2019

To: Transportation and Growth Management Program Grant Selection Committee
Re: Grant Request for the City of Oregon City

The Citizen Involvement Committee is proud to support the City of Oregon City's Transportation and Growth Management Program's grant request to update the transportation and land use components of the Comprehensive Plan.

The Oregon City Comprehensive Plan identifies our community values and vision for the future. Since the Comprehensive Plan was last updated in 2004, not only has our population and geographic size of our city grown, but who we are and how we live has also changed. Housing and transportation consist of the largest costs for our households, and it is time to reanalyze our past transportation and land use goals and policies to assure they benefit all of our citizens into the future.

Effective public participation is essential to building a sense of community and an effective government. Participation is functional when it helps create better decisions and a more thoughtful community plan. Participation is meaningful when the public has opportunities to participate in decisions and feels a sense of ownership for the community plan.

CIC Public Involvement Plan

A critical element to the project is to assure the process is diverse, equitable, and inclusive, in order to allow a plan which serves everyone in our community. The Comprehensive Plan Update will not only update our approach to land use and transportation, but it includes a significant opportunity for the City to engage with the public. We are thrilled to support the City's approach of integrating the visions from all of our community members and assuring that the resulting Comprehensive Plan serves us all equitably.

Please support this grant for the City of Oregon City and the benefits it would provide for our community. Thank you for your consideration.

Sincerely,

 Vice Chair

Citizen Involvement Committee

The Citizen Involvement Committee is made up of representatives from Oregon City's neighborhood associations who concentrate on ways to encourage greater public involvement and communication between the city and its residents. CIC members play an important role in two-way communication between the City and Neighborhood Associations, who are not public organizations.



May 17, 2019

Transportation and Growth Management Program Grant Selection Committee
Oregon Department of Transportation
123 NW Flanders
Portland, Oregon 97209

To Whom It May Concern,

Oregon City Business Alliance supports the City of Oregon City's Transportation and Growth Management Program's grant request to update the transportation and land use components of the Comprehensive Plan. This update will reflect the community's vision for the next 20 years and set goals and policies to guide the implementation of public and private investment and development projects and plans.

Since the Comprehensive Plan was last updated in 2004, Oregon City has seen a significant physical transformation. The City adopted three concept plans for expanded urban growth boundary areas, approved the construction of more than 2,400 single-family homes, constructed a significant amount of infrastructure, nurtured the evolution of Main Street into a "Great American Main Street", invested in the regional center, launched the Willamette Falls Legacy Project, strengthened partnerships such as with the Beaver Creek Employment Area, and updated nearly all of our public infrastructure plans.

At the same time the City was evolving, community also changed. Though Oregon City's population grew by 23%, the number of households increased by 39%. The number of individuals in poverty rose and housing and transportation costs make up the largest share of the household budget for our community members. The percentage of children that call Oregon City home decreased while those over the age of 65 increased by 38%. The race of Oregon City residences grew more diverse and there are now 41 different languages spoken within the Oregon City School District. The innovation of ride shares, micro transportation, on-line retailers, and social media have emerged and are likely to have a profound effect on communities, with disproportionately negative effects on some within the community.

It is time to reassess land use and transportation goals and policies to assure they benefit all citizens without adverse impacts. We support the project approach of community education followed by the creation of a community vision which will serve as the basis for updating the Comprehensive Plan. The process will allow the community the opportunity to engage in holistic conversations which include the transportation and land use balanced among many other factors contemplated in the Comprehensive Plan.

Over the past fifteen years there has been a lot of change in Oregon City. It is critical to update the Comprehensive Plan to reflect a shared vision for the future which carefully considers and benefits all within the Oregon City community. The success of updating a Comprehensive Plan is dependent on curating a process which includes all community members so that the resulting plan may serve everyone. We are excited to be a part of the project which is based on significant community engagement. We look forward to working with Oregon City on this project and encourage your approval of the proposed TGM grant. Thank you for your consideration.

Sincerely,

Kent Ziegler
President

Oregon City Business Alliance
PO Box 1088, Oregon City 97045
Phone (503) 329-2774
www.ocBusinessAlliance.com





May 28, 2019

Transportation and Growth Management Program Grant Selection Committee
Oregon Department of Transportation
123 NW Flanders
Portland, Oregon 97209

To Whom It May Concern,

The Historic Review Board supports the City of Oregon City's Transportation and Growth Management Program grant request to update the transportation and land use components of the Comprehensive Plan. This update will reflect the community's vision for the next 20 years and set goals and policies to equitably guide development projects and plans.

It is imperative to update the Comprehensive Plan to assure it equitably reflects the aspirations of all of our community members. Significant development and demographic changes have occurred since the Comprehensive Plan was last updated 2004, and the purpose of this project is to assure that our future is reflective of all our community members. The equity-based approach to updating the Comprehensive Plan necessitates an inclusive process to empower all of our community members to participate in the process. A successful Comprehensive Plan is dependent on a process which includes all community members so that the resulting plan may serve everyone.

Updating the Comprehensive Plan will allow the community to discuss our historic assets and how they will be supported in the future. In addition to our two locally designated historic districts (one of which is listed on the National Register of Historic Places), Oregon City is full of a range of historic structures spread throughout the City. Potential topics include checking in on the success of our districts, or the appropriateness of public improvements within them.

We are excited to be a part of a project with significant community engagement. The 2.5-year process will allow the community to engage in holistic conversations which include the transportation and land use balanced among many other factors contemplated in the Comprehensive Plan. We are committed to working with Oregon City and the community on this project and encourage your approval of the proposed TGM grant. Thank you for your consideration.

Sincerely,

Oregon City Historic Review Board

HOMELESS SOLUTIONS COALITION OF CLACKAMAS COUNTY
20673 Mattoon Road, Estacada, Oregon 97023

<https://www.facebook.com/OCHSC.Partnerships/>



May 22, 2019

Transportation and Growth Management Program Grant Selection Committee
Oregon Department of Transportation
123 NW Flanders
Portland, Oregon 97209

To Whom It May Concern:

The Homeless Solutions Coalition of Clackamas County (HSCCC) supports the City of Oregon City's Transportation and Growth Management Program's grant request to update the transportation and land use components of its Comprehensive Plan. This update will reflect the community's vision for the next 20 years and set goals and policies to guide the implementation of public and private investment and development projects and plans.

Since the Comprehensive Plan was last updated in 2004, Oregon City has seen a significant physical transformation. The City adopted three concept plans for expanded urban growth boundary areas, approved the construction of more than 2,400 single-family homes, constructed a significant amount of infrastructure, nurtured the evolution of Main Street into an award-winning "Great American Main Street," invested in the regional center, launched the Willamette Falls Legacy Project, strengthened partnerships such as the Beaver Creek Employment Area, and updated nearly all of our public infrastructure plans.

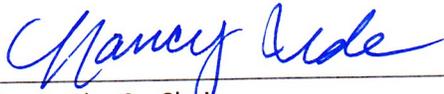
At the same time the City was evolving, the community also changed. Though Oregon City's population grew by 23%, the number of households increased by 39%. The number of individuals in poverty rose and housing and transportation costs make up the largest share of the household budget for our community members. The percentage of children that call Oregon City home decreased while those over the age of 65 increased by 38%. The race of Oregon City residences grew more diverse, and there are now 41 different languages spoken within the Oregon City School District. The innovation of rideshares, micro transportation, online retailers, and social media have emerged and are likely to have a profound effect on communities, with disproportionately negative effects on some within the community.

It is time to reassess land use and transportation goals and policies to assure they benefit all citizens without adverse impacts. The HSCCC supports the project approach of community education followed by the creation of a community vision which will serve as the basis for updating the Comprehensive Plan. The process will allow the community the opportunity to engage in holistic conversations which include the transportation and land use balanced among many other factors contemplated in the Comprehensive Plan.

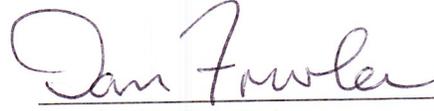
Over the past fifteen years there has been significant change in Oregon City. It is critical to update the Comprehensive Plan to reflect a shared vision for the future which carefully considers and benefits all within the Oregon City community. The success of updating a Comprehensive Plan is dependent on curating a process which includes all community members so that the resulting plan may serve everyone. We are excited to be a part of the project which is based on significant community engagement. We look forward to working with

Oregon City on this project and encourage your approval of the proposed TGM grant. Thank you for your consideration.

Sincerely,



Nancy Ide, Co-Chair
Homeless Solutions Coalition of Clackamas County
503-758-6363
Nancyide4oc@gmail.com



Dan Fowler, Co-Chair
Homeless Solutions Coalition of Clackamas County
503-351-4500
danf@abernethycenter.com



November 24, 2018

To: City Commission of Oregon City
From: Planning Commission of Oregon City
Re: Policy Advisement

The Planning Commission, during the course of reviewing proposed amendments to the Oregon City Municipal Code, identified a variety of topics outside of the scope of the project. We would like the City Commission to consider the following.

Supporting Affordable Housing Units

Though the proposed code amendments provide opportunities to increase the number of housing units and housing options, they provide no guarantee that affordable housing will be built. Local jurisdictions often employ a variety of other tools to encourage affordable housing by preserving existing housing stock and supporting new construction. We suggest the Commission consider a menu of approaches to further support affordable housing, including:

- Provide property tax exemptions for up to ten years for multi-unit projects that meet certain rent affordability targets;
- Charging full system development charges (SDCs) for a home that replaces a demolished home;
- Provide a reduction or waiver of SDCs for accessory dwelling units, and/or new multi-unit housing;
- Adopt disincentives for demolition of existing housing stock beyond protected historic resources;
- Create and establish a City housing bond measure similar to the recent Metro measure that was recently approved by the voters;
- Require that new multi-unit developments include a given percentage of below-market rate units (known as inclusionary zoning);
- Create a locally-funded rent voucher system;
- Include workforce housing projects in Urban Renewal projects;
- Use of other capital improvement funds to help pay for the infrastructure needed to serve a workforce housing project.

Updating the Oregon City Comprehensive Plan

The existing Comprehensive Plan for Oregon City was adopted in 2004. In the past fourteen years the City has seen significant growth, a changing population, increased housing costs, adoption of multiple concept plans, economic growth, increased traffic, and new City facilities. The update of the Comprehensive Plan should include an analysis of the location of and uses within each zoning designation throughout the City, and must incorporate the findings of the Housing Needs Analysis being currently conducted. We strongly encourage the City Commission to ensure that adequate funding for an updated Comprehensive Plan is allocated within the next budget biennium.

Move Forward with Rezoning of Existing Manufactured Home Parks

The Planning Commission has recently heard concerns from residents of a manufactured home park about potential sale of that property. The City Commission has adopted measures in Oregon City Municipal Code Chapter 15.52 to assist residents in the case of a park closure, and we urge the Commission to provide further protections by investigating rezoning of all manufactured home parks to a zoning designation which only allows alternative low cost housing options such as manufactured homes, tiny homes, and similar housing.

Update the Urban Growth Management Agreement with Clackamas County

The Urban Growth Management Agreement (UGMA) with Clackamas County lays out the governance of property which is anticipated to be transferred from Clackamas County to Oregon City jurisdiction. The UGMA was last updated in 1990. We encourage the City to work with Clackamas County to update the agreement. The UGMA update should include mutual City / County regulation of annexation policies regarding tree removal as discussed below.

Short Term and Vacation Rental Use

Planning Commission heard testimony from several people regarding short term rentals such as HomeAway, Air B&B and Vacation Rental By Owner. Currently Bed and Breakfast use providing accommodation for less than thirty (30) days requires a Conditional Use permit, whether the house is entirely or partially rented out. The Conditional Use application review process is lengthy and a significant expense (the 2018 review fee is \$3,952.00 and also requires the submission of a Site Plan and Design Review application with a minimum review fee of \$862.00). We therefore encourage the City Commission to consider a more streamlined review process for certain types of Bed and Breakfast uses. Such a process could be tailored to Oregon

City and adapted from what other Oregon Communities have adopted (e.g. Newport, McMinnville and others), including additional policies, criteria and procedures that could streamline the approval process for short-term vacation rentals and assure that homeowners have some flexibility to use their property in this manner, while providing assurances that any negative impacts on the character and livability of the adjacent residential neighborhood is taken into account and mitigated.

Additional Issues

The following additional issues were also brought forward regarding tree removal in annexation areas and elsewhere:

Increase Fees for Tree Mitigation

In many cases, when a tree is cut down in the City, additional trees are required to be planted to mitigate for the loss of the tree. If the replacement trees cannot be planted onsite, property owners are allowed to pay a fee-in-lieu of planting the tree. The City utilizes the funding from these fee-in-lieu payments for tree education and tree plantings. The current fee reflects the City's cost of obtaining and planting each tree. The Planning Commission would like to discourage tree removal by increasing the tree mitigation fee to 150% of the City's cost, which would be consistent with how the City collects fee-in-lieu for required public right-of-way improvements.

Draft Regulations to Prohibit Significant Tree Removal Prior to Annexation

The proposed amended code includes standards regarding tree removal during the local annexation review process. However, property owners are still able to remove significant tree canopy while the property is within Clackamas County jurisdiction, prior to submittal of an annexation application. This is a significant concern, because the properties in the County are not subject to the generally stricter standards for tree removal and plantings of mitigation trees in the City. We strongly encourage the City Commission to review policies adopted by neighboring jurisdictions to address this concern through discouragement of annexation for properties where significant tree removal has occurred soon before the submittal of an annexation application.

We appreciate your consideration and are available to answer any further questions.



June 6, 2019

Transportation and Growth Management Program Grant Selection Committee
Oregon Department of Transportation
123 NW Flanders
Portland, Oregon 97209

To Whom It May Concern,

Clackamas County Long Range Planning division supports the City of Oregon City's Transportation and Growth Management Program's grant request to update the transportation and land use components of the Comprehensive Plan. This update will reflect the community's vision for the next 20 years and set goals and policies to guide the implementation of public and private investment and development projects and plans.

Over the past 15 years, the County has worked with the City on developing its three concept plans for expanded urban growth boundary areas and has been a partner in the Willamette Falls Legacy Project. Oregon City is the home to the Clackamas County offices, and the location of essential services for people that live both in the city as well as other places within the County.

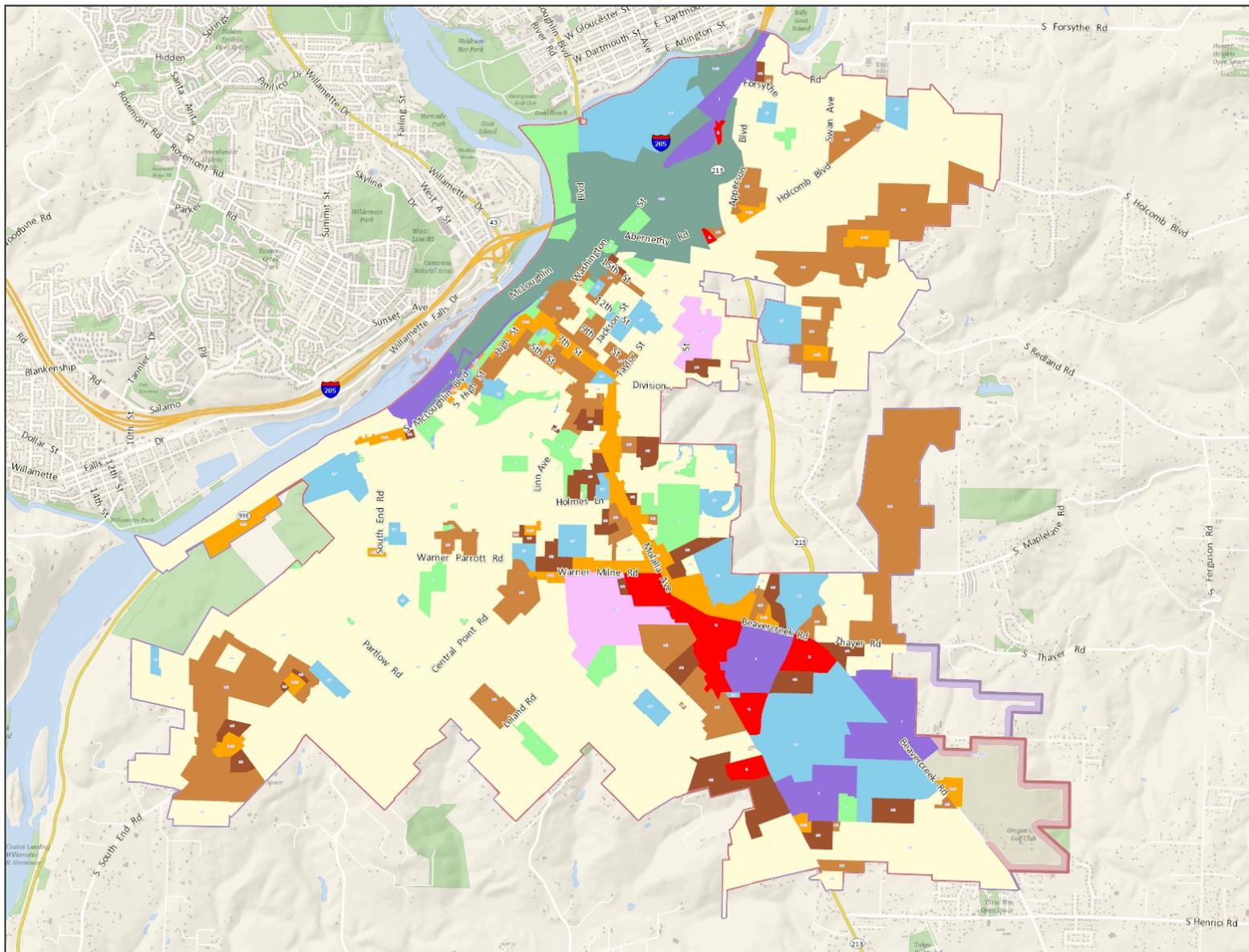
We urge you to fund their proposed project which will allow the City to reassess land use and transportation goals and policies with the goal of benefitting all citizens without adverse impacts. We support the project approach of community education followed by the creation of a community vision which will serve as the basis for updating the Comprehensive Plan. The process will allow the community the opportunity to discuss the need to balance transportation and land use issues among many other factors contemplated in the Comprehensive Plan.

We look forward to working with Oregon City on this project and encourage your approval of the proposed TGM grant. Thank you for your consideration.

Sincerely,

Karen Buehrig
Long Range Planning Manager

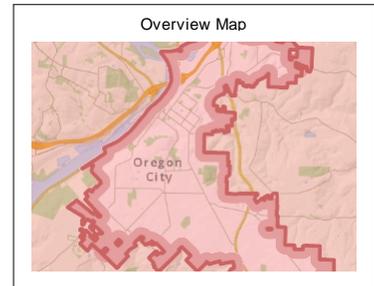
Comprehensive Plan Map



Legend

- Street Names
- City Limits
- UGB
- Basemap

Notes



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1: 54,000



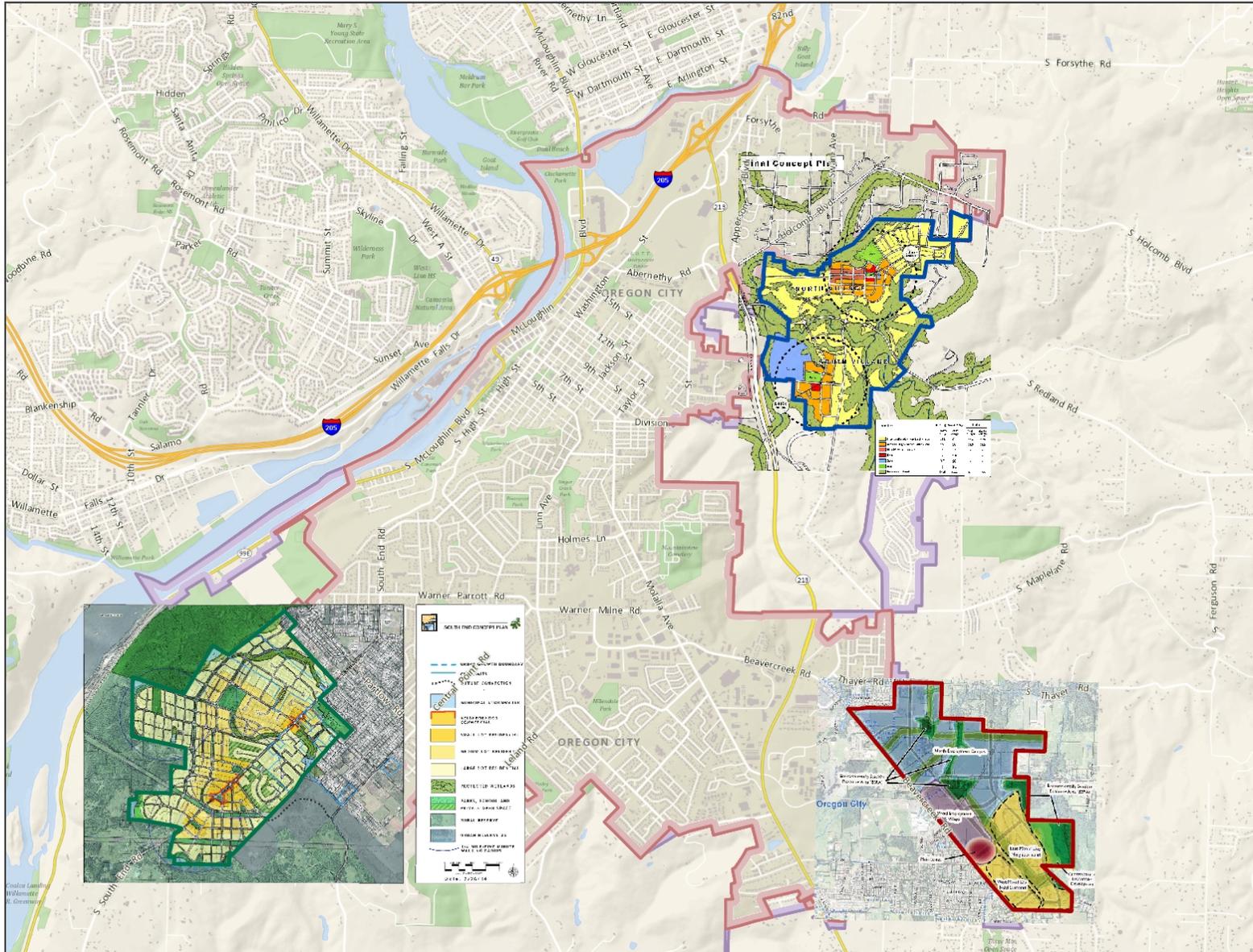
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Map created 6/6/2019

City of Oregon City
 PO Box 3040
 625 Center St
 Oregon City
 OR 97045
 (503) 657-0891
www.orcity.org



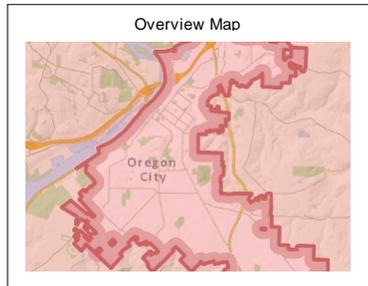
Concept Plan Areas



Legend

- Street Names
- Park Place Concept Plan
- Beaver Creek Road Planning Area Bour
- South End Planning Area Boundary
- City Limits
- UGB
- Basemap

Notes



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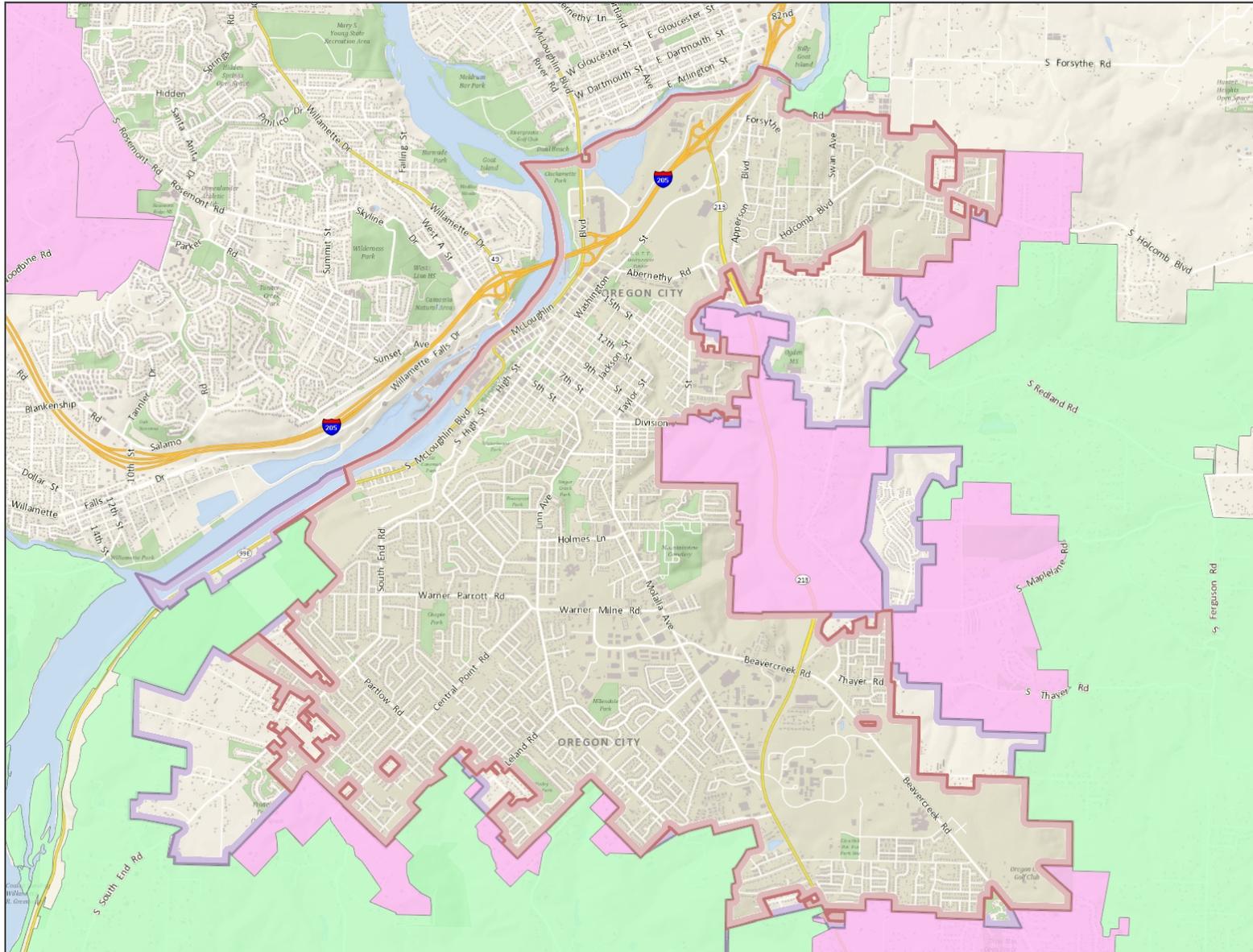
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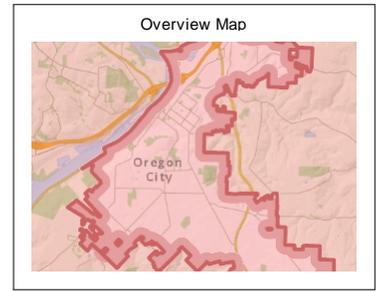
Urban and Rural Reserve Areas



Legend

- Street Names
- Reserves
 - Rural
 - Urban
- City Limits
- UGB
- Basemap

Notes



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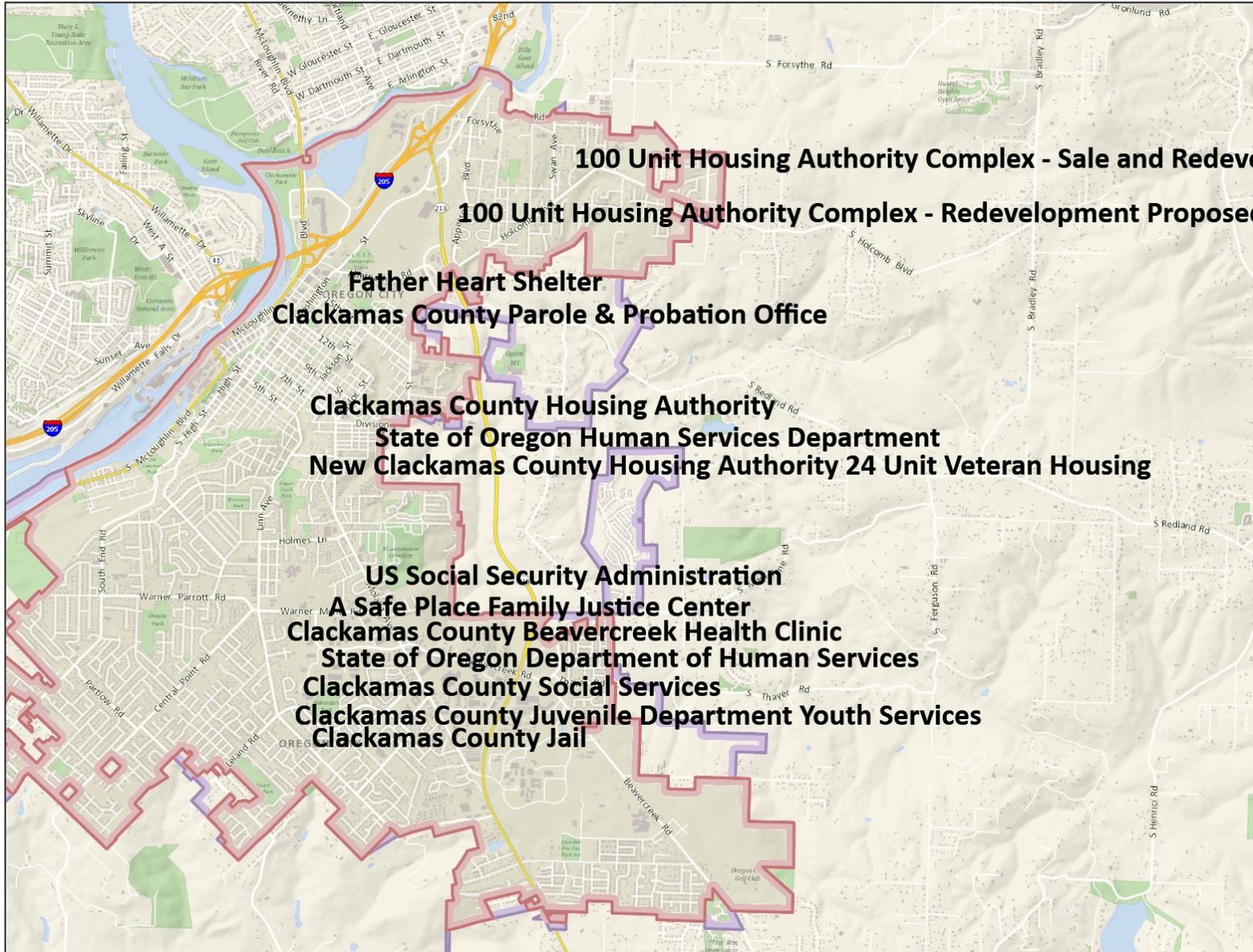
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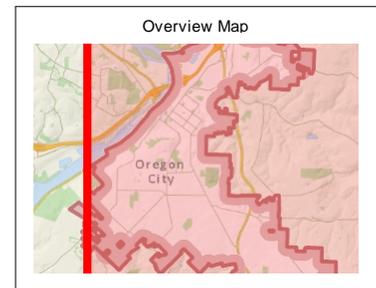
Excerpt Services in Oregon City



Legend

- Street Names
- City Limits
- UGB
- Basemap

Notes



0 4,500 9,000 Feet

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Map created 5/28/2019

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 Oregon City
 OR 97045
 (503) 657-0891
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RACIAL AND ETHNIC IMPACT STATEMENT

This form is used for informational purposes only and must be included with the grant application.

[Chapter 600 of the 2013 Oregon Laws](#) require applicants to include with each grant application a racial and ethnic impact statement. The statement provides information as to the disproportionate or unique impact the proposed policies or programs may have on minority persons¹ in the State of Oregon if the grant is awarded to a corporation or other legal entity other than natural persons.

1. The proposed grant project policies or programs could have a disproportionate or unique positive impact on the following minority persons:

Indicate all that apply:

- | | |
|---------------------------------------------------------------|-----------------------------------------------------------------|
| <input checked="" type="checkbox"/> Women | <input checked="" type="checkbox"/> Asians or Pacific Islanders |
| <input checked="" type="checkbox"/> Persons with Disabilities | <input checked="" type="checkbox"/> American Indians |
| <input checked="" type="checkbox"/> African-Americans | <input checked="" type="checkbox"/> Alaskan Natives |
| <input checked="" type="checkbox"/> Hispanics | |

2. The proposed grant project policies or programs could have a disproportionate or unique negative impact on the following minority persons:

Indicate all that apply:

- | | |
|----------------------------------------------------|------------------------------------------------------|
| <input type="checkbox"/> Women | <input type="checkbox"/> Asians or Pacific Islanders |
| <input type="checkbox"/> Persons with Disabilities | <input type="checkbox"/> American Indians |
| <input type="checkbox"/> African-Americans | <input type="checkbox"/> Alaskan Natives |
| <input type="checkbox"/> Hispanics | |

3. The proposed grant project policies or programs will have no disproportionate or unique impact on minority persons.

If you checked numbers 1 or 2 above, please provide below the rationale for the existence of policies or programs having a disproportionate or unique impact on minority persons in this state. Further provide evidence of consultation with representative(s) of the affected minority persons.

The project purpose is to integrate the voices of all community members, in particular underrepresented community members, into the vision for transportation and land use over the next 20 years. The project will include innovate opportunities to reach the community and educate, build relationships and empower continued participation in local government.

- By checking this box, I hereby certify the information contained on this form is true, complete, and accurate to the best of my knowledge.*

Dated:

Printed Name:

Title:

Agency Name:

¹ "Minority person" are defined in SB 463 (2013 Regular Session) as women, persons with disabilities (as defined in ORS 174.107), African Americans, Hispanics, Asians, or Pacific Islanders, American Indians and Alaskan Natives.