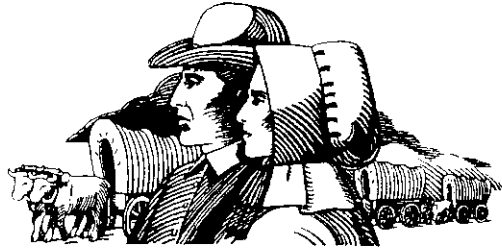


CITY OF OREGON CITY

PLANNING COMMISSION

320 WARNER MILNE ROAD
TEL 657-0891

OREGON CITY, OREGON 97045
FAX 657-7892



THE FEBRUARY 9TH, 2004 PLANNING COMMISSION MEETING IS CANCELLED.

A Joint City Commission and Planning Commission
Work Session will be held on **Wednesday,
February 11th, 2004 in the City Hall Chambers
at 5:30 pm** to review the Draft Comprehensive
Plan, Comprehensive Plan and Zoning Maps, and
Municipal Code Updates.

Drafts of the Comprehensive Plan, Comprehensive Plan Map, Zoning Map,
and Municipal Code Updates are on the
Oregon City Web Page (www.orcity.org) under "Planning".

NOTE: HEARING TIME AS NOTED ABOVE IS TENTATIVE. FOR SPECIAL ASSISTANCE DUE TO DISABILITY, PLEASE CALL
CITY HALL, 657-0891, 48 HOURS PRIOR TO MEETING DATE.



CITY OF OREGON CITY

INCORPORATED 1844

Community Development Department
Planning Division

320 Warner Milne Rd. - P.O. Box 3040 - Oregon City, OR 97045

Tel: (503) 657-0891 Fax: (503) 657-7892

TO: Honorable Mayor, City Commissioners and Planning Commissioners

FROM: Dan Drentlaw, Community Development Director

DATE: February 6, 2004

RE: Legislative File L 03-01: Comprehensive Plan Update and Zoning Code Amendments

Dear Mayor and Commissioners:

The packet for the February 11, 2004 joint City Commission and Planning Commission work session includes the amended Comprehensive Plan Text, Comprehensive and Zoning Maps, and Zoning Code based on the January 26, 2004 Planning Commission recommendation.

The amended Zoning Code - Version 7, includes additional changes to those recommended by the Planning Commission. There have been minor changes throughout the document addressing spelling and grammatical errors and providing consistency with the amended Comprehensive Plan and with other amended sections throughout the entire code. In addition to minor changes throughout the document, changes have been made to update the zoning and annexation tables to reflect new zoning and comprehensive plan designations. Staff has added a maximum lot coverage requirement to compliment the reduced setbacks that have been proposed to the R-3.5, R-6, and R-8 zones and to further implement the goals of affordable housing and limit the size of a building footprint in relation to the size of the lot.

Staff has removed the Limited Commercial and Limited Office Conditional District as the zones are not applicable with the proposed map changes and the Neighborhood Commercial District has been amended to increase the permitted uses.

Staff will review the proposed additions at the work session on February 11, 2004. The most recent proposed Comprehensive Map, Zoning Map, Comprehensive Plan, and Amended Zoning Code are available at City Hall, the Oregon City Library, the Carnegie Center, Pioneer Community Center and on the Oregon City web site.

CITY OF OREGON CITY

GEOGRAPHIC INFORMATION SYSTEM

Proposed Zoning Map

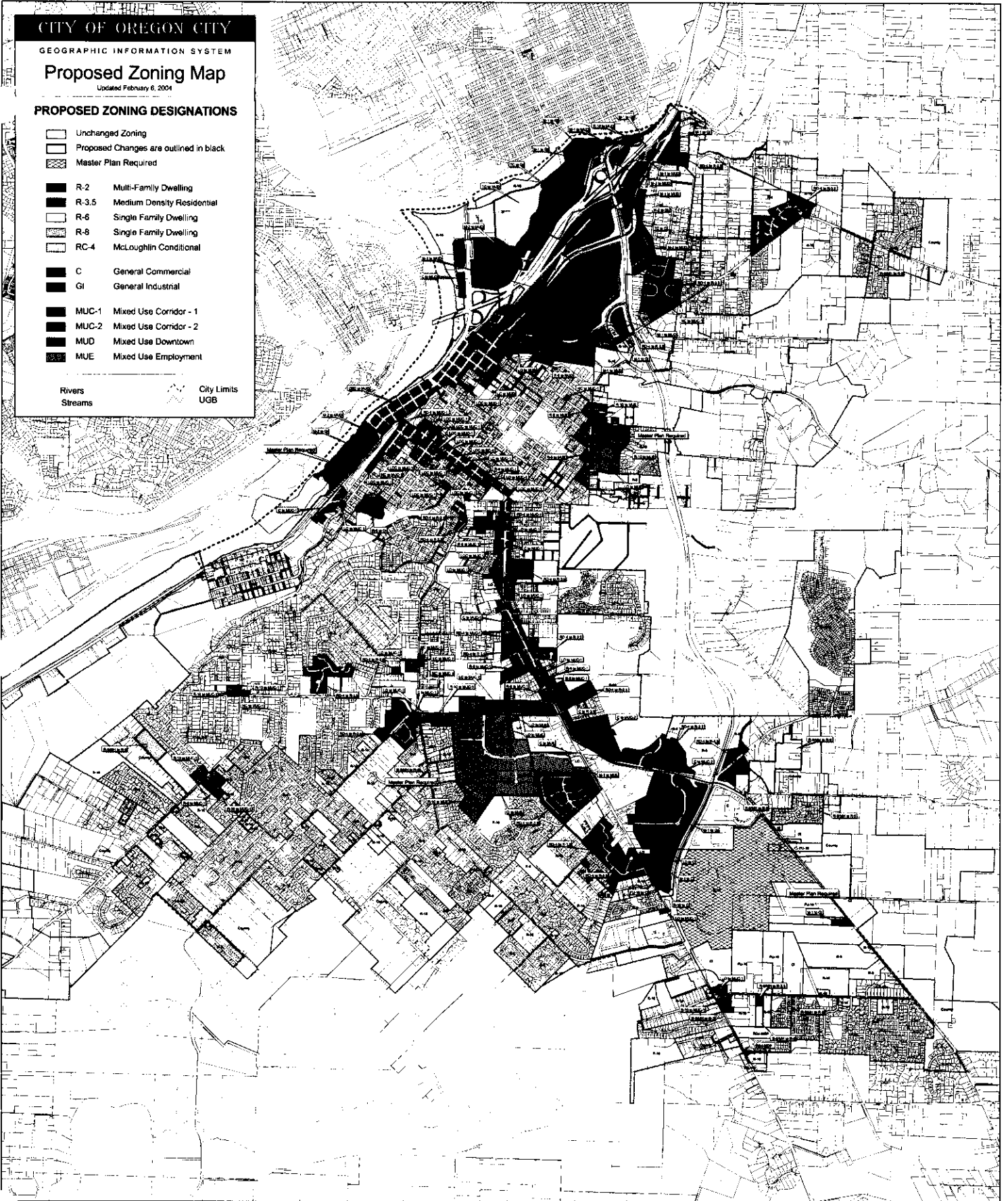
Updated February 6, 2004

PROPOSED ZONING DESIGNATIONS

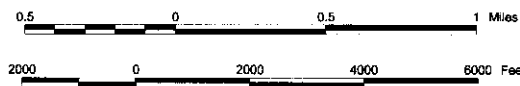
- Unchanged Zoning
- Proposed Changes are outlined in black
- Master Plan Required
- R-2 Multi-Family Dwelling
- R-3.5 Medium Density Residential
- R-6 Single Family Dwelling
- R-8 Single Family Dwelling
- RC-4 McLoughlin Conditional
- C General Commercial
- GI General Industrial
- MUC-1 Mixed Use Corridor - 1
- MUC-2 Mixed Use Corridor - 2
- MUD Mixed Use Downtown
- MUE Mixed Use Employment

Rivers
Streams

City Limits
UGB



MAP FOR REFERENCE PURPOSES ONLY.
The information on this map is derived from Oregon City's digital database. However, there may be map errors or omissions. Please contact Oregon City directly to verify map information. Notification of any errors will be appreciated.



Please recycle with colored office grade paper.

City of Oregon City
P.O. Box 3040
320 Warner Mill Rd.
Oregon City, OR 97045
503-657-0891 ph
503-657-6629 fax
www.ci.oregon-city.or.us



Not for sale - February 6, 2004
Project: Zoning Map (PZ000002) gpl
Plot: Proposed_Zoning_Changes_City.mxd, web, doc, 5/25/2004 gpl



CITY OF OREGON CITY











GEOGRAPHIC INFORMATION SYSTEM




Proposed Comprehensive Plan

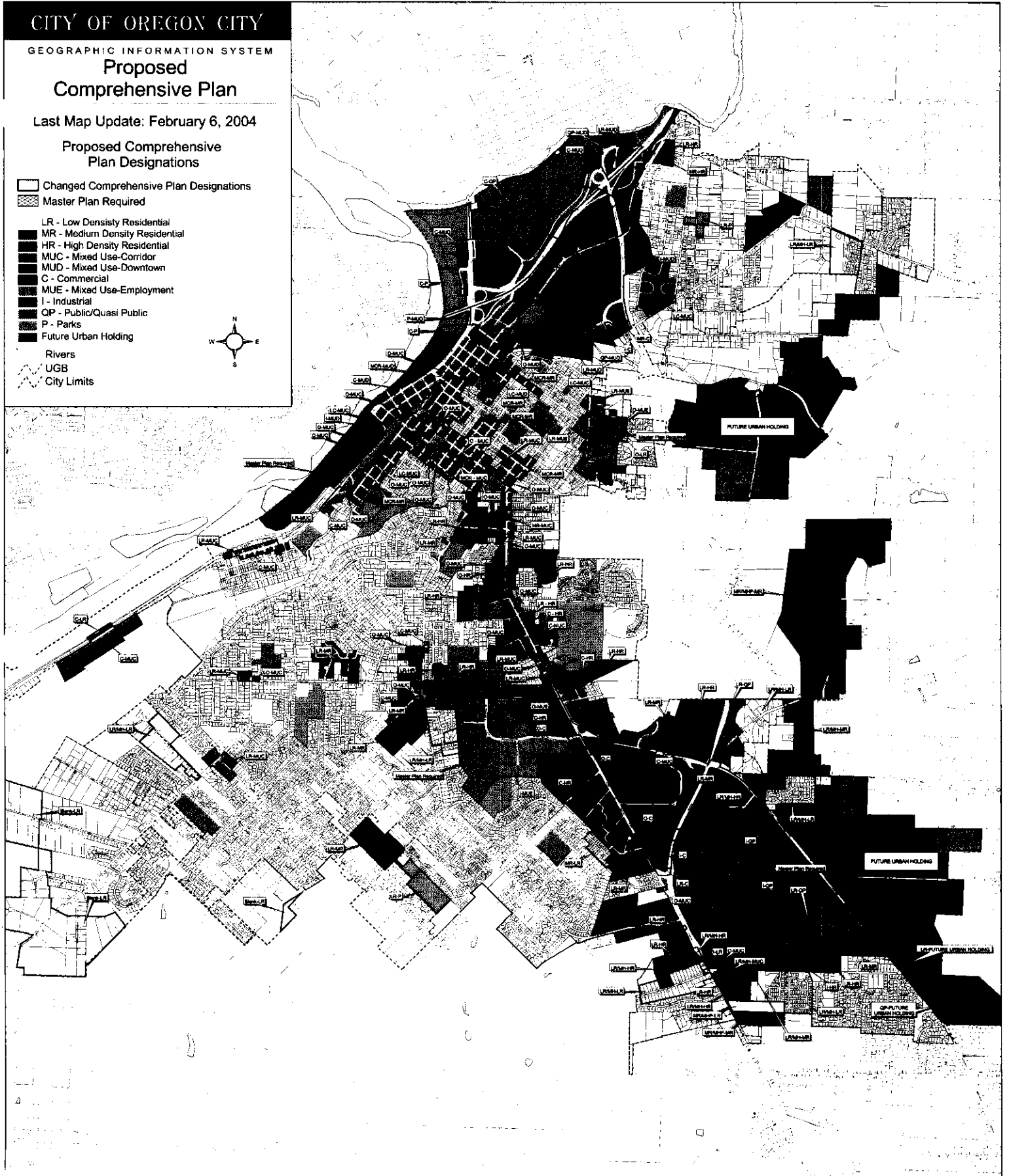
Last Map Update: February 6, 2004

Proposed Comprehensive Plan Designations

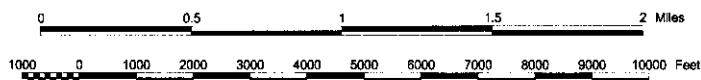
-  Changed Comprehensive Plan Designations
-  Master Plan Required

-  LR - Low Density Residential
-  MR - Medium Density Residential
-  HR - High Density Residential
-  MUC - Mixed Use-Corridor
-  MUD - Mixed Use-Downtown
-  C - Commercial
-  MUE - Mixed Use-Employment
-  I - Industrial
-  QP - Public/Quasi Public
-  P - Parks
-  Future Urban Holding

-  Rivers
-  UGB
-  City Limits



MAP FOR REFERENCE PURPOSES ONLY.
The information on this map is derived from Oregon City's digital database. However, there may be map errors or omissions. Please contact Oregon City directly to verify map information. Notification of any errors will be appreciated.



City of Oregon City
P.O. Box 3040
320 Warner Mills Rd.
Oregon City, Oregon 97045
503-657-6991 ph
503-657-6629 fax
www.ci.oregon-city.or.us



Plot date: February 6, 2004
Project: Proposed_Comp.apr
Plot: Proposed_Comp_vrli_text_02062004.pdf

Proposed
Comprehensive Plan
City of Oregon City



January 27, 2004

P.O. Box 3040
320 Warner Milne Road
Oregon City, OR 97045
(503) 657-0891
Fax (503) 657-7892

CONTENTS

1. CITIZEN INVOLVEMENT
2. LAND USE
3. OPEN SPACES, SCENIC AND HISTORIC AREAS,
AND NATURAL RESOURCES
4. AIR, WATER, AND LAND RESOURCES QUALITY
5. NATURAL HAZARDS AND NATURAL DISASTERS
6. PARKS AND RECREATION
7. ECONOMIC DEVELOPMENT
8. HOUSING
9. PUBLIC FACILITIES
10. TRANSPORTATION
11. ENERGY CONSERVATION
12. URBANIZATION
13. WILLAMETTE RIVER GREENWAY

**First City's Future
Vision Statement Preamble**

Oregon City, Oregon

Where powerful natural forces converge, people also gather,
At a bend in Oregon's mightiest river,
Where cold clear water from thirteen watersheds bathes migrating salmon,
And flowery oak Savannah bluffs meet temperate rainforest canyons,
Our three-tiered City rises above rumbling, roaring Willamette Falls.
At this ancient fishing ground and confluence of native cultures,
At the destination of one of the greatest migrations in all of human history,
Lies Oregon City, where the forces of nature and people unite.

Introduction

The purpose of the Comprehensive Plan is to provide a coordinated set of guidelines for decision-making to guide future development, and redevelopment, of the city. The plan provides a coordinated land use map and policy statement of the governing local body that incorporates and provides guidance for all functional systems and activities related to the use of the lands, including but not limited to, sewer and water systems, transportation systems, educational facilities, recreational facilities, natural resources and air and water quality management programs. In this way, the plan also provides direction to the city's financial investments, regulations and codes.

Comprehensive planning in Oregon was mandated by the 1973 Legislature with the adoption of Senate Bill 100, which in part requires that comprehensive plans and any ordinances or regulations implementing the plans must comply with the applicable state-wide planning Goals adopted by the Land Conservation and Development Commission. Oregon City must also comply with the relevant portions of Metro's Urban Growth Management Functional Plan, which is a regional land use plan that implements the 2040 Growth Concept. Periodic updates to a city's Comprehensive Plan are required and the Oregon City Comprehensive Plan that follows is such an update and has brought the City into compliance with regional and state requirements.

Plan Principles

In communities across the nation, there is a growing concern that current development patterns dominated by what some call "sprawl"-are no longer in the long-term interest of our cities, existing suburbs, small towns and rural communities. Though supportive of growth, communities are questioning the economic costs of abandoning infrastructure in the city, only to rebuild it further out. They are questioning the social costs of the mismatch between new employment locations in the suburbs and the available work force in the city. They are questioning the wisdom of abandoning "brownfields" in older communities, consuming open space and prime agricultural lands at the suburban fringe, and polluting the air of an entire region by driving farther to get places.

Spurring the smart growth/sustainable development movement are demographic shifts, a strong environmental ethic, increased fiscal concerns and more nuanced views of growth. The result is both a new demand and a new opportunity for smart growth. Sustainable development/smart growth recognizes the connections between development and quality of life. It leverages new growth to improve the community. Smart growth invests time, attention and resources in restoring community and vitality to center cities and older suburbs and neighborhoods. New smart growth is more town-centered, is transit and pedestrian oriented and has a greater mix of housing, commercial, industrial and retail use. It also preserves open space and many other environmental amenities.

"Sustainability" is about fairness over time. It is about meeting our social, environmental and economic wants and needs in a way that does not leave any segment of our population behind and does not undermine the ability of future generations to meet their needs. It postulates that every citizen and developer can apply some elements of sustainability to every project.

“Smart growth” reflects community planning that offers an alternative to unchecked, sprawling development. It advocates balancing our need for open spaces and preserving natural and cultural resources, providing a wide range of transportation choices while revitalizing our downtown and older neighborhoods and creating new neighborhoods and districts that are livable and affordable.

Sustainable development means creating “livable, inspiring, enduring, and equitable places where the quality of life and the long-term quality of human existence will be enhanced rather than depleted”¹ and is demonstrated by the following:

1. uses that can be accommodated and continued while minimizing the impacts to the quality of air, land and water resources in their natural systems;
2. development designed to create family wage jobs and enhance neighborhoods and infrastructures which provide a variety of housing and living environments;
3. designing structures to reduce the consumption of energy and nonrenewable materials and reduce the production of waste, toxic emissions and pollution;
4. minimizing the consumption of land while maintaining and restoring existing environmental attributes of development sites;
5. designing development to increase access to jobs, affordable housing and transportation choices.

As part of promoting sustainable development goals and objectives, the city shall carefully balance the need for environmental integrity, economic prosperity, social equity and community livability. The City shall consider the cumulative and long term impacts in decision making and work to protect the natural beauty and diversity of Oregon City for future generations while supporting and providing employment, housing, transportation and recreational opportunities for all of our citizens.

The City will strive to foster the development of distinctive, attractive places with a strong sense of place by identifying the vision for the community and set standards for development and construction that respond to the community’s values of architectural beauty and distinctiveness, as well as expanded choices in housing and transportation.

The City of Oregon City acknowledges its responsibility as a leader in creating a sustainable community, locally, regionally and nationally. A sustainable community is one that persists over generations and is far-seeing enough, flexible enough and wise enough to balance and maintain its natural, economic, social and political systems.

¹ Timothy Beatley and Kristy Manning, *The Ecology of Place* (Washington, DC: Island Press, 1997), p. 2.

1. CITIZEN INVOLVEMENT

I know no greater depository of the ultimate powers of society but the people themselves. And if we think them not enlightened enough to exercise their control with a wholesome discretion, the remedy is not to take it from them, but to inform their indiscretion through education. That is the true corrective of abuses of constitutional power.

Thomas Jefferson

This section of the Oregon City Comprehensive Plan is intended to comply with Statewide Planning Goal 1, Citizen Involvement. This goal requires local governments “to develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.”

Recognizing the vital importance of providing citizens opportunities to be informed and involved in the planning process, Oregon City established a Citizen Involvement Program in the 1980s with two major components: neighborhood associations and the Citizen Involvement Committee (CIC). This element discusses the role of the CIC and its responsibility for developing, implementing, and evaluating the Citizen Involvement Program. The CIC’s overall goal is to work for the improvement of the quality of life within the City of Oregon City.

GOALS, POLICIES, AND ACTION ITEMS

Goal 1.1: Citizen Involvement Program

To implement a Citizen Involvement Program that will provide an active and systematic process for citizen participation in all phases of the land use process to enable citizens to consider and act upon a broad range of issues affecting the livability, community sustainability, and quality of neighborhoods and the community as a whole.

Policy

Policy 1.1.1 Utilize Neighborhood Associations, as the vehicle for neighborhood-based input into the process to meet the requirements of LCDC Statewide Planning Goal 1, Citizen Involvement.

Goal 1.2: Community and Comprehensive Planning

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

Policies

Policy 1.2.1 Encourage citizen participation in all functions of government and land-use planning.

Policy 1.2.2 The by-laws of the CIC and Neighborhood Associations shall govern their formation and operations.

Action Items

Action Item 1.2.1 Create a neighborhood area boundary extension plan for the City Commission.

- Action Item 1.2.2 Encourage Homeowner Associations to become part of the City's Neighborhood Associations and utilize them as the vehicle for neighborhood based input and land use information and notifications.

Goal 1.3: Community Education

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

Policies

- Policy 1.3.1 Encourage training of volunteers involved with Neighborhood Associations and the CIC.
- Policy 1.3.2 Work with the CIC to implement training strategies from the CIC Strategic Plan.
- Policy 1.3.3 Support creation of an internet web page affiliated with the City's home page and a CIC newsletter to provide updated Community Involvement information.

Action Items

- Action Item 1.3.1 Sponsor a minimum of one CIC Training Conference on the participation processes; decision-making and problem-solving methods; organizational strategies for neighborhoods; and locating resources.
- Action Item 1.3.2 Provide a training session on "Land Use Process Participation" at least once a year, or more often if needed.
- Action Item 1.3.3 Provide a training session on "How and When to Form Local Improvement Districts" at least once a year, or more often if needed.
- Action Item 1.3.4 Provide training courses and workshops for elected and appointed officials and citizens on land use planning and land management.

Goal 1.4: Community Involvement

Provide complete information for individuals, groups, and communities to participate in public policy planning and implementation.

Policies

- Policy 1.4.1 Provide complete information and timely notices on community involvement opportunities.
- Policy 1.4.2 Ensure that technical information is available in an understandable format.

Action Items

- Action Item 1.4.1 Submit land use hearing dates, factual summaries of current land use issues, and hearing outcomes, as available, to the CIC newsletter and internet web page for publication and distribution.
- Action Item 1.4.2 Submit factual summaries of long-range planning issues, as available, to the CIC newsletter and internet web page for publication and distribution.

Goal 1.5: Government/Community Relations

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

Policies

- Policy 1.5.1 Support the CIC in planning and initiating events for City representatives and the community to meet and interrelate on issues of interest to one or both parties.

Action Items

- Action Item 1.5.1 Work with local schools to incorporate citizen involvement instruction into school curriculum and develop a student community involvement program.
- Action Item 1.5.2 Create a steering committee to work with the City on updating the comprehensive plan.
- Action Item 1.5.3 Provide information and engagement opportunities for citizens outside the Urban Growth Boundary who have a stake in City policies and land use decisions.

Goal 1.6: CIC Continuous Development

Support the CIC's team spirit and dedication to community involvement for the purpose of ensuring continuous improvement.

Policies

- Policy 1.6.1 Assist the CIC in finding funding for the Community Involvement Program's current and future growth and development.
- Policy 1.6.2 Support an Annual Leadership Development Conference for CIC members (to include the updating of the CIC Strategic Plan).

Action Items

- Action Item 1.6.1 Establish a CIC office.
- Action Item 1.6.2 Review and adopt CIC by-laws.
- Action Item 1.6.3 Maintain a record keeping system for archiving CIC decisions and written evaluations.
- Action Item 1.6.4 Work with Public Affairs Manager to develop a Neighborhood Association/Staff Liaison Program.
- Action Item 1.6.5 Work with the Public Affairs Manager to develop an Ombudsmen program that provides timely responses to community/individual's questions and concerns.

- Action Item 1.6.6 The Public Affairs Manager will work with the CIC to establish guidelines for CIC and neighborhood associations to consider and implement new programs.

Goal 1.7: Neighborhood Plans

Adopt neighborhood plans that encompass a broad range of concerns for each neighborhood over a five- to ten-year time period as refinements of the Oregon City comprehensive plan.

Policies

- Policy 1.7.1 Address the elements of natural resource protection, land use, transportation, public facilities and services, housing, and parks, recreation, and open spaces in all neighborhood plans. If desired, include elements on economic activity, social services, environmental quality, and urban design. Use maps and diagrams to show the application of goal and policy statements.
- Policy 1.7.2 Ensure that neighborhood plans conform with the rest of the comprehensive plan.
- Policy 1.7.3 Within the time frame of neighborhood plans, specify the timing or preconditions for the implementation of policies and action items if possible.
- Policy 1.7.4 Provide maximum opportunities for property owners, residents, and businesses within the neighborhood to be involved in all phases of the preparation of a neighborhood plan.
- Policy 1.7.5 Use the neighborhood plans to make recommendations to any city board, commission, or agency having planning responsibilities, particularly as they relate to public improvements and land use decisions.

Action Items

- Action Item 1.7.1 Review neighborhood plans biennially.
- Action Item 1.7.2 Incorporate guidelines as needed to provide policy direction to the neighborhood. Such guidelines would not be part of the comprehensive plan.
- Action Item 1.7.3 Notify property owners, residents, and businesses within the neighborhood of general neighborhood and board meetings and other processes through which the plan will be developed.
- Action Item 1.7.4 Establish procedures for adoption of neighborhood plans by Neighborhood Associations, the Planning Commission, and the City Commission. The procedures shall include provisions for the Planning Commission to work directly with the Neighborhood Association regarding changes or amendments to a proposed neighborhood plan.

Goal 1.8: Advisory Committees

Establish and support Citizen Advisory Committees and Commissions.

Policies

- Policy 1.8.1 Identify those areas of city government in which the counsel of a formal citizen advisory committee or commission is warranted.
- Policy 1.8.2 Provide appropriate staff support to keep these committees and commissions viable.
- Policy 1.8.3 Solicit and support citizen participation on advisory committees and commissions. Identify desirable expertise and recruit citizen participants from the broader Portland Metro area as needed to best serve the interests of the Oregon City community.

Background

The Land Conservation and Development Commission (LCDC) Statewide Planning Goal 1, Citizen Involvement, mandates that a program be developed that “assures the opportunity for citizens to be involved in all phases on the planning process.” Oregon City has recognized this need to involve citizens in the planning and decision-making process. The Citizen Participation Goal in the *Land Use Policies for Oregon City*, established in 1976, is to “provide an active and systematic process for citizen and public agency involvement in the land use decision making for Oregon City.”

The philosophy in the *Land Use Policies for Oregon City* was that the formation of a neighborhood program would provide the best means for citizens to become involved in the planning process. With this policy in mind, Oregon City developed its Citizen Involvement Program with two major components: Neighborhood Associations and the Citizen Involvement Committee.

Existing Conditions

The CIC serves as the officially recognized citizen advisory committee to meet LCDC Statewide Planning Goal 1. The CIC is responsible for, as required by Goal 1, developing, implementing, and evaluating the Citizen Involvement Program. The CIC’s overall goal is to work for the improvement of the quality of life within the City of Oregon City. The CIC coordinates and communicates various aspects of citizen participation in the community and advises the City Commission, the Planning Commission and other planning and advisory bodies. A City Liaison is provided through the City Manager’s Office, and the Public Affairs Manager provides staff assistance.

Prior to the initiation of the comprehensive plan update in spring 2002, the CIC began working on revisions to the citizen involvement procedures for Oregon City. The CIC developed a Five-Year Strategic Plan—including a Mission Statement, Vision, Values, and Roles and Responsibilities—and Citizen Involvement Committee By-laws (approved by membership on January 11, 2000) and a Citizen Involvement Handbook. Each of the documents was developed over three years by the entire CIC, which consisted of the elected leadership of the recognized neighborhood associations in Oregon City.

The By-Laws and 5-year Strategic Plan were written to meet the intent of Statewide Goal 1 for Citizen Involvement, which clearly expresses the need for citizen involvement in all aspects of land-use planning and other livability issues for cities in Oregon.

The area served by the CIC includes the current legal city limits and all areas of impact within the current Urban Growth Boundary, such as: county islands within any of the neighborhood association boundaries; areas of the county adjacent to recognized neighborhood associations; and areas of the county not adjacent to a recognized neighborhood association, but within the Urban Growth Boundaries and not represented by a Community Planning Organization (CPO).

First City's Future

In February 1999 a meeting was held to evaluate a proposal for a "visioning process" and how the city might benefit from the undertaking. The committee concluded the process could work if properly structured with realistic 'visions' which could be accomplished by volunteers working throughout all segments of the community; governments, medical community, educational leaders, and business organizations. From that meeting, the First City's Future Initiating Task Force was developed and worked toward development of a strategy to create a vision for Oregon City.

In November 2000, the Task Force held the first community-wide open house attended by 125 community members and City staff. From the November meeting emerged a draft vision statement that brought forward shared common goals for the future of Oregon City. The visioning process is an ongoing project and needs to be reviewed and updated periodically. A successful visioning process is a constant, dynamic process that must be initiated and maintained by the community

2. LAND USE

We abuse the land because we regard it as a commodity belonging to us. When we see land as a community to which we belong, we may begin to use it with love and respect.

Aldo Leopold, *A Sand County Almanac*, 1949.

[The city planning process] should undertake to develop principles . . . [that] should be constructed into policies that will ensure that the resources of the city, site, and artifacts, are recognized as values and determinants of form, both in planning and the execution of works. Rio differs from Kansas City, New York from Amsterdam, and Washington [D.C.] from all of them, for good and sufficient reasons. They lie, at base, in the geological history, climate, physiography, soils, plants and animals that constitute the history of the place and the basis of its intrinsic identity.

Ian McHarg, *Design with Nature*, 1969.

The Statewide Planning Goal for Land Use Planning (Goal 2) establishes a land use planning process and policy framework, with which local comprehensive plans must comply. This element of the Oregon City Comprehensive Plan identifies the City's goals and policies related to the land use planning process consistent with the statewide planning goal and consistent with the regional goals and requirements of Metro. The Waterfront Master Plan and Downtown Community Plan will help to revitalize the residential aspects of downtown and the Clackamette Cove area, and implement a vision of the downtown area as a Regional Center in accordance with Metro's 2040 Growth Concept. The Metro Design Type Map with Oregon City's 2040 Growth Concepts is located in Appendix B of this document. This element also addresses Statewide Planning Goals for Agricultural and Forest Lands (Goals 3 and 4: to preserve and maintain agricultural lands and to conserve forest lands for forest uses).

The Oregon City Comprehensive Plan (comprehensive plan) and the Comprehensive Land Use Plan Map (plan map) control and guide land uses and development in the city. The Comprehensive Land Use Plan Map is located in Appendix A of this document. The plan map designates geographic areas for general land uses in accordance with the comprehensive plan. The plan map shows the general development pattern of the city. It indicates which areas are best suited for residences, which areas are best suited for commercial and office uses, which areas are best suited for industry, and which should be left undeveloped.

GOALS, POLICIES, AND ACTION ITEMS

Goals

Goal 2.1: Efficient Use of Land

Ensure that property planned for residential, commercial, office, and industrial use is used efficiently and that land will be developed following the principles of "Sustainable Development."

Policies

Policy 2.1.1 Create incentives for new development to use land more efficiently, such as by having minimum floor area ratios or maximums for parking and setbacks.

- Policy 2.1.2 Encourage the vertical and horizontal mixing of different land use types in selected areas of the city where compatible uses can be designed to reduce the overall need for parking, create vibrant urban areas, reduce reliance on the private automobile, and create more business opportunities.
- Policy 2.1.3 Encourage sub-area master planning for larger developments or parcels, including re-development, where it may be feasible to develop more mixed uses, or campus-style industrial parks, with shared parking and landscaping areas. Allow developments to vary from prescriptive standards if planned and approved under this provision.
- Policy 2.1.4 Use redevelopment programs such as urban renewal to help redevelop underutilized commercial and industrial land.
- Policy 2.1.5 Encourage the implementation of sustainable development, smart growth, green building concepts and other environmentally friendly construction techniques and materials.
- Policy 2.1.6 Encourage the integration of mixed land uses into communities as a critical component of achieving better places to live.

Action Items

- Action Item 2.1.1 Maintain an inventory of vacant land, redevelopment, and new development on a regular basis to better account for and assess future land supplies for residential, industrial, and commercial lands.
- Action Item 2.1.2 Create a Planned Development or Master Plan provision and review procedure that will allow developers to promote comprehensive evaluation and planning of new development. A master plan or planned development requirement should help assure smooth development permitting and adequate infrastructure availability, especially when phasing development over several years.
- Action Item 2.1.3 Evaluate methods of providing incentives within the zoning code to encourage development of mixed-use projects (for instance, by allowing development of retail space in industrial zones once the minimum FAR for industrial uses is reached).
- Action Item 2.1.4 Develop incentives for developers to build more efficiently on vacant and redevelopable land.
- Action Item 2.1.5 Amend the Zoning Code to allow and encourage mixed uses in selected areas of the city, such as within the Regional Center including downtown, Clackamette Cove in manner that is consistent with the Waterfront Master Plan, around Clackamas Community College, within the County Red Soils site, and along 7th Street and Molalla Avenue.

- Action Item 2.1.6 Establish minimum floor area ratios (FARs), establish incentives to increase FARs, set maximum parking standards, and adjust minimum parking and landscaping requirements in Industrial zone(s).
- Action Item 2.1.7 Restrict intrusion of commercial or competing uses in order to protect areas designated as “industrial” or “employment” areas by Metro.
- Action Item 2.1.8 Work with Clackamas Community College, Willamette Falls Hospital and Clackamas County to develop and gain approval of a Master Plan for each of the sites prior to the expansion of the current facilities.

Goal 2.2: Downtown Oregon City

Develop the Downtown area (which includes the historic downtown area, the “north end” of the downtown, Clackamette Cove, and the End of the Oregon Trail area) as a quality place for shopping, living, working, cultural and recreational activities, and social interaction. Provide walkways for foot and bicycle traffic, preserve views of Willamette Falls and the Willamette River, and preserve the natural amenities of the area.

Policies

- Policy 2.2.1 Redefine the regional center concept to recognize the unique character of Oregon City while being in accordance with Metro’s 2040 Growth Concept.
- Policy 2.2.2 Develop and promote a vision for the economic development of the downtown area that solidifies the Downtown Community Plan and Waterfront Master Plan.
- Policy 2.2.3 Target public infrastructure investments and create public/private partnerships to help ensure that the regional center develops to its maximum capacity and realizes its full potential.
- Policy 2.2.4 Encourage the development of a strong and healthy historic downtown retail, office, and residential center.
- Policy 2.2.5 Implement the Downtown Community Plan and Waterfront Master Plan with regulations and programs that support compatible and complementary mixed-uses, including housing, hospitality services, restaurants, civic and institutional, offices, some types of industrial, and retail uses in the regional center, all at a relatively concentrated density.
- Policy 2.2.6 Support multi-modal transportation options throughout the regional center and to other regional and town centers.
- Policy 2.2.7 Improve connectivity for vehicles, bicycles, and pedestrians within the downtown and waterfront master plan areas and improve linkages between residential areas to the community beyond.
- Policy 2.2.8 Develop the Clackamette Cove area through the implementation of the Water Front Master Plan to achieve a balance between the natural and built

environments, including wildlife habitat, multi-family residential development, office/retail, and family recreation. Development should include environmentally friendly construction options.

- Policy 2.2.9 Develop an interpretive scheme that incorporates the End of the Oregon Trail Interpretive Center, the waterfront, and downtown. Describe environmental, social, and historic aspects including the concept of the Abernethy Greenway and nearby structures of historic significance.
- Policy 2.2.10 Seek both public and private partnerships to leverage maximum benefits from the expenditure of available funds.
- Policy 2.2.11 Continue to support industrial uses within the city but work with the operator of the concrete batch plant in evaluating long term relocation to alternative city sites.
- Policy 2.2.12 Provide for a Master Plan for the Blue Heron site that will complement and energize the redevelopment of downtown. Emphasis should be placed on development that takes advantage of the unique setting of this area on Willamette Falls.

Action Items

- Action Item 2.2.1 Implement market-based incentives to promote high-density mixed-use development in downtown and in the waterfront.
- Action Item 2.2.2 Explore opportunities for public investment and use Urban Renewal and other financing tools to encourage high-densities and mixed uses in downtown.
- Action Item 2.2.3 Create a mixed-use plan district and zone to guide and encourage future development in accordance with the Waterfront Master Plan. The plan district would clearly state waterfront development and resource conservation objectives agreed upon by the City Commission as a result of a public planning process. The plan district could include special review procedures that allow for a more streamlined process.
- Action Item 2.2.4 Enhance the northern entrances to Oregon City to better define downtown and assist in revitalization.
- Action Item 2.2.5 Continue to pursue the redevelopment strategies as outlined in the Waterfront Master Plan.
- Action Item 2.2.6 Working with major stakeholders, develop and implement a strategy to help the historic downtown area enhance its position as a retail district. Such a strategy might include funding for a “Main Street” or similar program.

- Action Item 2.2.7 Create additional public parking lots within the downtown area through local improvement districts, a parking district, public-private partnerships, and other financial instruments and programs.
- Action Item 2.2.8 Identify areas comprising small parcels, partial or incompatible development, and multiple owners within the urban renewal district where public acquisition to assemble land for redevelopment may be appropriate.
- Action Item 2.2.9 Work with the property owners, the Oregon Department of Transportation, the Oregon Department of Environmental Quality, the Federal Emergency Management Agency and state and federal agencies to streamline the entitlement process for the development of the Rossman landfill property (the Parker Estate).
- Action Item 2.2.10 Explore the creation of a transportation management district to maximize the efficiency of the existing parking and develop effective local transportation options for the downtown area.
- Action Item 2.2.11 Investigate changing the industrial zoning on the landfill and Clackamette Cove areas that can accommodate office and commercial development.
- Action Item 2.2.12 Explore options for improving downtown vehicle circulation and parking in a manner that promotes revitalization.

Goal 2.3: Corridors

Focus transit oriented higher intensity, mixed-use development along selected transit corridors.

Policies

- Policy 2.3.1 When planning for transportation corridors, include facilities and access management, aesthetics (including signage and building facade improvements), infill and redevelopment opportunities, high-density residential development, and business assistance to existing businesses.
- Policy 2.3.2 Work with Clackamas County, Gladstone, Milwaukie, and Metro to develop a plan for the redevelopment of the 99E corridor that connects the Oregon City regional center with the Milwaukie town center.

Action Items

- Action Item 2.3.1 Develop local area or “specific plans” as needed for transportation corridors, including 7th Street, Molalla Avenue, and Beaver Creek Road. Specific plans should address both building and street aesthetics, and functional design issues such as access management and intersection spacing.

Goal 2.4: Neighborhood Livability

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

Policies

- Policy 2.4.1 Protect and strengthen existing residential neighborhoods.
- Policy 2.4.2 Develop local neighborhood or “specific” plans where appropriate to blend infill development along linear commercial areas into existing neighborhoods.
- Policy 2.4.3 Strive to establish facilities and land uses in every neighborhood that help give the neighborhoods vibrancy, a sense of place, and a feeling of uniqueness.
- Policy 2.4.4 Recognize that special activity centers and points of interest can help make Oregon City unique and interesting.
- Policy 2.4.5 Promote connectivity between neighborhoods and neighborhood commercial centers through a variety of transportation modes.
- Policy 2.4.6 Where environmental constraints reduce the amount of buildable land, and/or where adjacent land differs in uses or density, implement comprehensive plan and zoning designations that encourage compatible transitional uses.
- Policy 2.4.7 Ensure a process is developed to allow for neighborhood schools, senior and child care facilities, parks, and other uses that serve the needs of the immediate area and the residents of Oregon City.
- Policy 2.4.8 Ensure infill in historic neighborhoods is compatible with existing development.

Action Items

- Action Item 2.4.1 Develop design standards for single-family dwellings that address issues of appearance that can affect neighborhood livability and character, such as the location of garages.
- Action Item 2.4.2 Review the zoning ordinance periodically to ensure that buffering and screening requirements are sufficient to mitigate potential negative impacts where more intense land uses abut residential neighborhoods.
- Action Item 2.4.3 Work with neighborhood associations to identify, enhance, and develop sites that could become a “place” for each neighborhood, such as landmarks, views, historic or unusual trees, neighborhood stores, or pieces of art.
- Action Item 2.4.4 Explore the use of performance standards, in addition to site development standards, in limiting emissions of smoke, dust, odor, glare, noise, and

vibration from industrial and commercial uses in order to protect residential areas.

- Action Item 2.4.5 Continue to assess and review development standards for multi-family, commercial, institutional, and industrial developments to ensure a balance of flexibility and predictability and encourage good design standards.

Goal 2.5: Retail and Neighborhood Commercial

Encourage the provision of appropriately scaled services to neighborhoods.

Policies

- Policy 2.5.1 Encourage the redevelopment of linear commercial corridors in ways that encourage expansion of existing businesses and infill development, and at the same time reduces conflicting traffic movements, improves the aesthetic character of these commercial areas, and encourages trips by transit, bicycling and walking.
- Policy 2.5.2 Allow and encourage the development of small retail centers in residential neighborhoods, primarily providing goods and services for local residents and workers, at intersections of two or more streets that are classified collectors or higher. These neighborhood commercial sites should be approximately 1 to 2 acres and at least 1/2 mile from any other neighborhood or general commercial center. Sites should not include more than one quadrant of an intersection, or result in undue traffic congestion.
- Policy 2.5.3 Amend the sign code to review the number, height and size of signs to ensure that signs do not dominate the streetscape.
- Policy 2.5.4 Encourage the development of successful commercial areas organized as centers surrounded by higher density housing and office uses, rather than as commercial strips adjacent to low-density housing.
- Policy 2.5.5 Ensure that new commercial and industrial development enhances the livability of the neighborhood by encouraging the design of attractive L.E.E.D. certified buildings and environmentally-responsible landscaping that uses native vegetation wherever possible, and by ensuring that development is screened and buffered from adjoining residential neighborhoods and access is provided by a variety of transportation modes.

Goal 2.6: Industrial Land Development

Provide for an adequate supply of land zoned for industrial uses.

Policies

- Policy 2.6.1 Ensure adequate supply of land for major industrial employers with family wage jobs.

- Policy 2.6.2 Monitor the supply of land zoned and served by public facilities to ensure that an adequate supply of vacant or redevelopable land suitable for industrial development is available, giving priority to redevelopable land.
- Policy 2.6.3 Work with Metro to ensure there is enough land available within the Urban Growth Boundary to meet the need for industrial and/or commercial development. If there is not enough land within the current UGB, identify areas outside the UGB that may be appropriate to annex into the UGB. The selection of these areas will be based on market factors, protection of environmentally sensitive areas, compatibility with adjoining and nearby uses, public facilities and infrastructure, proximity to expressways and transit, site requirements of specific types of industries, and the desires of the property owners.
- Policy 2.6.4 Ensure that land zoned or planned for industrial is used for industrial purposes, and that any exceptions are allowed only where some other use supports industrial development. New non-industrial uses should especially be restricted in already developed, active industrial sites.
- Policy 2.6.5 Protect the city's supply of undeveloped and underdeveloped land zoned for industrial uses by limiting non-industrial community uses, such as schools, parks, and churches on such properties and by limiting larger commercial uses within those areas.
- Policy 2.6.6 Protect existing and planned undeveloped and underdeveloped industrial lands from incompatible land uses, and minimize deterrents to desired industrial development.
- Policy 2.6.7 Ensure that land use patterns create opportunities for citizens to live closer to their workplace.
- Policy 2.6.8 Preserve suitable, larger industrial parcels by restricting residential subdivisions.
- Policy 2.6.9 Identify Industrial uses that could partner with Clackamas Community College as training centers and future employers of students graduating from CCC.

Action Items

- Action Item 2.6.1 Restrict "low employment" uses, such as storage of building materials or vehicles and other similar uses in the Campus Industrial zone.
- Action Item 2.6.2 Modify the Campus Industrial (CI) zone to broaden the permitted uses and encourage the efficient use of the land, while still maintaining the "business park" intent of the zone and meeting Metro's Title 4 "Industrial Designation Area."
- Action Item 2.6.3 Review the uses allowed, prohibited or allowed conditionally in the industrial zones, and the development standards set by the zoning

regulations, to make sure they are appropriate to the goals of the City and the realities of the marketplace.

- Action Item 2.6.4 Review the zoning ordinances to determine if additional limitations should be placed on the development of non-industrial uses within the industrial zones and if new criteria are needed to ensure that any non-industrial use will complement and support the industrial use.
- Action Item 2.6.5 The lands east of Clackamas Community College that are designated “Future Urban Holding” shall be the subject of concept plans that will deal with the final plan and zoning designations to those lands. In any event, the majority of these lands shall be designated as “Industrial” on the Comprehensive Plan Map and “Campus Industrial” on the Zoning Map.
- Action Item 2.6.6 Designate land annexed into the Glen Oak Area as “Industrial” on the Comprehensive Plan Map and “C-I Campus Industrial” on the Zoning Map upon annexation. Provide a mechanism to allow development of “Concept Plans”.
- Action Item 2.6.7 Through the City's public facilities, transportation, and capital improvement programs, establish priorities to ensure that adequate public facilities are available to support desired industrial and commercial development.
- Action Item 2.6.8 Work with Metro to identify any “Regionally Significant Industrial Areas” within Oregon City or the urbanizing area. If any areas are identified and designated as regionally significant, determine the best methods to protect such areas for predominantly industrial uses. Specifically, review the area proposed for expansion of the Urban Growth Boundary east of Beaver Creek Road, and south of Thayer Road for potential designation.

Goal 2.7: Comprehensive Plan Map

Maintain and review the comprehensive plan map as the official long-range planning guide for land use development of the city by type, density and location.

Policies

- Policy 2.7.1 Maintain a sufficient land supply within the city limits and the Urban Growth Boundary (UGB) to meet local, regional, and state requirements for accommodating growth.
- Policy 2.7.2 Use the following 11 land use classifications on the comprehensive plan map to determine the zoning classifications that may be applied to parcels:
- Low Density Residential (LR)
 - Medium Density Residential (MR)
 - High Density Residential (HR)
 - Commercial (C)
 - Mixed Use Corridor (MUC)
 - Mixed Use Employment (MUE)

Mixed Use Downtown (MUD)
Industrial (I)
Future Urban Holding (FUH)
Public and Quasi-Public (QP)
Parks (P)

- Policy 2.7.3 Recognize the Design Types of Metro's 2040 Growth Concept. Establish boundaries for the Regional Center in downtown Oregon City; Corridors along 7th Street, Molalla Avenue, Beaver Creek Road, and Highway 99; Industrial Areas; and between Inner and Outer Neighborhoods.
- Policy 2.7.4 Define the city's UGB expansion area boundaries for the long term. For future expansion areas, work with Clackamas County to limit inefficient development patterns. For areas outside the boundary, preserve open space, farm, forest, and agriculture lands.

Background

State and Metro Requirements

The Statewide Planning Goal for Land Use Planning (Goal 2) establishes a land use planning process and policy framework, with which local comprehensive plans must comply. It requires land use plans to identify issues and problems, conduct inventories of land, and create policies and implementing ordinances to further applicable statewide planning goals. A prime focus of statewide land use planning has been to require the efficient use of existing urban land to protect against unnecessary urban encroachment into prime agricultural and forestland. This element is intended to address general land use planning issues for Oregon City.

In the mid-1990s, Metro adopted Regional Urban Growth Goals and Objectives (RUGGO), including the 2040 Growth Concept, which were developed to implement regional compliance with state goals for land use in a coordinated way and to ensure that housing and employment growth can be accommodated equitably across the region. The Urban Growth Management Functional Plan (UGMFP) implements the RUGGO and contains several requirements for local implementation.

The 2040 Growth Concept requires cities and counties to draw boundaries for each of the Design Types defined in Title 1 of the UGMFP that correspond to the general boundaries on the 2040 Growth Concept map. Design Types applicable to Oregon City include Regional Center, Industrial Areas, Corridors, Inner Neighborhoods and Outer Neighborhoods. The Design Types are defined in the glossary and delineated on the plan map. Regional Centers serve large market areas outside the central city, with connections via high capacity transit and highways. Oregon City is designated as one of nine regional centers by Metro. Molalla Avenue, 7th Street, Beaver Creek Road, and Highway 99 are identified as Corridors, which are intended to feature a high-quality pedestrian environment, convenient access to transit, and somewhat higher than current densities. A boundary between Inner and Outer Neighborhoods was drawn to distinguish residential areas with smaller lot sizes and more access to jobs and neighborhood businesses from residential areas with larger lot sizes that are farther from large employment centers.

Industrial Areas are those areas set aside primarily for industrial activities with limited supporting uses.

Efficient Use of Land

Mixed uses and more intense development promote more efficient land use. From the early 20th century, separating residential, commercial, and industrial activities was a major trend; cities tried to prevent incompatible uses from creating problems for both citizens and businesses and allowed outward expansion without consideration of costs in terms of loss of vibrancy in downtowns, and loss of resource lands. Since then, the trend has shifted to include more mixed uses and more intense development where appropriate, as retail and residential uses in central business districts, for example, can greatly enhance the safety, livability, and vibrancy of the area.

Policies adopted to comply with other UGMFP requirements, such as minimum density standards, policies and evaluations to assure residential and job capacities, and protection of employment areas, are addressed in the comprehensive plan in this element, and in the Housing and Economic Development elements.

Downtown and Corridor Redevelopment

Metro's 2040 Growth Concept, as discussed above, includes the Regional Center and Corridor design types for Oregon City. The Waterfront Master Plan, 7th Street and McLoughlin Corridor Plan, and Downtown Community Plan will help to revitalize the residential aspects of downtown and the Clackamette Cove area, and implement a vision of the downtown area as a Regional Center. As a result, new policies to implement the Downtown Community and Waterfront Master Plans were added to this element.

Transit corridors are designated with Corridor Mixed Use to encourage somewhat more intensive and mixed-use development than exists, creating more efficient land use and travel patterns. The MUC designation is intended to implement Metro's vision of the Corridor design type.

Residential Development

Neighborhood livability depends on good design and efficient use of land, so new policies and action items call for evaluating development standards and developing incentives to ensure that new development contributes to the city's livability.

Neighborhoods and specific places within them give people an orientation and a sense of history, community, and "groundedness". The City recognizes neighborhoods as the essential building blocks to a livable city. A "place" may be a feature such as a large public clock downtown where people agree to meet each other before going off to lunch; or it may be simply a bench near the edge of a bluff with a great view. Place making adds to the quality of life for a community. As the city grows, existing places should be protected and opportunities to create new special places should be explored.

Commercial

Retail uses are discussed in more detail in the Economic Development element. However, policies to encourage neighborhood commercial uses are presented in this element as part of the

Industrial Areas are those areas set aside primarily for industrial activities with limited supporting uses.

Efficient Use of Land

Mixed uses and more intense development promote more efficient land use. From the early 20th century, separating residential, commercial, and industrial activities was a major trend; cities tried to prevent incompatible uses from creating problems for both citizens and businesses and allowed outward expansion without consideration of costs in terms of loss of vibrancy in downtowns, and loss of resource lands. Since then, the trend has shifted to include more mixed uses and more intense development where appropriate, as retail and residential uses in central business districts, for example, can greatly enhance the safety, livability, and vibrancy of the area.

Policies adopted to comply with other UGMFP requirements, such as minimum density standards, policies and evaluations to assure residential and job capacities, and protection of employment areas, are addressed in the comprehensive plan in this element, and in the Housing and Economic Development elements.

Downtown and Corridor Redevelopment

Metro's 2040 Growth Concept, as discussed above, includes the Regional Center and Corridor design types for Oregon City. The Waterfront Master Plan, 7th Street and McLoughlin Corridor Plan, and Downtown Community Plan will help to revitalize the residential aspects of downtown and the Clackamette Cove area, and implement a vision of the downtown area as a Regional Center. As a result, new policies to implement the Downtown Community and Waterfront Master Plans were added to this element.

Transit corridors are designated with Corridor Mixed Use to encourage somewhat more intensive and mixed-use development than exists, creating more efficient land use and travel patterns. The MUC designation is intended to implement Metro's vision of the Corridor design type.

Residential Development

Neighborhood livability depends on good design and efficient use of land, so new policies and action items call for evaluating development standards and developing incentives to ensure that new development contributes to the city's livability.

Neighborhoods and specific places within them give people an orientation and a sense of history, community, and "groundedness". The City recognizes neighborhoods as the essential building blocks to a livable city. A "place" may be a feature such as a large public clock downtown where people agree to meet each other before going off to lunch; or it may be simply a bench near the edge of a bluff with a great view. Place making adds to the quality of life for a community. As the city grows, existing places should be protected and opportunities to create new special places should be explored.

Commercial

Retail uses are discussed in more detail in the Economic Development element. However, policies to encourage neighborhood commercial uses are presented in this element as part of the

City's desire to create more efficient land use and transportation patterns. Several areas of the city do not contain convenient, small-scale neighborhood commercial centers that reduce the distances residents need to travel to obtain essential goods and services. Policies to allow and encourage such development are therefore added to the plan.

Retail Business

Retail outlets and shopping areas are usually provided at discrete, different levels of size and private investment. They are sometimes classified as neighborhood centers, community centers, or regional centers. Characteristics of this hierarchy of commercial uses are provided below. These descriptions are critical for ensuring that the scale of commercial development and level of services are compatible with their locations. For example, some neighborhoods are underserved by neighborhood-scale retail and services.

- Neighborhood Retail Centers provide for the sale of convenience goods (foods, drugs and sundries) and personal services (laundry and dry cleaning, barbering, shoe repairing, etc.) for the day-to-day needs of the immediate neighborhood. It may range in size from 30,000 to 100,000 square feet.
- Community Retail Centers provide a wider range of facilities with a greater variety of merchandise available than the neighborhood center. Many are built around a junior department store, variety store or discount department store as the major tenant. Others are built around multiple anchors in power centers or super community centers. It may range in size from 100,000 to 300,000 or more square feet.
- Regional Retail Centers provide for general merchandise, apparel, furniture and home furnishings in depth and variety, as well as a range of services and recreational facilities. It is built around one or two full-line department stores of generally not less than 75,000 square feet. It may range in size from 250,000 to 900,000 square feet. Regional centers provide services typical of a business district yet not as extensive as those of the super regional center.

Industrial Land

Industrially zoned land is often under pressure to convert to other uses and easily developable sites at a premium. The goal of the City is to protect existing industrial land from conversion where appropriate, to annex industrial land and expand the UGB to add urbanizable industrial land to the inventory, and to ensure that public facilities can serve the land.

Land Use Types Planned (Map Categories)

The comprehensive plan and plan map should be maintained and reviewed as the official long-range planning guide for land use development of the city by type, density and location. Land use categories are identified on the plan map. These are:

1. Low Density Residential [LR]: Areas in the LR category are primarily for single-family detached homes.

2. Medium Density Residential [MR]: MR areas are planned for residential developments with dwelling unit types such as attached single-family units, rowhouses, or townhouses. Included in this classification is the McLoughlin Conditional Residential district, which is unique in the sense that it allows existing residential uses, assuming they were established legally, and new single-family homes on existing lots. More intensive new and redeveloped residential construction can be built at medium densities under certain circumstances.
3. High Density Residential [HR]: These areas typically include high density, multiple-dwelling residential areas. Permitted uses include apartments, condominiums, and single-family attached or rowhouse dwellings.
4. Commercial [C]: These areas provide for commercial uses serving local, city-wide, and regional needs, such as retail and service commercial. Typically this classification is associated with newer, suburban development and located along arterial streets.
5. Industrial [I]: Industrial areas are designated for uses related to manufacturing, processing and distribution of goods. Employment based uses are encouraged. Intense or heavy industrial uses are allowed in certain zones. Zone(s) in this district are designed to comply with Metro's Title IV functional plan requirements.
6. Mixed Use Corridor (MUC): This category allows higher density mixed uses that are supportive of transit and are conducive to pedestrian traffic. Urban density residential and commercial goods and services are typical uses. Zones in this district are intended to be compatible with Metro's Corridor design type.
7. Mixed Use Employment (MUE): This classification is intended for areas where employment-intensive uses such as office, research and development, and light manufacturing, and associated commercial uses are allowed.
8. Mixed Use Downtown (MUD): Urban density mixed use conducive to pedestrian and transit use is intended for this designation. This category is intended to implement the Downtown Community Plan, the Waterfront Master Plan, and Metro's Regional Center concept, particularly in terms of connecting the downtown with the waterfront. A historic overlay is also included in this area.
9. Public and Quasi-Public [QP]: Areas in this category are publicly owned lands other than city parks, such as schools, cemeteries, undeveloped lands, open space, government buildings and public utility facilities, such as the sewage treatment plant and water reservoirs.
10. Parks [P]: Properties in this category are city parks.
11. Future Urban Holding (FUH): Properties in this category have not been designated a land use type.

Plan Maintenance and Implementation

Comprehensive plan maintenance involves keeping the Oregon City comprehensive plan current. As citizen attitudes, needs and desires change, some plan policies may become inapplicable.

Also, as updated information for LCDC-required inventories becomes available or regional plans require change, plans and policies may need revisions.

The plan and the implementing ordinances should be reviewed for amendments to maintain compliance with the goals and objectives and functional plans of Metro. Amendments and revisions to comply with the regional plan must be consistent with any schedule for reopening of local plans approved by LCDC. In addition, land use information should be kept current and inform changes to the comprehensive plan periodically. In the process of implementing the City's comprehensive plan, careful consideration should be given to the economic, environmental, social, and energy impacts of proposed programs and regulations. The Planning Commission has responsibility for reviewing the comprehensive plan approximately every five years for major amendments to the Goals and Policies, Map, and implementing ordinances. The Staff will review the plan as needed to assure its applicability to current trends and conformance with state and regional requirements.

Implementation of the Comprehensive Plan

Implementation of planning for the community is through the comprehensive plan and other ordinances.

Comprehensive plan: The comprehensive plan is the principal land use planning ordinance. The comprehensive plan is the City's controlling land use document, containing goals, policies and a generalized land use map that guides development on lands in the city. It establishes the City's legal record of policy on land use and other development and conservation issues. As a land use planning document, the comprehensive plan represents a future, desired vision of Oregon City. A fully developed comprehensive plan that addresses Statewide goals is required to be prepared and adopted by all cities and counties in Oregon. Oregon City also must comply with the relevant portions of Metro's Urban Growth Management Functional Plan (Functional Plan). The Functional Plan is a regional land use plan that implements the 2040 Growth Concept. The previous Oregon City Comprehensive Plan was acknowledged by the state in 1982.

In 1999, the Downtown Community Plan goals and policies were added to the 1982 Comprehensive Plan as a new Chapter P. The goals and policies have been incorporated in the housing and commerce and industry elements of the 2003 comprehensive plan. The Downtown Community Plan in its entirety (Phase 1) is considered ancillary to the Comprehensive Plan.

Ancillary Plans

Since 1982 several documents were adopted as ancillary to the 1982 Comprehensive Plan, including the Public Facilities Plan (1990 as amended), the Transportation System Plan (2001), the Downtown Community Plan (Phase 1, 1999), the Waterfront Master Plan (2002), the City of Oregon City 2003 Water Master Plan, City of Oregon City 2003 Sanitary Sewer Master Plan, The Drainage Master Plan (1988), the Caufield and South End drainage basin area plans (1997), the Molalla Avenue Boulevard and Bicycle Improvements Plan (2001), and the Parks and Recreation Master Plan (1999).

Two park-specific master plans for Jessie Court and Chapin Park were adopted as ancillary documents to the Parks and Recreation Master Plan (1999). The new 2003 Comprehensive Plan

references those documents, but does not incorporate them as elements of, or ancillary to, the comprehensive plan. The reason for the change is that the plans contain details not suited to inclusion in a comprehensive plan, for example, street standards. When those standards need to be changed, a comprehensive plan amendment should not be necessary for their approval.

In addition, there is a need for a new institutional and/or public facilities zoning designation to accommodate the development of school, institutional, and government facilities.

Zoning

Oregon City's zoning ordinance was adopted in 1954, with many amendments to the wording and location of districts since that time. Most, though not all, of the documents that amended the Comprehensive Plan since 1982 were implemented by changes to the zoning and/or subdivision ordinance. As a result of piecemeal changes, however, there are inconsistencies as well as outdated concepts that should be revised. For example, Oregon City does not have a zoning designation for institutional uses and there are no provisions for master planned sites. Both of these implementation measures should be considered action items to follow from the 2003 Comprehensive Plan.

Subdivision Regulations

Title 16 Of the OCMC governing subdivisions help implement provisions of the comprehensive plan.

Design Review

Site plan and design review provisions are intended to promote design integrity and neighborhood livability. New design guidelines were added to the zoning ordinance in 2001. It is expected that they will continue to be refined over time, to strike the right balance of predictability for developers and neighborhood protection and livability. The City will consider design review for the "H" [Historic] overlay for downtown.

Regular Review And Update

Periodically, technical review of the Plan should be conducted by the Planning staff. Review and any subsequent recommendations for updating the comprehensive plan should be presented to the Citizen Involvement Committee. The Planning Commission shall make a recommendation to the City Commission for input and discussion.

This review should consider:

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

Agriculture

Under Oregon land use law (ORS 197), there are no agricultural lands that must be protected under Statewide Planning Goal 3 – Agricultural Lands within the city limits and Urban Growth Boundary. Clackamas County is responsible for designating “exception lands” (i.e. lands available for future development that are otherwise subject to protection under Goal 3) and other lands that are ready for transition to urban uses. Oregon City works with Clackamas County to preserve agricultural uses within the urban growth area until lands that support those uses are ready for urban services and development through incorporation into the city.

Forest Lands

Oregon City has no forestlands subject to protection under Statewide Planning Goal 4 – Forest Resources within the city limits. Many wooded areas exist throughout the city, mainly parks, undeveloped slopes, and undeveloped lots in the urban growth area, which offers a variety of recreational opportunities, scenic views, and wildlife areas. The trees in these and other areas should be preserved because trees provide a variety of benefits to the city. They are natural visual, noise and wind buffers, enhance air quality, filter pollutants from rainwater, help to control stormwater run-off, prevent erosion on steep slopes and riverbanks, and help to separate conflicting land uses. Trees and treed areas are one means of providing an orderly transition from rural to urban land uses. Total tree cover in the city has diminished over time as development has occurred without mechanisms to protect urban trees.

3. OPEN SPACES, SCENIC AND HISTORIC AREAS, AND NATURAL RESOURCES

This element addresses Statewide Planning Goal 5: To conserve open space and protect natural, scenic, and historic resources. Oregon City is blessed with a wealth of natural resources that provide physical definition to a high quality of life, and provide a range of ecosystem services. Watered by western Oregon's ample rain, the city's steep topography is carved into 13 watersheds that collectively support a wide variety of habitats. Concerns for the natural environment have increased as citizens have become aware of the importance of natural resources to the quality of life and the importance of conserving and protecting those resources. Protecting, restoring, and preserving the city's valuable natural resources is thus a primary goal of Oregon City. In addition, the city must comply with federal, state, and regional laws protecting natural resources including scarce, threatened, or endangered species and their habitats.

Oregon City stands out in the region because of its historic character. This element is intended to foster protection of that character by identifying the resources defining the city's historic character and promoting the development of an aggressive and systematic preservation process to maintain and enhance Oregon City's special community identity.

GOALS, POLICIES, AND ACTION ITEMS

Goal 3.1: Open Space

Establish an open space system that conserves fish and wildlife habitat and provides recreational opportunities, scenic vistas, access to nature and other community benefits.

Policies

- Policy 3.1.1 Conserve open space along creeks, urban drainage ways, steep hillsides, and throughout Newell Creek Canyon.
- Policy 3.1.2 Manage open space areas for their value in linking citizens and visitors with the natural environment, providing solace, exercise, scenic views and outdoor education. Built features in open space sites shall harmonize with natural surroundings.

Action Item

- Action Item 3.1.1 As funding is available, and in keeping with other parks and recreation priorities, inventory and prioritize potential open space acquisitions that have unique features within and adjacent to Oregon City.
- Action Item 3.1.2 Identify, map and prioritize acquisition of areas offering unique features, recreational value, and/or wildlife habitat. Establish a method for prioritizing sites which considers development pressure as a significant factor but not the sole reason for acquisition.
- Action Item 3.1.3 Protect sensitive areas from overuse. Parking and other facilities shall be planned, managed, and monitored to protect the natural characteristics of the site. Where recreational access and wildlife habitat protection conflict,

explore opportunities for visual but not physical access by providing viewpoints instead of trails.

Action Item 3.1.4 Develop and implement an interpretive plan for open space areas within the city.

Action Item 3.1.5 Explore and institute measures to deter illegal and inappropriate use of open space areas. Partner with other jurisdictions to provide paid or volunteer rangers, citizen monitors, and other creative law enforcement measures to protect natural resources, enhance visitor experience, and provide for community safety.

Goal 3.2: Scenic Views & Scenic Sites

Protect the scenic qualities of Oregon City and scenic views of the surrounding landscape.

Policies

Policy 3.2.1 Establish a design review board to develop and oversee standards for new construction and major remodeling.

Policy 3.2.2 Consider the short and long term visual impact of city land use actions and reduce the impact whenever feasible.

Policy 3.2.3 Establish intergovernmental agreements with ODOT, Clackamas County, Metro and adjacent communities to preserve green corridors between Oregon City and its neighbor communities to protect scenic quality and natural resources while preserving community identity.

Policy 3.2.4 Identify and protect significant views of local and distant features such as Mt. Hood, the Cascade Mountains, the Clackamas River Valley, the Willamette River, Willamette Falls, the Tualatin Mountains, Newell Creek Canyon, and the skyline of the city of Portland, as viewed from within the city.

Policy 3.2.5 Maximize the visual compatibility and minimize the visual distraction of new structures or development within important view sheds by establishing standards for landscaping, placement, height, mass, color, and window reflectivity.

Action Items

Action Item 3.2.1 Require new development and modifications of existing development, located in view corridors, to blend with surrounding landscape.

Action Item 3.2.2 Support grass roots efforts and community-wide events organized to remove trash and debris from the Oregon City landscape. Work with Clackamas County and Metro to provide incentives for appropriate disposal of garbage, furniture, vehicles and other debris.

- Action Item 3.2.3 Initiate and maintain an inventory of scenic features and scenic viewpoints.
- Action Item 3.2.4 Reduce visual clutter by establishing and enforcing standards for the removal of garbage and unused vehicles.
- Action Item 3.2.5 Establish and enforce sign standards to reduce visual clutter and light pollution.
- Action Item 3.2.6 Develop landscape standards to screen necessary but unsightly development such as power structures, parking lots, cellular towers, and water tanks.

Goal 3.3: Historic Resources

Encourage the preservation and rehabilitation of homes and other buildings of historic or architectural significance in Oregon City.

Policies

- Policy 3.3.1 Encourage architectural design of new structures in local historic districts, and the central downtown area to be compatible with the historic character of the surrounding area.
- Policy 3.3.2 Create Historic/Conservation Districts to preserve neighborhoods with significant examples of historic architecture in residential and business structures.
- Policy 3.3.3 Promote the designation of qualifying properties located outside of Historic and Conservation Districts as historic.
- Policy 3.3.4 Support the preservation of Oregon City's historic resources through public information, advocacy and leadership within the community, as well as through the use of regulatory tools and incentive programs.
- Policy 3.3.5 Support efforts to obtain historic designation at the city, state and national level for historic sites and districts.
- Policy 3.3.6 Preserve and enhance the City's historic resources by maintaining the City's inventory of designated structures.
- Policy 3.3.7 Continue to utilize the Historic Review Board as the advisory body that guides implementation of Oregon City's historic preservation and related public education programs.
- Policy 3.3.8 Maintain Oregon City's "Certified Local Government" status in the National Historic Preservation Program.

- Policy 3.3.9 Encourage property owners to preserve historic structures in a state as close to their original construction as possible while allowing the structure to be used in an economically viable manner.
- Policy 3.3.10 Preserve and accentuate historic resources as part of an urban environment that is being reshaped by new development projects.
- Policy 3.3.11 Maintain a process that creates opportunities for those interested in the preservation of Oregon City's significant historic resources to participate in the review of development projects that propose to alter or remove historic resources.
- Policy 3.3.12 Publicly owned properties of historic significance should be considered for designation locally, regionally, and nationally.
- Policy 3.3.13 Natural and cultural landscapes should be considered as part of the designation of properties to local, state, and federal inventories.
- Policy 3.3.14 Advocate for more Historic Preservation educational opportunities for the Public, City Staff, and Historic Review Board members.
- Policy 3.3.15 Require a Master Plan prior to redevelopment of the Blue Heron Paper Mill to ensure that reuse of the site supports the city's economic development goals; enhances the Downtown Master Plan; protects scenic, water resource, historic, and other resources; and provides for appropriate cleanup of any environmental hazards that may be present as a result of past uses of the site.

Action Items

- Action Item 3.3.1 Designate "contributing structures" in the 2002 McLoughlin Re-survey.
- Action Item 3.3.2 Identify all structures that are 45 years old and older in the city.
- Action Item 3.3.3 Annually generate a list of potentially eligible properties outside identified Historic Districts to assist the City in determining properties that should be pursued for designation.
- Action Item 3.3.4 Develop resource information and provide technical assistance to historic property owners on how best to preserve the character of their homes.
- Action Item 3.3.5 Pursue grant funds to assist in preserving and retaining some of the most significant historical sites and buildings.
- Action Item 3.3.6 Adopt an assessment process that can identify potential archeological sites before or during development review to ensure that these sites can be protected.

- Action Item 3.3.7 Focus educational efforts on the Canemah neighborhood to ensure exterior alterations and new construction are completed in a manner necessary to maintain the National Register Historic District status.

- Action Item 3.3.8 In Historic Downtown, designate contributing structures identified in the 2000 Resurvey.

- Action Item 3.3.9 Apply for a National Register Historic District designation for Historic Downtown when ready.

- Action Item 3.3.10 Promote the use of Metro Enhancement Grant and Urban Renewal monies for targeted rehabilitation to bring the Historic Downtown district to National Register status.

- Action Item 3.3.11 Adopt the Phase II Implementation Program of the Downtown Community Plan.

- Action Item 3.3.12 Adopt the findings of the 2002 Re-survey and move to create a National Register Historic District and redesignate the McLoughlin District as a local Historic District.

- Action Item 3.3.13 Adopt the 2002 McLoughlin Conservation District Re-survey recommendations.

- Action Item 3.3.14 Designate the McLoughlin Neighborhood as a National Register Historic District so that the benefits offered by federal registration can be extended to property owners in the portions which appear to clearly meet the National Register criteria.

- Action Item 3.3.15 Support redevelopment of the old Oregon City High School if consistent with the Secretary of Interior Standards for Rehabilitation and the Goals and Policies of the Historic Review Board.

- Action Item 3.3.16 Identify and designate local Conservation Districts as appropriate.

Goal 3.4: Natural Resources

Identify and seek strategies to conserve and restore Oregon City's natural resources, including air, surface and subsurface water, geologic features, soils, vegetation, and fish and wildlife, in order to sustain quality of life for current and future citizens and visitors, and the long-term viability of the ecological systems.

Policies

- Policy 3.4.1 Conserve and restore ecological structure, processes and functions within the city to closely approximate natural ecosystem structure, processes, and functions.

- Policy 3.4.2 Designate and protect “green corridors” within the city to provide wildlife habitat, provide linkages between habitat areas, protect native plant species and provide city residents and visitors with an enhanced connection to the natural heritage of the city.
- Policy 3.4.3 Cooperate with Clackamas County, Metro and other agencies to identify and protect wildlife habitat, distinctive natural areas, corridors and linkages and other ecological resources with the urban growth area and incorporate the information into the Urban Growth Management Agreement with Clackamas County.
- Policy 3.4.4 Identify, initiate and cooperate in partnerships with other jurisdictions, businesses, neighborhoods, schools and organizations efforts to conserve and restore natural resources within and adjacent to Oregon City.
- Policy 3.4.5 Include natural resources and their contribution to quality of life as a key community value when planning, evaluating or assessing costs of city actions.
- Policy 3.4.6 Ensure that riparian corridors along streams and rivers are conserved and restored to provide maximum ecological value to aquatic and terrestrial species. This could include an aggressive tree and vegetation planting program to stabilize slopes, reduce erosion, and mitigate against invasive species and stream impacts where appropriate.
- Policy 3.4.7 Support and promote public education, interpretation, and awareness of the city’s ecological resources.
- Policy 3.4.8 Identify and acquire lands from willing sellers/traders/donors to expand publicly owned and management open space and wildlife habitat within the city.

Action Item

- Action Item 3.4.1 Maintain an inventory of ecological resources within the city, including those associated with the Willamette and Clackamas rivers, Newell Creek Canyon, Abernethy Creek, the Canemah Bluffs, and other habitat areas.
- Action Item 3.4.2 Work with Clackamas County, Metro, ODOT, other agencies, land owners and interested parties to complete the Newell Creek Watershed Conservation and Restoration Strategy, and to develop and implement a shared management plan for Newell Creek Canyon.
- Action Item 3.4.3 Investigate offering incentives to encourage private landowners to conserve and restore natural resources.

Goal 3.5: Wetlands

Identify, conserve and protect the ecological, habitat, water quality, water quantity, aesthetic, and other functional values of wetlands in Oregon City.

Policies

- Policy 3.5.1 The city shall encourage preservation over mitigation when making decisions that affect wetlands and a “no net loss” approach to wetland protection.
- Policy 3.5.2 Conserve wetlands, riparian areas, and water bodies that have significant functions and values related to flood protection, sediment and erosion control, water quality, groundwater recharge and discharge, education, vegetation and fish, and wildlife habitat.

Action Items

- Action Item 3.5.1 Maintain the City of Oregon City Local Wetland Inventory (LWI) as the major resource about, and reference to, the location of wetlands in Oregon City
- Action Item 3.5.2 Educate property owners about where wetlands exist, proper maintenance, preservation practices, and encourage them to work with affected adjacent property owners to collaborate on wetland protection and preservation efforts.
- Action Item 3.5.3 Coordinate with Clackamas County and Metro to identify and protect wildlife habitat, wetlands and other environmentally sensitive areas in the urban growth area adjacent to Oregon City.
- Action Item 3.5.4 Develop requirements for the incorporation of updated wetland analyses to improve the Local Wetland Inventory and the Water Resource Overlay District Areas, as appropriate.

Goal 3.6: Streams

Protect and enhance the function of streams within Oregon City and work with Clackamas County, Metro, ODOT, other agencies, land owners and interested parties to protect streams above and below Oregon City.

Policies

- Policy 3.6.1 Protect and enhance riparian corridors along streams in Oregon City to increase shade, reduce streambank erosion and intrusion of sediments, and provide habitat for a variety of plants, animals, and fish.
- Policy 3.6.2 Encourage and promote the restoration of the hydrologic and ecological character and function of streams that have been degraded by channeling or eliminated from the landscape by routing into culverts.
- Policy 3.6.3 Maintain and enhance the function and quality of natural wetlands and create, where appropriate, wetlands or swales to moderate the quantity and velocity of water runoff entering streams during storm events and to reduce the amount of pollutants carried into streams.

- Policy 3.6.4 Use a watershed-scale assessment when reviewing and planning for the potential effects from development, whether private or public, on water quality and quantity entering streams.
- Policy 3.6.5 Adopt and/or establish standards for all new development that promote the use of pervious surfaces and prevent negative ecological effects of urban stormwater runoff on streams, creeks and rivers.

Action Item

- Action Item 3.6.1 Develop a watershed based method for assessing impacts on the environment from proposed development.
- Action Item 3.6.2 Assess city practices as they relate to stream quality including parks maintenance, vehicle maintenance, road maintenance, etc. Modify practices to protect water quality and improve habitat conditions.
- Action Item 3.6.3 Review recommendations from the Non-Point Education for Municipal Officials (NEMO) project to protect surface water quality, ground water recharge and stream habitat.
- Action Item 3.6.4 Work with power providers to manage power line corridors to stop erosion and siltation, and prevent infestation by invasive plants.
- Action Item 3.6.5 Control stormwater flow rates entering Newell Creek Canyon to reduce the potential for creek bed siltation and to preserve the fragile natural structures that currently protect salmon habitat in the interior canyon.
- Action Item 3.6.6 Review the City's Stormwater Manual to develop alternative designs that could be implemented to reduce impacts to downstream natural resources.

Goal 3.7: Fish and Wildlife Habitat

Protect fish and wildlife habitat within the city limits and adjacent to the city.

- Policy 3.7.1 Develop a management strategy for protecting, conserving and restoring threatened and endangered species and critical habitat.

Action Item

- Action Item 3.7.1 Inventory wildlife habitat within the city and in areas adjacent to the city. Work with Metro to incorporate this data into the Goal 5 mapping.
- Action Item 3.7.2 Work with academic institutions and volunteers to enhance city parks and other city properties for wildlife use, by installing nesting boxes, nesting platforms and water features.

- Action Item 3.7.3 Identify, conserve, and restore key habitat areas for threatened or endangered plant and animal species, species listed on the state sensitive species list, and habitats that are in decline regionally such as oak savanna, wet and dry prairie, lowland riparian forest and wetlands.
- Action Item 3.7.4 Establish guidelines for providing corridors and linkages between wildlife habitat areas including culvers, arboreal crossings and hedgerows.

Goal 3.8: Vegetation

The city shall protect trees and other vegetation within the community.

- Policy 3.8.1 Establish an Urban Forestry Program to provide a comprehensive approach, including incentives, to protect and enhance the city's tree cover on public lands and private property.
- Policy 3.8.2 Require street trees and parking lot trees in new development and encourage planting street trees in existing neighborhoods.
- Policy 3.8.3 Establish strong incentives for protecting trees on lands proposed for development.
- Policy 3.8.4 Design future street patterns to reduce impact on forested areas.
- Policy 3.8.5 Partner with Metro, Clackamas County, ODOT and other agencies to establish an invasive weeds management strategy.
- Policy 3.8.6 Establish a priority list of invasive species and encourage efforts to remove invasive species from private, public, and open space areas by establishing programs encouraging the use of native plants and supporting invasive species removal efforts.

Action Items

- Action Item 3.8.1 Implement design standards that prescribe how to place roadways and buildings to preserve trees, and require buffer around significant trees.
- Action Item 3.8.2 Review and update the City Tree Ordinance and prepare codes that restrict grading and related tree losses.
- Action Item 3.8.3 Encourage community events that honor city trees. Establish a heritage tree program that celebrates the oldest, largest, grandest, most unique, most odd and most historically significant trees.
- Action Item 3.8.4 Identify management strategies to protect habitat areas from encroachment by invasive species.

- Action Item 3.8.5 Work with power providers on management of power line corridors to prevent infestation by invasive plants, especially where these lines cross open space areas and wildlife habitat.
- Action Item 3.8.6 Establish standards for tree removal that restrict tree cutting, but accommodates restoration activities where the need to remove trees can be appropriately documented.

Goal 3.9: Water Quality

Protect and enhance the quality of ground and surface water resources in Oregon City.

Policies

- Policy 3.9.1 Protect surface water quality by:
- providing a vegetated corridor to separate protected water features from development;
 - maintaining or reducing stream temperatures with vegetative shading;
 - minimizing erosion and nutrient and pollutant loading into water; and
 - providing infiltration and natural water purification by percolation through soil and vegetation.
- Policy 3.9.2 Simplify the process for obtaining water resource permits without weakening the protection of water resources.

Action Item

- Action Item 3.9.1 Rewrite the design standards for water quality resource district permits to simplify processing and provide for better mitigation when impacts cannot be avoided.

Goal 3.10: Groundwater

Conserve and protect the groundwater resources and functions of Oregon City.

Policies

- Policy 3.10.1 Protect and maintain groundwater recharge through conservation and enhancement of wetlands and open space.
- Policy 3.10.2 Provide special land use regulations in areas of high water tables to minimize and avoid adverse effects from groundwater on development and adverse effects of development on groundwater.
- Policy 3.10.3 Promote the use of construction techniques that contribute to the recharge of groundwater, such as pervious pavements, bio-swales for storm runoff from parking lots, roadways and rooftops, and discharge of roof-drains into landscape features such as dry wells.

Background

Oregon City occupies a landscape with important ecological resources of fish, wildlife, plants, and habitats that are regionally and nationally significant. Conservation and protection of these ecological resources are guided by Statewide Planning Goal 5, Open Spaces, Scenic and Historic Areas, and Natural Resources, which requires inventory mapping of resource, assessments of importance, and measures to protect significant resources.

Open Space

The Oregon City Parks and Recreation Master Plan (1999) defines natural open space as undeveloped land left primarily in its natural form with passive recreation uses as a secondary objective. It is usually publicly owned or managed or may not have public access. According to the Master Plan, the City owns about 38 acres of open space in 4 sites: Old Canemah Park, River Access Trail, Singer Creek Park, and Waterboard Park. Only Waterboard Park is entirely undeveloped. Open space owned by Clackamas County, Metro, the State of Oregon and public schools own approximately 278 acres in the city. The Master Plan recommends adding 250 acres of natural open space to meet standards. Much of this land can be found in the Canemah Bluff and Newell Canyon areas.

Scenic Views and Sites

Oregon City is blessed with a setting and topography that provides outstanding scenic views and sites that create a sense of place and civic identity for residents and visitors. Distant views of Mount Hood, the Cascade Mountains, as well as nearer views of the Willamette and Clackamas Rivers, and Willamette Falls, scenic cliffs, and wooded areas such as Newell Creek canyon provide Oregon City with an abundance of scenic amenities, many dramatic and unique. These sites and views, both within the city and to vistas far beyond the city, are economic and aesthetic resources that contribute to the overall distinctiveness and identity of Oregon City, and should be protected.

While views and vistas toward distant landscapes from promontories or high elevations are often protected, views from lower elevations toward the higher topographic points of Oregon City have not been as appreciated or protected. These views should be considered and maintained when development is proposed. Major scenic views and vistas have been inventoried, within a list that is maintained by the City.

Views can be preserved through a variety of means, from prohibiting development in particularly significant view corridors to design that is appropriate to the site and with color or landscaping treatments that hide or minimize visual incongruity. The City should develop guidelines to integrate the built environment with natural resources and views. The City should continue to adopt and use guidelines to address views both looking down from higher points, and looking up from lower points.

Historic Preservation

Preservation ... "is not just a romantic indulgence in nostalgia. It is a physical restatement of the long hallowed American values of frugality, good craftsmanship, and community responsibility."

— Bruce Chapman, National Trust

In the 1960s a great many of the nation's older buildings were lost to "urban renewal" programs. These programs negatively affected inner-city core areas by destroying established residential

neighborhoods. Many of these neighborhoods could best be described as mixed-use, offering a variety of housing and commercial opportunities. The misguided programs lead to loss of inner-city amenities and quality housing stock, encouraging residential dislocation into suburban areas.

However, a new attitude towards historic preservation and redevelopment has emerged in the last few decades. Losses in architectural and historic resources and the resulting urban dislocation have lead to a new appreciation for and an awareness of the need to retain the character of neighborhoods. Areas where people have traditionally lived and worked are as worthy of preservation as are individual landmarks and memorial sites.

Today, historic preservation recognizes a variety of building types (residential/commercial) and styles contribute to the unique character of a community. An effort must be made, when planning for historic preservation, to include the conservation of whole neighborhoods. Retention of those irreplaceable assets requires strong community leadership and cooperation between private and public interests.

Preservation in Oregon City

It would be difficult to find a community in the West with more significant local, state and regional heritage than Oregon City. Oregon City's role in history is well documented. As the seat of the first provisional government (1843–1849), capital of the Oregon Territory (1849–1850), and the first incorporated town west of the Rockies (1844), Oregon City has many homes, commercial buildings, and sites related to its important place in history.

Preservation of these community resources—landmark sites, historic buildings, areas, and archaeological sites—offers an opportunity to maintain and enhance Oregon City's unique identity. A well-developed preservation program, based on thorough analysis, can yield benefits to property owners, local historians and students, community spirit, tourism and to the cultural appreciation of citizens of Oregon City.

Certified Local Government Program

The City of Oregon City is designated as a Certified Local Government (CLG) by the State Historic Preservation Office (SHPO). Administered by the National Park Service, the CLG Program integrates local governments with the national historic preservation program through activities that strengthen decision-making regarding historic places at the local level. The CLG program seeks to (1) develop and maintain local historic preservation programs that will influence the zoning and permitting decisions critical to preserving historic properties, and (2) ensure the broadest possible participation of local governments in the national historic preservation program while maintaining preservation standards established by the Secretary of the Interior. Participating in the CLG program allows Oregon City to apply for non-competitive and competitive grants administered by SHPO. The surveys of the McLoughlin District (2002) and the Historic Downtown (2000) were funded utilizing this grant process. The City stands committed in maintaining active participation in the CLG program.

Archaeological Sites

Oregon City is extremely significant in prehistoric as well as historic resources. The Willamette Falls was an important center in Native American culture and attracted great activity well before the 1800s.

Archaeological resources in Oregon have been overlooked by many communities, including Oregon City. Special attention shall be given when locating new construction to avoid impacting archaeological sites. A number of state and federal antiquity laws now provide varying degrees of protection of archaeological sites. Once a site is damaged by extensive building cover, archaeological values are likely to be lost. If it is likely that a site may yield archeological resources, further review may be needed to ensure that these sites can be protected.

Historic Districts

Historic Districts are areas with concentrations of historic or architecturally significant buildings. A Historic District is recognized for retaining its "sense of place," meaning that a traditional atmosphere of distinct character remains evident.

Generally, historic district designation requires new construction, exterior alterations, and proposed demolitions to be reviewed within a district's boundaries through the Historic Overlay Ordinance. Oregon City's older areas are valued for their neighborhood character, architecture, and the identity they possess as a result of their role in the development of the city. Unfortunately, some structures have been allowed to deteriorate with a corresponding affect on the character of these areas.

Designation as an historic property assures the owner that a compatible setting will be maintained. All residents and property owners benefit from the protection and enhancement of property values, incentives for revitalization, and the stabilization of an area.

Criteria

Historic districts are concentrated areas of buildings with significance in national or local history and/or architecture that:

- have a continuity of architectural features that are well related to each other
- appear as a discrete entity
- exhibit visual harmony in the character of public ways, consistent with the architectural character of the area
- are made up of generally compatible uses and intended uses

Existing Historic District: Canemah. Canemah is a significant example of a relatively intact riverboat town with architectural resources dating from the 1860s. Having evolved from a community for the elite of the riverboat industry to a workers' community, Canemah retains essentially the same sense of place that it had in the latter half of the 19th century. Situated above the Falls of the Willamette, it was the important portage town, and it was the major shipbuilding center on the upper Willamette River.

Present Status. Canemah was listed as a Historic District in the National Register of Historic Places in 1977. The area was zoned in 1954 for industry along the river, commercial and multi-

family along McLoughlin Boulevard, and multi-family along Third Avenue and portions of Fifth Avenue. In 1982, a majority of the area was rezoned residential except for a small strip of property located on McLoughlin Boulevard, which was rezoned to Historic Commercial.

In the last twenty years many homes within this district have been rehabilitated. However, some homes have not been maintained to a level ensuring their significance and status as contributing structures. New construction and exterior alterations need to be reviewed for their long-term effect on the neighborhood and National Register Historic District status.

Proposed Historic District: Downtown. Downtown Oregon City is historically significant as it is the original town site, following Dr. John McLoughlin's claim of the Willamette Falls area in 1829. The downtown was surveyed by Sidney Moss in 1842 and then by Jesse Applegate in 1844, and the city grew between the Willamette River and the bluff during the period of 1843-1865. Industrial, commercial and residential development all took place. McLoughlin had set aside a Mill Reserve in the land area closest to the Falls, where the mills developed; commercial establishments grew along lower Main Street; and residences were built throughout the area.

Following the Civil War, industrial development increased rapidly; the woolen mill was built in 1865, and other small industries and trading establishments expanded. The residential qualities of the area deteriorated as the commercial district grew. Access to the upper level was developed and residents relocated there, some physically moving their houses. Over the years, commercial uses have continued to grow, transforming the original pioneer settlement into a Central Business District.

While many of the original impressive downtown buildings have been lost over time, a substantial number of historic and/or architecturally significant buildings still stand. The area from 5th to 9th Streets and from the river to the bluff contains the largest concentration of historic buildings that merit preservation. The area is generally cohesive, and intrusive or out-of-character uses are relatively few. Improvements could be made in the public rights-of-way to enhance the area as a district without disruption to commercial activity.

The proposed Downtown District consists of eight city blocks from the original Oregon City plat. Total land area of the district is approximately 21 acres. The area is commercial and professional office in use and character and contains approximately 44 structures. Parking lots exist on all but one block.

Present Status. In 2000, a re-survey of the historic downtown was initiated to determine the current status of buildings and the potential for the area to be listed as a National Register Historic District. The re-survey indicates that Oregon City's central business district was not eligible as a National Register Historic District. The results, however, indicate that there is a potential for restoring a sufficient amount of historic fabric and character to resources currently categorized as "Non Contributing in Current State" so as to bring the percentage of "Contributing" Resources to an eligible level for a historic district designation.

The Historic Downtown area is part of the Downtown Community Plan Phase II Implementation Program. Rezoning based on that plan, along with new design guidelines that directly address

exterior alterations and new construction in the area, will ensure that future development is compatible with the significant structures of the area.

Proposed Historic District: McLoughlin Conservation District The McLoughlin District is currently a city Conservation District. However, the findings of the 2002 Re-survey of the District, as described in the following section, support the creation and designation of a National Register Historic District.

Conservation Districts

A Conservation District is designed to protect the buildings within the District through an ordinance requiring review of new construction, exterior alterations to designated structures and demolitions. While not as encompassing as a Historic District, a Conservation District can ensure that a neighborhood's significance does not further erode.

Existing Conservation District: McLoughlin. Many of Oregon City's historic and architecturally significant buildings are above the bluff in the McLoughlin Neighborhood. The original Oregon City plat includes the neighborhood area up to Van Buren Street, and it is within this area that early residential development took place, beginning in the 1850's. As the downtown area changed from a residential to commercial district, home building increased above the bluff. All of the churches that originally stood in the downtown eventually relocated to the McLoughlin area as well.

Present Status. In 2002, a re-survey was begun to determine the current status of buildings and the potential for the area to be listed as a National Register Historic District. In 2003, Oregon City High School moved from the McLoughlin neighborhood to the newly built Oregon City High School on Beaver Creek Road. This provides an opportunity to work with the school district to reuse this historic high school building. The City supports any rehabilitation of the campus that continues its role as a community gathering place and is consistent with the Secretary of Interior Standards for Rehabilitation and the Goals and Policies of the Historic Review Board.

Proposed Conservation Districts

Other historic districts may exist in this historically important community. The Ely, Park Place, and Rivercrest neighborhoods have many historic properties and upon further evaluation may be eligible for designation as Conservation Districts. An appropriate, well-constructed historic preservation plan will provide for identification and establishment of safeguards of these areas, which are important to the quality of Oregon City as a whole and the identity of the Northwest.

Historic Buildings Outside Identified District Boundaries

There are many individual historic buildings outside of the identified Historic Districts where important buildings are concentrated. Some of these buildings are among the oldest in the City; many stand alone because they were originally built outside of "urban" Oregon City in what was farm/pasture land.

City areas outside of the Canemah and McLoughlin areas have been generally surveyed to identify the most significant buildings.

Present Status. Efforts to preserve individual historic buildings are scattered and disconnected at best. There is little public recognition of the historic value of significant buildings outside of McLoughlin and Canemah, except for the more prominent and expensive estate homes. The Ely, Park Place, Rivercrest, and South End areas in particular have experienced deterioration and demolition of older homes, often to the detriment of the area. Demolition and major incompatible remodeling are critical problems for historic preservation because they are usually irreversible. Private preservation and restoration efforts would be encouraged and assisted by local recognition of significant individual buildings throughout Oregon City.

Historic Landmarks

Historic landmarks are structures or sites of unusual historic importance which help establish the city's identity. Maintenance costs are often returned in tourism revenues at several of the sites. Appreciation of local culture and history is enhanced.

Criteria. Landmarks are unique structures and sites with significance in national or local history and/or culture that are:

- associated with the life of a major historic person;
- associated with an historic event or period of time;
- associated with a past or continuing institution that has contributed to the life of the city;
- associated with a group/organization/enterprise in history.

An inventory of existing Historic Landmark sites and structures with proposed improvements where needed can be found in the technical appendix. This inventory is not intended to place controls on the future use of these sites unless deemed necessary by the Historic Review Board.

Natural Resources

The ecological resources of Oregon City result from the topographic complexity of Oregon City, which was created by volcanic geology, erosion and scouring from the post-Ice Age Missoula Floods, and erosion and deposition from modern Willamette and Clackamas rivers, Abernethy and Newell creeks, and other minor streams. Metro has inventoried, evaluated, and mapped important Goal 5 resources in the region as part of developing a region-wide Fish and Wildlife Habitat Protection Plan. Two large areas in Oregon City scored 6 (medium quality habitat) on a scale of 1 to 9: the area along the steep slopes and bluffs overlooking the Willamette River on the western edge of the city, and the area of Newell Creek Canyon. Oregon City will coordinate with Metro to maintain the city's Goal 5 resources inventory in accordance with the new protection plan. The City will also coordinate with the Fisheries Department of the National Oceanic and Atmospheric Administration (NOAA Fisheries, formerly NMFS) and on actions that may affect salmonid habitats.

Anadromous fish, including salmonids such as Coho, Chinook, and Chum Salmon, as well as Lamprey eel, were historically plentiful in Oregon City's major waterways. These species supported a rich ecosystem that included wide range of animals, from insects and small invertebrates within the stream and riparian corridor to large animals such as seals and bears, and birds such as osprey and bald eagles that relied on a functional ecosystem. Native people also relied on these stream resources for food and culture, returning annually to Willamette Falls to harvest and preserve salmon and other fish. Declines in anadromous fish species in the Willamette River Basin is a consequence of a variety of land use practices that have altered or destroyed habitat and changed the hydrographic profile of runoff. Several species of salmonids, including Chinook Salmon and Steelhead Trout, have been

listed as threatened under the federal Endangered Species Act (ESA), which has triggered significant protection and restoration activities throughout the region.

In Oregon City, the Clackamas River along the northern boundary of the city, as well as Abernethy, Newell, Holcomb, Potter, and other creeks provide both spawning and rearing habitat for Steelhead Trout and Coho as well as Cutthroat Trout, which are not currently warranted for listing under the ESA. Riparian corridors, which are the areas on either side of a stream that is affected by and in turn affects the ecological and physical function of stream, are critical corridors for protecting and maintaining in-stream habitat quality and overall ecosystem functions that support salmonids and other stream-dependent species.

Oregon City can improve and protect habitat conditions for salmonids and other species by adopting standards and implementing programs that protect vegetation along riparian corridors from destruction or alteration, remove invasive non-native plant species and re-plant native riparian vegetation, reduce pulsed storm runoff that can erode banks and alter streambed profiles and gravels, maintain water quality and quantity in streams and maintain/or provide fish passage in all streams. Because virtually all rainfall anywhere in the city eventually runs to a stream, these standards and programs will need to be applied city-wide. Ancillary Plans such as the Waterfront Master Plan, Transportation System Plan, Parks and Recreation Master Plan, Stormwater Master Plan will be important in ensuring that the city protects these resources.

Other unique or important habitats and ecological resources have been identified in the city. These include Newell Creek canyon, the Canemah Bluffs that contains a variety of unique habitats and plant assemblages, the rocky cliffs along the Willamette River that harbor rare plants, the Willamette Falls, and other streams, rivers, bogs and wetland areas. These habitats and resources will be inventoried in the Goal 5 update subsequent to adoption of the comprehensive plan in 2003.

Because lands surrounding the city within the urban growth boundary have significant undeveloped habitat areas, these lands will need to be inventoried to identify important ecological resources as a basis for ensuring that these resources are protected before development occurs. The City and Clackamas County should ensure that Urban Growth Management Agreements contain provisions for identifying and protecting these resources.

Wetlands

Wetlands, along with associated hydrology, soils, vegetation, and wildlife, provide a wide range of valuable services to the public. These wetland functions enable the city to efficiently meet a number of goals in maintaining the quality of life in Oregon City, such as:

- preventing degradation of stream quality and damage from flooding during storm events by storing runoff from precipitation and moderating its release into stream networks;
- preventing pollutants and sediments from roadways and other development from reaching streams by filtering the flow of groundwater toward streams;
- recharging groundwater aquifers for slow release later into streams and through uptake by vegetation into the environment by reducing the speed of runoff and enabling water to percolate into the ground;
- providing essential wildlife habitat which is important to residents; and

- providing open space, recreational opportunities, aesthetic and landscape amenities to buffer various uses, all of which maintain the unique environmental setting of Oregon City.

Important wetlands have been identified and mapped by the City and Metro in a Local Wetlands Inventory that will be the basis for protection measures through the comprehensive plan, implementing ordinances, and other measures.

Streams

Streams define the physical configuration of Oregon City and thus its land use patterns, transportation patterns, and community functions. The Willamette and Clackamas rivers, major waterways of regional significance, border two sides of the city and create an aesthetic and recreational setting of great value to the city. Other principal streams are Abernethy Creek and Newell Creek, tributaries of the Willamette River which create major topographic and ecologic areas within the city; Beaver Creek, tributary to the Willamette River, whose minor tributaries create the topographic definition of the city's southern edge; and other creeks that drain directly to the Willamette such as Singer Creek and Coffee Creek that drain from the Hilltop area through the McLoughlin and Canemah neighborhoods, respectively. Together, these rivers and streams contribute to the uniqueness of Oregon City, and to the variety of natural resource, recreational, and open space values enjoyed by residents and visitors.

Vegetation

Many wooded areas exist throughout the city, mainly parks, undeveloped slopes, and undeveloped lots in the urban growth area, which offer a variety of recreational opportunities, scenic views, and wildlife areas. The trees in these and other areas should be preserved because trees provide a variety of benefits to the city. They are natural visual, noise, and wind buffers, enhance air quality, filter pollutants from rainwater, help to control stormwater run-off, prevent erosion on steep slopes and riverbanks, and help to separate conflicting land uses. Trees and treed areas are one means of providing an orderly transition from rural to urban land uses. Total tree cover in the city has diminished over time as development has occurred without mechanisms to protect urban trees.

The city could benefit from a comprehensive program to conserve and enhance tree cover on public lands and on private property. Such a program should include standards and regulations pertaining to cutting of trees on private undeveloped lands or in view corridors, planting of new trees as part of street or property landscaping, and incentives and assistance for tree planting and maintenance.

Water Quality

Oregon City receives about 46 inches of precipitation per year. Other parts of the Willamette and Clackamas river watersheds receive more than 80 inches per year. The city has significant ground and surface water resources that contribute to the physical and cultural identity and natural heritage of the city, and to the quality of life for residents. These water resources provide important habitat and ecological conditions for a wide range of fish, wildlife, and plants. Water resources include the Willamette and Clackamas rivers and tributaries of Abernethy, Newell, and Beaver creeks and associated minor creeks. Other water resources include bogs and wetlands perched on Oregon City's unique topography; and groundwater that percolates through the

geology underlying the city. Because land use practices and patterns, development design, and city infrastructure and practices can affect the quality and quantity of water resources in the city, the City will seek to protect and restore these resources through a variety of means, including the application of a Water Resources Overlay District, development standards, and civic projects to restore and protect water resources.

Groundwater

The geology of the rocks underlying Oregon City, coupled with high annual rainfall, creates conditions for significant groundwater flowing beneath the city and, in some areas, a relatively high water table where this groundwater is close to the surface. Groundwater is important to the city in several ways. It can affect the safety and functionality of buildings or other development, such as streets, when construction intercepts the groundwater flow. It can carry chemical pollutants from development, roads, landfills, and industrial sites into drinking water wells or into streams. Groundwater provides a slow release mechanism for precipitation that would otherwise run quickly into streams and increase the likelihood of flooding. Groundwater has historically been the source of domestic drinking water for some residences and agricultural wells within the area. Groundwater provides essential water for the vegetative cover that is so important to Oregon City.

Groundwater within 1.5 feet of the surface is defined as a “high water table.” High water tables are of special concern because of their vulnerability to contamination and interception. Because much of Oregon City lies on basalt bedrock that was scoured clean of overlying soils during the post-glacial Missoula Flood events, water does not penetrate deeply or rapidly. Consequently, there are many areas of high water tables in the Oregon City area that were inventoried by the State Department of Geology and Mineral Industries (DOGAMI) and maps of it are kept by the City. Development proposed on sites identified in the DOGAMI inventory are subject to requirements in the City’s development codes to ensure that the development will meet applicable engineering standards for such sites.

4. AIR, WATER, AND LAND RESOURCES QUALITY

Statewide Planning Goal 6 deals with maintaining and improving the quality of air, water and land resources. All waste and process discharges from future development are proscribed from violating or threatening to violate federal and state standards. The waste products from future development that are discharged to air sheds and river basins must not exceed the long-range carrying capacity of the resource, degrade the resource; or threaten its availability. The source of waste discharges come from all types of land uses, though some are more regulated than others. The City's influence over potential impacts can be through direct regulation, such as with stormwater regulation, through ensuring developments' compliance with federal and state standards, and through actions to encourage the reduction of impacts based on education or development incentives.

GOALS, POLICIES, AND ACTION ITEMS

Goal 4.1: Air Quality

To conserve, protect, and improve the quality of the air in Oregon City.

Policies

- Policy 4.1.1 Promote land use patterns that reduce the need for distance travel by single-occupancy vehicles.
- Policy 4.1.2 Ensure that development practices comply with or exceed regional, state, and federal standards for air quality.
- Policy 4.1.3 Set an example through City operations to employ and demonstrate practices and technologies that reduce air pollution and protect air quality.
- Policy 4.1.4 Encourage the planting and maintenance of the city's tree canopy to allow natural systems to improve air quality.
- Policy 4.1.5 Require developments to incorporate trees in their landscape design plans.

Action Items

- Action Item 4.1.1 Maintain a list of street trees.
- Action Item 4.1.2 When economically feasible, the City shall replace standard or conventional fossil-fuel-powered vehicles and equipment with fuel-efficient, low-emission equivalents.
- Action Item 4.1.3 Encourage citizens, residents, businesses, and industrial to replace standard or conventional fossil-fuel-powered vehicles and equipment with fuel-efficient, low-emission equivalents.

Goal 4.2: Erosion and Sediment

Control erosion and sedimentation associated with construction and development activities to protect water quality.

Policies

- Policy 4.2.1 Prevent erosion and restrict the discharge of sediments into water bodies by requiring erosion prevention measures and sediment control practices for all development during construction.
- Policy 4.2.2 Where needed for completed development, require final permanent erosion prevention measures, which may include landscaping.

Action Items

- Action Item 4.2.1 Review and update the development and implementation of an erosion and sediment control plan and process, prepared in compliance with City of Oregon City public works standards for erosion and sediment control, that describes methods and interim measures to be used during and following construction to prevent or control erosion, including the reduction of the volume and velocity of stormwater runoff.
- Action Item 4.2.2 Rewrite the design standards for stormwater detention to better protect water features and surface waters from development.
- Action Item 4.2.3 Require certification by the Oregon Department of Environmental Quality prior to any development or well proposed in areas identified as “sensitive aquifers” with chemical contamination.

Goal 4.3: Light

Protect the night skies above Oregon City and facilities that utilize the night sky, such as the Haggart Astronomical Observatory, while providing for night-lighting at appropriate levels to ensure safety for residents, businesses, and users of transportation facilities, reduces light trespass onto neighboring properties, conserves energy, and reduces light pollution via use of night-friendly lighting.

Policies

- Policy 4.3.1 Minimize light pollution and reduce glare from reaching the sky and trespassing onto adjacent properties.
- Policy 4.3.2 Encourage new developments to provide even and energy-efficient lighting that ensures safety and discourages vandalism. Encourage existing developments to retrofit when feasible.
- Policy 4.3.3 Employ practices in City operations and facilities, including streetlighting, which increases safety and reduces unnecessary glare, light trespass, and light pollution.

Action Item

- Action Item 4.3.1 Adopt a comprehensive lighting code to achieve these policies and the goal.

- Action Item 4.3.2 When economically feasible, the City shall convert street lighting and other public area lighting to minimize glare, light trespass, and light pollution while conserving energy.
- Action Item 4.3.3 Establish and enforce sign standards to reduce light pollution.
- Action Item 4.3.4 Improve the view of the night sky by reducing light pollution through citizen education and the development of city lighting standards.

Goal 4.4: Noise

To prevent excessive sound that may jeopardize the health, welfare, or safety of the citizens or degrade the quality of life.

Policies

- Policy 4.4.1 Provide for noise abatement features such as sound-walls, soil berms, vegetation, and setbacks, to buffer neighborhoods from vehicular noise, and industrial uses.

Action Items

- Action Item 4.4.1 Review and update City's noise ordinance to achieve these policies and goals.

Goal 4.5: Mineral and Aggregate Operations

Protect the livability and environment of Oregon City by prohibiting commercial aggregate extraction operations within the City and urban growth area. (may be in conflict with Federal mining laws)

Policies

- Policy 4.5.1 Commercial aggregate removal operations are not compatible with the quality of life and environmental goals of Oregon City and new operations will not be permitted within city limits.
- Policy 4.5.2 Prohibit new commercial aggregate removal operations and encourage relocation of existing operations.

Background

Air Quality

The quality of air is increasingly understood as a key factor in the health of individuals, the attractiveness and livability of their community, and the ability of the community to attract and accommodate growth and development. Oregon City has relatively high quality of air during most of the year. As part of the Portland Air Quality Maintenance Area, Oregon City is subject to airflows that can carry air-borne pollutants from other parts of the urban region and surrounding areas into the city. These airflow patterns are most likely when winds are from the northwest, particularly in summer.

Motor vehicles are the largest source of air pollution in Oregon, leading to a growing concern with "personal pollution" from individual actions such as driving cars; using woodstoves, operating gasoline-powered lawn mowers and boat engines; applying paints; using aerosol products such as

hairspray and air fresheners; and outdoor burning. Other sources of air pollution include dust from agricultural and land development activities and particulates in smoke from agriculture, forestry, and industry. The Portland metropolitan area is currently an air quality maintenance area, which means the area has a history of non-attainment (of air quality standards). However, a variety of pollution reduction programs now enable the region to meet the National Ambient Air Quality Standards.

Air pollution standards are set by the Oregon Department of Environmental Quality (DEQ). Oregon City will need to work with the DEQ to ensure that existing and new sources of industrial and commercial pollution comply with state and federal standards and encourage citizens to reduce their personal generation of air pollution. One of the biggest contributions that Oregon City can make toward reducing air pollution is to promote land use patterns and practices and transportation alternatives that reduce the use of single-occupancy motor vehicles. Other actions could encourage the conservation and enhancement of tree cover in the city as a means of filtering particulate pollution in the air.

Erosion/Sedimentation

Erosion is the movement of soil particles by running water or wind caused by manmade or natural disturbances. Erosion not only causes loss of productive soil, but also damages stormwater and sanitary sewer infrastructure and degrades water quality in streams and rivers, thus affecting habitat quality for aquatic species. Excessive sediment deposition and accumulation behind dams can decrease reservoir storage capacity and increase risks of flooding. Removal of excess sediment from behind dams and areas of unwanted deposition can be costly. Dredging costs are incurred to remove sediment from reservoirs and streams.

Runoff of soil from construction sites is by far the largest source of sediment in developing urban areas. Implementation of Statewide Planning Goal 6, Air, Land, and Water Quality, involves the adoption of policies and standards that protect water quality, specifically requiring erosion and sediment control. The City is also required to comply with Title 3 of the Metro Functional Plan. The erosion and sediment control requirements of Title 3, when implemented, will significantly reduce sediment loading to receiving streams. Statewide Planning Goal 6 and Title 3 requirements are implemented in Oregon City through the Water Resources Overlay District, Erosion and Sediment Control standards, and other provisions of the Municipal Code.

Light Pollution

Artificial light has extended many human activities well into evening and night and provides much-needed safety along roadways and at intersections. However, much of this nighttime light is wasted into space, as confirmed by satellite images of the earth at night from space. At ground level, night lighting is often a source of environmental pollution that can degrade night time viewing of starry skies, interfere with evening outdoor experiences in yards or intrude through windows into homes, and lead to unsafe situations from glare and shadows. In Oregon City, in particular, the Haggart Astronomical Observatory at Clackamas Community College is an educational resource for the entire community that is diminished by nighttime light pollution.

Technologies and practices have been developed for nighttime lighting that enable lighting to be installed and operated appropriately for the situation and that does not create safety or pollution

concerns. These technologies and practices are readily available and require little more than an understanding of their benefits to the community, clear information and standards to potential users, and a commitment to applying them in a flexible but appropriate way.

Noise Pollution

Noise is a factor in everyday urban living. Noise is generated by vehicular traffic, emergency vehicles, industrial activities, railroads, air traffic, leaf blowers, stereo sound systems, construction, and many other sources. Loud persistent noise has been recognized as a serious environmental problem by both state and federal authorities. In 1971, the Oregon Legislature authorized the Environmental Quality Commission to adopt and enforce noise control standards, which are administered through the Department of Environmental Quality. These standards cover noise from motor vehicles and industrial and commercial noise sources.

Oregon City has several significant noise sources including major vehicle corridors (such as Interstate 205, McLoughlin Boulevard, Highway 213, Molalla Avenue, South End Road, and others), the railroad corridor through downtown and the Canemah neighborhood, the industrial operations of the Blue Heron paper mill; and the natural roar of Willamette Falls, especially in the wintertime. Because noise is relative (an unwanted, intrusive sound), nuisance noise can originate in neighborhoods and homes as well. Local noise control is primarily handled through the Nuisance Code (Chapter 6, City Code) and through design review of development projects to ensure that industry and commercial activities do not negatively impact their immediate neighborhood environment.

Water Quality

The City has significant ground and surface water resources that contribute to the quality of life for residents. Water resources include the Willamette and Clackamas Rivers and tributaries of Abernethy, Newell, and Beaver Creeks and associated minor creeks. Other water resources include bogs and wetlands perched on Oregon City's unique topography; and groundwater that percolates through the geology underlying the city. Because land use practices and patterns, development design, and city infrastructure and practices can affect the quality and quantity of water resources in the city, the City will seek to protect and restore these resources through a variety of means, including the application of a Water Resources Overlay District, development standards, and civic projects to restore and protect water resources. Protection of these resources is primarily covered by the goals and policies of the Open Spaces, Scenic and Historic Areas, and Natural Resources element of this plan.

The Oregon Department of Environmental Quality (DEQ) has mapped groundwater flows or "aquifers" that are known or have the potential to carry pollutants due to previous contamination. These so-called "sensitive aquifers" are located generally along Abernethy Creek in the floodplain along the Clackamas River. The aquifer in the Abernethy Creek area near the former Rossman's landfill is contaminated with a variety of pollutants resulting from the landfill and other activities over the past 100 years. Clearances from DEQ may be necessary for many of the properties in this area. The DEQ will not allow the construction of any well (drinking, irrigation, or other) that may allow the contaminated groundwater in the aquifer to be released into the environment and adversely impact public health and safety. Only a groundwater monitoring well to monitor contaminants associated with the landfill will be allowed.

Mineral and Aggregate Operations

The Oregon Department of Geology and Mineral Industries has inventoried four areas within Oregon City's Urban Growth Boundary that contain mineral and aggregate resources. These areas are listed in the Natural Resources Inventory. No commercial mineral or aggregate removal operations are currently operating at any of the four sites (see resource document). Although important to the local economy, mineral and aggregate removal operations are not compatible with urban land uses and quality of life in Oregon City because of noise, dust, traffic, water quality, and other issues.

5. NATURAL HAZARDS AND NATURAL DISASTERS

This section of the Oregon City Comprehensive Plan is intended to comply with Statewide Planning Goal 7, Areas Subject to Natural Hazards. This Goal requires local governments to "...adopt comprehensive plans (inventories, policies and implementing measures) to reduce risk to people and property from natural hazards." This section of the comprehensive plan is also intended to comply with Title 3 of the Metro urban growth management functional plan, adopted in 1998, which requires local governments to comply with regional regulations pertaining to flooding and water quality.

The natural features and processes that shape the topographic, scenic, and natural resource setting of Oregon City also present a variety of hazards to development and urban uses. In a natural environment where human development is not present, these processes present no "hazard." However, when land uses and development occurs within this naturally active landscape, these same processes create hazards to these activities. These geologic hazards are present when gravity acts on steep slopes, soils and bedrock saturated with water, or when bare soil and rock is exposed from removal of vegetation and earth movement and eroded by rain or wind. City goals, policies, and implementation measures can help to minimize the potential risks and impacts associated with conflicts between development and hazardous areas by limiting development in those areas, and working with residents

GOALS, POLICIES, AND ACTION ITEMS

Goal 5.1: Protection of life and property.

To protect life and property from natural hazards

Policies

- Policy 5.1.1 Provide residents and businesses with timely and accurate information on the presence or potential presence of hazards.
- Policy 5.1.2 Provide residents and businesses with precautions that can or ought to be taken to protect lives and property.
- Policy 5.1.3 Protect existing development from natural hazards through mitigation measures identified in the Hazard Mitigation Plan for Oregon City.
- Policy 5.1.4 Protect future development from natural hazards by regulating or prohibiting development in areas of known or potential hazards.
- Policy 5.1.5 Ensure emergency service facilities are located outside of recognized hazard areas.

Goal 5.2: Flooding

Prevent loss of life and damage to property from flooding.

Policies

- Policy 5.2.1 Minimize and avoid risk of loss of life and damage from flooding by limiting intensive residential and highly regulating commercial development below the 100-year flood plain level in areas subject to flooding. Investigate locating parking and other non-intensive uses below the floodplain and office or commercial uses in higher stories.
- Policy 5.2.2 Encourage uses of areas subject to flooding that are resilient to periodic effects of flooding.
- Policy 5.2.3 Prohibit uses in areas subject to flooding that would exacerbate or contribute to hazards posed by flooding by introducing hazardous materials, filling or obstructing floodways, modifying drainage channels, and other detrimental actions.
- Policy 5.2.4 Participate in the National Flood Insurance Program.

Goal 5.3: Unstable Soils

Avoid or minimize hazards to life and property associated with development in areas of unstable soils.

Action Items

- Action Item 5.3.1 Require special standards in the Unstable Soils and Hillside Constraint Overlay District to be applied to new development on or adjacent to areas of unstable soils, steep hillside and landslide areas and other identified known or potential hazard areas.
- Action Item 5.3.2 Require geotechnical investigations to support plans for development of sites on unstable soils.

Goal 5.4: Landslides

Prevent undue hazard to the public from development on or adjacent to steep hillside and landslide areas.

Action Items

- Action Item 5.4.1 Provide explicit standards in city codes for planning, reviewing, and approving development in areas of potential landslides that will prevent or minimize potential landslides while allowing appropriate development.
- Action Item 5.4.2 Maintain inventory maps of potential landslide areas as the basis for applying the standards in the Unstable Soils and Hillside Constraints Overlay District.
- Action Item 5.4.3 Encourage property owners of parcels with steep slopes and landslide potential to maintain vegetation and minimize or avoid land use activities that could trigger or exacerbate a landslide.

Action Item 5.4.4 Seek public ownership or conservation easements for steep slope areas that would be appropriate as part of a network of greenways and ecological corridors throughout the city.

Goal 5.5: Seismic Hazards

Reduce loss to life and property from groundshaking associated with seismic events.

Policies

- Policy 5.5.1 Locate, design, and construct structures in conformance with current building codes and standards for seismic-resistant design.
- Policy 5.5.2 Avoid locating key public facilities in areas known to be of high earthquake hazard.
- Policy 5.5.3 Retrofit existing public facilities such as water reservoirs, bridges, pipelines, and hospitals to better withstand earthquakes.
- Policy 5.5.4 Provide property owners with information about retrofitting existing buildings to apply earthquake resistant techniques.

Goal 5.6: Wind and Ice Storms

Reduce the potential loss of property and life from wind and ice storms.

Policies

- Policy 5.6.1 Maintain street trees to reduce damage to overhead utility lines.
- Policy 5.6.2 Prioritize roadways needed for public service, medical, and emergency vehicles.
- Policy 5.6.3 Ensure that key public services, such as water and sewer; and key public facilities such as police, fire, and hospital structures have the capability to back-up electricity during storm events.

Goal 5.7: Wildfires

Reduce and avoid loss of life and property from wildfires within the city and the urban growth area.

Policies

- Policy 5.7.1 Identify fire-prone areas within and adjacent to the city.
- Policy 5.7.2 Ensure that development in areas potentially subject to wildfires has road access and water hydrants sufficient to support Fire Department response to fires.
- Policy 5.7.3 Inform homeowners and developers in areas potentially subject to wildfires of landscaping practices and building materials that can minimize risk of damage or injury from wildfire.

Action Items

Action Item 5.7.1 Work with Clackamas County Fire District #1 to identify areas of potential risk from wildfires and prepare plans and procedures to avoid damage from such fires.

Background

Natural environmental processes operate on several time scales that can affect a range of areas within the city. For instance, floods, once described as “100-year floods” can occur with much greater frequency, particularly as humans have altered the watersheds and hydrology of the Willamette and Clackamas river systems. Locally, heavy winter rain events can saturate soils and cause localized landslides or rock falls that can damage roadways and buildings in steeper sections of the city. Even the seemingly durable rocky cliffs in the city can succumb to thermal expansion in summer and freezing in winter that, over time, can cause dangerous rockfalls. Mt. Hood and other Cascade Mountain volcanoes can erupt on time-scales of tens of thousands of years. Major subduction-zone earthquakes, potentially catastrophic, are known to affect the Pacific Northwest on time-scales ranging from 300 to 800 or more years, while smaller but none-the-less potentially destructive earthquakes can occur on a decadal scale. Fires, which have been a part of the natural processes on the landscape for eons, are a hazard when structures are present.

There are two fundamental approaches to addressing the potential of natural hazards. One is to manage the hazard itself; the other is to manage development to avoid a hazard. Either approach requires an understanding of the spatial and temporal scales of the natural process, the ability of engineering practices to address the potential hazard at a reasonable cost over a reasonable time, and the consequences of intervention in the larger system of natural processes. For instance, it may be appropriate to employ drainage techniques to control small scale, site-specific flooding or high water tables and keep development dry. In other cases, it is safer, less costly, and ultimately wiser to prohibit development in high-velocity floodways or on slide-prone slopes. These two approaches constitute a strategy of “hazard mitigation” to reduce or eliminate long-term risk to people and their property from hazards and their effects.

The City of Oregon City has adopted a Hazard Mitigation Plan that was prepared by a Community Planning Team in March – October 1998. This mitigation plan describes eight types of hazards that are present or have the potential to be present and affect development and residents of the city, lists goals and objectives, describes potential mitigation measures for five different strategies, and outlines an action plan. The Hazard Mitigation Plan also contains maps of the 100-Year and 1996 flood areas, potential landslide areas, relative earthquake hazard, the location of hazardous materials and natural gas pipelines, and critical facilities. This plan was developed in consultation with a number of federal, state, and regional governmental agencies.

Flooding

Flooding occurs in Oregon City principally from three major streams: the Willamette River, Clackamas River, and Abernethy Creek, although minor flooding can occur in localized areas during storm events. Flooding is most likely to occur between October and April and generally results from a series of heavy rainfall events that can be aggravated, as in 1964 and 1996, by concurrent snowmelt in the watershed that adds substantial additional runoff to the storm event.

Because the Willamette River is influenced by tidal height nearly to the base of the falls, flooding at the confluence of the Clackamas and Willamette Rivers and Abernethy Creek can be exacerbated by high river levels caused by high winter tides and storm surge on the coast. The area is subject to flooding (base floodplain) and floodways associated with the Willamette and Clackamas rivers and Abernethy Creek have been mapped and are shown in the Hazard Mitigation Plan for Oregon City.

Localized flooding also occurs in Oregon City, principally due to high water tables, relatively level land that does not drain quickly, and alteration of natural streams by culverts and storm sewers that are inadequate for storm events. A 1988 Drainage Master Plan inventoried areas with drainage and localized flooding problems. This Master Plan was updated in 1999 as the Public Works Stormwater and Grading Design Standards.

A number of structures are present in the areas subject to flooding, including such key public facilities as the wastewater treatment plant for Oregon City, West Linn, and Gladstone, the intake on the Clackamas River for the city's water treatment plant, the sub-regional solid waste transfer station, an electrical substation, and a site with hazardous waste.

In 1999, the City of Oregon City adopted a Flood Management Overlay District as part of the Municipal Code. The purpose of this district is to minimize public and private losses due to floods through a variety of means. Lands subject to this district have been mapped and contain:

1. Land contained within the one-hundred-year floodplain, flood area and floodway as shown on the Federal Emergency Management Agency flood insurance maps including areas of special flood hazard delineated in 1979 and the area inundated by the February 1996 flood; and
2. Lands that have physical or documented evidence of flooding within recorded history based on aerial photographs of the 1996 flooding and/or the water quality and flood management areas maps.

In 1994, the City adopted an Unstable Soils and Hillside Constraint Overlay District for the purpose of providing "safeguards in connection with development on or adjacent to steep hillside and landslide areas and other identified known or potential hazard areas, thereby preventing undue hazards to public health, welfare and safety." The ordinance addresses such hazards as landslides, mudflows, high ground water tables, soil slump and erosion. The hazards covered by this overlay district have been mapped by the State of Oregon Department of Geology and Mineral Industries (DOGAMI) in Bulletin 99, Geology and Geological Hazards of North Clackamas County, Oregon (1979), and in subsequent DOGAMI mapping for the Oregon City area; and by Portland State University in a study entitled "Environmental Assessment of Newell Creek Canyon, Oregon City, Oregon" (1992).

Unstable Soils

Areas of unstable foundation soils have been mapped for Oregon City and are on file at the Oregon City Planning Department. Development or construction in these areas will require special development standards on a site-specific basis to prevent or minimize future damages.

Maintenance of existing vegetation or re-vegetation will be required for excavation and road slopes for those areas designated as landslide-prone. Unstable soils are those identified on the city's unstable soils and hillside constraint overlay district map and in other areas that may be identified on city, county or federal or state agency maps as being subject to soil instability, slumping or earth flow, high ground water level, landslide or erosion, or identified by field investigation performed by a qualified geotechnical engineer or engineering geologist.

Landslide

Landslides include rockslides, mudslides, debris flows, earthflows, and slumping. These phenomena are natural geologic processes that occur principally when soils and rock in steep areas become saturated with water, which increases weight and lubricates the mass. Gravity pulls the affected areas downhill to a new angle of repose. Landslides can be exacerbated by adding fill material to a slope, removing vegetation, altering drainage and runoff patterns, and undercutting a slope. Landslides can be triggered by heavy rains, groundshaking from earthquakes or heavy traffic, or undercutting the lower edge of the slope from erosion, as in a stream, or from development, as in a highway roadcut.

Areas most susceptible to landslides in Oregon City are those with slopes greater than 25%. These areas have been mapped by the Oregon Department of Geology and Mineral Industries and are included in the 1998 Oregon City Hazard Mitigation Plan. The Unstable Soils and Hillside Constraint Overlay District requires professional geotechnical site surveys of other potential hazard areas and provides development standards that relate potential hazard from landslides on slopes of various steepness to the amount and configuration of development on a particular property.

Seismic Hazards

Oregon City is situated in a region that seems to have little seismic activity. This is deceiving. Oregon is located in a region of intense seismic activity generated by the subduction of the Juan de Fuca Plate under the North American Plate and by the collision of the Pacific Plate with the North American Plate along the San Andreas Fault and associated faults in California. However, seismic events occur at time-scales and over distances that make prediction very difficult, if not impossible. Geological and archaeological investigations show that the Pacific Northwest has been affected by catastrophic "subduction zone" seismic events that have resulted in down-drop of the land relative to sea level and generated enormous tsunamis along the coast. These events, which appear to re-occur between 300 and 800 years, are also known to have triggered major landslides throughout the region. The last such event was in January of 1700.

Tectonic uplift of the entire Pacific Northwest region, driven by subduction of the Juan de Fuca Plate far offshore, has spawned many faults throughout the region, including the West Hills Fault along the axis of the toe of Portland's West Hills. A "Spring Break Quake" in March 1993 near Molalla, just south of Oregon City, had a magnitude of 5.6 and caused significant damage to buildings throughout the region. In February 1999, a small earthquake of magnitude 2.7 cracked plaster in Oregon City High School.

Seismic hazards result from ground shaking generated by energy waves triggered by an earthquake. While the entire city is vulnerable to seismic hazards, ground shaking can vary from

place to place, depending on the subsurface geology. Areas of flood plain soils or gravels and containing significant water are likely to experience far more severe groundshaking than areas of solid basalt bedrock that resist movement. Areas of potential seismic hazard have been mapped by the Oregon Department of Geology and Mineral Industries and are shown in the 1998 Oregon City Hazard Mitigation Plan. Not surprisingly, the most hazardous area coincides with the most severe flood-prone area north of Abernethy Creek, primarily due to the alluvial soil and high water table that are most subject to liquefaction during an earthquake. Areas in the McLoughlin Neighborhood and on the Hilltop are far less vulnerable to groundshaking because they are underlain by basalt flows with little soil cover.

Oregon City can take several steps to reduce hazards from seismic events. These include retrofitting existing public facilities and other buildings to withstand shaking and minimize damage, requiring new development to be built to new standards designed to withstand shaking, and developing an emergency response plan for earthquake situations.

Other Hazards

Oregon City is subject to several natural hazards that occur with far less frequency than some of the hazards delineated above. The dry, generally rainless summers, dense vegetation in steep hillside areas, and the invasion of non-native weeds in parts of Oregon City could set up a situation of wildfire hazard. In fall and winter, major storms from the Pacific Ocean bring high winds to the Oregon coast but are generally moderated by the time they reach Oregon City. However some storm events can result in damaging high winds, as was the case in October 1962. More frequently, a combination of climatic conditions set up in winter that result in freezing rain and ice storms throughout western Oregon. In addition, although it has not erupted in historic times, Mt. Hood has the potential to erupt with lava, ash, and pyroclastic flows of hot ash mixed with water. These flow swiftly down the flanks of the mountain and can reach as far as the Columbia River. Depending on wind conditions, ash can drift across the city and present a health and structural hazard.

Wildfires

Wildfires are particularly likely in areas with steep slopes and limited groundwater so that vegetation dries out by late summer, where there is combustible brush or debris, and where structures with flammable exterior materials are present. The danger of wildfire can be exacerbated by lack of adequate road access for fire equipment and by inadequate or poorly placed fire hydrants. While much of Oregon City is not vulnerable to wildfires, some areas are, especially in the so-called "wildland-urban interface" where dwellings are in the middle of heavily treed or vegetated areas and where steep, vegetated terrain can contribute to a "chimney effect" as fires burn uphill. These same conditions could apply to areas near Waterboard Park, Canemah Bluffs, Park Place, and such canyons as Singer Creek and Newell Creek.

Wind and Ice Storms

Wind and ice storms are relatively common but can result in damage to property as well as loss of life. These storms affect the entire city but the results can be more damaging in some situations, particularly where trees can be blown over or limbs droop onto power and telephone lines. Electrical power service can be interrupted because of downed lines, which can lead to additional safety and comfort complications for the city and for residents. Traffic signals,

emergency communications, roads, and other public facilities are especially vulnerable. These events are usually of short duration, from a few hours to a few days.

Volcanic Activity

Oregon City is situated in a landscape shaped by volcanic activity. Mt Hood, some 35 miles northeast of the city, is the most visually attractive example of volcanic activity but is only one of a number of volcanic features in the region. Other volcanoes in the Cascade Mountain Range include Mt. St. Helens about 70 miles away in Washington state, which erupted in May and July, 1980, and the South Sister east of Eugene that shows distinct signs of subsurface volcanic activity. In addition, much of Oregon City lies on a series of basalt flows that resulted from volcanic eruptions many thousands of years ago. Other small lava buttes and cinder cones form the forested buttes between Oregon City and Gresham.

While volcanic events are rare in terms of human life, they can occur anytime and with a force that is enormous by human standards. Scientists are developing the technological capability to predict when and where eruptions will occur. It is unlikely that Oregon City would be directly affected by a volcanic eruption in the region. More likely are secondary effects from air-borne ash deposition that can severely affect air quality. Ash, mudflows, and pyroclastic flows could affect the watershed of the Clackamas River, thus potentially compromising the supply of water for Oregon City and West Linn.

6. PARKS AND RECREATION

Parks and recreation facilities enhance the livability of a city and contribute to the well-being of its citizens. Oregon City is committed to providing and maintaining places and facilities for its growing population to recreate. The Parks and Recreation Master Plan is the primary inventory, planning, and implementation document for those resources. This element references the master plan as an ancillary document to the comprehensive plan, and sets out general goals and policies to manage city recreation facilities, both are active and passive, for the benefit of its residents.

GOALS, POLICIES, AND ACTION ITEMS

Goal 6.1: Developing Oregon City's Park and Recreation System

Maintain and enhance the existing park and recreation system while planning for future expansion to meet residential growth.

Policies

- Policy 6.1.1 Provide an active neighborhood park-type facility and community park-type facility within a reasonable distance (to be determined by the Park and Recreation Master Plan) of most residents of Oregon City.
- Policy 6.1.2 Whenever property adjacent to an existing neighborhood/community park becomes available, add property to the park and develop it to meet the current needs of existing neighborhoods.
- Policy 6.1.3 Regional and Community parks should both be developed in such a way that revenue producing amenities are included to bring in a revenue stream to fund partial maintenance of the system.
- Policy 6.1.4 Create either an endowment fund or a steady revenue stream to offset the adding of new maintenance responsibilities on a currently overburdened system.
- Policy 6.1.5 Identify and construct a network of off-street trails throughout the city for walking and jogging.
- Policy 6.1.6 Provide land for specialized facilities such as sports fields and indoor recreation facilities.
- Policy 6.1.7 Seek out opportunities to coordinate and partner with other departments, agencies, and jurisdictions to fulfill the aims of the Parks and Recreation Master Plan.
- Policy 6.1.8 Develop a community recreation center, with focus on providing programming and activities for the youth and families of Oregon City.
- Policy 6.1.9 Where passive recreation is proposed, emphasis shall be placed on the retention of natural conditions and the natural environment.
- Policy 6.1.10 Identify revenue producing opportunities for inclusion within existing and future park development to offset operational costs.
- Policy 6.1.11 Explore opportunities for the school district and the city to share recreation facilities such as athletic fields and meeting space.

Policy 6.1.12 Identify and protect land for parks and recreation within the urban growth boundary.

Policy 6.1.13 Develop a riverfront promenade along the Willamette River from River View Plaza at 5th Street to Clackamette Park.

Action Items

Action Item 6.1.1 Update the Parks and Recreation Master Plan every 5 to 10 years.

Action Item 6.1.2 Work with developers to include neighborhood park sites in subdivisions and, where possible, work with the developers to have them establish the park to city standards during subdivision development that would be given to the City to operate and maintain.

Action Item 6.1.3 Investigate the possibility of forming a regional parks and recreational district to replace city provided services.

Background

In 1999, the City adopted a new Parks and Recreation Master Plan as ancillary to the comprehensive plan, and substantially changed the way parks and recreations services are provided. The organizational structure of combining parks and cemetery operations with recreation (Carnegie Center, Aquatics, Pioneer Center and city-wide recreational programming) was implemented at the beginning of 2000, paving the way for greater implementation of the entire master plan.

Continued implementation and periodic reviews and updates of this plan should continue, with special attention paid to those areas of the city where rapid growth is occurring. Since it is difficult to purchase large tracts of park land within already-developed areas, the City should look to newly annexed areas and to areas within potential future expansions of the Urban Growth Boundary for possible regional and community parks while large, relatively inexpensive property still exists.

The Waterfront Master Plan contains important provisions for recreation activities and open space/habitat protection. The City should work to implement the vision of the Waterfront Master Plan.

The City should partner with other service providers as well a private industry wherever possible to develop green spaces and areas for active recreational sites. The proposed sports complex in cooperation with Tri Cities (Environmental Services) in the area of Clackamette Cove is a prime example and this project should be aggressively courted. Where possible, the City should work with developers to include neighborhood park sites in subdivisions and, where possible, work with the developers to have them establish the park to city standards during subdivision development that would be given to the City to operate and maintain.

Because of funding constraints and need to keep up maintenance of existing inventories, regional and community parks should include revenue producing amenities to create revenue to at least partially fund maintenance of the system. The City should form either an endowment fund or

some other steady revenue stream to offset the adding of new maintenance responsibilities on a currently overburdened system.

The development of bike and pedestrian connections through green ways, natural parks and already existing parks as well as through newly acquired property and easements should be aggressively pursued. In particular, agreements with Metro and Clackamas County to implement Metro's Regional Trail System through and around Oregon City should be pursued. The City should consider taking the lead role in joint applications for state and federal Trail Grants.

Emphasis should be put on the Oregon City Loop Trail with the possibility of acquiring property or easements along the Canemah Bluffs to join the property owned by Metro with the City's promenade and Willamette River Trails.

A great emphasis needs to be placed on the development of recreational facilities as the City continues to grow. Demands for a Community Center with a new pool and other recreational amenities and programs are building, as was shown in the series of Town Hall meetings held in 2001 as part of the First City's Future planning (see *First City's Future Phase I Report*). Programming for youth and families in Oregon City is becoming ever more important. Activities for teens appear to be the greatest current need.

With the rapid growth bringing new families into the city and the surrounding area, revisiting the 1999 Parks and Recreation Master Plan on a 5- to 10-year cycle will become imperative, as new residents will bring new ideas and demands.

7. ECONOMIC DEVELOPMENT

This section of the Oregon City Comprehensive Plan is intended to comply with Statewide Planning Goal 9, Economy of the State, which calls for diversification and improvement of the economy. This goal requires local government “to inventory commercial and industrial lands, project future needs for such lands, and plan and zone enough land to meet those needs.”

Through the goals, policies, and action items of this element, Oregon City shall strive to provide for a higher mix of commerce and industry to provide more local, family-wage jobs for its residents. Vacant industrial land inside the UGB should be monitored to ensure a sufficient supply to support continued economic growth. Other factors in a healthy economy are efficient land use patterns, coordination with public agencies and the business community, adequate transportation for goods and services, job training, and support for home-based businesses. This element, and the supporting resource document (Economic Development Technical Report), demonstrates that Oregon City will continue to have a sufficient supply of commercial and industrial land and policies to promote a healthy economy.

GOALS, POLICIES, AND ACTION ITEMS

Goal 7.1: Improve Oregon City's Economic Health

Provide a vital, diversified, innovative economy including an adequate supply of goods and services and employment opportunities working towards an economically reasonable, ecologically sound and socially equitable economy.

Policies

- Policy 7.1.1 Attract high-quality commercial and industrial development that provides stable, high-paying jobs in safe and healthy work environments, that contributes to a broad and sufficient tax base, and that does not compromise the quality of the environment.
- Policy 7.1.2 Contribute to the health of the regional and state economy by supporting efforts to attract “traded sector industries” such as high technology and production of metals, machinery, and transportation equipment. (Traded sector industries compete in multi-state, national, and international markets and bolster the state's economy by bringing money in from sales of goods and services outside of the state.)
- Policy 7.1.3 Encourage, through regulations, education, and incentives, all new commercial, industrial, and institutional development to feature attractive buildings, signage, and landscaping.

Action Items

- Action Item 7.1.1 Complete a concept plan prior to annexation for the Beavercreek Road industrial area.

- Action Item 7.1.2 Review all of the potential tools that may be available to encourage industrial redevelopment, including but not limited to property tax abatement programs, low interest loans or grants for brownfield or hazardous soils remediation and seismic retrofit of older structures, land assembly, and provision of public infrastructure.

Goal 7.2: Cooperative Partnerships

Create and maintain cooperative partnerships with other public agencies and business groups interested in promoting economic development.

Policies

- Policy 7.2.1 Seek the input of local businesses when making decisions that will have a significant economic impact on them.
- Policy 7.2.2 Carefully consider the economic impacts of proposed programs and regulations in the process of implementing the City's comprehensive plan.
- Policy 7.2.3 Simplify, streamline, and continuously improve the permitting and development review process.
- Policy 7.2.4 Use financial tools available to the City, including its urban renewal program and capital improvement program, to support its economic development efforts.
- Policy 7.2.5 Utilize public-private partnerships as a means to leverage private investment when appropriate.

Action Items

- Action Item 7.2.1 Maintain the database and mapping necessary to assist economic development activities, and establish a process to continually keep the database current and relevant. Encourage business investment and redevelopment by mapping and promoting vacant and redevelopable industrial, commercial and mixed-use sites.
- Action Item 7.2.2 Continue to support cooperative and active working relationships with the Oregon City Chamber of Commerce, the Clackamas County Business and Economic Development Services Department, Clackamas Community College, Clackamas County Tourism Development Council, the Oregon Economic and Community Development Department and other public and private groups to plan and promote economic growth in the community.
- Action Item 7.2.3 Review programs that provide tax abatement for employers that exceed established minimum employment/income thresholds, for suitability to Oregon City.

Goal 7.3: Retention of Existing Employers

Retain existing employers, whether public or private, and encourage them to grow and expand within the City.

Policies

- Policy 7.3.1 Protect existing industries from encroachment by incompatible land uses, and ensure that expansion options are available to them wherever possible.
- Policy 7.3.2 Support programs of Clackamas County, the Oregon Department of Economic and Community Development, the Small Business Administration and other agencies that provide business-related services such as low-interest loans, job training, and business counseling.
- Policy 7.3.3 Encourage the retention and expansion of Clackamas County as a major employer inside the city.
- Policy 7.3.4 Work cooperatively with Clackamas Community College, Clackamas County (for Red Soils Facility), and Willamette Falls Hospital to help facilitate their expansion, and encourage master planning for future expansions.

Action Items

- Action Item 7.3.1 Review the existing Campus Industrial zoning of the Clackamas County Red Soils area and amend the zoning map or standards as appropriate to fully implement the Clackamas County Red Soils Site Master Plan.
- Action Item 7.3.2 Develop an industrial outreach program that includes a proactive and coordinated effort to reach out to existing industrial establishments in the City to see if they have needs that the City and/or its partners could address. Such an outreach program could also alert officials to any expansion plans of these industries.
- Action Item 7.3.3 Support Willamette Falls Hospital expansion by addressing land availability, signage, traffic circulation, and accessibility from major transportation routes.

Goal 7.4: Education, Skills And Workforce Training

To ensure that the major employers in the city are able to find qualified and skilled workers to meet their needs.

Policies

- Policy 7.4.1 Encourage Clackamas Community College to continue providing job-related training to develop relevant job skills. Support partnerships between Clackamas Community College and potential employees such as Willamette Falls Hospital and other private businesses and new employers on the City's industrial lands, especially near the college.
- Policy 7.4.2 Promote the development of ongoing partnerships between the college, the Oregon City School District, the Workforce Investment Council of Clackamas County, local and regional businesses, the Oregon Employment Department, and other agencies to train new workers.

Action Items

- Action Item 7.4.1 Encourage development of industrially-zoned properties near Clackamas Community College for uses that have some connection to the college in terms of skill building and job training.

Goal 7.5: Retail

Allow for a variety of retail outlets and shopping areas to meet the needs of the community and nearby rural areas.

Policies

- Policy 7.5.1 Develop local neighborhood or “specific” plans where appropriate to blend infill development along linear commercial areas into existing neighborhoods.
- Policy 7.5.2 Develop plans to provide the necessary public services to surrounding rural industrial lands for future development.

Goal 7.6: Tourism

Ensure land uses and transportation connections that support tourism as an important aspect of the City’s economic development strategy.

Policies

- Policy 7.6.1 Protect historic, recreational, and natural resources as the basis for tourism.
- Policy 7.6.2 Promote Oregon City as a destination for tourism.
- Policy 7.6.3 Provide land uses in the Downtown Historic Area, 7th Street corridor, and the End of the Oregon Trail Interpretive Center that support tourism and visitor services.

Action Items

- Action Item 7.6.1 Encourage development that ties new development with the End of the Oregon Trail Interpretive Center and Train Depot.
- Action Item 7.6.2 Implement the tourism components of the Waterfront Master Plan including the boardwalk and other visitor amenities.
- Action Item 7.6.3 Support existing tourism attractions such as the Oregon Trail Foundation, Clackamas County Historical Society, McLoughlin Memorial Association, and City Parks and Recreation (Ermatinger House and Carnegie Center) to form an umbrella organization to implement an integrated plan to elevate and leverage historical and visitor attraction resources.
- Action Item 7.6.4 Improve the attractiveness of the historic downtown area for visitors.
- Action Item 7.6.5 Better define criteria for grant awards from the Civic Improvement Trust to support visitor amenities.

- Action Item 7.6.6 Improve signage to visitor attractions.
- Action Item 7.6.7 Encourage and support citywide events that would attract visitors and tie to the historic attractions of the city. Preserve tourism-related transportation services like the Oregon City Elevator and Trolley.
- Action Item 7.6.8 Encourage river-related tourism facilities and services, such as docking facilities, river transit, and river tours.
- Action Item 7.6.9 Encourage private development of hotel, bed & breakfast, restaurant facilities, and other visitor services.

Goal 7.7: Home-Based Businesses

Provide a supportive climate for home-based businesses.

Policies

- Policy 7.7.1 Encourage home-based businesses that are low impact and do not disrupt the residential character of the neighborhoods in which they are located.
- Policy 7.7.2 Encourage the support services that home-based businesses need.

Action Items

- Action Item 7.7.1 Provide a quick and simple approval process for home-based businesses that provides for an annual or biennial re-issuance of home-based business licenses, with spot-checks for compliance with zoning standards and conditions of approval.
- Action Item 7.7.2 Develop a Home Occupation Ordinance that encourages Home Occupations but provides safeguards to limit negative impacts on neighborhoods such as traffic, on-street parking, noise, odors, hours of operation, and visual nuisances.
- Action Item 7.7.3 Encourage the provision of business-related resources at the public library, such as high-speed internet access and meeting rooms; and small neighborhood commercial centers for business services such as copy machines and delivery services.

Goal 7.8: Transportation System

Recognize the importance of the land use-transportation link and encourage businesses to locate in areas already served by the type of transportation system they need.

Policies

- Policy 7.8.1 Through coordination with TriMet and local employers, encourage and promote the use of mass transit to travel between residential areas and employment areas.
- Policy 7.8.2 Participate in regional efforts to encourage employers to promote telecommuting and other flexible work arrangements.

- Policy 7.8.3 Assess the feasibility of implementing Transportation Management Associations in the city.
- Policy 7.8.4 Promote “shared parking” and transportation demand management (TDM) techniques such as transit vouchers, car or van pooling, and flexible schedules and telecommuting options to reduce peak hour trips.
- Policy 7.8.5 Work with the Oregon Department of Transportation to preserve and improve the capacity of Highway 213 and its intersection with I-205.
- Policy 7.8.6 Encourage the provision of multi-modal transportation to support major existing employers.

Action Items

- Action Item 7.8.1 Improve the roads in the areas that will support industrial development, including Glen Oak Road, Henrici Road, and Beaver Creek Road.
- Action Item 7.8.2 Continue to proactively pursue funding and construction of the Meyers Road Extension.

Background

Oregon City has long had a prominent place in the history of commerce in Oregon and the Willamette Valley. From early times, the need to portage around the Willamette Falls created an opportunity for development. Regular river steamer service in 1850 made Oregon City a hub for the exchange and transfer of goods from the upper and lower Willamette River and the land routes on the east side of the river. The first large industry was based on waterpower — in 1865, the Oregon City woolen mill was established.

In 2003, the city is well served by new industrial and commercial establishments. Much of the land designated for future commercial development has now been developed. Industrial areas, such as the Fir Street light industrial area and the Red Soils industrial park, are also almost completely developed.

Employers

No single employer or sector dominates the employment picture, as most of the employers in Oregon City are relatively small businesses. Nine businesses have 100 or more employees, and the top three have over 200 employees: Willamette Falls Hospital (726), Fred Meyer (275), and Blue Heron Paper Company (250). The nine businesses account for almost 20 percent of the total number of private-sector employees in Oregon City. The rest are distributed among numerous small businesses. Out of 1,632 businesses,¹ 28 employers have over 50 employees and 94 have over 20 employees. In fact, the bulk of employers (1,215 out of 1,632 businesses registered), have fewer than 5 employees.

Willamette Falls Hospital and Clackamas Community College should be supported in their efforts to grow. In some respects they are mutually supportive. For instance, Clackamas Community College medical technologies and nursing programs provide qualified employees for

¹ As per the Oregon City’s business license information, July 2002

the hospital and other related medical providers. Willamette Falls Hospital is by far the largest private employer. In addition to the number of employees working at the hospital, another 997 people are employed in health-related fields.

With respect to the breakdown of employment by industry sectors, 967 employees work in "eating and drinking establishments",² 400 employees in "fabricated metals" and "primary metal industries," and 250 employees in "paper and allied products" (Blue Heron paper mill). There are 248 working in "auto repair services" and "auto repair shops". Another 185 work in "credit agencies" or "banking."

The largest public employer is Oregon City School District, with 1,080 employees. Interestingly, in 1982 the largest public employer was Clackamas Community College, which had 750 to 850 employees seasonally. Now it has 349 employees, or less than half its 1982 employment. The City of Oregon City has fewer employees now than it did in 1982 (159 now compared to 165 in 1982). There are a total of 3,287 employees between the City and County governments, School District, and Community College. There are also state and federal employees, such as the Oregon City Self-Sufficiency Center, with 146 employees.

Together, based on business license information and information from public agencies, there are approximately 9,718 private and 3,287 public employees in Oregon City, or 13,005 employees in Oregon City. About one-third of the total employment in the City is in the public sector. These numbers are most likely low, since not every business has a business license, and businesses may report a lower number of employees than they actually have. (The public sector employment number does not include state or federal workers). If both the public and private employees were underestimated by 10 percent, there would be a total of 14,305 employees in 2002. That compares with a 1982 estimate of 7,291 employees.

Buildable Land

An analysis of the current buildable land in Oregon City that might be available for commercial or industrial development was conducted for the updated Economic Development element of the 2003 Comprehensive Plan. The study looked at the density of commercial development and the number of employees per acre for different types of commercial and industrial land uses. The analysis is contained in the Resource Document supporting this Economic Development Element. The study also presented an estimate of future employment capacity based on available land. That is, how many employees could be accommodated within Oregon City and its current Urban Growth Boundary.

With respect to commercial land, the analysis illustrated that there are few remaining buildable acres within the city limits and the UGB. About 22.7 unconstrained³ acres of vacant and redevelopable, commercially zoned property was documented.

The situation with land zoned or planned for industrial purposes was different, with 181 net acres remaining of industrially zoned, buildable property. Most of the available land was in the

² These are Standard Industry Classification, or "SIC" descriptions

³ "Constraints" refers to steep slopes, wetlands, wetland buffers, and riparian corridors.

downtown area, north of Abernethy Creek and south of Highway 213, or near Clackamas Community College along both sides of Beaver Creek Road.

Metro Requirements

The Urban Growth Management Functional Plan established employment targets and other economic policy directives for jurisdictions within Metro. The City must substantially comply with the directives found within the Functional Plan or justify an exception to the directives.

As part of Title 1 of the Metro Urban Growth Management Functional Plan, Metro assigned a target number of jobs to Oregon City (8,185) which is the number of jobs the city should plan to accommodate between 1994 and 2017 within the 1996 city limits. In addition, Clackamas County allocated another 2,987 jobs to the area between the 1996 city limits and the UGB. This was part of Clackamas County's employment and housing target distribution in the urban unincorporated area surrounding Oregon City, as reported in the "Clackamas County Urban Growth Management Functional Plan Compliance Report" (June 29, 2000). Although Oregon City never formally agreed to the County's employment distribution of 2,987 jobs, combining Metro's job capacity for Oregon City (8,185) with the County's allocation for the UGB (2,927) results in a combined target number of 11,172.

The technical analysis concluded that, with the implementation of the Downtown Community Plan and some other modest changes to the zoning ordinance and comprehensive plan map (changing the area north of the Fairways Airport land strip to industrial and adding two neighborhood commercial centers), the city could accommodate 9,048 jobs within the projected time period. This is short of the target amount by only 2,124 employees. Put another way, the city can reach 81 percent of the combined employment target.

The downtown area is designated as a Regional Center Design Type on the Metro 2040 Growth Concept map and is planned to encourage the development of very high density, mixed-use retail, office, and residential uses, served by high quality transit service and multi-modal street networks. The City has adopted a Downtown Community Plan that is consistent with the regional center designation. The zoning proposed in the Downtown Community Plan assigns a new "Mixed Use Downtown" (MUD) zone designation for current industrial zone designations on some of the properties. The effect will be to replace some exclusively industrial land with mixed uses that will generate employment but not in light or heavy industries.

Another Design Type assigned to Oregon City on the 2040 Growth Concept Map is Employment Areas. Oregon City has elected to apply the Industrial Area Design Type on its comprehensive plan map by including all industrial designations in that category.

Title 4 of Metro's Urban Growth Management Functional Plan restricts "big-box retailers" (i.e., a single retailer with over 60,000 gross leasable area in size) from locating within areas identified as an employment area on Metro's Employment and Industrial Areas map. A new "Mixed Use Employment District" restricts retail uses to less than 60,000 gross square feet.

A UGB expansion along Beaver Creek Road will add new approximately 250 acres of industrial land in that area. To ensure efficient, orderly, and adequate provision of services and creation of

compatible industrial development, a Concept Plan (see Land Use element for discussion) should be adopted prior to any proposed urban levels of development.

Preserving and Growing Oregon City's Economy

Ensuring an adequate supply of industrial land is only part of the equation for economic health. The City can participate in other ways to help grow the local economy. The City can work with local businesses, organizations and other jurisdictions to develop partnerships in development, develop incentives to help promote development, and keep abreast of changing conditions that might require regulatory or plan changes. Other activities include encouraging the creation of a skilled workforce, working to retain and expand existing employers, promoting tourism and home-based businesses, and ensuring that the transportation system can meet the needs of industry and employees. Transportation bottlenecks can constrain the expansion of businesses and prevent new ones from locating here because of the added costs that congestion imposes. Alternative transportation modes and transportation demand management strategies can relieve some of the pressures on the roadway system.

Economic Development Incentives

Through the public involvement process for the comprehensive plan update, citizens recommended market-based incentives to encourage development in the Downtown and Waterfront areas. Market-based incentives can fall into the following categories:

1. Public commitments and actions such as locating city offices downtown, supporting transit operations, and following through on critical City projects recommended by the Downtown and Waterfront master plans.
2. Regulatory code compliance relief, which could be linked to development standards (reduced setbacks, reduced parking, reduced percentage of landscaping or site coverage), or relief from fees or charges, such as SDC's.
3. Public support, which could include design assistance, small business and marketing assistance, providing marketing studies or pro-forma analysis, promoting downtown in city publications, and supporting special events like parades, farmers' markets, or antique fairs.
4. Financial assistance, which could range from using the City's Capital Improvement Program or Urban Renewal programs to improving public infrastructure or building parking lots, providing low interest loans or direct grants, using local improvement districts (with or without the City picking up part of the design and administration costs), and property tax abatement.
5. Direct assistance with development, which could be public/private partnerships or co-development (i.e., sharing the cost of building and maintaining a parking structure with spaces allotted to both the public and the private business), land assembly and resale, and loan guarantees.

8. HOUSING

This section of the Oregon City Comprehensive Plan is intended to comply with Statewide Planning Goal 10, Housing. This goal specifies that each city must plan for and accommodate needed housing types, such as multifamily and manufactured housing. It requires each city to inventory its buildable residential lands, project future needs for such lands, and plan and zone enough buildable land to meet those needs. It also prohibits local plans from discriminating against needed housing types.

Oregon City is required by regional and state requirements to provide an adequate supply of vacant and buildable land for future residential growth and ensure that land is designated for a variety of housing types to fit a range of income and need. The housing element and its supporting resource document are intended to satisfy those requirements.

Oregon City recognizes that the health of the city depends on the health of the neighborhoods that form the building blocks of a livable city. The housing goals and policies are intended to ensure that the integrity of existing neighborhoods is protected and that planning for new neighborhoods as the city expands is comprehensive and inclusive of a range of housing types and services to serve residents.

GOALS AND POLICIES

Goal 8.1: Providing diverse housing opportunities for Oregon City residents.

Provide for the planning, development and preservation of a variety of housing types and lot sizes for a range of income levels and preferences.

Policies

- Policy 8.1.1 Maintain the existing residential housing stock in established older neighborhoods by maintaining existing comprehensive plan and zoning designations where appropriate.
- Policy 8.1.2 Ensure active enforcement of the City's Municipal Code regulations to ensure maintenance of housing stock in good condition and to protect neighborhood character and livability.
- Policy 8.1.3 Designate residential land for a balanced variety of densities and types of housing, such as single-family attached and detached, and a range of multi-family densities and types, including mixed-use development.
- Policy 8.1.4 Aim to reduce the isolation of income groups within communities by encouraging diversity in housing types within neighborhoods consistent with the Clackamas County Consolidated Plan.
- Policy 8.1.5 Allow Accessory Dwelling Units under specified conditions in single-family residential designations with the purpose of adding affordable units to the housing inventory and providing flexibility for homeowners to supplement income and obtain companionship and security.

- Policy 8.1.6 Allow site-built manufactured housing on individual lots in single-family residential zones to meet the requirements of state and federal law. (Pursuant to state law, this policy does not apply to land within designated historic districts or residential land immediately adjacent to a historic landmark.)
- Policy 8.1.7 Develop criteria for the siting medium and high-density residential lands.
- Policy 8.1.8 Use a combination of incentives and development standards to promote and encourage well-designed single-family subdivisions and multi-family developments that result in neighborhood livability and stability.

Action Items

- Action Item 8.1.1 Continue to assess and review development standards for multi-family, commercial, institutional, and industrial developments to ensure a balance of flexibility and predictability and encourage good design standards.
- Action Item 8.1.2 Create and apply a higher density residential zone that allows up to 40 units per acre, with a minimum density provision.
- Action Item 8.1.3 Amend the zoning code to allow a medium density, small-lot and single-family attached dwellings (e.g., rowhouses or town houses) in medium density plan and zoning designations.
- Action Item 8.1.4 Continue to assess and review the zoning regulations to ensure a balance of flexibility and predictability and to encourage good site design.
- Action Item 8.1.5 Develop incentive-based design standards for single-family development.

Background

Oregon City is unique in the area for its role in Oregon history and for the age and diversity of its housing stock. Many of the older homes and buildings have historical significance. Therefore, housing planning in the city is aimed at both development of new housing units and preservation or careful redevelopment of older historic housing units. Like many other communities in the Willamette Valley, Oregon City grew more quickly than expected in the 1990s—nearly doubling in size—and more units will be needed to accommodate new residents or citizens wishing to move into different types of housing.

Existing Conditions

This Housing Element summarizes the results of a housing study conducted in 2002 to determine whether existing comprehensive plan and zoning designations would accommodate growth through 2017. The study included an inventory of existing vacant buildable and underutilized land, compared the characteristics of the existing housing stock and demographics in Oregon City and the region, and forecasted housing needs. The housing study became the Housing Element Resource Document and supports this Housing Element. Readers should refer to the

resource document for detailed information on Oregon City's demographic composition (2000), residential land inventory (2002), and projected housing need (to 2017).

The housing study revealed that affordability of housing is an issue, as in many jurisdictions. Housing affordability is based on the percentage of monthly income spent on housing. Using the US Department of Housing and Urban Development's standard formula to determine affordability of 30 percent of monthly income, 12 percent of Oregon City residents cannot afford a studio apartment, and over 23 percent are not able to afford a two-bedroom apartment.

Other demographic characteristics revealed by the housing study were:

- Oregon City has a higher percentage of its total population in group quarters (3.5 percent) than the Portland Metro Area (1.8 percent). The number of residents seeking housing in group quarters (nursing or residential care facilities) is likely to increase as the population ages over the next 20 years.
- Oregon City has a slightly younger population than the Portland metropolitan area.
- The percentage of female-headed households living in Oregon City in poverty is significantly higher than the Portland metropolitan area (25 percent to just over 20 percent).
- Household income distribution in Oregon City mirrors that of the Portland metropolitan area.
- Oregon City's composition of housing stock by type of housing (e.g., single family detached and multi-family) and the percentage of renters versus owners is similar to that in the Metro area.
- Oregon City has a deficit of land for multifamily units to meet expected demand.

State and Metro Requirements

The Statewide Planning Goal for Housing (Goal 10) is to provide for the housing needs of citizens of the state. Part of complying with the Housing Goal is ensuring not only that there is an adequate supply of vacant and buildable land for future growth, but also that the land is designated for a variety of housing types to fit a range of income, need, and preference.

In the mid-1990s, the Metro government adopted the 2040 Growth Concept, which was developed to ensure that the region complies with state goals for land use in a coordinated way and that housing and employment growth can be accommodated equitably across the region. After the establishment of the Metro Urban Growth Boundary (UGB) around the cities, the affected cities and counties negotiated targets for new dwelling units and jobs. In 1994, Metro and Clackamas County estimated that Oregon City should expect to accommodate 9,940 additional units between 1994 and 2017, within the city and the UGB. To comply with the Metro target, Oregon City needed to demonstrate that, after subtracting units built between 1994 and 2002, the land use designations on remaining vacant and underutilized land would accommodate the difference in needed new dwelling units. If Oregon City could not accommodate the new housing units, then the City would need to find other ways to meet the capacity target, most likely through increasing minimum residential densities within the city and UGB.

The 2002 housing inventory revealed that 3,665 dwelling units were built between 1994 and 2002, which left 6,075 new units needed to meet the Metro 2017 target. After accounting for

expected future accessory dwelling units and environmentally constrained land, the overall planned density of residential land in Oregon City and within the UGB was not sufficient to meet the dwelling unit capacity targets established by Metro. Full development of all vacant and partially vacant land under the current comprehensive plan designations would result in only 4,593 new units missing the capacity target by over 1,400 units.

Through the involvement of a citizen advisory group and with input from staff, the City made changes to the comprehensive plan map and to the zoning code. Overall, the changes in the comprehensive plan update provided the additional units needed to meet Metro's 2017 residential target for Oregon City. The 2002 population of 27,270 plus the population expected at build out (including the 2002 UGB expansions at South End Road and Redland Road), yields a population of approximately 45,700 in 20 years.¹

A new plan map designation of "Mixed Use" was developed to include the mixed use zones planned for downtown as well as other areas of the city suited to combinations of compatible uses. To increase the range of housing available, some areas of the city were recommended to be redesignated to more intense residential uses based on the following locational criteria:

- along arterials or collectors
- close to business districts and employment and education centers
- in the downtown mixed use area
- adjacent to similar more intense densities

Many of the policies from the 1982 comprehensive plan were still relevant and were carried over into the updated plan. Since the housing inventory conducted in 2002 established baseline data for housing, an action item to keep the database current was also added.

¹ Assumes 2.62 per household and 5% vacancy.

9. PUBLIC FACILITIES

This section of the Oregon City Comprehensive Plan is intended to comply with Statewide Planning Goal 11, Public Facilities. This goal calls for efficient planning of public services such as sewers, water, law enforcement, and fire protection. The goal's central concept is that public services should be planned in accordance with a community's needs and capacities rather than be forced to respond to development as it occurs.

This element deals with the provision of public facilities and services to residents of Oregon City. The goals and policies are intended to foster development in Oregon City that is guided and supported by the timely, orderly and efficient provision of public facilities and services. Oregon City is committed to providing safe and accessible public facilities that contribute to the quality of life and welfare of its citizens.

GOALS, POLICIES, AND ACTION ITEMS

Goal 9.1: Provision of Public Facilities

Serve the health, safety, education, welfare, and recreational needs of all Oregon City residents through the planning and provision of adequate public facilities.

Policies

- Policy 9.1.1 Ensure adequate public funding for the following urban facilities and services:
- a. Streets and other roads and paths
 - b. Wastewater collection
 - c. Storm water management services
 - d. Police protection
 - e. Fire protection
 - f. Parks and recreation
 - g. Water distribution
 - h. Planning, zoning and subdivision regulation
 - i. Library services
 - j. Aquatic Center
 - k. Carnegie Center
 - l. Pioneer Community Center
 - m. City Hall
 - n. Buena Vista House
- Policy 9.1.2 Provide public facilities and services consistent with the goals, policies and implementing measures of the comprehensive plan.
- Policy 9.1.3 Confine urban public facilities and services to the city limits except where allowed for safety and health reasons in accordance with state land use planning goals and regulations. Facilities that serve the general public will be centrally located and accessible, preferably by multiple modes of transportation.
- Policy 9.1.4 Support development on underdeveloped or vacant buildable land within the City where urban facilities and services are available or can be provided and where

land use compatibility can be found relative to the environment, zoning, and comprehensive plan goals.

- Policy 9.1.5 Design the extension or improvement of any major urban facility and service to an area to complement other urban facilities and services at uniform levels.
- Policy 9.1.6 Enhance efficient use of existing urban facilities and services by encouraging development at maximum levels permitted in the comprehensive plan, implementing minimum residential densities, and adopting an Accessory Dwelling Unit Ordinance to infill vacant land.
- Policy 9.1.7 Develop and maintain a coordinated Capital Improvements Plan which provides a framework, schedule, prioritization, and cost estimate for the provision of urban facilities and services within the City of Oregon City and its Urban Growth Boundary.

Goal 9.2: Wastewater

Seek the most efficient and economic means available for constructing, operating, and maintaining the City's wastewater collection system while protecting the environment and meeting state and federal standards for sanitary sewer systems.

Policies

- Policy 9.2.1 Plan, operate, and maintain the wastewater collection system for all current and anticipated city residents within the existing urban growth boundary. Strategically plan for future expansion areas.
- Policy 9.2.2 Given the vision for Clackamette Cove, investigate strategies to deal with increased flows, including alternate locations for treatment, from growth in the Damascus area and the potential closure of the Kellogg Plant.
- Policy 9.2.3 Work with Tri-City Service District to provide enough capacity in its collection system to meet standards established by the Oregon Department of Environmental Quality (DEQ) to avoid discharging inadequately treated sewage to surface waters.
- Policy 9.2.4 Seek economical means to reduce inflow and infiltration of surface and ground water into its wastewater collection system. As appropriate, plant riparian vegetation to slow stormwater, and to reduce erosion and stream sedimentation.
- Policy 9.2.5 Implement the City's wastewater policies through the Wastewater Master Plan.

Action Items

- Action Item 9.2.1 Implement a Capacity, Management, Operations and Maintenance (CMOM) program, including, TV inspection, flow monitoring, and smoke testing to document existing system problems.

- Action Item 9.2.2 Upgrade pump stations as needed to reduce the potential for malfunctions and bypasses.
- Action Item 9.2.3 Continue to work with Tri-City Service District to reduce inflow and infiltration (I&I) into the system.
- Action Item 9.2.4 Implement the capital improvement program defined in the Wastewater Master Plan.

Goal 9.3: Water Distribution

Seek the most efficient and economic means available for constructing, operating, and maintaining the City's water distribution system while protecting the environment and meeting state and federal standards for potable water systems.

Policies

- Policy 9.3.1 Plan, operate, and maintain the water distribution system for all current and anticipated city residents within its existing urban growth boundary and strategically plan for future expansion areas.
- Policy 9.3.2 Collaborate with the South Fork Water Board to ensure that an adequate water supply system is maintained for residents. Coordinate with the South Fork Water Board, the City of West Linn, and Clackamas River Water to ensure that there is adequate regional storage capacity.
- Policy 9.3.3 Maintain adequate reservoir capacity to provide all equalization, operational, emergency, and fire flow storage required for the City's distribution system.

Action Items

- Action Item 9.3.1 Implement the capital improvement program defined in the Water Master Plan.
- Action Item 9.3.2 Strategize funding, determine optimum location, and prepare preliminary design alternatives for additional water storage capacity (reservoir).
- Action Item 9.3.3 Continue pipe replacement program to upsize and replace deficient water lines.
- Action Item 9.3.4 Install additional pressure reducing valves to eliminate need for individual pressure reducers on individual properties.

Goal 9.4: Stormwater Management

Seek the most efficient and economical means available for constructing, operating, and maintaining the City's stormwater management system while protecting the environment and meeting regional, state, and federal standards for protection and restoration of water resources and fish and wildlife habitat.

Policies

- Policy 9.4.1 Plan, operate, and maintain the stormwater management system for all current and anticipated city residents within Oregon City's existing urban growth boundary and strategically plan for future expansion areas.
- Policy 9.4.2 Adopt "green streets" standards to reduce the amount of impervious surface and increase the use of bioswales for stormwater retention where practicable.
- Policy 9.4.3 Assure parking lot designs mitigate stormwater impacts. Take measures to reduce waterflow and increase water absorption through the use of bioswales, vegetated landscaped islands with curb cuts to allow water inflow, and tree planting.
- Policy 9.4.4 Maintain existing drainageways in a natural state for maximum water quality, water resource preservation, and aesthetic benefits.
- Policy 9.4.5 Design stormwater facilities to discharge surface water at pre-development rates and enhance stormwater quality in accordance with criteria found in the City's *Stormwater and Grading Design Standards*.
- Policy 9.4.6 Regularly review and update the above standards to reflect evolving stormwater management techniques, maintenance practices, and environmental compatibility.
- Policy 9.4.7 Provide stormwater management services and monitor and report the impacts of those services in accordance with its NPDES MS-4 permit.

Action Items

- Action Item 9.4.1 Review Public Works Stormwater and Grading Design Standards regularly to monitor effectiveness and local infrastructure and downstream watershed impacts.
- Action Item 9.4.2 Eliminate remaining cross connections with wastewater collection infrastructure.
- Action Item 9.4.3 Develop an approved method for discharging gutter downspouts as surface runoff to lawns or other landscaping rather than connecting directly to the piped system below the roads.
- Action Item 9.4.4 Prepare a Stormwater Management Master Plan for all drainages in the city using a watershed approach that addresses conveyance, detention and natural resource.
- Action Item 9.4.5 Review performance of detention ponds and implement improvements where necessary.
- Action Item 9.4.6 Review Storm Drain Fee methodology, update to determine city-wide operations and maintenance needs for the stormwater management system, and adjust fees as appropriate.

Action Item 9.4.7 Implement the capital improvement program defined in the master plans.

Goal 9.5: Solid Waste

Seek to ensure that the most cost effective integrated solid waste plan is developed and implemented.

Policies

Policy 9.5.1 Acknowledge Metro's responsibility for preparing and implementing the Regional Solid Waste Management Plan as solid waste disposal is a regional concern requiring regional solutions.

Policy 9.5.2 Coordinate with Metro and the County as needed to help implement the goals and objectives of the Regional Solid Waste Management Plan.

Policy 9.5.3 Commit to long-term sustainability and recognize the link between reduction of solid waste, reuse and recycling of materials, and protection of natural resources.

Goal 9.6: Transportation Infrastructure

Optimize the City's investment in transportation infrastructure.

Policies

Policy 9.6.1 Recognize that alternative funding sources will be needed to maintain the City's transportation system operations and maintenance.

Policy 9.6.2 Investments will be made to accommodate multi-modal traffic as much as possible to include bike lanes, bus turnouts and shelters, sidewalks, etc., especially on major and minor arterial roads, and in regional and employment centers.

Policy 9.6.3 Advocate for local, state, and regional cooperation in achieving an integrated connected system such as for the Amtrak station, light rail, and bus transit.

Action Items

Action Item 9.6.1 Pursue alternative funding sources to provide cost-effective transportation system operations and maintenance.

Action Item 9.6.2 Establish a Park and Ride facility for rapid transit or light rail.

Action Item 9.6.3 Establish a public transportation route connecting the Amtrak Train Station to the downtown Tri-Met bus station.

Goal 9.7: Non-City Utility Operations

Coordinate with utilities that provide electric, gas, telephone and television cable systems, and high speed internet to Oregon City residents to ensure adequate service levels.

Policies

Policy 9.7.1 Require local service lines in new subdivisions be placed underground.

- Policy 9.7.2 Seek methods of funding for the relocation of utilities underground in existing areas, especially along commercial corridors and business districts, such as a modest surcharge on power bills.
- Policy 9.7.3 Coordinate with private utility providers to install infrastructure during street construction and maintenance activities to reduce the need to repeatedly cut into newly paved streets.
- Policy 9.7.4 Adopt lighting practices in street and other public facilities, and encourage it in private development to reduce glare, light pollution, light trespass, and energy use, while maintaining even lighting ensuring good visibility and safety for the public.
- Policy 9.7.5 Encourage development of broadband networks in street rights-of-way in a coordinated way to provide state of the art technology to its residents.
- Policy 9.7.6 The cell tower ordinance will be maintained and enforced to reduce the visual impacts of this infrastructure. Innovations in reducing, camouflaging or screening cell towers will be adopted, supported and encouraged.

Action Items

- Action Item 9.7.1 Investigate provision of City-owned telecommunications facilities if underprovided.
- Action Item 9.7.2 Seek methods of funding for the relocation of utilities underground in existing areas, especially along commercial corridors and business districts, such as placing a modest surcharge on power bills.

Goal 9.8: Health and Education

Work with health care and education providers to optimize the siting and use of provider facilities.

Policies

- Policy 9.8.1 Work with Clackamas County as needed to ensure that county services are sited appropriately and that citizens of Oregon City continue to have access to County health and human services.
- Policy 9.8.2 Coordinate with the master planning efforts by Willamette Falls Hospital to address environmental, neighborhood and health provider concerns about future expansion plans, parking, traffic, and circulation.
- Policy 9.8.3 Coordinate with the Oregon City School District to ensure that elementary and middle school sites occupy locations within and as central to the neighborhoods they serve as possible.

- Policy 9.8.4 Require secondary schools within the Urban Growth Boundary be subject to the development review process for impacts on land uses and services.
- Policy 9.8.5 Require trails around the Oregon City High School and Clackamas Community College to augment the natural resources areas and offer a recreational opportunity for the entire community.
- Policy 9.8.6 Review subdivision proposals for impact on the school system.

Action Items

- Action Item 9.8.1 Rezone Clackamas Community College and Willamette Falls Hospital to a consistent new campus-type zoning designation that would support efficient land use with the long-term plans of the College and Hospital.

Goal 9.9: Fire Protection

Maintain a high level of fire suppression and emergency medical services capacity.

Policies

- Policy 9.9.1 Ensure that all areas, including newly annexed areas, receive uniform levels of fire protection and emergency medical services.
- Policy 9.9.2 Maintain the city's Class IV fire insurance rating and work towards achieving a Class III rating, as funds are available.
- Policy 9.9.3 Promote public awareness of fire prevention techniques, emergency management, and emergency preparedness education programs as important components of community safety.

Action Items

- Action Item 9.9.1 Develop and implement emergency management and emergency preparedness education programs.

Goal 9.10: Police Protection

Preserve the peace and provide for the safety and welfare of the community.

Policies

- Policy 9.10.1 Emphasize the protection of life and property in Oregon City.
- Policy 9.10.2 Maintain continuous liaison with other elements of the criminal justice system.
- Policy 9.10.3 Strive to provide rapid response to emergency and non-emergency calls. The police response goals are:
- Maximum three minutes response on life saving emergencies.
 - Maximum of four minutes, 80% of the time, for crimes in progress, potential threat to life.
 - Maximum ten minutes, 80% of the time, for non-emergencies.

Policy 9.10.4 Promote traffic safety through active traffic law enforcement and the investigation of accidents, to reduce injuries and fatalities from traffic accidents.

Policy 9.10.5 Meet contemporary, professional standards for police officer training including:

- In-service training at roll call.
- Scenario-based training.

Policy 9.10.6 Retain patrol and investigation as the primary functions of the Police Department.

Policy 9.10.7 Maintain an active Police Reserve Program and train reserves to meet the requirements of the Police Reserve Program.

Policy 9.10.8 Maintain vehicles to ensure 24-hour availability and usage.

Policy 9.10.9 Continually evaluate operations to maximize effectiveness and efficiency.

Policy 9.10.10 Seek to have a department and community committed to the philosophy of Community-oriented Policing. Develop community partnerships so that both the community and department are empowered to solve problems and seek creative solutions.

Policy 9.10.11 In addition to enforcement, help deter crime through proactive programs that emphasize education, prevention, and cooperation.

Action Items

Action Item 9.10.1 Continue to implement policing policies in Oregon City through the department's Strategic Plans.

Action Item 9.10.2 Seek community support for funding an increase in staffing levels and improvement of police facilities to acceptable standards.

Goal 9.11: Civic Facilities

Strategically locate civic facilities to provide efficient, cost effective, accessible, and customer friendly service to Oregon City residents.

Policies

Policy 9.11.1 Locate City facilities in a way that ensures customer service and provides easy access to the majority of residents. Access should be provided for the physically impaired and for those traveling by transit, bicycle, or foot.

Policy 9.11.2 Implement measures to maximize and leverage resources and increase services to the public.

Policy 9.11.3 Locate facilities that serve similar needs of residents together or in close proximity to increase convenience and reduce the need for multiple trips.

Policy 9.11.4 Incorporate measures to meet long-term rising demand for services. Provide for future needs of increased staff, space and storage when purchasing or building new city facilities.

Policy 9.11.5 Locate City facilities in locations that can assist in the revitalization of the downtown area.

Policy 9.11.6 Support City owned historic facilities.

Action Items

Action Item 9.11.1 Develop an inventory of city, county, state, school district and other public facilities in Oregon City and map sites using GIS.

Action Item 9.11.2 Pursue co-location with other government service providers such as Clackamas County, School Districts, and state government where feasible to reduce costs and improve service and convenience to residents.

Action Item 9.11.3 Evaluate the feasibility of building a new City Hall, which would include, at a minimum, the administrative functions of the City including the City managers office, public works administration, community services, community development, finance and the city commission chambers. A new City Hall does not need to include police or the public works shops since their locational requirements are different. The City Hall may also include a library, depending on the location. However, the Library may serve a larger population, therefore its requirements may also be different. An important factor for the City Hall location should include proximity to downtown and other City facilities. Such locations are important since they may help revitalize downtown and increase the ease of access to other City facilities and amenities, such as the Carnegie Center. Locations including the area near 7th Street and Washington and the County Courthouse (should it become available) are possibilities. Other locations may include the old High School.

Action Item 9.11.4 Adopt and implement a public facilities master plan that determines where City services are best located over the long term.

Background

LCDC Goal 11 requires that development be guided and supported by the timely, orderly and efficient provision of public facilities and services, including police protection, wastewater collection and treatment, water supply and distribution, stormwater management, health services, energy and communication services, and local governmental services. Comprehensive plans are required to provide for key facilities. A public facility or service should not be provided unless there is a provision for the coordinated development of other urban facilities and services appropriate to the area. Highest priority should be given to service provisions within City limits. Services should also be extended on a timely basis to serve development within the UGB.

Below is a brief description of the community facilities provided by Oregon City or other providers. Relevant ancillary documents are referenced as well. The Oregon City Comprehensive Plan Resource Document contains more detailed information about existing conditions, including system maps.

Wastewater Collection, Water Distribution, and Stormwater Management

The planning and implementation of wastewater collection (sanitary sewer), water distribution, and stormwater management systems in Oregon City are governed by documents ancillary to the comprehensive plan, including:

- Sanitary Sewer Master Plan (2003)
- Water Master Plan (2003)
- Drainage Master Plan (1988)
- Caufield Basin Master Plan (1997)
- South End Basin Master Plan (1997)

Funding for operations and maintenance of the City's wastewater collection, water distribution, and stormwater management systems is provided by utility fees paid by users.

Wastewater: Oregon City collects wastewater within the community for treatment at the Clackamas County Tri-City Water Pollution Control Facility (WPCF). The Oregon City Sanitary Sewer Master Plan establishes the existing and future wastewater collection system. The plan indicates that Oregon City's sanitary sewer system is in relatively good condition with isolated areas of capacity-related problems for the next 20 years for land within the UGB. The greatest deficiencies in the system are found in the older pipes which will need repair, rehabilitation, or replacement. In addition, the City continues to work with Tri-City Service District to reduce inflow and infiltration (I&I) into the system.

The Tri-City treatment plant is located in Oregon City and has historically treated wastewater from West Linn and Gladstone (thus the Tri-cities). Wastewater flows from the greater Clackamas County area were recently diverted to the Tri-City plant as a result of a cost-efficient strategy that benefited Tri-City ratepayers. Increased flows may occur if the Kellogg plant in Milwaukie closes and as growth occurs in the Damascus area. The need for major expansion to this plant will have to be weighed against the need to preserve the valuable property around the plant for future parks, recreation, and mixed-use development. The City and Tri-City should continue to collaborate on the Clackamette Cove area improvements identified in the Tri-City WPCF Master Plan and the Oregon City Waterfront Master Plan.

Water: Surface water from the Lower Clackamas River is the source of potable water for Oregon City and West Linn. The South Fork Water Board is a wholesale water supplier that is equally owned by the Cities of Oregon City and West Linn. The water is distributed by each city under separate utility departments. The South Fork Water Board has secured rights to withdraw 42.6 mgd at its existing water intake. These rights are expected to sufficiently meet the projected 30-year demand. Water storage within Oregon City's distribution system will need to be expanded to meet growing needs.

Stormwater: The focus of stormwater management has changed over the years from underground combined and piped systems to maintaining open natural drainage channels where possible. The subbasin master plans like those for Caufield Creek and South End call for drainageways to remain in a natural state for maximum water quality, water resource preservation, and aesthetic benefits. The City's *Stormwater and Grading Design Standards* manual encourages open ponds for stormwater runoff control where feasible. Detention ponds that serve more than one development and regional detention facilities are preferred because they require a lower level of monitoring and maintenance effort than single site or on-site detention. Updated plans for all of the drainage basins in Oregon City should be developed using a watershed planning approach.

The City's stormwater management program is subject to the City's NPDES MS-4 (National Pollution Discharge Elimination System Municipal Separate Storm and Sewer System) permit which is administered by the Oregon Department of Environmental Quality (DEQ) for the United States Environmental Protection Agency (EPA).

Oregon City, Clackamas County and its other urban municipalities have operated since 1996 under a joint NPDES permit that prescribes requirements for each entity. Oregon City is responsible for regular maintenance and monitoring of the system and the flows conveyed to assure environmental integrity of the system's receiving waters (the Willamette and Clackamas Rivers). The City prepares annual reports that document permit compliance.

Solid Waste (Trash) Disposal

Curbside collection of garbage and recyclables is franchised by Oregon City to Oregon City Garbage Company for most residences and businesses in the city limits. Metro oversees regional garbage disposal and recycling and waste reduction programs and owns the Metro South Transfer Station on Washington Street near Highway 213. Regional landfill sites are estimated to have potential capacity to serve the region until mid-century. (*Regional Solid Waste Management Plan, 1995-2005*, Metro, reprinted April 1999) so no capacity issues are anticipated for the duration of this comprehensive plan.

Transportation Infrastructure

The planning and implementation of transportation systems in Oregon City are governed by the Oregon City Transportation System Plan (TSP), adopted in 2001. The City is subject to Oregon Revised Statute (ORS) 197.712 and the Land Conservation and Development Commission (LCDC) Oregon Administrative Rule (OAR 660-12) known as the Transportation Planning Rule (TPR).

The Oregon City Public Works Street Division provides operations and maintenance for city streets. As of 2002, funding for transportation infrastructure maintenance has been primarily limited to gas tax revenues which provide a limited maintenance budget and no funding for capital needs (pavement reconstruction, new or replacement sidewalks and curbs, replacement signals, etc.). Oregon City has historically sold bonds to pay for transportation infrastructure and road maintenance, but the pay-back obligations cripple ongoing maintenance needs. Based on pavement management system data and capital improvement needs, the gas tax needs to be

supplemented by additional revenue. Alternative funding sources are needed to maintain the city's transportation system at a cost-efficient level. The City should work with Tri-Met to develop Park and Ride facilities at convenient neighborhood nodes to facilitate access to regional transit.

Electricity, Gas, Telecommunications, and Telephone Facilities

Several utilities provide energy and communication services to residents and businesses in Oregon City. Portland General Electric, an electric utility providing electricity to Oregon City, owns generating and transmission facilities. The Bonneville Power Administration markets wholesale electrical power and operate a high voltage transmission line just south of Oregon City and just east of Holly Lane in Newell Canyon. Currently, there is no electricity deficiency in the Oregon City area that would limit industrial, commercial, or residential expansion. Future expansion of transmission line facilities should be located underground where economically and technically feasible to preserve the aesthetic qualities of neighborhoods and reduce the risk of power outages. Local service lines in new subdivisions should be underground. Development of a new program to bury existing power and telephone lines should be encouraged. Sub-stations should continue to be allowed as a conditional use.

Northwest Natural (NWN) pipes natural gas to homes and businesses in the Metro area. NWN's system is sized to support the existing customer base. Planning capacity for the future is focused primarily on the supply of natural gas, not on the supply of pipelines. There are no infrastructure capacity constraints with the existing natural gas pipeline system.

Qwest Communications International Inc. provides local, long distance, and wireless telephone services as well as broadband data, and voice and image communications for businesses and consumers. Qwest maintains older telephone transmission lines and newer fiber optic lines. Beavercreek Telephone provides local services as well.

Emerging technologies, including wireless communications, geographic information systems, and digital subscriber lines (DSL) play increasingly important roles in the economy and education. Still, the growth of emerging technologies is so rapid and volatile that documenting current information transmission resources, providers, demand, and usage in the Oregon City area is extremely difficult. Because information transmission resources are federally regulated, the Federal Communications Commission maintains a listing of its Clackamas County licensees, which indicates that all the emerging technologies listed are available to the residents of Oregon City to some degree. Because these resources are typically privately owned, the City's role in the information transmission system should be to inform city residents and businesses about available resources and act as an advocate for the provision of up-to-date services to residents and businesses. Staff needs to keep abreast of methods of mitigating adverse impacts that can result from both the volatility of the industry and the construction of system infrastructure such as cell towers and in-ground fiber optic lines.

Health Services

Health services in Oregon City consist of Willamette Falls Hospital, Clackamas County departments for human and social services, and a variety of private providers of communal care such as assisted living, nursing homes, and retirement communities.

Willamette Falls Hospital has a Master Facilities Plan that projects demand and expansion needs for 10 to 20 years. The hospital has been purchasing properties in the neighborhood in anticipation of expansion, but traffic circulation and access continues to be a challenge and may be a hindrance to future expansion. The City and County should continue to work with the hospital to balance the needs of the neighborhood, health care users, and the hospital. New health service facilities, including doctor and dentist offices, should be compatible in size and scale with surrounding areas. A City approved master plan is needed to assure adequate facilities and infrastructure during future construction phases.

Clackamas County health services are found in various locations in the city. Although regional health planning is essentially provided by other public and private providers, Oregon City should endeavor to keep abreast of changes in the citizen population and health care trends that can affect land uses. For example, "aging in place" refers to providing accommodations for citizens that can be adapted to the physical limitations associated with aging, and thereby limit disruption to individuals. Issues of compatibility of health care facilities with adjacent land uses are also a concern. (Source: Clackamas County). In addition, the City should support revisions of the Uniform Building Code that require adequate facilities be included in single-family and appropriate multi-family residences to accommodate accessibility for the disabled.

K-12 Education

The Oregon City public education system consists of elementary schools, middle schools, and a high school. The Oregon City School District projects enrollment for each school based on a ratio of 0.94 school children per residential household, taking into account demographic trends and interest rates. A "rolling" five-year projection is done every fall to ensure that the facilities will be able to accommodate growth over time. A ratio of 25 students per classroom is considered preferred, while the maximum capacity is considered to be 30 students per classroom.

To the extent possible, future school facilities should be located within the Urban Growth Boundary in neighborhoods to reduce traffic impacts and better serve the surrounding residents. Elementary schools should be located in or at least adjacent to residential areas, to maintain convenience for students, to provide a focus for the neighborhood and to promote energy conservation. Neighborhood schools and athletic facilities should also serve a "community center" function by being available during evenings and weekends for community meetings and events. The disposition of the original high school will be studied in conjunction with both the Oregon City School District and the City of Oregon City for the mutual benefit of all residents to include public and private students.

Higher Education

Clackamas Community College (CCC) has been, and will continue to be, an important resource and significant partner in the future development and character of Oregon City. CCC offers a wide array of educational opportunities, job training, social programs, recreational facilities, and meeting spaces that benefit the residents of Oregon City and the surrounding communities. CCC is connected to Oregon City High School-School to the south by a walking path, allowing access of high school students to CCC for advanced classes. Development on nearby industrial

land should offer opportunities for internship and employment opportunities for students at both CCC and OCHS.

The TriMet hub on the center of campus will play a role in future public transportation routes through Oregon City and should be enhanced to improve service. The Environmental Learning Center offers provides a valuable community resource as an educational and demonstration site. The Haggart Observatory is among the largest telescopes in the Pacific Northwest, and is a positive educational resource that should be protected. Lighting standards to protect the night skies from increased light pollution should be pursued, including minimum lighting standards where suitable, and appropriate shielding of parking, street, path, and building lights.

CCC and the City should work cooperatively to properly zone the 164-acre CCC site to allow for taller buildings to increase the efficient use of the remaining property in a compact and dense urban form. There is still vacant land on the campus that would allow the college's facilities to expand. Master planning of the site is also critical to ensure that adequate facilities are available in a timely manner for the students of CCC, and that the pedestrian and transportation system, including the extension of Meyers Road, can support the increased enrollment that will be associated with the expanded services CCC will provide. The City should support expansion, if it is consistent with good site planning and design compatible with adjacent conforming uses.

Civic Center

Many civic functions are performed in the City Hall building and connected portable buildings on Warner Milne Road. In order to continue to provide services efficiently, the City needs to examine its operations and facilities and develop an overall facility plan for future development.

The City Hall building contains facilities for the City Commission and Manager, the Municipal Court, and the departments of Community Development, Public Works, Finance, Police, and Community Services. The permanent building, which contains offices and the City Commission/Municipal Court Chambers, is supplemented by three portable buildings connected by covered walkways. Space and design constraints of the City Hall facility on Warner Milne Road severely limit space and function for future staff needs. The existing facility is undersized for existing staff and does not allow for desired and much needed additional staff. The City supports continuing efforts to develop a long-term plan for providing a permanent home for City departments.

The Community Development Department provides long-range and current planning and design review services. The City's Geographic Information System (GIS) provides mapping and is a critical support function for all planning functions.

The Public Works Department plans and constructs capital improvements and operates and maintains city infrastructure, administers the downtown parking program, and provides code enforcement.

The Finance Department oversees the annual budget; provides accounts receivable, accounts payable, and utility billing services; and provides human resources support for all departments.

The Police Department consists of three divisions: support, records, and operations (chiefly patrol, including traffic). Facilities at City Hall for the department are severely deficient. The City should work to develop more stable funding to support the minimum level of service for policing as the city grows.

The Community Services Department plans and operates the city's library and parks and recreation activities (see list under recreation facilities).

The Oregon City Public Library leases a 13,000 square foot facility on Warner Milne Road for its collection of 98,000 items. According to Oregon Library Association standards, the Oregon City library does not meet the adequate standard for the number of employees per the size of the service area. There are currently no public meeting, study, or equipment-use rooms. The City supports the library building program plan for a new facility to accommodate growth over the next 20 years. The City of Oregon City is actively searching for a site for a new library, which should be centrally located and accessible by multiple modes including car, transit, pedestrian, and bicycle amenities where possible.

OCPW Operations, Reservoirs, and Pump Station Sites

The Operations Division of the Public Works Department resides in facilities located throughout the city that provide offices for operations staff; shops for sign fabrication; storage for equipment, tools, and inventory for pump station and pipe maintenance; storage for fleet; and shops for fleet maintenance. Pump station and reservoir sites are located at strategic locations throughout the city and are secured, controlled, and monitored through telemetry.

Oregon City provided its own fire protection until it arranged for fire and emergency services by different agencies under contract. In 1999, responsibility for fire protection was transferred to Tualatin Valley Fire and Rescue (TVFR), East Division. Since July 2003, fire protection has been provided by Clackamas County Fire District #1.

The East Division office is currently in a historic building, Station 54, and is staffed by a Division Chief and 10 other employees in a variety of emergency and community service roles. Two fire stations are maintained: the main station at the old City Hall in the McLoughlin Neighborhood, and a substation along Molalla Avenue near Clackamas Community College.

Plans for a new fire station have been approved for a site on South End Road. Funding for construction is available and construction began in 2002. No funding for equipment has been allocated as of 2002. The City should work to develop more stable funding to support the provision of adequate fire and emergency services as the city grows.

Recreation Facilities

The City owns and oversees a number of parks and recreation facilities in numerous locations throughout the city. The major community buildings include the Aquatic Center, Buena Vista House, Carnegie Center, Ermatinger House, and the Pioneer Community Center. A brief description of each facility is found below, while the Parks and Recreation Master Plan discusses these facilities and future plans for them in greater detail. The Master Plan notes that all

facilities except the Aquatic Center are in good condition requiring only minor improvements, if any.

The End of the Oregon Trail Interpretive Center, which is located on a City Park that was formerly Kelly Field, a baseball and sports field, is located on a 8.40-acre site in the north portion of town adjacent to the County Maintenance Shops. While the City owns and maintains the site, the Oregon Trail Foundation operates the interpretive facility and a Visitor Information Center.

The McLoughlin, Buena Vista, and Barclay Houses are historic homes (now museums). The McLoughlin and Barclay Houses are currently maintained by the McLoughlin Memorial Association and the Buena Vista House is maintained by the City of Oregon City.

The Ermatinger House sits on 0.25 acres and is one of the oldest buildings in Oregon. Currently it is currently being used as a museum.

The Aquatic Center is adjacent to the Oregon City High School – Jackson Campus. It is heavily used by the high school as well as by residents from the city and the surrounding areas. Facilities include an indoor pool, a wading pool, and meeting space. The Center has deteriorated from age and inadequate maintenance and has functional problems related to its location in a residential area with limited parking. Since a significant amount of public investment would be required to remedy the problems, a feasibility study should be conducted to determine whether the City should upgrade it or construct a new center in a more suitable location.

The Carnegie Center is a 1.30-acre site located in the middle of the McLoughlin neighborhood. Once the City Library, the building was converted into a cultural arts facility with an art center, children's area and coffee shop. Other facilities include a wading pool, playground and pathway system.

The Pioneer Community Center is a building used primarily for senior-related activities and services. Aside from the center, facilities at the site consist of a peace garden, pathway system, and parking area. While the main level of the building is extensively used, the basement is underutilized because of past water leaks.

Summary

The preceding plans for provisions of public facilities and services can be implemented a number of ways.

General Fund. Limited revenue source from property taxes and shared by a multitude of other government agencies and special districts.

Urban Renewal funding comes from designating specific areas as deficient in assessed values and development ability and creating a plan for increasing property tax values and revenues through public infrastructure improvements and private development incentives. The Urban Renewal tax mechanism affords municipalities the opportunity to collect revenues for highly

needed value-based improvements for which other resources are insufficient. The improvements, in turn, provide a higher tax base for future City budgets.

The Capital Improvement Program (CIP) provides a detailed financial analysis of proposed projects, and generally is a short term (1-5 years) plan for public facility improvements and extension.

Special levies or bond issues can be submitted to voters to raise funds for specific projects. These tools have traditionally been used for large projects such as school funding, construction or purchase of recreational facilities, and sewer or water system replacement.

Grants may be available for many projects meeting certain federal and/or state guidelines. Local Improvement Districts (LID) are useful for many projects deemed necessary only for a small area.

User fees can be assessed for many services. Provision of water, wastewater, stormwater, street maintenance, power, gas, telephone, garbage removal, health services, and some governmental services (courts and permit issuance) can be funded in this manner.

System Development Charges are collected when building permits are issued and are used to construct infrastructure required to serve new development and growth of system needs. The SDC is directly related to the CIP for Transportation, Water, Wastewater, Stormwater, and Parks.

Tax increases may also be used, although they are usually insufficient and highly unpopular.

Although funding is not directly addressed, many planning mechanisms, including zoning, subdivision control, site plan review, and others are used to require or encourage installation of many public facilities and services.

Better coordination of services and improved operating efficiencies are highly desirable, where possible.

The costs of public facilities serving new developments should be borne as much as possible by builders and residents of developments. New development proposals should be approved only if the vital public facilities necessary for additional land development and population growth are existing or committed.

10. TRANSPORTATION

This section of the Oregon City Comprehensive Plan is intended to comply with Statewide Planning Goal 12, Transportation, which aims to provide "a safe, convenient and economic transportation system."

How a city manages its transportation system is integral to its well-being. Oregon City shall strive for a complete, functional, and safe transportation system that insures the city's continuing growth and development and protection of the quality of life of its citizens. The Transportation System Plan (TSP) is an ancillary plan to the comprehensive plan that creates and supports goals and policies designed to contribute to the quality of life for residents and to the movement of goods and services for local businesses. This element consists of the key parts of the TSP, and additional goals and policies related to other ancillary transportation plans, such as corridor plans for 7th Street and Molalla Avenue, and sustainable practices. The city is working on plans to improve the 99E corridor in terms of access control, landscaping, pedestrian safety, and connection to the riverfront.

GOALS, POLICIES, AND ACTION ITEMS

Goal 10.1: Land Use-Transportation Connection

Ensure the mutually supportive nature of land use and transportation is recognized in planning for the future of Oregon City.

Policies

- Policy 10.1.1 Maintain and enhance citywide transportation functionality by emphasizing multi-modal travel options for all types of land uses.
- Policy 10.1.2 Continue to develop corridor plans for the major arterials in Oregon City, providing for appropriate land uses in and adjacent to those corridors to optimize the land use-transportation connection.
- Policy 10.1.3 Implement programs such as the 7th Street Corridor Design Plan to improve areas for residents, pedestrians, and businesses.
- Policy 10.1.4 Incorporate Metro design concepts such as designating 7th Street as a Main Street. Support mixed uses with higher residential densities in transportation corridors, including consideration of financial and regulatory incentives to upgrade existing buildings.
- Policy 10.1.5 Implement the vision for Molalla Avenue according to the Molalla Avenue Boulevard and Bikeway Improvements Plan and Safety and Enhancement Plan.
- Policy 10.1.6 Improve pedestrian and bicycle facilities and amenities on Molalla Avenue to comply with the Metro Transit/Mixed Use corridor designation.
- Policy 10.1.7 Implement Highway 99E corridor design improvements per the Highway 99E/McLoughlin Enhancement Project.

Policy 10.1.8 Provide for walkable neighborhoods. Walkable neighborhoods are desirable places to live, work, learn and play, and, therefore, a key component of smart growth.

Action Items

- Action Item 10.1.1 Develop design, signage, and lighting guidelines for new construction and redevelopment on designated main streets and corridors.
- Action Item 10.1.2 Request a City/School District/Neighborhood task force to consider the future of Eastham School, and develop a plan that is compatible with the vision for the 7th Street corridor.
- Action Item 10.1.3 Prepare a housing market study for the 7th Street corridor.
- Action Item 10.1.4 Promote high-density mixed-uses along the Molalla Avenue corridor.
- Action Item 10.1.5 Investigate the possibility of a new street connection between South End Road and Highway 99E between downtown and New Era.
- Action Item 10.1.6 Implement design improvements for Highway 99E/McLoughlin Enhancement Project.
- Action Item 10.1.7 Investigate the possibility of a new east-west street connection from Highway 213 to Willamette Falls Hospital.

Goal 10.2: Local and Regional Transit

Promote regional mass transit (South Corridor bus, Bus Rapid Transit, light rail) that serves Oregon City as well as regional transit opportunities.

Policies

- Policy 10.2.1 Explore local and regional transit opportunities to promote availability of non-single-occupancy vehicle travel and to prolong infrastructure capacity.
- Policy 10.2.2 Target local transit where it is expected to be particularly effective, such as with frequent, reliable links between Hilltop, Downtown, the Hospital, the Beavercreek educational and employment centers, and the close in neighborhoods.
- Policy 10.2.3 Work with Tri-Met to locate Park and Ride facilities at convenient neighborhood nodes to facilitate access to regional transit.
- Policy 10.2.4 Consider establishing a local transportation management association (TMA) to serve businesses or local trolley-type transit service along the major and minor arterials to reduce the need for widening right-of-way for additional lanes as well as providing convenient, economical mobility for all ages of the community.
- Policy 10.2.5 Advocate for new regional bus rapid transit and rail transit connections to Oregon City.

Goal 10.3: Multi-Modal Travel Options

Develop and maintain a transportation system that incorporates, provides for, and encourages a variety of multi-modal travel options to meet the mobility needs of all Oregon City residents.

Policies

- Policy 10.3.1 Provide a street classification system to ensure public rights-of-way and travel modes are appropriate to the land uses they are intended to serve.
- Policy 10.3.2 Provide an interconnected and accessible street system that minimizes vehicle-miles-traveled and inappropriate neighborhood cut-through traffic, throughout the network.¹
- Policy 10.3.3 Provide an interconnected and accessible pedestrian system that links residential areas with major pedestrian generators, such as employment centers, public facilities, and recreation areas.
- Policy 10.3.4 Provide a well-defined and accessible bicycle network that links residential areas, major bicycle generators, employment centers, recreation areas, and the arterial and collector roadway network.
- Policy 10.3.5 Ensure the adequacy of pedestrian and bicycle connections to local, county, and regional trails.
- Policy 10.3.6 Promote and encourage a public transit system that ensures efficient accessibility, mobility, and interconnectivity between travel modes for all residents of the Oregon City community.
- Policy 10.3.7 Establish a truck route network that ensures efficient access and mobility to commercial and industrial areas while minimizing adverse residential impacts.
- Policy 10.3.8 Promote and encourage the possible future extension, connection, and expansion of both rail and river-based transportation services to and through Oregon City.
- Policy 10.3.9 Ensure that multi-modal transportation system preserves, protects, and supports the environmental integrity of the Oregon City community.
- Policy 10.3.10 Ensure that the city's transportation system is coordinated with regional transportation facility plans and policies of partnering and affected agencies.
- Policy 10.3.11 Preserve and promote the use of the municipal elevator as a pedestrian link to downtown Oregon City.
- Policy 10.3.12 Develop an Oregon City Local Transit service as an attractive travel option for local trips and as a connection to the regional transit system.
- Policy 10.3.13 Use the alternative mode share targets that are in Table 1.3 of the 2000 Regional Transportation Plan for working toward implementation of Metro's 2040 Growth Concept at the local level.

¹ (Please note: A 10-percent reduction in VMT per capita has been assumed within the 20-year horizon consistent with and reflected in the Metro travel demand forecasting model used to evaluate the transportation system and identify needs)

Action Items

- Action Item 10.3.1 Review the City standards for vehicular and pedestrian/bicycle connectivity to ensure connections are being made.
- Action Item 10.3.2 Review the City current standards for dead-end streets, and consider reducing the maximum length allowed for cul-de-sacs or other types of dead-end streets.
- Action Item 10.3.3 Review the City current standards for minimum street widths to see where they can be reduced without impairing safe access for two-way traffic and emergency and public service vehicles.
- Action Item 10.3.4 Continue to work with Amtrak to enhance passenger rail service to Oregon City.
- Action Item 10.3.5 Work with Tri-Met to establish convenient Park and Ride lots.
- Action Item 10.3.6 Participate in regional transportation planning and advocate for projects that benefit Oregon City.

Goal 10.4: Light-Rail

Promote light rail that serves Oregon City and locate Park and Ride facilities at convenient neighborhood nodes to facilitate access to regional transit.

Policies

- Policy 10.4.1 Support Light Rail development to Oregon City.
- Policy 10.4.2 Explore local service transit opportunities to promote availability of non-single occupancy vehicle travel and prolong infrastructure capacity.
- Policy 10.4.3 Consider establishing a local transportation management association (TMA) to serve businesses or local trolley-type transit service along the major and minor arterials to reduce the need for widening right-of-way for additional lanes as well as providing convenient, economical mobility for all ages of the community.
- Policy 10.4.4 Ensure efficient use of local transit by providing frequent, reliable links between the land uses and community associated with the Hilltop, Downtown, the Hospital, the Beavercreek educational and employment centers, and the close in neighborhoods.

Goal 10.5: Safety

Develop and maintain a transportation system that provides adequate safety for the transportation system users.

Policies

- Policy 10.5.1 Identify transportation improvements to increase the safety of the transportation system for all users.
- Policy 10.5.2 Implement effective transportation policies that reduce the potential frequency and severity of crashes/incidents on the transportation system.
- Policy 10.5.3 Identify and implement ways to minimize conflict points between different modes of travel.

Policy 10.5.4 Improve the safety of vehicular, rail, bicycle, and pedestrian crossings.

Goal 10.6: Capacity

Develop and maintain a transportation system that provides capacity to serve the system user's needs.

Policies

- Policy 10.6.1 Provide a transportation system to serve the existing and projected future travel demand.
- Policy 10.6.2 Identify transportation system improvements that mitigate existing and projected future areas of congestion.
- Policy 10.6.3 Ensure the adequacy of travel mode options and travel routes (parallel systems), in areas of congestion.
- Policy 10.6.4 Identify and prioritize improved connectivity throughout the city street system.

Action Item

- Action Item 10.6.1 Identify, prioritize, and pursue opportunities for funding to improve connectivity within Oregon City and between Oregon City and other cities.
- Action Item 10.6.2 Adopt LOS standards that balance vehicle mobility and mass transit options. Standards should be consistent with the Transportation System Plan and the Regional Transportation Plan.

Goal 10.7: Sustainable Approach

Promote a transportation system that supports sustainable practices.

Policies

- Policy 10.7.1 Support "green street" construction practices.
- Policy 10.7.2 Encourage the use of materials geared for long life cycles within both public and private transportation facilities.
- Policy 10.7.3 Encourage the use of reused or recycled materials.
- Policy 10.7.4 Promote multi-modal transportation linkages and facilities as a means of limiting traffic congestion.
- Policy 10.7.5 Treat roadway pollution along transportation routes through the most effective means.

Action Items

- Action Item 10.7.1 Develop design standards that support "green street" environmental designs for transportation facilities and provide incentives to use them.
- Action Item 10.7.2 Develop standards that promote shared parking arrangements.

Goal 10.8: Implementation/Funding

Identify and implement needed transportation system improvements using available funding sources.

Policies

- Policy 10.8.1 Maximize the efficiency of the Oregon City transportation system, thus minimizing the required financial investment in transportation improvements, without adversely impacting neighboring jurisdictions and facilities.
- Policy 10.8.2 Provide transportation system improvements that facilitate the timely implementation of the Downtown Community Plan and protect regional and local access to the End of the Oregon Trail Interpretive Center.
- Policy 10.8.3 Provide incentives for private sector contribution to multi-modal transportation linkages and facilities (i.e. establish new standards in zoning code).
- Policy 10.8.4 Coordinate with telecommunications providers to expand broadband capacity in Oregon City rights-of-way.

Action Items

- Action Item 10.8.1 Seek funding and provide leadership for implementing the plans for McLoughlin Boulevard, Molalla Avenue, and 7th Street Corridor enhancements to successfully attain functional access to the downtown and connection between the downtown and the Willamette River.
- Action Item 10.8.2 Pursue a transportation utility fee to help pay for transportation system maintenance.
- Action Item 10.8.3 Amend the zoning code to incorporate private-sector incentives (such as reduced parking standards) to provide multi-modal system improvements.
- Action Item 10.8.4 Develop zoning code standards that lower minimum numbers of parking spaces in trade for certain multi-modal transportation facility implementation.
- Action Item 10.8.5 Investigate alternative financing mechanisms such as public/private partnerships, LLD's, and reimbursement districts.

Background

The City of Oregon City has a Transportation System Plan (TSP) that guides the management and development of the City's transportation facilities to 2020. The plan incorporates a vision of a multi-modal community into an integrated and efficient land use and transportation system. The transportation element of the comprehensive plan incorporates the goals and policies of the TSP. Portions of the TSP are included here as background to provide a context for the goals and policies.

The Land Conservation and Development Commission (LCDC) administrative rule known as the Transportation Planning Rule (TPR) (Oregon Administrative Rule 660-12) requires that TSPs plan for roads, public transit, bicycles and pedestrians, rail and air travel, and transmission lines. The Oregon City TSP and its subdocuments provide details about the state and regional

regulatory framework for transportation, the existing and future plans for road, pedestrian, transit, bike networks, and the projects and policies to implement those networks.

Implementation of the *Downtown Community Plan, Phase 1 and Phase 2* will enable a more efficient land use pattern to emerge. The effect of this improved efficiency is a more vital and vibrant downtown area that is better equipped to capture and serve the traveling public, particularly pedestrians and transit riders.

The McLoughlin Boulevard corridor represents a vital transportation link in achieving the Downtown Community Plan goals and the region's 2040 aspirations for regional centers. Oregon City will seek funding and provide leadership for implementing enhancements to successfully attain functional access to the downtown and connection between downtown and the Willamette River.

Implementation of the *7th Street Corridor Design Plan* and the *Molalla Avenue Boulevard and Bikeway Improvements Plan* will enable this corridor to evolve into one that is more pedestrian- and transit- supportive with land uses that support multi-modal transportation. Further land use planning needs to occur for redevelopment of underutilized parcels along Molalla Avenue that represent opportunities for transit oriented development with higher density and mixed uses. These plans present improvements that are consistent with Metro's 2040 Corridor designation for this important transportation link.

The 7th Street plan contains a multi-modal vision of the corridor with recommended action items. The vision for the street is of cohesive design with a historical character, slower traffic, and lively pedestrian activity. One of the objectives is to revitalize the area by providing parking and transportation improvements. Assistance to rehabilitate building facades and the pedestrian environment is also discussed as a means to make the area more attractive to pedestrians, shoppers, and tourists. An emphasis is placed on pedestrians with easy access across 7th Street, benches, street trees, curb extensions, and other elements to identify "Pedestrian Places." Traffic would move more slowly with a narrower pavement width, curb extensions, traffic calming devices, and trees. Neighborhood safety would be enhanced by more pedestrian activity and mix of uses.

Visual and physical connections with downtown and the McLoughlin neighborhood would improve the vitality of the corridor as well. The plan calls for respecting the existing businesses and preserving the architectural heritage of the community. The business environment should invite new and complementary development and redevelopment that is compatible in scale and style with the neighborhood. New public facilities, such as a branch library, elementary school, civic institutions, and Community Theater should be encouraged, while retaining and enhancing the existing public facilities like the park and promenade system. Diverse mixed-use and infill housing should be encouraged as increased density can contribute to the economic vitality of the corridor. The corridor can also be a buffer between commercial uses and the adjoining single-family neighborhood.

The *Molalla Avenue Boulevard and Bikeway Improvements Plan* was developed to address deficiencies arising from new development along the corridor and the limitations imposed by the

mix of land uses, roadway configurations, and streetscape characteristics. The plan identifies regional, local, and neighborhood needs and objectives for the corridor, and integrates them into an overall vision. The plan includes specific recommendations for the provision and maintenance of safe and efficient facilities and services for public transportation, private automobile, and pedestrian and bicycle travel modes.

The *Highway 213 Urban Corridor Design Study* (June 2000) details an evaluation of existing and future congestion on Highway 213 between Henrici Road and I-205 and the recommended improvements. Highway 213 changes along its length from a high-order facility on the north end to a rural two-lane facility at the south end. The preferred alternatives for improvements have been adopted into the TSP. However, it is recognized that a long-term solution to congestion must include improvement on I-205. The City should work with ODOT and Metro to develop and implement a corridor study project for I-205.

Roadway System Plan

The TSP establishes a roadway system plan to accommodate the expected needs of the street network to 2020. It includes new alignments and connections for streets and a road classification system that establishes a hierarchy of street types and the types of travel expected on them. The TSP identifies capital improvements that address: near-term and long-term roadway and intersection capacity, operational, and safety improvements. Substandard roadway sections that should be upgraded to city standards are also identified. The TSP also sets street and access management standards to ensure that the roadway system fits adjacent land uses and accommodates the expected demands from those uses.

Land uses along roadways should be integrated with the roadway classification while keeping function, safety, aesthetics, and overall livability in mind. Higher density housing and non-residential uses should be clustered around collectors and arterials. If single-family housing develops along non-local and non-neighborhood collector streets, residences should front the street, on-street parking should be provided, and driveway access should be provided from the rear.

Roadway connectivity requirements are intended to create stronger circulation patterns, reduce average auto trip lengths and out-of-direction travel, and improve multi-modal accessibility. The TSP proposes conceptual roadway connections and facilities to improve circulation, access, and traffic operations; and, to provide for the long-range system needs of the city's transportation network. These planned street connections are designed to comply with the 2000 Regional Transportation Plan (RTP) requirements for assuring adequate street connectivity.

In addition to the roadway connections identified above, a Street Connectivity Plan will provide guidance to the City, land owners, and developers on desired street connections that will improve local access and circulation, and preserve the integrity of the regional street system. The map will be prepared for contiguous areas of vacant and redevelopable parcels of five or more acres within Oregon City. The map will be prepared to comply with the Design Standards for Street Connectivity presented in the RTP.

Street Design Standards

Roadway design standards are based on the functional and operational characteristics of streets such as travel volume, capacity, operating speed, adjacent land use, composition of traffic, and safety. The *City of Oregon City Street Design Standards* is a sub-document of the TSP and addresses the construction of new or improved roadways within the city to ensure their consistency with the overall plan for the road network. New optional "green street" road standards will be added to these documents. Green streets standards aim to lower the impacts of streets on water quality, stream corridors, and vegetation. Standards can include, for example, designs that minimize impervious surfaces by making streets narrower, creating more permeable surfaces, and using swales for treatment and conveyance.

Multi-Modal Improvement Programs

The TSP identifies improvements for alternative transportation modes such as walking, bicycling, and public transit, are outlined in the Pedestrian System, Bicycle System, and Public Transit System Plans of the TSP.

The key objective in development of the pedestrian and bicycle system plans is to provide accessible and safe connections between major activity centers, such as housing, commercial areas, schools, recreation areas, and to improve the safety of pedestrians throughout the city.

Transit service provides mobility to community residents who do not have access to automobiles and provides an alternative mode of transportation to driving for those who do. Public transportation within the City of Oregon City is currently provided by Tri-Met, the South Clackamas Transit District, Canby Area Transit, and the Oregon City Municipal Elevator. The Pioneer Community Center operates two vans that provide transportation for seniors on a point-to-point, pre arranged schedule.

Community input during the development of the TSP stressed the need for improved service on weekends and expanded service on weekdays, in addition to more expansive service area coverage in certain areas of the city. Overall, the City of Oregon City will continue to monitor the adequacy of the transit service provided to the community and work with Tri-Met and other providers to expand service as necessary. In addition, both the City and Tri-Met should promote a greater public awareness of the available public transit.

In particular, the City should promote South Corridor bus or light rail that serves Oregon City. With these services, the City should work with Tri-Met to locate Park and Ride facilities at convenient neighborhood nodes to facilitate access to regional transit.

Local service transit opportunities should be explored to promote availability of non-single occupancy vehicle travel and prolong infrastructure capacity. A local transportation management association (TMA) to serve businesses or local trolley-type transit service along the major and minor arterials should be continually considered to reduce the need for widening right-of-way for additional lanes as well as providing convenient, economical mobility for all ages of the community. Connect to local transit corridors by assuring reliable linkages between Hilltop, Downtown, Beaver Creek (education and employment centers), and the surrounding neighborhoods.

Rail System Plan

Union Pacific Railroad (UPRR) provides rail service within the City of Oregon City region. The UPRR rail line in Clackamas County is not considered to be experiencing capacity constraints, although some at-grade crossings were of concern in certain cases due to the slower speeds needed to maintain safety at the crossings. Four Amtrak passenger trains travel daily on the UPRR mainline. The closest operating station is Union Station in Portland.

A new Amtrak station will open on Washington Street west of the End of Oregon Trail Interpretive Center. The station is expected to open in late 2003 and will provide rail connection to Portland, Eugene, and other Amtrak locations.

At-grade crossings and constrained topography represent rail system constraints in the Oregon City area, so the City should direct its future freight and passenger rail involvement to solving the problems associated with at-grade railroad crossings. The City should be involved in maximizing safety wherever other transportation modes cross rail lines, minimizing capacity constraints on roadways that cross rail lines, and minimizing the delay for trains and other modes at railroad crossings. Possible policies and action items include:

- Obtaining federal and state funding, where possible, for railroad related improvements;
- Restoring a pedestrian and bike connection where the 17th Street crossing was closed for the Amtrak Station, for example by building pedestrian overpasses, underpasses, or other alternatives, to assure non-auto connectivity between the End of the Oregon Trail area, the Oregon City Shopping Center, and Clackamette Cove.
- Maintaining adequate active warning devices that control traffic during train crossings.

Marine System Plan

The Willamette River and Clackamas River are the only navigable waterways within the City of Oregon City UGB. The Willamette River provides a through route for commercial vessels from the Willamette Valley to the Columbia River via the Willamette Falls Locks. There is one commercial dock facility within Oregon City, at Sportcraft Marina. There are two recreational boat ramps, one at Clackamette Park and another at Sportcraft Marina. The Clackamas River is a recreational waterway only. In addition to the boat ramp at Clackamette Park on the Clackamas River, there is another Clackamas River boat ramp in Riverside Park at the end of Water Avenue, approximately one-half mile east of Gladstone.

Boats wishing to travel up the Willamette River past Oregon City must pass through the Willamette Falls canal and locks, which have been in continuous operation since 1873 and constitute the oldest such multi-lock system in America. The Willamette Falls Locks contribute to Oregon City's recreation system. While there is currently no commercial dock in the city, they also support the regional commercial marine system. The City should continue to support the Willamette Falls Locks operation as both a recreational and commercial facility.

Oregon City and the Oregon Marine Board are in the process of obtaining funding and permits for a floating commercial dock off of the John Storm Park property that is located between I-205 and the Rivershore Hotel. The dock would provide a stopping point for commercial tours or

private boats near the Willamette Falls and would connect via a gangway to the stairs behind the County Courthouse building and to downtown. The purpose of the dock is to enhance commercial and recreational opportunities on the river and provide economic benefits to the city.

Oregon City's regional role in the Marine System Plan is to continue its efforts to ensure adequate commercial access to regional, national, and international marine services through ongoing associations with the Port of Portland, Metro, and the Oregon Department of Transportation. Oregon City's role in the Marine System Plan at the local level will be to facilitate connections between the roadway network and the waterway system for both commercial and recreational operations. It is especially important to Oregon City's development as a tourist destination to encourage river related tourism facilities and services, such as docking facilities, river transit, and river tours.

The City will actively support the continued presence of boat launches in the area, as an effective means of recreational transportation. The Waterfront Master Plan incorporates the existing and proposed boat launches and docks in its discussion of future development along the waterfront. The creation of multi-use paths and other facilities that promote the multi-modal use of the recreational areas along the shore of the Willamette and Clackamas Rivers should also be encouraged. Finally, the City will encourage and participate in any regional study dedicated to the investigation of marine transport as an effective commuter transportation mode.

Air Transportation System Plan

The passenger and freight air transportation demands of the City of Oregon City are primarily serviced by a system of four airports owned and operated by the Port of Portland: Portland International Airport (PDX), Hillsboro Airport, Troutdale Airport, and Mulino Airport. None of these four airports are located within the City of Oregon City study area, so the residents and businesses within Oregon City require strong supporting ground transportation connections for convenient access to each of the air transportation facilities. As such, the City will direct its involvement in passenger and freight air transportation to mitigating problems associated with airport ground transportation connections and access. Actions the City will consider include:

- Supporting improved connections to Interstate 205, for better access to Portland International Airport, the Hillsboro Airport, and the Troutdale Airport;
- Supporting improved connections to Highway 213, from better access to the Mulino Airport;
- Supporting at appropriate points in the decision making process the potential extension of light rail service to Oregon City along the I-205 Corridor, thus providing ground transportation to PDX;
- Working with TriMet and other transportation service providers to develop airport shuttle services and/or other public transportation connections; and,
- Continuing to play an active role in air transportation planning at the regional and statewide level.

Transmission Transportation System Plan

The transmission of natural gas, power, and information are all services of critical importance to businesses, industry, and residents of Oregon City. Northwest Natural (NWN) is the utility company that pipes natural gas to homes and businesses in the study area. Planning for the future

focuses primarily on the supply of natural gas, not on the supply of pipelines. There are no infrastructure capacity constraints with the existing natural gas pipeline system.

The Bonneville Power Administration (BPA) is the federal organization that regulates and distributes power from the Columbia River Hydroelectric sources to the Pacific Northwest. Capacity has proven to be adequate to date with the purchase of power from California during the peak session, and sources at BPA do not expect future system congestion. Currently, there is no capacity limitation in the Oregon City area that would limit industrial or residential expansion. To reduce the risk of power outages, the City should pursue a policy of locating power lines underground in new developments and in older sections of town and establish a long-term funding mechanism to accomplish it.

Technologies, including wireless communications, geographic information systems, and the Internet, play a role in telecommuting, vehicle monitoring, and the provision of transportation system information through Internet web sites. The City's role in the transmission transportation system should be focused on disseminating knowledge about transmission resources to City residents and investigating ways in which information technologies can be used to improve the entire transportation system. The City will work to bring traffic and travel planning information already available on the Internet to residents of Oregon City who may not have access to it – perhaps through their employers – or incorporate the latest advanced technologies into arterial incident management and monitoring. The City will work with Internet providers to develop a network including providing space for broadband fiber along road rights-of-way as roads are being constructed or retrofitted.

Intelligent Transportation Systems (ITS) uses advanced technology to solve transportation problems, improve safety, provide services to travelers, and help implement traffic management strategies. ITS can increase the efficiency of an existing transportation system while reducing the need to add capacity (e.g., new travel lanes, transit equipment). Efficiency is achieved by providing better management of the transportation system, and by providing services and information to travelers and transportation system operators so they can (and will) make better travel decisions, thus reducing overall demand on the transportation systems. Clackamas County is the lead agency in developing a countywide ITS plan and Oregon City is a participant in that effort. The City should continue to look for appropriate ways to implement ITS and improve the efficiency of the city's transportation network and reduce the need to add capacity.

Parking

The TSP complies with Metro's parking requirements in the *Urban Growth Management Functional Plan* by establishing parking maximums at ratios no greater than those listed in the *Urban Growth Management Functional Plan* for the areas illustrated on the Regional Parking Maximum Map. It is City policy to have development regulations that are consistent with the maximums allowed by the regional plans.

The Code Enforcement Division operates, maintains, and provides enforcement for metered parking, city-owned parking lots, and other parking restrictions throughout Oregon City. Strategies for downtown parking accessibility should be reviewed and implemented regularly to support the viability of the Downtown Community Plan. To ease demand for parking in these

areas, the City will work to provide better transit, pedestrian, and bike connections where appropriate.

11. ENERGY CONSERVATION

This section of the Oregon City Comprehensive Plan is intended to comply with Statewide Planning Goal 13 declares that "land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles."

All citizens have a stake in conserving energy or using alternative renewable energy sources in the long term, as fossil fuels are a finite resource. The way urban land is used, the types of use and the placement of structures on a site, people's access to alternative modes of transportation, and the proximity of different uses affect energy usage. The goals and policies are intended to demonstrate the City's commitment to energy conservation to be implemented through development ordinances, internal policies for energy use, and incentives for the private sector.

GOALS, POLICIES, AND ACTION ITEMS

Goal 11.1: Energy Sources

Conserve energy in all forms through efficient land use patterns, public transportation, building siting and construction standards, and city programs, facilities, and activities.

Policies

- Policy 11.1.1 Maintain the historic use of Willamette Falls as an energy source for industrial and commercial development.
- Policy 11.1.2 Encourage siting and construction of new development to take advantage of solar energy, minimize energy usage, and maximize opportunities for public transit.
- Policy 11.1.3 Enable development to utilize alternative energy sources such as solar through appropriate design standards and incentives.
- Policy 11.1.4 Wherever possible, design and develop public facilities to take advantage of solar energy, develop co-generation, and conserve energy in operations and public access.

Goal 11. 2: Energy Conservation

Plan public and private development to conserve energy.

Policies

- Policy 11.2.1 Promote mixed-use development, increased densities near activity centers, and home-based occupations (where appropriate).
- Policy 11.2.2 Create commercial nodes in neighborhoods that are underserved to reduce vehicle miles traveled.
- Policy 11.2.3 Promote the design of new subdivisions to maximize energy conservation. Consideration should be given to Planned Unit Developments or cluster developments. Use landscaping to increase solar benefits and provide summer shading.

- Policy 11.2.4 Plan for a diversity of uses when considering annexation of new, under- or undeveloped areas so that new urban residential areas have closer access to jobs and services.
- Policy 11.2.5 Encourage the reuse of the existing building stock.
- Policy 11.2.6 Design transportation systems to conserve energy by considering: 1) the location of transit services, 2) the construction materials for new streets, 3) the adoption of street light standards that utilize energy efficient, non-glare light fixtures, 4) the location of commercial uses, and 5) adopting street standards designed for both efficient multi-modal transportation and protection of the quality of the region's stream systems.
- Policy 11.2.7 Encourage use of carpools and transit in cooperation with Tri-Met and other state and regional transportation agencies.
- Policy 11.2.8 Construct bikeways and sidewalks, and require connectivity of these facilities to reduce the use of petroleum-based transportation.
- Policy 11.2.9 Avoid, whenever possible, approving development that would require construction and use of pump and/or lift stations due the large amounts of energy needed to operate them.
- Policy 11.2.10 Increase the recycling and resource recovery rate of materials in the City's operations and encourage an increase in the community's recovery rate.
- Policy 11.2.11 Encourage creative energy efficient development solutions that reduce the impact on the existing infrastructure, that lower the use of valuable energy resources and that optimize money spent on public facilities, infrastructure, and maintenance.
- Policy 11.2.12 Plant, or require developers to plant, street trees and parking lot trees to reduce energy needs for cooling in the summer and heating in the winter.
- Policy 11.2.13 Support the concepts of sustainability over the long term by:
- encouraging education efforts such as developing and/or distributing educational materials to the public about energy efficiency and sustainability,
 - encouraging designs that achieve a minimum Leadership in Energy and Environmental Design (LEED) certification,
 - implementing sustainable concepts within the Oregon City government facilities that receives a minimum "Platinum" LEED rating,
 - implementing design guidelines that address sustainability for private sector development,
 - taking advantage of up-to-date technology to reduce energy use, and
 - developing incentive programs to apply to private sector development, where feasible.

Action Items

- Action Item 11.2.1 Work with the CIC, Neighborhood Associations, and property owners, to identify suitable locations for neighborhood commercial plan designations in areas that are underserved.

- Action Item 11.2.2 Amend the Transportation System Plan to implement Green Street Standards.
- Action Item 11.2.3 Develop a system in the Oregon City budgeting process for evaluating short-term versus long-term cost savings with respect to energy conservation. This could include, for example, replacing fleet vehicles with more fuel-efficient ones, or evaluating the costs and benefits of ideas such as “green roofs”.
- Action Item 11.2.4 Develop or obtain written information on sustainable building standards that can be distributed to citizens upon request.
- Action Item 11.2.5 Research and implement development incentives for land use patterns that promote sustainability and are appropriate for Oregon City.
- Action Item 11.2.6 Adopt a “dark sky” policy for lighting that reduces glare, light pollution and light trespass, and energy use, while ensuring evenly-lit public places with good night visibility.
- Action Item 11.2.7 Ensure the City sets a good example for conservation by using energy-efficient lighting practices.
- Action Item 11.2.8 Evaluate the street lighting program to determine if streetlights can be turned off late at night and in the early morning to save energy and reduce light pollution.

Background

As fossil fuels become scarcer, the costs of non-renewable energy increase, and our technology advances, we will need to find new energy sources and conserve the remaining available energy. In an effort to better understand how we can better deal with non-renewable energy, the State of Oregon uses the following definition for sustainability: *“Sustainability means using, developing and protecting resources at a rate and in a manner that enables people to meet their current needs and also provides that future generations can meet their own needs.”* LCDC has mandated Goal 13: “To conserve energy.” Land and land uses must be managed and controlled to conserve energy, based upon sound economic principles. The regional objectives relating to this goal are to:

1. Improve the efficiency of fossil fuel consumption.
2. Encourage design that takes advantage of natural light and energy resources.
3. Encourage energy contributions from solar energy systems.
4. Reduce increases in central station generation demand.
5. Reduce energy demand during peak periods.
6. Promote use of non-petroleum fueled means of transit.
7. Encourage materials conservation.
8. Enable full potential to be taken from new energy supply technologies and efficient measures.

Energy Sources

Oregon City is situated at the falls of the Willamette River, which was a principal energy source for the emerging settlement in the 1800s and which subsequently provided the electricity for the first

long distance transmission of electrical energy, from Oregon City to the City of Portland. The falls have been modified over time as subsequent generation of electrical and direct waterpower technologies were applied. Today, the Willamette Falls Hydroelectric Project combines Portland General Electric (PGE) and the Blue Heron Paper Company at the falls on the Oregon City side of the Willamette River. In addition, the West Linn Paper Company has power-generating facilities on the West Linn side of Willamette Falls. PGE retains ownership of the former hydroelectric site at the Willamette Falls and is in the process of obtaining a permit to re-license the facility. It is not likely that the electrical-generating capability at the falls of the Willamette will be expanded dramatically for a variety of economic and ecological reasons.

Solar energy is not likely to be a significant energy source in Oregon City because of the climate, but new technologies make solar energy a viable supplemental source to assist in meeting space and water heating needs in buildings and for conversion directly to electricity in specific applications such as powering remote communication facilities. No sources of natural gas or petroleum are known in the city. However, methane gas from the former Rossman landfill on the north end of the city and opportunities for co-generation of electricity from methane generated from operations at the Tri-Cities Waste Water Treatment Facility may provide a supplemental energy source.

A significant source of energy within the community is the energy derived from conservation practices of citizens and businesses. Energy conserved and not used is energy that is available for other uses as surely as if from an original source. The City can promote and stimulate this source of energy through land use development patterns that support public transit and minimize individual automobile trips, and through incentives and regulations to reduce use of energy in homes, municipal facilities, and businesses, and to encourage development to be sited and designed to take advantage of solar energy for water, space heating, and other uses.

Conservation Methods: Land Use

The way urban land is used, the types of use and the placement of structures on a site, affects energy use both directly and indirectly. Direct energy use consists of heating, cooking, driving, and similar tasks. Indirect energy use is that for creating consumer goods and services. Conservation techniques dealing with land use address both types of energy.

Many implementation ordinances segregate land uses, such as industrial, commercial and residential uses, in attempt to separate incompatible uses from one another. The result is often longer travel distances from work to home and to other destinations. Through the promotion of mixed-use development, compact development, residential clustering, increased densities near activity centers, flexible parking requirements, increased landscaping for cooling purposes, water quality, and home-based occupations (as appropriate), these regulations can promote sensible, energy efficient growth.

The proper design of new subdivisions can contribute to energy conservation. Consideration of the solar orientation of homes in subdivisions should be encouraged in plat lay out to allow for maximum use of passive solar energy. The largest wall and window areas ideally face north and south rather than east and west. The south side of a building at 40° latitude receives three times as much winter sun as the east or west side. Due to other considerations in plat lay out, such as

street connections, environmental constraints like steep slopes and wetlands, infill development; optimal solar orientation may not be practical. These trade-offs should be recognized as contributing to resource conservation in a different way. For example, efficient street layouts and avoidance of wetlands and steep slopes can minimize use of finite resources.

Landscaping can increase the benefits of sun exposure. Trees reduce heat loss from buildings in winter and absorb radiation in summer. Trees on the south, southeast or southwest sides of a building are preferably deciduous, providing summer shade while allowing low winter sun to shine through.

Design of transportation systems can and should be used as one way of conserving fossil fuels by making trips more efficient. Planned unit developments (PUDs) should be encouraged to allow for energy-efficient higher density and mixed uses within neighborhoods. PUDs can reduce the use of energy for transportation between living, working and shopping areas. The “neighborhood commercial” district is another method of reducing energy by shortening the trips people need to take to obtain necessities. Commercial, office, and industrial uses should be located along or near major transit corridors. Residential density usually decreases as one moves away from these corridors. To encourage alternative means of transportation, sidewalks and bikeways should be designed for maximum safety, convenience and weather protection, and should allow access to working and shopping areas and schools from residential areas.

Existing structures should be preserved or materials recycled to save energy used to manufacture building materials and for new building construction.

Recycling collection and storage facilities should be encouraged, not only in industrial areas, but also in more convenient commercial areas. Metro’s South Transfer Station near Highway 213 and Washington Street provides an opportunity for residents to drop off recyclable materials.

Conservation Methods: Transportation

Land use in Oregon City should encourage alternative transportation modes to single occupancy vehicles such as walking, carpooling, transit, and bicycling. Many related policies are included in the Transportation section of this plan and the City’s Transportation System Plan.

Bikeways should be constructed (see both Transportation and Parks and Recreation sections) along with safe bicycle parking areas. Designated “bikes only” lanes along major streets should be developed where possible, such as recently designated along Warner Parrott Road, South End Road, and Molalla Avenue. Multi-use paths should be built in appropriate areas where bicycle- and pedestrian-generator uses are located. Local merchants should be required to supply bicycle racks (preferably under some type of cover) for riders’ convenience and as an incentive for cycle use. This is now required as part of site plan review. Streets should be designed for efficient multi-modal transportation while also helping protect the quality of the region’s stream systems.

Use of carpools, transit, and preference parking should be examined. Vanpools operated by large firms and agencies in Oregon City for their local employees should also be considered. Areas with employment concentrations—Oregon City Shopping Center, Downtown, the hospital area, and Molalla/7th Street—should also be considered for use of vanpools. Amenities for transit

riders, such as appropriate shelters and or seating, can be required or encouraged in association with site development along transit routes.

Conservation Methods: Structures

The purpose of this section is to outline policies designed to optimize energy efficiency and conservation in structures. It is outside the scope of this Comprehensive Plan to mandate policies regulating the interior construction of both public and private structures. However, as noted in the 1982 Comprehensive Plan, household energy uses consumed over 40 percent of the total personal energy use in 1977 in Oregon - heating of water and space alone used approximately 37 percent. The use of alternatives such as optimizing solar orientation, access to natural air ventilation and other techniques are encouraged to help reduce household energy use.

Weatherization of structures, such as weather-stripping and use of storm doors and windows, can help reduce space-heating energy (and heat bills), which accounts for 70 percent of Oregon's residential direct energy use.

Alternative renewable energy systems should be considered. Use of the wind, sun, water, and solid waste may become increasingly important as fossil fuel supplies diminish and technology advances. Interior improvements designed to save energy include insulation of water heaters and pipes and appropriate window and door placement. Architectural design of the structure can also play a major part in conservation. Integration of green design techniques, especially the use of low-cost green design and construction practices will help the City move towards its energy goals. Some general design practices to be encouraged include: building design strategies; siting, land use and landscaping; energy systems; resource friendly products and materials; and increased salvage practices on job sites.

Incentives And Implementation

Implementation of energy conservation policies typically occurs through both public and private sector incentives and through development ordinances. For example, density bonuses can be awarded as incentives to developments incorporating energy-efficient design. Developments incorporating new energy-conserving features can be encouraged in the processes deciding which proposals to approve.

Transportation policies from the 2001 Transportation System Plan and other ancillary documents are designed to create more efficient travel networks for alternative modes such as walking, biking, and public transit by improving facilities and connections between modes.

The Uniform Building Code is the major implementing device for structural conservation methods. This code describes minimum building standards and should be strictly enforced by the City.

Recycling of materials should be done by the City in its own operations, as well as facilitating resource recovery and recycling throughout the community.

12. URBANIZATION

This section of the Oregon City Comprehensive Plan is intended to comply with Statewide Planning Goal 14, Urbanization. This goal requires cities to estimate future growth and needs for land and then plan and zone enough land to meet those needs. It calls for each city to establish an "urban growth boundary" (UGB) to "identify and separate urbanizable land from rural land."

The city will continue to grow and needs to manage the growth for the benefit of its citizens and businesses. The goals and policies of this element are intended to ensure that the city grows in ways that are fiscally sound, that result in high quality development, that allow services to be provided efficiently and that protect natural resources. In general, Oregon City will urbanize in a thoughtful and deliberate manner to protect, preserve, and enhance the positive facets of city life.

GOALS, POLICIES, AND ACTION ITEMS

Goal 12.1: Orderly Redevelopment

Provide for orderly redevelopment of existing downtown commercial area and neighborhood areas to meet Metro 2040 goals by considering these areas before annexation and conversion of land around the city is developed.

Policies

Policy 12.1.1 Direct development towards city areas already served by infrastructure, seeking to utilize the resources that existing neighborhoods offer.

Goal 12.2: Orderly Provision of Services

Provide for the orderly and efficient conversion of land around the city to an urban level while conserving a variety of civic natural values.

Policies

Policy 12.2.1 Provide coordinated urban services through sub area master "concept" plans.

Policy 12.2.2 Provide urban services to annexed areas only when such expansion does not diminish the ability of the City to provide services to existing city residents.

Policy 12.2.3 Work with the County to prohibit the formation of new urban service districts within the City's urban growth boundary.

Policy 12.2.4 Require new development to pay its fair share for new service infrastructure, including increases that may be needed to the capacity of existing systems, including schools, sewer, water, transportation, street lighting, drainage, fire, and police services.

Goal 12.3: Expansion of City Boundary

Annex land into the city limits in a rational and timely manner.

Policies

- Policy 12.3.1 Establish an “area of interest” where no new utility districts would be allowed to be formed.
- Policy 12.3.2 Regularly monitor the supply of land zoned and served by public facilities to ensure that an adequate supply of vacant or redevelopable land suitable for development is available.
- Policy 12.3.3 Require Concept Plans to be developed prior to urbanization of land within the UGB.
- Policy 12.3.4 Through the development of Concept Plans, strive whenever and wherever feasible to plan for facilities and a variety of land uses in newly annexed areas on a neighborhood basis, including schools, parks, open areas, and neighborhood commercial centers. A variety of uses will help give the neighborhoods vibrancy, a sense of place and a feeling of uniqueness.
- Policy 12.3.5 Evaluate applications for annexation based on consistency with the provisions of this comprehensive plan and the City’s public facility plans, with any plans and agreements of urban service providers, with regional annexation criteria, and with the timely, orderly, economic, and efficient, provision of urban services. Potential annexation areas must be within the UGB.

Action Items

- Action Item 12.3.1 Work with the County to establish an Inter-Governmental Agreement related to urban service boundaries and new district formation.
- Action Item 12.3.2 Re-zone property to be consistent with the Comprehensive Plan at the same time that it is annexed to the city.
- Action Item 12.3.3 Create a long-range annexation plan tied to the anticipated availability of public services.
- Action Item 12.3.4 Whenever possible, avoid creating unincorporated islands or peninsulas that are inefficient to serve and confusing for residents and emergency service providers.
- Action Item 12.3.5 Re-evaluate comprehensive plan designations to determine if designations other than LR (Low Density Residential) would be appropriate.
- Action Item 12.3.6 Review the annexation process and link to annexation areas cited in the Urban Growth Management Agreement.
- Action Item 12.3.7 Simplify the “factors to consider” when annexing properties by amending the zoning ordinance regulations.

Goal 12.4: Expansion of the Urban Growth Boundary

Ensure that there is enough land available within the UGB to meet the need for industrial, commercial, residential, and institutional growth.

Policies

Policy 12.4.1 Monitor the supply of land within the UGB. If data indicate the land supply is insufficient, identify areas for potential expansion of the urban growth boundary. Base selection of these areas on market factors, protection of environmentally sensitive areas, compatibility with adjoining and nearby uses, public facilities and infrastructure, site requirements of specific types of industries, and the desires of the property owners.

Policy 12.4.2 Consult with neighborhood groups in areas potentially affected by proposed UGB expansions.

Action Items

Action Item 12.4.1 Review Metro requirements for Concept Plans for UGB expansion areas and implement a process for studying those areas

Action Item 12.4.2 Evaluate the provision of commercial nodes in the southern and northeastern areas of Oregon City.

Goal 12.5: Partnerships with Other Governments

To create and maintain cooperative, collaborative partnerships with other public agencies responsible for servicing the Oregon City area.

Policies

Policy 12.5.1 Work with Clackamas County to prepare and maintain the Urban Growth Management Agreement to ensure that urban development is an orderly conversion of rural to urban in unincorporated areas adjacent to Oregon City.

Policy 12.5.2 Pursue intergovernmental agreements with adjoining jurisdictions, the school district and Clackamas Community College to assure coordination of public facilities, services and land use planning.

Policy 12.5.3 Seek the input of the Oregon Department of Transportation when making decisions that will have significant impacts on state roads.

Policy 12.5.4 Work closely with Clackamas County on the City's annexation plans and procedures, and plan areas outside the city limits but within the urban growth boundary, to make a smooth transition from unincorporated Clackamas County areas to incorporated Oregon City areas.

Policy 12.5.5 Work with relevant government agencies to create a plan that will allow appropriate development in the floodplain and on landfills.

Action Items

- Action Item 12.5.1 Work with government agencies to create a plan that will allow appropriate development in the floodplain and on landfills (Oregon Department of Environmental Quality, Federal Emergency Management Agency, Oregon Division of State Lands, and others).

Goal 12.6: Green Corridors

Establish and protect green corridors surrounding Oregon City. Green Corridors are areas outside the urban growth boundary adjacent to major transportation routes to neighboring cities where the rural character of the landscape and agricultural economy shall be maintained.

Policies

- Policy 12.6.1 Support the green corridor policies described in the policies of Clackamas County and Metro's 2040 Growth Concept for maintaining the rural character of the landscape and the agricultural economy outside the urban growth boundary.

- Policy 12.6.2 Expand the Green Corridor concept to Beavercreek and Redland areas.

- Policy 12.6.3 Recognize that the green corridors described in the 2040 Growth Concept are critical to interurban connectivity. It will be City policy to:

- Control traffic to the green corridor to maintain the function, capacity and level of service of the road facility and to enhance safety and minimize development pressures on rural reserve areas; and
- Provide appropriate screening and buffering of adjacent development and limit signage in such as way as to maintain the rural character of the green corridor.
- Define entrance
- Prevent visual pollution.

Background

Urbanization is the conversion of rural or natural resource lands to urban uses as the area of the city expands. In 1982, Oregon City occupied approximately 3,000 acres of land. In 2002, there were approximately 5,892 acres within the city limits. Another 1,403 acres were outside the city limits but within the urban growth boundary, for a total of 7,295 acres. Urbanization at the edge of Oregon City is constrained by the Willamette River to the west, Clackamas River to the north, and steep topography to the south and east.

Much of the future population growth will occur in unincorporated areas that are outside of the 2002 city limits. Metro requires concept plans be completed four years from date of inclusion. Oregon City will continue to grow in land area, through annexations and urban growth boundary expansions, the most recent of which added 738 acres to the south of South End Road, east of Beavercreek Road, and south of Redland Road. A Concept plan for the areas must be completed by December 2006.

An intergovernmental agreement between the City and Clackamas County guides land use designations and extension of public services to the urbanizing area. The "Urban Growth Management Agreement" (UGMA) has been in place since 1990. Under the terms of the agreement, Oregon City, rather than Clackamas County, plans for and provides urban services for the urbanizing area. The agreement stipulates that city Comprehensive Plan designations will apply within the urbanizing area and that the County will zone properties inside the urban growth boundary Future Urbanizable (FU-10) until the City annexes them and applies the appropriate city zone.

Because the City provides sewer and water services to properties in the urban growth area only after properties either are annexed to the city or the property owners agree to annexation, urban level development can occur only within the city limits, under City land development standards and regulations. The UGMA appears to be working well, in that urban level development has not occurred outside of the city limits, as has been the case in other jurisdictions within the Metro region. As expansion of the urban growth area becomes more difficult over time, the UGMA can be amended to ensure that the City and County continue to plan for rational development at the city's edge.

Growth and Urbanization Issues

How will the city urbanize in the future? Will the city grow in quality as well as quantity? What measures can the city government, or other governmental agencies serving the city, take to guide the type, location, quality and design of new development? Some of the challenges facing Oregon City include:

- Protecting and enhancing existing development, including older development that is now considered historic, along with new growth.
- Ensuring an adequate supply of housing in a range of prices and types, including housing that is affordable to low and moderate-income families.
- Attracting multi-story offices, unique commercial centers, vibrant mixed-use centers, and productive employment areas.
- Ensuring that the city's basic utilities and facilities, especially its transportation system, have the capacity to handle the growth.
- Creating an urban environment, while keeping significant amounts of open space and parks available and accessible to its residents.
- Balancing private property rights with the public goals and needs as the City adopts new programs and regulations aimed at shaping the city's built and natural environment.

The City will need to use all available tools in a strategic and coordinated manner to encourage high quality development and redevelopment in appropriate locations, and at the same time protect and enhance the livability of the city. Goals and policies to meet the challenges described above are in some measure implemented through other elements of the comprehensive plan, such as good urban design in development, creating compact growth to reduce the need for expansion of the urban growth boundary, multi-modal transportation initiatives, and creating viable neighborhoods with a variety of uses. Other themes that the city should consider as it grows and expands in the future are discussed below.

Expansion of Boundaries

The city cannot expand west or north because of rivers and the adjacent cities of West Linn and Gladstone. The city will ultimately run out of land on which to accommodate new development, both within the current city limits and within the urban growth boundary. As the city grows, it will need to expand its city limits to accommodate a portion of the regional housing and employment needs. This should be done in a rational and planned manner, in coordination with the city's capital improvement program and its ability to provide services to new areas. In addition, neighborhoods potentially affected by a proposed UGB expansion should be consulted in advance of the proposal to solicit input, determine local concerns and expected impacts, and assess the level of support.

The UGB is established to identify and separate urbanizable land from rural land as described in Statewide Planning Goal 14. Metro regulates the expansion of the Metro UGB, including Oregon City's UGB, through Title III of the Metro Code. However, Oregon City can apply for a major amendment to the UGB every year except a year in which Metro is updating its five-year analysis of buildable land supply.

Metro considers the following main factors when evaluating proposed changes to the UGB:

- (1) Demonstrated need to accommodate long-range urban population growth;
- (2) Need for housing, employment opportunities, and livability;
- (3) Orderly and economic provision for public facilities and services;
- (4) Maximum efficiency of land uses within and on the fringe of the existing urban area;
- (5) Environmental, energy, economic and social consequences;
- (6) Retention of agricultural land as defined, with Class I being the highest priority for retention and Class VI the lowest priority; and,
- (7) Compatibility of the proposed urban uses with nearby agricultural activities.

Applications for an expansion must demonstrate that growth cannot be reasonably accommodated within the current UGB, that proposed uses are or can be compatible with existing uses, and the long-term environmental, economic, social, and energy consequences after mitigation are not significantly more than they would be elsewhere.

Metro's Title 11 requires cities to include the land within their UGB in their comprehensive plans prior to urbanization. Title 11 intends to promote the integration of land added to the UGB with existing communities when comprehensive plans are amended by ensuring that "concept" plans are developed for areas proposed for urbanization or annexation. Concept plans must include a conceptual transportation plan; natural resources protection plan to protect areas with fish and wildlife habitat, water quality enhancement and mitigation and natural hazards mitigation; a conceptual public facilities and services plan for wastewater, water, storm drainage, transportation, parks, and police, and fire protection; and, a conceptual school plan. Oregon City will require concept plans to be developed for areas added to the southwest and southeast of the city.

Once inside the UGB, areas can be proposed for annexation when and where appropriate. The Oregon City zoning code lists factors that the Planning Commission and City Commission are to use when reviewing a proposed annexation. The annexation should not take on issues that are

better suited to development review. Simply, the city should consider the adequacy of facilities and services to the area or the ability to provide those services in an efficient manner. This would leave development plans and related issues to the site development/design review process.

The City is required to refer all proposed annexations to the voters. Rather than having voter approval of individual property owners' requests to annex, the City should prepare and implement an annexation plan and program. The City could then annex large blocks of properties (with voter approval) at one time, rather than in a piecemeal fashion. Annexation would be tied more directly to the City's ability to provide services efficiently, maintain regular city boundaries, and help the city meet Metro targets for housing and employment. The zoning of the property should be decided at the time the Planning Commission and City Commission review and approve the annexation request.

Applications for annexation, whether initiated by the City or by individuals, are based on specific criteria contained in the City's municipal code. Metro and state regulations promote the timely and orderly provision of urban services, with which inappropriate annexations can conflict. Therefore, an annexation plan that identifies where and when areas might be considered for annexation can control the expansion of the city limits and services to help avoid those conflicts and provide predictability for residents and developers. Other considerations are consistency with the provisions of this comprehensive plan and the City's public facility plans, with any plans and agreements of urban service providers, and with regional annexation criteria.

Partnerships with Other Governments

The City does not provide all of the urban services necessary for the urban area. Clackamas County, the Oregon City School District, the Oregon Department of Transportation, the TriCities Sewer District, Clackamas Community College, and many other agencies also provide necessary services to the residents and employees in the city. In order to efficiently and effectively use the public dollars available to all of these different agencies, the City should be proactive in forming excellent working relationships with other agencies to address urban service issues.

Green Corridors

"Green corridors" are lands and waterways left in a natural condition to provide open space, recreational, habitat, and a sense of separation of various areas. Metro has identified "green corridors" around the region in the 2040 Growth Concept. Although there are no green corridors within the city at this time, there may be a time in the future when there would be. The City recognizes the value of green corridors, and will ensure that any such corridors within the city limits of Oregon City or within its urban growth boundary are adequately protected. Beaver Creek and its tributaries are potential green corridors. Clackamas County is establishing green corridors adjacent to Oregon City on Highway 99E from Canemah to New Era and on Highway 213 from the Oregon City city limits to Molalla.

Options for implementing green corridor concepts elsewhere include:

- Providing a gradual transition from green corridor to urban environment.
- Implementing a green belt or green corridor policy of parks and open space along these corridors. This could include purchase and development of parks along corridors, and

restricting development in natural areas with steep slopes, wetlands, or other flooding issues from development along these corridors.

- Preserving these areas by adding zoning language to implement scenic roads policies.
- Reviewing development standards along the corridor to extend setbacks, increase landscaping requirements, encourage native vegetation.
- Developing incentive programs and educational programs.
- Linking tourism promotion or historic preservation to green corridors.

13. WILLAMETTE RIVER GREENWAY

This section of the Oregon City Comprehensive Plan is intended to comply with Statewide Planning Goal 15, Willamette Greenway. This goal sets forth procedures for administering the 300 miles of greenway that protects the Willamette River.

In 1973, the Willamette River Greenway (WRG) was created by the state to protect the Willamette River corridor from Eugene to the confluence with the Columbia River. The natural, scenic and recreational qualities are protected and historical sites, structures, facilities, and objects are preserved for public education and enjoyment. Local jurisdictions are required to plan for and protect uses within the WRG boundary under Statewide Planning Goal 15. Land within the WRG boundary is subject to the goals and policies in this element and the regulations in applicable implementing ordinances. Actual and timely monitoring of compliance of public and private entities with the goals and elements of the Greenway is crucial to the success of this Statewide Planning Goal.

GOALS, POLICIES, AND ACTION ITEMS

Goal 13.1: Protect the Willamette River Greenway

Ensure the environmental and economic health of the Willamette River by adopting goals, policies and procedures that meet the Willamette River Greenway Statewide Planning Goal 15.

Policies

- Policy 13.1.1 Protect the natural environment surrounding the Willamette River through the Willamette River Greenway (WRG) and Water Quality Resource Area Overlay districts of the Municipal Code.
- Policy 13.1.2 Ensure that new development, when pursued within the floodplain, is consistent with the policies of the Natural Hazards section of the Comprehensive Plan as implemented through the Flood Management Overlay District and other zoning code regulations and specific area plans.
- Policy 13.1.3 Protect the significant fish and wildlife habitat of the Willamette River.
- Policy 13.1.4 Preserve major scenic views, drives and sites of the Greenway.
- Policy 13.1.5 Prohibit new substations and power line towers in the Greenway or river view corridor.
- Policy 13.1.6 Protect and maintain parks and recreation areas and facilities along the Willamette River to minimize effects on the Greenway and in accordance with the Parks and Recreation Master Plan and the Waterfront Master Plan.
- Policy 13.1.7 Ensure that public and private recreational development in the Greenway is consistent with the Parks and Recreation Master Plan, the Waterfront Master Plan and Downtown Community Plan as adopted.
- Policy 13.1.8 Protect historic districts, buildings, and sites in the Greenway through the Historic Resources chapter of this Comprehensive Plan and the ordinances that implement that chapter.

Policy 13.1.9 Permit existing industrial uses in the Willamette River Greenway to continue to operate as a conditional use in order to provide employment opportunities.

Policy 13.1.10 Recognize that, to a large degree, the success of resources protection and enhancement integral to the Willamette River Greenway depends on timely review and monitoring of vegetation, natural features, and fish and wildlife habitats subject to Greenway oversight.

Action Items

- Action Item 13.1.1 Use the conditional use process requiring review of any change of use within 150 feet of the normal low water line of the Willamette River.
- Action Item 13.1.2 Protect trees and wildlife supportive vegetation along the Greenway through City regulations including site plan review, planned unit development and land use approvals under Title 16 and 17 of the Municipal Code.
- Action Item 13.1.3 Discourage activities such as gravel extraction (except where necessary to site or protect facilities), removal of bankside vegetation, stream course diversion, filling and pollution, and encouraging relocation of those existing activities.

Goal 13.2: Willamette River Greenway Compatibility Review
Review uses proposed for inside the WRG Compatibility Review Boundary for consistency with local goals and policies for that area.

Policies

- Policy 13.2.1 Maintain publicly owned land along the riverfront as open space, unless designated for redevelopment through the Waterfront Master Plan, or site-specific plans that evolve and relate to the Waterfront Master Plan.
- Policy 13.2.2 Ensure that improvements to open space areas within the Compatibility Review Boundary are governed by the Oregon City Parks and Recreation Master Plan.
- Policy 13.2.3 Partner with owners of private land in the Greenway to clean up, landscape, and undertake other beautification efforts.
- Policy 13.2.4 Require preparation and approval of a Master Plan before redevelopment or change in use of the industrial site at 419 Main Street.

Action Items

- Action Item 13.2.1 Encourage the State Department of Transportation to repair and maintain the Oregon City-West Linn Bridge along with maintenance of the I-205 Bridge.
- Action Item 13.2.2 Reconcile development standard conflicts for areas within the Willamette River Greenway.
- Action Item 13.2.3 Restore and enhance native streamside vegetation in all riparian areas adjoining the Willamette River, including Clackamette and other parks.

- Action Item 13.2.4 Encourage the removal of nuisance items, as long as such removal does not compromise habitat values for fish and wildlife.
- Action Item 13.2.5 Review the current WRG boundary and adjust as necessary to comply with city policies.
- Action Item 13.2.6 Investigate a “Greenway Monitoring Program” to assure resource values are not degraded or lost over time.

Background

The Oregon State Legislative Assembly created the Willamette River Greenway (WRG) in 1973. The Department of Transportation (DOT) is responsible for coordination of the development and maintenance of the Greenway Plan. The State Land Conservation and Development Commission (LCDC) is authorized under Statewide Planning Goal 15 to determine whether local comprehensive plans satisfy the requirements of the statutes.

Goal 15 requires that each jurisdiction containing the Willamette River incorporate applicable portions of the approved DOT Greenway Plan in their comprehensive plan and implementing regulations. The Oregon City Comprehensive Plan contains goals, policies, an inventory of properties, and a WRG boundary. It implements an overlay zone that regulated allowed uses within the boundary. The WRG element further identifies properties for possible public acquisition and the conditions under which the acquisition could occur.

Land within the boundary is subject to the goals and policies in the comprehensive plan and the regulations in applicable implementing ordinances. Any change or intensification of use or development (as defined in LCDC Goal #15) proposed for land within the Greenway boundary requires a Greenway permit. Land within 150 feet of the ordinary low water mark is considered to be within the WRG Compatibility Review Boundary and is subject to a compatibility review through the conditional use process. WRG Compatibility Review ensures a balance of the best possible appearance, habitat, water quality, public access, scenic, economic, and recreational qualities are provided on lands directly abutting the Willamette River. There are no changes proposed to those processes established by the 1982 Comprehensive Plan and the zoning ordinance. Procedures for and criteria to be used in the administrative review and conditional use processes are consistent with requirements in LCDC Goal #15, and are implemented through the Willamette River Greenway Overlay District.

Additional documents adopted since 1982 that affect the Willamette River Greenway are:

- Oregon City Waterfront Master Plan (Ordinance No. 01-1033, effective January 2002)
- Downtown Community Plan (Ordinance No. 99-1034)
- Water Resources Overlay District of the City’s zoning code, which implements Title 3 of Metro’s Urban Growth Management Functional Plan.
- Flood Management Overlay District of the City’s zoning code.
- Erosion and sediment control requirements of the City’s zoning code.

A city-sanctioned “Natural Resources Committee” was established by ordinance in 2002 and should be encouraged to provide input in projects or concerns relating to the Greenway.

Oregon City's waterfront area at the confluence of the Willamette and Clackamas rivers contains spectacular natural features and a rich history. Given the site's unique characteristics and proximity to the heart of downtown Oregon City, revitalization of the waterfront area is key to shaping the future of the community. A Waterfront Master Plan was adopted in 2002 to guide that future. The primary focus of the Waterfront Master Plan is to balance the interplay of the natural environment with the economic potential of public and private development. The plan highlights open space improvements and mixed use redevelopment within the district, which is generally along the waterfront from 5th Street in downtown north to the Clackamas River and east along the Clackamas River to I-205.

The Downtown Community Plan establishes a framework for preserving and strengthening the historic character of Oregon City, refining the mix of land uses and emphasizing pedestrian-oriented design. The Downtown Community Plan discussion, goals, and policies are found in Chapter N of this plan.

The natural environment, and fish and wildlife habitats that have been created through human effort, surrounding the Willamette River should be preserved and protected. Protection is provided through the Water Resources Overlay District of Title 17 of the Oregon City Municipal Code and the Willamette River Greenway Overlay District. The City will review these ordinances to remove any conflicts between them and to meet the goals of the Willamette Greenway, add substance where needed. Since the 1996 flood that inundated portions of the greenway, a new flood plain section of the Natural Resources element was adopted in 1999 to better address the management of development in the flood plain.

Some of the implementing regulations that affect the WRG (Flood Management Overlay District, Water Quality Resource Area District Overlay, and Willamette River Greenway Overlay District) conflict, particularly development regulations. Adoption of the Waterfront Master Plan, the Downtown Community Plan, and the regulations to implement them has the potential to further complicate the regulations within the Greenway. Staff should ensure that development standards and regulations as they affect the Greenway, wherever they occur in the implementing ordinances do not create a conflict.

Greenway area resources, including ownership patterns, are discussed in the resource document that supports the Oregon City Comprehensive Plan.

Land within the WRG Compatibility Review Boundary

Throughout the 1990s, the City acquired many of the privately owned parcels along both the Willamette and Clackamas Rivers that were discussed in the 1982 comprehensive plan. Parcels were acquired in the late 1990s from along Clackamette Drive in the vicinity of the I-205 bridge around Clackamette Cove.

The majority of waterfront properties in the Canemah District remain in private ownership. It is important for the City to acquire and maintain open space land in Canemah to provide bike and pedestrian connections along Highway 99E to the Willamette River Trail as well as river access and view corridors. Equally important is the protection and enhancement of degraded riparian

areas in the Canemah district through municipal, public service, and community planting projects.

The remaining parcels within the Willamette River Greenway that remain in private ownership are owned primarily by the Union Pacific Railroad and Blue Heron Paper Company. The railroad is an important link in the transportation system and plays a critical role in regional freight and passenger transportation (Amtrak). This transportation link must be preserved to maintain functions that significantly impact regional economics and livability.

The Blue Heron Paper Company continues to play a vital role in providing jobs in Oregon City. The existing use plays a role in enhancing the river-related economic resources (that being power and raw material for the pulp and paper manufacturing). However, its location within the Willamette River Greenway makes it difficult for the City to achieve compatibility with the Greenway goals of protecting natural, recreational and scenic resources of the river corridor and inside the WRG Compatibility Review Boundary. Debris cleanup and riparian planting projects involving citizens partnering with the Blue Heron Paper Company are currently possible and should be pursued.

Parcels adjoining McLoughlin Boulevard with commercial or office uses should not be pursued for public ownership. These parcels will be zoned to implement the Downtown Community Plan and are integral to the plan's goals as well as regional 2040 goals for Oregon City as a regional center.

Amendments to the Oregon City Municipal Code

City of Oregon City Planning Division

Dan Drentlaw - Community Development Director

For more information, contact:
Tony Konkol, Associate Planner
Christina Robertson-Gardiner, Associate Planner
Sean Cook, Associate Planner
Phone: (503) 657-0891

City of Oregon City Planning Division
320 Warner Milne Road
Oregon City, Oregon 97045
Phone: (503) 657-0891
Fax: (503) 722-3880

The Planning Division is committed to providing equal access to information and hearings. For equal access to information, call the Planning Division at (503) 657-0891.

INDEX

CHAPTER	PAGE
CHAPTER 12 – STREETS, SIDEWALKS, AND PUBLIC PLACES	3-9
Chapter 12.04 – Streets and Sidewalks Generally	3-4
Chapter 12.08 – Community Forests and Street Trees	5-6
Chapter 12.12 – Utility Wires and Poles	7
Chapter 12.24 – Pedestrian/Bicycle Access	8-9
CHAPTER 16 – LAND DIVISIONS	10-18
Chapter 16.04 – General Provisions and Administration of Land Divisions	10
Chapter 16.08 – Subdivisions: Process and Standards	11
Chapter 16.12 – Minimum Improvements and Design Standards for Subdivisions	12-15
Chapter 16.16 – Partitions: Process and Standards	16-18
CHAPTER 17 – ZONING	19-97
Chapter 17.04 – Definitions	19-20
Chapter 17.06 – Zoning District Classification	21-23
Chapter 17.08 – R-10 Single-Family Dwelling District	24-25
Chapter 17.10 – R-8 Single-Family Dwelling District	26-27
Chapter 17.12 – R-6 Single-Family Dwelling District	28-29
Chapter 17.13 – R-6/MH Single-Family Dwelling District	30
Chapter 17.14 – RC-4 McLoughlin Conditional District	31
Chapter 17.16 – RD-4 Two-Family Dwelling District	32
Chapter 17.16 – R-3.5 Dwelling District	33-35
Chapter 17.18 – R-2 Multi-Family Dwelling District	36-38
Chapter 17.20 – LOC Limited Office Conditional District	39
Chapter 17.24 – NC Neighborhood Commercial District	40-41
Chapter 17.26 – HC – Historic Commercial District	42-43
Chapter 17.28 – LC – Limited Commercial District	44
Chapter 17.29 – MUC – Mixed Use Corridor District	45-49
Chapter 17.31 – MUE – Mixed Use Employment District	50-54
Chapter 17.34 – MUD – Mixed Use Downtown District	55-60
Chapter 17.36 – GI – General Industrial	61-62
Chapter 17.37 – CI- Campus Industrial	63-65
Chapter 17.38 – M-2 – Heavy Industrial	66
Chapter 17.40 – Historic Overlay District	67
Chapter 17.44 – Unstable Soils and Hillside Constraints Overlay District	68
Chapter 17.49 – Water Resource Overlay District	69-70
Chapter 17.50 – Administration and Procedures	71-73
Chapter 17.52 – Off-Street Parking and Loading	74-84
Chapter 17.54 – Supplemental Zoning Regulations and Exceptions	85-89
Chapter 17.56 – Conditional Use	90
Chapter 17.60 – Variance	91
Chapter 17.62 – Site Plan and Design Review	92-94
Chapter 17.64 – Planned Unit Development	95
Chapter 17.65 – Master Plan	96
Chapter 17.68 – Zoning Changes and Amendments	97

Chapter 12.04 – Streets and Sidewalks Generally

12.04.010 Construction specifications--Improved streets.

All sidewalks hereafter constructed in the city on improved streets shall be constructed ~~of concrete and shall not be less than six feet in width except in residential areas which shall not be less than four and one-half feet in width, and shall be located abutting the property line, unless upon a special permit granted by the city engineer.~~ **to city standards and widths required in the Oregon City Transportation System plan.** The curb shall be constructed at the same time as the construction of the sidewalk and shall be located as provided in the ordinance authorizing the improvement of said street next preceding unless otherwise ordered by the city commission. Both sidewalks and curbs are to be constructed according to plans and specifications provided by the city engineer. (Prior code §9-1-1)

12.04.031 Liability for Sidewalk Injuries

- (1) **The owner or occupant of real property responsible for maintaining the adjacent sidewalk shall be liable to any person injured because of negligence of such owner or occupant in failing to maintain the sidewalk in good condition.**
- (2) **If the City is required to pay damages for an injury to persons or property caused by the failure of a person to perform the duty, which this ordinance imposes, the person shall compensate the City for the amount of the damages paid. The City may maintain an action in a court of competent jurisdiction to enforce this section.**

12.04.032 Required Sidewalk Repair

- (1) **When the Public Works Director determines that repair of a sidewalk is necessary he or she shall issue a notice to the owner of property adjacent to the sidewalk.**
- (2) **The notice shall require the owner of the property adjacent to the defective sidewalk to complete the repair of the sidewalk within 90 days after the service of notice. The notice shall also state that if the repair is not made by the owner, the City may do the work and the cost of the work will be assessed against the property adjacent to the sidewalk.**
- (3) **The Public Works Director shall cause a copy of the notice to be served personally upon the owner of the property adjacent to the defective sidewalk, or the notice may be served by registered or certified mail, return receipt requested. If after diligent search the owner is not discovered, the Public Works Director shall cause a copy of the notice to be posted in a conspicuous place on the property, and such posting shall have the same effect as service of notice by mail or by personal service upon the owner of the property.**
- (4) **The person serving the notice shall file with the City Recorder a statement stating the time, place and manner of service or notice.**

12.04.033 City May Do Work

If repair of the sidewalk is not completed within 90 days after the service of notice, the Public Works Director shall carry out the needed work on the sidewalk. Upon completion of the work, the Public Works Director shall submit an itemized statement of the cost of the work to the Finance Director. The City may, at its discretion, construct, repair or maintain sidewalks deemed to be in disrepair by the Public Works Director for the health, safety and general welfare of the residents of the City.

12.04.034 Assessment of Costs

Upon receipt of the report, the Finance Director shall assess the cost of the sidewalk work against the property adjacent to the sidewalk. The assessment shall be a lien against the property and may be collected in the same manner as is provided for in the collection of street improvement assessment.

Chapter 12.08 – Community Forests and Street Trees

12.08.020 Street tree planting requirements.

All new construction or major redevelopment shall provide street *trees* adjacent to all street frontage. Species of *trees* shall be selected based upon vision clearance requirements, but shall in all cases be selected from the Oregon City street tree list. If a setback sidewalk has already been constructed or the engineering manager determines that the forthcoming street design shall include a setback sidewalk, then all street *trees* shall be installed with a planting strip. If **existing** street design includes a curbside sidewalk, then all street *trees* shall be placed within the front yard setback, exclusive of any utility easement.

- A. ~~Street trees shall be planted a maximum of forty feet on center for the length of the lot frontage, as practicable. The planning manager may permit tighter spacing of trees if the lot frontage is constrained by driveway locations or other obstructions. One street tree shall be planted for every thirty-five feet of property frontage. The tree spacing shall be evenly distributed throughout the total development frontage. The Community Development Director may approve an alternative street tree plan if site constraints prevent meeting the placement of one street tree per thirty-five feet of property frontage.~~
- B. The following dimensional standards shall be maintained when planting *trees*:
 1. ~~Twenty-five~~**Fifteen** feet from street lights;
 2. Five feet from fire hydrants;
 3. ~~Twenty feet from stop signs;~~
 43. ~~Twenty-five~~ **Twenty** feet from intersections;
 5. ~~No less than three feet in tree lawn widths (landscape areas) from curbs or curb lines and sidewalks. The tree committee may grant alternatives to this standard in areas where less than three feet is available for planting;~~
 64. A minimum of five feet (at mature height) below power lines.
- C. All *trees* shall be a minimum of two inches in caliper **at six inches above the root crown** and installed to city specifications.
- D. All *trees* shall be pruned tight to the trunk ~~at between eight and ten feet to a height that ensure provides adequate clearance for street cleaning equipment and ensures ADA compliant adequate clearance for pedestrians. and street cleaning equipment. The tree committee may grant exceptions to this requirement if the cost of such trees is prohibitive or if the supply of trees grafted in this manner is limited or not available.~~ (Ord. 01-1010 (part), 2001)

12.08.042 Public tree removal.

Existing street trees shall be retained and protected during construction unless removal is specified as part of a land use approval or in conjunction with a public facilities construction project, as approved by the ~~planning manager~~**Community Development Director**. ~~Except for a~~ **diseased or hazardous street trees, as determined by a registered arborist and verified by the city, any tree that is removed may be removed and shall be replaced with one 2" caliper tree measured 6 inches above the root crown that is with a of a similar caliper tree and tree species, unless the species is not included on the street tree list. A non-diseased, non-hazardous street tree that is removed shall be replaced with ½ the required replacement trees found in Table 16.12.310-1 (Fractions shall be rounded to the nearest whole number). All new street trees will have a minimum two-inch caliper trunk measured six inches above the root crown. If it is not practical to replace trees removed with like caliper trees, then the total sum of the newly planted trees**

~~shall equal the sum of removed tree caliper.~~ The ~~planning manager~~**Community Development Director** may approve off-site installation of replacement trees where necessary due to planting constraints. (Ord. 01-1010 (part), 2001)

Chapter 12.12 – Utility Wires and Poles

12.12.040 Erection restrictions.

All poles for the purpose set forth in this chapter shall be of cedar and not less than forty feet long; provided, that in the residence portion of the city the engineer in his discretion may designate a shorter length but not less than thirty five feet and shall not vary more than six inches from the perpendicular; the poles shall be cleared of all bark and dressed or shaved smooth, and otherwise present a neat appearance; and shall have two coats of paint when put up, and shall be repainted once in every two years thereafter a dark green color. No wires or cables shall be stretched or suspended on any pole less than twenty eight feet above the ground or established grade of the street. (Prior code §9-9-4)

Chapter 12.24 – Pedestrian/Bicycle Access

12.24.010 Purpose.

Pedestrian/bicycle accessways are intended to provide direct, safe and convenient connections ~~within and from new subdivisions and planned developments to~~ **between** residential areas, retail and office areas, **institutional facilities**, industrial parks, transit streets, ~~and~~ neighborhood activity centers, **and transit orientated developments** where public street connections for automobiles, bicycles and pedestrians are unavailable. Pedestrian/bicycle accessways should only be used in areas where public street options are unavailable, impractical or inappropriate. (Ord. 94-1034 §1(part), 1994)

12.24.020 Definitions.

As used in this chapter:

"Accessway" or "pedestrian/bicycle accessway" means any off-street path or way which is intended for the primary use of pedestrians and bicyclists and which provides direct routes ~~within and from new subdivisions and planned developments to~~ **between** residential areas, retail ~~store~~ and office areas, **institutional facilities**, industrial parks, transit streets, ~~and~~ neighborhood activity centers, **and transit orientated developments** where such routes are not otherwise provided by the street system. Off-street bicycle paths in excess of four hundred feet in length are not considered accessways and are not subject to the requirements of this chapter.

12.24.040 Development standards.

- A. Entry points shall align wherever practical with pedestrian crossing points along adjacent streets and with adjacent street intersections.
- B. ~~Accessways shall not exceed four hundred feet in length between streets.~~ Accessways shall be free of horizontal obstructions and have a nine-foot, six-inch high vertical clearance to accommodate bicyclists. To safely accommodate both pedestrians and bicycles, accessway right-of-way widths shall be as follows:
 1. ~~For a~~ Accessways ~~under two hundred feet in length, shall have~~ a fifteen-foot wide right-of-way with a centered ~~tenseven-foot wide paved surface~~ **and two four-foot planter strips.**
 2. ~~For accessways two hundred to four hundred feet in length, a twenty-foot wide right-of-way with a centered ten-foot wide paved surface.~~
 3. If an accessway also provides secondary fire access or a public utility corridor, the right-of-way width shall be at least twenty-~~three~~ **feet wide** with a centered fifteen-foot wide paved surface **and two four-foot planter strips.**
- C. Accessways shall be direct with at least one end point of the accessway always visible from any point along the accessway. On-street parking shall be prohibited within fifteen feet of the intersection of the accessway with public streets to preserve safe sight distance and promote safety.
- D. To enhance pedestrian and bicycle safety, accessways shall be lighted with pedestrian-scale lighting. Accessway lighting shall be to a minimum level of ~~three~~ **0.5 footcandles, a 1.5 foot-candle average, and a maximum to minimum ratio of 7:1** and shall be oriented not to shine upon adjacent ~~residences~~ **properties**. Street lighting shall be provided at both entrances and may also be required at intermediate points along the accessway as necessary for safety as determined by the review authority. Lamps shall include a high pressure sodium bulb with an unbreakable lens.
- E. Wherever practicable, accessways shall have a maximum slope of five percent and avoid the use of stairways.
- F. **The planter strips on either side of the** ~~Accessways shall be fenced and screened~~ **landscaped** along adjacent property ~~in residential areas by:~~

1. ~~A vegetation screen at least forty-eight inches high with an additional four-foot high evergreen vegetation screen; or~~ **An evergreen hedge screen of thirty to forty-two inches high or shrubs spaced no more than four feet apart on average; and**
 2. ~~A minimum five-foot high chain link fence with a row of three to four-foot high evergreen shrubs or climbers planted along the fence; or~~ **Ground cover covering one hundred percent of the exposed ground. No bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees; and**
 3. ~~If there is an existing fence on private property adjacent to the accessway, a four-foot high evergreen vegetative screen;~~ **Two-inch minimum caliper trees shall be planted on both sides of the accessway in an alternating pattern and with a maximum of twenty feet of separation between the tree on the opposite side of the path in order to increase the tree canopy over the accessway.**
 4. In satisfying the requirements of this section, evergreen plant materials that grow over ~~four feet~~ **forty-two inches** in height shall be avoided. All plant materials shall be selected from a list of suitable plant materials which the city shall maintain;
 5. ~~The review authority may waive the requirement for vegetative screening upon demonstration that a vegetative screen is not practicable.~~
- G. Accessways shall be designed to prohibit **unauthorized** motorized traffic. Curbs; ~~and removable, lockable posts and bollards~~ are suggested mechanisms to achieve this.
- H. Accessway surfaces shall be paved with all weather materials as approved by the city. **Pervious materials are encouraged.** Accessway surfaces shall be designed to drain stormwater runoff to the side or sides of the accessway. Minimum cross slope shall be two percent. ~~Unpaved portions of the accessway, excluding gravel shoulders, shall be planted in an evergreen ground cover. Where the right-of-way is twenty feet or more, a row of approved two-inch minimum caliper trees, of medium size not to exceed twenty-five feet in height at maturity, shall be planted at twenty-foot spacings on one side of the path.~~
- I. In parks, greenways or other natural resource areas, accessways may be approved with a five-foot wide gravel path with wooden, brick or concrete edgings. (Ord. 94-1034 §1(part), 1994)
- J. **The Community Development Director may approve an alternative accessway design due to existing site constraints.**

12.24.060 Ownership, liability and maintenance of accessways.

To insure that all pedestrian/bicycle accessways will be adequately maintained over time, the hearings body shall require one of the following:

- A. That the accessways be dedicated to the public as public right-of-way prior to the final approval of the development; or
- B. That the developer incorporate the accessway into a ~~recorded easement or tract~~ which specifically requires the ~~property owner and~~ future property owners to provide for the ownership, liability and maintenance of the accessway. (Ord. 94-1034 §1(part), 1994)

Chapter 16.04 – General Provisions and Administration of Land Divisions**16.04.010 Purpose.**

This title is enacted in compliance with ORS 92.010 through 92.160 to establish procedures and standards for partitioning and subdividing land within the city. These regulations, along with ~~the~~ requirements of the city's underlying zoning, provide the dimensional requirements for building lots, **street locations**, street **designs**, rights-of-way, locational requirements for houses on residential lots, the provision of adequate open space for recreation and community facilities, and the basic requirements for the installation of public utilities, all with the aim of achieving:

Chapter 16.08 – Subdivisions: Process and Standards

16.08.040 Preliminary subdivision plat--Required plans.

The preliminary subdivision plat shall specifically and clearly show the following features and information on the maps, drawings, application form or attachments. All maps and site drawings shall be at a minimum scale of one inch to fifty feet.

- A. Site Plan. A detailed site development plan showing the location and dimensions of lots, streets, pedestrian ways, transit stops, common areas, building envelopes and setbacks, all existing and proposed utilities and improvements including sanitary sewer, stormwater and water facilities, total impervious surface created (including streets, sidewalks, etc.) and an indication of existing and proposed land uses for the site. **A subdivision connectivity analysis prepared by a transportation engineer licensed by the State of Oregon which describes the existing and future vehicular, bicycle and pedestrian connections between the proposed subdivision and existing or planned land uses on adjacent properties. The subdivision connectivity analysis shall include shadow plats of adjacent properties demonstrating how lot and street patterns within the proposed subdivision will extend to and/or from such adjacent properties and can be developed meeting the existing Oregon City Municipal Code design standards.**

Chapter 16.12 – Minimum Improvements and Design Standards for Subdivisions

16.12.010 Purpose and general provisions.

All land divisions shall be in conformance with the policies and design standards established by this chapter, **the Public Works Design Standards**, and with applicable standards in the city's public facility, **water, sanitary, drainage, and transportation system master plans and maps** and city design standards and specifications. In reviewing applications for land division, the ~~decision-maker~~ **City Engineer** shall take into consideration any approved land divisions and the remaining development potential of adjacent properties. All street, water, sanitary sewer, storm drainage and utility plans associated ~~with~~ any land division must be reviewed and approved by the city engineer prior to construction. All streets, driveways or storm drainage connections to another jurisdiction's facility or right-of-way must be reviewed by the appropriate jurisdiction as a condition of the preliminary plat and when required by law or intergovernmental agreement shall be approved by the appropriate jurisdiction. (Ord. 98-1007 §1(part), 1998)

16.12.030 Street design--Minimum right-of-way.

- A. Unless otherwise required by the ~~decision-maker~~ **City Engineer**, all accessways and private access driveways shall comply with the ~~following Street Design Standards identified in the Oregon City Transportation System Plan~~. An alley will have a minimum right-of-way of 20 feet and a pavement width of 16 feet.

Table 16.12.030 STREET DESIGN STANDARDS		
Type of Street	Minimum Right-of-Way Width	Required Pavement Width
Major arterial	80 to 100 feet	58 to 74 feet
Minor arterial	60 to 80 feet	34 to 66 feet
Collector street	60 to 70 feet	34 to 50 feet
Local street	40 to 50 feet	32 to 34 feet
Alley	20 feet	16 feet
Private street	None	20 feet

16.12.050 Street design--Alignment.

As far as is practicable, streets other than local or constrained streets shall be aligned with existing streets by continuation of the center lines. For local streets, staggered street alignment resulting in "T" intersections shall, wherever practicable, leave a minimum distance of two hundred feet between the center lines of streets having approximately the same direction and, in no case, shall be less than one hundred feet. The minimum distance between streets intersecting a collector or arterial shall be five hundred feet between center lines, unless the decision-maker finds that a lesser distance will not pose a safety hazard. (Ord. 98-1007 §1(part), 1998)

As far as is practicable, streets shall be aligned with existing streets by continuation of the center lines. Unless the City Engineer finds that a lesser distance will not pose a safety hazard, streets shall comply with the Minimum City Street Intersection Spacing Standards identified in the Oregon City Transportation System Plan.

16.12.065 Intersection Level of Service Standards.

When approving land use actions, the City of Oregon City requires all relevant intersections to be maintained at the minimum acceptable Level Of Service (LOS) upon full build-out of the proposed land use action. The minimum acceptable LOS standards are as follows:

- 1) For signalized intersection areas of the city that are located outside the Regional Center boundaries a LOS of "D" or better for the intersection as a whole *and* no approach operating at worse than LOS "E" *and* a v/c ratio not higher than 1.0 for the sum of critical movements.
- 2) For signalized intersections within the Regional Center boundaries a LOS "D" can be exceeded during the peak hour; however, during the second peak hour, LOS "D" or better will be required as a whole and no approach operating at worse than LOS "E" *and* a v/c ratio not higher than 1.0.
- 3) For unsignalized intersection throughout the city a LOS "E" or better for the poorest approach *and* with no movement serving more than 20 peak hour vehicles operating at worse than LOS "F" will be tolerated for minor movements during a peak hour.

16.12.150 Street design--Pedestrian and bicycle safety.

Where deemed necessary to ensure public safety, reduce traffic hazards and promote the welfare of pedestrians, bicyclists and residents of the subject area, the ~~decision-maker~~ City Engineer may require that local streets be so designed as to discourage their use by non-local automobile traffic. (Ord. 98-1007 §1(part), 1998)

The City Engineer may require Neighborhood Traffic Management Measures, including chicanes, chokers, curb extensions, circles, and other management measures to ensure public safety. The City discourages the use of traffic bumps as a traffic management measure and shall be used only when determined to be necessary by the City Engineer.

16.12.180 Street design--Planter strips.

Where practicable, all development proposed along local streets shall include **vegetative** planter strips that are ~~four~~ **five** feet in width or larger **and**, located adjacent to the curb. Development proposed along collector or arterial streets may use tree wells located near the curb in lieu of a planter strip, in which case each tree shall have a protected area of at least six feet in diameter to ensure proper root growth. Trees shall be selected and planted in accordance with Chapter 12.08, Street Trees. Individual abutting lot owners shall be legally responsible for maintaining in a healthy and attractive condition all trees and vegetation in the planter strip. If a homeowners' association is created as part of the development, the association may assume the maintenance obligation through a legally binding mechanism, e.g., deed restrictions, maintenance agreement, etc., which shall be reviewed and approved by the city attorney. Failure to properly maintain trees and vegetation in a planter strip shall be a violation of this code and enforceable as a civil infraction. (Ord. 98-1007 §1(part), 1998)

16.12.232 Building Sites – Minimum Density

All subdivision layouts shall achieve at least 80% of the maximum density of the base zone for the net developable area as defined in Section 17.04.

16.12.235 Calculations of Lot Area.

A subdivision in a Single Family Dwelling District may include lots that are up to 10% less than the required minimum lot area of the applicable zoning designation provided the entire subdivision on average meets the minimum site area requirement of the underlying zone. The average lot area is determined by calculating the total site area devoted to dwelling units and dividing that figure by the proposed number of dwelling lots.

Accessory dwelling units are not included in this determination nor are tracts created for non-dwelling unit purposes such as open space, storm water tracts, or accessways.

A lot that was created pursuant to this section, may not be further divided unless the average lot size requirements are still met for the entire subdivision.

When a lot abuts a public alley, an area equal to the length of the alley frontage along the lot times the width of the alley right-of-way measured from the alley centerline may be added to the area of the abutting lot in order to satisfy the lot area requirement for the abutting lot. It may also be used in calculating the average lot area.

16.12.238 Flag Lots

- A. Flag lots shall not be created through the Subdivision process except where an existing dwelling unit on the site is located so that it precludes a land division that meets the minimum lot width and depth standards of the underlying zone.
- B. A joint accessway shall be provided unless the existing dwelling unit is located on the property to prevent a joint accessway. A perpetual reciprocal access easement and maintenance agreement shall be recorded for the joint accessway, in a format acceptable by the city attorney.
- C. The pole shall connect to a public street.
- D. The pole shall be at least 20 feet wide for the entire length.
- E. The pole shall be part of the flag lot and must be under the same ownership as the flag portion of the lot.

16.12.290 Building site--Setbacks and building location.

This standard ensures that lots are configured in a way that development can be oriented toward streets to provide a safe and better environment for pedestrians and bicyclists. Lots located on a **neighborhood collector**, collector or minor arterial streets shall locate the front yard setback on and orient the front of the primary structure to face the **neighborhood collector**, collector or minor arterial street. **An alternative to the lot orientation, which incorporates landscaping and fencing into the lot and street design, may be approved if it is found to accomplish the objective of this standard by the Community Development Director.**

Garage setbacks in residential areas shall be a minimum of twenty feet from the public right-of-way where access is taken, except for alleys. Garages on an alley shall be set back a minimum of five feet in residential areas. Any special building setback lines established in a subdivision or partition shall be shown on the preliminary and final plats or guaranteed through deed restrictions or easements. (Ord. 98-1007 §1(part), 1998)

16.12.310 Building site--Protection of trees.

Site planning, including the siting of structures, roadways and utility easements, shall provide for the protection of tree resources. All trees with a diameter six inches or greater measured four feet from the ground shall be preserved wherever practicable outside the building area, **which is defined as right-of-way, public utility easements, and within the building setbacks of each lot.** Where the ~~decision~~

~~maker~~**Community Development Director** determines it is impracticable or unsafe to preserve these trees, the applicant may be allowed to remove the trees so long as they are replaced in accordance with an approved landscape plan that includes new plantings of at least two inches in caliper **measured six inches above the root crown and the plan must meet, at a minimum, the requirements of Table 16.12.310-1.**

Table 16.12.310-1

Tree Replacement Requirements

Size of tree removed (inches in diameter at the 4-foot height)	Number of Trees to be planted.
6 to 12	3 trees
13 to 18	5 trees
19 to 24	8 trees
25 to 30	10 trees
31 and over	15 trees

Where the ~~decision-maker~~**Community Development Director** finds this requirement would cause an undue hardship, the requirement may be modified in a manner which the ~~decision-maker~~**Community Development Director** finds will reasonably satisfy the objectives of this section. The ~~decision-maker~~**Community Development Director** may impose conditions to avoid disturbance to tree roots from grading activities and to protect trees and other significant vegetation identified for retention from harm. Such conditions may include, if necessary, the advisory expertise of a qualified consulting arborist or horticulturist both during and after site preparation, and a special maintenance/management program to provide protection to the resource as recommended by the arborist or horticulturist. (Ord. 98-1007 §1(part), 1998)

Chapter 16.16 PARTITIONS--PROCESS AND STANDARDS

16.16.010 Purpose and general provisions.

- A. Partitions shall be processed as a Type II decision by the ~~planning manager~~**Community Development Director** in the same manner as set forth in Section 16.04.020(A) and the applicable provisions in Chapter 16.12, ~~and Chapter 17.50, and the goals and policies of the city's Comprehensive Plan and ancillary documents.~~ Approval shall be granted only upon determination that all applicable requirements of this title and ORS Chapter 92 have been met.
- B. If a parcel of land to be partitioned will create lots large enough to be divided again, the ~~planning manager~~**Community Development Director** may require the applicant to supply a hypothetical non-binding plan or "shadow plat" depicting possible future development of the resulting lots. (Ord. 98-1007 §1(part), 1998)
- C. **Lot Size Limitations for Partitions.** A parcel of land or the aggregate of contiguous parcels under the same ownership containing sufficient net buildable area to be subdivided by the minimum lot size requirements of the underlying zone into 4 or more lots shall be subject to the Subdivision procedures and standards specified in Sections 16.08 and 16.12. The calculation of the net buildable area for the parcel or lot to be divided shall be determined by the Community Development Director.
- D. **An original parcel may be partitioned once if solely for the purpose of segregating one separate smaller parcel for an existing or proposed single-family house. The original parcel shall be exempt from the Lot Size Limitation for Partitions found in (C) above. The parcel to be created for the single-family house shall not contain sufficient lot area to allow further partitioning under the standards of the applicable existing zone including the use of administrative variances.**

16.16.030 Partition application submission requirements.

A partition application shall include five copies of the proposed partition to the ~~planning manager~~**Community Development Director** on a reproducible material, drawn at a minimum scale of one inch equals one hundred feet with the following information:

- A. A completed application on a form as provided by the planning division;
- B. A boundary survey prepared by an Oregon professional land surveyor;
- C. Legal descriptions of the parent parcel(s) and the resulting parcels to be created;
- D. Copies of proposed deeds for the parcels to be created;
- E. A receipt from the county assessor's office indicating that all taxes for the lot or parcels involved are paid in full for the preceding tax year;
- F. The name and address of the owner and the land surveyor or engineer, if any;
- G. County tax assessment map number(s) of the land to be partitioned;
- H. The map scale and true north point;
- I. Approximate courses and distances of all parts of the partition;
- J. Around the periphery of the proposed partition, the boundary lines and names of adjacent partitions and subdivisions, streets and tract lines of adjacent parcels of property;
- K. The location, width and names of all existing or platted streets, other public ways and easements within the proposed partition, and other important features, such as the general outline and location of permanent buildings, pedestrian/bicycle accessways, watercourses, power lines, telephone lines, railroad lines, gas lines, water lines, municipal boundaries and section lines;
- L. All areas designated as being within the flood management overlay district regulated under Chapter 17.42;
- M. All areas identified as unstable slopes and regulated under Chapter 17.44; and

- N. All water quality resource areas designated and regulated under the water quality resource area overlay district in Chapter 17.49. (Ord. 99-1013 § 7, 1999; Ord. 98-1007 §1(part), 1998)
- O. **A partition connectivity analysis prepared by a transportation engineer licensed by the State of Oregon which describes the existing and future vehicular, bicycle and pedestrian connections between the proposed partition and existing or planned land uses on adjacent properties. The partition connectivity analysis shall include shadow plats of adjacent properties demonstrating how lot and street patterns within the proposed partition will extend to and/or from such adjacent properties and can be developed meeting the existing Oregon City Municipal Code design standards.**

16.16.040 Frontage width requirement.

~~Where a joint accessway is provided pursuant to Section 16.16.050(B), all parcels of land that are created by a partition in a one-family or two-family zoning district shall collectively have a minimum frontage of twenty feet in width, for one or two parcels, or twenty-four feet in width, for three or more parcels, on an existing public, county, state or federal road or street, as approved by the city engineer. For parcels that cannot have a joint access, due to topography, twenty feet of frontage shall be required for each parcel on an existing public, county, state or federal road or street. For parcels of land created by a partition in all other zoning districts other than the R-10, R-8, R-6, and R-3.5 zone, the parcels shall have a minimum of thirty feet of frontage on an existing public, county, state or federal road or street. (Ord. 98-1007 §1(part), 1998)~~ **A joint accessway shall be provided unless the configuration, topography, or an existing dwelling unit is located on the property to prevent a joint accessway. No private accessway may serve more than five single-family homes.**

16.16.050 Accessway requirements Flag Lots – R-10, R-8, R-6, and R-3.5.

- A. ~~Flag lots may be permitted in Partitions only where the configuration, of topography, or an existing dwelling unit is located on the property so that it of the property would otherwise preclude the partitioning and development of the property. A perpetual reciprocal access easement and maintenance agreement shall be recorded for the joint accessway, in a format acceptable by the city attorney.~~
- B. **A joint accessway shall be provided unless the existing topography of the site or the dwelling unit is located on the property to prevent a joint accessway. A perpetual reciprocal access easement and maintenance agreement shall be recorded for the joint accessway, in a format acceptable by the city attorney. No private accessway may serve more than five single-family homes.**
- BC. Accessways shall have a pavement width of at least sixteen feet to service one to two units or twenty feet to service three or more units. No private accessway may serve more than five single-family homes. A fire access corridor shall be provided to all parcels with a minimum width of sixteen feet to service two units or twenty feet to service three or more units as based on the zoning, as approved by the city engineer and fire chief. **A narrower pavement width may be approved by the Building Official and Fire Chief. The approval may include additional fire suppression devices be provided to assure an adequate level of fire and life safety.** No vehicular obstruction, including trees, fences, landscaping or structures, shall be located within the fire access corridor. (Ord. 98-1007 §1(part), 1998) 1(part), 1998)
- C. ~~A fire access corridor shall be provided to all parcels with a minimum width of sixteen feet to service two units or twenty feet to service three or more units as based on the zoning, as approved by the city engineer and fire chief. No vehicular obstruction, including trees, fences, landscaping or structures, shall be located within the fire access corridor. (Ord. 98-1007 §1(part), 1998) 1(part), 1998)~~

- D. The pole must connect to a public street.**
- E. The pole must be at least 8 feet wide for its entire length.**
- F. The pole must be part of the flag lot and must be under the same ownership as the flag portion of the lot.**

16.16.060 Pavement requirements.

Accessways for lots created through the partitioning process shall satisfy the requirements of Section **16.16.040 and 16.16.050**. If the proposed accessway exceeds one hundred fifty feet in length, it shall be paved to a minimum width of twenty feet and, if more than two residences are served, a turnaround for emergency vehicles shall be provided. The turnaround shall be approved by the city engineer and fire chief. Improvements shall comply with Chapter 16.12, Minimum Improvements and Design Standards for Land Divisions. (Ord. 98-1007 §1(part), 1998)

Chapter 17.04 - Definitions

17.04.190 Cul-de-sac.

"Cul-de-sac" means a street not more than three hundred fifty feet in length having one end open to traffic and being terminated by a vehicle turnaround. The cul-de-sac is measured from the edge of the right-of-way of the intersecting street to the edge of the pavement at the end of the cul-de-sac. (Prior code §11-1-6(part))

17.04.205 Development.

"Development" means ~~any short plat, partition, subdivision or planned unit development that is created under the city's land division or zoning regulations. (Ord. 91-1020 §1(part), 1991; prior code §11-1-6(part))~~ any man-made change defined as the construction of buildings or other structures, mining, dredging, paving, filling, grading or site clearing, and grubbing in amounts greater than 10 cubic yards on any lot or excavation.

17.04.390 Net Developable Area

"Net Developable Area" means the area of a parcel of land or the aggregate of contiguous parcels under the same ownership remaining after deducting any portion of the parcel or aggregate of parcels with one or more of the following characteristics:

- a. elevation within the 100-Year Floodplain, as identified on the Federal Emergency Management Agency Flood Insurance Rate Maps;
- b. the area within an underlying Water Resource Overlay District governed by Section 17.49 that has been delineated by a Water Resource determination and decision;
- c. steep slopes exceeding 35%. Applicant may make a request for the Community Development Director to determine whether to make further adjustments for slopes above 25% per Section 17.44.060.H.
- d. open space
- e. public facilities and rights-of-way

17.04.273 Front Façade

The exterior wall/foundation of a building exposed to the front lot line.

17.04.275 Front lot line.

~~For purposes of the solar access regulations,~~ "Front lot line" means a lot line abutting a street. For corner lots, the front lot line is that with the narrowest frontage. When the lot line abutting a street is curved, the front lot line is the chord or straight line connecting the ends of the curve. For a flag lot, the front lot line is the shortest lot line adjoining the pole portion of the lot, excluding the unbuildable portion of the pole (see Figure 1, codified at the end of this title). (Ord. 91-1020 §1(part), 1991; prior code §11-1-6(part))

17.04.382 Multiple family residential units.

A structure located on one tax lot and containing three or more attached dwelling units in any vertical or horizontal arrangement.

17.04.621 Single-family detached residential units.

One dwelling unit, freestanding and structurally separate from other dwelling units or buildings, located on a lot.

17.04.620 Single-family attached residential units.

Two or more dwelling units attached side by side with some structural parts in common at a common property line on separate tax lots.

17.04.345 Lot, Depth.

The perpendicular distance measured from the mid-point of the front lot lines to the mid-point of the opposite, usually rear, lot line.

17.04.373 Lot, Width.

The perpendicular distance measured between the mid-points of the two principal opposite side lot lines and at approximately right angles to the lot depth.

17.04.503 Porch

A roofed open area, which may be screened, attached to or part of and with direct access to or from a building.

17.04.545 Rear Lot Line.

A lot line which is opposite to and more distant from the front lot line. In the case of a corner lot, the Community Development Director shall determine the rear lot line. In the case of an irregular or triangular shaped lot, an imaginary lot line ten feet in length shall be drawn within the lot parallel to and at the maximum distance from the front lot line. A lot line abutting an alley is a rear lot line.

17.06.020 Classification of zoning districts.

For the purpose of this title and to carry out these regulations, the city is divided into districts, known as:

R-10 single-family dwelling district
 R-8 single-family dwelling district
 R-6 single-family dwelling district
~~R-6/MH single-family manufactured home dwelling district~~
~~RD-4 two-family dwelling district~~
 RD4-MDP Manufactured Dwelling Park
 RC-4 McLoughlin conditional residential district
R-3.5 dwelling district
R-2 multi-family dwelling district
~~RA-2 multi-family dwelling district~~
~~LOC limited office conditional district~~
 LO limited office district
 NC neighborhood commercial district
 HC historic commercial district
~~LC limited commercial district~~
 C general commercial district
~~CBD central business district~~
~~TC tourist commercial district~~
~~M-1 light industrial district~~
~~M-2 heavy industrial district~~
GI General Industrial
CI Campus Industrial
MUC-1 Mixed Use Corridor
MUC-2 Mixed Use Corridor
MUE Mixed Use Employment
MUD Mixed Use Downtown

17.06.050 Zoning of annexed areas.

All lands within the urban growth boundary of Oregon City have been classified according to the appropriate city land use designation as noted on the comprehensive plan map (as per the city/ county urban growth management area agreement). The planning department shall complete a review of the final zoning classification within sixty days after annexation.

The zoning classification shall reflect the city land use classification as illustrated in Table 17.06.050.

Table 17.06.050**CITY LAND USE CLASSIFICATIONS**

Residential Plan Classification	City Zone
Low-density residential	R-10, R-8, R-6
Low-density residential/MD	R-6/MH
Medium-density residential	RD-4 R-3.5, RD4-MDP, RC-4
Medium-density residential/MD	RD-4

High-density residential	RA-2
Commercial Plan Classification	City Zone
General commercial	C
Mixed Use Downtown	-MUD
Tourist commercial Mixed Use Corridor	TC MUC 1, MUC 2, LO, NC, HC
Limited commercial Mixed Use Employment	LOC LO, NC, LCMUE
Industrial Plan Classification	City Zone
Industrial/ Campus	M-1, Campus CI, GI
Industrial/ Light	M-1
Industrial/ Heavy	M-2

17.06.070 Requirements table.

To facilitate public understanding of this title, and for the better administration and convenience of use thereof, the following summary of maximum dwelling units per acre, minimum lot area per dwelling unit, maximum building height, and maximum setback regulations for the various zoning districts is set forth in the following table. For further information, please review the regulations of each individual zoning district. (Ord. 92-1024 §3, 1992; prior code §11-3-1)

OREGON CITY STANDARDS

	Maximum dwelling units per acre (number)	Minimum lot area (square footage)	Maximum height (feet)	Minimum front yard (feet)	Minimum interior side yard (feet)	Minimum corner side yard (feet)	Minimum rear yard (feet)
R-10 Single-Family	4.4	10,000	35	25/20	10/8	20/15	20
R-8 Single-Family	5.5	8,000	35	20/15	9/7	20/15	20
R-6 Single-Family	7.3	6,000	35	20/10	9/5	15	20
R-6/MH Single-Family	6.4	6,800	20	15	7/5	15	10
RC-4 McLoughlin Conditional	10.9	6,000*	35	15	9/5	15	10
RD-4 Two-Family	10.9	SF 6,000 DU 8,000	35	15	9/7	20	15
R-3.5	12.5	SF 3,500 DU 7,000	35	5	9/7 0/9	15	15
RA-2 Multi-Family	19.8/21.8	SF 6,000 DU 8,000 MF 10,000/2,000 per unit	45	15/5	100/9	20/15	Existing 10 New 20
LOC Limited Office	10.9	*	25	15	10	15	10

Conditional							
LO Limited Office	19.8	*	35	15	10	15	10
NC Neighborhood Commercial	7.3	*	25	15	10	15	10
HC Historic Commercial	7.3	*	25	15	10	10	10
LC Limited Commercial	7.3*	*	35	10	0	10	10
C General Commercial	19.8	*	35	10	0	10	10
CBD Central Business	19.8	*	75	0	0	0	0
GI _ General Industrial	0	-----	40	10	0	10	10
M-1 Light Industrial							
M-2 Heavy Industrial	0	---	75	40	0	40	40

*See district description for further information

Chapter 17.08 - R-10 Single-Family Dwelling District

17.08.020 Permitted uses.

Permitted uses in the R-10 district are:

- A. Single-family ~~dwelling~~ **detached residential units**;
- B. Publicly owned parks, playgrounds, playfields and community or neighborhood centers;
- C. Home occupations;
- ~~D. Farms, commercial or truck gardening and horticultural nurseries on a lot not less than twenty thousand square feet in area (commercial buildings are not permitted);~~
- ED. Temporary real estate offices in model homes, located on and limited to sales of real estate on a single piece of platted property upon which new residential buildings are being constructed;
- FE. Accessory uses, ~~and buildings, and dwellings~~;
- GF. Family day care provider, subject to the provisions of Section 17.54.050;
- ~~H. Site-built manufactured homes. (Ord. 94-1014 §2(part), 1994; Ord. 92-1026 §1(part), 1992; prior code §11-3-2(A))~~

17.08.030 Conditional uses.

The following conditional uses are permitted in this district when authorized by and in accordance with the standards contained in Chapter 17.56:

- A. Golf courses, except ~~midget~~ **miniature** golf courses, driving ranges or similar commercial enterprises;
- B. Uses listed in Section 17.56.030. (Prior code §11-3-2(B))

17.08.040 Dimensional standards.

Dimensional standards in the R-10 district are:

- A. Minimum lot areas, ten thousand square feet;
- B. Minimum ~~average~~ lot width, ~~seventy-five~~ **sixty-five** feet;
- C. Minimum ~~average~~ lot depth, ~~one hundred~~ **eighty** feet;
- D. Maximum building height, two and one-half stories, not to exceed thirty-five feet;
- E. Minimum required setbacks:
 - 1. Front yard, ~~twenty-five~~ feet minimum depth,
 - 2. **Attached and detached garage, twenty feet minimum depth from the public right-of-way where access is taken, except for alleys. Garages on an alley shall be setback a minimum of five feet in residential areas.**
 - 23. Interior side yard, ten feet minimum width for at least one side yard; eight feet minimum width for the other side yard,
 - 34. Corner side yard, ~~twenty-five~~ **fifteen** feet minimum width,
 - 45. Rear yard, twenty feet minimum ~~width~~ **depth**,
 - 56. Solar balance point, setback and height standards may be modified subject to the provisions of Section 17.54.070. (Ord. 91-1020 §2(part), 1991; prior code §11-3-2(C))
- F. **Garage Standards:**
 - 1. **The length of the garage wall facing the street may be up to 40% of the length of the street facing building façade, or**
 - 2. **The garage may be up to 50% of the length of the façade if the garage is recessed a minimum of 5 feet from the longest street facing façade, and,**
 - 3. **On corner lots, only one street-facing wall must meet the standards in (1) or (2) above, and**
 - 4. **A garage wall that faces the street may be no closer to the street than the longest street facing wall of the house except as provided in subsections (5) and (6) below.**
 - 5. **A garage may extend up to 5 feet in front of the longest front façade if:**

- a. There is a covered front porch and the garage does not extend beyond the front line of the porch, or
 - b. The garage is part of a two level façade that has a window (minimum 12 square feet, with 4" trim or shutters) on the second level that faces the street.
- 6. Garages may be side-oriented to the front lot line if windows occupy a minimum of 15% of the street-facing wall of the garage.
- 7. Exception. Where the street facing façade of the building is less than 24 feet long, the garage wall facing the street may be up to 12 feet long if there is one of the following:
 - a. interior living area above the garage. The living area must be set back no more than 4 feet from the street facing garage wall; or
 - b. A covered balcony above the garage that is at least the same length as the street facing garage wall, at least 6 feet deep, and accessible from the interior living area of the dwelling unit.

Chapter 17.10 - R-8 Single-Family Dwelling District

17.10.020 Permitted uses.

Permitted uses in the R-8 district are:

- A. Single-family ~~dwellings~~ **detached residential units**;
- B. Publicly owned parks, playgrounds, playfields and community or neighborhood centers;
- C. Home occupations;
- ~~D. Farms, commercial or truck gardening and horticultural nurseries on a lot not less than twenty thousand square feet in area (commercial buildings are not permitted);~~
- ED. Temporary real estate offices in model homes, located and limited to sales of real estate on a single piece of platted property upon which new residential buildings are being constructed;
- FE. Accessory uses, ~~and buildings, and dwellings~~;
- GF. Family day care provider, subject to the provisions of Section 17.54.050;
- ~~H. Site built manufactured homes. (Ord. 94-1014 §2(part), 1994; Ord. 92-1026 §1(part), 1992; prior code §11-3-3(A))~~

17.10.030 Conditional uses.

The following conditional uses are permitted in this district when authorized by and in accordance with the standards contained in Chapter 17.56:

- A. Golf courses, except ~~midget~~ **miniature** golf courses, driving ranges or similar commercial enterprises;
- B. Uses listed in Section 17.56.030. (Prior code §11-3-2(B))

17.10.040 Dimensional standards.

Dimensional standards in the R-8 district are:

- A. Minimum lot area, eight thousand square feet;
- B. Minimum ~~average~~ lot width, ~~seventysixty~~ feet;
- C. Minimum ~~average~~ lot depth, ~~one hundredseventy-five~~ feet;
- D. Maximum building height, two and one-half stories, not to exceed thirty-five feet;
- E. Minimum required setbacks:
 - 1. Front yard, ~~twenty feet~~ **fifteen feet** minimum depth,
 - 2. **Attached and detached garage, twenty feet minimum depth from the public right-of-way where access is taken, except for alleys. Garages on an alley shall be setback a minimum of five feet in residential areas.**
 - 23. Interior side yard, nine feet minimum for at least one side yard, seven feet minimum for the other side yard,
 - 34. Corner side yard, ~~twenty~~ **fifteen** feet minimum width,
 - 45. Rear yard, twenty feet minimum ~~width~~ **depth**,
 - 56. Solar balance point, setback and height standards may be modified subject to the provisions of Section 17.54.070. (Ord. 92-1030 §1, 1992; Ord. 91-1020 §2(part), 1991; prior code §11-3-3(C))
- F. **Garage Standards:**
 - 1. **The length of the garage wall facing the street may be up to 40% of the length of the street facing building façade, or**
 - 2. **The garage may be up to 50% of the length of the façade if the garage is recessed a minimum of 5 feet from the longest street facing façade, and,**
 - 3. **On corner lots, only one street-facing wall must meet the standards in (1) or (2) above, and**
 - 4. **A garage wall that faces the street may be no closer to the street than the longest street facing wall of the house except as provided in subsections (5) and (6) below.**
 - 5. **A garage may extend up to 5 feet in front of the longest front façade if:**

- a. There is a covered front porch and the garage does not extend beyond the front line of the porch, or
 - b. The garage is part of a two level façade that has a window (minimum 12 square feet, with 4" trim or shutters) on the second level that faces the street.
- 6. Garages may be side-oriented to the front lot line if windows occupy a minimum of 15% of the street-facing wall of the garage.
- 7. Exception. Where the street facing façade of the building is less than 24 feet long, the garage wall facing the street may be up to 12 feet long if there is one of the following:
 - a. Interior living area above the garage. The living area must be set back no more than 4 feet from the street facing garage wall; or
 - b. A covered balcony above the garage that is at least the same length as the street facing garage wall, at least 6 feet deep, and accessible from the interior living area of the dwelling unit.
- G. Maximum Building Coverage: 33% of the lot area. Accessory buildings 200 square feet or less are exempt from the maximum building coverage calculation.

Chapter 17.12 - R-6 Single-Family Dwelling District

17.12.020 Permitted uses.

Permitted uses in the R-6 district are:

- A. Single-family ~~dwellings~~ **detached residential units**;
- B. Publicly owned parks, playgrounds, playfields and community or neighborhood centers;
- C. Home occupations;
- ~~D. Farms, commercial or truck gardening and horticultural nurseries on a lot not less than twenty thousand square feet in area (commercial buildings are not permitted);~~
- ED. Temporary real estate offices in model homes, located on and limited to sales of real estate on a single piece of platted property upon which new residential buildings are being constructed;
- FE. Accessory uses, ~~and~~ buildings, **and dwellings**;
- GF. Family day care provider, subject to the provisions of Section 17.54.050;
- ~~H. Site built manufactured homes. (Ord. 94-1014 §2(part), 1994; Ord. 92-1026 §1(part), 1992; prior code §11-3-4(A))~~

17.12.030 Conditional uses.

The following conditional uses are permitted in this district when authorized by and in accordance with the standards contained in Chapter 17.56:

- A. Golf courses, except ~~midget~~ **miniature** golf courses, driving ranges or similar commercial enterprises;
- B. Uses listed in Section 17.56.030. (Prior code §11-3-2(B))

17.12.040 Dimensional standards.

Dimensional standards in the R-6 district are:

- A. Minimum lot areas, six thousand square feet;
- B. Minimum ~~average~~ lot width, ~~sixty~~ **fifty** feet;
- C. Minimum ~~average~~ lot depth, ~~one hundred~~ **seventy** feet;
- D. Maximum building height, two and one-half stories, not to exceed thirty-five feet;
- E. Minimum required setbacks:
 - 1. Front yard, ~~twenty~~ **ten** feet minimum ~~width~~ **depth**,
 - 2. **Attached and detached garage, twenty feet minimum depth from the public right-of-way where access is taken, except for alleys. Garages on an alley shall be setback a minimum of five feet in residential areas.**
 - 23. Interior side yard, nine feet minimum width for at least one side yard; five feet minimum width for the other side yard,
 - 34. Corner side yard, fifteen feet minimum width,
 - 45. Rear yard, twenty feet minimum ~~width~~ **depth**,
 - 56. Solar balance point, setback and height standards may be modified subject to the provisions of Section 17.54.070. (Ord. 91-1020 §2(part), 1991; prior code §11-3-4(C))
- F. **Garage Standards:**
 - 1. **The length of the garage wall facing the street may be up to 40% of the length of the street facing building façade, or**
 - 2. **The garage may be up to 50% of the length of the façade if the garage is recessed a minimum of 5 feet from the longest street facing façade, and,**
 - 3. **On corner lots, only one street-facing wall must meet the standards in (1) or (2) above, and**
 - 4. **A garage wall that faces the street may be no closer to the street than the longest street facing wall of the house except as provided in subsections (5) and (6) below.**
 - 5. **A garage may extend up to 5 feet in front of the longest front façade if:**

- a. There is a covered front porch and the garage does not extend beyond the front line of the porch, or
 - b. The garage is part of a two level façade that has a window (minimum 12 square feet, with 4" trim or shutters) on the second level that faces the street.
- 6. Garages may be side-oriented to the front lot line if windows occupy a minimum of 15% of the street-facing wall of the garage.
- 7. Exception. Where the street facing façade of the building is less than 24 feet long, the garage wall facing the street may be up to 12 feet long if there is one of the following:
 - a. interior living area above the garage. The living area must be set back no more than 4 feet from the street facing garage wall; or
 - b. A covered balcony above the garage that is at least the same length as the street facing garage wall, at least 6 feet deep, and accessible from the interior living area of the dwelling unit.
- G. Maximum Building Coverage: 36% of the lot area. Accessory buildings 200 square feet or less are exempt from the maximum building coverage calculation.

~~Chapter 17.13 R-6/MH Single-family Dwelling District~~
THIS SECTION IS DELETED FROM THE CODE

Chapter 17.14 McLoughlin Conditional Residential District

17.14.050 Dimensional standards.

Dimensional standards in the RC-4 district are:

A. Density. Minimum lot area:

1. Single family dwellings, six thousand square feet;
2. Two-family dwellings, eight thousand square feet.

B. Reconstruction-Rebuilding of Damaged Structures Buildings. A building structure containing an existing residential use in excess of this density standard which is **substantially** damaged by fire, other calamity, act of God, or the public enemy may be ~~reconstructed~~ **rebuilt** to its original ~~condition~~ **density** provided that ~~reconstruction~~ **rebuilding** be started within one year following the damage and reconstruction be completed within eighteen months of the time reconstruction is commenced.

~~Chapter 17.16 RD-4 Two-Family Dwelling District~~
THIS SECTION IS DELETED FROM THE CODE

Chapter 17.16 – R-3.5 Dwelling District

17.16.010 Designated.

This residential district allows single-family **attached and detached residential units**, and two-family dwellings. (Prior code §11-3-6(part))

17.16.020 Permitted uses.

Uses permitted in the **RD-4-3.5** district are:

- A. Two-family dwellings (duplexes);
- B. Single-family **detached residential units**~~dwellings~~;
- C. Single-family attached **residential units**~~dwellings~~ (**No more than six dwelling units may be attached in a row**);
- D. Publicly owned parks, playgrounds, playfields and community or neighborhood centers;
- E. Home occupations;
- ~~F. Farms, commercial or truck gardening and horticultural nurseries on a lot not less than twenty thousand square feet in area (commercial buildings are not permitted);~~
- GF. Temporary real estate offices in model homes, located on and limited to sales of real estate on a single piece of platted property upon which new residential buildings are being constructed;
- HG. Accessory uses, ~~and~~ buildings, **and dwellings**;
- IH. Family day care provider, subject to the provisions of Section 17.54.050;
- ~~J. Manufactured dwelling parks, if designated MR/MDP, and subject to the provisions of Chapter 17.66;~~
- ~~K. Site built manufactured homes. (Ord. 99-1027 §2, 1999; Ord. 94-1014 §2(part), 1994; Ord. 92-1024 §5, 1992; prior code §11-3-6(A))~~

17.16.030 Conditional uses.

The following conditional uses are permitted in this district when authorized by and in accordance with the standards contained in Chapter 17.56:

- A. Golf courses, except ~~midget~~ **miniature** golf courses, driving ranges or similar commercial enterprises;
- B. Uses listed in Section 17.56.030. (Prior code §11-3-6(B))

17.16.040 Dimensional standards.

Dimensional standards in the **RD-4-3.5** district are:

- A. Minimum Lot Area.
 - ~~1. Two family dwellings, eight thousand square feet;~~
 - ~~2. Single family dwellings, six thousand square feet;~~
 - ~~3. Single family attached dwellings, four thousand square feet;~~
 - 1. Residential uses, three thousand five hundred square feet per unit.**
 - ~~42. Non-residential uses, six thousand square feet zero minimum;~~
- B. Minimum ~~average~~ lot width, ~~sixty~~**twenty-five** feet; ~~except for single family attached units, in which case the minimum lot width per lot is forty feet;~~
- C. Minimum ~~average~~ lot depth, ~~one hundred~~**seventy** feet;
- D. Maximum building height, two and one-half stories, not to exceed thirty-five feet;
- E. Minimum Required Setbacks.
 - 1. Front yard, ~~fifteen~~**five** feet minimum depth,
 - 2. Interior side yard,
 - Detached unit, 5 feet minimum depth**
 - Attached unit, -7 feet minimum depth on the side that does not abut a common property line. nine feet width for at least one side yard; seven feet minimum width for the other side, with the minimum nine foot side yard**

applying to single-family attached dwellings on the side that does not abut the common property line;

3. Corner side yard, ~~twenty~~ten-foot minimum width,
4. Rear yard, fifteen-foot minimum depth,
5. Solar balance point, setback and height standards may be modified subject to the provisions of Section 17.54.070. (Ord. 99-1027 §3, 1999; Ord. 91-1020 §2(part), 1991; prior code §11-3-6(C))
6. Attached and detached garages, twenty feet minimum depth from the public right-of-way where access is taken, except for alleys. Garages on an alley shall be setback a minimum of five feet.

F. Garage Standards:

1. The length of the garage wall facing the street may be up to 40% of the length of the street facing building façade, or
2. The garage may be up to 50% of the length of the façade if the garage is recessed a minimum of 5 feet from the longest street facing façade, and,
3. On corner lots, only one street-facing wall must meet the standards in (1) or (2) above, and
4. A garage wall that faces the street may be no closer to the street than the longest street facing wall of the house except as provided in subsections (5) and (6) below.
5. A garage may extend up to 5 feet in front of the longest front façade if:
 - a. There is a covered front porch and the garage does not extend beyond the front line of the porch, or
 - b. The garage is part of a two level façade that has a window (minimum 12 square feet, with 4" trim or shutters) on the second level that faces the street.
6. Garages may be side-oriented to the front lot line if windows occupy a minimum of 15% of the street-facing wall of the garage.
7. Exception. Where the street facing façade of the building is less than 24 feet long, the garage wall facing the street may be up to 12 feet long if there is one of the following:
 - a. Interior living area above the garage. The living area must be set back no more than 4 feet from the street facing garage wall; or
 - b. A covered balcony above the garage that is at least the same length as the street facing garage wall, at least 6 feet deep, and accessible from the interior living area of the dwelling unit.

G. Maximum Building Coverage: 45% of the lot area. Accessory buildings 200 square feet or less are exempt from the maximum building coverage calculation.

17.16.050 Lots of record.

~~An existing lot of record with a minimum lot size of five thousand square feet may only be occupied by a single-family dwelling, providing that yard requirements are met. An existing lot with an area of less than five thousand square feet is subject to variance procedures, pursuant to Chapter 17.60. If the variance is granted, the only permitted use of the lot is a single-family dwelling. (Prior code §11-3-6(D))~~

17.16.060 Single-family attached dwelling residential units and duplex units.

The following standards apply to single-family dwellings, in addition to the standards in Section 17.16.040.

- A. Maintenance Easement. Prior to building permit approval, the applicant shall submit a recorded mutual easement that runs along the common property line. This easement shall be sufficient to guarantee rights for maintenance purposes of structure and yard, but in no case shall it be less than five feet in width.
- B. Conversion of Existing Duplexes. Any conversion of an existing duplex unit into two single-family attached dwellings shall be reviewed for compliance with the requirements in Section

~~17.16.040(A)(3), 17.16.040(B) and 17.16.040(E)(2)~~, and the sState of Oregon One and Two Family Dwelling Specialty Code prior to final recordation of the land division replat. (Ord. 99-1027 §4, 1999)

~~Chapter 17.18 – RA-2 Multi-Family Dwelling District~~
Chapter 17.18 – R-2 Multi-Family Residential District

17.18.010 Designated.

The purpose of this residential district is to allow for single-family **attached residential units**, two-family and multi-family ~~dwelling~~**residential units**. (Prior code §11-3-7(part))

17.18.020 Permitted uses.

Permitted uses in the RA-2 district are:

- A. Multi-family ~~dwelling~~**residential units**;
- B. Two-family dwellings;
- C. Single-family ~~dwelling~~**attached residential units**;
- D. Publicly owned parks, playgrounds, playfields and community or neighborhood centers;
- E. Home occupations;
- F. ~~Farms, commercial or truck gardening and horticultural nurseries on a lot not less than twenty thousand square feet in area (commercial buildings are not permitted);~~
- GF.** Temporary real estate offices in model homes, located on and limited to sales of real estate on a single piece of platted property upon which new residential buildings are being constructed;
- HG.** Accessory buildings;
- IH.** Family day care provider, subject to the provisions of Section 17.54.050. (Prior code §11-3-7(A)); and
- I. Management and associated offices and building necessary for the operations of a multi-family residential development.**

17.18.030 Conditional uses.

The following conditional uses are permitted in this district when authorized and in accordance with the standards contained in Chapter 17.56:

- A. Golf courses, except ~~midget~~**miniature** golf courses, driving ranges or similar commercial enterprises;
- B. Uses listed in Section 17.56.030;
- C. Mobile home parks. (Prior code §11-3-7(B))

17.18.040 Dimensional standards.

Dimensional standards in the RA-2 district are:

- A. Minimum lot area:
 - 1. ~~Single-family dwellings, six thousand square feet,~~
 - 2. ~~Two-family dwellings, eight thousand square feet,~~
 - 3. ~~Multi-family dwellings, four thousand square feet minimum for each of the first two units, and two thousand square feet minimum for each additional unit,~~**Residential units, 2,000 square feet per unit.**
 - 4. ~~Nonresidential uses, six thousand square feet~~**zero minimum;**
- B. Minimum ~~average~~**lot width, sixty** ~~twenty~~ feet;
- C. Minimum ~~average~~**lot depth, one hundred** ~~seventy~~ feet;
- D. Maximum building height, ~~three~~**four** stories, not to exceed ~~forty~~**fifty**-five feet;
- E. Minimum required setbacks:
 - 1. Front yard, ~~fifteen~~**five** feet minimum depth (**May be reduced to zero through Site Plan and Design Review**),
 - 2. ~~Interior~~**Side** yard, **five** feet minimum width ~~ten feet minimum width,~~

3. Corner side yard, ~~twenty~~ten feet minimum width,
 4. Rear yard;
 - a. **Residential units prior to adoption of this ordinance, ten feet minimum depth'**
 - c. **Nonresidential and Multiple family residential units, ten feet minimum depth,**
 - d. **Single Family attached residential units and duplex development after adoption of this ordinance, twenty feet minimum depth;**
 5. Buffer Area. If a multi-family ~~dwelling~~**residential unit** in this district abuts ~~or faces an~~ R-10, R-8, or R-6 ~~or RD-4 zone~~**use**, there shall be required a **landscaped** yard of ~~twenty-five~~ten feet on the side abutting ~~or facing~~ the adjacent zone in order to provide a buffer area and landscaping thereof shall be subject to site plan review.; **The Community Development Director may waive any of the foregoing requirements if it is found that the requirement is unnecessary on a case by case basis.**
 6. Solar balance point, setback and height standards may be modified subject to the provisions of Section 17.54.070. (Ord. 91-1020 §2(part), 1991; prior code §11-3-7(C))
 7. **Attached and detached garages, twenty feet minimum depth from the public right-of-way where access is taken, except for alleys. Garages on an alley shall be setback a minimum of five feet.**
- F. Garage Standards:**
1. The length of the garage wall facing the street may be up to 40% of the length of the street facing building façade, or
 2. The garage may be up to 50% of the length of the façade if the garage is recessed a minimum of 5 feet from the longest street facing façade, and,
 3. On corner lots, only one street-facing wall must meet the standards in (1) or (2) above, and
 4. A garage wall that faces the street may be no closer to the street than the longest street facing wall of the house except as provided in subsections (5) and (6) below.
 5. A garage may extend up to 5 feet in front of the longest front façade if:
 - a. There is a covered front porch and the garage does not extend beyond the front line of the porch, or
 - b. The garage is part of a two level façade that has a window (minimum 12 square feet, with 4" trim or shutters) on the second level that faces the street.
 6. Garages may be side-oriented to the front lot line if windows occupy a minimum of 15% of the street-facing wall of the garage.
 7. Exception. Where the street facing façade of the building is less than 24 feet long, the garage wall facing the street may be up to 12 feet long if there is one of the following:
 - a. Interior living area above the garage. The living area must be set back no more than 4 feet from the street facing garage wall; or
 - b. A covered balcony above the garage that is at least the same length as the street facing garage wall, at least 6 feet deep, and accessible from the interior living area of the dwelling unit.

17.18.050 Lots of record.

~~An existing lot of record with a minimum lot size of five thousand square feet may only be occupied by a single family dwelling, providing that yard requirements are met. An existing lot with an area of less than five thousand square feet is subject to variance procedures, pursuant to Chapter 17.60. If the variance is granted, the only permitted use of the lot is a single family dwelling. (Prior code §11-3-7(D))~~

17.18.060 Single-Family Attached Dwellings

The following standards apply to single-family attached residential units and duplex units.

- A. **Maintenance Easement.** Prior to building permit approval, the applicant shall submit a recorded mutual easement that runs along the common property line. This easement shall

be sufficient to guarantee rights for maintenance purposes of structure and yard, but in no case shall it be less than five feet in width;

- B. Conversion of Existing Duplexes.** Any conversion of an existing duplex unit into two single-family attached residential units shall be reviewed for compliance with the requirements of this Chapter 17.18, and the State of Oregon One and Two Family Dwelling Specialty Code prior to final recordation of the land division replat.

Chapter 17.20 – LOC Limited Office Conditional District

This Section shall be removed from the Code.

Chapter 17.24 – NC Neighborhood Commercial District**17.24.010 Designated.**

The neighborhood commercial district allows for small scale commercial **and mixed** uses designed to serve a convenience need for residents in the surrounding low density neighborhood. (Prior code §11-3-10(part))

17.24.020 Permitted uses.

Permitted uses in the NC district are neighborhood commercial uses, as defined as:

Antique Shops**Apparel shop****Art, gallery, store, supplies****Bakery, retail****Barber shop****Beauty parlor****Bicycle sales, service, rental****Bookstore****Candy store****Clothes cleaning and pressing****Craft store****Custom dressmaking and tailoring****Dry cleaners****Dry cleaners, self-service****Dry cleaning agencies****Delicatessen store****Drug stores****Dry good stores****Florist shops****Gift shops****Grocery, fruit or vegetable store****Hardware store****Ice-cream store****Interior decoration, including drapery and upholstery****Jewelry store****Laundromat, self-service****Laundry agencies****Locksmith****Music store****Plant or garden shop****Printing and copy service (no audible sounds beyond the premises)**

Seasonal sales, subject to the provisions of Section 17.54.060

Shoe sales, repair

Small grocery, fruit or vegetable store

Stationary store**Studio for art, dance, music, photo****Watch and clock repair shop**

~~Uses permitted in the R-6 single family dwelling district. (Ord. 92-1007 §1(part), 1992; prior code §11-3-10(A))~~

17.24.030 Limited Uses

Dwelling units are permitted above the ground floor if in conjunction with a permitted use as identified in Section 17.24.020 above.

~~17.24.030 Conditional uses.~~

~~The conditional uses listed in Section 17.56.030 are permitted in this district when authorized and in accordance with standards contained in Chapter 17.56 of this title. (Prior code §11-3-10(B))~~

17.24.040 Dimensional standards.

Dimensional standards in the NC district are:

A. Minimum lot area:

- ~~1. Residential, six thousand square feet;~~
- ~~2. Nonresidential, six thousand square feet;~~

BA. Maximum building height, ~~one two and one half stories~~ story, not to exceed ~~thirty two~~ twenty-five feet;

B. Maximum building footprint, 10,000 square feet**C. Minimum required setbacks if not abutting a residential zone: None:**

- ~~1. Front yard, fifteen feet minimum depth;~~
- ~~2. Interior side yard, ten feet minimum width;~~
- ~~3. Corner side yard, fifteen feet minimum width;~~
- ~~4. Rear yard, ten feet minimum depth. (Prior code §11-3-10(C))~~

C. Minimum required interior and rear yard setbacks if abutting a residential zone: 10 feet.**D. Maximum allowed setback:**

- a. Front yard: 5 feet (May be extended with Site Plan and Design Review section 17.62.055).
- b. Interior yard: None
- c. Corner side yard abutting a street: 30 feet, provided the Site Plan and Design Review requirements of Section 17.62.055 are met.
- d. Rear yard: None

E. Parking Standards. The minimum required off-street vehicular parking standards requirements of Chapter 17.25 may be reduced by 10% for mixed-use projects, subject to a determination by the Community Development Director that the project qualifies as a "mixed-use" project.

Chapter 17.26 HC HISTORIC COMMERCIAL DISTRICT**17.26.020 Permitted uses.**

Permitted uses in the HC district are all historic commercial uses, defined as:

Antique shops

Apparel stores

Art, gallery supplies

Bakery, retail

Book stores

Coffee shops

Craft stores

Delicatessen stores

Drug stores

Florist shops

Gift shops

Grocery, fruit or vegetable stores

Hair salons

Interior decoration, including drapery and upholstery

Jewelry stores

Music stores

Notion or variety stores

Offices

Photography studios

Plant or garden shops

Restaurants

Studios, art, dance, music, photo

Uses, as approved by the Community Development Director, that are consistent with the purpose of the HC zoning district.

Uses permitted in the R-6 single-family dwelling district. (Prior code §11-3-11(A))

17.26.030 Conditional uses.

The following conditional uses and their accessory uses are permitted in this district when authorized by and in accordance with the standards contained in Chapter 17.56:

~~A. Uses permitted in the C general commercial district;~~

~~B. Uses permitted in the LC limited commercial district;~~

~~C. Uses permitted in the LO limited office district;~~

~~D. Uses permitted in the NC neighborhood commercial district;~~

~~E. Bed and breakfast inns. (Ord. 96-1026 §2, 1996; prior code §11-3-11(B))~~

A. Uses listed in Section 17.56.030.

17.26.040 Historic building preservation.

Existing historic buildings (defined as primary, secondary or compatible buildings in a National Register Historic district) shall be used for historic commercial or residential use. If, however, the owner can demonstrate to the planning commission that no economically feasible return can be gained for a particular structure, and that such structure cannot be rehabilitated to render such an economic return, the planning commission may grant an exception to the Historic Building Preservation Policy. Such an exception shall be the minimum necessary to allow for an economic return for the land, while preserving the integrity of the Historic Building Preservation Policy in other structures in the area. The planning commission may condition the grant of any such application to these ends. The planning commission may delay action on such an application subject to consideration by the historic review board as provided in Chapter 17.40. (Prior code §11-3-11(C))

17.26.050 Dimensional standards.**A. Minimum lot area:**

1. Residential, five thousand square feet,
2. Nonresidential, minimum not required;

B. Minimum required setbacks:

1. Front yard, fifteen feet minimum depth,
2. Interior side yard, ten feet minimum width,
3. Corner side yard, ten feet minimum width,
4. Rear yard, ten feet minimum depth;

~~**C. Maximum building size; two thousand square feet;**~~**DC. Maximum building height, two and one-half stories, not to exceed thirty-five feet for new buildings. (Prior code §11-3-11(D)one and one-half stories, not to exceed twenty-five feet for new buildings. (Prior code §11-3-11(D))**

Chapter 17.28- Limited Commercial District

This Section shall be removed from the Code.

**THIS IS A NEW CHAPTER TO THE OREGON CITY MUNICIPAL CODE
CHAPTER 17.29“MUC” - MIXED USE CORRIDOR DISTRICT**

SECTIONS

- 17.29.010 Designated**
- 17.29.020 Permitted uses**
- 17.29.030 Conditional uses**
- 17.29.040 Prohibited uses**
- 17.29.050 Dimensional standards, MUC-1**
- 17.29.060 Dimensional standards, MUC-2**
- 17.29.070 Dimensional standards, signage**
- 17.29.080 Explanation of certain standards**

17.29.010 DESIGNATED

The Mixed Use Corridor (MUC) District is designed to apply along selected sections of transportation corridors such as Mollala Avenue, 7th Street and Beavercreek Road, and along Warner-Milne Road. A mix of high-density residential, office, and small-scale retail uses are encouraged in this District. Commercial uses are only allowed in conjunction with mixed-use office and residential developments, except for small stand-alone buildings. Moderate density (MUC-1) and high density (MUC-2) options are available within the MUC zoning district. The area along 7th Street is an example of MUC-1, and the area along Warner-Milne Road is an example of MUC-2.

17.29.020 PERMITTED USES.

Permitted uses in the “MUC” District are defined as:

- A. Banquet, conference facilities and meeting rooms**
- B. Bed and Breakfast, and other small lodging facilities for up to ten guests per night**
- C. Child Care facilities**
- D. Health and fitness clubs**
- E. Medical and Dental Clinics, outpatient; infirmary services**
- F. Museums and Cultural Facilities**
- G. Offices**
- H. Outdoor markets, such as produce stands, craft markets, and farmers markets that are operated on the weekends and after 6pm during the weekday.**
- I. Postal Services**
- J. Publicly owned parks, playgrounds, play fields and community or neighborhood centers**
- K. Repair shops, for radio and television, office equipment, bicycles, electronic equipment, shoes and small appliances and equipment**
- L. Restaurants, eating and drinking establishments without a drive through**

- M. Retail services, including personal, professional, educational and financial services; laundry and dry-cleaning;
- N. Retail trade, including gift shops, bakeries, delicatessens, florists, pharmacies, specialty stores and any other use permitted in the Neighborhood, Historic or Limited Commercial Districts, provided the maximum footprint for a stand alone building with a single use does not exceed 10,000 square feet.
- O. Senior Housing, including congregate care, residential care and assisted living facilities; nursing homes and other types of group homes¹
- P. Studios and galleries, including dance, art, photography, music and other arts
- Q. Units, single-family detached residential existing prior to adoption of this ordinance
- R. Units, single-family attached residential and two-family
- S. Units, multifamily residential
- T. Utilities – Basic and linear facilities, such as water, sewer, power, telephone, cable, electrical, and natural gas lines, not including major facilities such as sewage and water treatment plants, pump stations, water tanks, telephone exchanges and cell towers.
- U. Veterinary clinics or pet hospitals, pet day care

17.29.030 CONDITIONAL USES

The following uses are permitted in this District when authorized and in accordance with the process and standards contained in Chapter 17.56:

- A. Clubs/Lodges
- B. Car Washes
- B. Drive-in or drive-through facilities
- C. Emergency Services
- D. Museums and Cultural Facilities
- E. Outdoor markets that do not meet the criteria of Section 17.29.020.H above
- F. Public utilities and services, including courts, libraries, and general government offices
- G. Religious Institutions
- H. Retail trade, including gift shops, bakeries, delicatessens, florists, pharmacies, specialty stores and any other use permitted in the Neighborhood, Historic or

¹ Residential development where each living unit has its own kitchen with a stove, sink and refrigerator will be treated as apartments, and subject to the density requirements of Section 17.29.050.H.

Limited Commercial Districts that have a footprint for a stand alone building with a single use in excess of 10,000 square feet.

- I. Schools, including trade schools and technical institutes
- J. Vehicle fuel sales

17.29.040 PROHIBITED USES

The following uses are prohibited in the MUC District:

- A. Bulk retail or wholesale uses
- B. Hotels and motels, commercial lodging
- C. Hospitals
- D. Indoor and outdoor recreation facilities
- E. Kennels
- F. Motor vehicle and heavy equipment service², repair, sales, rental or storage
- G. Outdoor sales or storage³
- H. Self-service storage

17.29.050 DIMENSIONAL STANDARDS, MUC-1

- A. Minimum lot areas: None
- B. Maximum building height: Whichever is less - 45 feet or 3 stories
- C. Minimum required setbacks if not abutting a residential zone: None
- E. Minimum required interior and rear yard setbacks if abutting a residential zone: 20 feet, plus one-foot additional yard setback for every one-foot of building height over 35 feet.
- F. Maximum allowed setbacks:
 - 1. Front yard: 5 feet (May be extended with Site Plan and Design Review section 17.62.055)
 - 2. Interior side yard: None
 - 3. Corner side yard abutting street: 30 feet provided the Site Plan and Design Review requirements of section 17.62.055 are met
 - 4. Rear yard: None
- G. Parking standards. The minimum required off-street vehicular parking standards requirements of Chapter 17.25 may be reduced by 10% for mixed-use transit orientated projects, subject to a determination by the Community Development Director that the project qualifies as a "mixed-use" project

² Heavy equipment includes but is not limited to construction equipment and machinery and farming equipment

³ Except secured areas for overnight parking or temporary parking of vehicles used in the business

- H. Maximum lot coverage of the building and parking lot: 80%
- I. Minimum required landscaping (including parking lot): 20%.

17.29.060 PERMITTED USES, MUC -2

Those uses allowed in 17.29.020 with the following exception:

- A. Retail Trade, including gift shops, bakeries, delicatessens, florists, pharmacies, specialty stores and any other use permitted in the Neighborhood, Historic or Limited Commercial Districts, provided the maximum footprint for a stand alone building with a single use does not exceed 60,000 square feet.

17.29.070 DIMENSIONAL STANDARDS, MUC-2

- A. Minimum lot area: None
- B. Minimum Floor Area Ratio: 0.35
- C. Minimum building height: 25 feet or 2 stories
- D. Maximum building height: 60 feet
- E. Minimum required setbacks if not abutting a residential zone: None
- F. Minimum required interior and rear yard setbacks if abutting a residential zone: 15 feet, plus one foot additional yard setback for every two feet of building height over 35 feet.
- G. Maximum allowed setbacks
 - 1. Front yard: 5 feet (May be expanded with Site Plan and Design Review section 17.62.055)
 - 2. Interior side yard: None
 - 3. Corner side yard abutting street: 20 feet provided the Site Plan and Design Review requirements of section 17.62.055 are met.
 - 4. Rear yard: None
- H. Parking standards: The minimum required off-street vehicular parking standards of Chapter 17.25 may be reduced by 25% for mixed-use projects, subject to a determination by the Planning Director that the project qualifies as a "mixed-use" project.
- I. Maximum site coverage of building and parking lot: 90%
- J. Minimum landscaping requirement (including parking lot): 10%.

17.29.080 EXPLANATION OF CERTAIN STANDARDS

- A. Floor Area Ratio (FAR)
 - 1. Purpose
Floor area ratios are a tool for regulating the intensity of development. Minimum FARs help to achieve more intensive forms of building development in areas appropriate for larger-scale buildings and higher residential densities.

2. Standards

- a. The minimum floor area ratios contained in 17.29.050 and 17.29.060 apply to all non-residential and mixed-use building development, except stand-alone commercial buildings less than 10,000 square feet in floor area.**
- b. Required minimum FARs shall be calculated on a project-by-project basis and may include multiple contiguous blocks. In mixed-use developments, residential floor space will be included in the calculations of floor area ratio to determine conformance with minimum FARs.**
- c. An individual phase of a project shall be permitted to develop below the required minimum floor area ratio provided the applicant demonstrates, through covenants applied to the remainder of the site or project or through other binding legal mechanism, that the required density for the project will be achieved at project buildout.**

B. Building Height**1. Purpose**

Minimum and maximum building height standards serve several purposes. They promote a compatible building scale and relationship of one structure to another. Building height standards also establish a consistent streetscape.

A minimum 2-story (25') building height is established for the MUC-2 District to ensure that the Zoned MUC-2 will develop with at least two-story buildings.

2. Standards

Minimum and maximum building heights are specified in 17.29.050 and 17.29.060. The minimum building height standard applies generally to new commercial, residential, and mixed-use buildings. The minimum height requirement does not apply to accessory structures, or to buildings with less than 1,000 square feet of floor area.

D. Other standards

See OCMC Chapter 17.62 for additional details on building setbacks, building orientation and primary entrances, and ground floor window requirements.

**THIS IS A NEW CHAPTER TO THE OREGON CITY MUNICIPAL CODE
CHAPTER 17.31 "MUE" -- MIXED USE EMPLOYMENT DISTRICT**

SECTIONS

- 17.31.010 Designated**
- 17.31.020 Permitted uses**
- 17.31.030 Limited uses**
- 17.31.040 Conditional uses**
- 17.31.050 Prohibited uses**
- 17.31.060 Dimensional standards**
- 17.31.070 Explanation of certain standards**

17.31.010 DESIGNATED

The MUE zone is designed for employment-intensive uses such as large offices and research and development complexes. Some commercial uses are allowed, within limits. The County offices and Willamette Falls Hospital are examples of such employment-intensive uses.

17.31.020 PERMITTED USES

Permitted uses in the MUE district are defined as:

- A. Auditoriums, exhibition halls**
- B. Banks, savings, credit union, stocks & mortgages**
- C. Banquet, conference facilities and meeting rooms**
- D. Carpenter shops, wood product manufacturing¹**
- E. Child care facilities**
- F. Clinics, outpatient; infirmary services**
- G. Employment training and business services**
- H. Health and fitness clubs, including tennis courts and swimming pools, but exclusive of spectator sports facilities**
- I. Hotels and motels, commercial lodging**
- J. Hospitals, Medical Centers, and Emergency Service Facilities**
- K. Industrial uses including design, light manufacturing, processing, assembly, packaging, fabrication and treatment of products made from previously prepared or semi-finished materials¹**
- L. Offices**

¹ These uses shall have no or minimal off-site impacts, e.g. noise, glare, odor, and vibration, and all activities shall be conducted wholly within an enclosed building.

- M. Outdoor markets, such as produce stands, craft markets, and farmers markets that are operated on the weekends and after 6pm during the weekday.
- N. Postal services
- O. Printing, publishing, bookbinding, graphic or photographic reproduction, blueprinting or photo processing, photo engraving
- P. Public utilities and services, including courts, libraries, and general government offices
- Q. Research and development offices and laboratories, related to scientific, educational, electronics, and communications endeavors¹
- R. Single-family detached residential existing prior to adoption of this ordinance
- S. Software development
- T. Transit and passenger rail center & station, exclusive of transit storage areas
- U. Utilities

17.31.030 LIMITED USES

The following permitted uses, alone or in combination, shall not exceed 20% of the total gross floor area of all of the other permitted and conditional uses within the MUE development site or complex. The total gross floor area of two or more buildings may be used, even if the buildings are not all on the same parcel or owned by the same property owner, as long as they are part of the same development site, as determined by the Community Development Director.

- A. Art stores, galleries, photography studios and shops
- B. Bakeries, retail
- C. Barber shops, beauty shops, other personal services
- D. Custom dressmaking, tailoring
- E. Drug stores, pharmacies
- F. Dry cleaners
- G. Grocery, fruit or vegetable stores
- H. Office equipment (sales and service)
- I. Restaurants, eating and drinking establishments

¹ These uses shall have no or minimal off-site impacts, e.g. noise, glare, odor, and vibration, and all activities shall be conducted wholly within an enclosed building.

- J. Specialty retail shops, including but not limited to florist, music, gifts, confectionery, books, stationary, hobby, jewelry, bath and kitchen ware, shoes, linen, furniture, hardware, garden supply, appliances and electronics stores, delicatessens, provided the maximum footprint for a stand alone building with a single use does not exceed 60,000 square feet.**
- K. Trade schools and technical and professional institutes, business schools, job training, vocational rehabilitation, exclusive of elementary, secondary, and full curricula colleges and universities.**

17.31.040 CONDITIONAL USES

The following conditional uses are permitted when authorized and in accordance with the process and standards contained in Chapter 17.56.

- A. Ambulance services**
- B. Building materials, sales and supplies (as described in OCMC 17.31.080(A), and not including outdoor storage or outdoor display and sales of building materials**
- C. Correctional, detention and work release facilities**
- D. Drive-in or drive-through facilities for banks, restaurants, pharmacies, and other commercial uses**
- F. Museums and cultural institutions**
- G. Outdoor markets that do not meet the criteria of Section 17.31.020.M above**
- F. Private clubs and lodges**
- G. Public facilities, such as sewage treatment plants, water towers, pumps stations, recycling and resource recovery centers**
- H. Veterinary or pet hospital, dog daycare**
- I. Schools - elementary, secondary, and full curricula colleges and universities**

17.31.050 PROHIBITED USES

The following uses are prohibited in the MUE district:

- A. Bulk fuel dealerships and storage yards, including card locks**
- B. Concrete mixing and sale**
- C. Contractors equipment yard**
- D. Distributing, wholesaling and warehousing**
- E. Draying, trucking and automobile freighting yard**
- F. Entertainment centers and facilities, outdoor**

- G. Foundry casting lightweight non-ferrous metals
- H. Ice or cold storage plant
- I. Junk yards, salvage yards, wrecking yards, storage yards and recycling centers
- J. Kennels
- K. Machinery, equipment or implement sales, service or rental relating to farming and construction (heavy equipment)
- L. Motor vehicle, travel trailer, recreation vehicle, motorcycle, truck, manufactured home, and boat sales, leasing, rental or storage
- M. Recreational vehicle (RV) parks, including sites established or maintained for travel trailers, truck campers, camping trailers, and self-propelled motor homes
- N. Religious institutions, such as churches, mosques and synagogues
- O. Self-storage facilities
- P. Storage yard for contractor's equipment, transit vehicles, and related vehicle or equipment maintenance activities
- Q. Warehouse/freight movement
- R. Wholesale and bulk sales

17.31.060 DIMENSIONAL STANDARDS

- A. Minimum lot areas: None
- B. Minimum Floor Area Ratio (as described as 17.31.080(B): 0.35
- C. Minimum building height: None
- D. Maximum building height: except as otherwise provided in subsection D(1) of this section building height shall not exceed sixty feet.
 - 1. In that area bounded by Leland Road, Warner Milne Road and Molalla Avenue, and located in this zoning district, the maximum building height shall not exceed eighty-five feet in height.
- E. Minimum required setbacks: No side or rear yard setbacks are required, except that a 50-foot setback shall be required wherever the MUE zone directly abuts any type of commercial or residential zone
- F. Maximum allowed setbacks: No maximum limit provided the Site Plan and Design Review requirements of Section 17.62.055 are met. Development of a campus with an approved Master Plan in the MUE zone is exempt from Section

17.62.055.D.1 of Site Plan and Design Review. All other standards are applicable.

- G. Maximum site coverage of the building and parking lot: 80%**
- H. Minimum landscape requirement (including the parking lot): 20%**
The design and development of the landscaping in this district shall:
 - 1. Enhance the appearance of the site internally and from a distance;**
 - 2. Include street trees and street side landscaping;**
 - 3. Provide an integrated open space and pedestrian way system within the development with appropriate connections to surrounding properties;**
 - 4. Include, as appropriate, a bikeway walkway or jogging trail;**
 - 5. Provide buffering or transitions between uses;**
 - 6. Encourage outdoor eating areas appropriate to serve all the uses within the development;**
 - 7. Encourage outdoor recreation areas appropriate to serve all the uses within the development.**

**THIS IS A NEW CHAPTER TO THE OREGON CITY MUNICIPAL CODE
CHAPTER 17.34 "MUD" -- MIXED USE DOWNTOWN DISTRICT**

SECTIONS

- 17.34.010 Designated**
- 17.34.020 Permitted uses**
- 17.34.030 Conditional uses**
- 17.34.040 Prohibited uses**
- 17.34.050 Pre-existing industrial uses**
- 17.34.060 Dimensional standards, except for within overlay area**
- 17.34.070 Dimensional standards, historic downtown overlay area**
- 17.34.080 Dimensional standards, signs**
- 17.34.090 Explanation of certain standards**

17.34.010 DESIGNATED

The Mixed-Use Downtown (MUD) District is designed to apply within the traditional downtown core along Main Street, and includes the "north-end" area, generally between 5th Street and Abernethy Street, and some of the area bordering McLoughlin Boulevard. A mix of high-density residential, office and retail uses are encouraged in this District, with primarily retail and service uses on the ground floor, and primarily office and residential uses on the upper floors. The emphasis is on those uses that encourage pedestrian and transit use. This District includes an overlay design sub-district for the historic downtown area. The design standards for this sub-district require a continuous storefront façade featuring streetscape amenities to enhance the active and attractive pedestrian environment.

17.34.020 PERMITTED USES

Permitted uses in the "MUD" District are defined as:

- A. Any use permitted in the Neighborhood, Historic, Limited or General Commercial zone districts, unless otherwise restricted in Sections 17.34.030 or 17.34.040**
- B. Banquet, conference facilities and meeting rooms**
- C. Child care facilities**
- D. Clubs/lodges**
- E. Residential Units, single-family detached residential existing prior to adoption of this ordinance**
- F. Residential Units, single-family and two-family attached**
- G. Residential Units, multi-family**
- H. Heath and fitness clubs**
- I. Hotel and motel, commercial lodging**
- J. Indoor recreational facilities, including theaters**
- K. Marinas**

- L. Medical and dental clinics, outpatient; infirmary services
- M. Museums and cultural facilities
- M. Offices
- N. Outdoor markets, such as produce stands, craft markets, and farmers markets that are operated on the weekends and after 6pm during the weekday.
- O. Postal services
- P. Publicly owned parks, play fields and community or neighborhood centers
- Q. Religious institutions
- R. Repair shops, for office equipment, bicycles, electronic equipment, shoes and small appliances
- S. Restaurants, eating and drinking establishments
- T. Retail services, including professional, educational and financial services; laundry and dry-cleaning
- U. Retail trade, including grocery, hardware, and gift shops, bakeries, delicatessens, florists, pharmacies, specialty stores provided the maximum footprint of a free standing building with a single use does not exceed 60,000 square feet.
- V. Senior housing, including congregate care, residential care and assisted living, nursing homes and other types of group homes
- W. Studios and galleries, including dance, art, photography, music and other arts
- X. Utilities

17.34.030 CONDITIONAL USES

The following uses are permitted in this District when authorized and in accordance with the process and standards contained in Chapter 17.56.

- A. Car washes
- B. Drive-in or drive-through facilities
- C. Emergency services
- D. Hospitals
- E. Motor vehicle service, repair, sales, rental or storage
- F. Outdoor markets that do not meet the criteria of Section 17.34.020.N above

- G. Outdoor recreational facilities
- H. Repairs shop for small engines, such as lawnmowers, leaf blowers and construction-related equipment
- I. Retail trade, including grocery, hardware, and gift shops, bakeries, delicatessens, florists, pharmacies, and specialty stores in a free standing building exceeding a foot print of 60,000 square feet
- J. Bulk retail and wholesale uses
- K. Public utilities and services, including courts, libraries, and general government offices

17.34.040 PROHIBITED USES

The following uses are prohibited in the MUD District

- A. Kennels
- B. Outdoor storage and sales, not including outdoor markets allowed in Section 17.34.030
- C. Self-service storage
- D. Public facilities, such as sewage and water treatment plants, water towers, pump stations, and recycling and resource recovery centers

17.34.050 PRE-EXISTING INDUSTRIAL USES

Tax Lots 100 and 200 located on Clackamas County Tax Assessors Map #22E30DD and Tax Lot 700 located on Clackamas County Tax Assessors Map #22E29CB have special provisions for Industrial Uses. These properties can maintain and expand their Industrial Uses on existing tax lots. New construction and substantial exterior alterations on these tax lots are subject to the Downtown Community Plan Design Standards located in OCMC 17.62.100. A change in use is allowed as long as there is no greater impact on the area than the existing use.

17.34.060 DIMENSIONAL STANDARDS, EXCEPT FOR WITHIN HISTORICAL OVERLAY AREA

- A. Minimum lot area: None
- B. Minimum Floor Area Ratio for stand-alone office, commercial buildings or mixed-use buildings with a residential component: 0.35
- C. Minimum building height: 25 feet or 2 stories
- D. Maximum building height: 75 feet, except for the following locations where the maximum building height shall be 45 feet:
 - 1. Properties between Main Street and McLoughlin Boulevard and 11th and 16th streets;
 - 2. Property within 500 feet of the End of the Oregon Trail Center property; and
 - 3. Property within 100 feet of single-family detached or detached units.

- E. Minimum required setbacks, if not abutting a residential zone: None
- F. Minimum required interior side yard and rear yard setback if abutting a residential zone: 15 feet, plus one additional foot in yard setback for every two feet in height over 35 feet.
- G. Maximum allowed setbacks:
 - 1. Front yard: 20 feet provided the Site Plan and Design Review requirements of section 17.62.055 are met
 - 2. Interior side yard: No maximum
 - 3. Corner side yard abutting street: 20 feet provided the Site Plan and Design Review requirements of section 17.62.055 are met
 - 4. Rear yard: No maximum
 - 5. Rear yard abutting street: 20 provided the Site Plan and Design Review requirements of section 17.62.055 are met
- H. Parking standards: The minimum required off-street vehicular parking standards of Chapter 17.52 may be reduced by 25% for mixed-use projects subject to a determination by the Community Development Director that the project qualifies as a "mixed-use" project.
- I. Maximum site coverage including the building and parking lot: 90%
- J. Minimum landscape requirement (including parking lot): 10%.

17.34.070 DIMENSIONAL STANDARDS, HISTORIC AREA OVERLAY

- A. Minimum lot area: None
- B. Minimum Floor Area Ratio for stand-alone office or commercial buildings or mixed-use buildings with a residential component: 0.5
- C. Minimum building height: 25 feet or 2 stories
- D. Maximum building height: 58 feet
- E. Minimum required setbacks, if not abutting a residential zone: None
- F. Minimum required interior and rear yard setback if abutting a residential zone: 20 feet, plus one foot additional yard setback for every three feet in building height over 35 feet.
- G. Maximum allowed setbacks:
 - 1. Front yard: 10 feet provided the Site Plan and Design Review requirements of section 17.62.055 are met
 - 2. Interior side yard: No maximum
 - 3. Corner side yard abutting street: 10 feet provided the Site Plan and Design Review requirements of section 17.62.055 are met
 - 4. Rear yard: No maximum
 - 5. Rear yard abutting street: 10 feet provided the Site Plan and Design Review requirements of section 17.62.055 are met

- H. **Parking standards:** The minimum off-street vehicular parking requirements of Chapter 17.52 may be reduced by 50%. Off-street, vehicular parking requirements may be waived by the Community Development Director if the property is within a parking management district.
- I. **Maximum site coverage of the building and parking lot:** 100%
- J. **Minimum landscape requirement:** Development within the Historic Overlay District is exempt from required landscaping standards in 17.62.050(A)(1). However, landscaping features or other amenities are required, which may be in the form of planters, hanging baskets, and architectural features such as benches and water fountains that are supportive of the pedestrian environment. Where possible, landscaped areas are encouraged to facilitate continuity of landscape design. Street trees and parking lot trees are required.

17.34.080 EXPLANATION OF CERTAIN STANDARDS

- A. **Floor Area Ratio (FAR)**
 - 1. **Purpose**

Floor area ratios are a tool for regulating the intensity of development. Minimum FARs help to achieve more intensive forms of building development in areas appropriate for larger-scale buildings and higher residential densities.
 - 2. **Standards**
 - a. The minimum floor area ratios contained in 17.34.050 and 17.34.060 apply to all non-residential and mixed-use building developments.
 - b. Required minimum FARs shall be calculated on a project-by-project basis and may include multiple contiguous blocks. In mixed-use developments, residential floor space will be included in the calculations of floor area ratio to determine conformance with minimum FARs.
 - c. An individual phase of a project shall be permitted to develop below the required minimum floor area ratio provided the applicant demonstrates, through covenants applied to the remainder of the site or project or through other binding legal mechanism, that the required density for the project will be achieved at project buildout.
- B. **Building Height**
 - 1. **Purpose**

Minimum and maximum building height standards serve several purposes. They promote a compatible building scale and relationship of one structure to another. Building height standards also establish a consistent streetscape.

The Masonic Hall is currently the tallest building in downtown Oregon City, with a height of 58 feet measured from Main Street. The maximum building height limit of 58 feet will ensure that no new building will be taller than the Masonic Hall.

A minimum 2-story (25') building height is established for the Historic Downtown Overlay sub-district to ensure that the traditional building scale for the downtown area is maintained.

2. Standards

Minimum and maximum building heights are specified in 17.34.050, 17.34.060 and 17.34.070. The minimum building height standard applies generally to new commercial, residential, and mixed-use buildings. The minimum height requirement does not apply to accessory structures, or to buildings with less than 1,000 square feet of floor area.

C. Setbacks

1. Purpose

Building setbacks work with standards for building height and floor area ratios to ensure placement of buildings in a way that creates an attractive streetscape and pleasant pedestrian experience. These regulations also ensure compatibility of building orientation, leading to a consistent street character.

2. Standards

- a. Minimum and maximum building setbacks are specified in 17.34.050, 17.34.060 and 17.34.070.

D Other Standards

See OCMC Chapter 17.62 for additional details on building setbacks, building orientation and primary entrances, and ground floor window requirements.

~~Chapter 17.36 M-1 LIGHT INDUSTRIAL DISTRICT~~**Chapter 17.36 GI - GENERAL INDUSTRIAL****THIS SECTION COMBINES THE EXISTING M-1 Light Industrial and M-2 Heavy Industrial Zones****17.36.010 Designated.**

The ~~light~~**General** Industrial district is designed to allow ~~low-impact~~ uses relating to manufacturing, processing and distribution of goods. **The uses permitted on the General Industrial Lands are intended to protect existing Industrial and Employment Lands to improve the region's economic climate and protect the supply of sites for employment by limiting new and expanded retail commercial uses to those appropriate in type and size to serve the needs of businesses, employees, and residents of the Industrial areas.** (Prior code §11-3-15(part))

17.36.020 Permitted uses--Within buildings.

A. In the ~~M-1~~**GI** district, the following uses are permitted if enclosed within a building:

- Carpenter shop and wood product manufacture, excluding planing mill and lumber mill
- Commercial or industrial laundry
- Distributing, wholesaling and warehousing, excluding explosives and substances which cause an undue hazard to the public health, welfare and safety
- Electroplating, machine or welding shop
- Foundry casting lightweight nonferrous metals
- Frozen food lockers
- Ice or cold storage plant
- Photo engraving
- Veterinary or pet hospital, kennel or hatchery
- Necessary dwellings for caretakers and watchmen (all other residential uses are prohibited).
- Retail sales and services, including eating establishments for employees (I.E. a café or sandwich shop), located in a single building or in multiple buildings that are part of the same development shall be limited to a maximum of 20,000 square feet or 5% of the building square footage, whichever is less, and the retail sales and services shall not occupy more than 10 percent of the net developable portion of all contiguous Industrial Lands.**

B. The following uses may occupy a building or yard space other than required setbacks and such occupied yard space shall be enclosed by a sight-obscuring wall or fence of sturdy construction and uniform color or an evergreen hedge not less than six feet in height located outside the required yard; further provided, that such wall or fence shall not be used for advertising purposes:

Storage facilities**Concrete mixing and sales**

- Contractor's equipment yard
- Draying, trucking and automobile freighting yard
- Retail feed or fuel yard
- Retail lumber yard and building material yard, excluding concrete mixing
- Small boat yard for the building or repair of boats not exceeding sixty-five feet in length. (Ord. 00-1003 §9, 2000; prior code §11-3-15(A)(1), (2))

17.36.030 Conditional uses.

The following conditional uses are permitted in this district when authorized and in accordance with the standards contained in Chapter 17.56:

~~Concrete mixing and sales~~

Public recycle drop/receiving center

Public recycle warehouse

Railroad terminal and railroad freighting facilities

Solid waste transfer facility

Solid waste processing facility

Plants or facilities engaged in resource recovery as defined in Section 8.20.020

Industrial uses, defined as all uses not permitted or conditional in the GI – General

Industrial zone provided that such uses do not present an undue hazard to the public health, welfare and safety.

Uses listed in Section 17.56.030

(Ord. 93-1022 §§1(part), 2, 1993; prior code §11-3-15(B))

17.36.035 Prohibited uses

Wrecking yards

17.36.040 Dimensional standards.

Dimensional standards in the **M-1GI** district are:

- A. Minimum lot area, minimum not required;
- B. Maximum building height, three stories, not to exceed forty feet;
- C. Minimum required setbacks:
 - 1. Front yard, ten feet minimum depth,
 - 2. Interior side yard, no minimum width,
 - 3. Corner side yard, ten feet minimum width,
 - 4. Rear yard, ten feet minimum depth;
- D. Buffer Zone. If a use in this zone abuts or faces a residential or commercial **zoneuse**, a yard of at least twenty-five feet shall be required on the side abutting or facing the adjacent residential **zoneuse and commercial uses** in order to provide a buffer area, and **sight obscuring** landscaping thereof shall be subject to site plan review. **The Community Development Director may waive any of the foregoing requirements if he/she determines that the requirement is unnecessary in the particular case.** (Ord. 93-1022 §1(part), 1993; prior code §11-3-15(C))

Chapter 17.37 (CI) CAMPUS INDUSTRIAL DISTRICT

17.37.010 Designated.

The campus industrial district allows a mix of clean, employee-intensive industries, and offices with associated services. **These areas provide jobs that strengthen and diversify the economy. The uses permitted on Campus Industrial Lands are intended to improve the region's economic climate and to protect the supply of sites for employment by limiting incompatible uses within Industrial and Employment Areas and promoting industrial uses, uses accessory to industrial uses, offices for industrial research and development and large corporate headquarters.**

17.37.020 Permitted uses.

The following uses may occupy up to one hundred percent of the total floor area of the development, unless otherwise described:

- A. Experimental, film or testing laboratories;
- B. Industries which manufacture from, or otherwise process, previously prepared materials;
- C. Printing, publishing, bookbinding, graphic or photographic reproduction, blueprinting or photo processing;
- D. Trade schools including technical, professional, vocational, and business schools
- E. Corporate or government headquarters or regional offices with fifty or more employees.
- F. Computer component assembly plants
- ~~G. Veterinary or pet hospital, kennel or hatchery~~
- ~~H. Recreational indoor racing wholly conducted within an enclosed structure.~~
- ~~I. Distribution warehouse~~
- ~~J. Postal Distribution Center~~
- G. Information and Data processing centers
- H. Software and Hardware development
- I. Engineering, architectural and surveying services
- J. Non-commercial, educational, scientific and research organizations
- K. Research and development activities
- L. Industrial and professional equipment and supply stores, which may include service and repair of the same
- M. Retail sales and services, including eating establishments for employees (I.E. a café or sandwich shop), located in a single building or in multiple buildings that are part of the same development shall be limited to a maximum of 20,000 square feet or 5% of the building square footage, whichever is less, and the retail sales and services shall not occupy more than 10% of the net developable portion of all contiguous Industrial Lands.
- N. Financial, insurance, real estate, or other professional offices, as an accessory use to a permitted use, located in the same building as the permitted use and limited to ten percent of the total floor area of the development. Financial institutions shall primarily serve the needs of businesses and employees within the development, and drive-through features are prohibited.

17.37.030 Conditional uses.

The following conditional uses may be established in a campus industrial district subject to review and action on the specific proposal, pursuant to the criteria and review procedures in Chapters 17.50 and 17.56:

- A. ~~Uses permitted in Section 17.36.020(A)~~ Distribution or warehousing

- ~~B. Offices, except corporate or government headquarters or regional offices allowed under Section 17.37.020 above may occupy up to seventy percent of the total floor area of the development.~~
- ~~C. Financial institutions, as an accessory use to a permitted use, located in the same building as the permitted use and limited to ten percent of the total floor area of the development. Financial institutions shall primarily serve the needs of businesses and employees within the development, and drive-through features are prohibited.~~
- ~~D. Limited residential uses which are subject to the following criteria:~~
 - ~~1. Adult congregate living facilities for senior citizens is defined as any institution, building, or buildings, residential facilities for elderly and disabled persons or other place which undertakes, through its ownership or management to provide housing, meals and the availability of other support services;~~
 - ~~2. The uses in subsection D(1) of this section shall not occupy more than five acres within all lands zoned campus industrial;~~
 - ~~3. Residential densities shall not exceed the density permitted in the RA-2 zone;~~
 - ~~4. Additional setbacks, buffering, and additional landscaping may be required to reduce the possible adverse effects on adjacent properties in the underlying zone.~~
- EB.** Any other use which, in the opinion of the Planning Commission, is of similar character of those specified in Sections 17.37.020 and 17.37.030. In addition, the proposed conditional uses:
 - 1. Will have minimal adverse impact on the appropriate development of primary uses on abutting properties and the surrounding area considering location, size, design and operating characteristics of the use;
 - 2. Will not create odor, dust, smoke, fumes, noise, glare, heat or vibrations which are incompatible with primary uses allowed in this district;
 - 3. Will be located on a site occupied by a primary use, or, if separate, in a structure which is compatible with the character and scale or uses allowed within the district, and on a site no larger than necessary for the use and operational requirements of the use;
 - 4. Will provide vehicular and pedestrian access, circulation, parking and loading areas which are compatible with similar facilities for uses on the same site or adjacent sites. (Ord. 99-1026 §1(A), 1999; Ord. 93-1022 §3(part), 1993)

17.37.040 Dimensional standards.

Dimensional standards in the ~~M-1~~ (CI) district are:

- A. Minimum lot area: no minimum required.
- B. Maximum building height: except as otherwise provided in subsection B(1) of this section building height shall not exceed forty-five feet.
 - 1. In that area bounded by Leland Road, Warner Milne Road and Molalla Avenue, and located in this zoning district, the maximum building height shall not exceed eighty-five feet in height.
- C. Minimum required setbacks:
 - 1. Front yard: twenty feet minimum depth;
 - 2. Interior side yard: no minimum width;
 - 3. Corner side yard: twenty feet minimum width;
 - 4. Rear yard: ten feet minimum depth.
- D. Buffer zone: If a use in this zone abuts or faces a residential ~~or commercial zone use~~, a yard of at least twenty-five feet shall be required on the side abutting or facing the adjacent

residential or commercial zone in order to provide a buffer area, and landscaping thereof shall be subject to site plan review.

If the height of the building exceeds forty-five feet, as provided in subsection B(1) of this section for every additional story built above forty-five feet, an additional twenty-five foot buffer shall be provided. (Ord. 99-1026 §2, 1999; Ord. 93-1022 §3(part), 1993)

17.37.050 Development standards.

All development within the ~~M-1~~(CI) district is subject to the review procedures and application requirements under Chapter 17.50, and the development standards under Chapter 17.62. **Multiple building developments are exempt from the setback requirements of Chapter 17.62.055.** In addition, the following specific standards, requirements and objectives shall apply to all development in this district. Where requirements conflict, the more restrictive provision shall govern:

- A. Landscaping. A minimum of fifteen percent of the developed site area shall be used for landscaping. The design and development of landscaping in this district shall:
 1. Enhance the appearance of the site internally and from a distance;
 2. Include street trees and streetside landscaping;
 3. Provide an integrated open space and pedestrian ~~way~~-system within the development with appropriate connections to surrounding properties;
 4. Include, as appropriate, a bikeway, pedestrian walkway or jogging trail;
 5. Provide buffering or transitions between uses;
 6. Encourage outdoor eating areas conveniently located for use by employees;
 7. Encourage outdoor recreation areas appropriate to serve all the uses within the development.
- B. Parking. No parking areas or driveways, except access driveways, shall be constructed within the front setback of any building site or within the buffer areas without approved screening and landscaping.
- C. Fences. Periphery fences shall not be allowed within this district. Decorative fences or walls may be used to screen service and loading areas, private patios or courts. Fences may be used to enclose playgrounds, tennis courts, or to secure sensitive areas or uses, including but not limited to, vehicle storage areas, drainage detention facilities, or to separate the development from adjacent properties not within the district. Fences shall not be located where they impede pedestrian or bicycle circulation or between site areas.
- D. Signs. One ground-mounted sign may be provided for a development. Other signage shall be regulated by Title 15.
- E. Outdoor Storage and Refuse/Recycling Collection Areas.
 1. No materials, supplies or equipment, including company owned or operated trucks or motor vehicles, shall be stored in any area on a lot except inside a closed building, or behind a visual barrier screening such areas so that they are not visible from the neighboring properties or streets. No storage areas shall be maintained between a street and the front of the structure nearest the street;
 2. All outdoor refuse/recycling collection areas shall be visibly screened so as not to be visible from streets and neighboring property. No refuse/recycling collection areas shall be maintained between a street and the front of the structure nearest the street. (Ord. 93-1022 §3(part), 1993)

Chapter 17.38 M-2 HEAVY INDUSTRIAL DISTRICT
This Section is replaced with the GI – General Industrial Zone

Chapter 17.40 HISTORIC OVERLAY ZONE

17.40.020 DEFINITIONS

“New Construction”: An additional new building or structure separate from the existing building mass that is larger than 200 square feet on all properties located within a Historic Overlay District. Any building addition that is 30 percent or more in area (be it individual or cumulative) of the original structure shall be considered new construction.

17.40.060 EXTERIOR ALTERATION AND NEW CONSTRUCTION:

- A. Except as provided pursuant to subsection I of this section, no person shall alter any historic site in such a manner as to affect its exterior appearance, nor shall there be any new construction in an historic district, conservation district, historic corridor, or on a landmark site, unless a certificate of appropriateness has previously been issued by the historic review board. **Any** building addition that is thirty percent or more in ~~size~~ **area** of the ~~original historic~~ building (be it individual or cumulative) shall be considered new construction in a district. Further, no major public improvements shall be made in ~~at~~ the district unless approved by the board and given a certificate of appropriateness.

17.40.65 HISTORIC PRESERVATION INCENTIVES

- A. **Purpose.**
Historic preservation incentives increase the potential for historically designated properties to be used, protected, renovated, and preserved. Incentives make preservation more attractive to owners of locally designated structures because they provide flexibility and economic opportunities.
- B. **Eligibility for historic preservation incentives.**
All exterior alterations of designated structures and new construction in historic and conservation districts are eligible for historic preservation incentives if the exterior alteration or new construction has received a certificate of appropriateness from the Historic Review Board per OCMC 17.50.110(c)
- C. **Incentives allowed.**
The dimensional standards of the underlying zone as well as for accessory buildings (OCMC 17.54.100) may be adjusted to allow for compatible development if the expansion or new construction is approved through historic design review.
- D. **Process.**
The applicant must request the incentive at the time of application to the Historic Review Board.

Chapter 17.44 US UNSTABLE SOILS AND HILLSIDE CONSTRAINT OVERLAY DISTRICT

17.44.050 Development permit--Application--Information.

E. A soil erosion control plan, based on ~~Clackamas County's Erosion/Sedimentation Control Plans Technical Guidance Handbook (1991 or as subsequently amended)~~ **the Oregon City Public Works Standards for Erosion and Sedimentation Control (Ordinance 99-1013)** and containing:

1. A description of existing topography and soil characteristics;
2. Specific descriptions or drawings of the proposed development and changes to the site which may affect soils and create an erosion problem;
3. Specific methods of soil erosion and sediment control, incorporating the following features, to be used before, during and after construction:
 - a. The land area to be grubbed, stripped, used for temporary placement of soil, or to otherwise expose soil shall be confined to the immediate construction site,
 - b. The duration of exposure of soils to erosion shall be kept to the minimum practicable,
 - c. Wet weather measures as required in ~~Clackamas County's Erosion/Sedimentation Control Plans Technical Guidance Handbook~~ **the Oregon City Public Works Standards for Erosion and Sedimentation Control (Ordinance 99-1013).**,
 - d. Prior to grading, clearing, excavating or construction, temporary diversions, sediment basins, barriers, check dams or other methods shall be provided as necessary to hold sediment and erosion. During construction, water runoff from the site shall be controlled, and sediment resulting from soil removal or disturbance shall be retained on site per ~~Clackamas County's Erosion/Sedimentation Control Plans Technical Guidance Handbook~~ **the Oregon City Public Works Standards for Erosion and Sedimentation Control (Ordinance 99-1013).**,

17.44.090 Stormwater drainage.

The applicant shall submit a permanent and complete stormwater control plan. The program shall include, but not be limited to the following items as appropriate: curbs, gutters, inlets, catch basins, detention facilities and stabilized outfalls. Detention facilities shall be designed to city standards as set out in the city's drainage master plan and design standards. The review authority may impose conditions to ensure that waters are drained from the development so as to limit degradation of water quality consistent with ~~Clackamas County's Surface Water Quality Facilities Technical Guidance Handbook~~ **Oregon City's Title III section of the Oregon City Municipal Code 17.49 and the Oregon City Public Works Stormwater Management Design Manual and Standards Plan** or other adopted standards subsequently adopted by the city commission. Drainage design shall be approved by the city engineer before construction, including grading or other soil disturbance, has begun. (Ord. 94-1001 §2(part), 1994)

17.44.100 Construction standards.

C. Measures shall be taken to protect against landslides, mud flows, soil slump and erosion. Such measures shall include sediment fences, straw bales, erosion blankets, temporary sedimentation ponds, interceptor dikes and swales, undisturbed buffers, grooving and stair stepping, check dams, etc. The applicant shall comply with the measures described in ~~Clackamas County's Technical Guidance Handbook~~ **the Oregon City Public Works Standards for Erosion and Sedimentation Control (Ordinance 99-1013).**

Chapter 17.49 – Water Resource Overlay District

17.49.020 Definitions.

Development. For the purpose of this chapter the following definition of "development" applies: any manmade change defined as **the construction of** buildings or other structures, mining, dredging, paving, filling, ~~or~~ grading, **or site clearing, and grubbing** in amounts greater than ten cubic yards on any lot or excavation. In addition, any other activity that results in the removal of more than ten percent of the existing vegetation in the water quality resource area on a lot is defined as development. Development does not include the following:

1. Stream enhancement or restoration projects approved by the city;
2. Farming practices as defined in ORS 30.930 and farm use as defined in ORS 215.203, except that buildings associated with farm practices and farm uses are subject to the requirements of this chapter; and
3. Construction on lots in subdivisions meeting the criteria of ORS 92.040(2) (1995).

17.49.040 Administration.

- A. This chapter establishes a water quality resource area overlay district, which is delineated on the water quality and flood management areas map attached and incorporated by reference as a part of this document. The official map is on file in the office of the city recorder.
 1. The Oregon City local wetland inventory, as amended, shall be a reference for identifying areas subject to the water quality resource area overlay district.
 2. Applicants are required to provide the city with a field-verified delineation of the water quality resource areas on the subject property as part of their application. An application shall not be complete until this delineation is submitted to the city. If the protected water feature is not located on the subject property and access to the water feature is denied, then existing data may be used to delineate the boundary of the water quality resource area. **The Water Resource determination shall be processed as a Type II application.**
 3. The standards for development contained in this chapter are applicable to areas located within a water quality resource area. Applications for development on a site located in the water quality resource area overlay district may request a determination that the subject site is not in a water quality resource area and this is not subject to the standards of Section 17.49.050. **The Water Resource Exemption determination shall be processed as a Type I application.**
 - a. Applicants for a determination under this section shall submit a site plan meeting the following requirements:
 - i. The site plan must be drawn at a scale of no less than one inch equals twenty feet;
 - ii. The site plan must show the location of the proposed development and the lot lines of the property on which development is proposed;
 - iii. The site plan must show the location of the protected water feature. If the protected water feature is a wetland, the delineation must be made by a qualified wetlands specialist pursuant to the 1987 Corps of Engineers Delineation Manual. For all other protected water features, the location must be established by a registered professional engineer or surveyor licensed by the state of Oregon.
 - iv. The site plan must show the location of the water quality resource area;
 - v. If the proposed development is closer than two hundred feet to the protected water feature, the site plan must include contour intervals of no greater than five feet; and
 - vi. If the vegetated corridor is fifteen feet, the site plan must show the protected water feature's drainage area, including all tributaries.

- b. Alternatively, an applicant may have the city staff gather the information necessary to determine the location of the water quality resource area by making an application therefor and paying to the city a fee as set by resolution of the ~~eCity eCommission~~.
- ~~e.a.~~ Determinations under this section will be made by the ~~planning manager~~**Community Development Director**, or designee, as a Type II decision.

17.49.070 Density transfers.

- A. The purpose of this section is to allow density accruing to portions of a property within the water quality resource area to be transferred outside the water quality resource area.
- ~~B. Development applications for subdivisions that request a density transfer shall be proposed as part of a planned unit development and shall comply with Chapter 17.64, Planned Unit Development.~~
- ~~CB.~~ Development applications for partitions that request a density transfer shall:
 - 1. Provide a map showing the net buildable area to which the density will be transferred;
 - 2. Provide calculations justifying the requested density increase;
 - 3. Demonstrate that the minimum lot size requirements can be met based on an average of all lots created, including the water quality resource area tract created pursuant to Section 17.49.060, and that no residential lot created is less than five thousand square feet;
 - 4. Demonstrate that, with the exception of the water quality resource area parcel created pursuant to Section 17.49.060, no parcels have been created which would be unbuildable in terms of minimum yard setbacks;
 - 5. Meet all other standards of the base zone.
- ~~DC.~~ The area of land contained in a water quality resource area may be excluded from the calculations for determining compliance with minimum density requirements of the zoning code. (Ord. 99-1013 §10(part), 1999)

Chapter 17.50 – ADMINISTRATION AND PROCEDURES

17.50.030 Summary of the city's decision-making processes.

The following decision-making processes chart shall control the city's review of the indicated permits:

Table 17.50.030
PERMIT APPROVAL PROCESS

PERMIT TYPE	I	II	III	IV	Expedited Land Division
Compatibility review	X				
Code interpretation and similar use determination			X		
Conditional use permit (CUP)			X		
Extension		X			
Final plat	X				
Historic review			X		
Lot line adjustment and abandonment	X				
Major modification to a prior approval	X	X	X	X	X
Minor modification to a prior approval		X			
Partition		X			X
Planned unit development preliminary "PUD" plan			X		
Planned unit development final "PUD" plan	X				
Reconsideration	X				
Revocation				X	
Site plan and design review		X			
Subdivision		X			X
Minor variance		X			
Zone change & plan amendment				X	
Zone change upon annexation with no discretion	X			X	
Zone change upon annexation with discretion				X	
Water Resource Exemption	X				
Water Resource Review		X			
Unstable Soils and Hillside Constraint Overlay District		X			

17.50.050 Preapplication conference and neighborhood meeting.

- A. Prior to submitting an application for any form of permit, the applicant shall schedule and attend a preapplication conference with city staff to discuss the proposal. **For proposals of a conditional use permit, subdivision, or a commercial, office, or industrial use of over 10,000 square feet, the applicant may also schedule and attend a meeting with the city-recognized neighborhood association in whose territory the application is proposed. Although not required for other projects than those identified above, a meeting with the neighborhood association is highly recommended. The applicant shall send, by certified mail, return receipt requested, a letter to the Chairperson of the Neighborhood Association and the Citizen Involvement Committee Council describing the proposed project. A meeting shall be scheduled within 30 days of the notice. If the Neighborhood Association does not want to, or cannot meet within a reasonable amount of time, the applicant shall hold a meeting after 6pm or on the weekend. The meeting shall be noticed to the Neighborhood Association and the Citizen Involvement Committee Council and shall be held within the boundaries of the Neighborhood Association or in a City facility. An application shall not be deemed complete until a copy of the certified letter is provided.**
- B. Preapplication Conference. To schedule a preapplication conference, the applicant shall contact the ~~planning manager~~**Community Development Director**, submit the required materials, and pay the appropriate conference fee. At a minimum, an applicant should submit a short narrative describing the proposal and a proposed site plan, drawn to a scale acceptable to the city, which identifies the proposed land uses, traffic circulation, and public rights-of-way. The purpose of the preapplication conference is to provide staff from all affected city departments with a summary of the applicant's development proposal and an opportunity for staff to provide the applicant with information on the likely impacts, limitations, requirements, approval standards, fees and other information that may affect the proposal. The ~~planning manager~~**Community Development Director** shall provide the applicant(s) with the identity and contact persons for all affected neighborhood associations. Following the conference, the ~~planning manager~~**Community Development Director** shall provide the applicant with a written summary of the preapplication conference.
- C. Affected Neighborhood Association Meeting. The purpose of the meeting with the recognized neighborhood association is to inform the affected neighborhood association about the proposed development and to receive the preliminary responses and suggestions from the neighborhood association and the member residents.
- D. Notwithstanding any representations by city staff at a preapplication conference, staff is not authorized to waive any requirements of this code, and any omission or failure by staff to recite to an applicant all relevant applicable land use requirements shall not constitute a waiver by the city of any standard or requirement.
- E. A preapplication conference shall be valid for a period of six months from the date it is held. If no application is filed within six months of the conference or meeting, the applicant must schedule and attend another conference before the city will accept a permit application. The ~~planning manager~~**Community Development Director** may waive the preapplication requirement if, in the manager's opinion, the development does not warrant this step. (Ord. 98-1008 §1(part), 1998)

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

- A. Upon submission, the ~~planning manager~~**Community Development Director** shall date stamp the application form and verify that the appropriate application fee has been submitted. The ~~planning manager~~**Community Development Director** will then review the application and all information submitted with it and evaluate whether the application is complete enough to process. Within thirty days of receipt of the application, the ~~planning manager~~**Community Development Director** shall complete this initial review and issue to the applicant a written statement indicating whether the application is

complete enough to process, and if not, what information must be submitted to make the application complete.

B. Upon receipt of a letter indicating the application is incomplete, the applicant has one hundred eighty days within which to submit the missing information or the application shall be rejected and all materials and the unused portion of the application fee returned to the applicant. If the applicant submits the requested information within the one-hundred-eighty-day period, the ~~planning manager~~**Community Development Director** shall again verify whether the application, as augmented, is complete. Each such review and verification shall follow the procedure in subsection A of this section.

The application will be deemed complete for the purpose of this section upon receipt by the Community Development Division of:

- a. All the missing information;
- b. Some of the missing information and written notice from the applicant that no other information will be provided; or
- c. Written notice from the applicant that none of the missing information will be provided.

C. Once the ~~planning manager~~**Community Development Director** determines the application is complete enough to process, or the applicant refuses to submit any more information, the city shall declare the application complete, ~~and take final action on the application within one hundred twenty days of that date unless the applicant waives or extends the one hundred twenty day period.~~ Pursuant to **ORS 227.178, the City will reach a final decision on an application within 120 calendar days from the date that the application is determined to be or deemed complete unless the applicant agrees to suspend the 120 calendar day time line or unless State law provides otherwise.** The one-hundred-twenty-day period, however, does not apply in the following situations:

1. Any hearing continuance or other process delay requested by the applicant shall be deemed an extension or waiver, as appropriate, of the one-hundred-twenty-day period.
2. Any delay in the decision-making process necessitated because the applicant provided an incomplete set of mailing labels for the record property owners within three hundred feet of the subject property shall extend the one-hundred-twenty-day period for the amount of time required to correct the notice defect.
3. The one-hundred-twenty-day period does not apply to any application for a permit that is not wholly within the city's authority and control.
4. The one-hundred-twenty-day period does not apply to any application for an amendment to the city's comprehensive plan or land use regulations nor to any application for a permit, the approval of which depends upon a plan amendment.

D. The 120 calendar day time line specified in Section 17.50.070.C may be extended at the written request of the applicant. The total of all extensions may not exceed 240 calendar days from the date the application was deemed complete.

DE. The approval standards which control the city's review and decision on a complete application are those which were in effect on the date the application was first submitted. (Ord. 98-1008 §1(part), 1998)

Chapter 17.52 – Off-Street Parking and Loading

17.52.010 Number of spaces required.

At any time of erection of a new structure or at the time of enlargement or change in use of an existing structure within any district in the city, off-street parking spaces shall be provided in accordance with this section. ~~If parking space has been provided in connection with an existing use, the parking space shall not be eliminated if elimination would result in less space than is required by this section. Where square feet are specified, the area measured shall be the gross floor area primary to the functioning of the particular use of the property, but shall exclude space devoted to off street parking or loading. Where employees are specified, persons counted shall be those working on the premises, including proprietors, during the largest shift at peak season.~~ Where calculation in accordance with the following list results in a fractional space, any fraction less than one-half shall be disregarded and any fraction of one-half or more shall require one space.

TO BE REMOVED

Use	Standard
RESIDENTIAL	
One-family dwelling, Two-family dwelling or	Two parking spaces for each dwelling unit.
Multi-family dwelling	At least one of the two required spaces shall not be located in a required yard.
Boarding or lodging house	To be determined as part of the conditional use processes.
Mobile homes	Two parking spaces for each mobile home. One of the parking spaces may be located in the required accessway.
COMMERCIAL RESIDENTIAL	
Hotel and motel	One space per guest room.
Club/lodge	Spaces to meet the combined requirements of the uses being conducted such as hotel, restaurant, auditorium, etc.
INSTITUTIONAL	
Welfare or correctional institution	One space per five beds for patients or inmates.
Nursing home, sanitarium rest home, home for the aged	One space per five beds for patients or residents.
Hospital	One space per one and one-half beds.

PLACE OF PUBLIC ASSEMBLY	
Church or other religious assembly building	One space per four seats or eight feet of bench length in the auditorium.
Library, reading room	One space per four hundred square feet of floor area.
Preschool nursery; kindergarten	Two spaces per teacher.
Elementary, junior high school or high school	One space per classroom plus one space per administrative employee plus one space per four seats or eight feet of bench length in the auditorium, assembly room or stadium, whichever is greater.
College, commercial school for adults	One space per five seats in classroom.
Other auditorium; meeting room	One space per four seats or eight feet of bench length.
COMMERCIAL AMUSEMENT	
Stadium, arena, theater	One space per four seats or eight feet of bench length
Bowling alley	Two spaces per alley.
Dance hall, skating rink	One space per two hundred square feet of floor area.
Moorages	One space per boat berth.
COMMERCIAL	
Retail store except as provided for shopping centers	One space per two hundred square feet of floor area.
Shopping center	One space per two hundred square feet of floor area.
Service or repair shop; retail store handling exclusively bulky merchandise such as automobiles and furniture	One space per six hundred square feet of floor area.
Bank, office, medical and dental clinic	One space per three hundred square feet of floor area.
Eating and drinking establishment, billiard and pool halls	One space per two hundred square feet of floor area.
Mortuaries	One space per four seats or eight feet of bench length in chapel.
Swimming pools and gymnasiums	One space per two hundred square feet

Tennis courts, racket-ball courts	Two spaces per court.
INDUSTRIAL	
Storage warehouse, rail or trucking freight terminal	One space per fifteen hundred square feet of floor area.
Manufacturing establishment, wholesale establishment	One space per six hundred square feet of floor area.

(Prior code §11-5-1)

TO BE ADDED

LAND USE	PARKING REQUIREMENTS: The parking requirements are based on spaces per 1,000 square feet gross leasable area unless otherwise stated.	
	MINIMUM	MAXIMUM
Single-Family Dwelling	1.00 per unit	2.00 per unit
Residential Unit (<500 sq-ft)	1.00 per unit	2.00 per unit
Multi-Family: 1 bedroom	1.25 per unit	2.00 per unit
Multi-Family: 2 bedroom	1.5 per unit	2.00 per unit
Multi-Family: 3 bedroom	1.75 per unit	2.00 per unit
Boarding/Lodging House	Case Specific	Case Specific
Mobile Homes	N/A	2.00 per unit
Hotel/Motel	1.0 per guest room	1.0 per quest room
Club/Lodge	To meet requirements of combined uses	To meet requirements of combined uses
Welfare/Correctional Institution	N/A	1 per 5 beds
Nursing Home/Rest home	N/A	1 per 5 beds
Hospital	N/A	1 per 1.5 beds
Religious Assemble Building	0.25 per seat	0.25 per seat
Library/Reading Room	N/A	2.50

Preschool Nursery/Kindergarten	N/A	2 per teacher
Elementary/Junior High School	N/A	1 per classroom + 1 per administrative employee + 0.25 per seat in auditorium / assembly room / stadium
High School	0.20 per # staff and students	0.30 per # staff and students
College/Commercial School for Adults	0.20 per # staff and students	0.30 per # staff and students
Auditorium/Meeting Room	N/A	0.25 per seat
Stadium/Arena/Theater	N/A	0.25 per seat
Bowling Alley	N/A	2 per alley
Dance Hall/Skating Rink	N/A	5.00
Moorages	N/A	1 per boat berth
Retail Store/Shopping Center	4.10	5.00
Service/Repair Shop/Automotive or Furniture Store	N/A	1.67
Bank	N/A	3.33
Office	2.70	3.33
Medical or Dental Clinic	N/A	3.33
Fast Food with Drive Thru	N/A	5.00
Other Eating Establishments	N/A	5.00
Drinking Establishment/Pool Hall	N/A	5.00
Mortuaries	N/A	0.25 per seat
Swimming Pool/Gymnasium	N/A	5.00
Sports Club/Recreation Facilities	4.30	5.40
Tennis/Racquet Ball Courts	1.00	1.30
Movie Theater	0.30 per seat	0.40 per seat
Storage Warehouse/Freight Terminal	0.30 per gross sq-ft	0.40 per gross sq-ft

Manufacturing/Wholesale Establishment	1.60 per gross sq-ft	1.67 per gross sq-ft
Light Industrial/Industrial Park	N/A	1.60

17.52.020 Administrative provisions.

- A. The provision and maintenance of off-street parking and loading spaces are continuing obligations of the property owner. No building or other permit shall be issued until plans are presented that show property that is and will remain available for exclusive use as off-street parking and loading space. The subsequent use of property for which the building permit is issued shall be conditional upon the unqualified continuance and availability of the amount of parking and loading space required by this title. Use of property in violation is a violation of this title. Should the owner or occupant of a lot or building change the use to which the lot or building is put, thereby increasing off-street parking or loading requirements, it is unlawful and a violation of this title to begin or maintain such altered use until the required increase of off-street parking or loading is provided.
- B. Requirements for types of buildings and uses not specifically listed herein shall be determined by the ~~planning commission~~ **Community Development Director**, based upon the requirements of comparable uses listed.
- C. In the event several uses occupy a single structure or parcel of land, the total requirements for off-street parking shall be the sum of the requirements of the several uses computed separately. Shopping centers shall be considered a retail use.
- D. Owners of two or more uses, structures, or parcels of land, may agree to utilize jointly the same parking and loading spaces when the hours of operation do not overlap, provided that satisfactory documentation is presented to the planning department.
- E. Off-street parking for dwellings shall be located on the same lot with the dwelling. ~~Other required parking spaces shall be located not farther than five hundred feet from the building or use they are required to serve dwelling.~~ Other required parking spaces shall be located not farther than five hundred feet from the building or use they are required to serve, measured in a straight line from the building.
- F. Required parking spaces shall be available for the parking of operable passenger automobiles of residents, customers, patrons and employees only, and shall not be used for storage of vehicles or materials or for the parking of trucks used in conducting the business or use.
- G. ~~Any use may develop more parking than required, provided other requirements such as landscaping are met. However, any proposal to develop more than twice as much parking as required must be referred to the planning commission, which may approve or deny the number of spaces. Energy conservation shall be the principal criteria for such review.~~

HG Completion Time for Parking Lots. Required parking spaces shall be improved and available for use before the final inspection is completed by the building inspector. An extension of time, not to exceed one year may be granted by the building inspector providing that a performance bond, or its equivalent, is posted equaling one hundred fifty percent of the cost of completion of the improvements as estimated by the building inspector, provided the parking space is not required

for immediate use. In the event the improvements are not completed within one year's time, the improvements shall be constructed under the direction of the city, utilizing the proceeds of the performance bond or its equivalent as necessary.

- IH. Lesser Requirements Allowed by Planning Commission.** The planning commission may permit lesser requirements than those specified in the parking and loading requirements above where it can be shown that, owing to special and unusual circumstances related to a specific piece of property, the enforcement of the above off-street parking and loading restrictions would cause an undue or unnecessary hardship. Section 17.60.030 shall be the grounds for establishing lesser requirements. (Prior code §11-5-2)

17.52.030 Design review.

- A.** Development of parking lots shall require site plan review.
- B.** ~~Screening. Public lots and other areas used for the parking, service, sale or storage of vehicles shall be separated from public right of ways by a landscaped area at least five feet in width, or by a low wall approximately thirty inches in height, excepting only necessary driveway access. There shall be similar separation from all other necessary driveway access. There shall be similar separation from all other abutting property lines, excepting in those locations where access or parking is shared between adjoining land owners. Where parking areas abut an R district, there shall be a wall, sight obscuring fence, or sight obscuring landscaping not less than six feet in height.~~
- CB** Access. Ingress and egress locations on public thoroughfares shall be located in the interests of public traffic safety. Groups of more than four parking spaces shall be so located and served by driveways that their use will require no backing movements or other maneuvering within a street right-of-way other than an alley. No driveway with a slope of greater than fifteen percent shall be permitted without approval of the city engineer.
- DC** Surfacing. Required off-street parking spaces and access aisles shall have paved surfaces adequately maintained. **The use of pervious asphalt/concrete and alternative designs that reduce storm water and improve water quality are encouraged.**
- ED.** Drainage. Drainage shall be designed in accordance with the requirements of Chapter 13.12 and the city Public Works Stormwater and Grading Design Standards.
- EE.** Lighting. Artificial lighting which may be provided shall ~~not create or reflect a substantial glare in a residential zone or on adjacent dwellings.~~ enhance security, be appropriate for the use, and avoid adverse impacts on surrounding properties and the night sky through appropriate shielding. The lighting shall not cause a measurement in excess of 0.5 footcandles of light on other properties.
- GF** Dimensional Requirements. Parking spaces shall be ~~a minimum of nine feet by twenty feet~~ **eight and one half feet by eighteen feet**; parking at right angles to access aisles shall require twenty-four feet backing distance in aisle width. Requirements for parking developed at varying angles are according to the table included in this section. ~~With the approval of the site plan review, up to twenty-five percent of the required parking may be reduced in size to eight feet in width by sixteen feet in length and marked for the use of compact cars only. Any parking in excess of the number of spaces required may also be eight feet by sixteen feet, if marked for the use of compact cars only. In no case may aisle widths be reduced for compact cars parking.~~ An overhang of one and one-half feet from face of curb may be included in the length of a parking space. A parking space shall not be less than seven feet in height when within a building or

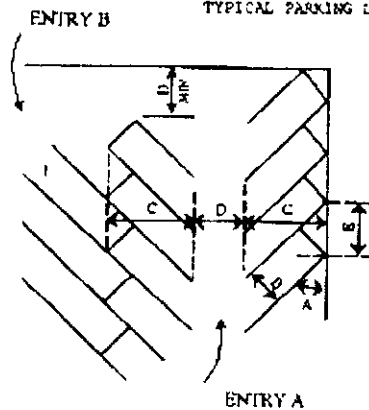
structure, and shall have access by an all-weather surface to a street or alley. (Ord. 99-1029 §9, 1999; prior code §11-5-3)

PARKING STANDARD/PARKING ANGLE SPACE DIMENSIONS

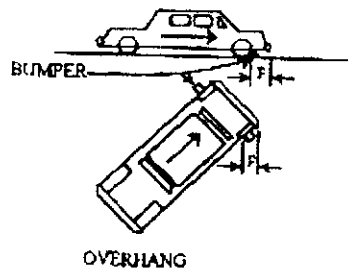
A Parking Angle	B Stall Width	C Stall Curb	D to Aisle Width	E Curb Length	F Overhang
0 degrees	98.5	9.0	12	23	0
	9.5	9.5	12	23	
	10	10.0	12	23	
45 degrees	98.5	19.8	13	12.7	1.4
	9.58.5	20.1	13	13.4	
	10	20.5	13	14.1	
50 degrees	98.5	20.4	16	11.7	1.5
	98.5	20.7	16	12.4	
	10	21	16	13.1	
60 degrees	98.5	21	18	10.4	1.7
	98.5	21.2	18	11.0	
	10	21.5	18	11.5	
70 degrees	98.5	21.0	19	9.5	1.9
	98.5	21.2	18.5	10.1	
	10	21.2	18.0	10.6	
90 degrees	9	20.0	24	9	2.0
	98.5	20.018.0	24	98.5	1.5
	10	20.0	24	10	

All dimensions are to the nearest tenth of a foot

TYPICAL PARKING LAYOUT



NOTE: SPACE 1 CONTINGENT UPON ENTRY B



NOTE: Overhang dimensions are intended to indicate possible location from parking area edge for location of bumpers.

17.52.090 Parking lot landscaping.

A. Purpose.

The purpose of this code section includes the following:

to enhance and soften the appearance of parking lots; to limit the visual impact of parking lots from sidewalks, streets and particularly from residential areas; to shade and cool parking areas; to reduce air and water pollution; **to reduce storm water impacts and improve water quality**, and to establish parking lots that are more inviting to pedestrians and bicyclists.

B. Definitions.

"Parking Lot" means public lots and other areas used for the parking, service, sale, or storage of vehicles.

"Interior parking lot landscaping" means landscaping located inside the surfaced area used for on-site parking and maneuvering.

"Perimeter parking lot landscaping" means **a minimum five-foot wide landscaped planter strip** located outside of, and adjacent to, the surfaced area used for on-site parking and maneuvering, **and pedestrian access.**

C. Development Standards

Parking lot landscaping is required for all uses, except for single- and two-family residential dwellings. A **licensed landscape architect shall prepare the landscaping plan.**

1. The landscaping shall be located in defined landscaped areas ~~which that~~ are uniformly distributed throughout the parking or loading area. **Interior P**arking lot landscaping ~~can~~**shall not** be counted toward the fifteen percent minimum total site landscaping required by Section 17.62.050(1). ~~One tree shall be planted for every eight parking spaces. These trees~~**Parking lot trees shall be a mix of deciduous shade trees and coniferous trees. The trees** shall be evenly distributed throughout the parking lot as both interior and perimeter landscaping to provide shade. **Where parking areas abut a residential district, there shall be a wall, sight-obscuring fence,**

or sight-obscuring landscaping not less than six feet in height. Slight modifications to landscaping location may be proposed for review that enhances the reduction of non-shaded impervious parking lot area.

2. Perimeter Parking Lot Landscaping and Parking Lot Entryway/Right-of-way Screening.

Parking Lot Entryways and Perimeter Parking Lot Landscaping areas not abutting the building or where access/parking is shared between adjoining land owners shall be bordered by a minimum five-foot wide landscaped planter strip with:

- a) trees spaced a maximum of thirty-five feet apart (minimum of one tree on either side of the entryway is required). When the parking lot is adjacent to a public right-of-way, the parking lot trees shall be offset from the street trees;
- b) ground cover, such as wild flowers, covering one hundred percent of the exposed ground. No bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees; and
- c) an evergreen hedge screen of thirty to forty-two inches high or shrubs spaced no more than four feet apart on average. The hedge/shrubs shall be parallel to and not nearer than two feet from the right-of-way line. The required screening shall be designed to allow for free access to the site and sidewalk by pedestrians.

Visual breaks, no more than five feet in width, shall be provided every thirty feet within evergreen hedges abutting public right-of-ways.

3. Parking area/Building Buffer.

Parking areas shall be separated from the exterior wall of a structure, exclusive of pedestrian entranceways or loading areas, by one of the following:

- a) minimum five-foot wide landscaped planter strip (excluding areas for pedestrian connection) abutting either side of a parking lot sidewalk with:
- b) trees spaced a maximum of thirty-five feet apart;
- c) ground cover such as wild flowers, covering one hundred percent of the exposed ground. No bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees; and
- d) an evergreen hedge of thirty to forty-two inches or shrubs placed no more than four feet apart on average.
- e) seven-foot sidewalks with shade trees spaced a maximum of thirty-five feet apart in three-foot by five-foot tree wells.

4. Interior Parking Lot Landscaping.

In addition to Perimeter Parking Lot Landscaping, surface parking lots shall have a minimum ten percent of the interior of the gross area of the parking lot devoted to landscaping to improve the water quality, reduce storm water runoff, and provide

pavement shade. Pedestrian walkways or any impervious surface in the landscaped areas are not to be counted in the percentage. In addition, the Perimeter Parking Lot Landscaping shall not be included in the ten percent requirement.

- a) a minimum of one tree per six parking spaces.
- b) ground cover, such as wild flowers, covering one hundred percent of the exposed ground. No bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees.
- c) shrubs shall be spaced no more than four feet apart on average.
- d) no more than 8 contiguous parking spaces shall be created without providing an interior landscape strip between them. Landscape strips provided between rows of parking shall be a minimum of six feet in width to accommodate:
- e) pedestrian walkways shall have shade trees spaced a maximum of every thirty-five feet in a minimum three-foot by five-foot tree wells; or
- f) trees spaced every thirty-five feet, shrubs spaced no more than four feet apart on average, and ground cover covering one hundred percent of the exposed ground. No bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees.

5. **Alternative Landscaping Plan.** The city encourages alternative designs that utilize innovative "green" designs for water quality management of parking lot storm water. An applicant may prepare an Alternative Landscaping Plan and specifications which meet the intent of the requirements in subsection 1-5 above and the intent of the district to be approved by the Community Development Director.

~~2. Landscaped areas both internal and perimeter shall have a minimum width of at least five feet. Landscaped areas shall contain:~~

- ~~a. Shade trees spaced as appropriate to the species, not to exceed forty feet apart on average;~~
- ~~b. Shrubs, spaced no more five feet apart on the average; and~~
- ~~c. Ground cover such as grass, wild flowers or other landscaping material covering one hundred percent of the exposed ground. No bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees.~~

~~3. The amount of interior landscaped area is based upon the number of required parking spaces.~~

~~a. Parking lots with over twenty spaces shall have a minimum ten percent of the interior of the gross area of the parking lot devoted to landscaping. Pedestrian walkways or any impervious surface in the landscaped areas are not to be counted in the percentage. In addition, the perimeter landscaping shall not be included in the ten percent figure.~~

~~b. Parking lots with ten to twenty spaces shall have a minimum five percent of the interior of the gross area of the parking lot devoted to landscaping. The perimeter landscaping shall not be included in the five percent measurement.~~

~~e. Parking lots with fewer than ten spaces shall have the standard perimeter landscaping and at least two shade trees.~~

45. All areas in a parking lot not used for parking, maneuvering, or circulation shall be landscaped.

65. The landscaping in parking areas shall not obstruct lines of sight for safe traffic operation and shall comply with all requirements of Chapter 10.32, Traffic Sight Obstructions.

67. Irrigation facilities shall be located so that landscaped areas can be properly maintained and so that the facilities do not interfere with vehicular or pedestrian circulation.

78. Off-street loading areas and garbage receptacles shall be located so as not to hinder travel lanes, walkways, public or private streets or adjacent properties.

89. Garbage receptacles and other permanent ancillary facilities shall be enclosed and screened appropriately.

910 All plant materials, including trees, shrubbery and ground cover, shall be selected for their appropriateness to the site, drought tolerance, year-round greenery and coverage and staggered flowering periods. Species found on the Oregon City native plant list are strongly encouraged and species found on the Oregon City nuisance plant list are prohibited.

11. Landscaping shall incorporate design standards in accordance with Chapter 13.12, Stormwater Management.

12. Required landscaping trees shall ~~possess the following characteristics~~ **be of a:**

~~a. Three~~ **Minimum two-**inch minimum caliper size, **planted** according to American Nurseryman Standards, **and selected from the Oregon City Street Tree List;**

~~b. Generous spreading canopy for shade;~~

~~c. A canopy that spreads at least six feet up from grade in, or adjacent to, parking lots, roads or sidewalks unless the tree is columnar in nature;~~

~~d. Roots that do not break up the adjacent paving;~~

~~e. No sticky leaves or sap dripping trees;~~

~~f. No seed pods or fruit bearing trees (flowering trees are acceptable);~~

~~g. Resistance to disease;~~

~~h. Compatibility to planter size;~~

~~i. Tolerance to drought unless irrigation is provided;~~

~~j. Attractive foliage or form in all seasons; and~~

~~k. A mix of deciduous and coniferous trees~~

Chapter 17.54 – Supplemental Zoning Regulations and Exceptions

17.54.010 Accessory buildings and uses.

Accessory buildings and uses shall comply with all requirements for the principal use except where specifically modified by this title and shall comply with the following limitations:

~~A. Fences, Hedges and Walls. No fence, hedge or wall in any single family dwelling districts shall exceed five feet in height in a front yard, subject also to the provisions of Chapter 10.32. This section was replaced by Section 17.54.100 – Fences.~~

AB. Signs. Signs shall be permitted as provided in Chapter 15.28.

BC. Dimensional Requirements. The following setbacks and other dimensional requirements shall apply to all accessory structures and uses:

1. Two Hundred Square Feet or Less. An interior side or rear yard setback behind the front building line may be reduced to three feet for any detached accessory structure which is two hundred square feet or less in area and does not exceed a height of ten feet. No portion of any such structure shall project across a lot line.

2. Two Hundred One to Five Hundred Square Feet. The interior side and rear yard setbacks may be reduced to three feet for one accessory structure, and its projections, within this category when located behind the front building line of the primary structure, provided the structure and its projections:

- a. Are detached and separated from other structures by at least four feet;
- b. Do not exceed a height of ten feet. The three foot setback requirement will be increased one foot for each foot of height over ten feet to a maximum of fifteen feet in height. This setback need not exceed the setback requirements required for the principal building. No accessory structure shall exceed one story;
- c. The accessory building must be constructed with the same exterior building materials as that of the primary structure, or an acceptable substitute to be approved by the planning division.

3. Over Five Hundred Square Feet. One accessory structure in excess of five hundred square feet in area may be approved by the planning division. An accessory structure in excess of five hundred square feet in area must meet the setback requirements of the district in which it is located, and must also meet the following provisions:

- a. The accessory building must be **compatible with the primary structure and** constructed with the same exterior building materials as that of the primary structure, or an acceptable substitute to be approved by the planning division.
- b. The lot must be in excess of twenty thousand square feet.
- c. The square footage of the accessory structure shall not exceed the square footage of the ground floor of the primary structure. In no case may the accessory building exceed eight hundred square feet in area, or exceed one story.
- d. The accessory structure shall not be used to house a home occupation.
- e. The accessory structure shall not exceed the height of the primary structure.

CD. Private Stable. A private stable may be permitted on a lot having a minimum area of twenty thousand square feet. The capacity of a stable shall not exceed one horse or other domestic hoofed animal for each twenty thousand square feet of lot area. A stable shall be located not less than twenty-five feet from any street line.

DE. Antenna and Antenna Structures. No noncommercial antenna or antenna structure (including those of extension type) shall exceed the maximum building height standard for the zoning district in which it is located. No antenna or antenna structure shall be located in required yards.

EF. Swimming Pools. In-ground and above-ground swimming pools shall be constructed not less than three feet from the side or rear yard lines. Swimming pools shall comply with the front yard requirement for the principal building. A pool must be surrounded by a fence no less than four feet in height.

FG. Conference and Meeting Rooms. Conference or meeting rooms designed primarily for use by employees or clients (or members in the case of trade unions) in furtherance of the principal permitted use.

GH. Barbed Wire and Electric Fences. It is unlawful for any person to erect any electric fence or any fence constructed in whole or in part of barbed wire or to use barbed wire as a guard to any parking lot or parcel of land, except as erected in connection with security installations at a minimum height of six feet, providing further that prior written approval has been granted by the city manager. (Prior code §11-4-1)

17.54.020 Projections from buildings.

A. Ordinary building projections such as cornices, eaves, overhangs, canopies, sunshades, gutters, chimneys, flues, sills or similar architectural features may project into the required yards not more than twenty-four inches.

B. **Porches and** Uncovered balconies, decks or fire escapes more than thirty inches from the ground may project not more than five feet into any required rear or front yard. (Prior code §11-4-2)

ACCESSORY DWELLING UNITS

17.54.090- ACCESSORY DWELLING UNITS

Definitions

Purpose and Intent

Standards and Criteria

Application Procedures

DEFINITIONS

1. "Accessory Dwelling Unit" (ADU) is a habitable living unit that provides the basic requirements of shelter, heating, permanent cooking, and sanitation.

2. "Principle Dwelling Unit" is the existing and primary residence for a particular Tax Lot.

PURPOSE AND INTENT

A. The installation of an ADU in new and existing single-family dwellings (herein after Principle Dwelling Units) shall be allowed in single-family zones subject to specific development, design, and owner-occupancy standards. This section is not applicable to licensed residential care homes or facilities.

B. The purpose of allowing ADUs is to:

1. Provide homeowners with a means of obtaining, through tenants in either the ADU or the Principle Dwelling Unit, rental income, companionship, security, and services.

2. Add affordable units to the existing housing inventory.

3. Make housing units available to moderate-income people who might otherwise have difficulty finding homes within the City.

4. Develop housing units in single-family neighborhoods that are appropriate for people at a variety of stages in the life cycle.
5. Protect neighborhood stability, property values, and the single-family residential appearance of the neighborhood by ensuring that ADUs are installed under the conditions of this Section.

STANDARDS AND CRITERIA

A. ADUs shall meet the following standards and criteria:

1. The design and size of the ADU shall conform to all applicable standards in the building, plumbing, electrical, mechanical, fire, health, and any other applicable codes. Increased firewalls or building separation may be required as a means of assuring adequate fire separation from one unit to the next. Applicants are encouraged to contact, and work closely with, the Building Division of the City's Community Development Department to assure that Building Code requirements are adequately addressed.
2. When there are practical difficulties involved in carrying out the provisions of this Section, the Planning Division may grant approvals for individual cases.
3. Any additions to the existing dwelling unit shall not encroach into the existing setbacks in the underlying zone. However, access structures (e.g. stairs or ramps) may be allowed within the setback if no access can be granted to the unit without encroaching into the setback area.
4. The ADU may be attached to, or detached from, the Principle Dwelling Unit. The detached ADU may not be located in front of the primary dwelling unit.
5. Only one ADU may be created per lot or parcel.
6. An ADU may be developed in either an existing or a new residence.
7. The ADU shall not exceed the height of the Principle Dwelling Unit
8. The property owner, which shall include title holders and contract purchasers, must occupy either the Principle Dwelling Unit or the ADU as their permanent residence, for at least 7 months out of the year, and at no time receive rent for the owner-occupied unit.
9. In no case shall an ADU be more than 40 percent of the Principle Dwelling Unit's total floor area, nor more than 800 square feet, nor less than 300 square feet, nor have more than 2 sleeping areas. The primary entrance to the ADU shall be located in such a manner as to be unobtrusive from the street. If an ADU is part of an accessory building, such as a garage, the combined size shall not exceed 1,000 square feet.
10. The ADU shall be compatible with the Principle Dwelling Unit, specifically in:
 - a. Exterior finish materials. The exterior finish material must be the same or visually match in type, size and placement, the exterior finish material of the Principle Dwelling Unit

b. Trim. Trim must be the same in type, size, and location as the trim used on the Principle Dwelling Unit.

c. Windows. Windows must match those in the Principle Dwelling Unit in proportion (relationship of width to height) and orientation (horizontal or vertical).

d. Eaves. Eaves must project from the building walls at the same proportion as the eaves on the Principle Dwelling Unit.

11. Parking.

a. Purpose. The parking requirements balance the need to provide adequate parking while maintaining the character of single-dwelling neighborhoods and reducing the amount of impervious surface on a site. More parking is required when a vacant lot is being developed because, generally, the site can more easily be designed to accommodate two parking spaces while minimizing impervious surface. In situations where an accessory dwelling unit is being added to a site with an existing dwelling unit, it is appropriate to not require additional impervious surface if adequate on-street parking is available.

b. The following parking requirements apply to accessory dwelling units.

(1) No additional parking space is required for the accessory dwelling unit if it is created on a site with a Principle Dwelling Unit and the roadway for at least one abutting street is at least 28 feet wide.

(2) One additional parking space is required for the accessory dwelling unit as follows:

i When none of the roadways in abutting streets are at least 28 feet wide; or

ii When the accessory dwelling unit is created at the same time as the Principle Dwelling Unit.

APPLICATION PROCEDURE

1. Application for a building permit for an ADU shall be made to the building official in accordance with the permit procedures established in OCMC 15.12, and shall include:

a. A letter of application from the owner(s) stating that the owner(s) shall occupy one of the dwelling units on the premises, except for bona fide temporary absences, for 7 months out of each year.

2. The registration application or other forms as required by the building official shall be filed as a deed restriction with Clackamas County Records Division to indicate the presence of the ADU, the requirement of owner-occupancy, and other standards for maintaining the unit as described above.

3. The building official shall report annually to the Community Development Director on ADU registration with the number of units and distribution throughout the City.

4. Cancellation of an ADU's registration may be accomplished by the owner filing a certificate with the building official for recording at the Clackamas County Records Division, or may occur as a result of enforcement action.

This section replaces section 17.54.010.A – Fences.

Chapter 17.54.100 Fences

A SIGHT OBSCURING FENCE; SETBACK AND HEIGHT LIMITATIONS

A sight or non-sight obscuring fence may be located on the property or in a yard setback area subject to the following:

A. Generally.

1. The fence, hedge or wall is located within:

- a. A yard that is adjacent or abutting a public right-of-way shall not exceed 42 inches in total height.
- b. A yard that is not adjacent or abutting a public right-of-way shall not exceed six feet in total height

B. Exception. Fence, hedge, or wall on retaining wall. When a fence, hedge or wall is built on a retaining wall or an artificial berm that is not adjacent or abutting a public right-of-way, the following standards shall apply:

1. When the retaining wall or artificial berm is 30 inches or less in height from the finished grade, the maximum fence or wall height on top of the retaining wall shall be six feet.
2. When the retaining wall or earth berm is greater than 30 inches in height, the combined height of the retaining wall and fence or wall from finished grade shall not exceed 8 ½ feet.
3. Fences, hedges or walls located on top of retaining walls or earth berms in excess of 30 inches above finished grade may exceed the total allowed combined height of 8 ½ feet provided that the fence or wall is located a minimum of two feet from the retaining wall and the fence or wall height shall not exceed six feet.

17.56.030 Uses requiring conditional use permit.

Uses requiring conditional use permit are:

- A. Ambulance services in LO, C, M-1 and M-2 districts;
- B. Boarding and lodging houses, bed and breakfast inns, and assisted living facilities for senior citizens;
- C. Boat repair, for boats not exceeding twenty-five feet in length, in the C district;
- D. Cemeteries, crematories, mausoleums, and columbariums;
- E. Child care centers and nursery schools;
- F. Churches;
- G. Colleges and universities, excluding residential districts;
- H. Correctional facilities, in M-1 and M-2 districts;
- I. Emergency service facilities (police and fire), excluding correctional facilities;
- H. Government and Public Service buildings**
- J. Helipad in conjunction with a permitted use, excluding residential districts;
- K. Hospitals, excluding residential districts;
- L. Houseboats;
- M. Hydroelectric generating facilities in M-1 and M-2 districts only;
- N. Motor vehicle towing and temporary storage in M-1 or M-2 districts; recreational vehicle storage in C, M-1 or M-2 districts;
- O. Museums;
- P. Nursing homes;
- Q. Parking lots not in conjunction with a primary use;
- R. Private and public schools;
- S. Private clubs and lodges, excluding residential districts;
- T. Public utilities, including sub-stations and communication facilities (such as towers, transmitters, buildings, plants and other structures);
- U. Public Housing Projects**
- ~~UV.~~ Radio and television transmitters or towers, excluding residential districts;
- ~~VW.~~ Sales and service establishments of manufactured homes and recreational vehicles in C, M-1 and M-2 districts;
- ~~WX.~~ Stadiums, arenas and auditoriums, excluding residential districts;
- ~~XY.~~ Welfare institutions and social service organizations, excluding residential districts. (Ord. 98-1004 §§1, 2, 1998; Ord. 91-1025 §2, 1991)

Chapter 17.60 - Variance**17.60.030 Variances--Procedures.**

A. A request for a variance shall be initiated by a property owner or authorized agent by filing an application with the city recorder. The application shall be accompanied by a site plan, drawn to scale, showing the dimensions and arrangement of the proposed development. When relevant to the request, building plans may also be required. The application shall note the zoning requirement and the extent of the variance requested. Procedures shall thereafter be held under Chapter 17.50. In addition, the procedures set forth in subsection D of this section shall apply when applicable.

B. A nonrefundable filing fee, as listed in Section 17.50.480, shall accompany the application for a variance to defray the costs.

C. Before the planning commission may act on a variance, it shall hold a public hearing thereon following procedures as established in Chapter 17.50.

D. Minor variances as defined in subsection E of this section shall be processed as a Type II decision and shall be reviewed pursuant to the requirements in Section 17.50.030(B).

E. For the purposes of this section, minor variances shall be defined as follows:

1. Variances to setback and yard requirements to allow additions to existing buildings so that the additions follow existing building lines;
2. Ten percent variances to width, depth and frontage requirements;
3. Twenty percent variances to residential yard/setback requirements, provided that no side yard shall be less than five feet;
4. Ten percent variances to nonresidential yard/setback requirements;
5. Five percent variances to lot area requirements;
6. ~~Ten percent variances to required number of parking spaces. (Ord. 00-1003 §12, 2000; prior code §11-8-4)~~

Chapter 17.62 – Site Plan and Design Review

This is a new section to the Oregon City Municipal Code.

17.62.035 Minor Site Plan and Design Review

This section provides for a minor site plan and design review process. This section is a Type II decision subject to administrative proceedings described in OCMC 17.50. This section may only be utilized as the appropriate review process when authorized by the Community Development Director. The purpose of this type of review is to expedite design review standard for uses and activities that require only a minimal amount of review, typical of minor modifications and/or changes to existing uses or buildings. Minor site plan and design review applies to uses and activities, such as:

1. Modification of an office, commercial, industrial, institutional, public or multi-family structure for the purpose of enhancing the aesthetics of the building and not increasing the interior usable space (for example covered walkways or entryways, addition of unoccupied features such as clock tower, etc.).
2. Addition of five percent or less of total square footage of a commercial, office, institutional, public, multi-family, or industrial building.
3. Revisions to parking alignment and/or related circulation patterns.
4. Accessory buildings smaller than 1,000 square feet on commercial, office, institutional, public, multi-family, or industrial properties.
5. Other land uses and activities may be added if the Community Development Director makes written findings that the activity/ use will not increase off-site impacts and is consistent with the type and/or scale of activities/uses listed above.

The application for the minor site plan and design review shall contain the following elements:

- a. A narrative explaining all aspects of the proposal in detail and addressing each of the criteria listed in 17.62.036.
- b. Site plan drawings showing existing conditions and proposed conditions.
- c. Architectural drawings, including building elevations and envelopes, if architectural work is proposed.
- d. Mailing labels of property owners within 300 feet of the subject property.
- e. Additional submittal material may be required by the Community Development Director on a case-by-case basis.

One original application form must be submitted with signatures by the property owner(s). Three copies at the original scale and one copy of a reduced to 11 X 17 inches or smaller of all drawings and plans must also be submitted.

17.62.036 Development Standards for Minor Site Plan and Design Review

1. All development shall comply with Section 17.62.050(1-6 and 8-15) when deemed applicable by the Community Development Director and add conditions to ensure the proposed modification meets the intent of the site plan and design review standards.

Chapter 17.62.050.A Standards

1. A minimum of fifteen percent of the lot area being developed shall be landscaped. Natural landscaping shall be retained where possible to meet the landscaping requirement. Landscape design and landscaping areas shall serve their intended functions and not adversely impact surrounding areas. The landscaping **plan shall be prepared by a registered Landscape Architect** and include a mix of vertical (trees **and shrubs**) and horizontal elements (grass, groundcover, etc.). **No bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees.** The principal planner shall maintain a list of trees, shrubs and vegetation acceptable for landscaping. For properties within the central business district, and for major remodeling in all zones subject to this chapter, landscaping shall be required to the extent practicable up to the fifteen percent requirement. Landscaping also shall be visible from public thoroughfares to the extent practicable.

6. Parking, including carpool, vanpool and bicycle parking, shall comply with city **off-street** parking standards, **Chapter 17.52**. Off-street parking and loading-unloading facilities shall be provided in a safe, well-designed and efficient manner. ~~and shall be buffered from the street and from adjacent residential zones by means of landscaping or by a low fence or wall not greater than three feet six inches in height, but not to the extent of restricting visibility necessary for safety and security.~~ Off-street parking design shall consider the layout of parking, opportunities to reduce the amount of impervious surface, storage of all types of vehicles and trailers, shared parking lots and common driveways, garbage collection and storage points; and the surfacing, lighting, screening, landscaping, concealing and other treatment of the same. The review authority, at its discretion, may reduce the required number of off-street parking spaces for the purpose of preserving an existing specimen tree. ~~Carpool, vanpool and bicycle parking shall be provided in accordance with Section 17.52.040 through 17.52.070.~~

11. Site planning, including the siting of structures, roadways and utility easements, shall provide for the protection of tree resources. Trees of six-inch caliper or greater measured four feet from ground level shall, whenever practicable, be preserved. ~~outside buildable area.~~ Where the ~~planning manager~~**Community Development Director** determines that it is impractical or unsafe to preserve such trees, the trees shall be replaced in accordance with an approved landscape plan that includes new plantings **of at least two inches in caliper, and the plan must at a minimum meet the requirements of Table 16.12.310-1.** ~~of similar character at least two inches to two and one half inches in caliper~~

Table 16.12.310-1 Tree Replacement Requirements	
Size of tree removed (inches in diameter)	Number of Trees to be planted.
6 to 12	3 trees
13 to 18	5 trees
19 to 24	8 trees
25 to 30	10 trees
31 and over	15 trees

Specimen trees shall be preserved where practicable. Where these requirements would cause an undue hardship, the review authority may modify the requirements in a manner which, in its judgment, reasonably satisfies the purposes and intent of this subsection. The review authority may impose conditions to avoid disturbance to tree roots by grading activities and to protect trees and

other significant vegetation identified for retention from harm. Such conditions may include, if deemed necessary by the review authority, the advisory expertise of a qualified consulting arborist or horticulturist both during and after site preparation, and a special maintenance and management program to provide protection to the resources as recommended by the arborist or horticulturist.

16. Adequate right-of-way and improvements to streets, pedestrian ways, bike routes and bikeways, and transit facilities shall be provided, consistent with the city's transportation master plan and design standards and this title. Consideration shall be given to the need for street widening and other improvements in the area of the proposed development impacted by traffic generated by the proposed development. This shall include, but not be limited to, improvements to the right-of-way, such as installation of lighting, signalization, turn lanes, median and parking strips, traffic islands, paving, curbs and gutters, sidewalks, bikeways, street drainage facilities and other facilities needed because of anticipated vehicular and pedestrian traffic generation.

When approving land use actions, the City of Oregon City requires all relevant intersections to be maintained at the minimum acceptable Level Of Service (LOS) upon full build-out of the proposed land use action. The minimum acceptable LOS standards are as follows:

- 1) **For signalized intersection areas of the city that are located outside the Regional Center boundaries a LOS of "D" or better for the intersection as a whole *and* no approach operating at worse than LOS "E" *and* a v/c ratio not higher than 1.0 for the sum of critical movements.**
 - 2) **For signalized intersections within the Regional Center boundaries a LOS "D" can be exceeded during the peak hour; however, during the second peak hour, LOS "D" or better will be required as a whole and no approach operating at worse than LOS "E" *and* a v/c ratio not higher than 1.0.**
 - 3) **For unsignalized intersection throughout the city a LOS "E" or better for the poorest approach *and* with no movement serving more than 20 peak hour vehicles operating at worse than LOS "F" will be tolerated for minor movements during a peak hour.**
23. **For a residential development, site layout shall achieve at least 80% of the maximum density of the base zone for the net developable area. Net developable area excludes all areas for required right-of-way dedication, land protected from development through water resource and steep slopes, and required open space or park dedication.**

17.62.070 On-site pedestrian access.

C. The on-site pedestrian circulation system shall be lighted to a minimum level of ~~three~~ **0.5 foot-candles, a 1.5 foot-candle average, and a maximum to minimum ratio of 7:1** to enhance pedestrian safety and allow employees, residents, customers or the public to use the walkways at night. Pedestrian walkway lighting through parking lots shall be **lighted to a 0.5 foot-candle average and a maximum to minimum ratio of 10:1** ~~designed~~ to light the walkway and enhance pedestrian safety. **Artificial lighting which may be provided shall enhance security, be appropriate for the use, and avoid adverse impacts on surrounding properties and the night sky through appropriate shielding. The lighting shall not cause a measurement in excess of 0.5 footcandles of light on other properties.**

17.62.080 Special development standards along transit streets.

2. Main building entrances shall be well lighted and visible from the transit street. The minimum lighting level for building entries shall be ~~four~~ **three foot-candles**. Lighting shall be a pedestrian scale with the source light shielded to reduce glare.

Chapter 17.64 Planned Unit Development

This Section shall be removed from the Code.

Chapter 17.65 Master Plan

This Section shall be added to the Code.

17.68.025 Zoning changes for land annexed into the city.

A. Notwithstanding any other section of this chapter, when property is annexed into the city from the city/county dual interest area with any of the following comprehensive plan designations, the property shall be rezoned upon annexation to the corresponding city zoning designation as follows:

Plan Designation	Zone
Low-density residential	R-10
Low-density residential/MD	R-6MH
Medium-density residential	RD-4R-3.5
Medium-density residential/MDP	RD-4
High-density residential	RA-2R-2
General commercial	C
Tourist commercial	TC
Campus industrial	M-1, Campus
Industrial/Light	M-1
Industrial/Heavy	M-2CI-Campus Industrial
Mixed Use Downtown	MUD
Mixed Use Employment	MUE
Mixed Use Commercial	MUC - 1

B. Applications for these rezonings shall be reviewed pursuant to the requirements in Section 17.50.030(A) (with respect to nondiscretionary zone changes) and (D) (with respect to discretionary zone changes). (Ord. 00-1003 §15, 2000; Ord. 92-1025 §1, 1992)



PC Mailing List

Meeting Date: 2/11/04

Sent On: 2/12/04

Number	Recipients	Sent	
10	Copies for Front Table		
1	PC Binder	F	
1	Front Counter	F	✓
1	Dan Drentlaw	F	✓
1	Tony Konkol	F	✓
1	Christina Robertson-Gardiner	A	✓
1	Sean Cook	A	✓
1	Larry Patterson	F	✓
1	Bob Cullison	F	✓
1	Nancy K	F	✓
1	City Recorder	F	
1	Fire Department	A	✓
1	Public Works	A	✓
1	Police Department	A	✓
1	Library	F	✓
1	Carnegie Center	F	✓
5	City Commission	F(S)	✓

*In addition to the names on the following page

1 Pioneer Center F ✓

Total:



CICC Chairman/Hillendale Nbrhd
Julie Hollister
12204 Clairmont Way
Oregon City, OR 97045

Barclay Hills Nbrhd Assoc.
Elizabeth Klein, Land Use
13569 Jason Lee Drive
Oregon City, OR 97045

Canemah Nbrhd Assoc.
Howard Post, Chairman
302 Blanchard Street
Oregon City, OR 97045

Caufield Nbrhd Assoc.
Cathi VanDamm
15092 S. Persimmon Way
Oregon City, OR 97045

Caufield Nbrhd Assoc.
Mike Mermelstein, Land Use
20114 Kimberly Rose Drive
Oregon City, OR 97045

Gaffney Lane Nbrhd Assoc.
Joan Schultze
19413 Stillmeadow Drive
Oregon City, OR 97045

Hazel Grove / Westling Farm N/A
Kathy Hogan, Chairman
19721 S. Central Point Road
Oregon City, Oregon 97045

Hillendale Nbrhd. Assoc.
Debbie Watkins, Co-Chairman
13290 Clairmont Way
Oregon City, OR 97045

McLoughlin Nbrhd Assoc.
Denyse McGriff, Land Use
815 Washington Street
Oregon City, OR 97045

McLoughlin Nbrhd Assoc.
Dean Walch, Co-Chairman
516 Madison Street
Oregon City, OR 97045

Park Place Nbrhd. Assoc.
Ralph and Lois Kiefer
15119 Oyer Drive
Oregon City, OR 97045

Park Place Nbrhd. Assoc.
Don Slack
16163 Widman Court
Oregon City, OR 97045

Rivercrest Nbrhd. Assoc.
Diane McKnight, Chairman
161 Barclay Avenue
Oregon City, OR 97045

Rivercrest Nbrhd. Assoc.
Patti Brown, Land Use
P.O. Box 1222
Oregon City, OR 97045

South End Nbrhd. Assoc.
Karen Montoya, Chairman
137 Deerbrook Drive
Oregon City, OR 97045

South End Nbrhd. Assoc.
Kathy Robertson, Land Use
210 Elmer Drive
Oregon City, OR 97045

Garvey Schubert Barer
Bill Kabeiseman
121 SW Morrison Street, 11th Floor
Portland, Oregon 97204

Planning Commission
Linda Carter
1145 Molalla Avenue
Oregon City, Or 97045

Planning Commission
Lynda Orzen
14943 Quinalt Ct.
Oregon City, Or 97045

Planning Commission
Dan Lajoie
143 John Adams Street
Oregon City, OR 97045

Planning Commission
Tim Powell
819 6th Street
Oregon City, OR 97045

Planning Commission
Renate Mengelberg
2263 South Gilman
Oregon City, Or 97045

Transcriptions
Pat Johnson
10214 SW 36th Court
Portland, Oregon 97219

DJC
Kurt Shirley
PO Box 10127
Portland, OR 97296

Oregonian Metro South-News
365 Warner-Milne Road, Ste. 110
Oregon City, Oregon 97045
Attn: Steve Mays

Vedder Real Estate
Cherry Avenue
Oregon City, Oregon 97045
Attn: Karen Slemp

Rene Hinneberg
AV Tech
2580 Cambridge Street
West Linn, OR 97068

Clackamas Community College
Community Relations Department
19600 S. Molalla Avenue
Oregon City, OR 97045

