

# 2020 Transportation Growth Management Grant Application

## Instructions

Be sure to download and review the [2020 application packet](#) before filling out this grant application.

The [application packet](#), additional resources, and examples of successful applications can be found on the [TGM planning grants page](#).

You can save your progress and revisit this form at any time by clicking the "Save" button at the bottom of each page.

***Applications must be received by July 31, 2020 at 11:59 p.m. (PDT)***

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## Applicant information

**Instructions:** Complete this information for the applicant. Provide both a designated contact and an authorized representative (if different than the designated contact) for your entity. The authorized representative is someone who is authorized to make decisions and sign a funding agreement with ODOT should your project be chosen for funding.

### Primary applicant jurisdiction

City of Oregon City

### Mailing address

625 Center Street, Oregon City, Oregon 97045

### Website

<http://www.orcity.org>

### Contact person name

Josh Wheeler

### Contact person title

Assistant City Engineer

### Contact phone

(503) 496-1548

### Contact email

[jwheeler@orcity.org](mailto:jwheeler@orcity.org)

### Would you like to receive TGM news and updates?

Yes

Authorized representative name, if different from the applicant contact

John Lewis

**Authorized representative title**

Public Works Director

**Phone**

(503) 496-1545

**Email**

jmlewis@orc.org

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**List other participating local jurisdictions (if any)**

**List other participating local jurisdictions (if any)**

Participating local jurisdiction	Providing match?

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**Project name and location**

**Project title**

Park Place Neighborhood Urbanization Study

**Project area:** *Using either of the two fields below, attach a map of the project area or describe the area your project is located in.*

**Option 1: Project area map**

Park Place Neighborhood.pdf

**Option 2: Project area description**

The Park Place Neighborhood exists north of Redland Road, east of I-205 in the northern portion of the City of Oregon City. The project area encompasses the entire Park place Neighborhood except for the Park Place Concept area on its southeastern edge and a private property north of Holcomb Boulevard. Those areas will be designed using the Concept Plan and the TSP.

**ODOT region (1-5)**

Region 1

[ODOT Region Map](#)

**Type of grant**

Category 2: Integrated Land Use & Transportation Planning

**Summary description of project**

The project is an Urbanization Study of the existing Park Place Neighborhood. This study will provide guidance to staff to improve roads over time by development concerning road widening, bike lanes, and sidewalks. This will provide transportation choices in the future for this area of the City where choices currently do not exist. The future improvements will enhance livability by creating connectivity to churches, schools, parks, and convenience stores bringing better access from Park Place to the rest of the City. A

plan will prevent the City from needing to redo or build out insufficient improvements caused by poor planning and will ensure natural resources are protected from future corridor expansion.

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## Project cost table

<b>TGM funds requested</b>	<b>Consultant</b> \$100,000.00	<b>Local reimbursement</b>	<b>Total TGM funds requested</b> \$100,000.00
<b>Local match</b>			<b>12% minimum (calculated)</b> \$13,636.36
<b>Match to be provided</b>	<b>Labor, supplies and services during project</b> \$50,000.00	<b>Payment when Intergovernmental Agreement is signed</b>	

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## Certifications

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

**Certifications checkbox**  
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.

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## Eligibility requirements

Applications are reviewed on a pass/fail basis on each of the following three requirements.

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.

**Certification: Clear transportation relationship**

By checking this box, I certify that the project meets this eligibility criterion.

## **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.

**Certification: Adoption of products to meet project objectives**

By checking this box, I certify that the project meets this eligibility criterion.

## **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:**

Resolution No. 20-17, Authorizing the Nomination of the Park Place Urbanization Study for the 2020 Transportation and Growth Management Grant Program.pdf

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# **Award criteria**

## **Criterion 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.

[Application instructions and example responses can be found here.](#)

**Explain how your proposed project addresses a need and supports TGM objectives**

Provide Transportation Choices : The Urbanization Study will provide transportation choices in the future for this area of the City where choices currently do not exist. Development on existing rural type roads

have been proposed more recently. With no plan besides the TSP on how to convert this neighborhood to an urban style, staff has been inconsistent in how and where road improvements are required by development. This study is needed to provide guidance and consistency so that the ultimate buildout is completed consistently and appropriately with a balanced interconnected safe approach. The study will show how to enhance and buildout existing roadways from rural roads to urban roads by adding widened lanes, bike lanes, and sidewalks providing safe convenient options supporting healthy active lifestyles. Cross sections of buildouts will be provided and decisions on which roads should remain rural and which ones should be converted to urban will be determined. This study may show that certain roads should be built out as a hybrid where sharrows are used for bike lanes and only sidewalks are added which will enhance mobility of underserved communities.

**Create Communities :** While this plan does not consider items like rezoning or land designation like a Comprehensive Plan, this plan will take what has been already done in the past with respect to land use, and seek to connect the Park Place neighborhood as a community. With a lack of enhanced roadways, bike lanes, and sidewalks, the community is currently disconnected. The Urbanization Study will ensure that planned widened roads, bike lanes, and sidewalks will connect the major services like schools, parks, churches, and convenience stores within the neighborhood.

**Support Economic Vitality and Growth :** The future improvements guided by the Plan will enhance livability by creating connectivity to churches, schools, parks, and convenience stores bringing better access from Park Place to the rest of the City. With few sidewalks and bike lanes, not only is Park Place neighborhood separated from the rest of the City, it does not have connectivity within itself. This study could connect to a separate study that is planned for sidewalks along Holcomb Boulevard which is to create safe passage to Holcomb Elementary School (a Title I School) on Holcomb Boulevard. This Urbanization Study would plan pedestrian and bike connections to Holcomb from within the neighborhood. It would also ensure connections to community services such as Park Place Park, Park Place Charter School, various churches, and convenience stores. It also would connect to the Clackamas County Housing Authority properties to connect that community to the rest of the Park Place neighborhood. These connections would support economic vitality in a partially economically distressed area of the City.

**Save Public and Private Costs :** A plan will prevent the City from needing to redo or build out insufficient improvements caused by poor planning. This will save on future public and private costs. Not only are those costs saved by the reconstruction of poorly planned infrastructure which we can prevent by using this study, it provides cost savings to users who may be able to use bike lanes and sidewalks instead of an automotive vehicle to get to the services desired. This planning will also prevent the need of additional thoroughfares by enhancing the ones that already exist saving additional future funds.

**Promote Environmental Stewardship :** Lastly, this study will ensure natural resources are protected from future corridor expansion. Natural Resources and Geologic Hazards exist within the Park Place neighborhood and this study, when determining appropriate buildout and roadway cross sections, will ensure no negative impacts to existing Natural Resources and Geologic Hazards. The addition of planned bike lanes and sidewalks on local roads, not covered by the existing Transportation System Plan (TSP), will also provide environmentally clean alternatives for transportation within the neighborhood.

## **Criterion 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 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

[Application instructions and example responses can be found here.](#)

### **Explain how your proposed project is timely and urgent**

This project is timely and urgent for 3 major reasons.

First, this project has been needed for some time. With the annexation of the Park Place neighborhood over 20 years ago, development has steadily occurred but mostly along Holcomb Boulevard with new internal road networks that follow the Transportation System Plan (TSP). Now that development is occurring on the existing rural type roads, staff have little guidance on how to use the TSP to modify existing streets and build them out to urban standards. Since 2017, three subdivisions have been built on Local Roads, one is under construction, and 2 others have are currently in design. Others have been considered through the pre-application process. If we do not prepare an Urbanization Plan now, we may end up with road sections that do not truly serve the public in a regional way as currently each property is looked at in a parcel by parcel way rather than a more holistic regional way. This study should resolve the questions we get during the land use process and remove any questions staff have in determining proper road improvements by development.

Second, the TSP does not propose projects on Local Streets. It is focused on Collectors and Arterials. Due to the amount of developable land in this neighborhood and the recent seeking of development on existing Local Roads, staff do not have the guidance for proper buildout. Staff uses the TSP as a way to adapt those roadways standards to existing roads; however, the way the TSP is prepared lends itself to new roads, not enhancement or buildout of existing roadways. The TSP is not a sufficient guide when it comes to existing local streets with existing housing and amenities. Buildout of Local Streets from rural to urban is not considered in the TSP and this study would provide the direction needed to buildout local rural roads to urban standards providing the amenities this neighborhood deserves to reach the services they seek to use.

Third, this Study will be able to coordinate with one existing study, a planned additional study, and the implementation of the Park Place Concept Plan. A study exists for the design of sidewalks along Holcomb Boulevard. Titled the Holcomb Boulevard Pedestrian Enhancement Concept Plan, it was adopted in 2005 and provides a streetscape concept for Holcomb Boulevard. Funding is currently being sought from Safe Routes to Schools to implement a portion of the Holcomb Pedestrian Plan. This not only will include buildout of sidewalks but will also include intersection enhancements with rapid flashing beacons. The Urbanization Study will complement that grant, if received, by providing a plan that guides staff to condition development to build bike lanes and sidewalks that will connect to the Holcomb Boulevard area. The Urbanization Study will also determine how best to build out rural roads to urban roads so that they properly connect to the development slated in the Park Place Concept Plan. A developer has purchased a large amount of the Concept Plan area, annexed the property into the City limits, and is now anticipating submitting their application for their Master Plan in the coming weeks. With the Concept Plan area starting development, this study will assist in further connecting the existing Park Place neighborhood to the future developed Concept Plan Area. No amendments to any of the existing plans will be made; however, coordination is anticipated to guide the outcomes of the Urbanization Study.

### **Criterion 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.

[Application instructions and example responses can be found here.](#)

#### **Explain how your proposed project approach is reasonable**

The City intends to hire a consultant to review the TSP, Park Place Concept Plan, and Holcomb Pedestrian Plan and develop a road buildout plan for the rest of the Park Place neighborhood. This plan would analyze existing available right of way, determine appropriate future road sections, and advise where right of way should be dedicated on as many local roads as possible. At a minimum, the roads to be analyzed will be Swan, Hunter, Hiram, Front, Apperson, Harley, Beemer, and Ames. The plan will be used to guide private development on how to build out the existing roads that their developments abut. The plan could also be used if a Capital Project is proposed by the City; however, that is not expected in the near future. The plan will be adopted by Resolution of the City Commission. During the development process, various groups will be involved including Park Place Neighborhood Association, Citizen Involvement Committee, Development Stakeholders Group, Transportation Advisory Committee, Planning Commission, and City Commission at a minimum. The City would be seeking \$100,000 which would be solely used for a consultant. The City then would provide up to \$50,000 which would be a combination of cash and in kind services to assist with the plan and additionally fund the consultant.

Q : How will the work described support development of the final deliverable and the adoption decision?

A : Approximately 87 acres of vacant property remains outside of the concept area and another large property on Holcomb Boulevard. There are still other property which may be able to be redeveloped through partitioning and reconstruction (such as Clackamas Housing authority) that would add to that total. Through a public process and coordinated process, the City Commission will be able to adopt the plan.

Q : What data and analyses will be needed, who will provide it, and are there any analyses that must be completed by the applicant or another entity before the project can begin?

A : The City will provide all data needed. The data will consist of the three plans that exist. The City can also provide access to the GIS Mapping System and tax maps for all areas. Nothing will be needed for the project to begin.

Q : What are the desired key elements of a public improvement process?

A : The goal of the public process will be to engage citizens and stakeholders. The goal is not only to provide information but seek input on where and how they see their neighborhood urbanizing over time. What streets currently need bike lanes and parking? Which ones need sidewalks? Which ones need larger roads? While using engineering standards and guidelines, we also want to create an urban environment that works for the community.

Q : How will the applicant coordinate with other local, regional, or state initiatives?

A : We will not only be coordinating with our three plans. We also will follow Metro and DLCD Transportation Planning Rules.

Q : How will TGM tasks be completed in the TGM timeline? How will the governing body accept the final project deliverable and how will the project's findings and recommendations fit into the larger planning effort?

A : The City has the resources to begin this project as soon as it is funded. The City anticipates this effort could be completed as early as December 2021 with adoption in early 2022 pending consultant availability. The City Commission will adopt the Park Place Urbanization Study by Resolution at a regular City Commission meeting.

Q : Which government entity will need to take action to adopt the final product?

A : City of Oregon City - City Commission

Q : Consultant/Applicant efforts :

A : Consultant to complete the analysis and report. City to lead the Public Outreach with consultant participation. Consultant to present final document to City Commission. City to lead process of approval.

#### **Criterion 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.

[Application instructions and example responses can be found here.](#)

##### **Upload letters of support from stakeholders here**

Support Letter - Development Stakeholders Group HBA.pdf

Park Place Neighborhood - Support Letter copy.pdf

TAC Grant Support.pdf

PC Grant Letter of SupportUpdated.pdf

CIC Letter of Support - TGM.PDF

Letter of Support - Park Place Urbanization Study Oregon City.pdf

OCSD Letter of Support Park Place Urbanization Grant 7-8-20.pdf

#### **Criterion 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.

[Application instructions and example responses can be found here.](#)

##### **Explain how proposed project sponsor is ready and capable**

Josh Wheeler, Assistant City Engineer, will be the project manager for the project. His duties include oversight of all development, update of all design standards, preparation of policies, management of small capital projects, and employee support and management. Mr. Wheeler has been the Public Works Director in Benton County, Oregon and North Chicago, Illinois. In North Chicago, he prepared the grant and implemented a Safe Routes to Schools grant. He has also administered City wide MS4 programs, provided budget oversight and process for grants, and has implemented projects as large as the \$14 million Martin Luther King Rd project in North Chicago which involved numerous funding resources, three government entities, and various grant resources including EPA, ARRA, and STP programs. Mr. Wheeler's availability exists as all design standards are now updated and need no further revision, skilled staff he has oversight over are seasoned and able to do most of their work with little assistance, and policies are up to date. With the annual road resurfacing program delayed for 2020, Mr. Wheeler has sufficient time to administer and manage all portions of the grant from scoping, to consultant management, to process of funds, and closeout.

The City has received the following TGM grants in the past :



1A-19 : City of Oregon City : Comprehensive Plan Update for Equity

- This project is currently underway. 3J was selected as the consultant.

1C-10 : Oregon City : Transportation System Plan Update

- This project was completed. Document located at : <https://www.orcity.org/publicworks/2013-transportation-system-plan>

1K-05 : Oregon City : Beaver Creek Road Concept Plan

- This project was completed. Document located at : <https://www.orcity.org/publicworks/beaver-creek-road-concept-plan>

1L-01 : Oregon City : McLoughlin Blvd (Hwy 99E) Enhancement Plan

- This project was completed and has had portions implemented.

<https://www.orcity.org/publicworks/mcloughlin-boulevard-enhancement-plan>

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## Required forms

**Title VI: Racial & Ethnic Impact Statement form**  
Racial-Ethnic-Impact-Statement.pdf

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

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**Today's date**

7/22/2020

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

Abigail Erickson

Planning Section Web Coordinator

[Abigail.ERICKSON@odot.state.or.us](mailto:Abigail.ERICKSON@odot.state.or.us)

**RESOLUTION NO. 20-17**

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**A RESOLUTION AUTHORIZING THE NOMINATION OF THE PARK PLACE URBANIZATION  
STUDY FOR THE 2020 TRANSPORTATION AND GROWTH MANAGEMENT GRANT  
PROGRAM**

**WHEREAS**, Oregon Department of Transportation and Department of Land Conservation and Development jointly are soliciting projects for the 2020 Transportation and Growth Management (TGM) Grant Program; and

**WHEREAS**, TGM Planning Grants help local jurisdictions plan for streets and land to lead to more livable, sustainable, and economically vital communities. This planning increases opportunities for transit, walking and bicycling; and

**WHEREAS**, the Park Place Urbanization Study will supplement and coordinate with the Park Place Concept Plan, Transportation System Plan, and the Holcomb Boulevard Pedestrian Enhancement Plan; and

**WHEREAS**, the lack of guidance has created an inconsistent build out of the existing Park Place neighborhood roadways and additional guidance will assist the City in requiring consistent improvements for the build out of existing roadways in the area; and

**WHEREAS**, the City desires to participate in the program and will commit to provide the indicated match should the project be awarded the requested grant funds; and

**WHEREAS**, we are pleased to support the City's application for the 2020 Transportation and Growth Management (TGM) Grant for the Park Place Urbanization Study.

**NOW, THEREFORE, OREGON CITY RESOLVES AS FOLLOWS:**


**Section 1.** Staff is authorized to submit to Oregon Department of Transportation and Department of Land Conservation and Development an application for the 2020 Transportation and Growth Management Grant Program for a Park Place Urbanization Study.

**Section 2.** This resolution becomes effective upon adoption.

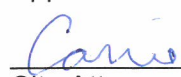
Approved and adopted at a regular meeting of the City Commission held on the 15th day of July 2020.

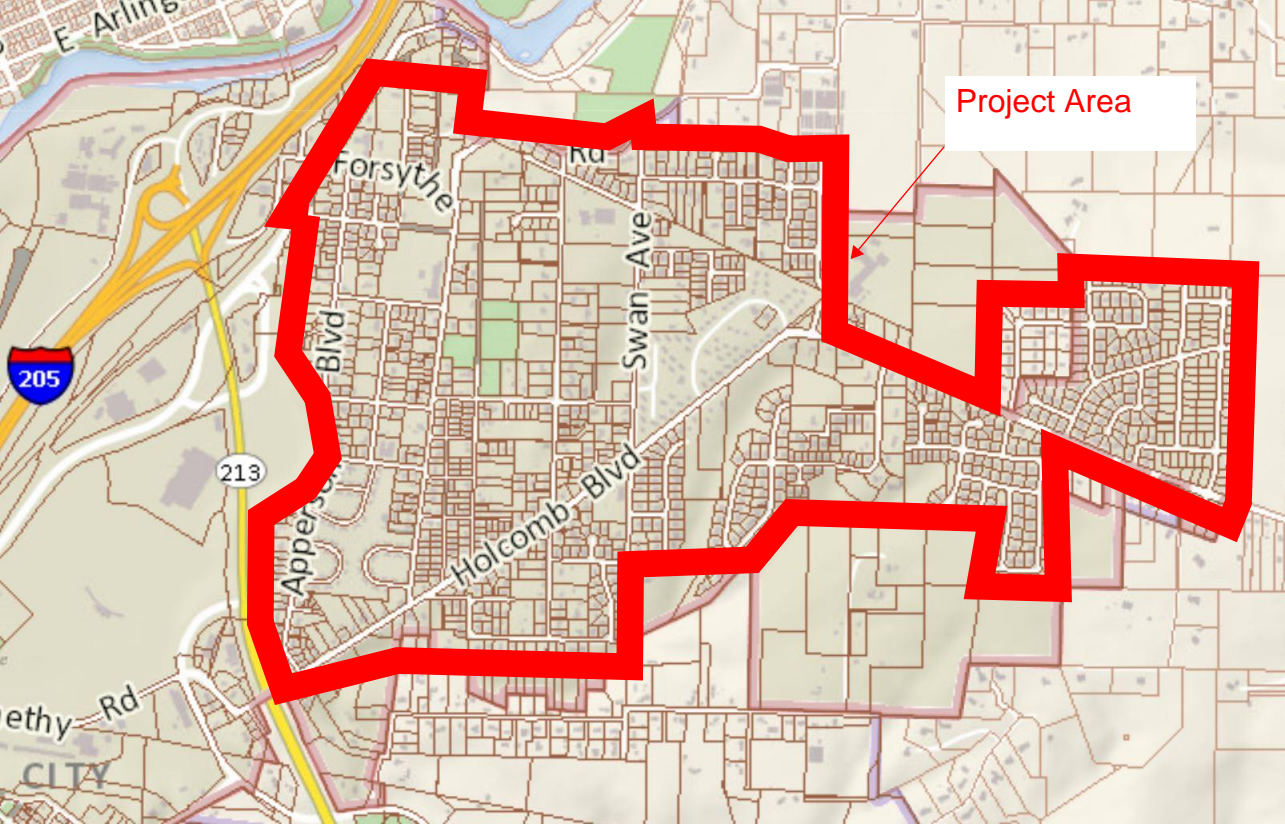
  
\_\_\_\_\_  
DAN HOLLADAY, Mayor

Attested to this 15<sup>th</sup> day of July 2020:

  
\_\_\_\_\_  
Kattie Riggs, City Recorder

Approved as to legal sufficiency:

  
\_\_\_\_\_  
City Attorney



Project Area

Forsythe Rd

Swan Ave

Holcomb Blvd

Apperson Blvd

213

205

ethy Rd  
CITY

July 5, 2020

Transportation Growth Management (TGM) Grant  
c/o Glen Bolen  
Oregon Department of Transportation  
123 NW Flanders St.  
Portland, OR 97209

RE: Letter of Support – Development Stakeholders Group  
Park Place Neighborhood Urbanization Plan  
City of Oregon City

To Whom It May Concern:

The Park Place Neighborhood is located on the north side of the City of Oregon City (“City”). When it was annexed over 20 years ago, it consisted of mostly rural roads with a large amount of developable land.

Today, it consists of one park, two schools, and a large amount of developable land commonly called the Park Place Concept Plan Area. Outside of the Concept Plan, other developable land exists along with a large amount of land slated for redevelopment.

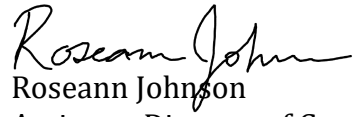
As development has occurred over the past 20 years, it has become necessary to build out the infrastructure, including the roadway system, to be able to handle the increased traffic consisting of automotive vehicles, bicycles, and pedestrians. Without a plan in place other than the City’s Transportation System Plan (“TSP”), roads have not been addressed consistently since the area was annexed to the City. We understand a plan will provide guidance and solutions to staff to properly address roads going forward.

The Development Stakeholders Group (“DSG”) consists of members of the development community who meet with City staff on a regular basis to discuss standards, policies, and happenings within the City and provide opinions and guidance on City regulations.

The DSG supports the City’s application for an Urbanization Study (“Study”) that will determine how to properly and consistently build out the roadway network as development continues so that the future population is addressed in a manageable way. We understand this Study will take into account the City’s Municipal Code and TSP, the Park Place Concept Plan, and current land use approvals. The DSG understands that notwithstanding any Study findings and recommendations, current entitlements stand. Finally, we also understand this Study will be adopted by the City Commission as an ancillary document to the City’s TSP.

We pledge that we will have representation at public outreach opportunities as this Study will impact Park Place and the City for years to come.

Sincerely,

A handwritten signature in black ink that reads "Roseann Johnson". The signature is fluid and cursive, with the first name "Roseann" and last name "Johnson" clearly legible.

Roseann Johnson

Assistant Director of Government Affairs, Home Builders Association of Metropolitan  
Portland

Member, City of Oregon City Development Stakeholder Group

June 29, 2020

Transportation Growth Management (TGM) Grant  
c/o Glen Bolen  
Oregon Department of Transportation  
123 NW Flanders St.  
Portland, OR 97209

RE: Letter of Support – Park Place Neighborhood Association  
Park Place Neighborhood Urbanization Plan  
City of Oregon City

To Whom It May Concern:

The Park Place Neighborhood is located on the north side of the City of Oregon City. When it was annexed over 20 years ago, it consisted of mostly rural roads with a large amount of developable land.

Today, it consists of one park, two schools, and a large amount of developable land commonly called the Park Place Concept Plan Area. Outside of the Concept Plan, other developable land exists along with a large amount of land slated for redevelopment.

As development has occurred over the past 20 years, it has become necessary to build out the infrastructure, including the roadway system, to be able to handle the increased traffic consisting of automotive vehicles, bicycles, and pedestrians. Without a Plan in place other than the City's Transportation System Plan, roads have not been addressed consistently since the area was annexed to the City. We understand this Study will provide guidance and solutions to staff to properly address roads going forward.

The Park Place Neighborhood Association consists of members of the Park Place Neighborhood to make recommendations to staff and the City Commission from a Park Place Neighborhood perspective.

The Park Place Neighborhood Association supports the City of Oregon City's application for an Urbanization Study that will determine how to properly and consistently build out the roadway network as development continues so that the future population is addressed in a manageable way. We understand this Urbanization Study will take into account the City of Oregon City Municipal Code, the City of Oregon City Transportation System Plan (TSP), and the Park Place Concept Plan. We also understand this Urbanization Study will be adopted by the City Commission as an ancillary document to the City's TSP.

We pledge that we will have representation at public outreach opportunities as this Study will impact our neighborhood for years to come.

A handwritten signature in black ink, appearing to read 'Gregory Stone', with a stylized, flowing script.

Sincerely,  
Gregory Stone  
PPNA Chair

Date JULY 2, 2020

c/o LeeAnne Fergason  
Oregon Department of Transportation  
123 NW Flanders St.  
Portland, OR 97209

RE: City of Oregon City – Holcomb Boulevard Safe Routes to School Infrastructure Grant  
Safe Routes to School Competitive Infrastructure Grant Program

To Whom It May Concern:

We are writing this letter regarding the Safe Routes to School Competitive Infrastructure Grant Program. The Oregon City School District, the Park Place Neighborhood Association, and the City of Oregon City have been working together on a project on Holcomb Boulevard in Oregon City that has some significant needs for pedestrian and bicycle improvements. We have reviewed their proposal and are giving our support for this project.

Holcomb Boulevard is the main road leading to and from Holcomb Elementary, a Title 1 School. This project has been identified on the Transportation System Plan and is a concern for the School District and the neighborhood with regard to providing safety features to allow children a safe corridor to walk and bicycle to and from school.

As development has occurred over the past 20 years, it has become increasingly necessary to build out these improvements in order to meet the needs of the children, bicyclists, and other pedestrians. Without the pedestrian and bicycle improvements, the school district cannot support children as it should in a Safe Routes to School Program.

The Transportation Advisory Committee supports the City of Oregon City's grant application for this project that will enhance pedestrian safety within the corridor, including the abilities of children to safely walk to and from Holcomb Elementary. We urge your support for these important safety improvements included in the Holcomb Boulevard Safe Routes to School Grant application.

Sincerely,

  
Transportation Advisory Committee  
Chair



Date JULY 2, 2020

Transportation Growth Management (TGM) Grant  
c/o Glen Bolen  
Oregon Department of Transportation  
123 NW Flanders St.  
Portland, OR 97209

RE: Letter of Support – Transportation Advisory Committee  
Park Place Neighborhood Urbanization Plan  
City of Oregon City

To Whom It May Concern:

The Park Place Neighborhood is located on the north side of the City of Oregon City. When it was annexed over 20 years ago, it consisted of mostly rural roads with a large amount of developable land.

Today, it consists of one park, two schools, and a large amount of developable land commonly called the Park Place Concept Plan Area. Outside of the Concept Plan, other developable land exists along with a large amount of land slated for redevelopment.

As development has occurred over the past 20 years, it has become necessary to build out the infrastructure, including the roadway system, to be able to handle the increased traffic consisting of automotive vehicles, bicycles, and pedestrians. Without a Plan in place other than the City's Transportation System Plan, roads have not been addressed consistently since the area was annexed to the City. We understand this Study will provide guidance and solutions to staff to properly address roads going forward.

The Transportation Advisory Committee supports the City of Oregon City's application for an Urbanization Study that will determine how to properly and consistently build out the roadway network as development continues so that the future population is addressed in a manageable way. We understand this Urbanization Study will take into account the City of Oregon City Municipal Code, the City of Oregon City Transportation System Plan (TSP), and the Park Place Concept Plan. We also understand this Urbanization Study will be adopted by the City Commission as an ancillary document to the City's TSP.

We pledge that we will have representation at public outreach opportunities as this Study will impact the Park Place Neighborhood for years to come.

Sincerely,



Chair/Representative





Transportation Growth Management (TGM) Grant  
c/o Glen Bolen  
Oregon Department of Transportation  
123 NW Flanders St.  
Portland, OR 97209

June 8, 2020

RE: Letter of Support – Planning Commission  
Park Place Neighborhood Urbanization Plan  
City of Oregon City

To Whom It May Concern:

The Park Place Neighborhood is located on the north side of the City of Oregon City. When it was annexed over 20 years ago, it consisted of mostly rural roads with a large amount of developable land.

Today, it consists of one park, two schools, and a large amount of developable land commonly called the Park Place Concept Plan Area. Outside of the Concept Plan, other developable land exists along with a large amount of land slated for redevelopment.

As development has occurred over the past 20 years, it has become necessary to build out the infrastructure, including the roadway system, to be able to handle the increased traffic consisting of automotive vehicles, bicycles, and pedestrians. Without a Plan in place other than the City's Transportation System Plan, roads have not been addressed consistently since the area was annexed to the City. We understand this Study will provide guidance and solutions to staff to properly address roads as well as pedestrian and bicycle travel going forward.

The Planning Commission supports the City of Oregon City's application for an Urbanization Study that will determine how to properly and consistently build out the roadway network as development continues so that the future population is addressed in a manageable way. We understand this Urbanization Study will take into account the City of Oregon City Municipal Code, the City of Oregon City Transportation System Plan (TSP), and the Park Place Concept Plan. We also understand this Urbanization Study will be adopted by the City Commission as an ancillary document to the City's TSP.

We pledge that we will have representation at public outreach opportunities as this Study will impact the Park Place Neighborhood for years to come.

Sincerely,

*Mike Mitchell, Chair*

The City of Oregon City Planning Commission

July 6, 2020

Transportation Growth Management (TGM) Grant  
c/o Glen Bolen  
Oregon Department of Transportation  
123 NW Flanders St.  
Portland, OR 97209

RE: Letter of Support – Citizen Involvement Committee  
Park Place Neighborhood Urbanization Plan  
City of Oregon City

To Whom It May Concern:

The Park Place Neighborhood is located on the north side of the City of Oregon City. When it was annexed over 20 years ago, it consisted of mostly rural roads with a large amount of developable land.

Today, it consists of one park, two schools, and a large amount of developable land commonly called the Park Place Concept Plan Area. Outside of the Concept Plan, other developable land exists along with a large amount of land slated for redevelopment.


As development has occurred over the past 20 years, it has become necessary to build out the infrastructure, including the roadway system, to be able to handle the increased traffic consisting of automotive vehicles, bicycles, and pedestrians. Without a Plan in place other than the City's Transportation System Plan, roads have not been addressed consistently since the area was annexed to the City. We understand this Study will provide guidance and solutions to staff to properly address roads going forward.

The Citizen Involvement Committee consists of members of all neighborhood associations. This group makes recommendations to staff and the City Commission from a City neighborhood perspective.

The Citizen Involvement Committee supports the City of Oregon City's application for an Urbanization Study that will determine how to properly and consistently build out the roadway network as development continues so that the future population is addressed in a manageable way. We understand this Urbanization Study will take into account the City of Oregon City Municipal Code, the City of Oregon City Transportation System Plan (TSP), and the Park Place Concept Plan. We also understand this Urbanization Study will be adopted by the City Commission as an ancillary document to the City's TSP.

We pledge that we will have representation at public outreach opportunities as this Study will impact the Park Place Neighborhood for years to come.

Sincerely,

  
Bob LaSalle, Chair

July 7, 2020

Transportation Growth Management (TGM) Grant  
c/o Glen Bolen  
Oregon Department of Transportation  
123 NW Flanders St.  
Portland, OR 97209

RE: Letter of Support – Clackamas County Housing Authority  
Park Place Neighborhood Urbanization Plan  
City of Oregon City

To Whom It May Concern:

The Park Place Neighborhood is located on the north side of the City of Oregon City. When it was annexed over 20 years ago, it consisted of mostly rural roads with a large amount of developable land.

Today, it consists of one park, two schools, and a large amount of developable land commonly called the Park Place Concept Plan Area. Outside of the Concept Plan, other developable land exists along with a large amount of land slated for redevelopment.

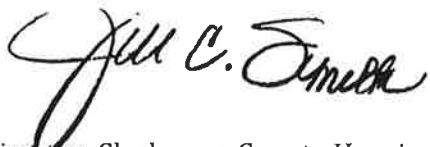
As development has occurred over the past 20 years, it has become necessary to build out the infrastructure, including the roadway system, to be able to handle the increased traffic consisting of automotive vehicles, bicycles, and pedestrians. Without a Plan in place other than the City's Transportation System Plan, roads have not been addressed consistently since the area was annexed to the City. We understand this Study will provide guidance and solutions to staff to properly address roads going forward.

The Clackamas County Housing Authority operates two properties within the neighborhood. There are future plans to potentially rehabilitate or redevelop these properties. The current and future residents of these properties could make great use of future pedestrian and bike amenities.

The Clackamas County Housing Authority supports the City of Oregon City's application for an Urbanization Study that will determine how to properly and consistently build out the roadway network as development continues so that the existing and future population is addressed in a manageable way. We understand this Urbanization Study will take into account the City of Oregon City Municipal Code, the City of Oregon City Transportation System Plan (TSP), and the Park Place Concept Plan. We also understand this Urbanization Study will be adopted by the City Commission as an ancillary document to the City's TSP.

We pledge that we will have representation at public outreach opportunities as this Study will impact the Clackamas County Housing Authority properties and its residents for years to come.

Sincerely,

A handwritten signature in black ink, reading "Jill C. Smith". The signature is fluid and cursive, with the first letters of each word being capitalized and prominent.

Director, Clackamas County Housing Authority



# Oregon City School District No. 62

*Learning to be our Best*

PO Box 2110 (1417 12<sup>th</sup> St.), Oregon City, Oregon 97045-5010

July 8, 2020

Transportation Growth Management (TGM) Grant  
c/o Glen Bolen  
Oregon Department of Transportation  
123 NW Flanders St.  
Portland, OR 97209

RE: Letter of Support – Oregon City School District  
Park Place Neighborhood Urbanization Plan  
City of Oregon City

To Whom It May Concern:

The Park Place Neighborhood is located on the north side of the City of Oregon City. When it was annexed over 20 years ago, it consisted of mostly rural roads with a large amount of developable land.

Today, it consists of one park, two schools (an elementary school and a charter school), and a large amount of developable land commonly called the Park Place Concept Plan Area. Outside of the Concept Plan, other developable land exists along with a large amount of land slated for redevelopment.

As development has occurred over the past 20 years, it has become necessary to build out the infrastructure, including the roadway system, to be able to handle the increased traffic consisting of automotive vehicles, bicycles, and pedestrians. Without a Plan in place other than the City's Transportation System Plan, roads have not been addressed consistently since the area was annexed to the City. We understand this Study will provide guidance and solutions to staff to properly address roads going forward.

The Oregon City School District operates one school within the neighborhood. The current and future students of this school could make great use of future pedestrian and bike amenities. This school is listed as a Title I school eligible for Safe Routes to Schools Grants.

The Oregon City School District supports the City of Oregon City's application for an Urbanization Study that will determine how to properly and consistently build out the roadway network as development continues so that the existing and future population is addressed in a manageable way. We understand this Urbanization Study will take into account the City of Oregon City Municipal Code, the City of Oregon City Transportation System Plan (TSP), and the Park Place Concept Plan. We also understand this Urbanization Study will be adopted by the City Commission as an ancillary document to the City's TSP.

We pledge that we will have representation at public outreach opportunities as this Study will impact the Oregon City School District and its students for years to come.

Sincerely,

A handwritten signature in blue ink that reads "Wes Rogers".

Wes Rogers, Bond Program Manager  
Oregon City School District

*With high expectations for all, we engage all students in meaningful learning activities that prepare them for a successful life.*

## 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 persons<sup>1</sup> 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 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                 |  |

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.

☒ *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:** 7/7/2020

Printed Name: John Lewis, P.E.

Title: Public Works Director

Agency Name: City of Oregon City

<sup>1</sup> “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.