



# City of Oregon City

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

## Meeting Agenda - Final Planning Commission

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Monday, September 23, 2019

7:00 PM

Commission Chambers

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### 1. Call to Order

### 2. Public Comments

*Citizens are allowed up to 3 minutes to present information relevant to the Planning Commission but not listed as an item on the agenda. Prior to speaking, citizens shall complete a comment form and deliver it to the Plannign Staff. The Planning Commission does not generally engage in dialog with those making comments, but may refer the issue to the Planning Staff.*

### 3. Public Hearings

#### 3a. Development Code Amendments Including Equitable Housing (Planning File LEG 18-00001): Amendments to the Recently Adopted Code for Clarifications, Corrections of Errors, or Improvements

**Sponsors:** Planner Pete Walter

**Attachments:** [Staff Report](#)

[Code Cleanup Summary 9.23.2019](#)

[Draft Amended Code Chapters](#)

[Remaining Code Amendments Schedule](#)

#### 3b. LEG 19-00003 - Beaver Creek Road Concept Plan- Code and Zoning Amendments- (Geologic Hazards, Upland Habitat, Master Planning)

**Sponsors:** Sr. Planner Christina Robertson-Gardiner

**Attachments:** [Staff Report](#)

[Planning Commission Memo September 23 2019](#)

[OCMC 17.44 Geologic Hazards](#)

[Commission Report](#)

[Metro Title 13 Compliance Letter](#)

[Planning Commission Question and Issues Matrix for 9.23.19 Meeting](#)

[Public Comment Matrix for 9.23.19 PC Meeting](#)

[Beaver Creek Road Concept Plan Adopted 2008 \(readopted 2016\)](#)

[Vicinity Map](#)

[Beaver Creek Road Concept Plan Overlay Map](#)

[Applicant's Submittal](#)

[June 7, 2019 Draft Zoning Code Amendments](#)

[June 7, 2019 Revised Draft Zoning Map \(with and without major streets\)](#)

[June 7, 2019 Zoning Code Memo](#)

[June 7, 2019 Zoning Map Memo](#)

[Economic/Jobs Analysis Memo](#)

[Infrastructure Memo](#)

[Transportation Memo](#)

[Public Comment Tracker January 2019-June 2019](#)

**3c.** GLUA-19-00021: Annexation, Zone Change and 7-Lot Subdivision on Maplelane Road (Continuance)

**Sponsors:** Planner Pete Walter

**Attachments:** [Staff Report](#)

[Preliminary Plan](#)

[Extension of 120-Day Deadline](#)

**4. Communications**

**5. Adjournment**

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*Public Comments: The following guidelines are given for citizens presenting information or raising issues relevant to the City but not listed on the agenda.*

- *Complete a Comment Card prior to the meeting and submit it to the staff member.*
- *When the Chair calls your name, proceed to the speaker table and state your name and city of residence into the microphone.*
- *Each speaker is given 3 minutes to speak. To assist in tracking your speaking time, refer to the timer at the dais.*
- *As a general practice, Oregon City Officers do not engage in discussion with those making comments.*

*Agenda Posted at City Hall, Pioneer Community Center, Library, and City Web site([oregon-city.legistar.com](http://oregon-city.legistar.com)).*

*Video Streaming & Broadcasts: The meeting is streamed live on Oregon City's Web site at [www.orcity.org](http://www.orcity.org) and is available on demand following the meeting.*

*ADA: City Hall is wheelchair accessible with entry ramps and handicapped parking located on the east side of the building. Hearing devices may be requested from the City staff member prior to the meeting. Disabled individuals requiring other assistance must make their request known 48 hours preceding the meeting by contacting the City Recorder's Office at 503-657-0891.*



# City of Oregon City

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

## Staff Report

File Number: PC 19-090

**Agenda Date:** 9/23/2019

**Status:** Agenda Ready

**To:** Planning Commission

**Agenda #:** 3a.

**From:** Planner Pete Walter

**File Type:** Land Use Item

### **SUBJECT:**

Development Code Amendments Including Equitable Housing (Planning File LEG 18-00001):  
Amendments to the Recently Adopted Code for Clarifications, Corrections of Errors, or  
Improvements

### **RECOMMENDED ACTION (Motion):**

Provide feedback on proposed amendments to the Oregon City Municipal Code and continue to  
October 14, 2019.

### **BACKGROUND:**

This is the second set of "code clean-up" items necessary to assure that the code standards that  
became effective August 2, 2019 are consistently applied to address additional housing  
opportunities recommended by an Equitable Housing Public Advisory Team, the Public and the  
Planning Commission and City Commission. Typically, implementation of the code reveals minor  
omissions and oversights that require correction or clarification.

A summary of the current batch of code clean-up items is attached, along with the text of the  
specific chapters to be updated.

As a whole, the amendments result in greater opportunities for housing, reduce regulations,  
streamline processes, provide clarity around existing standards, address existing concerns in the  
development standards, and are formatted to be easier to follow. The changes do not change the  
adopted zoning map or authorize any city-initiated construction or development.

The project began when the community identified concerns about not being able to afford to rent  
or purchase a place to live. The availability of places to live at many income levels was  
constrained and the types of dwellings available were not always matched with the types of  
dwellings the community wanted. In response, the City Commission adopted goals for the  
2017-2019 biennium including:

*Goal 1 (Cultivate an Environment for Successful Economic Development):  
Complete site-readiness efforts which can be accomplished through ... improvements or  
process and permitting refinement.*

*Goal 3 (Enhance the Livability of the Community): Review local regulations and  
processes to remove barriers and provide incentives to additional housing opportunities*

The City received a \$100,000 grant from Metro to accomplish this project. The majority of the code amendments implement the direction provided by the Equitable Housing project by amending the applicable Chapters of the Oregon City Municipal Code related to land divisions and development of all types of housing such as multi-family, duplexes, and single-family homes. The amendments remove unnecessary standards, remove conflicting standards, reword for clarity, reformat for clarity, and streamline some housing processes, though a handful of additional amendments were added throughout the evolution of the project which are not related to housing. The complete package of amendments include:

- Recommendations from the Equitable Housing Project Advisory Team, consultants, staff, and Planning Commission;
- General clarification of standards and procedures for more efficient development review to support clear standards and efficient process for the development of housing; and
- A handful of other amendments identified by staff or through the course of the public hearing process which are not related to housing.

The City Commission recently approved a variety of amendments to the Oregon City Municipal Code, but wanted additional time to consider the following in greater depth:

- Amending the maximum height limits within the Mixed Use Downtown (MUD) District;
- Allowing permanent food carts within the Mixed Use Downtown (MUD) District;
- Amending design standards for food carts;
- Adopting regulations for shelters;
- Amending regulations for short-term rentals; and
- Amending the recently adopted code for clarification, corrections of errors, or improvements.

**Summary of Proposed Draft Amendments to the Oregon City Municipal Code**

*Draft for the Planning Commission Hearing on September 23<sup>rd</sup>, 2019*

*Changes from the last set of proposed code amendments are shown in red.*

*This is a summary. Please notify staff of any errors or omissions. **Please refer to complete chapters for all changes.***

<b>OCMC Chapter / Section</b>	<b>Summary</b>	<b>Explanation</b>
<b>16.12 – Minimum Public Improvement and Design Standards</b>		
16.12.013 - Modifications	Sentence added to allow City Engineer approval of modifications to standards for tree preservation purposes	Example: City Engineer may modify sidewalk design to avoid having to remove established trees, such as a curved or elevated sidewalk or use of curb-tight sidewalk for a short section.
<b>17.14 – Single Family and Duplex Residential Design Standards</b>		
17.14.020 – Applicability	Clarification that these standards do not apply to manufactured home within established parks.	Design standards for single-family detached and duplex dwelling apply to traditional site-built homes and manufactured dwellings on individual platted lots. Standards for Manufactured dwellings within parks follow OCMC 17.20.
<b>Chapter 17.20 - Accessory Dwelling Unit, Cluster Housing, Internal Conversion, Live/Work Dwelling, and Manufactured Home Park Design Standards</b>		
17.20.050 – Manufactured Home Park	B.2 - Remove reference to compliance with OCMC 17.14 for units within parks (See above)	See explanation above for 17.14.050.
	C.2. – Clarify calculation of density and reference definition of net developable area for parks.	Clarifies areas that must be deducted from gross site area to calculate how allowed number of units is calculated.
	4. Clarify setbacks for manufactured homes and accessory structures within manufactured home parks to be consistent with statewide requirements for manufactured home parks.  Continues to maintain a 15' setback at the park perimeter.	Allows greater flexibility for placement of new and replaced manufactured units and accessory structures to locate within manufactured home parks consistent with state codes.

<b>Chapter 17.24 NC Neighborhood Commercial District</b>		
17.24.020 - Permitted Uses—NC.	Remove “Residential use that does not exceed fifty percent of the total building square footage on-site” as a permitted use.	The use is permitted in MUC per (A). Assures that there is minimum commercial component associated with residential use to meet the intent of this mixed-use zone.
17.24.035 - Prohibited uses.	Add L. “Residential use that exceeds fifty percent of the total building square footage on-site.”	Clarification. Assures that there is minimum commercial component associated with residential use to meet the intent of this mixed-use zone.
<b>Chapter 17.29 MUC Mixed Use Corridor District</b>		
17.29.020 - Permitted uses—MUC-1 and MUC-2.	N. Added clarification to permit one and two dwelling units in conjunction with a non-residential use, which may occupy no more than 50% of the total square footage of the development.	Clarification. Assures that there is minimum commercial component associated with residential use to meet the intent of this mixed-use zone.
<b>Chapter 17.34 MUD Mixed Use Downtown District</b>		
17.34.020 - Permitted uses.	M. Added clarification to permit one and two dwelling units in conjunction with a non-residential use, which may occupy no more than 50% of the total square footage of the development.	Clarification. Assures that there is minimum commercial component associated with residential use to meet the intent of this mixed-use zone.
<b>Chapter 17.41 - Tree Protection, Preservation, Removal and Replanting Standards</b>		
17.41.110 – Permitted Adjustments	A.2. Replace “Community Development Director” with “City Engineer”	Example: City Engineer may modify sidewalk design to avoid having to remove established trees, such as a curved or elevated sidewalk or use of curb-tight sidewalk for a short section.
<b>Chapter 17.52 - Off-Street Parking and Loading</b>		
17.52.020 - Number of automobile spaces required.	A.4. Added language “Fleet vehicle parking shall be accommodated within the maximum parking ratio, except that in GI, CI, and MUE zones, fleet vehicle parking may be included in a parking lot in addition to the maximum number of permitted parking spaces.”	This change will allow developments in the employment zones (GI, CI and MUE) to store fleet vehicles on-site and not violate the maximum allowed amount of parking required. Example: a warehouse or distribution facility that stores delivery vehicles in addition to regular parking needs on-site.

<b>Chapter 17.62 - Site Plan and Design Review</b>		
17.62.050 - General Standards - G. Screening of Mechanical Equipment:	<p>G.1. Clarify applicability for roof-top equipment. Applies to all new buildings or building additions, not to new or replaced equipment on existing buildings.</p> <p>Clarifies the viewpoint is from adjacent street level.</p> <p>Requires that new or replacement equipment be painted or powder-coated.</p> <p>G.2. Clarify that wall-mounted HVAC and multiple utility meters shall not be placed on the front façade of a building or facing a right-of-way.</p>	<p>Clarifies that the screening requirement applies to new buildings and additions, but no longer requires screening requirements for new and replacement roof-mounted mechanical equipment on existing buildings which pre-existed current code.</p> <p>New and replaced mechanical equipment on existing buildings must be painted or powder-coated, but not screened.</p>
<b>PREVIOUS CODE CLEANUP ITEMS</b>		
The items listed below were reviewed by Planning Commission on September 9, 2019		
<b>16.08 Land Divisions – Process and Standards</b>		
16.08.065 – Lot size reduction	Clarify that how to address fractions when identifying the number of lots which are allowed to be reduced in size.	25% of lots may be below the minimum lot size, provided the subdivision as a whole average the minimum lot size. This amendment clarifies that the fractions resulting from the twenty-five percent calculation shall be rounded down.
<b>Chapter 17.04 Definitions (See Chapter for all Changes)</b>		
17.04.481 – Food cart, mobile	Change “cart” to “unit”	Update based on recommendation from the Oregon Mobile Food Association.
17.04.766 – Mobile vendor	Change “cart” to “unit”	Update based on recommendation from the Oregon Mobile Food Association.
17.04.808 – Net Density	Clarify that how to address fractions when identifying the minimum and maximum density. Update example.	The minimum net density shall be rounded up and the maximum net density calculations shall be rounded down. If rounding results in conflicting numbers, the minimum net density shall be rounded down.
<b>Chapter 17.16: Single-Family Attached and 3-4 Plex Residential Design Standards</b>		
17.16.050.A.2 – Outdoor space and tree requirement	Update cross reference.	Amend cross reference for front porch requirements.

<b>Chapter 17.20 ADU, Cluster Housing, Internal Conversions, Live/Work Dwelling, Manufactured Homes, and Manufactured Home Parks Residential Design Standards</b>		
17.20.20.J.2	Grammar change	Remove extra period.
17.20.050.C.11 - Manufactured Home Park	Add standard identifying that parking lots greater than 2 stalls, refuse and recycling areas, outdoor lighting, fencing, and structures (other than the manufactured homes) are subject to compliance with Site Plan and Design Review standards in OCMC 17.62.	Require Site Plan and Design Review for common buildings, fencing, etc.
<b>Chapter 17.24 Neighborhood Commercial District</b>		
17.24.035.K – Prohibited Uses	Change “cart” to “unit”	Update based on recommendation from the Oregon Mobile Food Association.
<b>Chapter 17.26 Historic Commercial District</b>		
17.26.035.E – Prohibited Uses	Change “cart” to “unit”	Update based on recommendation from the Oregon Mobile Food Association.
<b>Chapter 17.29 MUC Mixed Use Corridor District</b>		
17.29.020.M - Permitted uses—MUC-1 and MUC-2.	Clarified 1-2 residential units allowed in conjunction with nonresidential uses	Language inadvertently excluded from adopted code
17.29.030.K - Conditional uses—MUC-1 and MUC-2 zones.	Clarify that bus stops are not included in the definition of passenger terminals	Clarify bus stops allowed without a Conditional Use.
17.29.040.K – Prohibited Uses	Change “cart” to “unit”	Update based on recommendation from the Oregon Mobile Food Association.
<b>Chapter 17.31 MUE Mixed Use Employment District</b>		
17.31.020.R – Permitted Uses	Change “cart” to “unit”	Update based on recommendation from the Oregon Mobile Food Association.
<b>Chapter 17.32 General Commercial District</b>		

17.32.040.F – Prohibited Uses	Change “cart” to “unit”	Update based on recommendation from the Oregon Mobile Food Association.
<b>Chapter 17.34 Mixed Use Downtown District</b>		
17.34.020.K – Permitted Uses	Remove parks, playgrounds, play fields and community or neighborhood centers as a permitted use and renumber section.	Permitted uses were copied over from a cross reference in the previous code. When the copy was completed, the use was carried over, however, the use was already listed as requiring a Conditional Use approval.
17.34.020.DD – Permitted Uses	Change “cart” to “unit”	Update based on recommendation from the Oregon Mobile Food Association.
17.34.030.N - Conditional uses.	Clarify that bus stops are not included in the definition of passenger terminals	Clarify bus stops allowed without a Conditional Use.
17.34.040.I & J – Prohibited Uses	Change “cart” to “unit”	Update based on recommendation from the Oregon Mobile Food Association.
<b>Chapter 17.35 Willamette Falls Downtown District</b>		
17.35.020.E – Permitted Uses	Change “cart” to “unit”	Update based on recommendation from the Oregon Mobile Food Association.
<b>Chapter 17.36 GI General Industrial District</b>		
17.36.020.P – Permitted Uses	Change “cart” to “unit”	Update based on recommendation from the Oregon Mobile Food Association.
<b>Chapter 17.37 CI Campus Industrial District</b>		
17.37.020.Q – Permitted Uses	Change “cart” to “unit”	Update based on recommendation from the Oregon Mobile Food Association.
<b>Chapter 17.39 I Institutional District</b>		
17.39.020.H – Permitted Uses	Change “cart” to “unit”	Update based on recommendation from the Oregon Mobile Food Association.
17.39.050 – Dimensional Standards	Add minimum landscaping standard of 15%	Standard was relocated from 17.62.050.A to zoning chapters and was not identified in the Institutional District.
<b>Chapter 17.50 Administration and Procedures</b>		

17.50.070.A - Completeness review and one hundred twenty-day rule.	Clarify that the completeness review begins once the fees have been paid and the application form is submitted.	Identify the minimum requirements to start the process of determining if an application is complete to process.
<b>Chapter 17.52 Off-Street Parking and Loading</b>		
17.52.020.A.4 - Number of automobile spaces required.	Identify that fleet parking shall be included in the min/max parking requirements for all zones except GI, CI, and MUE.	Add clarity for applicants, while allowing fleet storage to be larger in industrial zoning designations.
17.52.060.C - Perimeter Parking lot landscaping	Clarify perimeter parking lot landscaping standards apply to drive aisles	Clarify existing standards.
17.52.060.D – Building Buffer Landscaping	Clarify landscaping standards between the building and the parking lot do not apply to drive aisles	Allow more flexibility in design.
<b>17.54 Supplemental Zoning Regulations and Exceptions</b>		
17.54.010.C Accessory buildings and uses	Require compliance with 12.04.120	Resolves conflict resulting in temporary structures in the right-of-way needing to obtain a permit.
17.54.020 projections from buildings	Add note recognizing that projections into setbacks may be limited by easements, etc.	Add clarity for the public.
17.54.100.A.6 & 7 - Fences, Hedges, Walls, and Retaining Walls	Allows retaining walls below the elevation of the right-of-way up to 6' in height regardless of location on property and exempts fall protection required by the Building Official, such as railings, from the retaining wall height calculation.	Allow subgrade retaining walls up to 6 feet in height and exclude required fall protection from height limitations.
17.54.115 Mobile Food Carts	<p>Reformat section to separate requirements from mobile units from property owners.</p> <p>Rename “mobile food carts” to “mobile food units”</p> <p>Added requirement that parking lots, refuse and recycling areas, outdoor lighting, fencing, and structures (other than the mobile food units) are subject to Site Plan and Design Review standards.</p>	Changes in response to the Oregon Mobile Food Association. The changes make it easier for the vendors and property owners to each understand their burden and clarifies the code so that it is easier to understand. Some of the standards were removed so the code may be implemented and because they were redundant with other County Health requirements. The approval process was amended to be more streamlined and clear for vendors.

	<p>Specified that compliance with the stormwater standards upon additional impervious surfaces</p> <p>Material standards for units were removed.</p> <p>A new section added allowing 3 carts on a priority at all times under the transitory standards, provided they do not operate more than 5 hours a day.</p> <p>Replaced screening requirement for generators with reference to city noise regulations.</p> <p>Changed approval process so property owner submits for a permit for a certain number of carts onsite and vendors identify compliance with the applicable standards through the business license or supplemental process.</p>	
17.54.120 Home occupations	Add limitation that no commodities are sold onsite.	Restriction inadvertently excluded when requirements were moved.
<b>Chapter 17.62 Site Plan and Design Review</b>		
17.62.030 When required	Specify that manufactured home parks are subject to Site Plan and Design Review.	Support the manufactured home standards which specify that Site Plan and Design Review is required for collective buildings, parking lots, etc.
17.62.035.A.2.y & 17.62.035.B.1.d Minor Site Plan and Design Review	Change “cart” to “unit”	Update based on recommendation from the Oregon Mobile Food Association.
17.62.050.G Screening of Mechanical Equipment	<p>Identify applicability of standards</p> <p>Clarify how units are regulated.</p>	Add clarity.
17.62.050.H.2.vii – Special Material Standards	Allow vinyl or powder coated chain link fencing for City-owned parks or recreational facilities such as play areas, dog parks, tennis courts, ball fields and other recreational facilities	Allow some type of chain link fencing at city recreational facilities

17.62.055.G.3 Institutional, office, multi-family, retail, and commercial building standards	Limit corner lot standards for vertically attached 3-4 plexes	Amend code for feasibility.
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*This is a summary. Please notify staff of any errors or omissions. Please refer to complete code amendment chapters for all changes.*

OCMC 16.12 - Minimum Public Improvements and Design Standards

OCMC 17.14 - Single Family and Duplex Residential Design

OCMC 17.20 - ADU Cluster Internal LiveWork MHP

OCMC 17.24 - NC Neighborhood Commercial District

OCMC 17.29 - MUC Mixed Use Corridor District

OCMC 17.34 - MUD Mixed Use Downtown District

OCMC 17.41 - Tree Preservation Removal and Replanting Protection

OCMC 17.52 - Off-Street Parking and Loading

OCMC 17.62 - Site Plan and Design Review

## **Oregon City Municipal Code**

### **Chapter 16.12 Minimum Public Improvements and Design Standards for Development**

#### **16.12.008 Definitions.**

Whenever the words or terms and their derivatives are used in this chapter, they shall have the meaning herein ascribed to them as described in OCMC 17.04, unless the context dictates application of a different meaning.

#### **16.12.010 - Purpose and general provisions.**

All development shall be in conformance with the policies and design standards established by this chapter and with applicable standards in the City's public facility master plans and City design standards and specifications. In reviewing applications for development, the City Engineer shall take into consideration any approved development and the remaining development potential of adjacent properties. All street, water, sanitary sewer, storm drainage and utility plans associated with any development shall 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 shall 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.

#### **16.12.011 - Applicability.**

- A. Compliance with this chapter is required for all development including land divisions, site plan and design review, master plan, detailed development plan and conditional use applications and all public improvements. Minor Site Plan and Design Review applications shall not be subject to this chapter unless improvements are proposed within the right-of-way.
- B. Compliance with this chapter is also required for new construction or additions which exceed fifty percent of the existing square footage of all single and two-family dwellings living space. Garages, carports, sheds, and porches may not be included in the calculation if these spaces are not living spaces. Accessory dwelling units are not subject to compliance with this chapter. All applicable single and two-family dwellings shall provide any necessary dedications, easements or agreements as identified in the transportation system plan and this chapter, subject to constitutional limitations. In addition, the street frontage shall be improved to include the following priorities for improvements:

- 1. Improve street pavement, construct curbs, gutters, sidewalks and planter strips; and
- 2. Plant street trees.

The cost of compliance with the standards identified in 16.12.011.B.1 and 16.12.011.B.2 is calculated based on the square footage valuation from the State of Oregon Building Codes Division and limited to ten percent of the total construction costs. The value of the alterations and improvements is based on the total construction costs for a complete project rather than costs of various project component parts subject to individual building permits. The entire proposed construction project cost includes engineering and consulting fees and construction costs. It does

not include permit fees, recording fees, or any work associated with drafting or recording dedications or easements.

#### 16.12.012 - Jurisdiction and management of the public rights-of-way.

The City has jurisdiction and exercises regulatory management over all public rights-of-way as defined and outlined within 12.04 of the Oregon City Municipal Code.

#### 16.12.013 - Modifications.

The applicant may request and the review body may consider modification of the standards in this chapter resulting from constitutional limitations restricting the City's ability to require the dedication of property or for any other reason, based upon the criteria listed below and other criteria identified in the standard to be modified. All modifications, except for adjustments approved by the City Engineer for tree preservation purposes pursuant to 16.12.013.A, shall be processed through a Type II Land Use application and may require additional evidence from a transportation engineer or others to verify compliance. Compliance with the following criteria is required:

- A. The modification meets the intent of the standard;
- B. The modification provides safe and efficient movement of pedestrians, motor vehicles, bicyclists and freight;
- C. The modification is consistent with an adopted transportation or utility plan; and
- D. The modification is complementary with a surrounding street design; or, in the alternative;
- E. If a modification is requested for constitutional reasons, the applicant shall demonstrate the constitutional provision or provisions to be avoided by the modification and propose a modification that complies with the state or federal constitution. The City shall be under no obligation to grant a modification in excess of that which is necessary to meet its constitutional obligations.

#### 16.12.014 - Administrative provisions.

An applicant shall submit the following items to the City and complete the following tasks prior to proceeding with construction of proposed development plans. These items include the following:

- A. Pre-Design Meeting;
- B. Final Engineering Plans, Stamped and Signed by an Oregon Licensed Professional Engineer;
- C. Stormwater Report, Stamped and Signed by an Oregon Licensed Professional Engineer;
- D. Geotechnical Report, Stamped and Signed by an Oregon Licensed Professional Engineer (if applicable);
- E. Engineer's Preliminary and Final Cost Estimates (also may be known as engineer's opinion of probable construction cost);
- F. Plan Check and Inspection Fees (as set by City resolution);
- G. Certificate of Liability Insurance for city funded public projects contracted by the City (not less than one million dollars single incident and two million dollars aggregate);
- H. Preconstruction Meeting Notes;
- I. Financial Guarantee(s) per OCMC 17.50.140;
- J. Applicable Approvals/Permits from other agencies or entities;
- K. Developer/Engineer Agreement for public works improvements.

An applicant shall submit the following additional items to the City and complete the following tasks prior to completing construction of proposed development plans. These items include the following:

- L. Project Engineer's Certificate of Completion;
- M. Stormwater Operation and Maintenance Easement (if applicable);

- N. Deed of Dedication (Bargain and Sale Deed);
- O. Recorded Plat and/or Easements (if applicable);
- P. Recorded Non-Remonstrance Covenant Agreement;
- Q. Land Division Compliance Agreement (if applicable);
- R. Permanent Stabilization and/or Restoration of the impact from the development;
- S. Fulfillment of all Conditions of Approval;
- T. Payment of all Outstanding Fees;
- U. Maintenance Guarantee(s). per OCMC 17.50.141;
- V. Indemnity Agreement (if applicable);
- W. Completed Punchlist;
- X. As-Built Drawings;

Details on individual items required by this subsection can be obtained by contacting Public Works. Many items, such as the engineer's cost estimate and plan check and inspection fee, maybe be submitted in conjunction with documentation for other infrastructure improvements that are done with the development (such as street, sanitary sewer, and water).

#### 16.12.015 - Street design—Generally.

Development shall be required to provide existing or future connections to adjacent sites through the use of vehicular and pedestrian access easements where applicable. Development shall provide any necessary dedications, easements or agreements as identified in the Transportation System Plan, Trails Master Plan, and/or Parks and Recreation Master Plan and this chapter, subject to constitutional limitations. The location, width and grade of street shall be considered in relation to: existing and planned streets, topographical conditions, public convenience and safety for all modes of travel, existing and identified future transit routes and pedestrian/bicycle accessways, overlay districts, and the proposed use of land to be served by the streets. The street system shall assure an adequate traffic circulation system with intersection angles, grades, tangents and curves appropriate for the traffic to be carried considering the terrain. To the extent possible, proposed streets shall connect to all existing or approved stub streets that abut the development site. The arrangement of streets shall either:

- A. Provide for the continuation or appropriate projection of existing principal streets in the surrounding area and on adjacent parcels or conform to a plan for the area approved or adopted by the City to meet a particular situation where topographical or other conditions make continuance or conformance to existing streets impractical;
- B. Where necessary to give access to or permit a satisfactory future development of adjoining land, streets shall be extended to the boundary of the development and the resulting dead-end street (stub) may be approved with a temporary turnaround as approved by the City Engineer. Notification that the street is planned for future extension shall be posted on the stub street until the street is extended and shall inform the public that the dead-end street may be extended in the future. Access control in accordance with OCMC 16.12.017 shall be required to preserve the objectives of street extensions.
- C. Adequate right-of-way and improvements to streets, pedestrian ways, bike routes and bikeways, and transit facilities shall be provided and be consistent with the City's Transportation System Plan. 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.

#### 16.12.016 - Street design.

All development regulated by this chapter shall provide street improvements in compliance with the standards in Table 16.12.016 depending on the street classification set forth in the Transportation System Plan and the Comprehensive Plan designation of the adjacent property, unless an alternative plan has been adopted. The table implements the adopted Transportation System Plan and illustrates the maximum design standards. These standards may be reduced with an alternative street design which may be approved based on the modification criteria in OCMC 16.12.013. The steps for reducing the street design are found in the Transportation System Plan.

Table 16.12.016 Street Design

Table 16.12.016 Street Design. To read the table select the road classification as identified in the Transportation System Plan and the Comprehensive Plan designation of the adjacent properties to find the maximum design standards for the road cross section. If the Comprehensive Plan designation for lands on either side of the street differs, the wider right-of-way standard shall apply.

Road Classification	Comprehensive Plan Designation	Right-of-Way Width	Pavement Width	Public Access	Sidewalk	Landscape Strip	Bike Lane	Street Parking	Travel Lanes	Median
<b>Major Arterial</b>	Mixed Use, Commercial or Public/Quasi Public	116 ft.	94 ft.	0.5 ft.	10.5 ft. sidewalk including 5 ft. x 5 ft. tree wells		6 ft.	8 ft.	(5) 12 ft. Lanes	6 ft.
	Industrial	120 ft.	88 ft.	0.5 ft.	5 ft.	10.5 ft.	6 ft.	N/A	(5) 14 ft. Lanes	6 ft.
	Residential	126 ft.	94 ft.	0.5 ft.	5 ft.	10.5 ft.	6 ft.	8 ft.	(5) 12 ft. Lanes	6 ft.

Road Classification	Comprehensive Plan Designation	Right-of-Way Width	Pavement Width	Public Access	Sidewalk	Landscape Strip	Bike Lane	Street Parking	Travel Lanes	Median
<b>Minor Arterial</b>	Mixed Use, Commercial or Public/Quasi Public	116 ft.	94 ft.	0.5 ft.	10.5 ft. sidewalk including 5 ft. x 5 ft. tree wells		6 ft.	8 ft.	(5) 12 ft. Lanes	6 ft.
	Industrial	118 ft.	86 ft.	0.5 ft.	5 ft.	10.5 ft.	6 ft.	7 ft.	(5) 12 ft. Lanes	N/A
	Residential	100 ft.	68 ft.	0.5 ft.	5 ft.	10.5 ft.	6 ft.	7 ft.	(3) 12 ft.	6 ft.

									Lanes	
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Road Classification	Comprehensive Plan Designation	Right-of-Way Width	Pavement Width	Public Access	Sidewalk	Landscape Strip	Bike Lane	Street Parking	Travel Lanes	Median
Collector	Mixed Use, Commercial or Public/Quasi Public	86 ft.	64 ft.	0.5 ft.	10.5 ft. sidewalk including 5 ft. x 5 ft. tree wells		6 ft.	8 ft.	(3) 12 ft. Lanes	N/A
	Industrial	88 ft.	62 ft.	0.5 ft.	5 ft.	7.5 ft.	6 ft.	7 ft.	(3) 12 ft. Lanes	N/A
	Residential	85 ft.	59 ft.	0.5 ft.	5 ft.	7.5 ft.	6 ft.	7 ft.	(3) 11 ft. Lanes	N/A

Road Classification	Comprehensive Plan Designation	Right-of-Way Width	Pavement Width	Public Access	Sidewalk	Landscape Strip	Bike Lane	Street Parking	Travel Lanes	Median
Local	Mixed Use, Commercial or Public/Quasi Public	62 ft.	40 ft.	0.5 ft.	10.5 ft. sidewalk including 5 ft. x 5 ft. tree wells		N/A	8 ft.	(2) 12 ft. Lanes	N/A
	Industrial	60 ft.	38 ft.	0.5 ft.	5 ft.	5.5 ft.	(2) 19 ft. Shared Space		N/A	
	Residential	54 ft.	32 ft.	0.5 ft.	5 ft.	5.5 ft.	(2) 16 ft. Shared Space		N/A	

1. Pavement width includes, bike lane, street parking, travel lanes and median.
2. Public access, sidewalks, landscape strips, bike lanes and on-street parking are required on both sides of the street in all designations. The right-of-way width and pavement widths identified above include the total street section.
3. A 0.5 foot curb is included in landscape strip or sidewalk width.
4. Travel lanes may be through lanes or turn lanes.
5. The 0.5 foot public access provides access to adjacent public improvements.
6. Alleys shall have a minimum right-of-way width of twenty feet and a minimum pavement width of sixteen feet. If alleys are provided, garage access shall be provided from the alley.
7. A raised concrete median or landscape median shall be utilized for roads identified to have access restrictions.

- A. Sidewalks. The applicant shall provide for sidewalks on both sides of all public streets, on any private street if so required by the decision-maker, and in any special pedestrian way within the development. Both sidewalks and curbs are to be constructed to City standards and at widths set forth above, and according to plans and specifications provided by the City Engineer. Exceptions to this requirement may be allowed in order to accommodate topography, trees or some similar site constraint. In the case of major or minor arterials, the decision-maker may approve a development without sidewalks where sidewalks are found to be dangerous or otherwise impractical to construct or are not reasonably related to the applicant's development. The decision-maker may require the applicant to provide sidewalks concurrent with the issuance of the initial building permit within the area that is the subject of the development application. Applicants for partitions may be allowed to meet this requirement by providing the City with a financial guarantee per OCMC 16.12.110.
- B. Pedestrian and Bicycle Accessways Routes. If deemed appropriate to extend pedestrian and bicycle routes, existing or planned, the decision-maker may require the installation of separate pedestrian and bicycle facilities.
- C. Street Name Signs and Traffic Control Devices. The applicant shall install street signs and traffic control devices as directed by the City Engineer. Street name signs and traffic control devices shall be in conformance with all applicable city regulations and standards.
- D. Street Lights. The applicant shall install street lights which shall be served from an underground source of supply. Street lights shall be in conformance with all City regulations.
- E. Any new street proposed with a pavement width of less than thirty-two feet shall be processed through OCMC 16.12.013 and meet minimum life safety requirements, which may include fire suppression devices as determined by the Fire Marshall to assure an adequate level of fire and life safety. The modified street shall have no less than a twenty-foot wide unobstructed travel lane.
- F. All development shall include vegetated planter strips that are five feet in width or larger and located between the sidewalk and curb unless otherwise approved pursuant to this chapter. All development shall utilize the vegetated planter strip for the placement of street trees or place street trees in other acceptable locations, as prescribed by OCMC 12.08. Development proposed along a collector, minor arterial, or major arterial roads may place street trees within tree wells within a wider sidewalk in lieu of a planter strip. In addition to street trees per OCMC 12.08, vegetated planter strips shall include ground cover and/or shrubs spaced four feet apart and appropriate for the location. No invasive or nuisance plant species shall be permitted.
- G. Vehicle and pedestrian access easements may serve in lieu of streets when approved by the decision maker and only where dedication of a street is deemed impracticable.
- H. Vehicular and pedestrian easements shall allow for public access and shall comply with all applicable pedestrian access requirements.

#### 16.12.017 - Street design—Access control.

- A. A street which is dedicated to end at the boundary of the development or in the case of half-streets dedicated along a boundary shall have an access control granted to the City as a City controlled plat restriction for the purposes of controlling ingress and egress to the property adjacent to the end of the dedicated street. The access control restriction shall exist until such time as a public street is created, by dedication and accepted, extending the street to the adjacent property.
- B. The City may grant a permit for the adjoining owner to access through the access control.
- C. The plat shall contain the following access control language or similar on the face of the map at the end of each street for which access control is required: "Access Control (See plat restrictions)."
- D. Said plats shall also contain the following plat restriction note(s): "Access to (name of street or tract) from adjoining tracts (name of deed document number[s]) shall be controlled by the City of

Oregon City by the recording of this plat, as shown. These access controls shall be automatically terminated upon the acceptance of a public road dedication or the recording of a plat extending the street to adjacent property that would access through those Access Controls."

16.12.018 - Street design—Alignment.

The centerline of streets shall be:

- A. Aligned with existing streets by continuation of the centerlines; or
- B. Offset from the centerline by no more than five feet, provided appropriate mitigation, in the judgment of the City Engineer, is provided to ensure that the offset intersection will not pose a safety hazard.
- C. Driveways that are at least twenty-four feet wide shall align with existing or planned streets on adjacent sites.

16.12.019 - Traffic sight obstructions.

All new streets shall comply with the Traffic Sight Obstructions in Chapter 10.32.

16.12.020 - Street design—Intersection angles.

Except where topography requires a lesser angle, streets shall be laid out to intersect at angles as near as possible to right angles. In no case shall the acute angles be less than eighty degrees unless there is a special intersection design. An arterial or collector street intersecting with another street shall have at least one hundred feet of tangent adjacent to the intersection unless topography requires a lesser distance. Other streets, except alleys, shall have at least fifty feet of tangent adjacent to the intersection unless topography requires a lesser distance. All street intersections shall be provided with a minimum curb return radius of twenty-five feet for local streets. Larger radii shall be required for higher street classifications as determined by the City Engineer. Additional right-of-way shall be required to accommodate curb returns and sidewalks at intersections. Ordinarily, intersections should not have more than two streets at any one point.

16.12.021 - Street design—Grades and curves.

Grades and center line radii shall conform to standards approved by the City Engineer.

16.12.022 - Street design—Development abutting arterial or collector street.

Where development abuts or contains an existing or proposed arterial or collector street, the decision maker may require: access control; screen planting or wall contained in an easement or otherwise protected by a restrictive covenant in a form acceptable to the decision maker along the rear or side property line; or such other treatment it deems necessary to adequately protect residential properties or afford separation of through and local traffic. Reverse frontage lots with suitable depth may also be considered an option for residential property that has arterial frontage. Where access for development abuts and connects for vehicular access to another jurisdiction's facility then authorization by that jurisdiction may be required.

16.12.023 - 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 may require that local streets be so designed as to discourage their use by nonlocal automobile traffic.

The City Engineer may require that crosswalks include a large vegetated or sidewalk area which extends into the street pavement as far as practicable to provide safer pedestrian crossing opportunities. These curb extensions can increase the visibility of pedestrians and provide a shorter

crosswalk distance as well as encourage motorists to drive slower. The City Engineer may approve an alternative design that achieves the same standard for constrained sites.

#### 16.12.024 - Street design—Half street.

Half streets, while generally not acceptable, may be approved where essential to the development, when in conformance with all other applicable requirements, and where it will not create a safety hazard. When approving half streets, the decision maker shall first determine that it will be practical to require the dedication of the other half of the street when the adjoining property is divided or developed. Where the decision maker approves a half street, the applicant shall construct a half street with at least twenty feet of pavement width and provide signage prohibiting street parking so as to make the half street safe until such time as the other half is constructed. Whenever a half street is adjacent to property capable of being divided or developed, the other half of the street shall be provided and improved when that adjacent property divides or develops. Access control may be required to preserve the objectives of half streets.

When the remainder of an existing half-street improvement is completed it shall include the following items: dedication of required right-of-way, construction of the remaining portion of the street including pavement, curb and gutter, landscape strip, sidewalk, street trees, lighting and other improvements as required for that particular street. It shall also include at a minimum the pavement replacement to the centerline of the street. Any damage to the existing street shall be repaired in accordance with the City's "Pavement Cut Standards" or as approved by the City Engineer.

#### 16.12.025 - Street design—Cul-de-sacs and dead-end streets.

The City discourages the use of cul-de-sacs and permanent dead-end streets except where construction of a through street is found by the decision maker to be impracticable due to topography or some significant physical constraint such as geologic hazards, wetland, natural or historic resource areas, pre-existing dedicated open space, pre-existing development patterns, arterial access restrictions or similar situation as determined by the decision maker. This section is not intended to preclude the use of curvilinear eyebrow widening of a street where needed.

- A. When permitted, access from new cul-de-sacs and permanent dead-end streets shall be limited to a maximum of twenty-five dwelling units.
- B. Cul-de-sacs and permanent dead-end streets shall include pedestrian/bicycle accessways to meet minimum block width standards as prescribed in OCMC 16.12.030.
- C. Cul-de-sacs shall have sufficient radius to provide adequate turn-around for emergency vehicles in accordance with fire district and city adopted street standards.
- D. Permanent dead-end streets shall provide public street right-of-way/easements sufficient to provide a sufficient amount of turn-around space complete with appropriate no-parking signs or markings to accommodate waste disposal, sweepers, emergency and other long vehicles in the form of a hammerhead or other design to be approved by the decision maker.
- E. In the case of dead-end stub streets that will connect to streets on adjacent sites in the future, notification that the street is planned for future extension shall be posted on the stub street until the street is extended and shall inform the public that the dead-end street may be extended in the future. A dead-end street shall include signage or barricade meeting Manual on Uniform Traffic Control Devices (MUTCD).

#### 16.12.026 - Street design—Alleys.

Alleys with public access easements on private property shall be provided in the Park Place and South End concept plan areas for the following districts R-5, R-3.5, R-2, MUC-1, MUC-2 and NC zones unless other permanent provisions for private access to off-street parking and loading facilities are

approved by the decision maker. All alleys intended to provide access for emergency vehicles shall be a minimum width of twenty feet. The corners of alley intersections shall have a radius of not less than ten feet and shall conform to standards approved by the City Engineer. Access easements and maintenance agreements shall be recorded on affected properties.

#### 16.12.027 - Street design—Off-site street improvements.

During consideration of the preliminary plan for a development, the decision maker shall determine whether existing streets impacted by, adjacent to, or abutting the development meet the applicable design or dimensional requirements. Where such streets fail to meet these requirements, the decision-maker shall require the applicant to make proportional improvements sufficient to achieve conformance with minimum applicable design standards required to serve the proposed development.

#### 16.12.028 - Street design—Transit.

Streets shall be designed and laid out in a manner that promotes pedestrian and bicycle circulation. The applicant shall coordinate with transit agencies where the application impacts transit streets as identified in OCMC 17.04.1310. Pedestrian/bicycle access ways shall be provided as necessary to minimize the travel distance to transit streets and stops and neighborhood activity centers. The decision maker may require provisions, including easements, for transit facilities along transit streets where a need for bus stops, bus pullouts or other transit facilities within or adjacent to the development has been identified.

#### 16.12.029 - Excavations—Restoration of pavement.

Whenever any excavation shall have been made in any pavement or other street improvement on any street or alley in the City for any purpose whatsoever under the permit granted by the engineer, it shall be the duty of the person making the excavation to restore the pavement in accordance with the City of Oregon City Public Works Pavement Cut Standards in effect at the time the permit is granted. The City Commission may adopt and modify the City of Oregon City Public Works Pavement Cut Standards by resolution as necessary to implement the requirements of this chapter.

#### 16.12.030 - Blocks—Width.

The width of blocks shall ordinarily be sufficient to allow for two tiers of lots with depths consistent with the type of land use proposed. The length, width and shape of blocks shall take into account the need for adequate building site size, convenient motor vehicle, pedestrian, bicycle and transit access, control of traffic circulation, and limitations imposed by topography and other natural features.

All new streets shall be designed as local streets unless otherwise designated as arterials and collectors in the current adopted Transportation System Plan. The maximum block spacing between streets is 530 feet and the minimum block spacing between streets is 150 feet as measured between the right-of-way centerlines except in zones GI, CI, MUE, I, and WFDD where determining the appropriate street spacing will be determined by the City Engineer. If the maximum block size is exceeded, pedestrian accessways shall be provided every 330 feet. The spacing standards within this section do not apply to alleys.

#### 16.12.031 - Street design—Street names.

Except for extensions of existing streets, no street name shall be used which will duplicate or be confused with the name of an existing street. Street names shall conform to the established standards in the City and shall be subject to the approval of the City.

#### 16.12.032 – Public off-street pedestrian and bicycle accessways.

Pedestrian/bicycle accessways are intended to provide direct, safe and convenient connections between residential areas, retail and office areas, institutional facilities, industrial parks, transit streets, neighborhood activity centers, rights-of-way, and pedestrian/bicycle accessways which minimize out-of-direction travel, and transit-orientated developments where public street connections for automobiles, bicycles and pedestrians are unavailable. Pedestrian/bicycle accessways are appropriate in areas where public street options are unavailable, impractical or inappropriate. Pedestrian and bicycle accessways are required through private property or as right-of-way connecting development to the right-of-way at intervals not exceeding 330 feet of frontage; or where the lack of street continuity creates inconvenient or out of direction travel patterns for local pedestrian or bicycle trips.

- A. Entry points shall align with pedestrian crossing points along adjacent streets and with adjacent street intersections.
- B. 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. Accessways shall have a fifteen- foot wide right-of-way with a seven-foot wide paved surface with a minimum four-foot planter strip on either side.
  - 2. If an accessway also provides secondary fire access, the right-of-way width shall be at least twenty- four feet wide with a - sixteen foot paved surface between four-foot planter strips on either side.
- 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 one-half-foot-candles, a one and one-half foot-candle average, and a maximum to minimum ratio of seven-to-one and shall be oriented not to shine upon adjacent properties. Street lighting shall be provided at both entrances.
- E. Accessways shall comply with Americans with Disabilities Act (ADA).
- F. The planter strips on either side of the accessway shall be landscaped along adjacent property by installation of the following:
  - 1. Either an evergreen hedge screen of thirty to forty-two inches high or shrubs spaced no more than four feet apart on average; and
  - 2. 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. A two-inch minimum caliper tree for every thirty-five -feet along the accessway. Trees may be planted on either side of the accessway, provided they are spaced no more than thirty-five feet apart; and
  - 4. In satisfying the requirements of this section, evergreen plant materials that grow over forty-two inches in height shall be avoided. All plant materials shall be selected from the Oregon City Native Plant List.
- G. Accessways shall be designed to prohibit unauthorized motorized traffic. Curbs and removable, lockable 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.
- 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.

- J. The decision maker may approve an alternative accessway design due to existing site constraints through the modification process set forth in OCMC 16.12.013.
- K. Ownership, liability and maintenance of accessways. To ensure that all pedestrian/bicycle accessways will be adequately maintained over time, the City Engineer shall require one of the following:
  - 1. Dedicate the accessways to the public as public right-of-way prior to the final approval of the development; or
  - 2. The developer incorporates the accessway into a recorded easement or tract that specifically requires the property owner and future property owners to provide for the ownership, liability and maintenance of the accessway.

16.12.033 - Mobility standards. Development shall demonstrate compliance with intersection mobility standards. When evaluating the performance of the transportation system, the City of Oregon City requires all intersections, except for the facilities identified in subsection E below, to be maintained at or below the following mobility standards during the two-hour peak operating conditions. The first hour has the highest weekday traffic volumes and the second hour is the next highest hour before or after the first hour. Except as provided otherwise below, this may require the installation of mobility improvements as set forth in the Transportation System Plan (TSP) or as otherwise identified by the City Engineer.

- A. For intersections within the regional center, the following mobility standards apply:
  - 1. During the first hour, a maximum v/c ratio of 1.10 shall be maintained. For signalized intersections, this standard applies to the intersection as a whole. For unsignalized intersections, this standard applies to movements on the major street. There is no performance standard for the minor street approaches.
  - 2. During the second hour, a maximum v/c ratio of 0.99 shall be maintained at signalized intersections. For signalized intersections, this standard applies to the intersection as a whole. For unsignalized intersections, this standard applies to movements on the major street. There is no performance standard for the minor street approaches.
  - 3. Intersections located on the Regional Center boundary shall be considered within the Regional Center.
- B. For intersections outside of the Regional Center but designated on the Arterial and Throughway Network, as defined in the Regional Transportation Plan, the following mobility standards apply:
  - 1. During the first hour, a maximum v/c ratio of 0.99 shall be maintained. For signalized intersections, this standard applies to the intersection as a whole. For unsignalized intersections, this standard applies to movements on the major street. There is no performance standard for the minor street approaches.
  - 2. During the second hour, a maximum v/c ratio of 0.99 shall be maintained at signalized intersections. For signalized intersections, this standard applies to the intersection as a whole. For unsignalized intersections, this standard applies to movements on the major street. There is no performance standard for the minor street approaches.
- C. For intersections outside the boundaries of the Regional Center and not designated on the Arterial and Throughway Network, as defined in the Regional Transportation Plan, the following mobility standards apply:
  - 1. For signalized intersections:
    - a. During the first hour, LOS "D" or better will be required 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 the critical movements.

- b. During the second hour, LOS "D" or better will be required 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 the critical movements.
  - 2. For unsignalized intersections outside of the boundaries of the Regional Center:
    - a. For unsignalized intersections, during the peak hour, all movements serving more than twenty vehicles shall be maintained at LOS "E" or better. LOS "F" will be tolerated at movements serving no more than twenty vehicles during the peak hour.
- D. For the intersection of OR 213 & Beavercreek Road, the following mobility standards apply:
  - 1. During the first, second & third hours, a maximum v/c ratio of 1.00 shall be maintained. Calculation of the maximum v/c ratio will be based on an average annual weekday peak hour.
- E. Until the City adopts new performance measures that identify alternative mobility targets, the City shall exempt proposed development that is permitted, either conditionally, outright, or through detailed development master plan approval, from compliance with the above-referenced mobility standards for the following state-owned facilities:
  - I-205/OR 99E Interchange
  - State intersections located within or on the Regional Center Boundaries
  - 1. In the case of conceptual development approval for a master plan that impacts the above references intersections:
    - a. The form of mitigation will be determined at the time of the detailed development plan review for subsequent phases utilizing the Code in place at the time the detailed development plan is submitted; and
    - b. Only those trips approved by a detailed development plan review are vested.
  - 2. Development which does not comply with the mobility standards for the intersections identified in OCMC 16.12.033 shall provide for the improvements identified in the Transportation System Plan (TSP) in an effort to improve intersection mobility as necessary to offset the impact caused by development. Where required by other provisions of the Code, the applicant shall provide a traffic impact study that includes an assessment of the development's impact on the intersections identified in this exemption and shall construct the intersection improvements listed in the TSP or required by the Code.

#### 16.12.035 - Driveways.

- A. All new development and redevelopment shall meet the minimum driveway spacing standards identified in Table 16.12.035.A.

Table 16.12.035.A Minimum Driveway Spacing Standards		
Street Functional Classification	Minimum Driveway Spacing Standards	Distance
Major Arterial Streets	Minimum distance from a street corner to a driveway for all uses other than detached single and two-family dwellings	175 ft.
Minor Arterial Streets	Minimum distance from a street corner to a driveway for all uses other than detached single and two-family dwellings	175 ft.
Collector Streets	Minimum distance from a street corner to a driveway for all uses other than detached single and two-family dwellings	100 ft.
Local Streets	Minimum distance from a street corner to a driveway for all uses other than detached single and two-family dwellings	25 ft.

The distance from a street corner to a driveway is measured along the right-of-way from the edge of the intersection (on the same side of the road) right-of-way to the nearest portion of the driveway and the distance between driveways is measured at the nearest portions of the driveway at the right-of-way.

- B. Nonresidential or multi-family residential driveways that generate high traffic volumes shall be treated as intersections and shall adhere to requirements of OCMC 16.12.020.
- C. One driveway may be allowed per frontage, unless otherwise restricted. In no case shall more than two driveways be allowed for any single-family attached or detached residential property, duplex, 3-4 plex, or property developed with an ADU or internal conversion with multiple frontages, unless otherwise approved by the City Engineer.
- D. When a property fronts multiple roads, access shall be provided from the road with the lowest classification in the Transportation System Plan whenever possible to minimize points of access to arterials and collectors. At the discretion of the City Engineer, properties fronting a collector or arterial road may be allowed a second driveway, for the creation of a circulation pattern that eliminates reverse maneuvers for vehicles exiting a property if applied for and granted through procedures in OCMC 16.12.013. All lots proposed with a driveway and lot orientation on a collector or minor arterial shall combine driveways into one joint access per two or more lots unless the City Engineer determines that:
1. No driveway access may be allowed since the driveway(s) would cause a significant traffic safety hazard; or
  2. Allowing a single driveway access per lot will not cause a significant traffic safety hazard.
- E. All driveway approaches shall be limited to the dimensions identified in Table 16.12.035.D.

Table 16.12.035.D Driveway Approach Size Standards			
Property Use	Minimum Driveway Approach Width		Maximum Driveway Approach Width
Single-Family Attached	10 feet		12 feet
Single-Family Detached in R-5 & R-3.5	10 feet		12 feet
Single-Family Detached in R-10, R-8, & R-6	12 feet		24 feet
Duplexes	12 feet		24 feet
3-4 Plexes	12 feet		24 feet
Multi-Family	18 feet		30 feet
Commercial, Industrial, Office, Institutional, Mixed Use, and/or Nonresidential	One-Way 12 feet	Two-Way 20 feet	40 feet

Driveway widths shall match the width of the driveway approach where the driveway meets sidewalk or property line but may be widened onsite (for example between the property line and the entrance to a garage). Groups of more than four parking spaces shall be so located and served by driveways so that their use will not require backing movements or other maneuvering within a street right-of-way other than an alley.

- F. The City Engineer reserves the right to require a reduction in the number and size of driveway approaches as far as practicable for any of the following purposes:
  - 1. To provide adequate space for on-street parking;
  - 2. To facilitate street tree planting requirements;
  - 3. To assure pedestrian and vehicular safety by limiting vehicular access points; and
  - 4. To assure that adequate sight distance requirements are met.
    - a. Where the decision maker determines any of these situations exist or may occur due to the approval of a proposed development for non-residential uses or attached or multi-family housing, a shared driveway shall be required and limited to twenty-four feet in width adjacent to the sidewalk or property line.
- G. For all driveways, the following standards apply.
  - 1. Each new or redeveloped curb cut shall have an approved concrete approach or asphalted street connection where there is no concrete curb and a minimum hard surface for at least ten feet back into the property as measured from the current edge of sidewalk or street pavement to provide for controlling gravel tracking onto the public street. The hard surface may be concrete, asphalt, or other surface approved by the City Engineer.
  - 2. Any driveway approach built within public right-of-way shall be built and permitted per City requirements as approved by the City Engineer.
  - 3. No driveway with a slope of greater than fifteen percent shall be permitted without approval of the City Engineer.
- H. Exceptions. The City Engineer reserves the right to waive these standards or not allow driveway access, if the driveway(s) would cause a significant traffic safety hazard. Narrower driveway widths may be considered where field conditions preclude use of recommended widths. When larger vehicles and trucks will be the predominant users of a particular driveway, turning templates may be utilized to develop a driveway width that can safely and expeditiously accommodate the prevalent type of ingress and egress traffic.

#### 16.12.065 - Building site—Grading.

Grading of building sites shall conform to the State of Oregon Structural Specialty Code, Title 18, any approved grading plan and any approved residential lot grading plan in accordance with the requirements of OCMC 13.12,15.48, 16.12 and the Public Works Stormwater and Grading Design Standards, and the erosion control requirements of OCMC 17.47.

#### 16.12.085 - Easements.

The following shall govern the location, improvement and layout of easements:

- A. Utilities. Utility easements shall be required where necessary as determined by the City Engineer. Insofar as practicable, easements shall be continuous and aligned from block-to-block within the development and with adjoining subdivisions or partitions. Specific utility easements for water, sanitary or storm drainage shall be provided based on approved final engineering plans.
- B. Unusual Facilities. Easements for unusual facilities such as high voltage electric transmission lines, drainage channels and stormwater detention facilities shall be adequately sized for their intended purpose, including any necessary maintenance roads. These easements shall be shown to scale on the preliminary and final plats or maps. If the easement is for drainage

channels, stormwater detention facilities or related purposes, the easement shall comply with the requirements of the Public Works Stormwater and Grading Design Standards.

- C. Watercourses. Where a development is traversed or bounded by a watercourse, drainageway, channel or stream, a stormwater easement or drainage right-of-way shall be provided which conforms substantially to the line of such watercourse, drainageway, channel or stream and is of a sufficient width to allow construction, maintenance and control for the purpose as required by the responsible agency. For those subdivisions or partitions which are bounded by a stream of established recreational value, setbacks or easements may be required to prevent impacts to the water resource or to accommodate pedestrian or bicycle paths.
- D. Access. When easements are used to provide vehicular access to lots within a development, the construction standards, but not necessarily width standards, for the easement shall meet City specifications. The minimum width of the easement shall be 20 feet. The easements shall be improved and recorded by the applicant and inspected by the City Engineer. Access easements may also provide for utility placement.
- E. Resource Protection. Easements or other protective measures may also be required as the Community Development Director deems necessary to ensure compliance with applicable review criteria protecting any unusual significant natural feature or features of historic significance.

#### 16.12.090 - Minimum improvements—Procedures.

In addition to other requirements, improvements installed by the applicant either as a requirement of these or other regulations, or at the applicant's option, shall conform to the requirements of this title and be designed to City specifications and standards as set out in the City's facility master plan and Public Works Stormwater and Grading Design Standards. The improvements shall be installed in accordance with the following procedure:

- A. Improvement work shall not commence until construction plans have been reviewed and approved by the City Engineer and to the extent that improvements are located in County or State right-of-way, they shall be approved by the responsible authority. To the extent necessary for evaluation of the proposal, the plans may be required before approval of the preliminary plat of a subdivision or partition. Expenses incurred thereby shall be borne by the applicant and paid for prior to final plan review.
- B. Improvements shall be constructed under the inspection and approval of the City Engineer. Expenses incurred thereby shall be borne by the applicant and paid prior to final approval. Where required by the City Engineer or other City decision-maker, the applicant's project engineer also shall inspect construction.
- C. Erosion control or resource protection facilities or measures are required to be installed in accordance with the requirements of OCMC 17.47, 17.49 and the Public Works Erosion and Sediment Control Standards.
- D. Underground utilities, waterlines, sanitary sewers and storm drains installed in streets shall be constructed prior to the surfacing of the streets. Stubs for service connections for underground utilities, such as, storm, water and sanitary sewer shall be placed beyond the ten-foot wide franchise utility easement within private property.
- E. As-built construction plans and digital copies of as-built drawings shall be filed with the City Engineer upon completion of the improvements.
- F. The City Engineer may regulate the hours of construction and access routes for construction equipment to minimize impacts on adjoining residences or neighborhoods.

#### 16.12.095 - Minimum improvements—Public facilities and services.

The following minimum improvements shall be required of all applicants for a development, unless the decision-maker determines that any such improvement is not proportional to the impact imposed on the City's public systems and facilities:

- A. **Transportation System.** Applicants and all subsequent lot owners shall be responsible for improving the City's planned level of service on all public streets, including alleys within the development and those portions of public streets adjacent to but only partially within development. Applicants are responsible for designing and providing adequate vehicular, bicycle and pedestrian access to their developments and for accommodating future access to neighboring undeveloped properties that are suitably zoned for future development. Storm drainage facilities shall be installed and connected to off-site natural or man-made drainageways. Upon completion of the street improvement survey, the applicant shall reestablish and protect monuments of the type required by ORS 92.060 in monument boxes with covers at every public street intersection and all points of curvature and points of tangency of their center line, and at such other points as directed by the City Engineer.
- B. **Stormwater Drainage System.** Applicants shall design and install drainage facilities within a development and shall connect the development's drainage system to the appropriate downstream storm drainage system as a minimum requirement for providing services to the applicant's development. The applicant shall obtain county or state approval when appropriate. Applicants are responsible for extending the appropriate storm drainage system to the development site and for providing for the connection of upgradient properties to that system. The applicant shall design the drainage facilities in accordance with City drainage master plan requirements, OCMC 13.12 and the Public Works Stormwater and Grading Design Standards.
- C. **Sanitary Sewer System.** The applicant shall design and install a sanitary sewer system to serve all lots or parcels within a development in accordance with the City's sanitary sewer design standards, and shall connect those lots or parcels to the City's sanitary sewer system, except where connection is required to the county sanitary sewer system as approved by the county. Applicants are responsible for extending the City's sanitary sewer system to the development site and through the applicant's property to allow for the future connection of neighboring undeveloped properties that are suitably zoned for future development. The applicant shall obtain all required permits and approvals from all affected jurisdictions prior to final approval and prior to commencement of construction. Design shall be approved by the City Engineer before construction begins.
- D. **Water System.** The applicant shall design and install a water system to serve all lots or parcels within a development in accordance with the City public works water system design standards, and shall connect those lots or parcels to the City's water system. Applicants are responsible for extending the City's water system to the development site and through the applicant's property to allow for the future connection of neighboring undeveloped properties that are suitably zoned for future development.
- E. **Street Trees.** Refer to OCMC 12.08, Street Trees.
- F. **Bench Marks.** At least one bench mark shall be located within the subdivision boundaries using datum plane specified by the City Engineer.
- G. **Other Utilities.** The applicant shall make all necessary arrangements with utility companies or other affected parties for the installation of underground lines and facilities. Existing and new electrical lines and other wires, including but not limited to communication, street lighting and cable television, shall be placed underground.
- H. **Oversizing of Facilities.** All facilities and improvements shall be designed to City standards as set out in the City's facility master plan, public works design standards, or other City ordinances or regulations. Compliance with facility design standards shall be addressed during final engineering. A development may be required to modify or replace existing offsite systems if necessary to provide

adequate public facilities. The City may require oversizing of facilities to meet standards in the City's facility master plan or to allow for orderly and efficient development. Where oversizing is required, the applicant may request reimbursement from the City for oversizing based on the City's reimbursement policy and funds available, or provide for recovery of costs from intervening properties as they develop.

- I. Erosion Control Plan—Mitigation. The applicant shall be responsible for complying with all applicable provisions of OCMC 17.47 with regard to erosion control.

#### 16.12.100 - Same—Road standards and requirements.

- A. The creation of a public street and the resultant separate land parcels shall be in conformance with requirements for subdivisions or partitions and the applicable street design standards of this Chapter. However, the decision-maker may approve the creation of a public street to be established by deed without full compliance with the regulations applicable to subdivisions or partitions where any of the following conditions exist:
  1. The establishment of the public street is initiated by the City Commission and is declared essential for the purpose of general traffic circulation and the partitioning of land is an incidental effect rather than the primary objective of the street;
  2. The tract in which the street is to be dedicated is within an isolated ownership either not over one acre or of such size and characteristics as to make it impossible to develop building sites for more than three dwelling units.
- B. For any public street created pursuant to subsection A of this section, a copy of a preliminary plan and the proposed deed shall be submitted to the Community Development Director and City Engineer at least ten days prior to any public hearing scheduled for the matter. The plan, deed and any additional information the applicant may submit shall be reviewed by the decision-maker and, if not in conflict with the standards of Title 16 and Title 17, may be approved with appropriate conditions.

#### 16.12.105 - Same—Timing requirements.

- A. Prior to applying for final plat approval, the applicant shall either complete construction of all public improvements required as part of the preliminary plat approval or guarantee the construction of those improvements. Whichever option the applicant elects shall be in accordance with OCMC 17.50.140.
- B. Construction. The applicant shall construct the public improvements according to approved final engineering plans and all applicable requirements of this Code, and under the supervision of the City Engineer. Under this option, the improvement shall be complete and accepted by the City Engineer prior to final plat approval.

#### 16.12.110 -Public improvements—Financial guarantees.

- A. To ensure construction of required public improvements, the applicant shall provide the City with a performance guarantee in accordance with OCMC 17.50.140.
- B. After satisfactory completion of required public improvements and facilities, all public improvements not constructed by the City, shall be maintained and under warranty provided by the property owner or developer constructing the facilities until the City accepts the improvements at the end of the warranty period as prescribed in OCMC 17.50.141.

#### 16.12.120 Waiver of Remonstrance

The review authority may require a property owner to sign a waiver of remonstrance against the formation of and participation in a local improvement district where it deems such a waiver necessary to provide needed improvements reasonably related to the impacts created by the proposed

development. To ensure compliance with this chapter, the review authority may require an applicant to sign or accept a legal and enforceable covenant, contract, dedication, easement, performance guarantee, or other document, which shall be approved in form by the City Attorney.

16.12.125 - Violation—Penalty.

Any act or omission in violation of this chapter shall be deemed a nuisance. Violation of any provision of this chapter is subject to the code enforcement procedures of OCMC 1.16, 1.20 and 1.24.

## Oregon City Municipal Code

### Chapter 17.14 Single-Family Detached & Duplex Residential Design Standards

#### 17.14.010 - Purpose.

The purpose of this chapter is to provide standards for single-family detached residential units and duplexes which are intended to:

- A. Enhance Oregon City through the creation of attractively designed housing and streetscapes.
- B. Ensure that there is a physical and visual connection between the living area of the residence and the street.
- C. Improve public safety by providing "eyes on the street".
- D. Promote community interaction by designing the public way, front yards and open spaces so that they are attractive and inviting for neighbors to interact.
- E. Prevent garages from obscuring or dominating the primary facade of the house.
- F. Provide clear and objective standards for good design at reasonable costs and with multiple options for design variety.

#### 17.14.020 - Applicability.

This chapter applies to all street-facing facades of all single-family detached and duplex and corner duplex dwellings, including manufactured homes not within a manufactured home park.

- A. New single-family detached residential units and duplexes or new garages or expansions of an existing garage on properties with this use require compliance with OCMC 17.14.030 through 17.14.050, OCMC 17.21 or OCMC 17.22, as well as OCMC 17.14.080 and 17.14.090.
- B. The standards in OCMC 17.14.060, 17.14.080 and 17.14.090 apply to all corner duplexes or new garages or expansions of an existing garage on properties with this use.
- C. Dwellings on a flag lot with a pole length of 100 feet or greater are exempt from OCMC 17.14.030-17.14.050.

For the purpose of this chapter, garages are defined as structures, or portions thereof used or designed to be used for the parking of vehicles, including carports. For purposes of this section, garages do not include detached Accessory Dwelling Units which are not part of a detached garage. The garage width shall be measured based on the foremost four feet of the interior garage walls or carport cover.

#### 17.14.025 - Review Process

Applications are processed as a Type I review concurrently with a building permit application. Modifications to these standards are processed as a Type II application or may be requested as part of a concurrent Type II, III or IV land use application.

#### 17.14.030 - Residential design options.

- A. A dwelling with no garage, a garage not on a street-facing façade, or a detached garage shall provide five of the residential design elements in OCMC 17.14.040.A on the front facade of the structure.
- B. A dwelling with a front-facing garage where the building is less than twenty-four feet wide may be permitted if:
  - 1. The garage is no more than twelve feet wide and;
  - 2. The garage does not extend closer to the street than the furthest forward living space on the street-facing facade; and
  - 3. Six of the residential design elements in OCMC 17.14.040.A are included on the front facade of the structure; and
  - 4. One of the following is provided:
    - a. Interior living area above the garage is provided. The living area shall be set back no more than four feet from the street-facing garage wall; or
    - b. A covered balcony above the garage is provided. The covered balcony shall be at least the same length as the street-facing garage wall, at least six feet deep and accessible from the interior living area of the dwelling unit;
- C. A dwelling with a garage that extends up to fifty percent of the length of the street-facing facade and is not closer to the street than the furthest forward living space on the street-facing facade may be permitted if:
  - 1. Six of the residential design elements in OCMC 17.14.040.A are included on the front facade of the structure.
- D. A dwelling with a garage that extends up to sixty percent of the length of the street-facing facade and is recessed two feet or more from the furthest forward living space on the street-facing facade may be permitted if:
  - 1. Seven of the residential design elements in OCMC 17.14.040.A are included on the front facade of the structure.
- E. A dwelling with a garage that extends up to sixty percent of the length of the street-facing facade may extend up to four feet in front of the furthest forward living space on the street-facing facade may be permitted if:
  - 1. Eight of the residential design elements in OCMC 17.14.040.A are included on the front facade of the structure; and
  - 2. One of the options in OCMC 17.14.040.B is provided on the front facade of the structure.
- F. A dwelling with a garage that extends up to fifty percent of the length of the street-facing facade may extend up to eight feet in front of the furthest forward living space on the street-facing facade if:
  - 1. Nine of the residential design elements in OCMC 17.14.040.A are included on the front facade of the structure; and
  - 2. One of the options in OCMC 17.14.040.B is provided on the front facade of the structure.
- G. A dwelling with a garage that is side-oriented to the front lot line may extend up to thirty-two feet in front of the furthest forward living space on the street-facing facade if:
  - 1. Windows occupy a minimum of fifteen percent of the lineal length of the street-facing wall of the garage; and
  - 2. Six of the residential design elements in OCMC 17.14.040.A are included on the front facade of the structure.
  - 3. The garage wall does not exceed sixty percent of the length of the street-facing façade.

#### 17.14.035 - Corner lots and through lots.

- A. Single-family detached homes on corner lots and through lots shall comply with one of the options in OCMC 17.14.030 for the front of the home. Duplexes on corner lots and through lots shall comply with the standards in OCMC 17.14.060.
- B. The other street-facing side of the single-family detached home on a corner lot or through lot shall include the following:
  - 1. Windows and doors for a minimum of fifteen percent of the lineal length of the ground floor facade; and
  - 2. Minimum four-inch window trim; and
  - 3. Three additional residential design elements selected from OCMC 17.14.040.A.

#### 17.14.040 - Residential design elements.

- A. The residential design elements listed below shall be provided as required in OCMC 17.14.030 above.
  - 1. The design of the dwelling includes dormers, which are projecting structures built out from a sloping roof housing a vertical window;
  - 2. The roof design utilizes a:
    - a. Gable, which is a roof sloping downward in two parts from a central ridge, so as to form a gable at each end; or
    - b. Hip, which is a roof having sloping ends and sides meeting at an inclined projecting angle.
  - 3. The building facade includes two or more offsets of sixteen inches or greater;
  - 4. A roof overhang of sixteen inches or greater;
  - 5. A recessed entry that is at least two feet behind the furthest forward living space on the ground floor, and a minimum of eight feet wide;
  - 6. A minimum sixty square-foot covered front porch that is at least five feet deep or a minimum forty square-foot covered porch with railings that is at least five feet deep and elevated entirely a minimum of eighteen inches;
  - 7. A bay window that extends a minimum of twelve inches outward from the main wall of a building and forming a bay or alcove in a room within;
  - 8. Windows and main entrance doors that occupy a minimum of fifteen percent of the lineal length of the front facade (not including the roof and excluding any windows in a garage door);
  - 9. Window trim (minimum four-inches);
  - 10. Window grids on all street facing windows (excluding any windows in the garage door or front door).
  - 11. Windows on all elevations include a minimum of four inch trim (worth two elements);
  - 12. Windows on all of the elevations are wood, clad wood, or fiberglass (worth two elements);
  - 13. Windows on all of the elevations are recessed a minimum of two inches from the facade (worth two elements);
  - 14. A balcony that projects a minimum of one foot from the wall of the building and is enclosed by a railing or parapet;
  - 15. Shakes, shingles, brick, stone or other similar decorative materials shall occupy a minimum of sixty square feet of the street facade;
  - 16. All garage doors are a maximum nine feet wide;
  - 17. All garage doors wider than nine feet are designed to resemble two smaller garage doors;
  - 18. There are a minimum of two windows in each garage door;
  - 19. A third garage door is recessed a minimum of two feet;
  - 20. A window over the garage door that is a minimum of twelve square feet with window trim (minimum four inches);

21. The living space of the dwelling is within five feet of the front yard setback; or
  22. The driveway is composed entirely of pervious pavers or porous pavement.
- B. If the garage projects in front of the furthest forward living space on the street facing facade, one of the residential design elements (1) or (2) below, shall be provided in addition to the residential design elements required in OCMC 17.14.040.A. Residential design elements utilized in OCMC 17.14.040.B can be additionally utilized in OCMC 17.14.040.A.
1. A minimum sixty square-foot covered front porch that is at least five feet deep; or a minimum forty square-foot covered porch with railings that is at least five feet deep and elevated entirely a minimum of eighteen inches.
  2. The garage is part of a two level facade. The second level facade shall have a window (minimum twelve square feet) with window trim (minimum four inches).

#### 17.14.050 - Main entrances.

- A. The main entrance for each single-family detached residential unit, and the main entrance for at least one unit in a duplex or corner duplex shall:
1. Be located on a façade that faces a street; or
  2. Open onto a covered porch on a street-facing facade that is at least 60 square feet with a minimum depth of 5 five feet
- B. The main entrance of a dwelling unit on a flag lot shall face either the front lot line or the side lot line adjoining the flag pole.

#### 17.14.060 – Corner duplexes.

- A. Development standards. Both units of a corner duplex shall meet the following standards to ensure that the two units have compatible elements.
1. Unit configuration. Units may be located side-by-side and/or stacked vertically over each other.
  2. Entrances. Two street facing frontages shall meet the standards of OCMC 17.14.050. No more than one door may face a single street frontage.
  3. Height. The height of the two units shall be within four feet of each other; this standard does not apply to stacked units.
  4. Façade design. Each street facing façade shall comply with OCMC 17.14.030 and 17.14.040.
- B. Unit compatibility. Both units shall comply with the following:
5. Exterior finish materials. The exterior finish material shall be the same in type, size and placement.
  6. Roof pitch. The predominant roof pitch shall be the same; this standard does not apply to stacked units if they do not both have a roof.
  7. Eaves. Roof eaves shall project the same distance from the building wall; this standard does not apply to stacked units if they do not both have a roof.
  8. Trim. All windows shall include the same trim type and size. The size of the trim shall be a minimum of two inches in width.
  9. Windows. Windows shall occupy a minimum of fifteen percent of the lineal length of the street-facing facades.

#### 17.14.080 - Residential lot tree requirements.

The intent of this section is to encourage the retention of trees, minimize the impact of tree loss during development and ensure a sustainable tree canopy in Oregon City at the time of construction. Though not required, the use of large native and heritage tree species is recommended as detailed in this section. In no case shall any plant listed as a nuisance, invasive or problematic species on any regionally accepted plant list be used.

- A. Tree Requirement. This requirement may be met using one or any combination of the three options below (Tree Preservation, Tree Planting, or Tree Fund). Table 17.14.080(A) identifies the minimum number of inches of tree diameter per lot that shall be preserved, planted or paid into the Tree Fund. Adjustments from this section are prohibited. The applicant shall submit a residential tree plan for Options (1) and (2) demonstrating compliance with the requirements of this section.

TABLE 17.14.080(A) - Tree Requirements

Lot Size (square feet)	Tree Diameter Inches Required to be Protected, Planted or Paid into Tree Fund
0—4,999	4"
5,000—7,999	6"
8,000—9,999	8"
10,000—14,999	10"
15,000 +	12"

1. Tree preservation. The size of existing trees to be preserved shall be measured as Diameter at Breast Height (DBH).
  - a. This standard shall be met using trees that are located on the lot. When this option is used, a tree preservation plan is required.
  - b. Trees to be preserved may be located anywhere on the lot, and shall be a minimum of two inches' caliper DBH.
  - c. Large Native or Heritage Tree Incentive. If a tree is preserved that is selected from the list in Table 17.14.080(A)(2), the diameter of the tree may be doubled when demonstrating compliance with the minimum tree requirements indicated in Table 17.14.080(A). For example, an Oregon White Oak with a two inch caliper at DBH may count as a tree diameter of four inches.
2. Tree planting. All planted trees shall measure a minimum two-inch caliper at six inches above the root crown. When this option is used, a tree planting plan is required.
  - a. Trees may be planted anywhere on the lot as space permits.
  - b. Large Native or Heritage Tree Incentive. If a tree is planted that is selected from the list in Table 17.14.080(A)(2), the diameter of the tree may be doubled when demonstrating compliance with the minimum tree requirements indicated in Table 17.14.080(A). For example, an Oregon White Oak with a two inch caliper at six inches above the root crown may count as a tree diameter of four inches.

TABLE 17.14.080(A)(2)- Large Native and Heritage Tree List

Common Name	Scientific Name
Oregon White Oak	<i>Quercus garryana</i>
Pacific willow	<i>Salix lucida spp. lasiandra</i>
Western red cedar	<i>Thuja plicata</i>
Western hemlock	<i>Tsuga heterophylla</i>
Northern Red Oak	<i>Quercus rubra</i>

Bur Oak	<i>Quercus macrocarpa</i>
Bigleaf Maple	<i>Acer macrophyllum</i>
Grand Fir	<i>Abies grandis</i>
Douglas Fir	<i>Pseudotsuga menziesii</i>
American Elm hybrids (disease resistant)	<i>Ulmus spp.</i>
Western yew	<i>Taxus brevifolia</i>

3. Tree Fund. This option may be used where site characteristics or construction preferences do not support the preservation or planting options identified above. The Community Development Director may approve this option in-lieu-of or in addition to requirements of Option 1 and/or 2 above. The Community Development Director may approve the payment of cash-in-lieu into a dedicated fund for the remainder of trees that cannot be replanted in the manner described above. The large native or heritage tree incentive does not apply when using this option to calculate the number of required inches.

- a. The cash-in-lieu payment per tree shall utilize the adopted fee schedule when calculating the total tree fund payment.
- b. The amount to be paid to the tree fund shall be calculated by subtracting the total inches of trees preserved and planted per subsection 1. and 2. above from the minimum tree diameter inches required in Table 17.14.080.A), dividing the sum by two inches and multiplying the remainder by the adopted fee from the Oregon City fee schedule. For example:

Lot Size	a. Tree Requirement per Table 17.14.080.A (inches)	b. Trees Preserved (inches)	c. Trees Planted (inches)	d. To be mitigated (inches) a.—b.—c.	Number of trees owed to tree fund. d./2" minimum caliper tree
10,000—14,999	10"	2"	4"	4"	2

#### 17.14.090 - Street trees.

All new single -family detached residential units and duplexes, or additions of twenty-five percent or more of the existing square footage of the home (including the living space and garage(s)) shall install one street tree in accordance with OCMC 12.08 if there is not at least one existing street tree for every thirty-five feet of property frontage.



## Oregon City Municipal Code

### Chapter 17.20 Accessory Dwelling Unit, Cluster Housing, Internal Conversion, Live/Work Dwelling, and Manufactured Home Park Design Standards

*Deletions shown with ~~strikeouts~~, additions and new standards shown with underline, relative to existing standards.*

#### 17.20.010 - Accessory dwelling units.

An accessory dwelling unit (ADU) is defined as a self-contained residential dwelling unit located on the same lot as a principal single-family dwelling, but not a recreational vehicle. The habitable living unit provides basic living requirements including permanent cooking and toilet facilities. It may be located either within the same building as the principal single-family dwelling unit and/or in a detached building, and may be created through conversion of an existing structure or through new construction.

##### A. Intent:

1. Provide homeowners with a means of obtaining rental income, companionship, security, services and flexibility in the use of their property as their household composition and needs evolve over time.
2. Add affordable housing units to the existing housing inventory.
3. Support more efficient use of existing housing stock and infrastructure by offering environmentally friendly housing choices.
4. Develop housing units in single-family neighborhoods that are appropriate for people at a variety of stages in the life cycle, that responds to changing family needs, smaller households, and increasing housing costs.
5. Create new housing units while respecting the look and scale of single-family neighborhoods.

##### B. Types of ADUs. There are two types of ADUs:

1. Detached ADUs in an accessory structure detached from the principal dwelling. Examples include converted detached garages, new construction, or converting a small existing dwelling into an ADU while building a new principal dwelling on the property.
2. ADUs that are attached to or part of the principal dwelling. Examples include converted living space, attached garages, basements or attics, additions to the existing dwelling, or a combination thereof.

##### C. Eligibility.

1. One ADU is allowed per detached single-family residential unit. ADUs are not permitted with any housing units developed under the provisions of OCMC 17.20.020 - Cluster Housing.
2. ADUs may be added to any existing single-family detached residential unit or constructed simultaneously with any new single-family detached residential unit.
3. ADUs are exempt from the density limits of the underlying zone.

##### D. Design Standards. An ADU shall meet the following standards and criteria. If not addressed in this section, base zone development standards apply.

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.
2. Setbacks.
  - a. For attached ADUs, any additions to the existing dwelling unit shall not encroach into the minimum setbacks in the underlying zone. However, access structures (e.g. stairs or ramps) may be allowed within the setback if no access can be provided to the unit without encroaching into the setback area.
  - b. For detached ADUs, structures shall be located behind the front building line of the principal dwelling or set back a minimum of forty feet, whichever is less, and shall meet all other rear and side yard setbacks for the underlying zone. Legal nonconforming detached structures that are converted into detached ADUs are exempt from this requirement, provided that modifications to the structure associated with the conversion do not cause it to encroach any further into the existing setbacks.
3. Height. The height of a detached ADU shall not exceed the greater of the height of the principal dwelling unit or twenty feet.
4. Size. The gross floor area of an ADU shall not be more than eight hundred square feet or sixty percent of the gross floor area of the principal dwelling unit, whichever is less. Conversion of an existing basement to an ADU shall be exempt from these size limits provided that no new floor area will be added with the conversion.
5. Lot Coverage. The property shall comply with the lot coverage standards of the zoning designation.
- 3 6. Design.
  - a. The exterior finish materials shall be similar in type, size and placement as those on the principal dwelling unit.
  - b. All windows shall include the same trim type and size as those on the principal dwelling unit, provided that the size of the trim shall be a minimum of two inches in width.
  - c. Eaves shall project from the building walls at the same distance as the eaves on the principal dwelling unit.
7. Parking. One off-street parking space is required. The space shall be a minimum of eight feet in width and eighteen feet in length. Driveways shall comply with OCMC 16.12.035.
- E. Application Procedure. Applications are processed as a Type I review.

#### 17.20.020 – Cluster Housing

- A. Applicability. These guidelines apply to all cluster developments in any applicable zone within the City. Cluster developments are subject to all the applicable sections of OCMC 17.62 Site Plan and Design Review and OCMC 17.52 Off Street Parking and Loading. The proposed development shall be processed under the Type II Land Use process and may be proposed concurrent with a land division under OCMC Title 16 to create units on individual lots. Where there is a conflict between these standards and the standards elsewhere in the code, the Cluster Housing standards shall apply.
- B. Intent.
  1. To provide a variety of housing types that respond to changing household sizes and ages, including but not limited to retirees, small families, and single-person households.
  2. To encourage creation of more usable open space for residents of the development through flexibility in density and lot standards.

3. To ensure that the overall size and visual impact of the cluster development be comparable to standard residential development, by balancing bulk and mass of individual residential units with allowed intensity of units.
  4. To provide centrally located and functional common open space that fosters a sense of community and a sense of openness in cluster housing developments.
  5. To ensure minimal visual impact from vehicular use and storage areas for residents of the cluster housing development as well as adjacent properties.
- C. Density Standards.
1. For developments in, R-6, R-8 and R-10 zoning districts: Maximum net density shall be two dwelling units for each regular dwelling unit allowed under existing standards in applicable zoning districts.
  2. For developments in the R-3.5 and R-5 zoning district: Maximum net density shall be 1.5 dwelling units for each regular dwelling unit allowed under existing standards in the applicable zoning district.
  3. For development in the R-2 zoning district: Maximum net density shall be the same as allowed under the existing standards in the applicable zoning district.
  4. Minimum net density in all zones shall be the same as allowed under the existing standards in the applicable zoning district.
- D. Dimensional Standards for Cluster Housing.
1. Maximum average gross floor area: One thousand square feet per dwelling unit.
  2. Maximum gross floor area: 1,500 square feet per dwelling unit.
  3. Maximum height: Twenty-five feet.
  4. Minimum setbacks from site perimeter: Same as the underlying zone.
  5. Minimum setbacks for individual lots within a Cluster Housing development:
    - a. Ten feet on the front, porch may project five feet into setback
    - b. Five feet on the rear
    - c. Five feet on the side, except zero feet for attached dwellings
  6. Setbacks for accessory buildings shall comply with OCMC 17.54.010.
  7. Maximum building coverage: same as the underlying zone.
  8. Minimum distance separating dwelling units (excluding attached dwellings and accessory structures): Ten feet.
  9. Minimum roof slope of all structures 4:12.
  10. Cluster developments shall contain a minimum of four and a maximum of twelve dwelling units located in a cluster group to encourage a sense of community among the residents. A development site may contain more than one group.
11. Minimum Lot size for a cluster development is found in Table 17.20.020.D.11

Base zone	Minimum Lot Size for development on a single lot	Minimum Lot size for development on individual lots <sup>1</sup>
R-10	10,000 square feet	3,500 square feet
R-8	10,000 square feet	3,000 square feet
R-6	10,000 square feet	2,500 square feet
R-5 and R-3.5	10,000 square feet	2,000 square feet
R-2	8,000 square feet	1,500 square feet

Notes:

1. Cluster developments shall not utilize lot size reductions through the land division process.

12. Minimum lot width for individual lots: twenty feet, with a minimum lot depth fifty feet.
  13. Flag lots for individual units are permitted provided that a shared joint accessway is provided in accordance with OCMC 16.08.050, as applicable, and all other standards of this section are met.
- E. Open Space Design Standards:
1. The required minimum open space is four hundred square feet per dwelling unit, which may be a combination of common and private open space provided that a minimum of fifty percent of the required space is provided as common open space.
  2. Common open space requirements for cluster developments:
    - a. A minimum of fifty percent of the total required open space, or two-hundred square feet per dwelling, shall be provided in a single compact, contiguous, central open space that:
      - i. Has a minimum dimension of twenty feet.
      - ii. Abuts at least fifty percent of the dwellings in a cluster housing development.
      - iii. Has dwellings abutting on at least two sides.
    - b. Dwellings abutting the common open space shall be oriented around and have an entry facing the common open space.
    - c. The common open space shall be developed with a mix of landscaping and lawn area, recreational amenities, hard-surfaced pedestrian paths, or a community building built for the sole use of the cluster housing residents. Impervious elements of the common open space, excluding community buildings, shall not exceed 30 percent of the total open space.
  3. If private open space is provided for dwelling units, it shall be located on the same lot as each dwelling unit or adjacent to each dwelling unit. Private open space may include landscaping, porches and decks. The minimum dimension for private open spaces shall be ten feet, except that porches meeting the provisions of OCMC 17.20.020.F may be counted towards the requirement and shall have a minimum dimension of five feet.
  4. Alternative open space configurations may be permitted by the Community Development Director provided they incorporate usable semi-private and/or public open spaces that meet the intent of the guidelines.
- F. Porches and covered entry standards for dwellings:
1. Every dwelling unit shall have at least one exterior entrance.
  2. Residential facades facing the common open space, common pathway, or street shall feature a porch at least sixty square feet in size with a minimum dimension of five feet. The front porch shall be covered.
  3. *Exemption:* Cluster dwellings may be granted an exemption from the Community Development Director from (2) above, if another type of pronounced entryway is provided. Pronounced entrances may include a rounded, recessed or enlarged front door, canopy or other entrances projecting from the main building facade, columns, and/or other similar features provided they are compatible with the architectural style of the house. A reduced porch may be allowed if there is sufficient architectural or topographical reason to reduce the size of the porch.
- G. Dwelling Types.
1. In the R-10, R-8 and R-6 zones: detached units and groups of up to two units attached together are permitted in a cluster housing development.
  2. In the R-5 and R-3.5 zones: detached units and groups of up to four units attached together are permitted in a cluster housing development.

3. In the R-2 zone: detached units, and groups of up to six units attached together, are permitted in a cluster housing development.
  4. Accessory dwelling units are not permitted as part of a cluster housing development.
- H. Architectural Details. Dwelling units shall contain architectural details.
1. Each of the types of details listed below are worth one point unless otherwise noted. Each dwelling unit shall achieve the equivalent of five points worth of architectural details on front and corner side façades and two points worth of architectural details on rear and side façades. For multiple attached dwelling units, each unit shall achieve the equivalent of five points worth of architectural details though details may be shared with attached units, e.g. a paint scheme for the entire building would be counted as a detail for each unit within it.
    - a. Stonework detailing on columns or across foundation.
    - b. Brick or stonework covering more than ten percent of the facade.
    - c. Wood, clad wood, or fiberglass windows covering more than ten percent of the façade area.
    - d. All windows include a minimum of four-inch trim.
    - e. Decorative roofline elements including roof brackets or multiple dormers.
    - f. Decorative porch elements including scrolls, or brackets, or railings.
    - g. Decorative shingle designs.
    - h. Decorative paint schemes (three or more colors).
    - i. Other architectural details may be approved by the by the Community Development Director if they are constructed with quality material, have a high level of craftsmanship and are consistent with the architectural style of the dwelling.
  2. Approved siding materials.
    - a. Brick or brick veneer.
    - b. Stone or stone veneer.
    - c. Horizontal wood, fiber cement or composite siding (eight inches wide or less); wider siding may be considered where there is a historic precedent.
    - d. Board and batten siding solely as an accent element unless the design has historic precedent and is approved by the Community Development Director through the exemption process.
    - e. Wood, fiber cement or composite shingle or shake siding.
  3. Other materials may be approved by the Community Development Director if they are consistent with the quality of the approved siding materials and have historic precedence in Oregon City.
- I. Parking shall be provided pursuant to the following requirements:
1. Parking shall be provided at a ratio of one parking space per dwelling unit minimum and 2.5 spaces per dwelling unit maximum.
  2. All parking shall be located on-site and shall not include shared parking or on-street spaces as allowed by OCMC 17.52.020.B.
  3. Parking shall be screened from public streets and adjacent residential uses by landscaping or architectural screening in compliance with OCMC 17.52.060.
  4. Parking shall be located in clusters of not more than five adjoining spaces (except where parking areas are adjacent to an alley).
  5. Parking spaces are prohibited in the front, interior or and side yard setback areas. Drive aisles and access driveways may be allowed in the side or rear yard setback.
  6. Detached parking structures/garages shall be six-hundred square feet or less and are not counted as part of the gross floor area of the dwellings.

7. Garages may be attached to individual dwellings provided all other design standards have been met and the footprint of the garage is included as part of the gross floor area calculations. Such garages shall be located away from common open spaces, shall not gain access off a public street, shall have garage doors of ten feet or less in width and be architecturally subordinate to the dwelling.
  8. Driveways shall comply with OCMC 16.12.035.
- J. Fences.
1. All fences shall be no more than forty-two inches in height, except that fences within one foot of the side or rear property line and outside of the front setback area may be no more than six feet in height.
  2. ~~Chain link fences shall not be allowed.~~
- K. Existing Dwelling Unit Onsite. One existing single-family home incorporated into a Cluster Housing Development that does not meet the requirements of this chapter is permitted to remain on a site developed for cluster housing and shall be considered a dwelling in the development. The size of the existing single family dwelling unit may be over the square foot maximum and shall not be part of the average gross floor area calculations. Modifications or additions to the existing dwelling unit not consistent with the provisions of this chapter shall not be permitted.

#### 17.20.030 - Internal Conversion

- A. Purpose. Internal conversions provide opportunities to adaptively reuse existing dwellings in a manner that preserves existing residences, adds additional dwelling units, maintains building scale and design compatible with surrounding neighborhoods, and makes efficient use of existing housing and infrastructure resources.
- B. Eligibility. Single-family detached dwellings constructed at least twenty years prior to application for an internal conversion are eligible for internal conversion.
- C. Units Created. An internal conversion may create multiple dwelling units within an existing residence at a maximum ratio of one dwelling unit for each 2,500 square feet of site area, up to a maximum of four units. An internal conversion may be located on the same property as an ADU, provided that the total number of dwelling units, including all internally converted units and ADUs, shall not exceed four and shall not exceed the maximum ratio of one dwelling unit per 2,500 square feet of site area. The internal conversion shall not be subject to the density standards for the underlying zone in which it is located.
- D. Size. Limited expansion of the existing single-family detached dwelling is permitted as part of an internal conversion. Total expanded square footage shall not exceed 500 square feet. This maximum expansion size shall apply to the cumulative effects of any expansions completed within two years before or after the internal conversion is completed.
- E. Dimensions. The internally converted structure shall comply with all dimensional standards of the underlying zone in which it is located.
- F. Design.
  - a. Any expansion or modification completed with the internal conversion shall be constructed with similar exterior building materials as that of the existing dwelling, or an acceptable substitute to be approved by the Community Development Director.
  - b. Only one entrance may be located on the primary street-facing facade.
  - c. Fire escapes or exterior stairs for access to an upper-level unit created through an internal conversion shall not be located on the front of the dwelling.

- G. Parking. One off-street parking space is required for internal conversions with two units, and two off-street parking spaces are required for internal conversions with three or four units. Driveways shall comply with OCMC 16.12.035.
- H. Review. Applications are processed as a Type I review.

#### 17.20.040 - Live/work dwelling

Live/work dwellings provide important flexibility by combining residential and commercial uses and allowing for commercial uses on the ground floor when the market is ready to support them. These standards apply to all new live/work dwellings. Live/work dwellings shall be reviewed through a Type II process. For all zones where live/work dwellings are permitted, the following standards shall apply.

- A. The ground floor business shall provide visibility, signage and access from the primary street. The building in which the live/work dwelling is located shall architecturally differentiate the ground floor from the upper floors by meeting the following requirements on the ground floor:
  - 1. The main front elevation shall provide at least fifty percent windows. The transparency is measured in lineal fashion and required between 3.5 feet and six feet from the ground (for example, a twenty-five-foot long building elevation shall have at least 12.5 feet (fifty percent of twenty-five feet) of transparency in length).
  - 2. Large single paned windows over ten feet in width shall be divided into multiple panes to add human scale by dividing the vertical plane into smaller parts.
  - 3. Highly reflective or glare-producing glass with a reflective factor of .25 or greater is prohibited on all building façades. Exceptions to this prohibition may be granted for LEED certified buildings when documented as part of the application and requested as part of the land use application.
- B. A live/work dwelling is allowed instead of, or in addition to, a home occupation as defined by OCMC 17.04. The business portion of the dwelling shall be limited to the ground floor and may not exceed fifty percent of the square footage of the entire dwelling, excluding the garage, or one thousand square feet, whichever is the smaller number.
- C. The primary entrance to the business shall be located on the primary street frontage. Alley access is required to provide refuse and recycling service and residential parking. If alley access cannot be provided, an alternative parking and refuse and recycling service plan may be approved by the Community Development Director if it meets the intent of the standards.
- D. The applicant shall show that there is adequate on-street or off-street parking for the proposed use. One parking space is required for every five-hundred square feet of commercial, personal service, or office use or a portion thereof. For example, seven hundred square feet of commercial use requires two parking spaces. Adequate parking can be shown by meeting one of the following:
  - 1. Shared Parking. Required parking may be satisfied by the same parking facilities used jointly, to the extent that the owners or operators show that the need for parking facilities does not materially overlap (e.g., uses primarily of a daytime versus nighttime nature) or the live/work use is utilizing a parking space that is above the minimum parking requirement of the shared use, and that the shared parking facility is within one thousand feet of the potential uses, and provided that the right of joint use is evidenced by a recorded deed, lease, contract, or similar written instrument establishing the joint use.
  - 2. On-Street Parking. On-street parking dimensions for live/work units shall conform to the standards set forth in OCMC 17.52.010.C.

3. Onsite Parking. Parking spaces are provided onsite and meet the requirements of OCMC 17.52—Off-Street Parking and Loading. Driveways shall comply with OCMC 16.12.035.
- E. The number of employees permitted onsite for employment purposes shall be limited to five persons at one time.
- F. All live/work dwellings shall be subject to ongoing compliance with the following performance standards:
  1. The work use shall not generate noise exceeding fifty-five-decibel level as measured at the lot line of the lot containing the live/work dwelling.
  2. No outside storage of materials or goods related to the work occupation or business shall be permitted. Solid waste associated with the work use shall be stored inside the building.
  3. No dust or noxious odor shall be evident off the premises.
  4. If the business is open to the public, public access shall be through the front door and the business may not be open to clients or the public before 7:00 a.m. or after 8:00 p.m.

#### 17.20.050 - Manufactured Home Park

- A. Purpose. Manufactured home parks provide locational opportunities for manufactured dwellings, to support a variety of affordable housing options. These manufactured home park requirements provide standards for orderly development, adequate vehicle circulation, parking, pedestrian circulation, open areas, and landscaping.
- B. Review Required.
  1. New manufactured home parks and modifications to existing parks shall be subject to a Type II Land Use Review to determine compliance with OCMC 17.20.050.
  2. Placement of a single manufactured home within an existing space or lot within a park shall require Type I Minor Site Plan and Design Review pursuant to OCMC 17.62.035.A to determine compliance with OCMC 17.20.050 ~~and OCMC 17.14.~~
  3. Applications for new or modified manufactured home parks shall include a site plan drawn to scale of the specific layout of the entire park. The site plan shall include both the dimensions and the existing and proposed locations of all utilities, roadways, structures, parking, landscaping and open areas, and manufactured home spaces on the site. In addition, the location of structures on adjacent properties shall be shown.
- C. Development Requirements. All manufactured home parks shall meet the following minimum requirements:
  1. The minimum size of a manufactured home park shall be one acre.
  2. The number of units allowed in the manufactured home park shall be subject to the density requirements of the underlying zone after area used for public and private streets, -access drives and any other areas that may be deducted pursuant to the definition of net developable area in OCMC 17.04.810 has been deducted.
  3. Except for accessory structures, a minimum setback of fifteen feet is required around the outer boundary of the manufactured home park. Exterior boundaries of the park shall be screened to a height of six feet by a sight-obscuring solid wall, fence, or evergreen or other suitable hedge planting, exclusive of required openings, except where height is limited pursuant to OCMC 17.54.100. Chain link fences are prohibited unless screened with vegetation.
  4. Each manufactured home ~~or accessory structure~~ shall maintain a minimum ~~sixteen~~-foot setback ~~from the private street and the nearest point of the unit or accessory structure. If the manufactured dwelling space is on the side of a private street bounded by a sidewalk, the unit or accessory structure shall be set back ten feet from the sidewalk. Each unit or accessory~~

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~~structure shall be separated from any unit or accessory structure on an adjacent space by a minimum of fifteen feet~~ another manufactured home. Accessory structures are not subject to minimum setbacks or location requirements, except setback five feet from the outer boundary requirement.

5. A minimum of fifteen percent of the gross site area shall be landscaped, which may include landscaped setbacks and common open space required in subsection (6) below. A landscaping plan shall be prepared by a registered landscape architect for new or revised landscaped areas and parking lots. Landscape architect approval is not required for tree removal and/or installation if the species are chosen from an approved street tree list. A certified landscape designer, arborist, or nurseryman shall be acceptable in lieu of a landscape architect for projects with less than five-hundred square feet of landscaping. All landscape plans shall include a mix of vertical (trees and shrubs) and horizontal elements (grass, groundcover, etc.) that within three years will cover one hundred percent of the Landscape area. No mulch, bark chips, or similar materials shall be allowed at the time of landscape installation except under the canopy of shrubs and within two feet of the base of trees.
6. A minimum of two hundred square feet of open space for each unit in the park, or a minimum of five thousand square feet, whichever is greater, shall be provided in common open space. Streets, access drives and parking lots shall not be considered open space. Open space shall be a mix of landscaping and lawn area, recreational amenities, and hard-surfaced pedestrian paths. Open space areas shall have no dimension less than twenty feet, and shall be landscaped and maintained by the park owner.
7. A manufactured home park shall have an entrance drive from a public street. Access to individual units shall be from private streets within the site which have a minimum width of twenty-four feet of paving from curb to curb. A paved sidewalk shall be provided along at least one side of each private street in the park and shall be a minimum of four feet in width. Parking shall be permitted on one side of those private streets constructed with a minimum width of thirty feet of paving.
8. Off-street parking. An onsite paved parking area shall be provided for each manufactured home, either within the park or adjacent to each unit.
9. Except for a structure which conforms to the State definition of a manufactured dwelling accessory structure, no other extension shall be attached to a manufactured dwelling, except a garage or carport constructed to the specifications of the Oregon State Structural Specialty Code.
10. Standards of the underlying zone also apply except where otherwise provided for in this subsection.

11. Parking lots greater than two spaces, refuse and recycling areas, outdoor lighting, fencing, and structures (other than the manufactured homes or accessory structures) are subject to compliance with Site Plan and Design Review standards in OCMC 17.62.

12. Cargo containers and membrane and fabric covered storage areas visible from the adjacent right-of-way are prohibited per OCMC 17.54.010.B.4.

- D. In addition to conformance with these standards, all parks, including any alteration and expansion thereof, shall comply with the manufactured dwelling park and mobile home park rules adopted by OAR 918-600-0005 through 918-600-0030, including the Oregon Manufactured Dwelling and Park Specialty Code, as amended.



## Oregon City Municipal Code

### Chapter 17.24 NC Neighborhood Commercial District

*Deletions shown with ~~strikeouts~~, additions and new standards shown with underline, relative to existing standards.*

#### 17.24.010 - Designated.

The Neighborhood Commercial District is designed for small-scale commercial and mixed-uses designed to serve a convenience need for residents in the surrounding low-density neighborhood. Land uses consist of small and moderate sized retail, service, office, multi-family residential uses or similar. This district may be applied where it is appropriate to reduce reliance on the automobile for the provision of routine retail and service amenities, and to promote walking and bicycling within comfortable distances of adjacent residential infill neighborhoods, such as within the Park Place and South End Concept Plan areas. Approval of a site plan and design review application pursuant to OCMC 17.62 is required.

#### 17.24.020 - Permitted Uses—NC.

The following uses are permitted within the Neighborhood Commercial District:

- A. Any use permitted in the Mixed-Use Corridor, provided the maximum footprint for a stand alone building with a single store or multiple buildings with the same business does not exceed ten thousand square feet, unless otherwise restricted in this chapter;
- B. Grocery stores, provided the maximum footprint for a stand alone building with a single store or multiple buildings with the same business does not exceed forty thousand square feet;
- C. Live/work dwellings;
- ~~D. Residential that does not exceed fifty percent of the total building square footage onsite;~~
- DE. Outdoor sales that are ancillary to a permitted use on the same or abutting property under the same ownership.

#### 17.24.025 - Conditional uses.

The following conditional uses may be permitted when approved in accordance with the process and standards contained in OCMC 17.56:

- A. Any use permitted in the Neighborhood Commercial District that has a building footprint in excess of ten thousand square feet;
- B. Emergency and ambulance services;
- C. Drive-through facilities;
- D. Outdoor markets that are operated before six p.m. on weekdays;
- E. Public utilities and services such as pump stations and sub-stations;
- F. Religious institutions;
- G. Public and or private educational or training facilities;
- H. Gas stations;

- I. Hotels and motels, commercial lodging;
- J. Veterinary clinic or pet hospital.

17.24.035 - Prohibited uses.

The following uses are prohibited in the NC District:

- A. Distributing, wholesaling and warehousing;
- B. Outdoor storage;
- C. Outdoor sales that are not ancillary to a permitted use on the same or abutting property under the same ownership;
- D. Hospitals;
- E. Kennels;
- F. Motor vehicle sales and incidental service;
- G. Motor vehicle repair and service;
- H. Self-service storage facilities;
- I. Heavy equipment service, repair, sales, storage or rental (including but not limited to construction equipment and machinery and farming equipment);
- J. Marijuana production, processing, wholesaling, research, testing, and laboratories;
- K. Mobile Food [Carts-Units](#) or Vendors, except with a special event permit.
- L. Residential use that exceeds fifty percent of the total building square footage on-site.

17.24.040 - Dimensional standards.

Dimensional standards in the NC district are:

- A. Maximum building height: Forty feet or three stories, whichever is less.
- B. Maximum building footprint: Ten thousand square feet.
- C. Minimum required setbacks if not abutting a residential zone: None.
- D. Minimum required interior and rear yard setbacks if abutting a residential zone: Ten feet plus one-foot additional yard setback for every one foot of building height over thirty-five feet.
- E. Maximum Allowed Setback.
  - 1. Front yard setback: Five feet.
  - 2. Interior yard setback: None.
  - 3. Corner side yard setback abutting a street: Thirty feet.
  - 4. Rear yard setback: None.
- F. Standards for residential uses: Residential uses shall meet the minimum net density standards for the R-3.5 district, except that no minimum net density shall apply to residential uses proposed above nonresidential uses in a [vertical](#) mixed-use configuration or to live/work dwellings. Any new lots proposed for exclusive residential use shall meet the minimum lot size and setbacks for the R-3.5 zone for the proposed residential use type.
- G. Minimum required landscaping (including landscaping within a parking lot): Fifteen percent.



## Oregon City Municipal Code

### Chapter 17.29 MUC Mixed Use Corridor District

*Deletions shown with ~~strikeouts~~, additions and new standards shown with underline, relative to existing standards.*

#### 17.29.010 - Designated.

The Mixed-Use Corridor (MUC) District is designed to apply along selected sections of transportation corridors such as Molalla Avenue, 7th Street, Beaver Creek Road, and along Warner-Milne Road. Land uses are characterized by high-volume establishments such as retail, service, office, multi-family residential, lodging, recreation and meeting facilities, or a similar use as defined by the Community Development Director. A mix of high-density residential, office, and small-scale retail uses are encouraged in this District. 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—MUC-1 and MUC-2.

- A. Banquet, conference facilities and meeting rooms;
- B. Bed and breakfast/boarding houses, hotels, motels, and other lodging facilities;
- C. Child care centers and/or nursery schools;
- D. Indoor entertainment centers and arcades;
- E. Health and fitness clubs;
- F. Medical and dental clinics, outpatient; infirmary services;
- G. Museums, libraries and cultural facilities;
- H. Offices, including finance, insurance, real estate and government;
- I. Outdoor markets, such as produce stands, craft markets and farmers markets that are operated on the weekends and after six p.m. during the weekday;
- J. Postal services;
- K. Parks, playgrounds, playfields and community or neighborhood centers;
- L. Repair shops, for radio and television, office equipment, bicycles, electronic equipment, shoes and small appliances and equipment;
- M. Multifamily residential, ~~and~~ 3-4 plex residential;
- N. One<sup>1</sup> or two<sup>2</sup> dwelling units in conjunction with a nonresidential use, or internal conversions provided that the residential use occupies no more than 50% of the total square footage of the development;
- ON. Restaurants, eating and drinking establishments without a drive-through;
- PO. Services, including personal, professional, educational and financial services; laundry and dry-cleaning;
- QP. Retail trade, including grocery, hardware and gift shops, bakeries, delicatessens, florists, pharmacies, specialty stores, marijuana, and similar, provided the maximum footprint for a

stand-alone building with a single store or multiple buildings with the same business does not exceed sixty thousand square feet;

- RQ. Seasonal sales;
- SR. Residential care facilities, assisted living facilities; nursing homes and group homes for over fifteen patients licensed by the state;
- TS. Studios and galleries, including dance, art, photography, music and other arts;
- UT. 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;
- VU. Veterinary clinics or pet hospitals, pet day care;
- WV. Home occupations;
- XW. Research and development activities;
- YX. Temporary real estate offices in model dwellings located on and limited to sales of real estate on a single piece of platted property upon which new residential buildings are being constructed;
- ZY. Transportation facilities;
- AAZ. Live/work dwellings;
- BBAA. After-hours public parking.

#### 17.29.030 - Conditional uses—MUC-1 and MUC-2 zones.

The following uses are permitted in this district when authorized and in accordance with the process and standards contained in OCMC 17.56:

- A. Drive-through facilities;
- B. Emergency service facilities (police and fire), excluding correctional facilities;
- C. Gas stations;
- D. Outdoor markets that do not meet the criteria of OCMC 17.29.020H;
- E. Public utilities and services including sub-stations (such as buildings, plants and other structures);
- F. Public and/or private educational or training facilities;
- 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 limited commercial districts that have a footprint for a stand-alone building with a single store in excess of sixty thousand square feet in the MUC-1 or MUC-2 zone;
- I. Hospitals;
- J. Parking not in conjunction with a primary use on private property, excluding after-hours public parking;
- K. Passenger terminals, excluding bus stops.

#### 17.29.040 - Prohibited uses in the MUC-1 and MUC-2 zones.

The following uses are prohibited in the MUC district:

- A. Distributing, wholesaling and warehousing;
- B. Outdoor storage;
- C. Outdoor sales that are not ancillary to a permitted use on the same or abutting property under the same ownership;
- D. Correctional facilities;
- E. Heavy equipment service, repair, sales, storage or rentals (including but not limited to construction equipment and machinery and farming equipment);

- F. Kennels;
- G. Motor vehicle and recreational vehicle sales and incidental service;
- H. Motor vehicle and recreational vehicle repair/service;
- I. Self-service storage facilities;
- J. Marijuana production, processing, wholesaling, research, testing, and laboratories;
- K. Mobile Food ~~Carts~~Units, except with a special event permit.

17.29.050 - Dimensional standards—MUC-1.

- A. Minimum lot areas: None.
- B. Maximum building height: Forty feet or three stories, whichever is less.
- C. Minimum required setbacks if not abutting a residential zone: None.
- D. Minimum required interior and rear yard setbacks if abutting a residential zone: Twenty feet, plus one foot additional yard setback for every one foot of building height over thirty-five feet.
- E. Maximum allowed setbacks.
  - 1. Front yard: Five feet.
  - 2. Interior side yard: None.
  - 3. Corner side setback abutting street: Thirty feet.
  - 4. Rear yard: None.
- F. Maximum lot coverage of the building and parking lot: Eighty percent.
- G. Minimum required landscaping (including landscaping within a parking lot): Twenty percent.
- H. Residential minimum net density of 17.4 units per acre, except that no minimum net density shall apply to residential uses proposed above nonresidential uses in a ~~vertical~~-mixed-use configuration or to live/work dwellings.

17.29.060 - Dimensional standards—MUC-2.

- A. Minimum lot area: None.
- B. Minimum floor area ratio: 0.25.
- C. Minimum building height: Twenty-five feet or two stories except for accessory structures or buildings under one thousand square feet.
- D. Maximum building height: Sixty 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: Twenty feet, plus one foot additional yard setback for every two feet of building height over thirty-five feet.
- G. Maximum Allowed Setbacks.
  - 1. Front yard: Five feet.
  - 2. Interior side yard: None.
  - 3. Corner side yard abutting street: Twenty feet.
  - 4. Rear yard: None.
- H. Maximum site coverage of building and parking lot: Ninety percent.
- I. Minimum landscaping requirement (including parking lot): Ten percent.
- J. Residential minimum net density of 17.4 units per acre, except that no minimum net density shall apply to residential uses proposed above nonresidential uses in a ~~vertical~~-mixed-use configuration or to live/work dwellings.

17.29.070 - Floor area ratio (FAR).

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.

- A. The minimum floor area ratios contained in OCMC 17.29.050 and 17.29.060 apply to all nonresidential and mixed-use building development, except stand-alone commercial buildings less than ten thousand 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 build out.



## Oregon City Municipal Code

### Chapter 17.34 MUD Mixed Use Downtown District

*Deletions shown with ~~strikeouts~~, additions and new standards shown with underline, relative to existing 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. Land uses are characterized by high-volume establishments constructed at the human scale such as retail, service, office, multi-family residential, lodging or similar as defined by the community development director. A mix of high-density residential, office and retail uses are encouraged in this district, with retail and service uses on the ground floor and office and residential uses on the upper floors. The emphasis is on those uses that encourage pedestrian and transit use. This district includes a Downtown Design District overlay for the historic downtown area. Retail and service uses on the ground floor and office and residential uses on the upper floors are encouraged in this district. 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. Banquet, conference facilities and meeting rooms;
- B. Bed and breakfast/boarding houses, hotels, motels, and other lodging facilities;
- C. Child care centers and/or nursery schools;
- D. Indoor entertainment centers and arcades;
- E. Health and fitness clubs;
- F. Medical and dental clinics, outpatient; infirmary services;
- G. Museums, libraries and cultural facilities;
- H. Offices, including finance, insurance, real estate and government;
- I. Outdoor markets, such as produce stands, craft markets and farmers markets that are operated on the weekends and after six p.m. during the weekday;
- J. Postal services;
- ~~K. Parks, playgrounds, play fields and community or neighborhood centers;~~
- ~~K.L.~~ M. Repair shops, for radio and television, office equipment, bicycles, electronic equipment, shoes and small appliances and equipment;
- ~~L.M.~~ M. Multifamily residential, 3-4 plex residential; ~~or~~ 1 or 2 units in conjunction with a nonresidential use provided that the residential use occupies no more than 50% of the total square footage of the development;
- N. Restaurants, eating and drinking establishments without a drive through;
- O. Services, including personal, professional, educational and financial services; laundry and dry-cleaning;

- ~~P.OE.~~ Retail trade, including grocery, hardware and gift shops, bakeries, delicatessens, florists, pharmacies, specialty stores provided the maximum footprint of a freestanding building with a single store does not exceed sixty thousand square feet (a freestanding building over sixty thousand square feet is allowed as long as the building contains multiple stores);
- Q. Seasonal sales;
- R. Residential care facilities, assisted living facilities; nursing homes and group homes for over fifteen patients licensed by the state;
- S. Studios and galleries, including dance, art, photography, music and other arts;
- 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;
- V. Home occupations;
- W. Research and development activities;
- X. Temporary real estate offices in model dwellings located on and limited to sales of real estate on a single piece of platted property upon which new residential buildings are being constructed;
- Y. Transportation facilities;
- Z. Live/work dwellings;
- AA. After-hours public parking;
- BB. Marinas;
- CC. Religious institutions.
- DD. Transitory mobile food ~~cart~~units outside of the downtown design district.

#### 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 OCMC 17.56.

- A. Drive-through facilities;
- B. Emergency services;
- C. Hospitals;
- D. Outdoor markets that do not meet the criteria of OCMC 17.34.020.I.;
- E. Parks, playgrounds, play fields and community or neighborhood centers;
- F. Parking structures and lots not in conjunction with a primary use on private property, excluding after-hours public parking;
- G. Retail trade, including grocery, hardware and gift shops, bakeries, delicatessens, florists, pharmacies and specialty stores in a freestanding building with a single store exceeding a footprint of sixty thousand square feet;
- H. Public facilities such as sewage and water treatment plants, water towers and recycling and resource recovery centers;
- I. Public utilities and services such as pump stations and sub-stations;
- J. Distributing, wholesaling and warehousing;
- K. Gas stations;
- L. Public and or private educational or training facilities;
- M. Stadiums and arenas;
- N. Passenger terminals (water, auto, bus, train), excluding bus stops;
- O. Recycling center and/or solid waste facility;

#### 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 OCMC 17.34.030;
- C. Self-service storage;
- D. Single-Family attached and detached residential units and duplexes;
- E. Motor vehicle and recreational vehicle repair/service;
- F. Motor vehicle and recreational vehicle sales and incidental service;
- G. Heavy equipment service, repair, sales, storage or rental<sup>2</sup> (including but not limited to construction equipment and machinery and farming equipment);
- H. Marijuana production, processing, wholesaling, research, testing, and laboratories;
- I. Transitory mobile food ~~units~~ units within the downtown design district, unless a special event has been issued;
- J. Non-transitory mobile food ~~units~~ units.

#### 17.34.050 - Pre-existing industrial uses.

Tax lot 5400 located at Clackamas County Tax Assessors Map #22E20DD, Tax Lots 100 and two hundred 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 may maintain and expand their industrial uses on existing tax lots. A change in use is allowed as long as there is no greater impact on the area than the existing use.

#### 17.34.060 - Mixed-use downtown dimensional standards—For properties located outside of the downtown design district.

- A. Minimum lot area: None.
- B. Minimum floor area ratio: 0.30.
- C. Minimum building height: Twenty-five feet or two stories except for accessory structures or buildings under one thousand square feet.
- D. Maximum building height: Seventy-five feet, except for the following location where the maximum building height shall be forty-five feet:
  - 1. Properties between Main Street and McLoughlin Boulevard and 11th and 16th streets;
  - 2. Property within five hundred feet of the End of the Oregon Trail Center property; or
  - 3. Property within one-hundred feet of single-family detached or attached 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: Fifteen feet, plus one additional foot in yard setback for every two feet in height over thirty-five feet.
- G. Maximum Allowed Setbacks.
  - 1. Front yard: Twenty feet.
  - 2. Interior side yard: No maximum.
  - 3. Corner side yard abutting street: Twenty feet.
  - 4. Rear yard: No maximum.
  - 5. Rear yard abutting street: Twenty feet.
- H. Maximum site coverage including the building and parking lot: Ninety percent.
- I. Minimum landscape requirement (including parking lot): Ten percent.
- J. Residential minimum net density of 17.4 units per acre, except that no minimum net density shall apply to residential uses proposed above nonresidential uses in a vertical mixed-use configuration or to live/work dwellings.

17.34.070 - Mixed-use downtown dimensional standards—For properties located within the downtown design district.

- A. Minimum lot area: None.
- B. Minimum floor area ratio: 0.5.
- C. Minimum building height: Twenty-five feet or two stories except for accessory structures or buildings under one thousand square feet.
- D. Maximum building height: Fifty-eight 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: Twenty feet, plus one foot additional yard setback for every three feet in building height over thirty-five feet.
- G. Maximum Allowed Setbacks.
  - 1. Front yard setback: Ten feet.
  - 2. Interior side yard setback: No maximum.
  - 3. Corner side yard setback abutting street: Ten feet.
  - 4. Rear yard setback: No maximum.
  - 5. Rear yard setback abutting street: Ten feet.
- H. Maximum site coverage of the building and parking lot: Ninety-five percent.
- I. Minimum landscape requirement (including parking lot): 5 percent.
- J. Residential minimum net density of 17.4 units per acre, except that no minimum net density shall apply to residential uses proposed above nonresidential uses in a vertical mixed-use configuration or to live/work dwellings.

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 OCMC 17.34.060 and 17.34.070 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 build out.
- B. Building height.
  - 1. Purpose.
    - a. The Masonic Hall is currently the tallest building in downtown Oregon City, with a height of fifty-eight feet measured from Main Street. The maximum building height limit of fifty-eight feet will ensure that no new building will be taller than the Masonic Hall.
    - b. A minimum two-story (twenty-five feet) building height is established for the Downtown Design District Overlay sub-district to ensure that the traditional building scale for the downtown area is maintained.



## **Oregon City Municipal Code**

### **Chapter 17.41 Tree Protection, Preservation, Removal and Replanting Standards**

#### **17.41.010 - Protection of trees—Intent.**

The intent of this chapter is to ensure that new development is designed in a manner that preserves trees to the maximum extent practicable. As a requirement of any Type II land use application, the siting of structures, roadways and utility easements, shall provide for the protection of tree resources to the maximum extent practicable. This chapter applies to all Land Division and Site Plan and Design Review applications.

#### **17.41.020 - Tree protection—Applicability.**

1. Applications for development subject to OCMC 16.08 (Land Divisions) or OCMC 17.62 (Site Plan and Design Review) shall demonstrate compliance with these standards as part of the review proceedings for those developments. Compliance with this chapter is required from the date a land use application is filed until a land division is recorded or other development approval is final.
2. For public capital improvement projects, the City Engineer shall demonstrate compliance with these standards pursuant to a Type I process.
3. Tree canopy removal greater than twenty-five percent on areas with greater than twenty-five percent slope, unless exempted under OCMC 17.41.040, shall be subject to these standards.
4. A heritage tree or grove which has been designated pursuant to the procedures of OCMC 12.32 shall be subject to the standards of this section.
5. A tree that has been planted pursuant to this section shall remain or shall be replaced with a new tree if removed.

#### **17.41.030 - Tree protection—Conflicting code provisions.**

Except as otherwise specified in this section, where these standards conflict with adopted city development codes or policies, the provision which provides the greater protection for regulated trees or groves, as defined in OCMC 17.04, shall govern.

#### **17.41.040 - Exemptions.**

These regulations are not intended to regulate normal cutting, pruning and maintenance of trees on private property except where trees are located on lots that are undergoing development review or are otherwise protected within the Natural Resource Overlay District (NROD) of OCMC 17.49. These standards are not intended to regulate farm and forest practices as those practices are defined under ORS 30.930, for farm or forestlands. These regulations do not apply to the removal of trees that are considered invasive species. An applicant for development may claim exemption from compliance with these standards if the development site containing the regulated grove or trees was a designated farm or forest use, tree farm, Christmas tree plantation, or other approved timber use within one year prior to development application. "Forest practices" and "forestlands" as used in this subsection shall have

the meaning as set out in ORS 30.930. The Community Development Director has the authority to modify or waive compliance in this case.

17.41.050 - Compliance options.

Applicants for review shall comply with these requirements through one or a combination of the following procedures:

- A. Option 1—Mitigation. Retention and removal of trees, with subsequent mitigation by replanting pursuant to OCMC 17.41.060.
- B. Option 2—Dedicated Tract. Protection of trees or groves by placement in a tract within a new subdivision or partition plat pursuant to OCMC 17.41.080; or
- C. Option 3—Restrictive Covenant. Protection of trees or groves by recordation of a permanent restrictive covenant pursuant to OCMC 17.41.110; or
- D. Option 4—Cash-in-lieu of planting pursuant to OCMC 17.41.120.

17.41.060 - Tree removal and replanting—Mitigation (Option 1).

- A. Applicants for development who select this option shall ensure that all healthy trees shall be preserved outside the construction area as defined in OCMC 17.04 to the extent practicable. Preserved trees are subject to Option 3 of this Chapter. Compliance with these standards shall be demonstrated in a tree mitigation plan report prepared by a certified arborist, horticulturalist or forester or other environmental professional with experience and academic credentials in forestry or arboriculture. Tree inventories for the purposes of mitigation calculations may be prepared by a licensed surveyor. At the applicant's expense, the City may require the report to be reviewed by a consulting arborist. The number of replacement trees required on a development site shall be calculated separately from, and in addition to, any public or street trees in the public right-of-way required under OCMC 12.08— Public and Street Trees, any required tree planting in parking lots, and any trees planted in pedestrian and bicycle accessways.
- B. The applicant shall determine the number of trees to be mitigated on the site by counting all of the trees six-inch DBH (minimum four and one-half feet from the ground) or larger on the entire site and either:
  1. Trees that are removed outside of the construction area shall be replanted with the number of trees specified in Column 1 of Table 17.41.060-1. Trees that are removed within the construction area shall be replanted with the number of replacement trees required in Column 2; or
  2. Dying, diseased or hazardous trees, when the condition is verified by a certified arborist to be consistent with the definitions in OCMC 17.04, may be removed from the tree replacement calculation. Dead trees may also be removed from the calculation, with the condition of the tree verified either by the Community Development Director or by a certified arborist at the applicant's expense, when the Community Development Director cannot make a determination. To the extent that the Community Development Director determines that the dead, dying, hazardous or diseased condition of the tree is the result of intentional action, the removal of that tree shall require mitigation pursuant to Column 2 of Table 17.41.060-1.

Table 17.41.060-1  
Tree Replacement Requirements

Size of tree removed (DBH)	Column 1  Number of trees to be planted.	Column 2  Number of trees to be planted.
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	(If removed <b>Outside</b> of construction area)	(If removed <b>Within</b> the construction area)
6 to 12"	3	1
13 to 18"	6	2
19 to 24"	9	3
25 to 30"	12	4
31 and over"	15	5

Steps for calculating the number of replacement trees:

1. Count all trees measuring six inches DBH (minimum four and one-half feet from the ground) or larger on the entire development site.
2. Designate the size (DBH) of all trees pursuant to accepted industry standards.
3. Document in a certified arborist report any trees that are currently dead, dying, diseased or hazardous.
4. Subtract the number of dead, dying, diseased or hazardous trees in step 3 from the total number of trees on the development site in step 1. The remaining number is the number of healthy trees on the site. Use this number to determine the number of replacement trees in steps 5 through 8.
5. Identify the construction area (as defined in OCMC 17.04.230).
6. Determine the number and diameter of trees to be removed within the construction area. Based on the size of each tree, use Column 2 to determine the number of replacement trees required.
7. Determine the number and diameter of trees to be removed outside of the construction area. Based on the size of each tree, use Column 1 to determine the number of replacement trees required.
8. Determine the total number of replacement trees from steps 6 and 7.

C. Planting area priority for mitigation.

Development applications which opt for removal of trees with subsequent replanting pursuant to OCMC 17.41.050.A. shall be required to mitigate for tree cutting by complying with the following priority for replanting standards below:

1. First Priority. Replanting on the development site.
2. Second Priority. Off-site replacement tree planting locations. If the Community Development Director determines that it is not practicable to plant the total number of replacement trees on-site, a suitable off-site planting location for the remainder of the trees may be approved that will reasonably satisfy the objectives of this section. Such locations may include either publicly owned or private land and shall be approved by the Community Development Director.

D. Replacement tree planting standards.

1. All replacement trees shall be either two-inch caliper deciduous or six-foot high conifer.
2. Replacement tree species shall be approved by a landscape architect or certified arborist or shall be found on the City's Native Plant or Street Tree lists.
3. Due to their diminishing range in the region, Oregon white oak (*Quercus garryana*) trees, if removed, shall be replaced by the same species.

E. All existing tree(s) in the tract shall be protected by a permanent restrictive covenant or easement approved in form by the City.

F. Alternative mitigation plan.

The Community Development Director may, subject to a Type II procedure, approve an alternative mitigation plan that adequately protects habitat pursuant to the standards for the Natural Resource Overlay District alternative mitigation plan in OCMC 17.49.190.

17.41.080 - Tree preservation within subdivisions and partitions—Dedicated tract (Option 2).

A. An applicant for a new subdivision and partition may delineate and show the regulated trees or groves as either a separate tract or part of a larger tract that meets the requirements of subsection D. of this section. All existing tree(s) in the tract shall be protected by a permanent restrictive covenant or easement approved in form by the City.

B. The standards for land divisions subject to this section shall apply in addition to the requirements of the City land division ordinance and zoning ordinance, provided that the minimum lot area, minimum average lot width, and minimum average lot depth standards of the base zone may be superseded in order to allow for a reduction of dimensional standards pursuant to OCMC 17.41.080.F below.

C. Prior to preliminary plat approval, the regulated tree or grove area shall be shown either as a separate tract or part of a larger tract that meets the requirements of subsection D. of this section, which shall not be a part of any parcel used for construction of a dwelling. The size of the tract shall be the minimum necessary as recommended by a consulting arborist to adequately encompass the dripline of the tree, protect the critical root zone and ensure long term survival of the tree or grove.

D. Prior to final plat approval, ownership of the regulated tree or grove tract shall be identified to distinguish it from lots intended for sale. The tract may be identified as any one of the following:

1. Private open space held by the owner or a homeowner's association; or
2. For residential land divisions, private open space subject to an easement conveying stormwater and surface water management rights to the city and preventing the owner of the tract from activities and uses inconsistent with the purpose of this document; or
3. Public open space where the tract has been dedicated to the City or other governmental unit; or
4. Any other ownership proposed by the owner and approved by the Community Development Director.

E. Density transfers incentive for tree protection tracts.

1. The purpose of this section is to allow dimensional adjustments within a regulated tree protection tract to be transferred outside said tract to the remainder of the site. Density shall not be transferred beyond the boundaries of the development site.

2. Development applications for subdivisions and minor partitions that request a density transfer shall:

- a. Provide a map showing the net buildable area of the tree protection tract;
- b. Provide calculations justifying the requested dimensional adjustments;
- c. Demonstrate that the minimum lot size requirements can be met based on an average of all lots created, including the tree protection tract created pursuant to this section;
- d. Demonstrate that, with the exception of the tree protection tract, no parcels have been created which would be unbuildable in terms of minimum yard setbacks;
- e. Meet all other standards of the base zone except as modified in this section.

3. The area of land contained in a tree protection tract may be excluded from the calculations for determining compliance with minimum density requirements of the zoning code.

F. Permitted modifications to dimensional standards.

1. An applicant proposing to protect trees in a dedicated tract may request, and the Community Development Director, pursuant to a Type II procedure, may grant a reduction to, the lot size,

width, depth, and setbacks of the underlying zone district in approving a subdivision or partition if necessary to retain a regulated tree or grove in a tract, as long as the calculation of average lot size, including tree protection tracts, meet the minimum lot size for the zone. The applicant may choose to make the adjustments over as many lots as required. For example, the lot reduction could be spread across all the remaining lots in the proposed subdivision or partition or could be applied to only those needed to incorporate the area of the tree tract.

**Table 17.41.080.A**  
Lot Size Reduction

ZONE	Min. Lot Size [sq. feet]	Min. Lot Width	Min. Lot Depth
R-10	5,000 sq. feet	50'	65'
R-8	4,000 sq. feet	45'	60'
R-6	3,500 sq. feet	35'	55'
R-5	3,000 sq. feet	30'	50'
R-3.5	1,800 sq. feet	20'	45'

**Table 17.41.080.B**  
Reduced Dimensional Standards for Detached Single-Family Residential Units

Size of Reduced Lot	Front Yard Setback	Rear Yard Setback	Side yard Setback	Corner Side	Lot Coverage
8,000—9,999 square feet	15 feet	20 feet	7/9 feet	15 feet	40%
6,000—7,999 square feet	10 feet	15 feet	5/7 feet	15 feet	40%
4,000—5,999 square feet	10 feet	15 feet	5/5 feet	10 feet	40%
1,800—3,999 square feet	5 feet	15 feet	5/5 feet	10 feet	55%

**Table 17.41.080.C**  
Reduced Dimensional Standards for Single-Family Attached or Two-Family Residential Units

Size of Reduced Lot	Front Yard Setback	Rear Yard Setback	Side yard Setback	Corner Side	Lot Coverage
3,500—7,000 square feet	10 feet	15 feet	5/0* feet	10 feet	40%
1,800—3,499 square feet	5 feet	15 feet	5/0* feet	10 feet	55%

\*0 foot setback is only allowed on single-family attached units

17.41.110 - Tree protection by restrictive covenant (Option 3).

Any regulated tree or grove which cannot be protected in a tract pursuant to Section 17.41.080 above shall be protected with a restrictive covenant in a format to be approved by the Community Development Director. Such covenant shall be recorded against the property deed and shall contain provisions to permanently protect the regulated tree or grove unless such tree or grove, as determined by a certified arborist and approved by the Community Development Director, are determined to be diseased or hazardous.

A. Permitted adjustments.

1. The Community Development Director, pursuant to a Type II procedure, may grant an adjustment to the side, front and rear yard setback standards by up to fifty percent if necessary to retain a Regulated Tree or Grove through a restrictive covenant pursuant to this section. In no case may the side yard setback be reduced to less than three feet. The adjustment shall be the minimum necessary to accomplish preservation of trees on the lot and shall not conflict with other conditions imposed on the property.
2. The ~~Community Development Director~~ City Engineer, ~~pursuant to a Type II procedure,~~ may grant an adjustment to street standards, pursuant to adopted public works standards, in order to preserve a tree. This may include flexibility to redesign sidewalk and planter strip sizes and locations and allow placement of sidewalks and planter strips in an easement within private lots.
3. The Community Development Director, pursuant to a Type II procedure, may allow other adjustments in order to preserve any healthy tree that cannot be moved due to its size, but will contribute to the landscape character of the area and will not present a foreseeable hazard if retained.

17.41.120 - Cash-in-lieu of planting (Option 4).

The applicant may choose this option in-lieu-of or in addition to Compliance Options 1 through 3. In this case, the Community Development Director may approve the payment of cash-in-lieu into a dedicated fund for the remainder of trees that cannot be replanted in the manner described above.

The cash-in-lieu payment per required mitigation tree shall be as listed on the adopted fee schedule and shall be adjusted annually based on the Consumer Price Index. The price shall include 150% of the cost of materials, transportation and planting.

17.41.130 - Regulated tree protection procedures during construction.

- A. No permit for any grading or construction of public or private improvements may be released prior to verification by the Community Development Director that regulated trees designated for protection or conservation have been protected according to the following standards. No trees designated for removal shall be removed without prior written approval from the Community Development Director.
- B. Tree protection shall be as recommended by a qualified arborist or, as a minimum, to include the following protective measures:
  1. Except as otherwise determined by the Community Development Director, all required tree protection measures set forth in this section shall be instituted prior to any development activities, including, but not limited to clearing, grading, excavation or demolition work, and such measures shall be removed only after completion of all construction activity, including necessary landscaping and irrigation installation, and any required plat, tract, conservation easement or restrictive covenant has been recorded.
  2. Approved construction fencing, a minimum of four feet tall with steel posts placed no farther than ten feet apart, shall be installed at the edge of the tree protection zone or

dripline, whichever is greater. An alternative may be used with the approval of the Community Development Director.

3. Approved signs shall be attached to the fencing stating that inside the fencing is a tree protection zone, not to be disturbed unless prior approval has been obtained from the Community Development Director.
  4. No construction activity shall occur within the tree protection zone, including, but not limited to; dumping or storage of materials such as building supplies, soil, waste items; nor passage or parking of vehicles or equipment.
  5. The tree protection zone shall remain free of chemically injurious materials and liquids such as paints, thinners, cleaning solutions, petroleum products, and concrete or dry wall excess, construction debris, or run-off.
  6. No excavation, trenching, grading, root pruning or other activity shall occur within the tree protection zone unless directed by an arborist present on site and approved by the Community Development Director.
  7. No machinery repair or cleaning shall be performed within ten feet of the dripline of any trees identified for protection.
  8. Digging a trench for placement of public or private utilities or other structure within the critical root zone of a tree to be protected is prohibited. Boring under or through the tree protection zone may be permitted if approved by the Community Development Director and pursuant to the approved written recommendations and on-site guidance and supervision of a certified arborist.
  9. The Community Development Director may require that a certified arborist be present during any construction or grading activities that may affect the dripline of trees to be protected.
  10. The 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.
- C. Changes in soil hydrology due to soil compaction and site drainage within tree protection areas shall be avoided. Drainage and grading plans shall include provision to ensure that drainage of the site does not conflict with the standards of this section. Excessive site run-off shall be directed to appropriate storm drainage facilities and away from trees designated for conservation or protection.



## Oregon City Municipal Code

### Chapter 17.52 Off-Street Parking and Loading

*Deletions shown with ~~strikeouts~~, additions and new standards shown with underline, relative to existing standards.*

#### 17.52.010 - Applicability.

The construction of a new structure or parking lot, or alterations to the size or use of an existing structure, parking lot or property use shall require site plan review approval and compliance with this chapter. This chapter does not apply to single-family attached, detached residential dwellings and duplexes.

#### 17.52.015 - Planning commission adjustment of parking standards.

- A. Purpose: The purpose of permitting a Planning Commission adjustment to parking standards is to provide for flexibility in modifying parking standards in all zoning districts, without permitting an adjustment that would adversely impact the surrounding or planned neighborhood. Adjustments provide flexibility to those uses which may be extraordinary, unique, or provide greater flexibility for areas that can accommodate a denser development pattern based on existing infrastructure and ability to access the site by means of walking, biking or transit. An adjustment to a minimum parking standard may be approved based on a determination by the Planning Commission that the adjustment is consistent with the purpose of this Code, and the approval criteria can be met.
- B. Procedure: A request for a Planning Commission parking adjustment shall be initiated by a property owner or authorized agent by filing a land use application. The application shall be accompanied by a site plan, drawn to scale, showing the dimensions and arrangement of the proposed development and parking plan, the extent of the adjustment requested along with findings for each applicable approval criteria. A request for a parking adjustment shall be processed as a Type III application as set forth in Chapter 17.50.
- C. Approval criteria for the adjustment are as follows:
  - 1. Documentation: The applicant shall document that the individual project will require an amount of parking that is different from that required after all applicable reductions have been taken.
  - 2. Parking analysis for surrounding uses and on-street parking availability: The applicant shall show that there is a continued fifteen percent parking vacancy in the area adjacent to the use during peak parking periods and that the applicant has permission to occupy this area to serve the use pursuant to the procedures set forth by the Community Development Director.
    - a. For the purposes of demonstrating the availability of on street parking as defined in OCMC 17.52.020.B.3., the applicant shall undertake a parking study during time periods specified by the Community Development Director. The time periods shall include those during which the highest parking demand is anticipated by the proposed use. Multiple observations during multiple days shall be required. Distances are to be calculated as

traversed by a pedestrian that utilizes sidewalks and legal crosswalks or an alternative manner as accepted by the Community Development Director.

- b. The onsite parking requirements may be reduced based on the parking vacancy identified in the parking study. The amount of the reduction in onsite parking shall be calculated as follows:
  - i. Vacant on-street parking spaces within three hundred feet of the site will reduce onsite parking requirements by 0.5 parking spaces; and
  - ii. Vacant on-street parking spaces between three hundred and six hundred feet of the site will reduce onsite parking requirements by 0.2 parking spaces.
3. Function and Use of Site: The applicant shall demonstrate that modifying the amount of required parking spaces will not significantly impact the use or function of the site and/or adjacent sites.
4. Compatibility: The proposal is compatible with the character, scale and existing or planned uses of the surrounding neighborhood.
5. Safety: The proposal does not significantly impact the safety of adjacent properties and rights-of-way.
6. Services: The proposal will not create a significant impact to public services, including fire and emergency services.

17.52.020 - Number of automobile spaces required.

- A. The number of parking spaces shall comply with the minimum and maximum standards listed in Table 17.52.020. The parking requirements are based on spaces per one thousand square feet net leasable area unless otherwise stated.

Table 17.52.020		
LAND USE	PARKING REQUIREMENTS	
	MINIMUM	MAXIMUM
Multifamily Residential	1.00 per unit	2.5 per unit
3-4 Plex Residential	2.00	4
Hotel, Motel	1.0 per guest room	1.25 per guest room
Correctional Institution	1 per 7 beds	1 per 5 beds
Senior housing, including congregate care, residential care and assisted living facilities; nursing homes and other types of group homes	1 per 7 beds	1 per 5 beds
Hospital	2.00	4.00
Preschool Nursery/Kindergarten	2.00	3.00
Elementary/Middle School	1 per classroom	1 per classroom + 1 per administrative employee + 0.25 per seat in auditorium/assembly room/stadium
High School, College, Commercial School for Adults	0.20 per # staff and	0.30 per # staff and students

	students	
Auditorium, Meeting Room, Stadium, Religious Assembly Building, movie theater,	.25 per seat	0.5 per seat
Retail Store, Shopping Center, Restaurants	4.10	5.00
Office	2.70	3.33
Medical or Dental Clinic	2.70	3.33
Sports Club, Recreation Facilities	Case Specific	5.40
Storage Warehouse, Freight Terminal	0.30	0.40
Manufacturing, Wholesale Establishment	1.60	1.67
Light Industrial, Industrial Park	1.3	1.60

1. Multiple Uses. 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.
  2. Requirements for types of buildings and uses not specifically listed herein shall be determined by the Community Development Director, based upon the requirements of comparable uses listed.
  3. Where calculation in accordance with the above 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.
  4. ~~The minimum 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 vehicles used in conducting the business or use.~~ Fleet vehicle parking shall be accommodated within the maximum parking ratio, except that in GI, CI, and MUE zones, fleet vehicle parking may be included in a parking lot in addition to the maximum number of permitted parking spaces.
  5. A change in use within an existing habitable building located in the MUD Design District or the Willamette Falls Downtown District is exempt from additional parking requirements. Additions to an existing building and new construction are required to meet the minimum parking requirements for the areas as specified in Table 17.52.020 for the increased square footage.
- B. Parking requirements can be met either onsite, or offsite by meeting one or multiple of the following conditions:
1. Parking may be located on the same site as the associated use which it is supporting.
  2. Mixed Uses. If more than one type of land use occupies a single structure or parcel of land, the total requirements for off-street automobile parking shall be the sum of the requirements for all uses, unless it can be shown that the peak parking demands are actually less (e.g. the uses operate on different days or at different times of the day). In that case, the total requirements shall be reduced accordingly, up to a maximum reduction of fifty percent, as determined by the Community Development Director.
  3. Shared Parking. Required parking facilities for two or more uses, structures, or parcels of land may be satisfied by the same parking facilities used jointly, to the extent that the owners or operators show that the need for parking facilities does not materially overlay (e.g., uses primarily of a daytime versus nighttime nature), that the shared parking facility is within one

thousand feet of the potential uses, and provided that the right of joint use is evidenced by a recorded deed, lease, contract, or similar written instrument authorizing the joint use.

4. On-Street Parking. On-street parking may be counted toward the minimum standards when it is on the street face abutting the subject land use. An on-street parking space shall not obstruct a required clear vision area and it shall not violate any law or street standard. On-street parking for commercial uses shall conform to the following standards:
  - a. Dimensions. The following constitutes one on-street parking space:
    1. Parallel parking: twenty-two feet of uninterrupted and available curb;
    2. Forty-five and/or sixty-degree diagonal parking: Fifteen feet of curb;
    3. Ninety-degree (perpendicular) parking: Twelve feet of curb.
    4. Public Use Required for Credit. On-street parking spaces counted toward meeting the parking requirements of a specific use may not be used exclusively by that use, but shall be available for general public use at all times. Signs or other actions that limit general public use of on-street spaces are prohibited.
- C. Reduction of the Number of the Minimum Automobile Spaces Required. Any combination of the reductions below is permitted unless otherwise noted.
  1. Downtown Parking Overlay. The minimum required number of parking stalls is reduced within the Downtown Parking Overlay by fifty percent.
  2. Transit Oriented Development. For projects not located within the Downtown Parking Overlay District, the minimum required number of parking stalls is reduced up to twenty-five percent when:
    - a. In a commercial center (sixty thousand square feet or greater of retail or office use measured cumulatively within a five hundred foot radius) or
    - b. When adjacent to multi-family development with over eighty units or
    - c. Within 1,320 feet of an existing or planned public transit street and within 1,320 feet of the opposite use (commercial center or multi-family development with over eighty units).
  3. Tree Preservation. The Community Development Director may grant an adjustment to any standard of this requirement provided that the adjustment preserves a designated heritage tree or grove so that the reduction in the amount of required pavement can help preserve existing healthy trees in an undisturbed, natural condition.
  4. Transportation Demand Management. The Community Development Director shall reduce the required number of parking stalls up to twenty-five percent when a parking-traffic study prepared by a traffic engineer demonstrates alternative modes of transportation, including transit, bicycles, and walking, and/or special characteristics of the customer, client, employee or resident population will reduce expected vehicle use and parking space demand for this development, as compared to standard Institute of Transportation Engineers vehicle trip generation rates and further that the transportation demand management program promotes or achieves parking utilization lower than minimum city parking requirements.

A transportation demand management (TDM) program shall be developed to include strategies for reducing vehicle use and parking demand generated by the development and will be measured annually. If, at the annual assessment, the City determines the plan is not successful, the plan may be revised. If the City determines that no good-faith effort has been made to implement the plan, the City may take enforcement actions.
5. The minimum required number of stalls may be reduced by up to ten percent when the subject property is adjacent to an existing or planned fixed public transit route or within one thousand feet of an existing or planned transit stop.

17.52.030 - Standards for automobile parking.

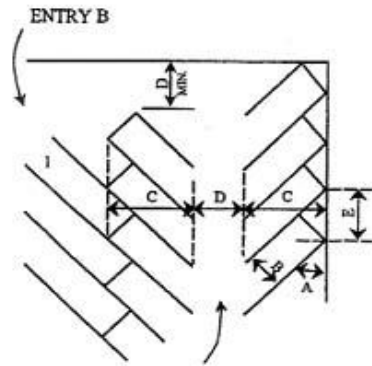
- A. Access. Ingress and egress locations on public thoroughfares shall be located in the interests of public traffic safety and meet requirements of OCMC 16.12.035. Groups of more than four parking spaces shall be so located and served by driveways so that their use will require no backing movements or other maneuvering within a street right-of-way other than an alley.
- B. 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 runoff and improve water quality pursuant to the City's stormwater and low impact development design standards are encouraged.
- C. Drainage. Drainage shall be designed in accordance with the requirements of OCMC 13.12 and the City public works stormwater and grading design standards.
- D. Dimensional Standards.
  1. Requirements for parking developed at varying angles are according to the table included in this section. 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. Parking stalls in compliance with the American with Disabilities Act may vary in size in order to comply with the building division requirements. Up to thirty-five percent of the minimum required parking may be compact, while the remaining required parking stalls are designed to standard dimensions. The Community Development Director may approve alternative dimensions for parking stalls in excess of the minimum requirement which comply with the intent of this chapter.
  2. Alternative parking/plan. Any applicant may propose an alternative parking plan. Such plans are often proposed to address physically constrained or smaller sites, however innovative designs for larger sites may also be considered. In such situations, the Community Development Director may approve an alternative parking lot plan with variations to parking dimensions of this section. The alternative shall be consistent with the intent of this chapter and shall create a safe space for automobiles and pedestrians while providing landscaping to the quantity and quality found within parking lot landscaping requirements.

PARKING STANDARD

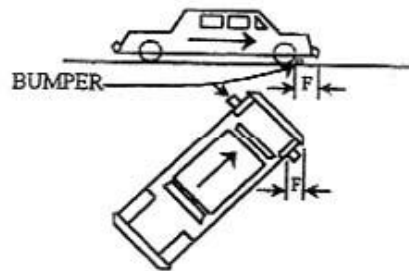
PARKING ANGLE SPACE DIMENSIONS

A Parking Angle		B Stall Width	C Stall to Curb	D Aisle Width	E Curb Length	F Overhang
0 degrees		8.5	9.0	12	20	0
30 degrees	Standard Compact	9' 8'	17.3' 14.9'	11' 11'	18' 16'	
45 degrees	Standard Compact	8.5 8.5	19.8' 17.0'	13' 13'	12.7' 11.3'	1.4
60 degrees	Standard Compact	9' 8'	21' 17.9'	18' 16'	10.4' 9.2'	1.7
90 degrees	Standard Compact	9' 8'	19.0' 16.0'	24' 22'	9' 8'	1.5

All dimensions are to the nearest tenth of a foot.



TYPICAL PARKING LAYOUT  
ENTRY A



NOTE: SPACE 1 CONTINGENT UPON ENTRY B  
OVERHANG

NOTE: Overhang dimensions are intended to indicate possible location from parking area edge for location of bumpers.

- E. Carpool and Vanpool Parking. New developments with seventy-five or more parking spaces, excluding projects where seventy-five percent or more of the total floor area is residential, and new hospitals, government offices, group homes, nursing and retirement homes, schools and transit park-and-ride facilities with fifty or more parking spaces, shall identify the spaces available for employee, student and commuter parking and designate at least five percent, but not fewer than two, of those spaces for exclusive carpool and vanpool parking. Carpool and vanpool parking spaces shall be located closer to the main employee, student or commuter entrance than all other employee, student or commuter parking spaces with the exception of ADA accessible parking spaces. The carpool/vanpool spaces shall be clearly marked "Reserved - Carpool/Vanpool Only."

#### 17.52.040 - Bicycle parking standards.

- A. Purpose-Applicability. To encourage bicycle transportation to help reduce principal reliance on the automobile, and to ensure bicycle safety and security, bicycle parking shall be provided in conjunction with all uses other than exclusively residential use with less than five dwellings onsite (excluding cluster housing).
- B. Number of Bicycle Spaces Required. For any use not specifically mentioned in Table A, the bicycle parking requirements shall be the same as the use which, as determined by the Community Development Director, is most similar to the use not specifically mentioned. Calculation of the number of bicycle parking spaces required shall be determined in the manner established in OCMC 17.52.020 for determining automobile parking space requirements. Modifications to bicycle parking requirements may be made through the site plan and design, conditional use, or master plan review process.

TABLE A Required Bicycle Parking Spaces\*

Where two options for a requirement are provided, the option resulting in more bicycle parking applies. Where a calculation results in a fraction, the result is rounded up to the nearest whole number.

USE	MINIMUM BICYCLE PARKING	MINIMUM BICYCLE PARKING - COVERED - The following percentage of bicycle parking is required to be covered
Multi-family ( five or more units)	1 per 10 units (minimum of 2)	50% (minimum of 1)
Correctional institution	1 per 15 auto spaces (minimum of 2)	30% (minimum of 1)
Nursing home or care facility	1 per 30 auto spaces (minimum of 2)	30% (minimum of 1)
Hospital	1 per 20 auto spaces (minimum of 2)	30% (minimum of 1)
Park-and-ride lot	1 per 5 auto spaces (minimum of 2)	50% (minimum of 1)
Transit center	1 per 5 auto spaces (minimum of 2)	50% (minimum of 1)
Parks and open space	1 per 10 auto spaces (minimum of 2)	0%
Public parking lots	1 per 10 auto spaces (minimum of 2)	50% (minimum of 1)
Automobile parking structures	1 per 10 auto spaces (minimum of 4)	80% (minimum of 2)
Religious institutions, movie theater, auditorium or meeting room	1 per 10 auto spaces (minimum of 2)	30% (minimum of 1)
Libraries, museums	1 per 5 auto spaces (minimum of 2)	30% (minimum of 1)
Preschool, nursery, kindergarten	2 per classroom (minimum of 2)	50% (minimum of 1)
Elementary	4 per classroom (minimum of 2)	50% (minimum of 1)

Junior high and High school	2 per classroom (minimum of 2)	50% (minimum of 2)
College, business/commercial schools	2 per classroom (minimum of 2)	50% (minimum of 1)
Swimming pools, gymnasiums, ball courts	1 per 10 auto spaces (minimum of 2)	30% (minimum of 1)
Retail stores and shopping centers	1 per 20 auto spaces (minimum of 2)	50% (minimum of 2)
Retail stores handling exclusively bulky merchandise such as automobile, boat or trailer sales or rental	1 per 40 auto spaces (minimum of 2)	0%
Bank, office	1 per 20 auto spaces (minimum of 2)	50% (minimum of 1)
Medical and dental clinic	1 per 20 auto spaces (minimum of 2)	50% (minimum of 1)
Eating and drinking establishment	1 per 20 auto spaces (minimum of 2)	0%
Gasoline service station	1 per 10 auto spaces (minimum of 2)	0%

\* Covered bicycle parking is not required for developments with two or fewer parking stalls.

C. Design Standards.

1. Bicycle parking facilities shall be in the form of a lockable enclosure onsite, secure room in a building onsite, a covered or uncovered rack onsite, or within the adjacent right-of-way.
2. Bicycle parking areas shall be clearly marked or visible from on-site buildings or the street. If a bicycle parking area is not plainly visible from the street or main building entrance, a sign shall be posted indicating the location of the bicycle parking area. Indoor bicycle parking areas shall not require stairs to access the space. If sites have more than one building, bicycle parking shall be distributed as appropriate to serve all buildings.
3. All bicycle racks shall be designed so that:
  - a. The bicycle frame is supported horizontally at two or more places.
  - b. The frame and at least one wheel of the bicycle can be locked to the rack with a standard U-type lock.
  - c. The user is not required to lift the bicycle onto the bicycle rack.
  - d. Each bicycle parking space is accessible without moving another bicycle.
  - e. It is a minimum of thirty inches tall and eighteen inches wide between the two points of contact.
  - f. Provides an area of six feet by two feet per bicycle.
  - g. All bicycle racks and lockers shall be securely anchored to the ground or to a structure.

#### 17.52.060 - Parking lot landscaping.

Purpose. The purpose of this code section includes the following:

1. To enhance and soften the appearance of parking lots;
2. To limit the visual impact of parking lots from sidewalks, streets and particularly from residential areas;
3. To shade and cool parking areas;
4. To reduce air and water pollution;
5. To reduce storm water impacts and improve water quality; and
6. To establish parking lots that are more inviting to pedestrians and bicyclists.

A. Applicability. Unless otherwise specified, construction of new parking lots and alterations of existing parking lots shall comply with parking lot landscaping standards. Parking lot landscaping requirements within this section do not apply to parking structures or parking garages, except landscaping as required in OCMC 17.62.

B. Development Standards.

1. The landscaping shall be located in defined landscaped areas that are uniformly distributed throughout the parking or loading area.
2. All areas in a parking lot not used for parking, maneuvering, or circulation shall be landscaped.
3. 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.
4. Required landscaping trees shall be of a minimum two-inch minimum caliper size (though it may not be standard for some tree types to be distinguished by caliper), planted according to American Nurseryman Standards, and selected from the Oregon City Street Tree List or approved by an arborist;
5. At maturity, all of the landscaped area shall be planted in ground cover plants, which includes grasses. Mulch (as a ground cover) shall only be allowed underneath plants at full growth and within two feet of the base of a tree and is not a substitute for ground cover.
6. Landscaped areas shall include irrigation systems unless an alternate plan is submitted, and approved by the Community Development Director, that can demonstrate adequate maintenance;
7. All landscaping shall be installed according to accepted planting procedures, according to American Nurseryman Standards.

C. Perimeter Parking Lot Landscaping and Parking Lot Entryway/Right-of-Way Screening. Parking lots [and associated drive aisles](#) shall include a five-foot wide landscaped buffer where the parking lot abuts the right-of-way and/or adjoining properties. In order to provide connectivity between non-single-family sites, the Community Development Director may approve an interruption in the perimeter parking lot landscaping for a single driveway where the parking lot abuts property designated as multi-family, commercial or industrial. Shared driveways and parking aisles that straddle a lot line do not need to meet perimeter landscaping requirements.

1. The perimeter parking lot are[a] shall include:
  - a. Trees spaced a maximum of thirty 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. 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.

- D. Parking Area/Building Buffer. Except for parking lots with fewer than five parking stalls, parking areas ([excluding drive aisles with no adjacent parking](#)) shall be separated from the exterior wall of a structure, exclusive of pedestrian entranceways or loading areas, by one of the following:
1. Minimum five-foot wide landscaped planter strip (excluding areas for pedestrian connection) meeting the standards for perimeter parking lot area landscaping; or:
  2. Minimum seven foot sidewalks with shade trees spaced a maximum of thirty feet apart in three-foot by five-foot tree wells.
- E. Interior Parking Lot Landscaping. Surface parking lots with more than five parking stalls shall include at least forty-five square feet of interior parking lot landscaping per parking stall 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. Fractions shall be rounded up when calculating the required number of plantings. Interior parking lot landscaping shall include:
- a. A minimum of one tree per four parking spaces.
  - b. A minimum of 1.5 shrubs per parking space.
  - c. No more than eight contiguous parking spaces shall be created without providing an interior landscape strip between them. Landscape strips shall be provided between rows of parking shall be a minimum of six feet in width and a minimum of ten feet in length.
- F. Alternative landscaping plan.

Any applicant may propose an alternative landscaping plan. Such plans are often proposed to address physically constrained or smaller sites, however innovative designs for larger sites may also be considered. Alternative plans may include the use of low impact development techniques and minimized landscaping requirements. In such situations, the Community Development Director may approve variations to the landscaping standards of OCMC 17.52.060 in accordance with A and/or B below.

1. General Review Standard. The alternative shall meet the standards in OCMC 17.62.015-Modifications that will better meet design review requirements.
2. Credit for Pervious/Low Impact Development. The Community Development Director may count up to fifty percent of the square footage of any pervious hardscaped landscape material within a parking lot that is designed and approved pursuant to the City's adopted stormwater and low impact development design standards toward minimum landscaping requirements for the site. (This includes porous pavement detention, open celled block pavers, porous asphalt, porous concrete pavement, porous turf, porous gravel, etc.).

#### 17.52.080 - Maintenance.

The owner, tenant and their agent, if any, shall be jointly and severally responsible for the maintenance of the site including but not limited to the off-street parking and loading spaces, bicycle parking and all landscaping which shall be maintained in good condition so as to present a healthy, neat and orderly appearance and shall be kept free from refuse and debris.

All plant growth in interior landscaped areas shall be controlled by pruning, trimming, or otherwise so that:

- a. It will not interfere with the maintenance or repair of any public utility;
- b. It will not restrict pedestrian or vehicular access; and
- c. It will not constitute a traffic hazard due to reduced visibility.

#### 17.52.090 - Loading areas.

- A. Purpose.

The purpose of this section is to provide adequate loading areas for commercial, office, retail and industrial uses that do not interfere with the operation of adjacent streets.

B. Applicability.

OCMC 17.52.090 applies to uses that are expected to have service or delivery truck visits with a forty-foot or longer wheelbase, at a frequency of one or more vehicles per week. The City Engineer and decision maker shall determine through site plan and design review the number, size, and location of required loading areas, if any.

C. Standards.

1. The off-street loading space shall be large enough to accommodate the largest vehicle that is expected to serve the use without obstructing vehicles or pedestrian traffic on adjacent streets and driveways. Applicants are advised to provide complete and accurate information about the potential need for loading spaces because the City Engineer or decision maker may restrict the use of other public right-of-way to ensure efficient loading areas and reduce interference with other uses.
2. Where parking areas are prohibited between a building and the street, loading areas or drive isles are also prohibited.
3. The City Engineer and decision maker, through site plan and design review, may approve a loading area adjacent to or within a street right-of-way when all of the following loading and unloading operations conditions are met:
  - a. Short in duration (i.e., less than one hour);
  - b. Infrequent (less than three operations daily between 5:00 a.m. and 12:00 a.m. or all operations between 12:00 a.m. and 5:00 a.m. at a location that is not adjacent to a residential zone);
  - c. Does not obstruct traffic during peak traffic hours;
  - d. Does not interfere with emergency response services; and
  - e. Is acceptable to the applicable roadway authority.

## Oregon City Municipal Code

### Chapter 17.62 - Site Plan and Design Review

*Deletions shown with ~~strikeouts~~, additions and new standards shown with underline, relative to existing standards.*

#### 17.62.010 - Purpose.

The purposes of site plan and design review are to: encourage site planning in advance of construction; protect lives and property from potential adverse impacts of development; consider natural or man-made hazards which may impose limitations on development; conserve the city's natural beauty and visual character and minimize adverse impacts of development on the natural environment as much as is reasonably practicable; assure that development is supported with necessary public facilities and services; ensure that structures and other improvements are properly related to their sites and to surrounding sites and structure; and implement the city's comprehensive plan and land use regulations with respect to development standards and policies.

#### 17.62.015 - Modifications that will better meet design review requirements.

The review body shall consider modification of certain site related development standards of this Chapter specified below. These modifications may be approved as part of a Type II design review process.

##### A. Applicability.

##### 1. This process shall apply to modifications to:

- a. Landscaping in OCMC 17.62.050.A;
- b. Vehicular Connections to Adjoining Properties in OCMC 17.62.050.B.2;
- c. On-site pedestrian circulation in OCMC 17.62.050.C;
- d. Utility Undergrounding Requirements in OCMC 16.12.095.G;
- e. Building location in OCMC 17.62.055.D;
- f. Building Details in OCMC 17.62.050.B.9.055.I;
- g. Windows in OCMC 17.62.050.B.10.055.J. Parking Lot Landscaping in OCMC 17.52.060.

##### 2. Modifications that are denied through Type II design review may be requested as a variance through the Variance process pursuant to OCMC 17.60.020 or Master Plan Adjustment pursuant to OCMC 17.65.070 as applicable.

##### 3. Rather than a modification, applicants may choose to apply for a Variance through the Variance process pursuant to OCMC 17.60.020 or Master Plan Adjustment pursuant to OCMC 17.65.070 as applicable.

##### B. The review body may approve requested modifications if it finds that the applicant has shown that the following approval criteria are met:

1. The modification will result in a development that better meets the applicable design guidelines; and

2. The modification meets the intent of the standard. On balance, the proposal will be consistent with the purpose of the standard for which a modification is requested.

#### 17.62.030 - When required.

Site plan and design review shall be required for all development of real property in all zones except the low and medium density residential districts, unless otherwise provided for by this title or as a condition of approval of a permit. Site plan and design review shall also apply to all conditional uses, cluster housing developments, multi-family uses, manufactured home parks, and non-residential uses in all zones. Site Plan and Design Review does not apply to activities occurring within the right-of-way except for communication facilities pursuant to OCMC 17.80.

Site plan and design review is required for a change in use between the uses in Table 17.62.030:

Table 17.62.030

Existing Use	Proposed Use
Residential	Nonresidential use, including but not limited to: commercial, office, industrial, retail, or institutional
Single-family or duplex	3 or more dwellings

Site plan and design review shall not alter the type and category of uses permitted in the underlying zoning districts.

#### 17.62.035 - Minor site plan and design review.

This section provides for a Minor Site Plan and Design Review process. Minor Site Plan review is a Type I or Type II decision, as described in OCMC 17.62.035.A., subject to administrative proceedings described in OCMC 17.50 and may be utilized as the appropriate review process only when authorized by the Community Development Director. The purpose of this type of review is to expedite design review standards for uses and activities that require only a minimal amount of review, typical of minor modifications and/or changes to existing uses or buildings.

##### A. Type I Minor Site Plan and Design Review.

1. Applicability. Type I applications involve no discretion and are typically processed concurrently with a building permit application. The Type I process is not applicable for:
  - a. Any activity which is included with or initiates actions that require Type II-IV review.
  - b. Any increase in square footage of a conditional or nonconforming use (excluding nonconforming structures).
  - c. Any proposal in which nonconforming upgrades are required under OCMC 17.58.
  - d. Any proposal in which modifications are proposed under OCMC 17.62.015.
2. The following projects may be processed as a Type I application:
  - a. Addition of up to two hundred square feet to a commercial, institutional, or multifamily structure in which no increases are required to off-street parking. This includes a new ancillary structure, addition to an existing structure, or new interior space (excluding new drive thru). Increases of more than two hundred square feet in a twelve-month period shall be processed as Type II.
  - b. Addition of up to one thousand square feet to an industrial use in which no increases are required to off-street parking. This includes a new ancillary structure, addition to an existing structure, or new interior space (excluding ancillary retail and office). Increases of more than one thousand square feet in a twelve-month period shall be processed as Type II.
  - c. Temporary structures, excluding mobile vendors.

- d. Removal, replacement or addition of awnings, or architectural projections to existing structures.
  - e. Addition, modification, or relocation of refuse enclosure.
  - f. Changes to amount, location, or design of bicycle parking.
  - g. Installation of mechanical equipment.
  - h. Repaving of previously approved parking lots with no change to striping.
  - i. Replacement of exterior building materials.
  - j. Addition of windows and doors, relocation of windows and doors in which transparency levels remain unchanged, or removal of windows and doors provided minimum transparency requirements are still met.
  - k. Addition or alteration of parapets or rooflines.
  - l. Modification of building entrances.
  - m. Addition to or alteration of a legal nonconforming single or two-family dwelling.
  - n. Change to parking lot circulation or layout, excluding driveway modifications.
  - o. Removal or relocation of vehicle parking stalls provided total parking remains between approved minimum and maximum with no new reductions other than through the downtown parking district.
  - p. Adoption of shared parking agreements.
  - q. Changes to landscaping that do not require stormwater quality and quantity treatment under OCMC 13.12.
  - r. New or changes to existing pedestrian accessways, walkways or plazas.
  - s. Installation of or alterations to ADA accessibility site elements.
  - t. Modification or installation of a fence, hedge, or wall, or addition of a fence, hedge or wall.
  - u. Addition of or alterations to outdoor lighting.
  - v. Demolition of any structure or portion of a structure
  - w. Tree removal
  - x. Type I Master Plan Amendments under OCMC 17.65.080.
  - y. Mobile food ~~units~~ units in one location for five hours or less as identified in OCMC 17.54.115
  - z. 3-4 plex, duplex, single-family attached dwellings, single-family detached residential unit, internal conversions, live/work dwelling and accessory dwelling unit.
  - aa. Placement of a single manufactured home within an existing space or lot in a manufactured home park.
3. Submittal Requirements. A Type I application shall include:
- a. A narrative describing the project.
  - b. Site plan drawings showing existing conditions/uses and proposed conditions/uses.
  - c. Architectural drawings, including building elevations and envelopes, if architectural work is proposed.
  - d. A completed application form.
  - e. Any other information determined necessary by the Community Development Director.
- B. Type II Minor Site Plan and Design Review.
- 1. Type II Minor Site Plan and Design Review applies to the following uses and activities unless those uses and activities qualify for Type I review per OCMC 17.62.035.A.:
    - a. Modification of an office, commercial, industrial, institutional, public or multi-family structure that does not increase the interior usable space (for example covered walkways or entryways, addition of unoccupied features such as clock tower, etc.).

- b. Modification to parking lot layout and landscaping, or the addition of up to five parking spaces.
  - c. A maximum addition of up to one thousand square feet to a commercial, office, institutional, public, multi-family, or industrial building provided that the addition is not more than thirty-five percent of the original building square footage.
  - d. Mobile food carts-units in OCMC 17.54.115.
  - e. 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.
2. Application. The application for the Type II Minor Site Plan and Design Review shall contain the following elements:
- a. The submittal requirements of OCMC 17.50.
  - b. A narrative explaining all aspects of the proposal in detail and addressing each of the applicable criteria listed in OCMC 17.62.
  - c. Site plan drawings showing existing conditions/uses and proposed conditions/uses.
  - d. Architectural drawings, including building elevations and envelopes, if architectural work is proposed.
  - e. Additional submittal material may be required by the Community Development Director on a case-by-case basis.

#### 17.62.040 – Items required.

A complete application for Site Plan and Design Review shall be submitted. Except as otherwise in subsection I of this section, the application shall include the following:

- A. A site plan or plans, to scale, containing the following:
  - 1. Vicinity information showing streets and access points, pedestrian and bicycle pathways, transit stops and utility locations;
  - 2. The site size, dimensions, and zoning, including dimensions and gross area of each lot or parcel and tax lot and assessor map designations for the proposed site and immediately adjoining properties;
  - 3. Contour lines at two-foot contour intervals for grades zero to ten percent, and five-foot intervals for grades over ten percent;
  - 4. The location of natural hazard areas on and within one hundred feet of the boundaries of the site, including:
    - a. Areas indicated on floodplain maps as being within the one-hundred-year floodplain,
    - b. Unstable slopes, as defined in OCMC 17.44.020,
    - c. Areas identified on the seismic conditions map in the comprehensive plan as subject to earthquake and seismic conditions;
  - 5. The location of natural resource areas on and within one hundred feet of the boundaries of the site, including fish and wildlife habitat, existing trees (six inches or greater in caliper measured four feet above ground level), wetlands, streams, natural areas, wooded areas, areas of significant trees or vegetation, and areas designated as being within the natural resources overlay district;
  - 6. The location of inventoried historic or cultural resources on and within one hundred feet of the boundaries of the site;
  - 7. The location, dimensions, and setback distances of all existing permanent structures, improvements and utilities on or within twenty five feet of the site, and the current or proposed uses of the structures;

8. The location, dimensions, square footage, building orientation and setback distances of proposed structures, improvements and utilities, and the proposed uses of the structures by square footage;
  9. The location, dimension and names, as appropriate, of all existing and platted streets, other public ways, sidewalks, bike routes and bikeways, pedestrian/bicycle accessways and other pedestrian and bicycle ways, transit street and facilities, neighborhood activity centers, and easements on and within two hundred fifty feet of the boundaries of the site;
  10. The location, dimension and names, as appropriate, of all proposed streets, other public ways, sidewalks, bike routes and bikeways, pedestrian/bicycle accessways and other pedestrian and bicycle ways, transit streets and facilities, neighborhood activity centers, and easements on and within two hundred feet of the boundaries of the site;
  11. All parking, circulation, loading and servicing areas, including the locations of all carpool, vanpool and bicycle parking spaces as required in OCMC 17.52;
  12. Site access points for automobiles, pedestrians, bicycles and transit;
  13. On-site pedestrian and bicycle circulation;
  14. Outdoor common areas proposed as open space;
  15. Total impervious surface created (including buildings and hard ground surfaces);
  16. The proposed location, dimensions and materials of fences and walls.
- B. A landscaping plan, drawn to scale, showing the location and types of existing trees (six inches or greater in caliper measured four feet above ground level) and vegetation proposed to be removed and to be retained on the site, the location and design of landscaped areas, the varieties, sizes and spacings of trees and plant materials to be planted on the site, other pertinent landscape features, and irrigation systems required to maintain plant materials.
  - C. Architectural drawings or sketches, drawn to scale and showing floor plans, elevations accurately reflected to grade, and exterior materials of all proposed structures and other improvements as they will appear on completion of construction. The name of the adjacent street shall be identified on each applicable building elevation.
  - D. An electronic materials board clearly depicting all building materials with specifications as to type, color and texture of exterior materials of proposed structures. .
  - E. An erosion/sedimentation control plan, in accordance with the requirements of OCMC 17.47 and the Public Works Erosion and Sediment Control Standards, and a drainage plan developed in accordance with city drainage master plan requirements, OCMC 13.12 and the Public Works Stormwater and Grading Design Standards. The drainage plan shall identify the location of drainage patterns and drainage courses on and within one hundred feet of the boundaries of the site. Where development is proposed within an identified hazard area, these plans shall reflect concerns identified in the hydrological/geological/geotechnical development impact statement.
  - F. An exterior lighting plan, drawn to scale, showing type, height, and area of illumination.
  - G. Archeological Monitoring Recommendation. For all projects that will involve ground disturbance, the applicant shall provide:
    1. A letter or email from the Oregon State Historic Preservation Office Archaeological Division indicating the level of recommended archeological monitoring on-site, or demonstrate that the applicant had notified the Oregon State Historic Preservation Office and that the Oregon State Historic Preservation Office had not commented within forty-five days of notification by the applicant; and
    2. A letter or email from the applicable tribal cultural resource representative of the Confederated Tribes of the Grand Ronde, Confederated Tribes of the Siletz, Confederated

Tribes of the Umatilla, Confederated Tribes of the Warm Springs and the Confederated Tribes of the Yakama Nation indicating the level of recommended archeological monitoring on-site, or demonstrate that the applicant had notified the applicable tribal cultural resource representative and that the applicable tribal cultural resource representative had not commented within forty-five days of notification by the applicant.

If, after forty-five days' notice from the applicant, the Oregon State Historic Preservation Office or the applicable tribal cultural resource representative fails to provide comment, the City will not require the letter or email as part of the completeness review. For the purpose of this section, ground disturbance is defined as the movement of native soils.

- H. Such special studies or reports as the Community Development Director may require to obtain information to ensure that the proposed development does not adversely affect the surrounding community or identified natural resource areas or create hazardous conditions for persons or improvements on the site. The Community Development Director shall require an applicant to submit one or more development impact evaluations as may be necessary to establish that the City's traffic safety or capacity standards, natural resource, including geologic hazard and flood plain overlay districts, will be satisfied.
- I. The Community Development Director may waive the submission of information for specific requirements of this section or may require information in addition to that required by a specific provision of this section, as follows:
  - 1. The Community Development Director may waive the submission of information for a specific requirement upon determination either that specific information is not necessary to evaluate the application properly, or that a specific approval standard is not applicable to the application. If submission of information is waived, the Community Development Director shall, in the decision, identify the waived requirements, explain the reasons for the waiver, and state that the waiver may be challenged on appeal and may be denied by a subsequent review authority. If the matter is forwarded to the Planning Commission for initial review, the information required by this paragraph shall be included in the staff report;
  - 2. The Community Development Director may require information in addition to that required by a specific provision of this section upon determination that the information is needed to evaluate the application properly and that the need can be justified on the basis of a special or unforeseen circumstance as necessary to comply with the applicable standards. If additional information is required, the Community Development Director shall, in the decision, explain the reasons for requiring the additional information.
- J. One full-sized copy of all architectural and site plans.

#### 17.62.050 - General Standards

All development shall comply with the following standards:

- A. Landscaping.
  - 1. Existing native vegetation is encouraged to be retained to the maximum extent practicable. All plants listed on the Oregon City Nuisance Plant List shall be removed from the site prior to issuance of a final occupancy permit for the building.
  - 2. Except as allowed elsewhere in Title 16 or 17 of this Code, all areas to be credited towards landscaping shall be installed with growing plant materials.
  - 3. Pursuant to OCMC 17.49, landscaping requirements within the Natural Resource Overlay District, other than landscaping required for parking lots, may be met by preserving, restoring and permanently protecting native vegetation and habitat on development sites.

4. A landscaping plan shall be prepared by a registered landscape architect for new or revised landscaped areas and parking lots. Landscape architect approval is not required for tree removal and/or installation if the species are chosen from an approved street tree list. A certified landscape designer, arborist, or nurseryman shall be acceptable in lieu of a landscape architect for projects with less than five hundred square feet of landscaping. All landscape plans shall include a mix of vertical (trees and shrubs) and horizontal elements (grass, groundcover, etc.) that within three years will cover one hundred percent of the landscape area. Plant species listed on the Oregon City Nuisance Plant list are prohibited and native species are encouraged. No mulch, bark chips, or similar materials shall be allowed at the time of landscape installation except under the canopy of shrubs and within two feet of the base of trees.
  5. Landscaping shall be visible from public thoroughfares to the extent practicable.
  6. The landscaping in parking areas shall not obstruct lines of sight for safe traffic operation and shall comply with all requirements of OCMC 10.32, Traffic Sight Obstructions.
- B. Vehicular Access and Connectivity.
1. Parking areas shall be located behind the building façade that is closest to the street, below buildings, or on one or both sides of buildings.
  2. Existing or future connections to adjacent sites through the use of vehicular and pedestrian access easements which provide connection from the right-of-way to the adjoining property shall be provided.
  3. Parcels larger than three acres shall provide streets as required in OCMC 16.12.
  4. Parking garage entries shall not be more than half of the streetscape.
- C. A well-marked, continuous and protected on-site pedestrian circulation system meeting the following standards shall be provided:
1. Pathways between all building entrances and the street are required. Pathways between the street and buildings fronting on the street shall be direct and not cross a drive aisle. Exceptions may be allowed by the director where steep slopes, a physically constrained site, or protected natural resources prevent a direct connection or where an indirect route would enhance the design and/or use of a common open space.
  2. The pedestrian circulation system shall connect all main entrances, parking areas, bicycle parking, recreational areas, common outdoor areas, and any pedestrian amenities on the site. For buildings fronting on the street, the sidewalk may be used to meet this standard.
  3. The pedestrian circulation system shall connect the principal building entrance to those of buildings on adjacent sites, except within industrial zoning designations.
  4. Elevated external stairways or walkways shall not extend beyond the building facade except for external stairways or walkways located in, or facing interior courtyard areas that are not visible from the street or a public access easement. This standard does not apply to sky-bridges or sky-ways.
  - 5e. On-site pedestrian walkways shall be hard surfaced, well drained and at least five feet wide. Surface material shall contrast visually to adjoining surfaces. When bordering parking spaces other than spaces for parallel parking, pedestrian walkways shall be a minimum of seven feet in width unless curb stops are provided. When the pedestrian circulation system is parallel and adjacent to an auto travel lane, the walkway shall be raised or separated from the auto travel lane by a raised curb, bollards, landscaping or other physical barrier. If a raised walkway is used, the ends of the raised portions shall be equipped with curb ramps for each direction of travel. Pedestrian walkways that cross

drive isles or other vehicular circulation areas shall utilize a change in textual material or height to alert the driver of the pedestrian crossing area.

- D. All development shall maintain continuous compliance with applicable federal, state, and City standards .
- E. Adequate public water and sanitary sewer facilities sufficient to serve the proposed or permitted level of development shall be provided pursuant to OCMC 16.12. The applicant shall demonstrate that adequate facilities and services are presently available or can be made available concurrent with development. Service providers shall be presumed correct in the evidence, which they submit. All facilities shall be designated to City standards as set out in the City's facility master plans and public works design standards. A development may be required to modify or replace existing offsite systems if necessary to provide adequate public facilities. The City may require over sizing of facilities where necessary to meet standards in the City's facility master plan or to allow for the orderly and efficient provision of public facilities and services. Where over sizing is required, the developer may request reimbursement from the City for over sizing based on the City's reimbursement policy and fund availability, or provide for recovery of costs from intervening properties as they develop.
- F. If a transit agency, upon review of an application for an industrial, institutional, retail or office development, recommends that a bus stop, bus turnout lane, bus shelter, accessible bus landing pad, lighting, or transit stop connection be constructed, or that an easement or dedication be provided for one of these uses, consistent with an agency adopted or approved plan at the time of development, the review authority shall require such improvement, using designs supportive of transit use. Improvements at a major transit stop may include intersection or mid-block traffic management improvements to allow for crossings at major transit stops, as identified in the City's Transportation System Plan.
- G. Screening of Mechanical Equipment: Commercial, mixed-use, institutional, and multi-family buildings shall include the following measures to screen or block views of mechanical equipment from adjacent streets according to the following requirements.
  - 1. Rooftop mechanical equipment, including HVAC equipment and utility equipment that serves the structure, shall be screened from view from the adjacent street on all new buildings or building additions. Screening shall be accomplished through the use of parapet walls or a sight-obscuring enclosure around the equipment constructed of one of the primary materials used on the primary facades of the structure, and that is an integral part of the building's architectural design. The parapet or screen shall completely surround the rooftop mechanical equipment to an elevation equal to or greater than the highest portion of the rooftop mechanical equipment being screened from adjacent streets, as viewed from the sidewalk or future sidewalk location on the adjacent street at pedestrian level. In the event such parapet wall does not fully screen all rooftop equipment, then the rooftop equipment shall be enclosed by a screen constructed of one of the primary materials used on the primary facade of the building so as to achieve complete screening. Screening requirements do not apply to new or replacement equipment on existing buildings. New or replacement rooftop mechanical equipment on existing buildings shall be painted or powder-coated.
  - 2. Wall-mounted mechanical HVAC and air conditioning equipment, and groups of multiple utility meters shall not be placed on the front facade of a building or on a facade that faces a right-of-way. Wall-mounted mechanical equipment, including air conditioning and

groups of multiple utility meters, that extend six inches or more from the outer building wall shall be screened from view from adjacent streets; from residential, public, and institutional properties; and from public areas of the site or adjacent sites through the use of (a) sight-obscuring enclosures constructed of one of the primary materials used on the primary facade of the structure, (b) sight-obscuring fences, or (c) trees or shrubs that block at least eighty percent of the equipment from view or (d) painting the units to match the building. Wall-mounted mechanical equipment that extends six inches or less from the outer building wall shall be designed to blend in with the color and architectural design of the subject building. Vents which extend six inches or less from the outer building wall shall exempt from this standard if painted.

3. Ground-mounted above-grade mechanical equipment shall be screened by ornamental fences, screening enclosures, trees, or shrubs that block at least eighty percent of the view from the public right of way.
4. This section shall not apply to the installation of solar energy panels, photovoltaic equipment, ~~or~~ wind power generating equipment, dishes/antennas, pipes, vents, and chimneys.

#### H. Building Materials.

1. Prohibited Materials. The following materials shall be prohibited in visible locations from the right-of-way or a public access easement unless an exception is granted by the Community Development Director based on the integration of the material into the overall design of the structure.
  - i. Vinyl or plywood siding (including T-111 or similar plywood).
  - ii. Glass block or highly tinted, reflected, translucent or mirrored glass (except stained glass) as more than ten percent of the building facade.
  - iii. Corrugated fiberglass.
  - iv. Chain link fencing (except for temporary purposes such as a construction site, gates for a refuse enclosure, stormwater facilities, when excepted by 17.62.050.H.2.vii, or when located on properties within the General Industrial District).
  - v. Crushed colored rock/crushed tumbled glass.
  - vi. Non-corrugated and highly reflective sheet metal.
  - vii. Tarps, except for the protection of outside storage.
2. Special Material Standards. The following materials are allowed if they comply with the requirements found below:
  - i. Concrete Block. When used for the front façade of any building, concrete blocks shall be split, rock- or ground-faced and shall not be the prominent material of the elevation. Plain concrete block or plain concrete may be used as foundation material if the foundation material is not revealed more than three feet above the finished grade level adjacent to the foundation wall.
  - ii. Metal Siding. Metal siding shall have visible corner moldings and trim and incorporate masonry or other similar durable/permanent material near the ground level (first two feet above ground level) except when used for a temporary structure.
  - iii. Exterior insulation and finish system (EIFS) and similar troweled finishes shall be trimmed in wood, masonry, or other approved materials and shall be sheltered from extreme weather by roof overhangs or other methods.
  - iv. Building surfaces shall be maintained in a clean condition and painted surfaces shall be maintained to prevent or repair peeling, blistered or cracking paint.

- v. Membrane or fabric covered storage areas are permitted as temporary structures, excluding the use of tarps.
- vi. Vinyl or powder coated chain link fencing is permitted for City-owned stormwater management facilities, reservoirs, and other public works facilities such as pump stations, maintenance yards, and storage yards not located within the General Industrial District.
- vii. ~~Vinyl or powder coated chain link fencing is permitted for within City-owned parks or, City-owned recreational facilities, such as play areas, dog parks, tennis courts, ball fields and other recreational facilities and on any property when used for a baseball or softball backstop or dugout, track and field facility, or tennis, futsal, or pickleball court.~~

I Temporary Structures. Temporary structures are permitted pursuant to the following standards:

1. Structures up to two hundred square feet:
  - i. Shall not be on a property for more than three consecutive days; and
  - ii. Shall not be on a property more than six times per year; and
  - iii. Shall comply with the minimum dimensional standards of the zoning designation; and
  - iv. Shall be sited so as to leave the minimum number of parking spaces for the primary uses as required by OCMC 17.52 or as otherwise specified in a land use approval;
  - v. Shall not disturb ingress or egress to the site; and
  - vi. Shall be exempt from all sections of s OCMC 12.08, 16.12, 17.52 and 17.62 except subsections 17.62.050.I and J.
2. Temporary structures larger than two hundred square feet may be permitted up to 2 times per year; and:
  - i. Structures larger than two hundred square feet up to eight hundred square feet:
    - a. Shall not be on a property for more than thirty consecutive days;
    - b. Shall comply with the minimum dimensional standards of the zoning designation;
    - c. Shall be sited so as to leave the minimum number of parking spaces for the primary uses as required by OCMC 17.52 or as otherwise specified in a land use approval;
    - d. Shall not disturb ingress or egress to the site; and
    - e. Shall be exempt from all sections of OCMC 12.08, 16.12, 17.52 and 17.62 except subsections 17.62.050.I and J.
  - ii. Structures larger than eight hundred square feet:
    - a. Shall not be on a property for more than seven consecutive days;
    - b. Shall comply with the minimum dimensional standards of the zoning designation;
    - c. Shall be sited so as to leave the minimum number of parking spaces for the primary uses as required by OCMC 17.52 or as otherwise specified in a land use approval;
    - d. Shall not disturb ingress or egress to the site; and
    - e. Shall be exempt from all sections of OCMC 12.08, 16.12, 17.52 and 17.62 except subsections 17.62.050.I and J.
3. Government owned properties are exempt from all sections of OCMC 12.08, 16.12, 17.52 and 17.62 except subsections 17.62.050.H and I and the dimensional standards of the zoning designation.

J. Development shall comply with requirements of the following Oregon City Municipal Code chapters, as applicable, including but not limited to:

1. 12.04 Streets, Sidewalks and Public Places
2. 12.08 Public and Street Trees
3. 13.04 Water Service System
4. 13.08 Sewer Regulations
5. 13.12 Stormwater Management
6. 16.12 Minimum Improvements and Design Standards for Development
7. 17.20 Residential Design Standards for ADU's, Cluster Housing, Internal Conversions, Live/Work Units, and Manufactured Home Parks
8. 17.40 Historic Overlay District
9. 17.41 Tree Protection Standards
10. 17.42 Flood Management Overlay District
11. 17.44 Geologic Hazards
12. 17.47 Erosion and Sediment Control
13. 17.48 Willamette River Greenway
14. 17.49 Natural Resource Overlay District
15. 17.50 Administration and Procedures
16. 17.52 Off-Street Parking and Loading
17. 17.54 Supplemental Zoning Regulations and Exceptions
18. 17.58 Lawful Nonconforming Uses, Structures, and Lots
19. 17.65 Master Plans and Planned Unit Development

17.62.055 –Institutional, office, multi-family, retail, and commercial building standards.

- A. Purpose. The primary objective of the regulations contained in this section is to provide a range of design choices that promote creative, functional, and cohesive development that is compatible with surrounding areas. Buildings approved in compliance with these standards are intended to serve multiple tenants over the life of the building, and are not intended for a one-time occupant. The standards encourage people to spend time in the area, which also provides safety through informal surveillance. Finally, this section is intended to promote the design of an urban environment that is built to human scale by creating buildings and streets that are attractive to pedestrians, create a sense of enclosure, provide activity and interest at the intersection of the public and private spaces, while also accommodating vehicular movement.
- B. Applicability. This section applies to institutional, office, multi-family, retail and commercial buildings except accessory structures less than one thousand square feet and temporary structures.
- C. Conflicts. With the exception of standards for building orientation and building front setbacks, in the event of a conflict between a design standard in this section and a standard or requirement contained in the underlying zoning district, the standard in the zoning district shall prevail.
- D. Siting of Structures. On sites with one hundred feet or more of frontage at least sixty percent of the site frontage width shall be occupied by buildings placed within five feet of the property line. For sites with less than one hundred feet of street frontage, at least fifty percent of the site frontage width shall be occupied by buildings placed within five feet of the property. Multi-family developments shall be placed no farther than twenty feet from the front property line. This section does not apply to properties with less than forty feet of frontage.

A larger front yard setback may be approved through site plan and design review if the setback area incorporates at least one element from the following list for every five feet of increased setback requested:

1. Tables, benches or other approved seating area.
  2. Cobbled, patterned or paved stone or enhanced concrete.
  3. Pedestrian scale lighting.
  4. Sculpture/public art.
  5. Fountains/Water feature.
  6. At least twenty square feet of landscaping or planter boxes for each tenant facade fronting on the activity area.
  7. Outdoor café.
  8. Enhanced landscaping or additional landscaping.
  9. Other elements, as approved by the Community Development Director, that can meet the intent of this section.
- E. Building Orientation. All buildings along the street frontage shall face the front most architecturally significant facade toward the street and have a functional primary entrance facing the street. Primary building entrances shall be clearly defined and recessed or framed by a sheltering element such as an awning, arcade or portico in order to provide shelter from the summer sun and winter weather.
- F. Entryways. Entrances shall include a doorway and a minimum of four of the following elements:
1. Display windows;
- Recesses or projections; Peaked roof or raised parapet over the door; Canopy of at least five feet in depth; Porch; Distinct materials; Architectural details such as tile work and moldings; Pedestrian amenities such as benches, planters or planter boxes; Landscape treatments integrating arbors, low walls, trellis work; or Similar elements. —Trellises, canopies and fabric awnings may project up to five feet into front setbacks and public rights-of-way, provided that the base is not less than eight feet at the lowest point and no higher than ten feet above the sidewalk.
- G. Corner Lots.
- For buildings located at the corner of intersections, the primary entrance of the building shall be located at the corner of the building or within twenty-five feet of the corner of the building. Additionally, one of the following treatments shall be required:
1. Incorporate prominent architectural elements, such as increased building height or massing, cupola, turrets, or pitched roof, at the corner of the building or within twenty-five feet of the corner of the building.
  2. Chamfer the corner of the building (i.e. cut the corner at a forty-five degree angle and a minimum of ten feet from the corner) and incorporate extended weather protection (arcade or awning), special paving materials, street furnishings, or plantings in the chamfered area.
  3. Standards 1 and 2 above do not apply to vertically attached 3-4 plexes, multi-family buildings or multi-family portions of residential mixed-use buildings.
- H. Variation in Massing. For street facing facades greater than 120 feet in length a modulation is required which extends through all floors. Decks and roof overhangs may encroach up to three feet per side into the modulation. The modulation shall meet one of the following dimensional requirements:
1. A minimum depth of two percent of the length of the façade and a minimum width of thirty percent of the length of the façade; or
  2. A minimum depth of four percent of the length of the façade and a minimum width of twenty percent of the length of the façade.
- I. Building Design Elements.

1. All front and side facades shall provide a design element or architectural feature that add interest and detail such that there are no blank walls of thirty feet in length or more, measured horizontally. Features that can meet this requirement include:
  - a. Change in building material or texture;
  - b. Window or door;
  - c. Balcony; or
  - d. Pillar or post
2. Street facing facades shall include additional design features. For every thirty feet of façade length, three of the following elements are required:
  - a. Decorative materials on more than ten percent of the total wall area (e.g., brick or stonework, shingles, wainscoting, ornamentation, and similar features);
  - b. Decorative cornice and/or roof line (e.g., for flat roofs);
  - c. Roof gable;
  - d. Recessed entry;
  - e. Covered canopy entry;
  - f. Cupola or tower;
  - g. Dormer;
  - h. Balcony;
  - i. Pillars or posts;
  - j. Repeating pattern of building materials;
  - k. A change in plane of at least two feet in width and six inches in depth;
  - l. Bay or oriel window; or
  - m. An alternative feature providing visual relief and detail as approved by the Community Development Director
3. Building Detail Variation. Architectural features shall be varied on different buildings within the same development. At least two of the required features on each street-facing elevation shall be distinct from the street-facing elevations of other buildings within the same development.

J. Windows.

1. The minimum windows requirements are set forth in Table 17.62.055.J. Windows are measured in lineal fashion between 3.5 feet and six feet from the ground. For example, a one hundred foot long building elevation would be required to have at least sixty feet (sixty percent of one hundred feet) of windows in length between the height of 3.5 feet and six feet from the ground.

Table 17.62.055.J Minimum Windows				
Use	Ground Floor: Front and Street Facing Facades	Upper floor(s): Front and Street Facing Facades	Ground Floor: Side(s) Facades	Upper Floor(s): Side(s) Facades
Non-Multi-Family (or Portions of Buildings Thereof)	60%	10%	30%	10%
Multi-Family (or Portions of Buildings Thereof)	15%	15%	10%	10%

2. Reflective, glazed, mirrored or tinted glass is limited to ten percent of the lineal footage of windows on the street facing facade. Highly reflective or glare-producing glass with a reflective factor of one-quarter or greater is prohibited on all building facades. Any glazing materials shall

- have a maximum fifteen percent outside visual light reflectivity value. No exception shall be made for reflective glass styles that appear transparent when internally illuminated.
- 3. Side walls that face walkways may include false windows and door openings only when actual doors and windows are not feasible because of the nature of the use of the interior use of the building. False windows located within twenty feet of a right-of-way shall be utilized as display windows with a minimum display depth of thirty-six inches.
- 4. Multi-family windows shall incorporate window trim at least four inches in width when surrounded by horizontal or vertical lap siding.
- K. Roof Treatments. The maximum length of any continuous roofline on a street-facing façade shall be seventy-five feet without a cross gable or change in height of at least two feet.
- L. Drive-through facilities shall:
  - 1. Be located at the side or rear of the building.
  - 2. Be designed to maximize queue storage on site.
- M. Special development standards along transit streets.
  - 1. Purpose. This section is intended to provide direct and convenient pedestrian access to retail, office and institutional buildings from public sidewalks and transit facilities and to promote pedestrian and transit travel to commercial and institutional facilities.
  - 2. Applicability. Except as otherwise provide in this section, the requirements of this section shall apply to the construction of new retail, office and institutional buildings which front on a transit street.
  - 3. Development Standards.
    - a. All buildings shall have at least one main building entrance oriented towards the transit street. A main building entrance is oriented toward a transit street if it is directly located on the transit street, or if it is linked to the transit street by an on-site pedestrian walkway that does not cross off-street parking or maneuvering areas.
      - i. If the site has frontage on more than one transit street, or on a transit street and a street intersecting a transit street, the building shall provide one main building entrance oriented to the transit street or to the corner where the two streets intersect.
      - ii. For building facades over three hundred feet in length on a transit street, two or more main building entrances shall be provided as appropriate and oriented towards the transit street.
    - b. In the event a requirement of this section conflicts with other requirements in Title 17, the requirements of this section shall control.
  - 4. Exemptions. The following permitted uses are exempted from meeting the requirements of subsection 3. of this section:
    - a. Heavy equipment sales;
    - b. Motor vehicle service stations, including convenience stores associated therewith; or
    - c. Solid waste transfer stations.

#### 17.62.056 - Additional standards for large retail establishments.

Retail building(s) occupying more than ten thousand gross square feet of floor area

shall contribute to the establishment or enhancement of community and public spaces by providing at least two of the following:

- A. Patio/seating area;
- B. Pedestrian plaza with benches;
- C. Transportation center;
- D. Window shopping walkway;

- E. Outdoor playground area;
- F. Kiosk area, water feature;
- G. Clock tower; or
- H. Other such deliberately shaped area and/or a focal feature or amenity that, in the judgment of the appropriate decision maker, adequately enhances such community and public spaces. Any such areas shall have direct access to the public sidewalk network and such features shall not be constructed of materials that are inferior to the principle materials of the building and landscape.

#### 17.62.057 - Multifamily Usable Open Space Requirements

- A. Intent. Creating areas of usable open space that are easily accessed by residents provides focal points for community recreation and interaction and adds to the overall quality of life for residents. Given the environmental and recreational benefits of common open space, it should be integrated purposefully into the overall design of a development and not merely be residual areas left over after buildings and parking lots are sited.
- B. Open Space Required. All new multi-family developments in all zones shall provide usable open space.
  - 1. In residential zones, each development shall provide a minimum of one hundred square feet of open space per dwelling unit.
  - 2. In non-residential, commercial and mixed-use zones, each development shall provide a minimum of fifty square feet of open space per dwelling unit.
  - 3. Required setback areas shall not count toward the open space requirement unless setback areas are incorporated into spaces that meet all other requirements of this section.
  - 4. Required open space areas may be counted towards both the open space requirements and the minimum landscaping requirements in OCMC 17.62.050.A, if the spaces meet the requirements of both sections.
- C. Usable Open Space Types.
  - 1. Common open spaces shall be accessible to all residents of the development and include landscaped courtyards, decks, gardens with pathways, children's play areas, common rooftop decks and terraces, and other multipurpose recreational or green spaces. Common open spaces may be used to meet one hundred percent of the usable open space requirement. Design standards:
    - a. Minimum dimensions for common open space shall be twelve feet with a minimum size of two hundred square feet for developments with twenty units or less, and twenty feet with a minimum size of four hundred square feet for developments with twenty-one or more units.
    - b. Common open space shall feature a mix of natural and recreational amenities to make the area more functional and enjoyable for a range of users. Sites with twenty units or less shall provide a minimum of two of the following amenities, and sites with twenty-one units or more shall provide a minimum of three of the following amenities and an additional amenity for every twenty units over forty, rounded up.
      - 1. Landscaping areas.
      - 2. Community gardening areas.
      - 3. Large trees expected to reach over eighteen inches dbh at maturity.
      - 4. Seating.
      - 5. Pedestrian-scaled lighting.

6. Hard-surfaced pedestrian paths in addition to those required for internal pedestrian circulation.
7. Paved courtyard or plaza.
8. Gazebos or other decorative shelters.
9. Play structures for children.
10. Sports courts.
11. An alternative amenity as approved by the Community Development Director.
- c. Common open space shall be separated from ground level windows, streets, service areas and parking lots with landscaping, low-level fencing, and/or other treatments as approved by the City that enhance safety and privacy for both the common open space and dwelling units.
- d. Common open space shall be accessible from the dwelling units and, as appropriate, from public streets and sidewalks. The space shall be oriented to encourage activity from local residents.
2. Private open space that is not open to all residents includes balconies, patios, and other outdoor multi-purpose recreational or green spaces. It may be used to meet up to fifty percent of the usable open space requirement.
  - a. Minimum dimensions for private open space shall be five feet with a minimum size of forty square feet.
3. Indoor recreational space may be used to meet up to twenty-five percent of the usable open space requirement provided the space is:
  - a. Accessible to all dwelling units.
  - b. Designed for and includes equipment for a recreational use (e.g., exercise, group functions, etc.).

#### 17.62.059 - Cluster housing.

All cluster housing shall comply with the standards in Chapter 17.20.020 in addition to the standards in this chapter.

#### 17.62.065 - Outdoor lighting.

- A. Purpose. The general purpose of this section is to require outdoor lighting that is adequate for safety and convenience; in scale with the activity to be illuminated and its surroundings; directed to the surface or activity to be illuminated; and designed to clearly render people and objects and contribute to a pleasant nighttime environment. Additional specific purposes are to:
  1. Provide safety and personal security as well as convenience and utility in areas of public use or traverse, for uses where there is outdoor public activity during hours of darkness;
  2. Control glare and excessive brightness to improve visual performance, allow better visibility with relatively less light, and protect residents from nuisance and discomfort;
  3. Control trespass light onto neighboring properties to protect inhabitants from the consequences of stray light shining in inhabitants' eyes or onto neighboring properties;
  4. Result in cost and energy savings to establishments by carefully directing light at the surface area or activity to be illuminated, using only the amount of light necessary; and
  5. Control light pollution to minimize the negative effects of misdirected light and recapture views to the night sky.
  6. Encourage energy efficient lighting with new technologies such as Light Emitting Diodes (LED) or similar to reduce ongoing electrical demand and operating costs.
- B. Applicability.

1. General.
  - a. All exterior lighting for any type of commercial, mixed-use, industrial, or multi-family development shall comply with the standards of this section, unless excepted in subsection B.3.
  - b. The City Engineer or Public Works Director shall have the authority to enforce these regulations on private property if any outdoor illumination is determined to present an immediate threat to the public health, safety and welfare.
2. Lighting Plan Requirement. All commercial, industrial, mixed-use, cottage housing and multi-family developments shall submit a proposed exterior lighting plan. The plan shall be submitted concurrently with the site plan. The exterior lighting plan shall include plans and specifications for streetlights, parking lot lights, and exterior building lights. The specifications shall include details of the pole, fixture height and design, lamp type, wattage, and spacing of lights.
3. Excepted Lighting. The following types of lighting are excepted from the requirements of this section.
  - a. Residential lighting for single-family attached and detached homes, and duplexes
  - b. Public street and right-of-way lighting.
  - c. Temporary decorative seasonal lighting provided that individual lamps have a light output of sixty watts or less.
  - d. Temporary lighting for emergency or nighttime work and construction.
  - e. Temporary lighting for theatrical, television, and performance areas, or for special public events.
  - f. Lighting for a special district, street, or building that, according to an adopted municipal plan or ordinance, is determined to require special lighting aesthetics as part of its physical character.
  - g. Lighting required and regulated by the Federal Aviation Administration.
- C. Design and Illumination Standards.
  1. Outdoor lighting, if provided, shall be provided in a manner that enhances security, is appropriate for the use, avoids adverse impacts on surrounding properties, and the night sky through appropriate shielding as defined in this section. Glare shall not cause illumination on other properties in excess of a measurement of 0.5 footcandles of light as measured at the property line.
  2. Lighting shall be provided in parking lots and vehicular circulation areas.
  3. Lighting shall be provided in pedestrian walkways, pedestrian plazas, and pedestrian circulation areas.
  4. Lighting shall be provided at all building entrances.
  5. With the exception of pedestrian scale lighting, all light sources shall be concealed or shielded with a full cut-off style fixture in order to minimize the potential for glare and unnecessary diffusion on adjacent property.
  6. The maximum height of any lighting pole serving a multi-family residential use shall be twenty feet. The maximum height serving any other type of use shall be twenty-five feet, except in parking lots larger than five acres, the maximum height shall be thirty-five feet if the pole is located at least one hundred feet from any residential use.
  7. Floodlights shall not be utilized to light all or any portion of a building facade between 10 p.m. and 6 a.m.
  8. Lighting on outdoor canopies shall be fully recessed into the canopy and shall not protrude downward beyond the ceiling of the canopy.

9. All outdoor light not necessary for security purposes shall be reduced, activated by motion sensor detectors, or turned off during non-operating hours.
10. Light fixtures used to illuminate flags, statues, or any other objects mounted on a pole, pedestal, or platform shall use a narrow cone beam of light that will not extend beyond the illuminated object.
11. For upward-directed architectural, landscape, and decorative lighting, direct light emissions shall not be visible above the building roofline.
12. No flickering or flashing lights shall be permitted, except for temporary decorative seasonal lighting.
13. Lighting for outdoor recreational uses such as ball fields, playing fields, tennis courts, and similar uses, are allowed a light post height up to eighty feet in height.
14. Main building entrances shall be well lighted and visible from any transit street. The minimum lighting level for building entries fronting on a transit street shall be three foot-candles.

17.62.085 - Refuse and recycling standards for commercial, industrial, office, institutional, and multi-family developments.

The purpose and intent of these provisions is to provide an efficient, safe and convenient refuse and recycling enclosure for the public as well as the local collection firm. All new development, change in property use, expansions or exterior alterations to uses, other than single-family or duplex residences, single-family attached dwellings, 3-4 plexes, internal conversions, or accessory dwelling units (ADUs), shall include a refuse and recycling enclosure. The area(s) shall be:

- A. Fully enclosed and visually screened;
- B. Located in a manner easily and safely accessible by collection vehicles;
- C. Located in a manner so as not to hinder travel lanes, walkways, streets or adjacent properties;
- D. On a level, hard surface designed to discharge surface water runoff and avoid ponding;
- E. Maintained by the property owner;
- F. Used only for purposes of storing solid waste and recyclable materials;
- G. Designed in accordance with applicable sections of the Oregon City Municipal Code (including OCMC 8.20—Solid Waste Collection and Disposal) and city adopted policies.

Enclosures are encouraged to be sized appropriately to meet the needs of current and future tenants and designed with sturdy materials which are compatible to the primary structure(s).

17.62.090 – Implementation.

- A. Applications for site plan and design review shall be reviewed in the manner provided in OCMC 16.12 and 17.50. The Building Official may issue a certificate of occupancy only after the improvements required by Site Plan and Design Review approval have been completed, or a schedule for completion and a bond or other financial guarantee have been accepted by the City.
- B. In performing Site Plan and Design Review, the review authority shall consider the effect of additional financial burdens imposed by such review on the cost and availability of needed housing types. Consideration of such factors shall not prevent the imposition of conditions of approval found necessary to meet the requirements of this section. The cost of such conditions of approval shall not unduly increase the cost of housing beyond the minimum necessary to achieve the provisions of this title, nor shall such cost prevent the construction of needed housing types.
- C. The Site Plan and Design Review provisions of this chapter shall not be applied to reduce the density or height of an application for a development project that reserves at least seventy-five percent of the gross floor area for housing where the proposed density or height is at or below what is allowed in the base zone, except in the following situations:

1. Where the reduction in density is required for development subject to historic overlay provision in OCMC 17.40; or
2. Where the reduction in density is necessary to resolve a health, safety or habitability issue, or to comply with the Natural Resource Overlay District regulations of OCMC 17.49, the Geologic Hazard Overlay District regulations of OCMC 17.44, or the Floodplain Management Overlay District regulations of OCMC 17.42 or steep slope regulations.



## Tentative Schedule for Remaining Code Amendments

Date	Planning Commission	City Commission
September 4, 2019 City Commission Hearing		Continue Legislative file to October 16 <sup>th</sup>
Sept 9, 2019 Planning Commission Hearing	Code Clean Up	
Sept 10, 2019 City Commission Work Session		Final Direction on Food Carts Project Approach for Short-Term Rentals
Sept 18, 2019 City Commission Work Session		Final Direction on Shelters
Sept 23, 2019 Planning Commission Hearing	Code Clean Up	
Oct 2, 2019 City Commission Work Session (6-7pm)		Final Direction on Height Limits in MUD and Other Code Changes
Oct 16, 2019 City Commission Hearing		Review of Final Code for Shelters, Food Carts, Height in MUD, & Clean-Up
Nov 6, 2019 City Commission Hearing		1 <sup>st</sup> Reading - Review of Shelters, Food Carts, Height in MUD, & Clean-Up (Continue Short- Term Rentals)
Nov 8 CC WKSN		Planning Fee Adjustment
Nov 20, 2019 City Commission Hearing		2 <sup>nd</sup> Reading - Shelters, Food Carts, Height in MUD, & Clean-Up (Continue Short-Term Rentals)  Fee Resolution
Dec 10, 2019 City Commission Work Session		Work Session on Short-Term Rentals
January 13, 2020 Planning Commission Work Session	Short-Term Rentals	
January 27, 2020 Planning Commission Hearing	Short-Term Rentals	
February 10, 2020 Planning Commission Hearing	Short-Term Rentals	
March 10, 2020 City Commission Work Session		Short-Term Rentals
March 18, 2020 City Commission Hearing		Short-Term Rentals
April 1, 2020 City Commission Hearing		Short-Term Rentals

*\*Schedule is tentative and subject to change.*

*\*\*Schedule assumes City Commission agree with the tentative approach to short-term rentals proposed on September 10, 2019.*



# City of Oregon City

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

## Staff Report

File Number: PC 19-092

**Agenda Date:** 9/23/2019

**Status:** Agenda Ready

**To:** Planning Commission

**Agenda #:** 3b.

**From:** Sr. Planner Christina Robertson-Gardiner

**File Type:** Planning Item

### **SUBJECT:**

LEG 19-00003 - Beaver Creek Road Concept Plan- Code and Zoning Amendments- (Geologic Hazards, Upland Habitat, Master Planning)

### **RECOMMENDED ACTION (Motion):**

Continuance of file LEG 19-00003 to the October 14, 2019 Planning Commission Hearing.

### **BACKGROUND:**

The Planning Commission is reviewing the zoning and code amendments for the Beaver Creek Road Concept Plan (BRCP) over multiple meetings during the late summer and fall of 2019.

Each meeting will be broken into 1-3 topics to allow the Planning Commission, staff and the public time to focus their energy. Planning Commission comments and direction as well as public comments will be tracked throughout the hearings and topics may be added to future meetings if new items are identified or issues have not been resolved. Please refer to the updated calendar attached to each Planning Commission packet for meeting topics. Please note that public comment at any meeting is not limited to the identified topic and may be on any issue related to LEG 19-0003.

The following topics were identified either by public comment or the Planning Commission for the September 23, 2019 Hearing. Staff will provide background on the following issues and will provide a recommendation if warranted.

1. Geologic Hazards District and how it regulates development proposals
2. Upland Habitat regulation under OCMC 17.49 Natural Resource Overlay District (NROD)
3. Master Planning Requirement vs. Clear and Objective Standards for Housing

### **Tentative Schedule**

The dates and topics may change as the process moves forward.

**August 12, 2019** Background on Project, Open Record

**August 26, 2019:** Introduce Tracking Matrices, An Overview Of 8.13.19 City Commission Work Session, Identify Future Topics /Calendar

**September 9, 2019:** Beaver Creek Zones & Maps, Home Occupation

**September 23, 2019:** Master Planning Requirement, Upland Habitat, Geologic Hazards

**October 14, 2019:** Parks, Renaming Concept Plan, Home Occupation/Cottage Industry

**October 28, 2019:** TBD

**November 11, 2019** PC Meeting Canceled.

**November 25, 2019:** Transportation Roadway Width, Roundabout, Holly Lane, Local Street Speed)- Please note: moved to November.

**December 9, 2019:** Tentative Planning Commission Recommendation

*Other Meetings*

**November 12, 2019** - City Commission Beaver Creek Road Design Work Session-

**August 29, 2019** Parks and Recreation Advisory Committee (PRAC)- Initial Presentation

**September 26, 2019** Parks and Recreation Advisory Committee (PRAC) Recommendation To The Planning Commission

**October 9, 2019** Natural Resource Committee (Upland Habitat)

**September/October 2019** - Additional Public Outreach on Transportation Questions

**BUDGET IMPACT:**

Amount:

FY(s):

Funding Source:



To: Planning Commission  
From: Christina Robertson-Gardiner, Senior Planner  
RE: LEG 19-0003-Beavercreek Road Concept Plan Zoning and Code Amendments  
Date: September 16, 2019

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### Background

The Planning Commission is reviewing the zoning and code amendments for the implementation of the Beavercreek Road Concept Plan (BRCP) over multiple meetings during the late summer and fall of 2019. Each meeting will be broken into 2-3 topics to allow the Planning Commission, staff and the public time to focus their energy. Planning Commission comments and direction, as well as public comments, will be tracked throughout the hearings and topics may be added to future meetings if new items are identified or issues have not been resolved. Please refer to the updated calendar attached to each Planning Commission packet for meeting topics.

The following topics were identified either by public comment or the Planning Commission for the September 23, 2019 Hearing. Staff will provide background on the issue and offer a recommendation if warranted.

### Geologic Hazards

#### **1. Please provide more information on the Geologic Hazards District and how it regulates development proposals.**

Northwest Clackamas County is more susceptible to landslides than many other locations in the Portland-Metro area. Slides are commonly triggered by heavy rain, rapid snowmelt, earthquakes, grading/removing material from bottom of slope or adding loads to the top of the slope, or concentrating water onto a slope (for example, from landscape irrigation, roof downspouts, or broken water/sewer lines). Slides generally occur on moderate to steep slopes, especially in weak soil.

The City of Oregon City has a [digital mapping program](#); once there, you can access the City's GIS mapping program, OCWebMaps, which includes Oregon City and outlying areas. In the Map Layers list, there is a section labeled "Hazards and Flood Info," which contains information for steep slopes and landslide areas (please note that to view a layer, you must check the box beside it, AND check the box beside the "Hazards and Flood Info" section). Essentially, you can navigate to your address and see if your residence is in any of the known hazardous areas.

Oregon City regulates and limits tree removal, grading, and development in areas with steep slopes or historic landslides; more information can be found in [Chapter 17.44 of the Oregon City Municipal Code](#).

Geologic hazards fall into two categories: steep slopes and historic landslide deposits. The City regulates properties of 25% or greater and a buffer of 50 feet from those sloped areas as well as ancient landslide areas and a buffer of 200 feet from the landslide areas. Density is limited on slopes between 25-35% and prohibited in most cases on slopes greater than 35%. Most developments within the Geologic Hazards Overlay District requires extensive review to minimize cuts and fills and overall disturbance to the existing land. Construction in geologic hazard areas is generally limited to May 1 to October 31. The City uses a third-party consultant to verify the work of an applicant's geotechnical engineer, resulting in two engineers reviewing the appropriateness of development.

Josh Wheeler, Assistant City Engineer will provide a presentation on the Geologic Hazards Overlay District at the September 23, 2019 Planning Commission Meeting.

**Staff recommendation:** No recommendation is needed. Staff response is informational only.

## **2. Upland Habitat regulation under OCMC 17.49 Natural Resource Overlay District (NROD).**

In 2008, the city was in the middle of the design and adoption of the Beavercreek Road Concept Plan and was beginning reviewing code amendments to implement Metro Title 13, which conserves and protects streamside corridor system integrated with upland wildlife habitat.

The aim of Title 13 is to combine the ecological needs of wetlands and streams with habitat protection. Oregon City adopted a stream protection code in 1999 which placed a 50-foot buffer from break-in 25% slope (up to 200 feet) along a perennial stream and 15 feet protection from a seasonal stream. Anadromous or fish-bearing streams such as the Willamette River and Abernethy Creek received a 200-foot buffer.

In 2008 and 2009, Oregon City worked with Metro to identify habitat areas within Oregon City. A majority of the areas identified as conservation habitat areas were located within the existing stream buffers or were further regulated by the Geologic Hazards Overlay District. The city requested compliance with this approach and included any city-owned parks and open spaces habitat areas if located outside of the existing stream buffer into the newly revised Natural Resource Overlay District (NROD). A June 3, 2009 letter to Pete Walter from Brian Harper, Metro Assistant Regional Planner confirming compliance with Title 13 can be found attached to this memo.

Staff has reviewed the 2008 Site Inventory Map and has identified some areas that are not currently regulated under OCMC 17.49- Natural Resources Overlay District or OCMC 17.44 Geologic Hazards.

Using the analysis below, staff has determined that a sufficient amount of land identified as habitat is being protected through the city's existing code to show compliance with the goals and policies of the Beavercreek Road Concept Plan. Additional regulation could be adopted to address these areas, though they would most likely be separate from the Geologic Hazard or NROD Overlay Districts.

Below are three maps that further described this issue. The 1<sup>st</sup> map- Figure 1, looked at streams, wetlands and habitat areas during the Concept Plan design process prior to the adoption of the revised Title 13 code amendments. The areas identified in orange are labeled as habitat area.

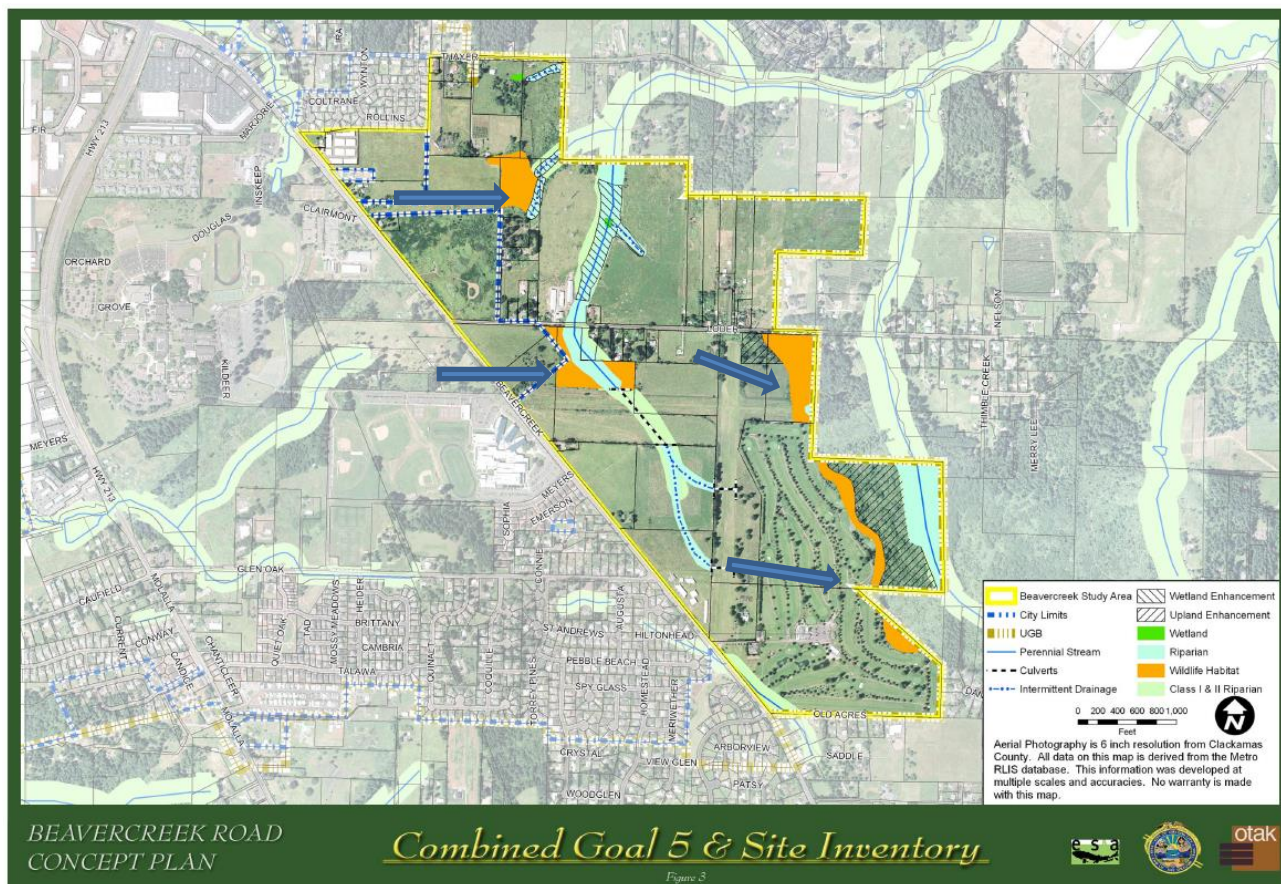
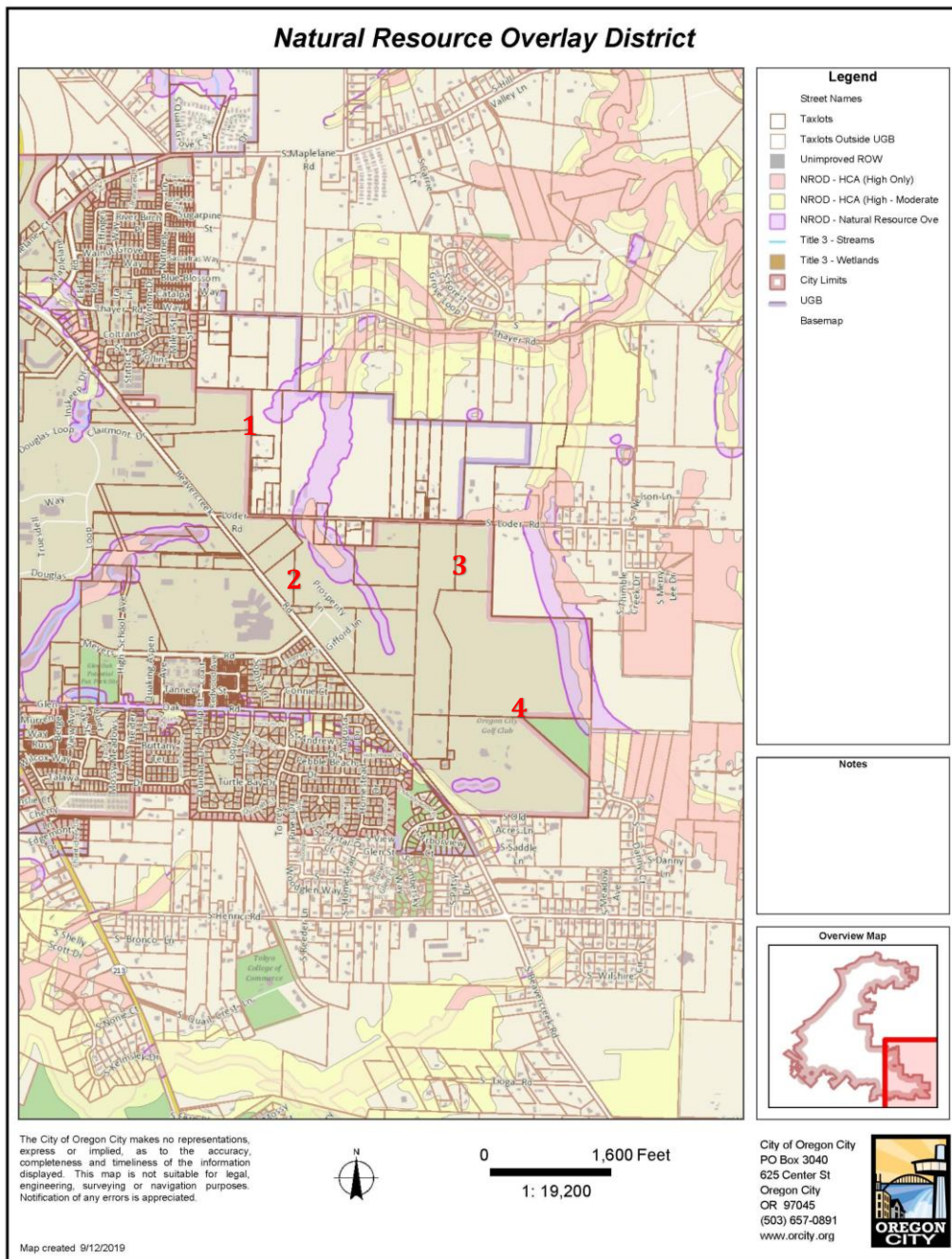


Figure 1 - Goal 5 Site Inventory- Beavercreek Road Concept Plan Design Process

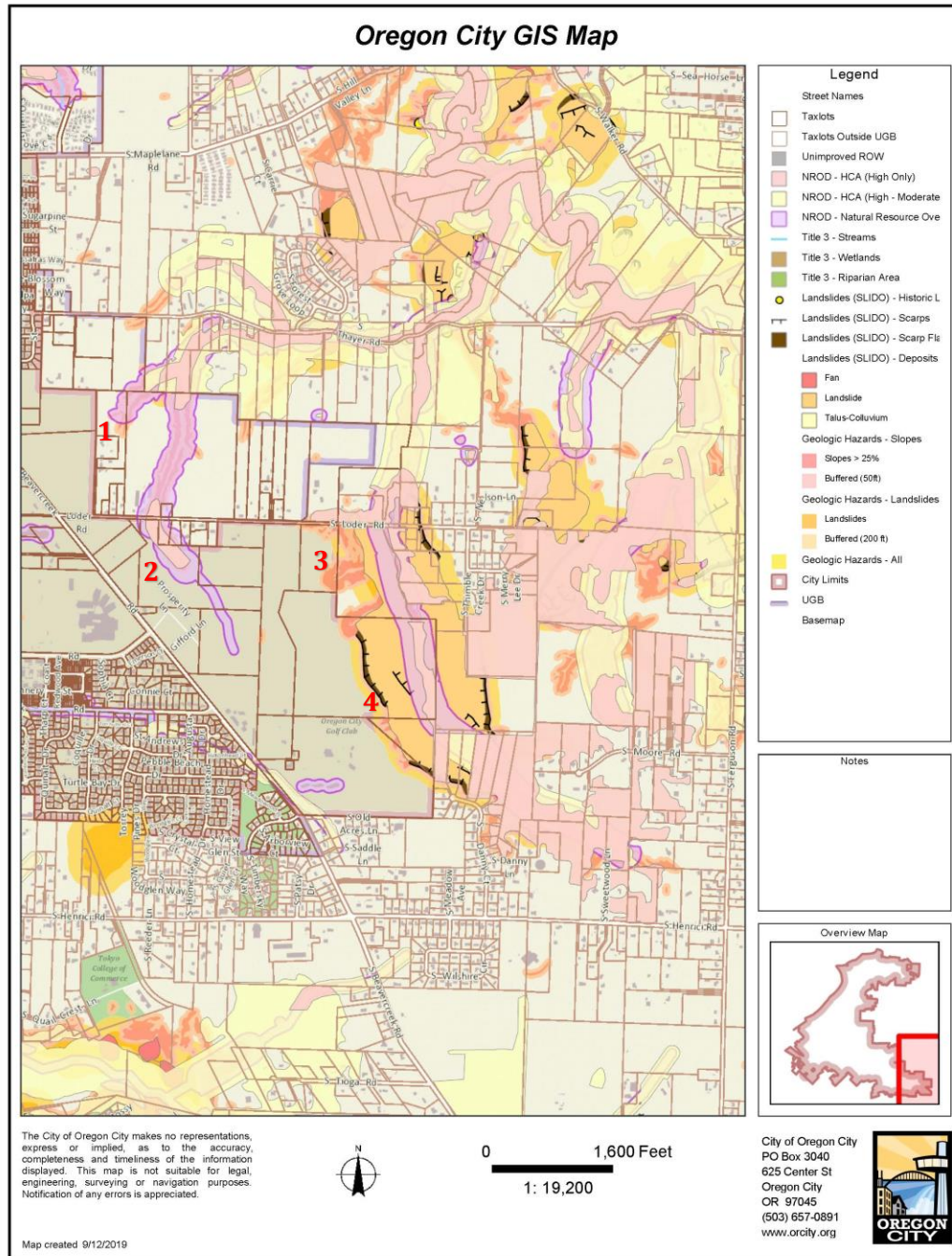
The 2nd Map- Figure 2 consists of the adopted Metro Title 13 compliant Natural Resource Overlay District. The habitat areas are identified as salmon pink, and the Natural Resource Overlay District is identified as bright pink. Please note that the Metro identified habitat areas regulated under OCMC 17.49 Natural Resource Overlay District are smaller than the habitat areas identified by the consultant team above in Figure 1 and have been demarcated with red numbers (1-4)

All of the currently regulated habitat areas located within the Natural Resource Overlay District in this area are protected through OCMC 17.49.



**Figure 2 Natural Resource Overlay District (NROD)**

The areas located outside of the NROD District and identified as orange in Concept Plan Inventory in Figure 1 are further protected through the Geologic Hazards District. Figure 3 below identifies areas with historic landslides, sloped over 25% slope and 50 buffers around these features. Development is greatly reduced and oftentimes restricted within the Geologic Hazards Overlay District.



*Figure 3- Geologic Hazards + Natural Resource Overlay District (NROD)*

The Natural Resource Overlay District (OCMC 17.49) and Geologic Hazards (17.44) account for much of the concept plan identified habitat area associated with Thimble Creek Canyon (area 4) at the far SE quadrant of the plan and some of Area 3 closer to Loder Road.

The Concept Plan identified habitat area proposed to be zoned Campus Industrial (areas 1 and 2) that abuts the existing vegetative corridor which runs north along the airfield and crosses over Loder Road is not fully regulated by these two overlay districts.

However, OCMC Chapter 17.41 Tree Protection, Preservation, Removal, and Replanting Standards provides some additional protection along this tributary to Thimble Creek. Any tree removed in non-residential districts prior to a development application or any development removed as part of a development application in a residential district requires mitigation per the table below. While the replanting of trees removed may not necessarily be completed in the same area- the mitigation tree replanting provides an approach to no net loss of city tree canopy as part of a development application. Please note that dead, diseased or dangerous trees do not require replanting per OCMC 17.41.

Table 17.41.060-1  
Tree Replacement Requirements  
All replacement trees shall be either:  
Two-inch caliper deciduous, or  
Six-foot high conifer

Size of tree removed (DBH)	Column 1  Number of trees to be planted. (If removed Outside of construction area)	Column 2  Number of trees to be planted. (If removed Within the construction area)
6 to 12"	3	1
13 to 18"	6	2
19 to 24"	9	3
25 to 30"	12	4
31 and over"	15	5

The analysis contained above reviews at how the city regulates the area identified in the Beavercreek Road Concept Plan habitat areas. Staff finds that the combination of OCMC 17.49 Natural Resource Overlay District, Geologic Hazards Overlay District and Chapter 17.41 Tree Protection, Preservation, Removal, and Replanting Standards provide substantial implementation of protection standards to meet the goals and vision of the Concept Plan. Moreover, the areas with the largest gap in protection have been identified for future Campus Industrial jobs, which is a major goal of the Concept plan. At this time, no additional overlay protection or text amendment to the Beavercreek Road Concept Plan, which would clarify the approach to habitat areas is anticipated, though they could be added to the final documents if desired by the Planning Commission.

Staff will also be presenting this item at the October 9, 2019 Natural Resource Committee meeting and will provide feedback at a future Planning Commission meeting.

**Staff recommendation:** Staff does not recommend any revisions to the proposed code amendments.

### **3. Master Planning Requirement- Clear and Objective Standards for Housing**

Senate Bill 1051, passed in 2017, requires jurisdictions to provide clear and objective standards for housing. Clear and objective standards are metric based and rely on analysis using measurable standards such as height, setback, material selection, window transparency, and other architectural features that can be measured. The 2017 senate bill expanded the requirement for clear and objective standards to now apply to all residential development (not just “needed housing”), and prohibited cities from denying applications that meet clear and objective standards. The new provisions are aimed at removing barriers to residential development as part of efforts to increase the supply of affordable housing options across the state.

The 2008 Beavercreek Concept Plan looked at implementation through a more subjective Master Plan process that requires applicant's to show how their proposed development is consistent with the adopted plan. This would occur through a Type III Master Plan application reviewed by the City Commission at a public hearing. Findings would be made showing substantial compliance with discretionary criteria such as the goals and policies of the Comprehensive Plan. This approach was seen as the easiest path for compliance review including acquisition of park land as part of a development application.

The proposed code for the Beavercreek Road Concept Plan can be approved in a clear and objective manner to show consistency and compliance with SP 1051 and thus there is no need for a Master Plan to be required for all development. The Master Plan process, however, is still an option for future applicants wishing to pursue an alternative approach that also meets the intent of the adopted plan.

All of the districts proposed in the Concept Plan area allow for some amount of housing except for the Campus Industrial District (CI). Standards that are less clear and objective could be proposed in this district; however as job creation is a major goal of the Beavercreek Road Concept Plan, staff does not see a larger interest being met by separating industrial development from the clear and objective approach to code implementation.

The way to address compliance with SB 1051 will be to amend the Beavercreek Road Concept Plan and remove this requirement from the text. Staff will prepare a redline exhibit that will be added to the final Ordinance that amends the Concept Plan to no longer require development to be approved through a Master Plan process in order to be consistent with SB 1051.

**Staff recommendation:** Staff recommends amending the Beavercreek Road Concept Plan text to no longer require implementation through the Master Plan process.



## Oregon City Municipal Code Chapter 17.44 Geologic Hazards

### Footnotes:

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**Editor's note**— Ord. No. 08-1014, adopted July 1, 2009, repealed Chapter 17.44 in its entirety and enacted new provisions to read as herein set out. Prior to amendment, Chapter 17.44 pertained to similar subject matter. See Ordinance Disposition List for derivation.

### 17.44.010 - Intent and purpose.

The intent and purpose of the provisions of this chapter are:

- A. To ensure that activities in geologic hazard areas are designed based on detailed knowledge of site conditions in order to reduce the risk of private and public losses;
- B. To establish standards and requirements for the use of lands within geologic hazard areas;
- C. To provide safeguards to prevent undue hazards to property, the environment, and public health, welfare, and safety in connection with use of lands within geologic hazard areas;
- D. To mitigate risk associated with geologic hazard areas, not to act as a guarantee that the hazard risk will be eliminated, nor as a guarantee that there is a higher hazard risk at any location. Unless otherwise provided, the geologic hazards regulations are in addition to generally applicable standards provided elsewhere in the Oregon City Municipal Code.

(Ord. No. 08-1014, §§ 1—3(Exhs. 1—3), 7-1-2009; Ord. No. 10-1003, § 1(Exh. 1), 7-7-2010)

### 17.44.025 - When required; regulated activities; permit and approval requirements.

No person shall engage in any of the following regulated activities within the adopted Oregon City Geologic Hazards Overlay Zone as defined in section 17.04.515 of the Oregon City Municipal Code without first obtaining permits or approvals as required by this chapter:

- A. Installation or construction of an accessory structure greater than 500 square feet in area;
- B. Development of land, construction, reconstruction, structural alteration, relocation or enlargement of any building or structure for which permission is required pursuant to the Oregon City Municipal Code;
- C. Tree removal on slopes greater than 25 percent where canopy area removal exceeds 25 percent of the lot.
- D. Excavation which exceeds two feet in depth, or which involves twenty-five or more cubic yards of volume;

The requirements of this chapter are in addition to other provisions of the Oregon City Municipal Code. Where the provisions of this chapter conflict with other provisions of the Oregon City Municipal Code, the provisions that are the more restrictive of regulated development activity shall govern.

(Ord. No. 08-1014, §§ 1—3(Exhs. 1—3), 7-1-2009; Ord. No. 10-1003, § 1(Exh. 1), 7-7-2010)

#### 17.44.030 - Procedures.

No building or site development permit or other authorization for development shall be issued until the plans and other documents required by this chapter have been reviewed and found by the review authority to comply with the requirements of this chapter.

- A. Where the development is part of a land use permit application, review shall occur in the manner established in Chapter 17.50 for review of land use decisions.
- B. Where the development is part of a limited land use permit application, review shall occur in the manner established in Chapter 17.50 for review of limited land use decisions.
- C. Where the development is solely part of a grading permit or building permit, the city engineer may allow review to occur in the manner established in Title 15, Chapters 15.04 and 15.48 if the application meets Section 17.44.060 development standards.
- D. For any other proposed development not otherwise subject to review as a land use or limited land use permit application, review shall occur in the manner established in Chapter 17.50 for limited land use decisions.

(Ord. No. 08-1014, §§ 1—3(Exhs. 1—3), 7-1-2009; Ord. No. 10-1003, § 1(Exh. 1), 7-7-2010)

#### 17.44.035 - Exemptions.

The following activities, and persons engaging in same, are EXEMPT from the provisions of this chapter.

- A. An excavation which is less than two feet in depth, or which involves less than twenty-five cubic yards of volume;
- B. A fill which does not exceed two feet in depth or twenty-five cubic yards of volume;
- C. Structural alteration of any structure of less than five hundred square feet that does not involve grading as defined in this chapter;
- D. Installation, construction, reconstruction, or replacement of utility lines in city right-of-way, or public easement, not including electric substations;
- E. The removal or control of noxious vegetation;
- F. Emergency actions which must be undertaken immediately to prevent an imminent threat to public health or safety, or prevent imminent danger to public or private property. The person undertaking emergency action shall notify the building official on all regulated activities associated with any building permit or city engineer/public works director on all others within one working day following the commencement of the emergency activity. If the city engineer/public works director or building official determine that the action or part of the action taken is beyond the scope of allowed emergency action, enforcement action may be taken.

(Ord. No. 08-1014, §§ 1—3(Exhs. 1—3), 7-1-2009; Ord. No. 10-1003, § 1(Exh. 1), 7-7-2010)

#### 17.44.050 - Development—Application requirements and review procedures and approvals.

Except as provided by subsection B. of this section, the following requirements apply to all development proposals subject to this chapter:

- A. A geological assessment and geotechnical report that specifically includes, but is not limited to:
1. Comprehensive information and data regarding the nature and distribution of underlying geology, the physical and chemical properties of existing soils and groundwater; an opinion of site geologic stability, and conclusions regarding the effect of geologic conditions on the proposed development. In addition to any field reconnaissance or subsurface investigation performed for the site, the following resources, as a minimum, shall be reviewed to obtain this information and data:
    - a. The State of Oregon Department of Geology and Mineral Industries (DOGAMI) in Bulletin 99, Geology and Geological Hazards of North Clackamas County, Oregon (1979), or in any subsequent DOGAMI mapping for the Oregon City area;
    - b. Portland State University study entitled "Environmental Assessment of Newell Creek Canyon, Oregon City, Oregon" (1992);
    - c. Portland State University study, "Landslides in the Portland, Oregon, Metropolitan Area Resulting from the Storm of February 1996: Inventory Map, Database and Evaluation" (Burns and others, 1998);
    - d. DOGAMI Open File Report O-06-27, "Map of Landslide Geomorphology of Oregon City, Oregon, and Vicinity Interpreted from LIDAR Imagery and Aerial Photographs" (Madin and Burns, 2006);
    - e. "Preliminary Geologic Map of the Oregon City Quadrangle, Clackamas County, Oregon" (Madin, in press);
  2. Information and recommendations regarding existing local drainage, proposed permit activity impacts on local drainage, and mitigation to address adverse impacts;
  3. Comprehensive information about site topography;
  4. Opinion as to the adequacy of the proposed development from an engineering standpoint;
  5. Opinion as to the extent that instability on adjacent properties may adversely affect the project;
  6. Description of the field investigation and findings, including logs of subsurface conditions and laboratory testing results;
  7. Conclusions regarding the effect of geologic conditions on the proposed development, tree removal, or grading activity;
  8. Specific requirements and recommendations for plan modification, corrective grading, and special techniques and systems to facilitate a safe and stable site;
  9. Recommendations and types of considerations as appropriate for the type of proposed development:
    - a. General earthwork considerations, including recommendations for temporary and permanent cut and fill slopes and placement of structural fill;
    - b. Location of residence on lot;
    - c. Building setbacks from slopes;
    - d. Erosion control techniques applicable to the site;
    - e. Surface drainage control to mitigate existing and potential geologic hazards;
    - f. Subdrainage and/or management of groundwater seepage;

- g. Foundations;
  - h. Embedded/retaining walls;
  - i. Management of surface water and irrigation water; and
  - j. Impact of the development on the slope stability of the lot and the adjacent properties.
10. Scaled drawings that describe topography and proposed site work, including:
- a. Natural physical features, topography at two or ten-foot contour intervals locations of all test excavations or borings, watercourses both perennial and intermittent, ravines and all existing and manmade structures or features all fully dimensioned, trees six-inch caliper or greater measured four feet from ground level, rock outcroppings and drainage facilities;
  - b. All of the features and detail required for the site plan above, but reflecting preliminary finished grades and indicating in cubic yards whether and to what extent there will be a net increase or loss of soil.
  - c. A cross-section diagram, indicating depth, extent and approximate volume of all excavation and fills.
- [11.] For properties greater than one acre, a preliminary hydrology report, prepared by a suitably qualified and experienced hydrology expert, addressing the effect upon the watershed in which the proposed development is located; the effect upon the immediate area's stormwater drainage pattern of flow, the impact of the proposed development upon downstream areas and upon wetlands and water resources; and the effect upon the groundwater supply.
- B. Review procedures and approvals require the following:
- 1. Examination to ensure that:
    - a. Required application requirements are completed;
    - b. Geologic assessment and geotechnical report procedures and assumptions are generally accepted; and
    - c. All conclusions and recommendations are supported and reasonable.
  - 2. Conclusions and recommendations stated in an approved assessment or report shall then be directly incorporated as permit conditions or provide the basis for conditions of approval for the regulated activity.
  - 3. All geologic assessments and geotechnical reports shall be reviewed by an engineer certified for expertise in geology or geologic engineering and geotechnical engineering, respectively, as determined by the city. The city will prepare a list of prequalified consultants for this purpose. The cost of review by independent review shall be paid by the applicant.
- C. The city engineer may waive one or more requirements of subsections A and B of this section if the city engineer determines that site conditions, size or type or development of grading requirements do not warrant such detailed information. If one or more requirements are waived, the city engineer shall, in the staff report or decision, identify the waived provision(s), explain the reasons for the waiver, and state that the waiver may be challenged on appeal and may be denied by a subsequent review authority.

(Ord. No. 08-1014, §§ 1—3(Exhs. 1—3), 7-1-2009; Ord. No. 10-1003, § 1(Exh. 1), 7-7-2010)

17.44.060 - Development standards.

Notwithstanding any contrary dimensional or density requirements of the underlying zone, the following standards shall apply to the review of any development proposal subject to this chapter. Requirements of this chapter are in addition to other provision of the Oregon City Municipal Code. Where provision of this chapter conflict with other provision of the Oregon City Municipal Code, the provisions that are more restrictive of regulated development activity shall govern.

- A. All developments shall be designed to avoid unnecessary disturbance of natural topography, vegetation and soils. To the maximum extent practicable as determined by the review authority, tree and ground cover removal and fill and grading for residential development on individual lots shall be confined to building footprints and driveways, to areas required for utility easements and for slope easements for road construction, and to areas of geotechnical remediation.
- B. All grading, drainage improvements, or other land disturbances shall only occur from May 1 to October 31. Erosion control measures shall be installed and functional prior to any disturbances. The city engineer may allow grading, drainage improvements or other land disturbances to begin before May 1 (but no earlier than March 16) and end after October 31 (but no later than November 30), based upon weather conditions and in consultation with the project geotechnical engineer. The modification of dates shall be the minimum necessary, based upon the evidence provided by the applicant, to accomplish the necessary project goals. Temporary protective fencing shall be established around all trees and vegetation designed for protection prior to the commencement of grading or other soil disturbance.
- C. Designs shall minimize the number and size of cuts and fills.
- D. Cut and fill slopes, such as those for a street, driveway accesses, or yard area, greater than seven feet in height (as measured vertically) shall be terraced. Faces on a terraced section shall not exceed five feet. Terrace widths shall be a minimum of three feet and shall be vegetated. Total cut and fill slopes shall not exceed a vertical height of fifteen feet. Except in connection with geotechnical remediation plans approved in accordance with the chapter, cuts shall not remove the toe of any slope that contains a known landslide or is greater than twenty-five percent slope. The top of cut or fill slopes not utilizing structural retaining walls shall be located a minimum of one-half the height of the cut slope from the nearest property line.
- E. Any structural fill shall be designed by a suitably qualified and experienced civil or geotechnical engineer licensed in Oregon in accordance with standard engineering practice. The applicant's engineer shall certify that the fill has been constructed as designed in accordance with the provisions of this chapter.
- F. Retaining walls shall be constructed in accordance with the Oregon Structural Specialty Code adopted by the State of Oregon.
- G. Roads shall be the minimum width necessary to provide safe vehicle and emergency access, minimize cut and fill and provide positive drainage control. The review authority may grant a variance from the city's required road standards upon findings that the variance would provide safe vehicle and emergency access and is necessary to comply with the purpose and policy of this chapter.
- H. Density shall be determined as follows:
  - 1. For those areas with slopes less than twenty-five percent between grade breaks, the allowed density shall be that permitted by the underlying zoning district;
  - 2. For those areas with slopes of twenty-five to thirty-five percent between grade breaks, the density shall not exceed two dwelling units per acre except as otherwise provided in subsection I of this section;
  - 3. For those areas with slopes over thirty-five percent between grade breaks, development shall be prohibited except as otherwise provided in subsection I.4. of this section.
- I. For properties with slopes of twenty-five to thirty-five percent between grade breaks:

1. For those portions of the property with slopes of twenty-five to thirty-five percent, the maximum residential density shall be limited to two dwelling units per acre; provided, however, that where the entire site is less than one-half acre in size, a single dwelling shall be allowed on a lot or parcel existing as of January 1, 1994 and meeting the minimum lot size requirements of the underlying zone;
2. An individual lot or parcel with slopes between twenty-five and thirty-five percent shall have no more than fifty percent or four thousand square feet of the surface area, whichever is smaller, graded or stripped of vegetation or covered with structures or impermeable surfaces.
3. No cut into a slope of twenty-five to thirty-five percent for the placement of a housing unit shall exceed a maximum vertical height of fifteen feet for the individual lot or parcel.
4. For those portions of the property with slopes over thirty-five percent between grade breaks:
  - a. Notwithstanding any other city land use regulation, development other than roads, utilities, public facilities and geotechnical remediation shall be prohibited; provided, however, that the review authority may allow development upon such portions of land upon demonstration by an applicant that failure to permit development would deprive the property owner of all economically beneficial use of the property. This determination shall be made considering the entire parcel in question and contiguous parcels in common ownership on or after January 1, 1994, not just the portion where development is otherwise prohibited by this chapter. Where this showing can be made on residentially zoned land, development shall be allowed and limited to one single-family residence. Any development approved under this chapter shall be subject to compliance with all other applicable city requirements as well as any applicable state, federal or other requirements;
  - b. To the maximum extent practicable as determined by the review authority, the applicant shall avoid locating roads, utilities, and public facilities on or across slopes exceeding thirty-five percent.
- J. The geotechnical engineer of record shall review final grading, drainage, and foundation plans and specifications and confirm in writing that they are in conformance with the recommendations provided in their report.
- K. At the city's discretion, peer review shall be required for the geotechnical evaluation/investigation report submitted for the development and/or lot plans. The peer reviewer shall be selected by the city. The applicant's geotechnical engineer shall respond to written comments provided by the city's peer reviewer prior to issuance of building permit.
- L. The review authority shall determine whether the proposed methods of rendering a known or potential hazard site safe for construction, including proposed geotechnical remediation methods, are feasible and adequate to prevent landslides or damage to property and safety. The review authority shall consult with the city's geotechnical engineer in making this determination. Costs for such consultation shall be paid by the applicant. The review authority may allow development in a known or potential hazard area as provided in this chapter if specific findings are made that the specific provisions in the design of the proposed development will prevent landslides or damage. The review authority may impose any conditions, including limits on type or intensity of land use, which it determines are necessary to assure that landslides or property damage will not occur.

(Ord. No. 08-1014, §§ 1—3(Exhs. 1—3), 7-1-2009; Ord. No. 10-1003, § 1(Exh. 1), 7-7-2010)

17.44.070 - Access to property.

- A. Shared private driveways may be required if the city engineer or principal planner determines that their use will result in safer location of the driveway and lesser amounts of land coverage than would result if separate private driveways are used.
- B. Innovations in driveway design and road construction shall be permitted in order to keep grading and cuts or fills to a minimum and to achieve the purpose and policy of this chapter.
- C. Points of access to arterials and collectors shall be minimized.
- D. The city engineer or principal planner shall verify that adequate emergency services can be provided to the site.

(Ord. No. 08-1014, §§ 1—3(Exhs. 1—3), 7-1-2009; Ord. No. 10-1003, § 1(Exh. 1), 7-7-2010)

#### 17.44.080 - Utilities.

All new service utilities, both on-site and off-site, shall be placed underground and under roadbeds where practicable. Every effort shall be made to minimize the impact of utility construction. Underground utilities require the geologic hazards permitting and review prescribed herein.

(Ord. No. 08-1014, §§ 1—3(Exhs. 1—3), 7-1-2009; Ord. No. 10-1003, § 1(Exh. 1), 7-7-2010)

#### 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 Oregon City's Title III section of the Oregon City Municipal Code Chapter 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. No. 08-1014, §§ 1—3(Exhs. 1—3), 7-1-2009; Ord. No. 10-1003, § 1(Exh. 1), 7-7-2010)

#### 17.44.100 - Construction standards.

During construction on land subject to this chapter, the following standards shall be implemented by the developer:

- A. All development activity shall minimize vegetation removal and soil disturbance and shall provide positive erosion prevention measures in conformance with OCMC Chapter 17.47—Erosion and Sediment Control.
- B. No grading, clearing or excavation of any land shall be initiated prior to approval of the grading plan, except that the city engineer shall authorize the site access, brush to be cleared and the location of the test pit digging prior to approval of such plan to the extent needed to complete preliminary and final engineering and surveying. The grading plan shall be approved by the city engineer as part of the city's review under this chapter. The developer shall be responsible for the proper execution of the approved grading plan.
- C. Measures shall be taken to protect against landslides, mudflows, 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 the Oregon City Public Works Standards for Erosion and Sedimentation Control (Ordinance 99-1013).

- D. All disturbed vegetation shall be replanted with suitable vegetation upon completion of the grading of the steep slope area.
- E. Existing vegetative cover shall be maintained to the maximum extent practicable. No grading, compaction or change in ground elevation, soil hydrology and/or site drainage shall be permitted within the drip line of trees designated for protection, unless approved by the city.
- F. Existing perennial and intermittent watercourses shall not be disturbed unless specifically authorized by the review authority. This includes physical impacts to the stream course as well as siltation and erosion impacts.
- G. All soil erosion and sediment control measures shall be maintained during construction and for one year after development is completed, or until soils are stabilized by revegetation or other measures to the satisfaction of the city engineer. Such maintenance shall be the responsibility of the developer. If erosion or sediment control measures are not being properly maintained or are not functioning properly due to faulty installation or neglect, the City may order work to be stopped. (Ord. 03-1014, Att. B3 (part), 2003; Ord. 94-1001 §2(part), 1994)
- H. All newly created lots, either by subdivision or partition, shall contain building envelopes with a slope of thirty-five percent or less.
- I. The applicant's geotechnical engineer shall provide special inspection during construction to confirm that the subsurface conditions and assumptions made as part of their geotechnical evaluation/investigation are appropriate. This will allow for timely design changes if site conditions are encountered that are different from those anticipated.
- J. Prior to issuing an occupancy permit, the geotechnical engineer shall prepare a summary letter stating that the soils- and foundation-related project elements were accomplished in substantial conformance with their recommendations.

(Ord. No. 08-1014, §§ 1—3(Exhs. 1—3), 7-1-2009; Ord. No. 10-1003, § 1(Exh. 1), 7-7-2010)

#### 17.44.110 - Approval of development.

The city engineer shall review the application and verify, based on the applicant's materials and the land use record, whether the proposed development constitutes a hazard to life, property, natural resources or public facilities. If, in the city engineer's opinion, a particular development poses such a hazard, the city engineer shall recommend to the review authority permit conditions designed to reduce or eliminate the hazard. These conditions may include, but are not limited to, prohibitions on construction activities between November 1st and March 31st.

(Ord. No. 08-1014, §§ 1—3(Exhs. 1—3), 7-1-2009; Ord. No. 10-1003, § 1(Exh. 1), 7-7-2010)

#### 17.44.120 - Liability.

Approval of an application for development on land subject to this chapter shall not imply any liability on the part of the city for any subsequent damage due to earth slides. Prior to the issuance of a building permit, a waiver of damages and an indemnity and hold harmless agreement shall be required which releases the city from all liability for any damages resulting from the development approved by the city's decision.

(Ord. No. 08-1014, §§ 1—3(Exhs. 1—3), 7-1-2009; Ord. No. 10-1003, § 1(Exh. 1), 7-7-2010)

#### 17.44.130 - Compliance.

Nothing contained in this chapter shall relieve the developer of the duty to comply with any other provision of law. In the case of a conflict, the more restrictive regulation shall apply.

(Ord. No. 08-1014, §§ 1—3(Exhs. 1—3), 7-1-2009; Ord. No. 10-1003, § 1(Exh. 1), 7-7-2010)

#### 17.44.140 - Appeal.

The review authority's decision may be appealed in the manner set forth in Chapter 17.50.

(Ord. No. 08-1014, §§ 1—3(Exhs. 1—3), 7-1-2009; Ord. No. 10-1003, § 1(Exh. 1), 7-7-2010)



# City of Oregon City

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

## Staff Report

File Number: PC 19-092

**Agenda Date:** 9/23/2019

**Status:** Consent Agenda

**To:** Planning Commission

**Agenda #:** 3b.

**From:** Sr. Planner Christina Robertson-Gardiner

**File Type:** Planning Item

### **SUBJECT:**

LEG 19-00003 - Beaver Creek Road Concept Plan- Code and Zoning Amendments- (Geologic Hazards, Upland Habitat, Master Planning)

### **RECOMMENDED ACTION (Motion):**

Continuance of file LEG 19-00003 to the October 14, 2019 Planning Commission Hearing.

### **BACKGROUND:**

The Planning Commission is reviewing the zoning and code amendments for the Beaver Creek Road Concept Plan (BRCP) over multiple meetings during the late summer and fall of 2019.

Each meeting will be broken into 1-3 topics to allow the Planning Commission, staff and the public time to focus their energy. Planning Commission comments and direction as well as public comments will be tracked throughout the hearings and topics may be added to future meetings if new items are identified or issues have not been resolved. Please refer to the updated calendar attached to each Planning Commission packet for meeting topics. Please note that public comment at any meeting is not limited to the identified topic and may be on any issue related to LEG 19-0003.

The following topics were identified either by public comment or the Planning Commission for the September 23, 2019 Hearing. Staff will provide background on the following issues and will provide a recommendation if warranted.

1. Geologic Hazards District and how it regulates development proposals
2. Upland Habitat regulation under OCMC 17.49 Natural Resource Overlay District (NROD)
3. Master Planning Requirement vs. Clear and Objective Standards for Housing

### **Tentative Schedule**

The dates and topics may change as the process moves forward.

**August 12, 2019** Background on Project, Open Record

**August 26, 2019:** Introduce Tracking Matrices, An Overview Of 8.13.19 City Commission Work Session, Identify Future Topics /Calendar

**September 9, 2019:** Beaver Creek Zones & Maps, Home Occupation

**September 23, 2019:** Master Planning Requirement, Upland Habitat, Geologic Hazards

**October 14, 2019:** Parks, Renaming Concept Plan, Home Occupation/Cottage Industry

**October 28, 2019:** TBD

**November 11, 2019** PC Meeting Canceled.

**November 25, 2019:** Transportation Roadway Width, Roundabout, Holly Lane, Local Street Speed)- Please note: moved to November.

**December 9, 2019:** Tentative Planning Commission Recommendation

*Other Meetings*

**November 12, 2019** - City Commission Beaver Creek Road Design Work Session-

**August 29, 2019** Parks and Recreation Advisory Committee (PRAC)- Initial Presentation

**September 26, 2019** Parks and Recreation Advisory Committee (PRAC) Recommendation To The Planning Commission

**October 9, 2019** Natural Resource Committee (Upland Habitat)

**September/October 2019** - Additional Public Outreach on Transportation Questions

**BUDGET IMPACT:**

Amount:

FY(s):

Funding Source:



## Metro | *People places. Open spaces.*

June 3, 2009

Pete Walter, AICP  
Associate Planner  
City of Oregon City  
221 Molalla Avenue, Suite 200  
Oregon City, Oregon 97045

Dear Pete:

In our continuing effort to work with Oregon City on compliance with Title 13 of the Metro Urban Growth Management Functional Plan, Metro staff has reviewed the materials you submitted dated May 29, 2009 that responds to our questions on your mapping and protection levels. As you know, Title 13 compliance consists of three major elements: Code protections for established Habitat Conservation Areas (HCAs); mapping of HCAs for the purposes of delineating areas of protection; and the implementation of or removal of barriers to Habitat Friendly Development Practices (HFDP).

Based on our review, we have found that the City's proposed approach to expand and implement existing adopted zoning overlays and the corresponding regulatory framework is sufficient to provide Oregon City with substantial compliance with Title 13.

Specifically:

1. Title 13 requires the removal of barriers to Habitat Friendly Development Practices (HFDP). Your submittal clarifies where and how the City meets the intent of removing barriers to, or will, implement HFDPs.
2. Your proposed code changes incorporating Title 13 language provide clear standards for the process of determining land use decisions in protected areas.
3. Based on review of your recently submitted map changes and corrections, staff concurs that the areas you have mapped as Natural Resource Overlay District (NROD) substantially cover the identified regional HCAs. Upon adoption of your proposed amendments, please send Metro your NROD map changes in a compatible electronic format for inclusion in the regional database of HCAs.

Please submit this letter into the record for the City Council hearing on June 3, 2009. If you have any questions regarding this letter please do not hesitate to contact me at 503-797-1833. On behalf of Metro, thank you for the time and effort spent in helping the region meet its goals of critical habitat protection.

Sincerely,

Brian Harper  
Assistant Regional Planner

cc: Councilor Carlotta Collette, District 2  
Chris Deffebach, Land Use Planning  
Tim O'Brien, Land Use Planning

Date	Question/Comment	Topic	Staff Response / Recommendation	Planning Commission Action/Recommendation
8.12.19 Mike Mitchell	Provide more background on the decision to have a 20 foot setback at the north boundary of the concept plan areas and a 40 foot setback at the south boundary	Zones	Will be addressed at the September 9, 2019 Planning Commission Meeting.	Keep northern setback as written.  Add accessory buildings and roads as permitted in the southern boundary.
8.12.19 Mike Mitchell	Concern that the definition of warehousing is not specific enough to allow ancillary use by permitted uses	Zones	Will be addressed at the September 9, 2019 Planning Commission Meeting.	Oregon City views the storage and distribution of materials that are constructed or assembled onsite to be part of the permitted use. No changes to the code are recommended.
8.12.19 Patti Gage	Provide additional background on the Geologic Hazard code- how does it affect development in the BRCP area and Holly Lane area?	Hazards/Natural Resources	Geologic Hazard Review within the city is subject to <a href="#">OCMC 17.44 Geologic Hazard Review</a> .  Areas near the Thimble Creek Conservation Area are subject to the Geologic Hazard code at time of Development  Will be further addressed at the September 23, 2019 Planning Commission Meeting.	
9.9.19 Planning Commission	Provide additional information on options for including additional job opportunities in the southern part of the Concept Plan area.	Cottage Industry/Home Occupation	This topic will be further addressed at the October 14, 2019 Planning Commission Meeting	

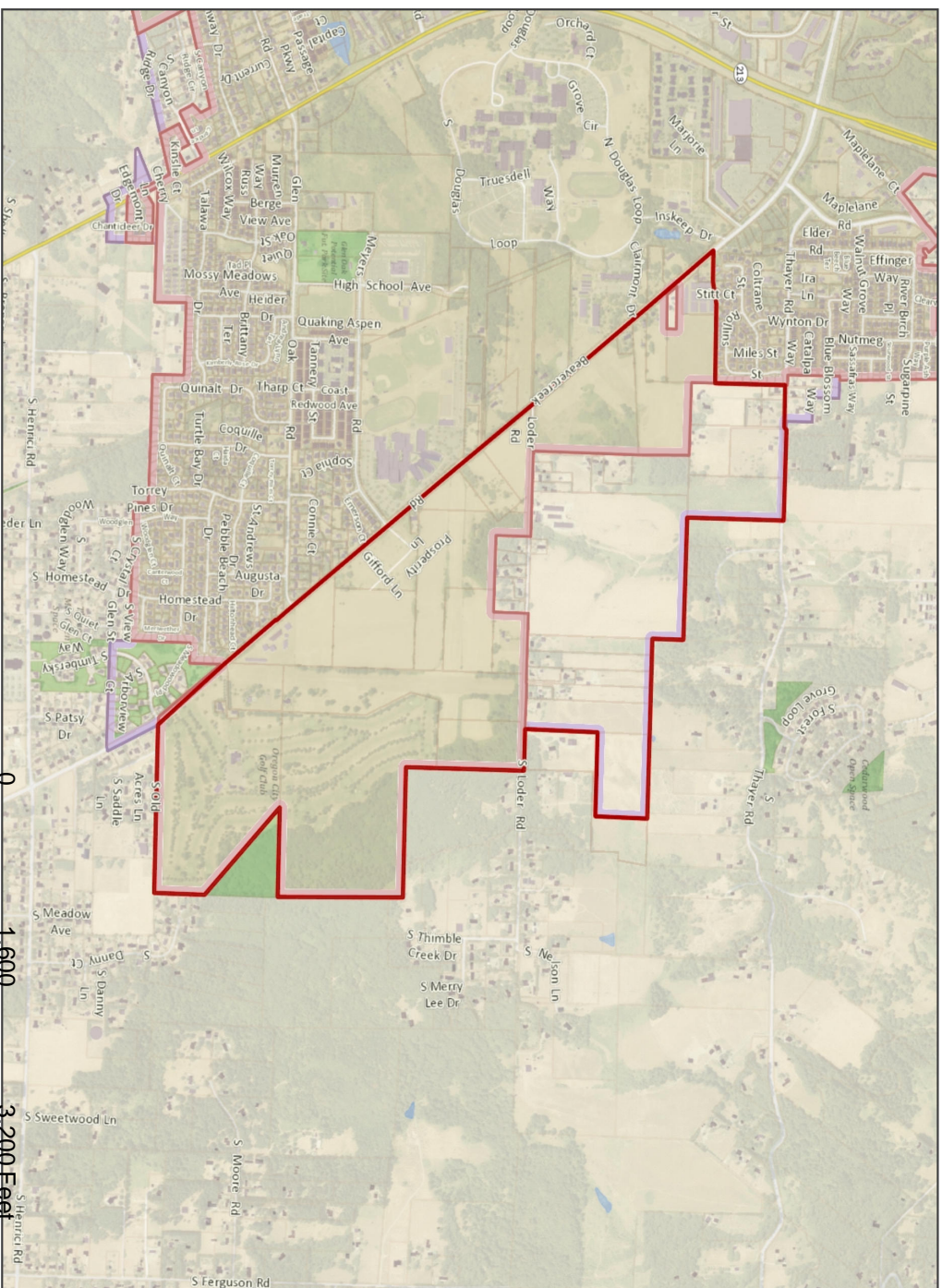
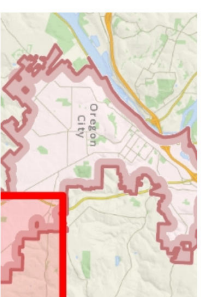
Date	Question/Comment	Topic	Staff Response / Recommendation	Planning Commission Action/Recommendation
8.12.19 Dirk Schlagenhauser	Provide additional information on the pros and cons of roundabouts and crash statistics for the corridor.	Transportation	Additional information about intersection control measures (Roundabouts and signals) will be shared in October and through the additional public outreach occurring in September 2019. See calendar in Commission report for details	
8.12.19 Dirk Schlagenhauser	Please expand on Comprehensive Plan Policy 9.8.7 as it relates to bicycles	Transportation	<i>Policy 9.8.7</i> <i>Assess methods to integrate the pedestrian, bicycle and elevator transportation modes into the mass transit system.</i> Additional information about intersection control measures (Roundabouts and signals) will be shared in October and through the additional public outreach occurring in September 2019. See calendar in Commission report for details	
8.12.19 Tom Geil Vern Johnson	If the transportation study horizon is only 20-25 years how do we know we are sizing Beavercreek Road correctly?	Transportation	Additional information about traffic studies and planning for capacity will be shared in October and through the additional public outreach occurring in September 2019. See calendar in Commission report for details	
8.12.19 Mike Mitchell	Concern about categorizing shared and separated bike lines with at grade bike lanes in terms of safety and likeliness of being utilized	Transportation	Additional information about will be shared in October and through the additional public outreach occurring in September 2019. See calendar in Commission report for details	
8.12.19 Tom Geil	Provide more information on the creation of the Beavercreek Blue Ribbon Committee	Other/Economic Development	Lori Bell, Economic Development Coordinator will provide a brief email explaining purposed of organization, which will be attached to public comments.	Non anticipated



Date	Topic	Issue / Comment / Concern	Staff Comment	Has this been Addressed? How?
7.3.19 Written Comment to Planning Commission  Wendy Black	Natural Resources	Concerned that the area where home is located was in a protected natural area according to the first map they were sent, but now seems to be included in the industrial area. Concern about project impact to farm use.		This topic will be addressed at the September 23, 2019 Planning Commission Meeting
7.12.19 Written Comment to Planning Commission  Clackamas River Water (CRW)	Infrastructure	Territory that is annexed to the City must be withdrawn from CRW and served by Oregon City services to the extent practicable. CRW assumes that future development will, in large part, be guided and coordinated consistent with the concepts provided in the Joint Engineering Study, June 11, 2018, by Murraysmith.	This is consistent with Staff's understanding. New development within the concept plana area (except for the previously approved Villages of Beavercreek) will utilize city water.	No response needed for this comment
7.15.19 Written Comment to Planning Commission  Wes Rogers Oregon City School District	Infrastructure	Assuming that the BRCP is developed in stages over the next 5-10 years, the District currently believes that it has the current capacity and/or will be able to have time to add capacity to meet the long-term enrollment generated by the Beavercreek Road Concept Plan development.	The school property to the south of the Concept Plan area will have vehicular access to the Concept Plan and can connect to local streets when it is constructed.	No response needed for this comment
8.12.19 Testimony to Planning Commission  Paul Edgar Entered into the record- Title 4 Map	Zoning Map	Request that the Planning Commission work with Metro to revise the Title 4 Industrial maps to remove a parcel owned by Terry Emmert to allow construction of housing for homeless veterans onsite.	<a href="https://www.oregonmetro.gov/industrial-and-employment-land">https://www.oregonmetro.gov/industrial-and-employment-land</a>  Portions of the CI area in the BRCP are identified as Title 4 Industrial areas. Any change to the title 4 Map must be adopted by Metro and would need to be completed before the Code amendments are adopted by the City to remain consistent with Title 4.	This will be addressed at the September 9, 2019 Planning Commision Hearing

Date	Topic	Issue / Comment / Concern	Staff Comment	Has this been Addressed? How?
8.12.19 Testimony to Planning Commission Christine Kosinski	Geologic Hazards	Concerned about development in the Beavercreek concept Plan areas affecting homes on Holly Lane as Holly lane is in a historic landslide area. Does not support any connection of the concept plan area to Holly Lane-	Geologic Hazard Review within the city is subject to <a href="#">OCMC 17.44 Geologic Hazard Review</a> .  Areas near the Thimble Creek Conservation Area are subject to the Geologic Hazard code at time of Development.	This topic will be addressed at the September 23, 2019 Planning Commission Meeting
9.9.19	Jim Nicita	2011 City Commision Meeting voted to have additional job opportunities at the south of the concept plan.  Encouraged PC to look at a hybrid district rather than a residential district with home occupation uses. Encourage implementing cottage industry.	Planning Commission requested staff to return at a future meeting with additional opportunities for jobs in the southern part of the Concept Plan area above and beyond the existing home occupation licence.	This topic will be further addressed at the October 14, 2019 Planning Commission Meeting
9.9.19	Elizabeth Grazer Lindsey	This area was brought into the Urban Growth Boundary for jobs. There are many businesses that are currently in the county that would want to be involved in this use.  Encouage allowing cottage industry as a way to promote incubator spaces.	Planning Commission requested staff to return at a future meeting with additional opportunities for jobs in the southern part of the Concept Plan area above and beyond the existing home occupation licence.	This topic will be further addressed at the October 14, 2019 Planning Commission Meeting





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

Map created 6/21/2019



# MEMO

**Date:** June 26, 2019  
**To:** Laura Terway & Christina Robertson-Gardiner, City of Oregon City  
**CC:** Steve Faust, 3J Consulting  
**From:** Elizabeth Decker, JET Planning  
**Subject:** Beaver Creek Road Concept Plan Map and Code Implementation Project

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## I. PROJECT DESCRIPTION AND BACKGROUND

### *I.a. CONCEPT PLAN SUMMARY*

The Beaver Creek Road Concept Plan (BRCP) establishes the goal of creating a complete and sustainable community in southeast Oregon City within a 453-acre district along Beaver Creek Road. The district is intended to provide for a mix of uses including an employment campus north of Loder Road, mixed-use districts along Beaver Creek Road, and two mixed-use neighborhoods woven together by open space, trails, a network of green streets, and sustainable development practices. District development will help to provide 1000 to 1,600 diverse housing options and to realize the City's economic development goals, including creation of up to 5,000 family-wage jobs. The five subdistricts that support these development goals include:

- ***North Employment Campus:*** The largest subdistrict, located north of Loder Road and is intended for tech flex and campus industrial uses.
- ***Mixed Employment Village:*** Located along Beaver Creek Road between Meyers Road and Glen Oak Road, and intended for mixed-use, 3-5 story building scale, active street life.
- ***Main Street:*** A node located Beaver Creek Road and Glen Oak Road, intended for mixed-use, local shops and services.
- ***West Mixed-Use Neighborhood:*** Located along Beaver Creek Road south of Glen Oak Road and the Main Street subdistrict, and intended for medium to high density housing and limited community uses.
- ***East Mixed-Use Neighborhood:*** Located in the southeast end of concept plan area, and is intended for low-density residential and green space throughout.

- ***Parks, Open Spaces and Resource Areas:*** Includes a connected system of parks, open spaces and natural areas that link together and link to the environmentally sensitive areas throughout the district, including the undevelopable portion of the powerline overlay.

The Beaver Creek Road Concept Plan was initially adopted in 2008 and re-adopted in 2016, following legal and legislative findings that affirmed the plan's consistency with Metro regional employment goals. (See File No. LE-15-0003.) While approximately half of the district has been annexed to the City, mapping and zoning regulations need to be developed and applied for the annexed areas and the remainder of the district to fully implement the BRCP.

#### ***I.b. IMPLEMENTATION PROJECT SUMMARY***

Oregon City aims to further implementation of the Beaver Creek Road Concept Plan (BRCP) through comprehensive plan designation and zone mapping, and development code amendments. The specific tasks for this project will be to develop comprehensive plan map and zoning map designations to implement the Beaver Creek Road Concept Plan map, and supporting development code regulations for each implementing zone. The existing Concept Plan map was the guide for mapping implementation. Existing city zoning, bolstered by recent Amendments to the Oregon City Municipal Code (including the Equitable Housing Project recommendations) code amendments, generally lines up with the desired land use concepts within the plan and will facilitate implementation with minor amendments. Additional plan goals beyond land use implementation are outside the scope of this project, including infrastructure, transportation and economic development measures that have already been completed or planned for the concept plan area. Additional items will be pursued separately from this land use implementation project.

#### ***I.c. PROJECT PUBLIC ENGAGEMENT***

The BRCP implementation project engaged a range of stakeholders in multiple venues and formats over eight months, with each successive round of engagement used to inform project refinements in subsequent phases.

The first round of engagement consisted of four stakeholder interviews with property owners, economic development representatives, and local educational institutions to understand current conditions and priorities for the implementation project. This initial round also included three presentations to the following community groups to update them on the status of the BRCP concept plan and hear their priorities for the implementation process:

- Caulfield Neighborhood Association- January 22, 2019

- The Hamlet of Beavercreek- January 23, 2019
- Beavercreek Blue Ribbon Committee- January 17, 2019

Three public meetings were held at the Oregon City High School, near the concept plan area, and at City Hall during the course of the project to provide information and discussion opportunities on the evolving maps and code amendments:

- Tuesday, January 29, 2019- Oregon City High School Library- 7:00-8:30 PM
- Tuesday, April 9, 2019- Oregon City High School Library- 7:00-8:30 PM
- Monday, June 10, 2019- City Hall Commission Chambers - 5:00-7:00 PM

For all meetings, materials were also available online including comment forms to allow community members to participate virtually if they were not able to attend the meetings in person.

Additional presentations were held at the following City meetings to detail the implementation project elements:

- Citizen Involvement Committee- January 7, 2019
- Transportation Advisory Committee- March 19, 2019

The proposed map and code amendments were discussed at the two work sessions this spring:

- Planning Commission Work Session- May 13, 2019
- City Commission Work Session- June 11, 2019

Throughout the project, ongoing methods used to engage citizens in the process have included:

- Project website with regular updates  
(<https://www.orcity.org/Beavercreekconceptplan>)
- Email Updates announcing upcoming meetings and events
- Mailing List
- Public comment tracker, compiling feedback from all engagements with responses from staff, updated throughout the project
- Online comment forms
- Naming survey for renaming the concept plan area
- Notice board posted within the concept plan area

The following meetings are anticipated as of the date of this report as part of the adoption process.

- 1<sup>st</sup> Planning Commission Hearing: August 12, 2019- 7:00 PM
- City Commission Work Session (Beavercreek Road Street Design): August 13, 2019
- Additional Planning Commission and City Commission public hearings and work sessions to be scheduled.

All meetings will be properly noticed and advertised through the project's mailing list and website.

## **II. PROPOSED AMENDMENTS**

### ***II.a. AMENDMENT SUMMARY***

The implementation project includes map and text amendments consistent with BRCP including:

1. *Comprehensive plan text amendments:* Proposed clarification in the Parks Master Plan (ancillary document to the Comprehensive Plan) as well as amendments to the Transportation System Plan (ancillary document to the Comprehensive Plan) as needed.
2. *Comprehensive plan map amendments:* Proposed amendments to the comprehensive plan map implement the five subdistricts identified in the BRCP consistent with the concept plan maps throughout the concept plan area.
3. *Zoning map amendments:* Proposed amendments to the zoning map implement the five subdistricts consistent with the concept plan and comprehensive plan designations for properties within the concept plan area that have been annexed into the city limits. Zoning for properties within the Concept Plan boundary but not annexed into the City will be applied at the time of annexation, consistent with the adopted comprehensive plan map.
4. *Zoning text amendments:* Code amendments to the Oregon City Municipal Code include geographically specific provisions to supplement the base zoning district provisions to fully implement the concept plan goals for each subdistrict. Limited amendments to subdivision and site plan review standards are also proposed to ensure concept plan standards are implemented at the time of development.

The BRCP subdistricts are proposed to be implemented with existing city comprehensive plan designations and zoning districts for proposed maps, with proposed code amendments building on existing district standards.

<i>Subdistrict</i>	<i>Comprehensive plan designation</i>	<i>Zone</i>
North Employment Campus	Industrial (I)	Campus Industrial (CI)
Mixed Employment Village	Mixed-Use Corridor (MUC)	Mixed-Use Corridor (MUC-2)
Main Street	Mixed-Use Corridor (MUC)	Neighborhood Commercial (NC)
West Mixed-Use Neighborhood	High-Density Residential (HDR)	High-Density Residential (R-2)
East Mixed-Use Neighborhood	Medium-Density Residential (MDR)	Medium-Density Residential (R-5)
Environmentally Sensitive Restoration Area		Natural Resources Overlay District (NROD) Geological Hazard Overlay District (GHOD)

## ***II.b. SUMMARY OF ZONING TEXT AMENDMENTS***

The proposed code amendments specific to each subdistrict are described below, and supplement rather than supplant the base zone standards.

### **OCMC 16.08, Land Divisions – Process and Standards**

- Proposed code amendments include additional public park requirements or fee-in-lieu option for certain properties to ensure land for the South Central Open Space Network is reserved and dedicated to the city at the time of residential subdivisions. This is expected to largely apply to development in the R-5 district.

### **OCMC 17.10, R-5 Medium Density Residential District (East Mixed-Use Neighborhood subdistrict)**

- No changes are proposed to the mix of uses or dimensional standards in the zone beyond those proposed in the Amendments to the Oregon City Municipal Code (including the Equitable Housing Project recommendations).

- Standards for the Low-Impact Conservation Area implement the plan goals for the area upslope of Thimble Creek, on the eastern edge of the Beavercreek Road district. The proposed standards limit development to two units per acre, require open space preservation and restoration, and require view corridors to preserve views.
- A 40-foot perimeter buffer is proposed along the southern edge of the district including landscaping, setbacks and fencing, to manage the transition to lower-density residential development outside City limits along Old Acres Lane to the south.

**OCMC 17.12, R-2 High Density Residential District (West Mixed-Use Neighborhood subdistrict)**

- Allows additional uses consistent with the Concept Plan include live/work dwellings and limited commercial/mixed-use spaces.
- Provides up to a 20% density bonus for development incorporating sustainability features.
- Additional changes in Site Plan and Design Review standards to add requirement for additional public park dedication or fee-in-lieu, consistent with requirement for new subdivisions.

**OCMC 17.24, MC Neighborhood Commercial District (Main Street subdistrict)**

- Limits uses to a 10,000 SF building footprint to encourage pedestrian-scale, main street businesses. Limits residential uses to 50% of the project floor area, and prohibits ground-floor residential uses within 150 feet of Glen Oak Road (which will be the “main street.”) Adds a new use category for artisan and specialty goods production to allow limited manufacturing type uses.
- Increase dimensional standards to match scale proposed in the Concept Plan, including a five-story height limit and 0.5 FAR minimum.
- Improves building presence and interaction along the street by requiring parking to be located behind building facades.

**OCMC 17.29, MUC Mixed-Use Corridor District (Mixed Employment Village subdistrict)**

- Light industrial uses are permitted to implement the employment aspect of the vision for this subdistrict. Retail and service uses, including food service, are limited to 20% of a site to maintain the focus on employment uses generating family-wage jobs. Residential uses are limited to upper stories only.

- One parcel with an in-progress residential development is permitted outright, to avoid creating a nonconforming use.
- An additional dimensional standard implements a minimum 0.35 FAR for new development to ensure efficient use of land.

**OCMC 17.31, CI Campus Industrial District (North Employment Campus subdistrict)**

- Retail and professional service uses are limited consistent with Metro Title 4 requirements to preserve land for industrial uses. Offices are permitted consistent with uses outlined in the Concept Plan, whereas distribution and warehouse uses are prohibited because they create relatively few jobs per acre inconsistent with the plan goals.
- Several parcels with existing single-family residential development are permitted outright, to avoid creating nonconforming uses. (These parcels are outside of Title 4 lands, so there is no conflict with employment requirements.)
- Additional standards require landscaping, berms and fences within the required 25-foot transition area between industrial and residential uses.
- Outdoor storage is limited to a maximum of 25% of the developable area to avoid inefficient use of land that does not support employment plan goals.
- A minimum 30-foot open space and trail corridor is required along the powerline corridor. Additional parks, trails, urban agriculture and community garden uses are permitted consistent with the plan goals for uses within the powerline easement.
- Sustainable development features are required for all development to implement the plan's sustainability goals.

**OCMC 17.44, US - Geologic Hazards and OCMC 17.49 - Natural Resources Overlay District**

- No changes are proposed to the geologic hazard or natural Resources Overlay District standards for this district; resource areas within the concept plan area will be protected consistent with existing standards.

**OCMC 17.62, Site Plan and Design Review**

- Proposed code amendments include additional public park requirements or fee-in-lieu option to ensure land for the South Central Open Space Network is reserved and dedicated to the city at the time of residential subdivisions.

This is intended to apply to any residential development in the R-2 or the mixed-use districts that does not get developed through subdivision.

### **III. COMPLIANCE**

#### **III.a. CHAPTER 17.68 ZONING CHANGES AND AMENDMENTS**

##### **17.68.010 Initiation of the amendment.**

*A text amendment to this title or the comprehensive plan, or an amendment to the zoning map or the comprehensive plan map, may be initiated by:*

*A. A resolution by the commission;*

*B. An official proposal by the planning commission;*

*C. An application to the planning division presented on forms and accompanied by information prescribed by the planning commission.*

*All requests for amendment or change in this title shall be referred to the planning commission.*

**Response:** This request is for amendments to the zoning map, amendments to the comprehensive plan map, and text amendments to the Oregon City Municipal Code and was initiated by the Planning Division.

##### **17.68.020 Criteria.**

*The criteria for a zone change are set forth as follows:*

*A. The proposal shall be consistent with the goals and policies of the comprehensive plan.*

**Response:** Consistency with the Oregon City Comprehensive Plan (OCCP) Goals and Policies follow starting on page 11.

*B. That public facilities and services (water, sewer, storm drainage, transportation, schools, police and fire protection) are presently capable of supporting the uses allowed by the zone, or can be made available prior to issuing a certificate of occupancy. Service shall be sufficient to support the range of uses and development allowed by the zone.*

**Response:** The capacity of the respective public facilities and services to support the proposal is addressed below.

##### *Water and Sewer Capacity*

Please refer to the attached memorandum from 3J Consulting. The memorandum provides an assessment of the water and sanitary sewer system implications of the map and code amendments proposed with the BRCP implementation project.

Wastewater treatment is provided by the Tri-City Sewer District, which the project contacted for comment.

The 3J memorandum concludes that development of 1,105 dwelling units and 5,734 jobs within the BRCP area have been adequately planned for in infrastructure master plans and sufficient capacity will be available to serve development. The Sanitary Sewer (2014) and Water Distribution (2012) Master Plans were all created subsequent to initial adoption of the Beavercreek Road Concept Plan (2008). Each master plan incorporated the BRCP area into future capital improvement projections and will ensure adequate water and sewer capacity is developed.

South Fork Water Board (SFWB), Oregon City's water provider was contacted for comment.

#### *Schools*

The proposal was sent to the Oregon City School District (OCSD) for comment.

#### *Police and Fire Protection*

Oregon City Police Department and Clackamas Fire District capacity would not be affected by the proposal, since the proposal does not change existing service areas. They have been contacted for comment.

#### *Wastewater Treatment*

Tri-City Sewer District was contacted for comment.

#### *Storm Drainage*

This proposal does not change the city's adopted policies and technical documents related to storm water management and erosion control. The Draft 2019 Oregon City Stormwater Master Plan includes the BRCP area, which is part of the Newell Creek Basin, but does not identify any capital improvement projects specifically needed to serve the BRCP district. The Plan states that the eventual layout of the stormwater conveyance systems and management facilities will be crafted through the preliminary and final design process for development projects within the BRCP district.

#### *Transportation*

Impacts to the transportation system are addressed under (C) below.

Based on the various analyses provided, public facilities and services are presently capable of supporting the uses allowed by the proposal, or can be made available prior to issuing a certificate of occupancy. **This criterion is met.**

*C. The land uses authorized by the proposal are consistent with the existing or planned function, capacity and level of service of the transportation system serving the proposed zoning district.*

**Response:** The impacts of the proposal on the transportation system were reviewed by a transportation consultant, DKS. Please refer to the DLS analysis and memorandum which is attached to this narrative. The memorandum provides an assessment of the transportation implications of the project proposal. The memorandum assesses whether the proposed amendments trigger a finding of significant effect that would require further analysis to determine transportation impacts under OAR 660-12-0060 (Transportation Planning Rule or “TPR”).

The memo concludes that the proposed map and code amendments do not result in a significant change in the number of trips resulting from the dwelling units and jobs anticipated within the BRCP district compared to the traffic anticipated and planned for in Oregon City’s Transportation System Plan (TSP) adopted in 2013. Therefore, the proposed amendments do not have a significant effect on the transportation system and that the city may adopt findings to that effect when adopting the proposed amendments. **This criterion is met.**

*D. Statewide planning goals shall be addressed if the comprehensive plan does not contain specific policies or provisions which control the amendment.*

**Response:** The acknowledged Oregon City Comprehensive Plan (OCCP) addresses all of the applicable Statewide Planning goals unless the Statewide Goal is inapplicable. The relevant sections of the OCCP implemented by this proposal, and the applicable Statewide Goals, is indicated below.

Statewide Planning Goal	OCCP Section / Goal(s) Implemented by this Proposal
1: Citizen Involvement	1. Citizen Involvement / Goals 1.2, 1.4
2: Land Use Planning	2. Land Use Planning / Goals 2.1, 2.3, 2.4, 2.5, 2.6, 2.7
3: Agricultural Lands	3. Not applicable within UGB
4: Forest Lands	4. Not applicable within UGB
5: Natural Resources, Scenic and Historic Areas, and Open Spaces	5. Open Spaces, Scenic and Historic Areas, and Natural Resources / Goals 5.1, 5.4
6: Air, Water and Land Resources Quality	6. Quality of Air, Water, and Land Resources / Goals 6.1, 6.2
7: Areas Subject to Natural Hazards	7. Natural Hazards / Goal 7.1
8: Recreation Needs	8. Parks and Recreation / Goal 8.1,

9: Economic Development	9. Economic Development / Goals 9.1, 9.3, 9.5, 9.7, 9.8
10: Housing	10. Housing / Goals 10.1, 10.2
11: Public Facilities and Services.	11. Public Facilities / Goals 11.1, 11.6, 11.7
12: Transportation	12. Transportation / Goal 12.1
13: Energy Conservation	13. Energy Conservation / Goal 13.1
14: Urbanization	14. Urbanization / Goal 14.3
15: Willamette River Greenway	Not affected by this proposal.
16: Estuarine Resources	Not applicable.
17: Coastal Shorelands	Not applicable.
18: Beaches and Dunes	Not applicable.
19: Ocean Resources	Not applicable.

Detailed responses to the OCCP goals and policies are provided in Section III.b below.

### **III.b. OREGON CITY COMPREHENSIVE PLAN GOALS AND POLICIES**

#### **Goal 1.2 Community and Comprehensive Planning**

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

##### **Policy 1.2.1**

*Encourage citizens to participate in appropriate government functions and land-use planning.*

#### **Goal 1.4 Community Involvement**

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

##### **Policy 1.4.1**

*Notify citizens about community involvement opportunities when they occur.*

**Response: The proposal is consistent with these Goals and Policies.** The project provided numerous opportunities for citizen involvement, including engagement with the Citizen Involvement Committee, the Caufield Neighborhood Association, property owners, and other stakeholders through multiple avenues throughout the eight-month project planning process with multiple notification and participation options provided. See Section I.c for full summary of citizen involvement efforts.

## **2.1 Efficient Use of Land**

*Ensure that property planned for residential, commercial, office, and industrial uses is used efficiently and that land is developed following principles of sustainable development.*

**Response:** The proposal maps and supplements existing zoning district standards for the R-5, R-2, NC, MUC-II, and CI zones that have been found to support efficient and sustainable development. The BRCP envisions the area developed with vibrant, walkable, amenity rich neighborhoods with active community centers, as mapped and implemented by this proposal. The proposed code amendments further support efficient land use by providing residential density bonuses, FAR minimums for mixed-use development, and requiring sustainable design features for industrial development. **The proposal is consistent with this Goal.**

### *Policy 2.1.1*

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

**Response:** The proposed code amendments create additional incentives for efficient land use in the BRCP district beyond the existing code standards, including higher minimum FARs for development in the two mixed-use zones and reduced setbacks and landscaping area for the NC zone applied to the Main Street subdistrict. The OCMC already includes parking maximums in OCMC 17.52.020. **The proposal is consistent with this Policy.**

### *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 private automobiles, create more business opportunities and achieve better places to live.*

**Response:** The proposed map amendments apply two existing mixed-use zones with the BRCP area, the MUC-II and NC zones. In addition to the mix of office, commercial and residential uses allowed in the base zones, the proposed code amendments expand the mix of uses including allowing light manufacturing uses in the MUC-II zone. The proposed code amendments limit the scale and percentages of different categories of uses, including limiting residential uses to upper stories or ground-floor uses set back a minimum distance from the main roadways, to provide for a greater mix of uses. The proposed code amendments also introduce opportunities for small-scale commercial uses in the R-2 zone for additional opportunities for mixed-use development. **The proposal is consistent with this Policy.**

### ***Goal 2.3 Corridors***

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

**Response:** The proposed map amendments apply two existing mixed-use zones with the BRCP area, the MUC-II and NC zones, along Beaver Creek Road, which has potential to be a future transit corridor as development increases potential ridership numbers. The higher-intensity residential development zoned R-2 is also located along Beaver Creek Road, compared to medium-density residential areas zoned R-5 located further east away from major roads. In addition, the site is near the Clackamas Community College which has a transit center for Tri-Met. **The proposal is consistent with this Goal.**

#### ***Policy 2.4.2***

*Strive to establish facilities and land uses in every neighborhood that help give vibrancy, a sense of place, and a feeling of uniqueness; such as activity centers and points of interest.*

**Response:** The essence of the BRCP is to establish a district with interconnected, vibrant neighborhoods. The proposed map amendments support a mix of uses throughout the district, included a district focal point in the Main Street subdistrict zoned NC that will serve as the hub for the district's neighborhoods. The proposed code amendments also support development of smaller-scale activity centers throughout the district, such as permitting small-scale commercial uses with the East Mixed-Use Neighborhood zoned R-2 and supporting creation of the South-Central Open Space Network through required parkland dedications. **The proposal is consistent with this Policy.**

#### ***Policy 2.4.3***

*Promote connectivity between neighborhoods and neighborhood commercial centers through a variety of transportation modes.*

**Response:** The BRCP plans for multimodal transportation networks throughout the district, as supported by the proposed map and code amendments. The proposed code amendments support creation of the South-Central Open Space Network through required parkland dedications, which will form a linear park and multimodal trail connecting multiple subdistricts. **The proposal is consistent with this Policy.**

### ***Goal 2.5 Retail and Neighborhood Commercial***

*Encourage the provision of appropriately scaled services to neighborhoods.*

**Response:** The map amendments, consistent with the BRCP map, provide for a Main Street subdistrict zoned NC in close proximity to the residential East and West Mixed-Use Neighborhoods. In addition, the proposed code amendments add opportunities to integrate small-scale commercial uses in the West Mixed-Use Neighborhood zoned R-2. **The proposal is consistent with this Goal.**

*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.*

**Response:** The map amendments, consistent with the BRCP map, provide for a Main Street subdistrict zoned NC in close proximity to the higher-density West Mixed-Use Neighborhood zoned R-2 and the Mixed Employment Village subdistrict zoned MUC-II that will support office uses. There are no commercial strips proposed adjacent to lower-density housing in the East Mixed-Use Neighborhood zoned R-5. **The proposal is consistent with this Policy.**

*Policy 2.5.5*

*Encourage commercial and industrial development that enhances livability of neighborhoods through the design of attractive LEEDTM-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.*

**Response:** The proposed code amendments include requirements for sustainable design features for industrial development within the North Employment Campus zoned CI; the menu of features includes LEEDTM-certified buildings and use of native vegetation. The proposed code amendments also provide for an enhanced landscaping buffer incorporating berms and fencing between the industrial subdistrict and adjacent residential development in the East Mixed-Use Neighborhood. The BRCP includes plans for a multimodal transportation network that will be built out as development occurs. **The proposal is consistent with this Policy.**

**Goal 2.6 Industrial Land Development**

*Ensure an adequate supply of land for major industrial employers with family-wage jobs.*

**Response:** The map amendments designate 236.1 gross acres, estimated at 132.1 net acres for Industrial designation and Campus Industrial zoning; the North Employment Campus is the largest of all the BRCP subdistricts. All Metro Title 4

land protected for employment use has been designated and zoned CI. The existing CI zone allows a range of uses that support family-wage jobs, such as light manufacturing; the proposed code amendments further protect job generation potential by limiting the amount of site area that can be used for outdoor storage areas and prohibiting distribution and warehouse uses, which typically do not generate significant job opportunities. **The proposal is consistent with this Goal.**

*Policy 2.6.2*

*Ensure that land zoned or planned for industrial use is used for industrial purposes, and that 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.*

**Response:** The map amendments ensure that land planned for industrial use is protected for industrial purposes by zoning it CI. The CI zoning code standards limit non-industrial uses, and the proposed code amendments further limit the size of any supporting retail or office to 5,000 SF per establishment or 20,000 per development. Existing residential uses on a handful of parcels within the North Employment Campus are permitted outright, rather than rendered nonconforming uses, but no new residential uses are permitted. **The proposal is consistent with this Policy.**

*Policy 2.6.3*

*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.*

**Response:** The CI zoning code standards already prohibit schools and churches; parks, trails and urban agriculture uses are proposed as permitted uses in the code amendments for the North Employment Campus subdistrict, intended to apply within the powerline easement areas that would otherwise be undevelopable for industrial use. The proposed code amendments limit the size of any supporting commercial use to 5,000 SF per establishment or 20,000 per development. **The proposal is consistent with this Policy.**

*Policy 2.6.4*

*Protect existing and planned undeveloped and underdeveloped industrial lands from incompatible land uses, and minimize deterrents to desired industrial development.*

**Response:** Much of the North Employment Campus industrial lands are currently undeveloped. The map amendments applying the CI zone will protect these lands from incompatible development through existing CI use standards. The CI zoning

code standards limit non-industrial uses, and the proposed code amendments further limit the size of any supporting retail or office to 5,000 SF per establishment or 20,000 per development. Existing residential uses on a handful parcels within the North Employment Campus are permitted outright, rather than rendered nonconforming uses, but no new residential uses are permitted. The CI zoning code standards also prohibit schools and churches; parks, trails and urban agriculture uses are proposed as permitted uses in the code amendments for the North Employment Campus subdistrict, intended to apply within the powerline easement areas that would otherwise be undevelopable for industrial use. **The proposal is consistent with this Policy.**

*Policy 2.6.5*

*Ensure that land-use patterns create opportunities for citizens to live closer to their workplace.*

**Response:** A central feature of the BRCP is the integration of residential and employment opportunities to create possibilities to live, work and play in the district. The proposed map amendments will create residential and employment districts in close proximity, including two mixed-use districts with both residential and employment opportunities. **The proposal is consistent with this Policy.**

*Policy 2.6.6*

*Identify industrial uses that could partner with Clackamas Community College as training centers and future employers of students graduating from CCC.*

**Response:** CCC was identified as a stakeholder in the implementation project, and was engaged in the map and code development. The proximity of the North Employment Campus and the CCC campus create an exciting opportunity for future industrial developments in the BRCP area that partner with CCC as training centers and future employers. The existing CI use standards permit a wide range of industrial uses, including light manufacturing and research and development, that could accommodate future industrial uses within the BRCP district. **The proposal is consistent with this Policy.**

*Policy 2.6.7*

*Establish priorities to ensure that adequate public facilities are available to support the desired industrial development.*

**Response:** Public facility master planning has been completed for the district, and planned water, sewer, stormwater, and transportation facilities have been shown to support the full 5,734 jobs projected with this implementation project. See response to approval criteria 17.68.020.B and C in Section III.a. All proposed industrial

development will be reviewed through the Site Plan and Design Review process in OCMC 17.62 that includes a criteria for approval for any new development that public facilities are adequate to support the proposal. **The proposal is consistent with this Policy.**

*Policy 2.6.8*

*Require lands east of Clackamas Community College that are designated as Future Urban Holding to be the subject of concept plans, which if approved as an amendment to the Comprehensive Plan, would guide zoning designations. The majority of these lands should be designated in a manner that encourages family-wage jobs in order to generate new jobs and move towards meeting the city's employment goals.*

**Response:** The lands east of CCC have been incorporated into the BRCP and envisioned for industrial development that encourages family-wage jobs. The proposed map amendments, guided by the approved concept plan, designate this area for Industrial designation and Campus Industrial zoning. The existing CI zone allows a range of uses that support family-wage jobs, such as light manufacturing; the proposed code amendments further protect job generation potential by limiting the amount of site area that can be used for outdoor storage areas and prohibiting distribution and warehouse uses, which typically do not generate significant job opportunities. **The proposal is consistent with this Policy.**

***Goal 2.7 Oregon City Comprehensive Plan Land-Use Map***

*Maintain the Oregon City Comprehensive Plan Land-Use Map as the official long-range planning guide for land-use development of the city by type, density and location.*

**Response:** The proposal includes amendments to the official Comprehensive Plan Land-Use Map as part of on-going maintenance to update designations for the BRCP area. **The proposal is consistent with this Goal.**

*Policy 2.7.2*

*Use the following 11 land-use classifications on the Oregon City Comprehensive Plan Land-Use Map to determine the zoning classifications that may be applied to parcels:*

- *Low Density Residential (LR)*
- *Medium Density Residential (MR)*
- *High Density Residential (HR)*
- *Commercial (C)*
- *Mixed Use Corridor (MUC)*
- *Mixed Use Employment (MUE)*

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

**Response:** The proposed comprehensive plan map amendments apply the Medium Density Residential, High Density Residential, Mixed Use Corridor, and Industrial designations to the BRCP area, with zoning classifications that are consistent with these designations. **The proposal is consistent with this Policy.**

#### ***Goal 5.1 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.*

**Response:** The BRCP prioritizes an open space network that preserves identified environmental resource areas, parks, trails, and viewpoints, including the South-Central Open Space Network and the Low Impact Conservation Area upslope of Thimble Creek on the eastern edge of the district. The map amendments will include mapping and applying the Natural Resources Overlay District (NROD) – OCMC 17.49 and Geologic Hazards – OCMC 17.44 to habitat areas. The proposed code amendments will create the South-Central Open Space Network through required parkland dedication at the time of development, protect trail corridors throughout the district’s open space system by requiring dedication of easements at the time of development, and protect the Low Impact Conservation Area by limiting development to two units per acre and protecting view corridors. **The proposal is consistent with this Goal.**

#### ***Policy 5.1.1***

*Conserve open space along creeks, urban drainage ways, steep hillsides, and throughout Newell Creek Canyon.*

**Response:** The existing Natural Resources Overlay District (NROD) will be applied to all riparian corridors and the Geologic Hazards standards will be applied to all steep hillsides to conserve those areas. **The proposal is consistent with this Policy.**

#### ***Goal 5.4 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.*

**Response:** The proposed amendments do not include any changes to OCMC 17.44, Natural Resources Overlay District, or to OCMC 17.49 – Geologic Hazards. These acknowledged codes are intended to conserve, protect and restore inventoried natural resources within the City’s Urban Growth Boundary. **The proposal is consistent with this policy.**

*Policy 5.4.16*

*Protect surfacewater quality by:*

- *providing a vegetated corridor to separate protected water features from development*
- *maintaining or reducing stream temperatures with vegetative shading*
- *minimizing erosion and nutrient and pollutant loading into water*
- *providing infiltration and natural water purification by percolation through soil and vegetation*

**Response:** The proposed amendments do not include any changes to OCMC 17.44, Natural Resources Overlay District, which provides for a vegetated corridor and shading along street corridors, or to the City’s recently adopted stormwater and erosion control standards, design manuals or review processes. **The proposal is consistent with this policy.**

**Goal 6.1 Air Quality**

*Promote the conservation, protection and improvement of the quality of the air in Oregon City.*

**Response:** The proposed amendments will not affect any codes or policies that implement Goal 6. The City’s overlay districts, such as the Natural Resource Overlay District, Flood Management Overlay, and Geologic Hazards Overlay will apply regardless of the proposed changes. All engineering standards and building code standards for storm drainage, grading, erosion control, water quality facilities will continue to apply to development. Oregon Dept. of Environmental Quality (DEQ) air and water quality permits are required separately for new development. **The proposal is consistent with this Goal.**

*Policy 6.1.2*

*Ensure that development practices comply with or exceed regional, state, and federal standards for air quality.*

**Response:** Oregon Dept. of Environmental Quality (DEQ) air and water quality permits are required separately for new development. Oregon City planning and

engineering staff are included in the coordination of these permits prior to issuance by DEQ. **The proposal is consistent with this Policy.**

### ***Goal 6.2 Water Quality***

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

**Response:** Oregon Dept. of Environmental Quality (DEQ) air and water quality permits are required separately for new development. Oregon City planning and engineering staff are included in the coordination of these permits prior to issuance by DEQ. **The proposal is consistent with this Policy.**

#### *Policy 6.2.1*

*Prevent erosion and restrict the discharge of sediments into surface- and groundwater by requiring erosion prevention measures and sediment control practices.*

**Response:** All engineering standards and building code standards for storm drainage, grading, erosion control, and water quality facilities will continue to apply to development. **The proposal is consistent with this Policy.**

#### *Policy 6.2.2*

*Where feasible, use open, naturally vegetated drainage ways to reduce stormwater and improve water quality.*

**Response:** All engineering standards and building code standards for storm drainage, grading, erosion control, and water quality facilities will continue to apply to development. **The proposal is consistent with this policy.**

### ***Goal 7.1***

*Natural Hazards Protect life and reduce property loss from the destruction associated with natural hazards.*

**Response:** Development within the Natural Resources Overlay District and Geologic Hazards Overlay District (which includes sloped and historic landslide areas) is limited by development standards in the Municipal Code to protect the public.

*Policy 7.1.1 Limit loss of life and damage to property from natural hazards by regulating or prohibiting development in areas of known or potential hazards.*

**Response:** Development within the Natural Resources Overlay District and Geologic Hazards Overlay District (which includes sloped and historic landslide areas) is limited by development standards in the Municipal Code to protect the public.

### ***8.1 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.*

**Response:** The BRCP prioritizes a network of parks, trails, and open spaces, including the South-Central Open Space Network. The proposed code amendments will support creation of the South-Central Open Space Network through required parkland dedication at the time of development and protect trail corridors throughout the district's open space system by requiring dedication of easements at the time of development. **The proposal is consistent with this Goal.**

#### *Policy 8.1.1*

*Provide an active neighborhood park-type facility and community park-type facility within a reasonable distance from residences, as defined by the Oregon City Park and Recreation Master Plan, to residents of Oregon City.*

**Response:** The South-Central Open Space Network will create park facilities within proposed neighborhoods; all residences will be within approximately 1/4 mile of the network, which will include multiple elements including features similar to a neighborhood park-type facility and a multipurpose trail. The proposed code amendments will create the South-Central Open Space Network through required parkland dedication at the time of development. **The proposal is consistent with this Policy.**

#### *Policy 8.1.2*

*When property adjacent to an existing neighborhood or community park becomes available, consider adding property to the park and developing it to meet the current needs of existing neighborhoods.*

**Response:** There are no existing parks in the BRCP area, however, future park facilities in the South-Central Open Space Network will be expanded over time as the properties in the district are developed. The proposed code amendments will create the South-Central Open Space Network through required parkland dedication at the time of development, and include provisions for dedication of land within the mapped South-Central Open Space Network to allow the facility to expand and maintain connectivity throughout the district. **The proposal is consistent with this Policy.**

#### *Policy 8.1.5*

*Identify and construct a network of off-street trails throughout the city for walking and jogging.*

**Response:** The BRCP identifies a network of off-street trails including regional trails throughout the district. The proposed code amendments will protect identified trail corridors by requiring dedication of easements at the time of development. **The proposal is consistent with this Goal.**

*Policy 8.1.9*

*Emphasize retaining natural conditions and the natural environment in proposed passive recreation areas.*

**Response:** Passive recreation areas will include open space areas and environmental resource areas. The Natural Resources Overlay District (NROD) – OCMC 17.49 and Geologic Hazards – OCMC 17.44 will be applied to habitat areas which promote retention of natural conditions. In addition, the proposed code amendments include provisions for the Low Impact Conservation Area that require environmental restoration as a condition of any adjacent development. **The proposal is consistent with this Policy.**

*Policy 8.1.12*

*Identify and protect land for parks and recreation within the Urban Growth Boundary.*

**Response:** The BRCP identifies and prioritizes a network of parks, trails, and open spaces, including the South-Central Open Space Network. The proposed code amendments will support creation of the South-Central Open Space Network through required parkland dedication at the time of development and protect trail corridors throughout the district's open space system by requiring dedication of easements at the time of development. **The proposal is consistent with this Policy.**

*Policy 8.1.14*

*Require or encourage developers to dedicate park sites as part of the subdivision review process. When possible, require or encourage developers to build parks to City standards and give them to the City to operate and maintain.*

**Response:** The proposed code amendments will require parkland dedication to create the South-Central Open Space Network as part of subdivision review process. **The proposal is consistent with this Policy.**

***Goal 9.1 Improve Oregon City's Economic Health***

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

**Response:** A core aspect of the BRCP is to create economic opportunities, and the proposed map and code amendments implement three distinct subdistricts focused on employment opportunities. The North Employment Campus, proposed for CI zoning, will provide family-wage employment opportunities. The two mixed-use subdistricts in the Mixed Employment Village and Main Street will provide goods and services, and additional jobs in those sectors. In total, the proposal is estimated to support up to 5,734 jobs, exceeding the BRCP goal of 5,000 jobs. The proposed code amendments include provisions such as sustainable design elements for industrial development and the inherent efficiencies of mixing uses within the district and individual subdistricts to reduce distances travelled to live, work, shop and eat, which will support ecologically sound economic growth. **The proposal is consistent with this Goal.**

#### *Policy 9.1.1*

*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.*

**Response:** Three of the BRCP subdistricts, proposed to be implemented through map and code amendments, will support commercial and industrial development. The North Employment Campus, proposed for CI zoning, will support primarily industrial development with family-wage employment opportunities. The Mixed Employment Village subdistrict will provide support high-quality commercial and office employment, with similar opportunities in the Main Street subdistrict. In total, the proposal is estimated to support up to 5,734 jobs, exceeding the BRCP goal of 5,000 jobs. The proposed code amendments include provisions such as sustainable design elements for industrial development and the inherent efficiencies of mixing uses within the district and individual subdistricts to reduce distances travelled to live, work, shop and eat, which will support ecologically sound economic growth. Natural resources will be protected through the Natural Resources Overlay District (NROD) – OCMC 17.49 and Geologic Hazards – OCMC 17.44 to habitat areas to ensure development does not compromise the quality of the environment. As discussed in response to Goals 6.1 and 6.2 above, compliance with existing state and local air and water standards will ensure protection of those resources at the time of future development. **The proposal is consistent with this Policy.**

#### *Policy 9.1.2*

*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.)*

**Response:** The BRCP prioritizes recruitment of sustainable industries, which could include traded sector industries. The proposed map and code amendments support this goal by creating development opportunities for such industries within the proposed North Employment Campus and Mixed Employment Village subdistrict. Additional recruitment efforts will be led by the City’s Economic Development Department. **The proposal is consistent with this Policy.**

### **Goal 9.3 Retention of Existing Employers**

*Retain existing employers, both public and private, and encourage them to expand their operations within the City.*

**Response:** The proposed map and code amendments will create significant new acreage for industrial and employment growth, which could be acquired and developed by existing employers looking to expand their operations. **The proposal is consistent with this Policy.**

#### *Policy 9.3.1*

*Protect existing industries from encroachment by incompatible land uses, and ensure that expansion options are available to them wherever possible.*

**Response:** The proposed map amendments will not create any incompatible land uses near existing industries. The proposed map and code amendments will create significant new acreage for industrial and employment growth, which could be acquired and developed by existing employers looking to expand their operations. **The proposal is consistent with this Policy.**

### **Goal 9.5 Retail Service**

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

**Response:** The proposed map and code amendments will support the creation of the Main Street subdistrict along Glen Oak Road providing retail and shopping opportunities for the immediate BRCP district and nearby areas. The code amendments specifically support retail development by limiting residential uses to upper stories and the rear portion of sites, to ensure commercial development remains the priority. Limited retail outlets are also permitted under the proposed

code amendments for the Mixed Employment Village to support those who work and live in the subdistrict. **The proposal is consistent with this Goal.**

*Policy 9.5.1*

*Develop local neighborhood or specific plans, when appropriate, to blend infill development along linear commercial areas into existing neighborhoods.*

**Response:** The BRCP district is undeveloped and as such, does not have existing commercial or existing neighborhoods; the plan as implemented by the proposed map and code amendments proactively creates opportunities to blend commercial development within neighborhoods. The proposed map and code amendments create opportunities for retail and commercial development primarily within the Main Street subdistrict, which is located along Glen Oak Road interior to the district, rather than strung out as a linear commercial development along Beaver Creek Road. The proposed code amendments also allow small-scale retail and commercial development within the West Mixed-Use Neighborhood to the south of the Main Street subdistrict. **The proposal is consistent with this Policy.**

*Policy 9.5.2*

*Develop plans to provide necessary public services to surrounding rural industrial lands for future development.*

**Response:** No changes are proposed to adopted infrastructure master plans for water, sewer and stormwater and the Transportation System Plan (TSP) which will ensure provision of necessary services to industrial lands within and outside of the BRCP district. **The proposal is consistent with this Policy.**

**Goal 9.7 Home-Based Businesses**

*Provide a supportive climate for home-based businesses.*

**Response:** The City has already adopted standards and permitting processes for home occupations, defined by OCMC 17.04.580 and permitted in all residential zones. The City has developed a worksheet to support owners of home occupations to comply with business licensing and zoning requirements. (See [https://www.orcity.org/sites/default/files/fileattachments/economic\\_development/page/4592/2016\\_home\\_occupation\\_worksheet\\_-\\_fillable.pdf](https://www.orcity.org/sites/default/files/fileattachments/economic_development/page/4592/2016_home_occupation_worksheet_-_fillable.pdf)) Home-based businesses will similarly be allowed and supported within residential areas of the BRCP district. **The proposal is consistent with this Goal.**

*Policy 9.7.1*

*Encourage home-based businesses that are low impact and do not disrupt the residential character of the neighborhoods in which they are located.*

**Response:** No changes are proposed to adopted home occupation standards in OCMC 17.04.580, which limit disruptions to neighborhood residential character by prohibiting non-resident employees, prohibiting retail sales onsite, prohibiting off-site sound impacts, prohibiting outdoor uses, and requiring that uses are secondary to the residential purpose of the dwelling. During the development of the code amendments, a “cottage industry” concept was explored to permit small-scale manufacturing based businesses as home occupations within the BRCP neighborhoods, such as welding or cabinet making. Some small-scale manufacturing could be permitted under the existing home occupations code, provided it was conducted indoors and did not generate off-site sound impacts, however, changes to the home occupation standards to promote such uses or loosen current restrictions are not recommended based on citizen feedback concerning potential disruptions to residential neighborhood character. During the April 9, 2019 public workshop, citizens shared concerns that noise and visual impacts from potential cottage manufacturing uses could be a conflict with residential neighborhoods, as well as concern that the smaller homes and dwelling types proposed in the BRCP neighborhoods would not have sufficient room for such uses or sufficient buffering between residences. Therefore, existing home occupation standards are proposed for BRCP neighborhoods to encourage home-based businesses while limiting disruptions to residential neighborhoods. **The proposal is consistent with this Policy.**

*Policy 9.7.2*

*Encourage the support services that home-based businesses need.*

**Response:** No changes are proposed to adopted home occupation standards in OCMC 17.04.580 or City policies to support business owners. The City will continue to work with business owners to support them in obtaining business licenses. The plan provides nearby mixed use and employment districts to support home based businesses. **The proposal is consistent with this Policy.**

***Goal 9.8 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.*

**Response:** The adopted BRCP transportation strategy includes elements such as planning a mixed-use community that will increase options for internal trip making, developing a framework of collector streets, improving Beaver Creek Road itself to accommodate trips within and through the district, and developing off-site transportation connections guided by the Transportation System Plan; the transportation strategy was developed to serve the intended industrial and

commercial development in each subdistrict. The proposed map and code amendments provide for the intended types of development in each subdistrict, that will be served by existing and planned transportation elements. **The proposal is consistent with this Goal.**

*Policy 9.8.1*

*Through coordination with TriMet and local employers, encourage and promote the use of mass transit to travel between residential areas and employment areas.*

**Response:** The adopted BRCP sets the stage for future transit by providing transit-attractive destinations, such as high-density employment and residential nodes, and a logical network of roadways that would support future transit routes. The proposed map and code amendments support future transit improvements by implementing the plan subdistricts that concentrate job and housing densities near Beaver Creek Road and the transit center at Clackamas Community College. **The proposal is consistent with this Policy.**

*Policy 9.8.4*

*Promote “shared parking” and transportation demand management techniques such as transit vouchers, car or van pooling, and flexible schedules and telecommuting options to reduce peak hour trips.*

**Response:** The adopted parking standards permit shared parking facilities per OCMC 17.52.020.B.2, and will apply to development within the BRCP area. Additional transportation demand management techniques are more appropriate for individual businesses to develop, and can be implemented at the time of development. **The proposal is consistent with this Policy.**

*Policy 9.8.6*

*Encourage the provision of multi-modal transportation to support major existing employers.*

**Response:** There are no existing employers within the BRCP area that will be affected by the proposed map and code amendments. However, the amendments will support development of a multimodal transportation system throughout the BRCP area consistent with adopted transportation strategies, including transit, sidewalks, bike routes, and off-street trail network that will serve future employers in the North Employment Campus and throughout the district. **The proposal is consistent with this Policy.**

*Policy 9.8.7*

*Assess methods to integrate the pedestrian, bicycle and elevator transportation modes into the mass transit system.*

**Response:** The adopted transportation strategies in the BRCP include development of on and off-street pedestrian and bicycle facilities throughout the district; an elevator mode is not proposed because it is not suitable for the district's topography. The proposed map and code amendments support future development of these facilities by requiring facilities to be constructed at the time of site development. **The proposal is consistent with this Policy.**

### ***Goal 10.1 Diverse Housing Opportunities***

*Provide for the planning, development and preservation of a variety of housing types and lot sizes.*

**Response:** The BRCP prioritizes a variety of housing types for a range of income levels across the different subdistricts. The proposed map and code amendments support these goals by implementing the West and East Mixed Use Neighborhoods, with additional residential opportunities in the mixed-use Main Street and Mixed Employment Village subdistricts. The proposed zoning districts for the West and East Mixed-Use Neighborhoods are R-2 and R-5, respectively; these districts were significantly revised as part of the Amendments to the Oregon City Municipal Code (including the Equitable Housing Project recommendations) earlier in 2019 to better meet this goal. The housing code amendments allow for a broad range of housing options collectively referred to as "missing middle housing," defined as a range of multi-unit or clustered housing types compatible in scale with single-family homes that help meet the growing demand for housing choices at a variety of scales across a variety of neighborhoods, encouraging a more diverse housing stock in residential zones that are currently dominated by single-family residential homes. The proposed map and code changes with this proposal implement these zones and will guide planning and development of a variety of housing types and lot sizes. **The proposal is consistent with this Goal.**

#### ***Policy 10.1.1***

*Maintain the existing residential housing stock in established older neighborhoods by maintaining existing Comprehensive Plan and zoning designations where appropriate.*

**Response:** There are no established older neighborhoods in the BRCP area, however, there are a handful of existing residences. The proposed code amendments will permit existing homes with proposed CI zoning to remain permitted uses rather than making them nonconforming uses. **The proposal is consistent with this Policy.**

#### ***Policy 10.1.2***

*Ensure active enforcement of the City of Oregon City Municipal Code regulations to ensure maintenance of housing stock in good condition and to protect neighborhood character and livability.*

**Response:** No changes are proposed to the code enforcement standards or policies with this proposal. As neighborhoods are developed in the BRCP area, code enforcement will ensure housing and neighborhoods are maintained in good condition. **The proposal is consistent with this Policy.**

*Policy 10.1.3*

*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.*

**Response:** The proposed map amendments designate land for a variety of densities and types of housing as follows: 25.1 gross acres of High Density Residential with R-2 zoning, 136.7 gross acres of Medium Density Residential with R-5 zoning, and 13.5 gross acres of Mixed-Use Corridor with NC zoning for mixed-use residential development. The existing zoning standards for these districts permit a range of densities for different housing types ranging from a minimum of 7.0 units per net acre for single-family detached homes in the R-5 zone to a maximum of 21.8 units per net acre for townhouse and multifamily development in the R-2 zone, or up to 26.2 units per net acre for projects that incorporate sustainability features in the proposed code amendments. **The proposal is consistent with this Policy.**

*Policy 10.1.4*

*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, while ensuring that needed affordable housing is provided.*

**Response:** The proposed map and code amendments apply the revised R-5 and R-2 zoning district standards that were developed as part of the Equitable Housing Project specifically to provide greater variety of affordable housing options, both regulated, income-restricted housing options and market-rate housing options that are lower priced and thus affordable to housing with lower household incomes. The variety of housing types allowed in both zones will provide opportunities to integrate affordable housing into the BRCP neighborhoods as they are developed. **The proposal is consistent with this Policy.**

*Policy 10.1.5*

*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.*

**Response:** Accessory Dwelling Units (ADUs) are permitted in both the R-5 and R-2 zoning districts proposed for the BRCP neighborhoods with this proposal; no further changes to the ADU regulations are included with this proposal. Code revisions adopted with the Amendments to the Oregon City Municipal Code (including the Equitable Housing Project recommendations) included a provision in OCMC 16.08.095 that restricts new subdivisions from applying code, covenants, and restrictions (CC&Rs) that prohibit ADUs, which will ensure that new developments within the BRCP are not restricted by public zoning code or private CC&Rs from developing ADUs. **The proposal is consistent with this Policy.**

*Policy 10.1.6*

*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.)*

**Response:** The Oregon City Municipal Code does not differentiate between manufactured housing and other housing types on individual lots and the proposed code amendments do not propose to change this; an individual manufactured house is permitted on any lot where a single-family detached, site-built house would be permitted in the BRCP neighborhoods under the proposed R-5 and R-2 zoning. **The proposal is consistent with this Policy.**

*Policy 10.1.7*

*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.*

**Response:** The proposed map amendments apply the R-2 and R-5 zoning districts within the BRCP, which already incorporate numerous incentives and development standards to support livability and stability. The proposed code amendments further support livable neighborhoods by requiring parkland dedication or fee-in-lieu for all new subdivisions and multifamily developments, to create the South-Central Open Space Network with park and trail facilities serving the BRCP neighborhoods. The proposed amendments also include a density bonus option as an incentive for multifamily development to incorporate sustainability features. **The proposal is consistent with this Policy.**

### ***Goal 10.2 Supply of Affordable Housing***

*Provide and maintain an adequate supply of affordable housing.*

**Response:** The proposed map amendments add significant buildable residential land to the City's inventory, including 12.1 net acres of buildable land zoned R-2 in the West Mixed Use Neighborhood and 64.5 net acres of buildable land plus 15.9 acres of constrained land zoned R-5 in the East Mixed Use Neighborhood and additional opportunities in the two mixed-use subdistricts with a combined estimated potential for 1,105 new housing units. Maintaining an adequate supply of buildable land will help keep housing prices affordable by reducing land scarcity. These areas will be developed under the R-5 and R-2 zoning district standards recently amended with the Amendments to the Oregon City Municipal Code (including the Equitable Housing Project recommendations) project that expand the range of housing types permitted, decrease minimum lot sizes for many types, and increase density for some missing middle housing types. Together, these standards create opportunities to build market-rate housing that is more affordable than traditional single-family detached, large-lot subdivisions. **The proposal is consistent with this Policy.**

#### *Policy 10.2.1*

*Retain affordable housing potential by evaluating and restricting the loss of land reserved or committed to residential use. When considering amendments to the Comprehensive Plan Land-Use Map, ensure that potential loss of affordable housing is replaced.*

**Response:** The proposed map amendments commit a total of 161.8 gross acres of land for residential use, consistent with the BRCP map; no existing residential land or affordable housing will be lost with this proposal. **The proposal is consistent with this Policy.**

#### *Policy 10.2.2*

*Allow increases in residential density (density bonuses) for housing development that would be affordable to Oregon City residents earning less than 50 percent of the median income for Oregon City.*

**Response:** The proposed map amendments apply the R-2 zone to the West Mixed Use Neighborhood, and existing R-2 code standards provide up to a 20% density bonus for affordable units at 80% AMI for a minimum term of 30 years for apartment projects. No further changes to the affordable housing density bonus is proposed with this project. **The proposal is therefore consistent with this policy.**

#### *Policy 10.2.3*

*Support the provision of Metro's Title 7 Voluntary Affordable Housing Production Goals.*

**Response:** (From Comprehensive Plan, P. 77):

*In 2001, Metro adopted amendments to Title 7 of the Urban Growth Management Functional Plan to implement the Regional Affordable Housing Strategy (2000), which identifies measures to provide adequate affordable housing in the Metro region. The amendments require local jurisdictions to consider adopting a number of tools and strategies for promoting the creation and retention of affordable housing. Metro defines an affordable housing unit as one that requires no more than 30 percent of household income for people earning 50 percent of the median household income in their jurisdiction. By that definition, an affordable housing unit in Oregon City in 2000 would cost \$570 per month or less. The 2002 housing inventory and analysis showed that the number of lower-cost units in Oregon City was inadequate to meet both the current (2002) and projected housing needs of the city's lower-income residents. Title 7 tools and strategies have been adopted as Goal 10.2 and Policies 10.2.1 through 10.2.4.*

The proposed map and code amendments support affordable housing creation consistent with Title 7 through compliance with Goal 10.2 and Policies 10.2.1 through 10.2.4, as demonstrated in this section. **The proposal is consistent with this Policy.**

*Policy 10.2.4*

*Provide incentives that encourage the location of affordable housing developments near public transportation routes. Incentives could include reduction of development-related fees and/or increases in residential density (density bonuses).*

**Response:** As mentioned in Policy 10.1.4, the West Mixed Use Neighborhood will be zoned R-2 under the proposed map amendments and the R-2 standards include a 20% density bonus for affordable units at 80% AMI for a minimum term of 30 years. The West Mixed Use Neighborhood is located along Beavercreek Road and the future Center Parkway which have been identified as potential future public transportation routes. **The proposal is consistent with this Policy.**

**Goal 11.1 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.*

*Policy 11.1.1*

*Ensure adequate public funding for the following public facilities and services, if feasible:*

- *Transportation infrastructure*
- *Wastewater collection*
- *Stormwater management*
- *Police protection*
- *Fire protection*
- *Parks and recreation*
- *Water distribution*

**Response:** As demonstrated within this report the aforementioned systems can accommodate the impact anticipated in the Concept Plan.

*Policy 11.1.7*

*Develop and maintain a coordinated Capital Improvements Plan that provides a framework, schedule, prioritization, and cost estimate for the provision of public facilities and services within the City of Oregon City and its Urban Growth Boundary*

**Response:** As demonstrated within this report the aforementioned systems can accommodate the impact anticipated in the Concept Plan.

***Goal 12.1 Land Use-Transportation Connection***

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

**Response:** The adopted BRCP includes interconnected land use and transportation elements that ensure appropriately scaled multimodal facilities will serve future development. The plan establishes a variety of interconnected subdistricts with a mix of uses that increase opportunities for local trips while decreasing total trips utilizing the broader transportation network. The proposed map and code amendments implement this vision to balance land use and transportation goals; the proposal is supported by a transportation memo prepared by DKS that concludes that development associated with the proposal can be served by the planned City-wide transportation system. **The proposal is consistent with this Goal.**

*Policy 12.1.1*

*Maintain and enhance citywide transportation functionality by emphasizing multi-modal travel options for all types of land uses.*

**Response:** The adopted BRCP includes multimodal transportation provisions. As development occurs, on-street and off-street pedestrian and bicycle facilities will be required to be constructed as outlined in the plan. The proposed map and code amendments are consistent with the BRCP and will support expanded multimodal facilities throughout the district serving all the different land uses from industrial to residential. **The proposal is consistent with this Policy.**

*Policy 12.1.3*

*Support mixed uses with higher residential densities in transportation corridors and include a consideration of financial and regulatory incentives to upgrade existing buildings and transportation systems.*

**Response:** The proposed map and code amendments create mixed-use subdistricts including the NC-zoned Main Street and MUC-II-zoned Mixed Employment Village that permit high-density residential development, as well as a mix of uses within the district as a whole across the five subdistricts. The map and code amendments will facilitate a mix of uses at higher residential densities along Beaver Creek Road, including the two aforementioned mixed-use districts and the R-2-zoned West mixed Use Neighborhood. There are no significant existing buildings within the BRCP area affected by this policy. **The proposal is consistent with this Policy.**

*Policy 12.1.4*

*Provide walkable neighborhoods. They are desirable places to live, work, learn and play, and therefore a key component of smart growth.*

**Response:** Walkability is a central goal of all the BRCP neighborhoods, and is supported by the proposed map and code amendments. Neighborhoods will be built around blocks with a maximum block length of 530 feet, except for the industrial areas in the North Employment Campus, consistent with zoning standards in OCMC 16.12.030 for implementing districts that create easily walkable neighborhoods that minimize out-of-direction travel by pedestrians. On-street pedestrian facilities will be required consistent with green street cross-sections which create a desirable walking environment, in addition to an off-street trail network. The proposed code amendments support a compelling, walkable Main Street subdistrict along Glen Oak Road by requiring building presence along a minimum percentage of the site and limiting parking areas to the rear of the site. **The proposal is consistent with this Policy.**

**Goal 13.1 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.*

**Response:** The Concept Plan includes an efficient mix of uses to allow those that leave in or near the site to also obtain amenities and employment nearby.

### ***Goal 14.3 Orderly Provision of Services to Growth Areas***

*Plan for public services to lands within the Urban Growth Boundary through adoption of a concept plan and related Capital Improvement Program, as amendments to the Comprehensive Plan.*

**Response:** The proposed map and code amendments implement an adopted concept plan for Beaver Creek Road. The Sanitary Sewer Master Plan (2014), Water Distribution Master Plan (2012), Stormwater Master Plan (2019 Draft), and Transportation System Plan (2013) were all created subsequent to initial adoption of the BRCP in 2008 and plan for public services to serve residential and employment growth forecasted for the concept plan area. The proposed map and code amendments are estimated to support 1,105 dwellings and 5,734 jobs, consistent with demand forecasted and planned for in adopted capital improvements plans. **The proposal is consistent with this Goal.**

#### ***Policy 14.3.1***

*Maximize new public facilities and services by encouraging new development within the Urban Growth Boundary at maximum densities allowed by the Comprehensive Plan.*

**Response:** The proposed map and code amendments provide for higher densities in the BRCP area to maximize utility of new public facilities developed to serve the area. Residential development will be subject to high and medium-density residential standards in the R-2 and R-5 districts respectively. Both zones have minimum density standards equal to 80% of the maximum allowed density, to ensure higher density development, as well as opportunities for types like cluster housing, duplexes, and 3-4 plexes in the R-5 zone that allow higher densities than would otherwise be permitted for single-family detached residential uses. Employment development in the two mixed-use districts will be subject to FAR minimums under the proposed code amendments to ensure efficient use of land and public facilities. **The proposal is consistent with this Policy.**

#### ***Policy 14.3.2***

*Ensure that the extension of new services does not diminish the delivery of those same services to existing areas and residents in the city.*

**Response:** The adopted Sanitary Sewer Master Plan (2014), Water Distribution Master Plan (2012), Stormwater Master Plan (2019 Draft), and Transportation System Plan (2013) ensure that public facilities are extended to new areas, including the BRCP area and development anticipated through the proposed map and code amendments, without compromising the ability to provide services to existing areas and residents of the city that meet adopted service standards. **The proposal is consistent with this Policy.**

*Policy 14.3.3*

*Oppose the formation of new urban services districts and oppose the formation of new utility districts that may conflict with efficient delivery of city utilities within the Urban Growth Boundary.*

**Response:** The BRCP area is within the future service area of city utility providers and no new urban service districts or utility districts are proposed. **The proposal is consistent with this Policy.**

*Policy 14.3.4*

*Ensure the cost of providing new public services and improvements to existing public services resulting from new development are borne by the entity responsible for the new development to the maximum extent possible.*

**Response:** All development proposed with the BRCP area under the proposed map and code amendments will be subject to development review, which requires that new development provide for on-site and off-site public services needed to serve the development. The City has also adopted System Development Charges (SDCs) that are assessed at the time of development to pay for the costs of expanding public services. **The proposal is consistent with this Policy.**

### **III.c. BEAVERCREEK ROAD CONCEPT PLAN GOALS AND POLICIES**

#### ***Goal 1 Complete and Sustainable Community***

Create a complete and sustainable community, in conjunction with the adjacent land uses, that integrates a diverse mix of uses, including housing, services, and public spaces that are necessary to support a thriving employment center.

**Response:** The proposal implements the plan vision for a mix of uses within the district and within individual subdistricts, notably the Mixed Employment Village and the Main Street subdistricts. Housing is provided for in all subdistricts except the North Employment Campus. Services are permitted through proposed zoning standards in all subdistricts except the East Mixed Use Neighborhood. Public spaces

are provided for consistent with the BRCP, including the South Central Open Space Network, powerline corridor and trail network. Many of the zoning standards, particularly the expanded residential zones, support compact development, coupled with resource protection standards for sensitive environmental areas. Much of the sustainable infrastructure planning, including LID stormwater and green street designs, was done with the BRCP and can be implemented at the time of site development. **The proposal is consistent with this Goal.**

*Policy 1.1*

Adopt new comprehensive plan and zone designations, and development code, that implement the Beavercreek Concept Plan. Require all development to be consistent with the Concept Plan and implementing code.

**Response:** The proposal applies comprehensive plan and zone designations to implement the BRCP, with development code amendments that supplement existing zoning district standards for each subdistrict to fully implement the BRCP vision for those subdistricts. Development will be reviewed for conformity with the implementing code through the development review process; discretionary development applications, such as master plans, will be required to comply with the Concept Plan as well. **The proposal is consistent with this Policy.**

*Policy 1.2*

Establish sub-districts to implement the Concept Plan. The sub-districts are:

*North Employment Campus – NEC*

The purpose of the North Employment Campus is to provide for the location of family wage employment that strengthens and diversifies the economy. The NEC allows a mix of clean industries, offices serving industrial needs, light industrial uses, research and development and large corporate headquarters. The uses permitted are intended to improve the region's economic climate, promote sustainable and traded sector businesses, and protect the supply of sites for employment by limiting incompatible uses. The sub-district is intended to comply with Metro's Title 4 regulations. Site and building design will create pedestrian-friendly areas and utilize cost effective green development practices. Business and program connections to Clackamas Community College (CCC) are encouraged to help establish a positive identity for the area and support synergistic activity between CCC and NEC properties. Businesses making sustainable products and utilizing sustainable materials and practices are encouraged to reinforce the identity of the area and promote the overall vision for the Beavercreek Road area.

**Response:** The NEC subdistrict will be implemented with the Industrial comprehensive plan designation and the Campus Industrial (CI) zoning district. The permitted uses in OCMC 17.37.020 include a range of industrial, light manufacturing, research and development, and corporate headquarters uses that support family-wage employment. The proposed additional code standards for the NEC include limitations on retail and service uses to 5,000 SF per use or 20,000 SF total per site to limit incompatible uses. The proposed code standards and subdistrict boundaries have been reviewed against Metro Title 4 maps and code requirements. Site and building design for development in the subdistrict will be required to implement green design features from a menu proposed in OCMC 17.37.060.G. Outside of the code and map implementation projects, supporting efforts to build relationships with CCC and to recruit businesses with sustainable practices will be led by the City's Economic Development department. **The proposal is consistent with this Policy.**

*Mixed Employment Village – MEV*

The purpose of the Mixed Employment Village is to provide employment opportunities in an urban, pedestrian friendly, and mixed use setting. The MEV is intended to be transit supportive in its use mix, density, and design so that transit remains an attractive and feasible option. The MEV allows a mix of retail, office, civic and residential uses that make up an active urban district and serve the daily needs of adjacent neighborhoods and Beaver Creek Road sub-districts. Site and building design will create pedestrian-friendly areas and utilize cost effective green development practices. Business and program connections to Clackamas Community College and Oregon City High School are encouraged. Businesses making sustainable products and utilizing sustainable materials and practices are encouraged to reinforce the identity of the area and promote the overall vision for the Beaver Creek Road area.

**Response:** The MEV subdistrict will be implemented with the Mixed Use Corridor comprehensive plan designation and the Mixed Use Corridor-2 (MUC-2) zoning district. The permitted uses in OCMC 17.29.020, with refinements in proposed OCMC 17.29.080.C, include a range of retail, office, civic and residential uses. Proposed use standards also limit the percentage of building area that can be used for retail, service, and residential uses, to ensure that employment uses are also integrated into site development. Minimum FAR standards will support higher intensity development that will support future transit service. Site and building design for development in the subdistrict will be support an urban, pedestrian friendly setting through a height limit of 60 feet to permit multistory construction, maximum setbacks to bring development up to the street, and prohibition on

ground floor residential uses to support active ground floor uses. (See existing OCMC 17.29 and proposed 17.29.080.) Additional building and site development standards in OCMC 17.62.050 will apply at the time of development. Outside of the code and map implementation projects, supporting efforts to build relationships with CCC and to recruit businesses with sustainable practices will be led by the City's Economic Development department. **The proposal is consistent with this Policy.**

*Main Street – MS*

The purpose of this small mixed-use center is to provide a focal point of pedestrian activity. The MS allows small scale commercial, mixed use and services that serve the daily needs of the surrounding area. "Main Street" design will include buildings oriented to the street, and minimum of 2 story building scale, attractive streetscape, active ground floor uses and other elements that reinforce pedestrian oriented character and vitality of the area.

**Response:** The MC subdistrict will be implemented with the Mixed Use Corridor comprehensive plan designation and the Neighborhood Commercial (NC) zoning district. The permitted uses in OCMC 17.24.020, with refinements in proposed OCMC 17.24.050.C, include a range of retail, service and residential uses, capped at 10,000 square feet per establishment to create a small-scale character for the subdistrict. Proposed dimensional standards include a minimum height of two stories, maximum five-foot front setbacks to ensure that development engages with the street, minimum FAR of 0.5 to create more intensive development, requirement for parking areas to be located behind buildings, standards for planter boxes and urban plazas as part of required landscaping, and prohibition on ground floor residential uses to support active ground floor uses. (See existing OCMC 17.24 and proposed 17.24.050.) Additional building and site development standards in OCMC 17.62.050 will apply at the time of development. **The proposal is consistent with this Policy.**

*West Mixed Use Neighborhood – WMU*

The West Mixed Use Neighborhood will be a walkable, transit-oriented neighborhood. This area allows a transit supportive mix of housing, live/ work units, mixed use buildings and limited commercial uses. A variety of housing and building forms is required, with the overall average of residential uses not exceeding 22 dwelling units per acre. The WMU area's uses, density and design will support the multi-modal transportation system and provide good access for pedestrians, bicycles, transit and vehicles. Site and building design will create a walkable area and utilize cost effective green development practices.

**Response:** The WMU subdistrict will be implemented with the High-Density Residential comprehensive plan designation and the R-2 High-Density Residential (R-2) zoning district. Permitted residential uses, as recently expanded in the Amendments to the Oregon City Municipal Code (including the Equitable Housing Project recommendations), provide for a variety of multifamily residential, single-family attached, cluster housing, duplexes, triplexes and quadplexes. (See OCMC 17.12.020.) The proposed code amendments add live/work units as conditional uses and permit small-scale commercial and mixed-use development as part of a master plan. (See proposed OCMC 17.12.060.C.) The minimum and maximum density permitted in the R-2 district is 17.4 to 21.8 units per acre. (See OCMC 17.12.050) Up to a 20% density bonus can be earned for affordable housing or, in the WMU, for projects incorporating sustainable design features. (See proposed OCMC 17.12.D.) The base density and density bonuses together will not exceed an overall average of 22 units per acre. The density of development will support transit use, and site design will integrate pedestrian and bicycle facilities at the time of development. **The proposal is consistent with this Policy.**

*East Mixed Use Neighborhood – EMU*

The East Mixed Use Neighborhood will be a walkable and tree-lined neighborhood with a variety of housing types. The EMU allows for a variety of housing types while maintaining a low density residential average not exceeding the densities permitted in the R-5 zone. Limited non-residential uses are permitted to encourage a unique identity, sustainable community, and in-home work options. The neighborhood's design will celebrate open space, trees, and relationships to public open spaces. The central open space, ridge open space scenic viewpoints, and a linked system of open spaces and trails are key features of the EMU. Residential developments will provide housing for a range of income levels, sustainable building design, and green development practices.

**Response:** The EMU subdistrict will be implemented with the Medium-Density Residential comprehensive plan designation and the R-5 Medium-Density Residential (R-5) zoning district. Streets will be developed with sidewalks and street trees per adopted street standards, and may not exceed a maximum block length of 530 feet to ensure a robust, connected street network supporting walkability. (See OCMC 12.08, Street Trees; OCMC Table 16.12.016 for sidewalk widths; OCMC 16.12.030 for block spacing.) Permitted residential uses, as recently expanded in the Amendments to the Oregon City Municipal Code (including the Equitable Housing Project recommendations), provide for a variety of single-family detached, single-family attached, accessory dwelling units, cluster housing, duplexes, triplexes and quadplexes. (See OCMC 17.10.020.) The R-5 density standards will apply in the

EMU zone. (See OCMC 17.10.050.) The variety of residential uses, including smaller lot sizes for selected types, will support housing for a wider range of income levels. The smaller lot sizes and home sizes will inherently increase the efficiency and sustainability of residential development, for example, reducing heating and cooling needs, and the mix of uses in the BRCP district will support green living by reducing the need for vehicle trips. Home occupations will be permitted to provide in-home work options; see response to OCCP Policy 9.7.1 for further discussion. New development will be required to dedicate parkland for the South-Central Open Space, and view points will be created along the ridgeline through view corridor standards. (See proposed OCMC 16.12.042 and 17.10.070.C, respectively.) Trail corridors will be identified and reserved through the subdivision review process. (See OCMC 16.08.025.E.) **The proposal is consistent with this Policy.**

*Policy 1.3*

Within the Northern Employment Campus sub-district, support the attraction of family wage jobs and connections with Clackamas Community College.

**Response:** Under the proposed code amendments, the NEC subdistrict permits a range of industrial, light manufacturing, research and development, and corporate headquarters uses that support family-wage employment. Outside of the code and map implementation projects, supporting efforts to build relationships with CCC and to recruit businesses with family-wage jobs will be led by the City's Economic Development department. **The proposal is consistent with this Policy.**

*Policy 1.4*

Within the Mixed Employment Village and Main Street sub-districts, promote job creation, mixed use and transit oriented development. Adopt minimum densities, limitations on stand-alone residential developments, and other standards that implement this policy.

**Response:** Under the proposed code amendments, the MEV and MS subdistricts permit a range of employment opportunities including light manufacturing (MEV only), office, retail and service uses. Proposed code standards require that residential uses be proposed as part of a mixed-use project, rather than stand-alone residential developments, and limit residential uses to upper-stories in both the MS and MEV subdistricts. (See proposed OCMC 17.24.050.E and 17.29.080.E.) In the MS subdistrict, ground-floor residential uses may also be permitted on the rear of sites, set back a minimum of 150 feet from the front property line and not to exceed 50% of the total building site area, with a minimum density of 17.4 units per acre. (See proposed OCMC 17.24.050.E.) **The proposal is consistent with this Policy.**

*Policy 1.5*

The Main Street sub-district may be located along the extension of Glen Oak Road and not exceed 10 gross acres. The specific configuration of the MS sub-district may be established as part of a master plan.

**Response:** The proposed map amendments designate the MS subdistrict along Glen Oak Road, totaling 13.5 gross acres or 6.6 net acres. The gross acre numbers that we have include the ROW along Glen Oak and Center/Holly, which may be inflating this figure. **The proposal is consistent with this Policy.**

*Policy 1.6*

Within the West and East Mixed Use Neighborhoods, require a variety of housing types. Allow lot size averaging and other techniques that help create housing variety while maintaining overall average density.

**Response:** Permitted residential uses in R-5 and R-2 zoning districts, proposed to implement the EMU and WMU subdistricts, provide for a variety of single-family detached, single-family attached, accessory dwelling units, multifamily, cluster housing, duplexes, triplexes and quadplexes. (See OCMC 17.10.020 and 17.12.020.) Lot size averaging is permitted per OCMC 16.08.065. **The proposal is consistent with this Policy.**

*Policy 1.7*

Within the MEV, MS, WMU and EMU sub-districts, require master plans to ensure coordinated planning and excellent design for relatively large areas (e.g. 40 acres per master plan). Master plans are optional in the NEC due to the larger lot and campus industrial nature of the area.

**Response:** Master planning is permitted in all subdistricts as a discretionary review alternative. (OCMC 17.65.) Mandatory master planning is not proposed in light of state standards requiring clear and objective residential development standards and proposed amendments which address concerns generally reserved for Master Plans, such as required park acquisition. Since 2008 when the BRCP was developed, state law has been strengthened to require a clear and objective review option for all residential and mixed-use development to provide greater certainty for housing development. (ORS 197.303, 197.307.) Master planning provisions are generally discretionary, and so should not be made mandatory for residential or mixed-use areas. Many of the concept plan provisions, such as green streets and LID stormwater development, can be implemented by existing or proposed code standards and thereby meet the master planning intent. Master planning can provide an alternative review path, with incentives such as higher densities or modifications to base zone standards like minimum lot sizes. The City could also

require master planning as a condition of annexation or zone change. **The proposal is consistent with this Policy.**

### *Goal 2 Model of Sustainable Design*

Be a model of sustainable design, development practices, planning, and innovative thinking.

**Response:** The greatest strength of the BRCP, as implemented by the proposed map and code changes, is the mix of uses that will support a vibrant, interconnected district. Much of the sustainable infrastructure planning, including LID stormwater and green street designs, was done with the BRCP and subsequent utility master planning, will can be implemented at the time of site development. Many of the zoning standards, particularly the expanded uses in the residential zones, support compact development, coupled with resource protection standards for sensitive environmental areas. The proposed code amendments include site-specific sustainable design features required in the NEC subdistrict through the implementing CI standards, and incentivized in the WMU subdistrict through the implementing R-2 standards in the form of a density bonus. Future implementation efforts will continue building partnerships with private and institutional stakeholders to further support sustainable development and economic development. **The proposal is consistent with this Goal.**

#### *Policy 2.1*

Implement the Sustainable Storm Water plan recommended in the Concept Plan. During site specific design, encourage innovative system design and require low impact development practices that manage water at the site, street and neighborhood scales.

**Response:** Since the BRCP was initially written in 2008, the City has adopted the Stormwater and Grading Design Standards (2015), emphasize low-impact development (LID) practices, source controls for higher pollutant generating activities, erosion prevention and sediment controls, and operation and maintenance practices designed to properly manage stormwater runoff and protect our water resources. Some of the LID techniques permitted include porous pavement, green roofs, filtration planters, infiltration planters, swales, and rain gardens. (See <https://www.orcity.org/publicworks/stormwater-and-grading-design-standards>) **The proposal is consistent with this Policy.**

#### *Policy 2.2*

Storm water facilities will be designed so they are amenities and integrated into the

overall community design.

**Response:** LID techniques such as green roofs, filtration planters, infiltration planters, swales, and rain gardens, consistent with the 2015 Stormwater and Grading Design Standards, will serve as amenities integrated into the community.

**The proposal is consistent with this Policy.**

*Policy 2.3*

Support public and private sector initiatives to promote sustainable design, development practices and programs, including but not limited to:

- Energy efficiency
- Water conservation
- Compact development
- Solar orientation
- Green streets/infrastructure
- Adaptive reuse of existing buildings/infrastructure
- Alternative transportation
- Pedestrian/Cyclist friendly developments
- Natural drainage systems
- Tree preservation and planting to “re-establish” a tree canopy
- Minimizing impervious surfaces
- Sustainability education (builder, residents, businesses and visitors)
- Collaboration with “local” institutional and economic partners, particularly Clackamas Community College and Oregon City High School
- Community based sustainable programs and activities

**Response:** Many of these initiatives are ongoing and involve multiple stakeholders, which the City will continue to support. The proposed map and code amendments will directly and indirectly support a number of them. The proposed residential standards in particular support compact development by allowing a variety of residential units at higher density than permitted density for single-family detached residential uses. The City has adopted green street standards with the 2013 Transportation System Plan and the low impact development stormwater and grading design standards that will be applied to all new development. Sidewalks and bicycle lanes will be built with new roadways at the time of development to

provide alternative transportation infrastructure, as well as off-street trails. Bicycle parking will be required in new developments per OCMC 17.52.040. Tree protection, preservation, removal and replanting is regulated per OCMC 17.41 to support tree preservation. Impervious surfaces can be minimized through application of the low impact development stormwater standards, and supported by recent reductions to off-street parking required for residential uses in OCMC 17.52 with the Amendments to the Oregon City Municipal Code (including the Equitable Housing Project recommendations). **The proposal is consistent with this Policy.**

#### *Policy 2.4*

Work with stakeholders and the community to develop LEED or equivalent green building standards and guidelines to apply in the Concept Plan area.

**Response:** As part of the proposed code amendments, industrial development in the NEC subdistrict will be required to incorporate sustainable design features; one option is to propose a LEED certified building. (See proposed OCMC 17.37.060.G.8.) Similarly, WMU development may elect to build to LEED standards as one option to qualify for a density bonus. (See proposed OCMC 17.12.060.D.12.) The existing site development standards in OCMC 17.62 that apply to all new development except low-density residential already include green building standards and guidelines that supports sustainability. For example, 15% site landscaping is required along with conservation of natural resource areas which, along with adopted LID stormwater standards, minimizes impervious surface and treats stormwater runoff. Mandatory green building standards for all development, beyond the sustainable features for industrial and high-density residential, are not recommended. Requiring compliance with a third-party set of standards, such as LEED, is inherently problematic because it outsources City decision-making to a third party, with standards that are updated more frequently than City code is updated. **The proposal is consistent with this Policy.**

#### *Goal 3 Green Jobs*

Attract “green” jobs that pay a living wage.

**Response:** The proposed map and code amendments lay the foundation for future “green” job and green industry recruitment by designating 135.1 net acres for industrial development under the CI standards, and permitting a wide range of industrial, research and development, and corporate headquarters uses. Further business recruitment efforts will be led by the City’s Economic Development department and community partners to promote the BRCPP area, building off the existing Beavercreek Employment Area efforts that already include a portion of the

BRCP area. (See <https://www.orcity.org/economicdevelopment/beavercreek-employment-area>) **The proposal is consistent with this Goal.**

*Policy 3.1*

Coordinate with county, regional and state economic development representatives to recruit green industry to the Concept Plan area.

**Response:** The proposed map and code amendments will support business recruitment efforts for the BRCP area that will be led by the City's Economic Development department and county, regional and state economic development representatives. The City can expand current partnerships such as the Beavercreek Employment Area Blue Ribbon Committee that include city, county and regional representatives. (See [https://www.orcity.org/sites/default/files/fileattachments/economic\\_development/page/11230/beavercreek\\_employment\\_area\\_-\\_marketing\\_and\\_recruitment\\_strategy.pdf](https://www.orcity.org/sites/default/files/fileattachments/economic_development/page/11230/beavercreek_employment_area_-_marketing_and_recruitment_strategy.pdf)) The Committee was identified as a stakeholder in this implementation project and provided their input at a meeting held January 17, 2019. **The proposal is consistent with this Policy.**

*Policy 3.2*

Promote the Concept Plan area as a place for green industry.

**Response:** The proposed map and code amendments will support business promotion efforts for the BRCP area that will be led by the City's Economic Development department. The City can promote the BRCP area, building off the existing Beavercreek Employment Area efforts that already include a portion of the BRCP area. (See <https://www.orcity.org/economicdevelopment/beavercreek-employment-area>) **The proposal is consistent with this Policy.**

*Policy 3.3*

Work with Clackamas Community College to establish programs and education that will promote green development within the Concept Plan area.

**Response:** Clackamas Community College was identified as a stakeholder in this implementation project and interviewed early in the process to incorporate their ideas into the map and code amendments. The College has participated in the Beavercreek Employment Area efforts to date as a member of the Blue Ribbon Committee and the City will continue working with the College. **The proposal is consistent with this Policy.**

***Goal 4 Sustainable Industries***

Maximize opportunities for sustainable industries that serve markets beyond the

Portland region and are compatible with the site's unique characteristics.

**Response:** The proposed map and code amendments lay the foundation for sustainable industries by designating 135.1 net acres for industrial development under the CI standards, and permitting a wide range of industrial, research and development, and corporate headquarters uses. Further business recruitment efforts will be led by the City's Economic Development department and community partners to promote the BRCP area, building off the existing Beaver Creek Employment Area efforts that already include a portion of the BRCP area. (See <https://www.orcity.org/economicdevelopment/beavercreek-employment-area>)

**The proposal is consistent with this Goal.**

#### *Policy 4.1*

As master plans are approved, ensure there is no net loss of land designated North Employment Campus.

**Response:** The proposed map amendments designate 236.1 gross acres with an estimated 135.1 net acres with the Industrial comprehensive plan designation and CI zoning district. Any rezoning proposal will have to show compliance with the BRCP, including this policy, which will prevent any net loss of NEC land. Much of the NEC land is designated Industrial land consistent with Metro Title 4 regulations, and is further protected from conversion to non-industrial uses by Metro standards. (See [https://www.orcity.org/sites/default/files/fileattachments/planning/page/12700/title\\_4\\_map\\_-\\_employment\\_and\\_industrial\\_land.pdf](https://www.orcity.org/sites/default/files/fileattachments/planning/page/12700/title_4_map_-_employment_and_industrial_land.pdf)) **The proposal is consistent with this Policy.**

#### *Policy 4.2*

Coordinate with County, regional and state economic development representatives to recruit sustainable industries that serve markets beyond the Portland region.

**Response:** The proposed map and code amendments will support business recruitment efforts for the BRCP area that will be led by the City's Economic Development department and county, regional and state economic development representatives. The City can expand current partnerships such as the Beaver Creek Employment Area Blue Ribbon Committee that include city, county and regional representatives. (See [https://www.orcity.org/sites/default/files/fileattachments/economic\\_development/page/11230/beavercreek\\_employment\\_area\\_-\\_marketing\\_and\\_recruitment\\_strategy.pdf](https://www.orcity.org/sites/default/files/fileattachments/economic_development/page/11230/beavercreek_employment_area_-_marketing_and_recruitment_strategy.pdf)) The Committee was identified as a stakeholder in this implementation project and provided their input at a meeting held January 17, 2019. **The proposal is consistent with this Policy.**

## **Goal 5 Natural Beauty**

Incorporate the area's natural beauty into an ecologically compatible built environment.

**Response:** The proposed map and code amendments will protect natural resources within the future built environment of the district by requiring dedication of parkland to create the South-Central Open Space Network, requiring dedication of trail corridors identified in the BRCP, protecting trees per OCMC 17.41, and protecting riparian habitat and geologic hazard areas from development through application of the Natural Resources Overlay District in OCMC 17.49 and the Geologic Hazards Overlay Zone in OCMC 17.44. **The proposal is consistent with this Goal.**

### *Policy 5.1*

Incorporate significant trees into master plans and site specific designs. Plant new trees to establish an extensive tree canopy as part of the creation of an urban community.

**Response:** All future development in the areas affected by this proposal will be required to comply with tree protection standards in OCMC 17.41, which include replanting standards with development. **The proposal is consistent with this Policy.**

### *Policy 5.2*

Provide scenic viewpoints and public access along the east ridge.

**Response:** Under the proposed map and code amendment, the east ridge area will be zoned R-5. Proposed R-5 standards for the BRCP area in proposed OCMC 17.10.070 include view protection standards along the ridgeline requiring view corridors. (See proposed OCMC 17.10.070.C.) An additional viewpoint is incorporated in the South Central Open Space extent; those parklands will be required to be dedicated at the time of residential development. (See proposed OCMC 16.12.042.) The east ridge trail corridor as identified in the Trails Master Plan will be identified and reserved through the subdivision review process, ensuring public access. (See OCMC 16.08.025.E.) **The proposal is consistent with this Policy.**

### *Policy 5.3*

Protect views of Mt Hood and locate trails and public areas so Mt Hood can be viewed within the community.

**Response:** Under the proposed map and code amendment, trails and public areas identified in the BRCP will be acquired by the City and protected from

development, which will protect views of Mt Hood from those facilities. Parkland within the South Central Open Space Network will be required to be dedicated at the time of residential development. (See proposed OCMC 16.12.042 and 17.62.058.) Trail corridors as identified in the Trails Master Plan will be identified and reserved through the development review process, including a 30-foot corridor through the powerline easement area identified in the BRCPP as providing Mt Hood views. (See OCMC 16.08.025.E and proposed 17.37.060.F.) **The proposal is consistent with this Policy.**

*Policy 5.4*

Establish open space throughout the community consistent with the Open Space Framework Plan. Allow flexibility in site specific design of open space, with no net loss of total open space area.

**Response:** Under the proposed map and code amendment, open spaces identified in the BRCPP will be protected from development and/or acquired by the City. Parkland within the South Central Open Space Network will be required to be dedicated at the time of residential development. (See proposed OCMC 16.12.042 and 17.62.058.) Trail corridors as identified in the Trails Master Plan will be identified and reserved through the development review process. (See OCMC 16.08.025.E.) Additional natural, undeveloped open space will be protected through application of the Natural Resources Overlay District in OCMC 17.49 and the Geologic Hazards Overlay Zone in OCMC 17.44 which restrict development in sensitive areas. **The proposal is consistent with this Policy.**

*Policy 5.5*

Protect steeply sloped and geologically sensitive areas along the east ridge from development.

**Response:** Through the proposed code amendments, the steeply sloped areas along the east ridge will be protected through the application of the Geologic Hazards Overlay Zone in OCMC 17.44, which limits development on slopes 25 to 35% and prohibits all development on slopes over 35%. The east ridge will be further protected through application of the proposed Low Impact Conservation Area standards, which limit development density and development area and require mitigation. (See proposed OCMC 17.10.070.C.) **The proposal is consistent with this Policy.**

***Goal 6 Multi-modal Transportation***

Provide multi-modal transportation links (such as bus routes, trails, bike- ways, etc.)

that are connected within the site as well as to the surrounding areas.

**Response:** The proposed map and code amendments will support the provision of multi-modal transportation links within the site and to surrounding areas at the time of development. The transportation network of major arterials and collectors within the BRCP area have been adopted in the City's Transportation System Plan (2013); the projects must be complete or completed by the developer at the time of development. Improvement of these major rights-of-way will meet green street standards with multimodal elements. The trails network, as part of the Trails Master Plan, will be required to be built prior to or as a condition of development as well. Bus routes will be planned with Tri-Met as part of ongoing coordination efforts. **The proposal is consistent with this Goal.**

*Policy 6.1*

Work with Tri-Met and stakeholders to provide bus service and other alternatives to the Concept Plan area.

**Response:** Bus service will be planned with Tri-Met as part of ongoing coordination efforts outside of the proposed map and code amendments. **The proposal is consistent with this Policy.**

*Policy 6.2*

As land use reviews and development occur prior to extension of bus service, ensure that the mix of land uses, density and design help retain transit as an attractive and feasible option in the future.

**Response:** The proposed map and code amendments support development of a mix of uses both across the district and within individual subdistricts that include employment, commercial and residential uses that can support future transit service. Minimum densities will be applied to residential development in the EMU and WMU subdistricts, at 7.0 units per acre and 17.4 units per acre respectively; any ground-floor residential uses in the MS subdistrict will also be required to meet a minimum density of 17.4 units per acre. Minimum FARs are also proposed for the MEV and MS subdistricts to guide intensive design supportive of future transit options. **The proposal is consistent with this Policy.**

*Policy 6.3*

Ensure that local street connectivity and off-street pedestrian routes link together into a highly connected pedestrian system that is safe, direct, convenient, and attractive to walking.

**Response:** The proposed map and code amendments will require local street connectivity and off-street pedestrian routes to be developed with all new development. OCMC 16.12, which applies to new subdivisions and site plan reviews, requires a maximum block length of 530 feet to maintain connectivity except in the CI zone, discourages cul-de-sacs and dead ends, and requires public off-street pedestrian and bicycle accessways when through streets cannot be provided; together these provisions provide for a highly connected pedestrian system. (See OCMC 16.12.025, 16.12.030, 16.12.032.) Additionally, development under the proposed map and code amendments will be required to reserve trail corridors supporting completion of the off-street trails network established in the Trails Master Plan. **The proposal is consistent with this Policy.**

*Policy 6.4*

The “walkability” of the Concept Plan area will be one of its distinctive qualities. The density of walking routes and connectivity should mirror the urban form – the higher the density and larger the building form, the “finer” the network of pedestrian connections.

**Response:** The proposed map and code amendments will require pedestrian connectivity that mirrors the urban form. A maximum block length of 530 feet applies in all proposed zones except the CI-zoned NEC subdistrict, where greater spacing between streets is appropriate for industrial campus development. (See OCMC 16.12.030.) Within the “finer” grained residential and mixed-use subdistricts, code standards to be applied through these proposed map amendments will also require provision of a well-marked, continuous and protected on-site pedestrian circulation system within development sites per OCMC 17.62.050.C. **The proposal is consistent with this Policy.**

*Policy 6.5*

Require trails to be provided consistent with the Concept Plan Circulation Framework.

**Response:** Development under the proposed map and code amendments will be required to reserve trail corridors supporting completion of the off-street trails network established in the Trails Master Plan. **The proposal is consistent with this Policy.**

*Policy 6.6*

Provide bike lanes on Beaver Creek Road and all collector streets, except for Main Street. The City may consider off-street multi-use paths and similar measures in meeting this policy. Bike routes will be coordinated with the trails shown on the

#### Circulation Framework.

**Response:** Streets, including Beaver Creek Road, will be built prior to or as a condition of development, and will be required to be constructed to the City's adopted green street standards that include bike lanes except on Glen Oak Road which will serve as the Main Street. Off-street multiuse paths may be developed along Center Parkway (Holly) within an expanded right-of-way as part of the South Central Open Space Network. **The proposal is consistent with this Policy.**

#### *Goal 7 Safety Along Beaver Creek Road*

Implement design solutions along Beaver Creek Road that promote pedestrian safety, control traffic speeds and access, and accommodate projected vehicular demand.

**Response:** The proposed map and code amendments will not affect the design of Beaver Creek Road, which will be built as planned in the BRCP and the adopted TSP. **The proposal is consistent with this Goal.**

#### *Policy 7.1*

Design Beaver Creek Road to be a green street boulevard that maximizes pedestrian safety.

**Response:** The proposed map and code amendments will not affect the design of Beaver Creek Road, which will be built as planned in the BRCP and the adopted TSP as a green street boulevard. **The proposal is consistent with this Policy.**

#### *Policy 7.2*

Work with the County and State to establish posted speeds that are safe for pedestrians and reinforce the pedestrian-oriented character of the area.

**Response:** Future coordination with the County and the State about the posted speeds is outside of the scope of the proposed map and code amendments. **The proposal is consistent with this Policy.**

#### *Policy 7.3*

Control access along the east side of Beaver Creek Road so that full access points are limited to the intersections shown on the Circulation Framework. Right in-Right-out access points may be considered as part of master plans or design review.

**Response:** The proposed map and code amendments will support limited access along the east side of Beaver Creek Road. At the time of development, driveway spacing and access limitations will be applied to individual lots including standards that require a minimum of 175 feet per driveway along an arterial like Beaver Creek Road, that limit access to one driveway per frontage, and that require access to be

provided from the lowest classification street. (See OCMC 16.12.035.) Requirements to develop an alley network in all subdistricts except the NEC will also limit access needs for individual lots. (See OCMC 16.12.025.) The City may adopt additional access limitations specific to Beaver Creek Road. **The proposal is consistent with this Policy.**

### ***Goal 8 Oregon City High School and Clackamas Community College***

Promote connections and relationships with Oregon City High School and Clackamas Community College.

**Response:** Both OCHS and CCC were identified as stakeholders in this implementation project, and engaged through initial interviews and invitations to all public meetings throughout the project; OCHS hosted two public open houses on January 29 and April 9, 2019. Future implementation efforts will continue to engage OCHS and CCC. **The proposal is consistent with this Goal.**

#### ***Policy 8.1***

Coordinate with OCHS and CCC when recruiting businesses and promoting sustainability. Within one year of adoption of the Concept Plan, the City will convene dialogue with OCHS, CCC and other relevant partners to identify target industries and economic development strategies that are compatible with the vision for the Concept Plan. Encourage curricula that are synergistic with employment and sustainability in the Concept Plan area.

**Response:** Both OCHS and CCC are members of the Beaver Creek Employment Area Blue Ribbon Committee that includes city, county and regional representatives to discuss economic development strategies for the area incorporating the two institutions and portions of the BRCP area. (See [https://www.orcity.org/sites/default/files/fileattachments/economic\\_development/page/11230/beaver\\_creek\\_employment\\_area\\_-\\_marketing\\_and\\_recruitment\\_strategy.pdf](https://www.orcity.org/sites/default/files/fileattachments/economic_development/page/11230/beaver_creek_employment_area_-_marketing_and_recruitment_strategy.pdf)) Future implementation efforts will continue to engage OCHS and CCC. **The proposal is consistent with this Policy.**

#### ***Policy 8.2***

Prior to application submittal, require applicants to contact OCHS and CCC to inform them and obtain early comment for master plans and design review applications.

**Response:** The City will develop internal policies to ensure that OCHS and CCC are engaged at the time of pre-application conferences required before all subdivision,

master plan, and site plan review applications are submitted, to inform OCHS and CCC and provide opportunity for early comment. **The proposal is consistent with this Policy.**

*Policy 8.3*

Improving the level-of-service and investing in the Highway 213 corridor improves the freight mobility along Highway 213, which provides access to Beaver Creek Road and the Concept Plan area. Protecting the corridor and intersections for freight furthers the City goal of providing living-wage employment opportunities in the educational, and research opportunities to be created with CCC and OCHS.

**Response:** Alternative Mobility Targets were adopted for Highway 213 in 2018, including the Highway 213 and Beaver Creek Road intersection, which will support freight mobility along Highway 213 to support employment opportunities in the BRCP area. OCHS and CC are encouraged to continue to implement TDM strategies. **The proposal is consistent with this Policy.**

*Goal 9 Unique Sense of Place*

Have a unique sense of place created by the mix of uses, human scale design, and commitment to sustainability.

**Response:** The essence of the BRCP area is the mix of uses both across the district as a whole and within individual subdistricts, which will be fully implemented by the proposed map and code amendments to create the five subdistricts including mixed-use zoning for the MEV and MS subdistricts. Design elements implemented through the proposed code amendments include maximum square footages for individual business establishments, minimum FARs, and maximum setbacks in the MS and MEV subdistricts; pedestrian connectivity within sites, subdistricts, the district and beyond; and building design standards, as discussed elsewhere in this narrative. Sustainability will be integrated into the fabric of the district as discussed in response to Goal 2 and related policies, including sustainable infrastructure, mix of uses, natural resources protection, and sustainable building and site design elements for industrial development and multifamily development in the R-2 zoned WMU zone. **The proposal is consistent with this Goal.**

*Policy 9.1*

Utilize master plans and design review to ensure detailed and coordinated design. Allow flexibility in development standards and the configuration of land uses when they are consistent with the comprehensive plan, development code, and vision to create a complete and sustainable community.

**Response:** Under the proposed map and code amendments, new development will be reviewed through site plan design review, subdivision, and/or master plans. Development standards can be modified through minor and major variances if they are consistent with the comprehensive plan including the BRCP vision. (See OCMC 17.60.) The configuration of land uses will be established by the proposed map amendments and can be modified through future map amendments consistent with OCMC 17.68, though the range of uses allowed in each subdistrict through the proposed code amendments is intended to be flexible and potentially reduce the need for map amendments, such as the R-2 standards for small-scale commercial and mixed-use in the primarily residential EMU subdistrict. **The proposal is consistent with this Policy.**

*Policy 9.2*

Implement human scale design through building orientation, attractive streetscapes, building form/architecture that is matched to the purpose of the sub-district, location of parking, and other techniques. The design qualities of the community should mirror the urban form – the higher the density and larger the buildings, the higher the expectation for urban amenities and architectural details.

**Response:** Design elements implemented through the proposed code amendments that support human-scale design include maximum square footages for individual business establishments, minimum FARs, and maximum setbacks in the MS and MEV subdistricts; pedestrian connectivity within sites, subdistricts, the district and beyond; and requirements for parking to be located at the rear of sites served by alley access. The proposed code amendments also apply the building design standards in OCMC 17.62.055 for all development, except industrial development, requiring quality building materials, siting of structures along the front property line, buildings oriented towards the street, entryways, façade modulation and articulation, and fenestration. The proposed code amendments will support attractive streetscapes through both design standards for private development along the street, such as maximum setbacks and provisions for pedestrian plazas and outdoor café seating within the setbacks, and the green street standards for the public right-of-way development. **The proposal is consistent with this Policy.**

*Policy 9.3*

Density should generally transition from highest on the west to lowest in the eastern part of the site.

**Response:** Generally, the proposed map and code amendments support graduated density across the district from west to east. Density transitions from highest in the west along Beaver Creek Road, with the R-2 zoning for the WMU subdistrict that

allows development up to 21.8 units an acre, transitioning to medium density at a maximum density of 8.7 units per acre for single-family detached homes in the east with the R-5 zoning for the EMU subdistrict. The density transitions to very low density on the eastern edge of the site within the Low Impact Conservation Area, limited to two units per acre. (See proposed OCMC 17.10.070.C.) **The proposal is consistent with this Policy.**

*Policy 9.4*

Promote compatibility with existing residential areas at the north and south end of the Concept Plan area. Transition to lower densities, setbacks, buffers and other techniques shall be used.

**Response:** The proposed code amendments support compatibility with existing residential areas to the north and south of the BRCP area by requiring buffers and setbacks. Under the proposed map and code amendments, the northern edge of the district is zoned CI and industrial development within the zone that is adjacent to residential is required to provide a 25-foot-wide buffer including landscaping, trees, berms, and fencing. (See proposed OCMC 17.37.060.D.) At the southern edge of the district, the proposed code requires a perimeter transition requiring larger 6,000 square foot lots restricted to single-family detached uses, a 40-foot setback from the edge of the district, and a combination of landscaping, trees and fencing. (See proposed OCMC 17.10.070.D.) **The proposal is consistent with this Policy.**

*Goal 10 Ecological Health*

Manage water resources on site to eliminate pollution to watersheds and lesson impact on municipal infrastructure by integrating ecological and man-made systems to maximize function, efficiency and health.

**Response:** The City has adopted the Stormwater and Grading Design Standards (2015) that emphasize low-impact development (LID) practices, which will be applied to new development within the BRCP area under the proposed map and code amendments. The Natural Resources Overlay District (NROD) in OCMC 17.49 will also be applied to stream corridors and riparian habitat through the proposed map and code amendments to protect water resources on site. **The proposal is consistent with this Goal.**

*Policy 10.1*

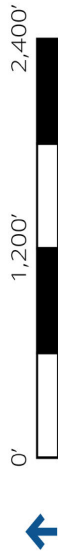
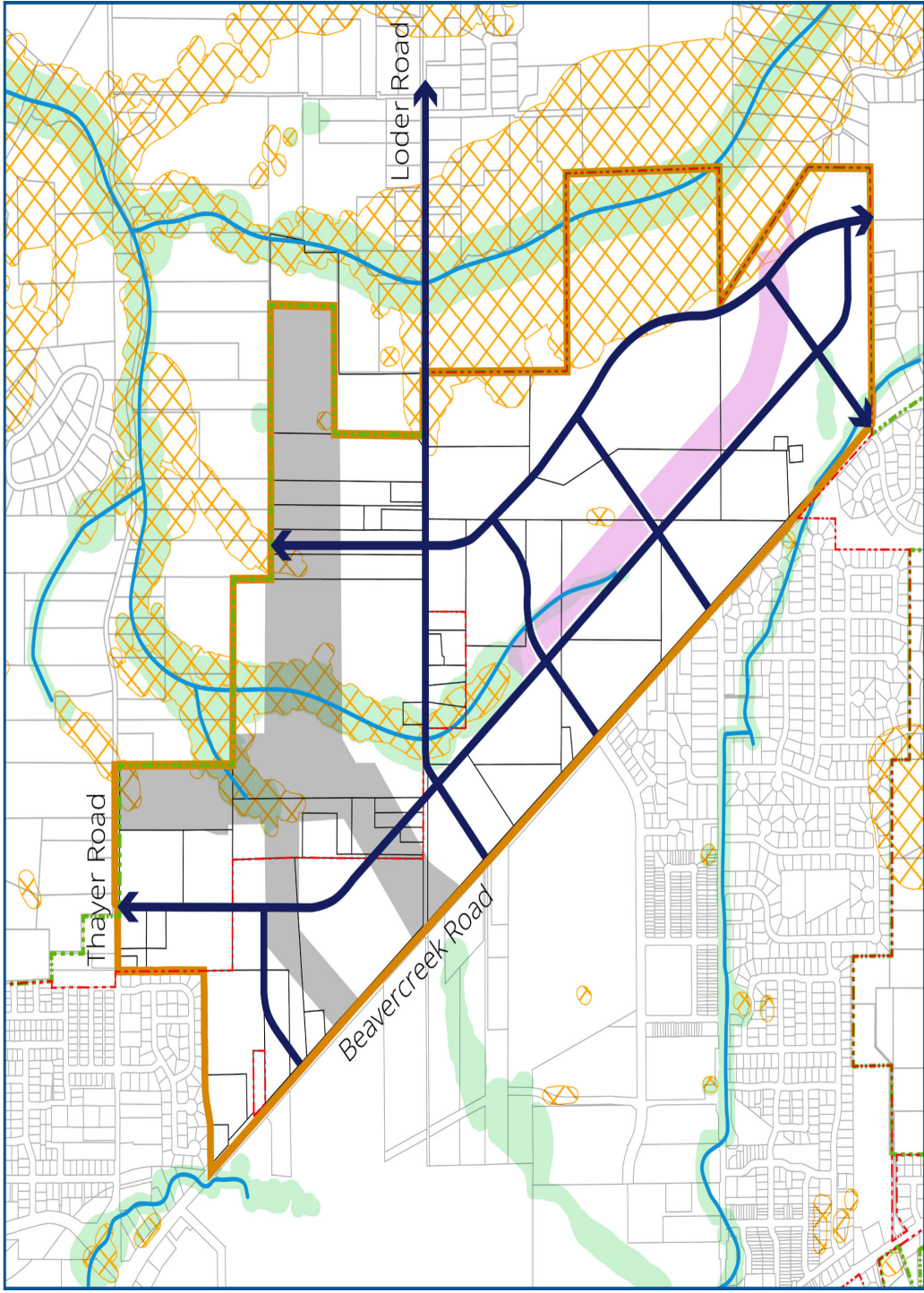
Utilize low impact development practices and stormwater system designs that mimic natural hydrologic processes, minimize impacts to natural resources and eliminate pollution to watersheds.

**Response:** Since the BRCP was initially written in 2008, the City has adopted the Stormwater and Grading Design Standards (2015), emphasize low-impact development (LID) practices, source controls for higher pollutant generating activities, erosion prevention and sediment controls, and operation and maintenance practices designed to properly manage stormwater runoff and protect our water resources. Some of the permitted LID techniques, some of which mimic natural hydrologic processes, include porous pavement, green roofs, filtration planters, infiltration planters, swales, and rain gardens. (See <https://www.orcity.org/publicworks/stormwater-and-grading-design-standards>) **The proposal is consistent with this Policy.**

*Policy 10.2*

Prepare the Environmentally Sensitive Resource Area overlay to protect, conserve and enhance natural areas identified on the Concept Plan. Apply low-density base zoning that allows property owners to cluster density outside the ESRA and transfer to other sites.

**Response:** Areas identified within the Environmentally Sensitive Resource Area will be protected by a variety of strategies through the proposed map and code amendments. Most importantly, the Natural Resources Overlay District (NROD) in OCMC 17.49 will be applied to stream corridors and riparian habitat, including Thimble Creek on the eastern edge of the site. The Geologic Hazards Overlay District will be applied to steep slopes per OCMC 17.44, limiting development on slopes 25 to 35% to two units per acre and prohibiting development on slopes above 35%. The key ESRAs identified on page 1 of the BRCP are generally protected through the combination of these two overlays, however, there are minor discrepancies in the extent of individual nodes. In 2008 when the BRCP was being drafted, there was discussion that upland habitat areas could be protected through the NROD as well, however, subsequent development of the NROD standards elected to exclude upland habitat areas because there is no mechanism for such in Metro's Title 13. The exclusion of the upland habitat areas slightly reduces the extent of some of the identified ESRA nodes, but the NROD and geologic hazard overlays together protect the core of each resource area. The NROD includes density transfer provisions in OCMC 17.49.240. **The proposal is consistent with this Policy.**



## Legend

Natural Resources Overlay District (NROD)

Geologic Hazard Overlay District (GHOD)

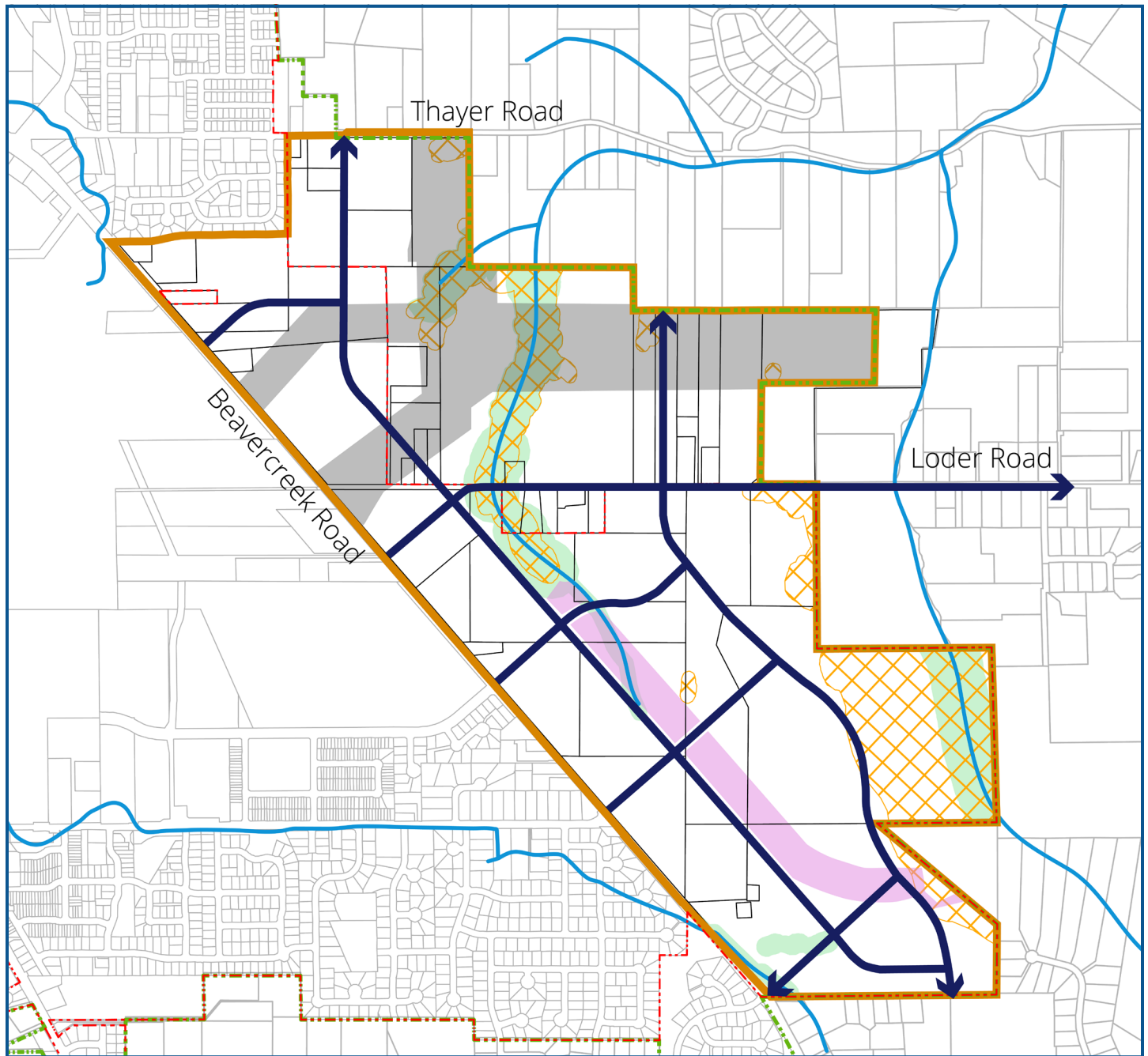
BRCP Boundary

Urban Growth Boundary





City Limits








# Beavercreek Road Concept Plan

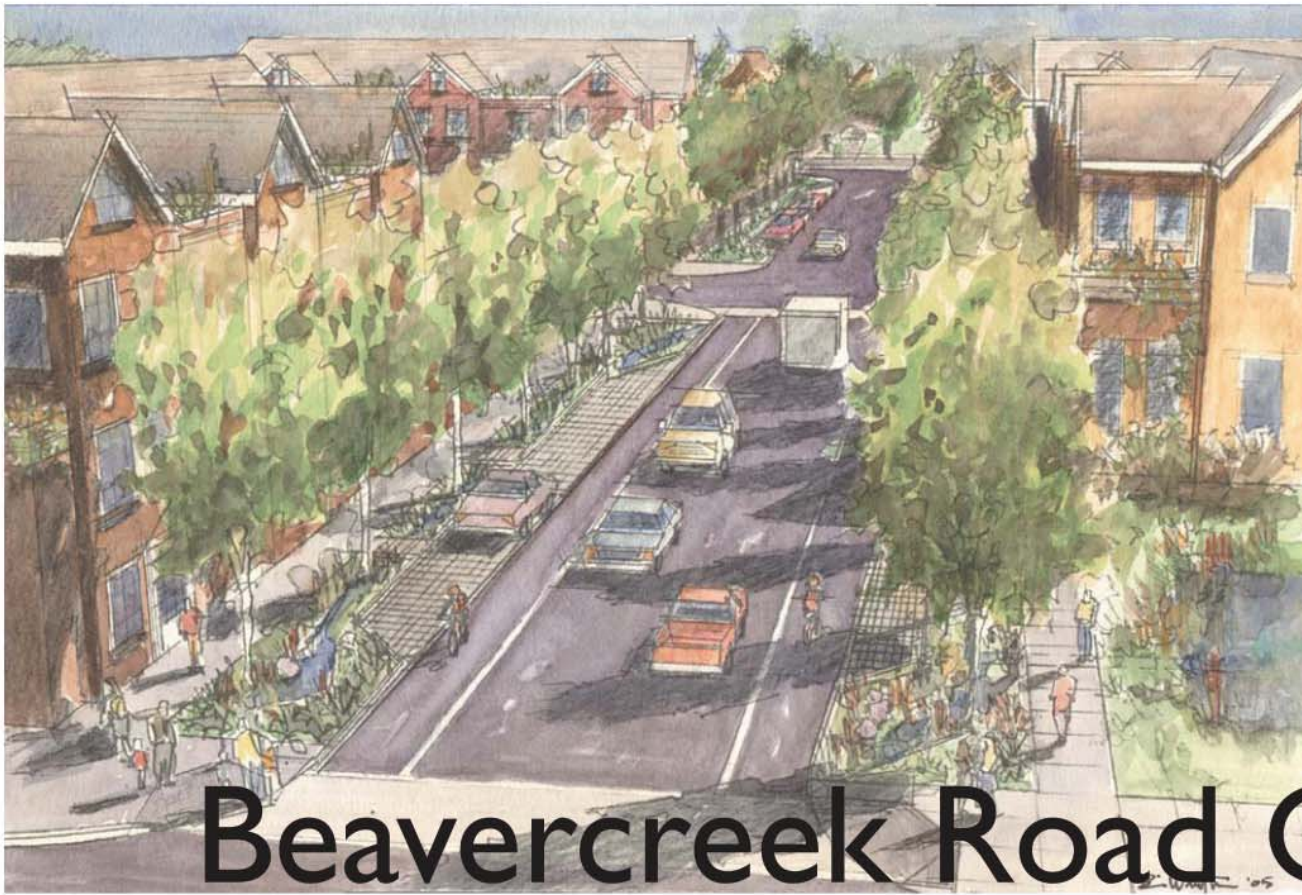
## Development Constraints



## Legend

-  Natural Resources Overlay District (NROD)
-  Geologic Hazard Overlay District (GHOD)
-  South-Central Open Space Network
-  Powerline Corridor

-  N
-  0' 1,200' 2,400'
-  BRCP Boundary
-  Urban Growth Boundary
-  City Limits
-  Conceptual Road Network
-  Streams



# Beavercreek Road Concept Plan

## Envisioning a Complete and Sustainable Community

Concept Plan Report, Summary and Recommendations

Final Plan August 2008



This project is partially funded by a grant from the Transportation and Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. This TGM grant is financed, in part, by Federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), local government, and State of Oregon funds. The contents of this document do not necessarily reflect views or policies of the State of Oregon.

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# Beavercreek Road Concept Plan

## Summary and Recommendations

### **Final Plan - August 2008**

#### **Funding provided by:**

City of Oregon City

Oregon Department of Transportation -  
Transportation and Growth Management Program

#### **Consultant Team**



ECONorthwest

Environmental Sciences Associates, Inc.

Jeanne Lawson Associates

Kittelson and Associates

Otak Project No. 13599



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Mike Riseling	Oregon City School District
Mary Smith	Transportation Advisory Committee
Bill Leach	Clackamas Community College
Lynda Orzen	Resident, Caufield Neighborhood
Ron Estes	Resident, Caufield Neighborhood
Rose Holden	Property Owner, Oregon City Golf Course
Ken Allen	Development Interest, Representing Hall family
Richard Mudgett/Patty Jacobs (alt)	Representing Hall family
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Stacy Humphrey	Department of Land Conservation and Development
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- II. Purpose and Process . . . . . 5
- III. Vision, Goals, and Principles . . . . . 7
- IV. Regional and Local Context . . . . . 9
- V. Concept Plan Summary. . . . . 15
- VI. Comprehensive Plan Goals and Policies . . . . . 43

## Appendix

- 1. Project Goals with Objectives, March 13, 2007
- 2. Concept Plan Alternatives
- 3. GIS Analysis Map
- 4. Job and Housing Estimates

## Technical Appendix (Under Separate Cover)

- |    |  |    |                                 |
|----|--|----|---------------------------------|
| A. | Public Involvement Plan                                    | F. | Alternatives Evaluation Report  |
| B. | Goals and Evaluation Criteria                              | G. | Final Transportation Evaluation |
| C. | Existing Conditions, Opportunities and Constraints Reports | H. | Infrastructure Reports          |
| 1. | Land use   | 1. | Water                           |
| 2. | Transportation   | 2. | Sewer                           |
| 3. | Sustainability   | 3. | Storm Water/Water Quality       |
| 4. | Market   | I. | Fiscal Impact Analysis          |
| 5. | Natural resources  | J. | Draft Code                      |
| 6. | Infrastructure   |    |                                 |
| D. | Focus Group Summaries                                      |    |                                 |
| E. | Summaries of Community Events                              |    |                                 |
| 1. | Open House No. 1   |    |                                 |
| 2. | Design Workshop  |    |                                 |
| 3. | Open House No. 2   |    |                                 |



## I. Introduction

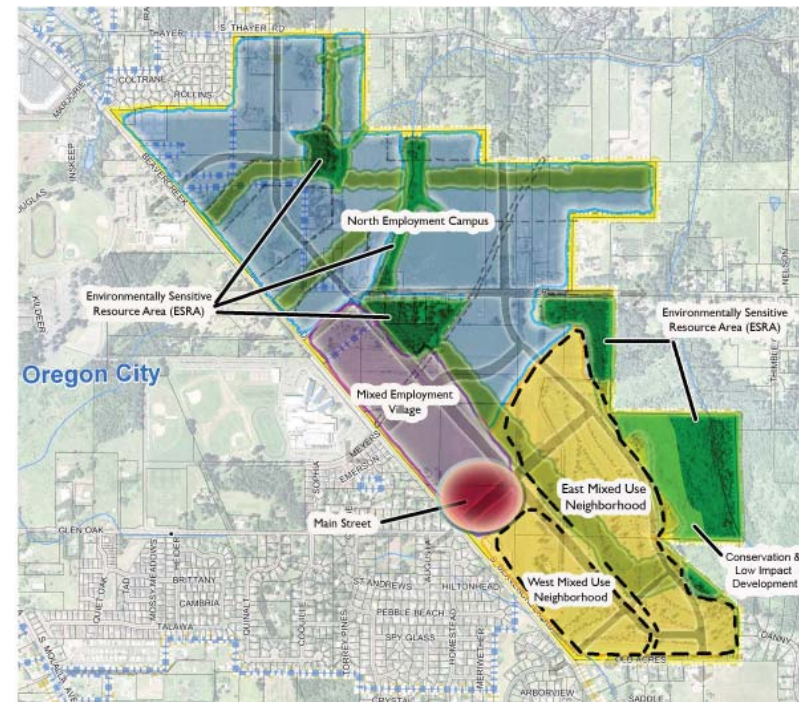
### Summary

The Beaver Creek Road Concept Plan is a guide to the creation of a complete and sustainable community in southeast Oregon City. Most of the 453 acre site along Beaver Creek Road was added to the regional urban growth boundary by Metro in 2002 and 2004. The plan envisions a diverse mix of uses (an employment campus north of Loder Road, mixed use districts along Beaver Creek Road, and two mixed use neighborhoods) all woven together by open space, trails, a network of green streets, and sustainable development practices. Transit-oriented land uses have been strategically located to increase the feasibility of transit service in the future. The plan has been carefully crafted to create a multi-use community that has synergistic relationships with Clackamas Community College, Oregon City High School, and adjacent neighborhoods.

Key features of the Concept Plan are:

- *A complete mix of land uses, including:*
  - A North Employment Campus for tech flex and campus industrial uses, consistent with Metro requirements for industrial and employment areas.
  - A Mixed Employment Village along Beaver Creek Road, between Meyers Road and Glen Oak Road, located as a center for transit-oriented densities, mixed use, 3-5 story building scale, and active street life.
  - A 10-acre Main Street area at Beaver Creek Road and Glen Oak Road, located to provide local shops and services adjacent neighborhoods and Beaver Creek sub-districts.

- A West Mixed Use Neighborhood along Beaver Creek Road, intended for medium to high density (R-2) housing and mixed use.
- An East Mixed Use Neighborhood, intended for low density residential (R-5) and appropriate mixed use. The East Neighborhood has strong green edges and the potential for a fine grain of open space and walking routes throughout.



Proposed Land Use Sub-districts

- *Policy support for employment and program connections with Clackamas Community College.*
- *Sustainability strategies, including:*
  - Mixed and transit supportive land uses.
  - A sustainable stormwater management plan that supports low impact development, open conveyance systems, regional detention, and adequate sizing to avoid downstream flooding.
  - Green street design for all streets, including the three lane boulevard design for Beaver Creek Road.
  - A preliminary recommendation supporting LEED certification or equivalent for all commercial and multi-family buildings, with Earth Advantage or equivalent certification for single family buildings. This recommendation includes establishment of a Green Building Work Group to work collaboratively with the private sector to establish standards.
  - Open spaces and natural areas throughout the plan. North of Loder Road, these include the power line corridors, the tributary to Thimble Creek, and a mature tree grove. South of Loder Road, these include an 18-acre Central Park, the east ridge area, and two scenic view points along the east ridge.
- *A trail framework that traverses all sub-districts and connects to city and regional trails.*
- *A street framework that provides for a logical and connected street pattern, parallel routes to Beaver Creek Road, and connections at Clairmont, Meyers, Glen Oak, and the southern entrance to the site.*
- *A draft Beaver Creek Road Zone development code to implement the plan.*

## Purpose of this Report and Location of Additional Information

This report is a summary of the Plan, with emphasis on describing key elements and recommendations. Many of the recommendations are based on technical reports and other information that is available in the Technical Appendix to this report.



Beaver Creek Road Concept Plan Area - Existing Conditions

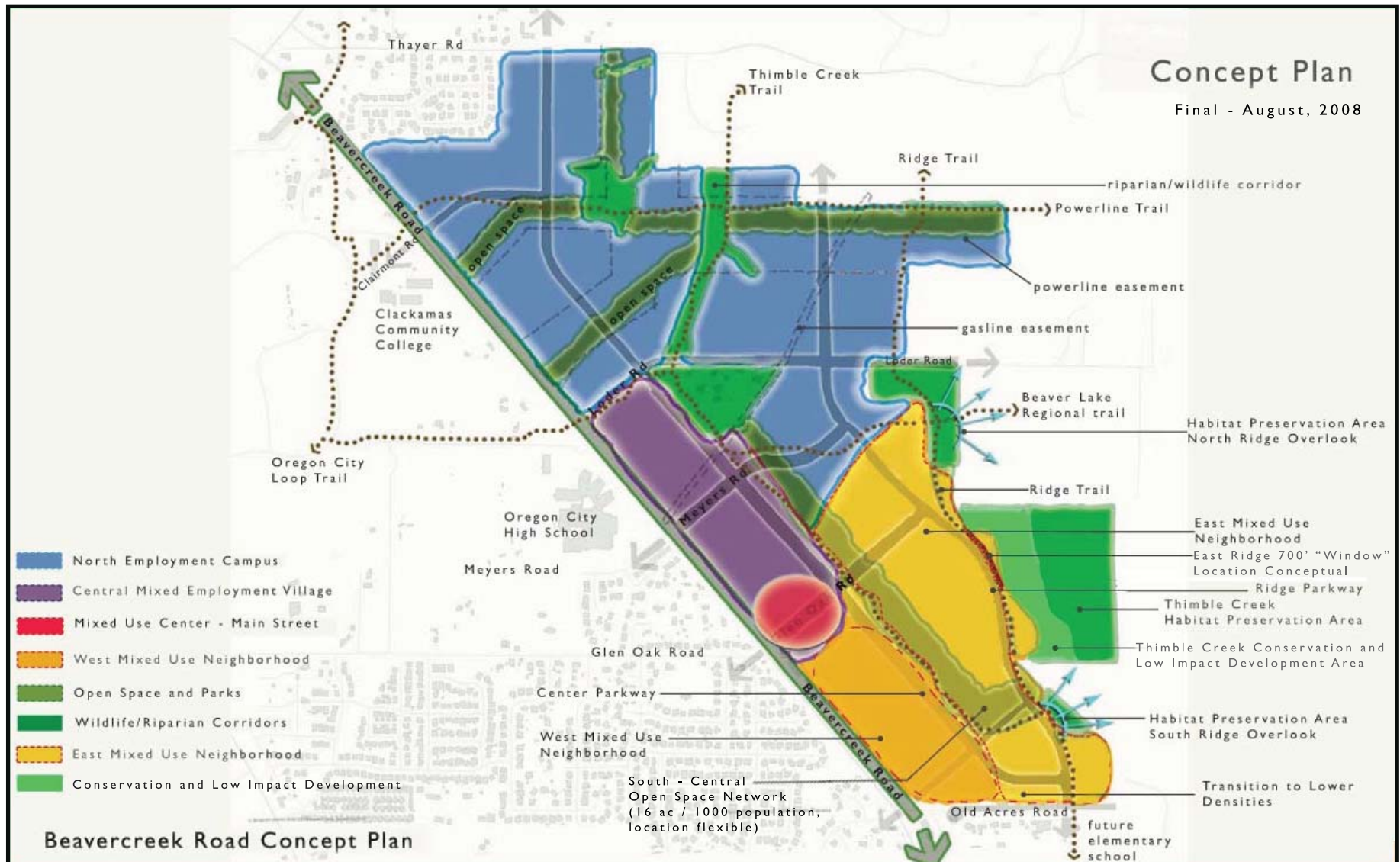


Figure 1 - Composite Concept Plan



## II. Purpose and Process

The purpose of the Beavercreek Road Concept Plan is to provide a conceptual master plan to be adopted as an ancillary document to the City of Oregon City's Comprehensive Plan. As such, it provides a comprehensive and cohesive guide to future development, in three parts:

- Framework plan maps, goals and policies – These elements will be adopted as part of the Oregon City Comprehensive Plan. Compliance will be required for all land use permits and development.
- Ancillary report materials – The descriptive text, graphics and technical appendix of this report will be adopted as an “ancillary document” to the Comprehensive Plan, which provides “operational guidance to city departments in planning and carrying out city services” (Oregon City Comprehensive Plan, page 4). These documents include information for updating the City's utility master plans and Transportation System Plan.
- Draft development code – A working draft development code was prepared as part of the Concept Plan. Once final, it will be adopted as part of the Oregon City Code. Compliance will be required for all land use permits and development. The Beavercreek Zone code relies on master planning to implement the concepts in the Plan.

The Concept Plan was developed by a 15-member Citizen Advisory Committee (CAC) and 9-member Technical Advisory Committee (TAC) (see Project Participants list at the beginning of this report). The committees met twelve times between June 2006 and July 2007.



Design Workshop Participants

In addition to the Committee meetings, additional process steps and community involvement included:

- Study area tour for CAC and TAC members
- Two public open houses
- Market focus group
- Sustainability focus group
- Employment lands coordination with Metro
- Community design workshop
- Website
- Project posters, site sign, email notice, and extensive mailing prior to each public event

The major steps in the process were:

- Inventory of base conditions, opportunities, constraints for land use, transportation, natural resources, market conditions, infrastructure and sustainability.
- Establishment of project goals.
- Extensive discussion of employment lands questions: how much, what type and where?
- Following the community workshop, preparation of three alternative concept plans (sketch level), addition of a fourth plan, prepared by a CAC member, and narrowing of the alternatives to two for further analysis.
- Evaluation of the alternatives (including transportation modeling) and preparation of a hybrid Concept Plan (framework level).
- Preparation of detailed plans for water, sewer, storm water, and transportation facilities.
- Preparation of a draft development code.
- Committee action to forward the Concept Plan package to the Planning Commission and City Commission.

For additional information please see Technical Appendix, Sections A, D, E, and F.



Design Workshop Plan

### III. Vision, Goals and Principles

The overall vision for the Beavercreek Concept Plan is to create “A Complete and Sustainable Community”. The images shown on this page were displayed throughout the process to convey the project’s intent for this vision statement.

Regarding the meaning of sustainability, the vision statement is based in part on the definition of sustainability originally developed by the United Nations Brandtland Commission: “A sustainable society meets the needs of the present without sacrificing the ability of future generations to meet their own needs”.

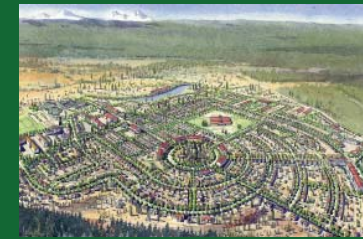
The following project goals were developed by the Citizen Advisory Committee. The Committee also added objectives to each of the goals – please see Appendix 1 for the objectives.

The Beavercreek Road Concept Plan Area will:

- Create a complete and sustainable community, in conjunction with the adjacent land uses, that integrates a diverse mix of uses, including housing, services, and public spaces that are necessary to support a thriving employment center;
- Be a model of sustainable design, development practices, planning, and innovative thinking;
- Attract “green” jobs that pay a living wage;
- Maximize opportunities for sustainable industries that serve markets beyond the Portland region and are compatible with the site’s unique characteristics;
- Incorporate the area’s natural beauty into an ecologically compatible built environment;
- Provide multi-modal transportation links (such as bus routes, trails, bike-ways, etc.) that are connected within the site as well as to the surrounding areas;

#### Complete Means

- Live
- Work
- Shop
- Play
- Garden
- Lifelong Learning
- (What does “complete” mean to you?)

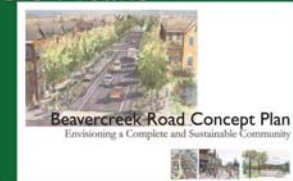


Northwest Crossing, Bend, Oregon

BEAVERCREEK ROAD  
CONCEPT PLAN

#### Sustainable Means

- Walkable
- Green
- Energy Efficient
- Water Efficient
- Non-Resource Depleting
- Clean Employment
- Non-Polluting
- (What does “sustainable” mean to you?)

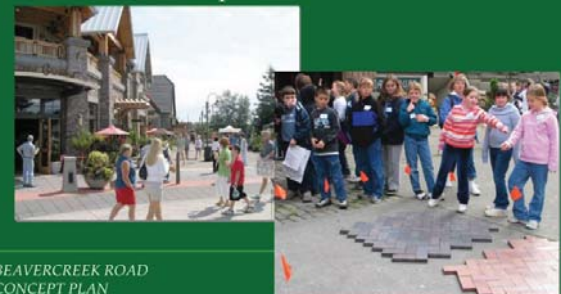


Beavercreek Road Concept Plan  
Envisioning a Complete and Sustainable Community

BEAVERCREEK ROAD  
CONCEPT PLAN

#### Community Means

- A Place for People



BEAVERCREEK ROAD  
CONCEPT PLAN

- Implement design solutions along Beavercreek Road that promote pedestrian safety, control traffic speeds and access, and accommodate projected vehicular demand;
- Promote connections and relationships with Oregon City High School and Clackamas Community College;
- Have a unique sense of place created by the mix of uses, human scale design, and commitment to sustainability; and
- Ecological Health – Manage water resources on site to eliminate pollution to watersheds and lesson impact on municipal infrastructure by integrating ecological and man-made systems to maximize function, efficiency and health.

The following 10 Principles of Sustainable Community Design were submitted by a CAC member, supported by the committee, and used throughout the development of the Concept Plan:

1. Mix Land Uses - Promote a mix of land uses that support living wage jobs and a variety of services.
2. Housing Types - Create a range of housing choices for all ages and incomes.
3. Walk-ability - Make the Neighborhood “walkable” and make services “walk-to-able.”
4. Transportation - Provide a range of transportation options using a connected network of streets and paths.
5. Open Space - Protect and maintain a functioning green space network for a variety of uses.
6. Integrate Systems - Integrate ecological and man-made systems to maximize function, efficiency and health.
7. Watershed Health - Manage water resources on site to eliminate pollution to watershed and lesson impact on municipal infrastructures.

8. Reuse, Recycle, Regenerate - Reuse existing resources, regenerate existing development areas
9. Green Buildings - Build compact, innovative structures that use less energy and materials
10. Work Together - Work with community members and neighbors to design and develop.



Thimble Creek Tributary

There are relatively limited employment centers within this area of

There are relatively limited employment centers within this area of Oregon City and Clackamas County. This imbalance of jobs and housing contributes to Clackamas County's pattern of approximately 60% of the work force traveling outside of the County to work.

The site is surrounded by residential and undeveloped properties within the city limits, including the Hamlet of Beavercreek, and rural Clackamas County. The nearest commercial area is the Berry Hill Shopping Center at the intersection of Beavercreek Road and Highway 213. Clackamas Community College (CCC) and Oregon City High School are across Beavercreek Highway adjacent to the site. These institutional uses offer a unique opportunity to plan synergistic land uses that connect the properties, reinforce an identity for the area, and help localize trips. A Tri-Met transit hub is located on the CCC property.



Figure 2 - Regional C

Like all additions to the Portland Metropolitan Area Urban Growth Boundary, the Beaver Creek Road area is inextricably tied to its place in the region and its place within Oregon City. The Concept Plan responds to this context in multiple ways.

From a regional perspective, the Beaver Creek Road area is currently a transition point from urban to rural use. Whether this “hard line” of transition will remain in the future cannot be established with certainty. The CAC openly acknowledged this issue in its discussions and sought to balance the needs of creating a great urban addition to Oregon City with sensitivity to adjacent areas. Examples of this balance include:

- The plan has land use and transportation connections that support future transit. This will link the Beaver Creek Road area, via alternative transportations, to Clackamas Community College (CCC), the Oregon City Regional Center (downtown and adjacent areas) and the rest of the region.
- Trails and green spaces have been crafted to link into the broader regional network.
- The plan recommends lower densities and buffer treatments along Old Acres Road.
- The north south collector roads are coalesced to one route that could (if needed) be extended south of Old Acres Road.
- The recommended street framework provides for a street that parallels Beaver Creek Road, connecting Thayer Road to Old Acres Road, and potentially north and south in the future. This keeps options open: if the UGB extends south, the beginning of a street network is in place. If it does not, the connection is available for rural to urban connectivity if desired.
- As with the street network described above, the East Ridge trail is extended all the way to Old Acres Road, and therefore, potentially beyond.

This will provide a connection from rural areas to the open spaces and trail network of Beaver Creek Road area and the rest of the region.

From a City and local neighborhood perspective, the Beaver Creek Road area offers an opportunity to establish a new complete and sustainable community within Oregon City. Specific linkages include the following:

- Oregon City needs employment land. The Beaver Creek Concept Plan provides 156 net acres of it in two forms: 127 net acres of tech flex campus industrial land, 29 acres of more vertical mixed use village and main street. Additional employment will be available on the Main Street and as mixed use in the two southern neighborhoods.
- The street framework connects to all of the logical adjacent streets. This includes Thayer, Clairmont, Meyers, Glen Oak, and Old Acres Roads. This connectivity will disperse traffic to many routes, but equally important, make Beaver Creek Road connected to, rather than isolated from, adjacent neighborhoods, districts and corridors.
- The plan provides for a complete community: jobs, varied housing, open space, trails, mixed use, focal points of activity, trails, and access to nature.
- The plan provides for a sustainable community, in line with the City’s

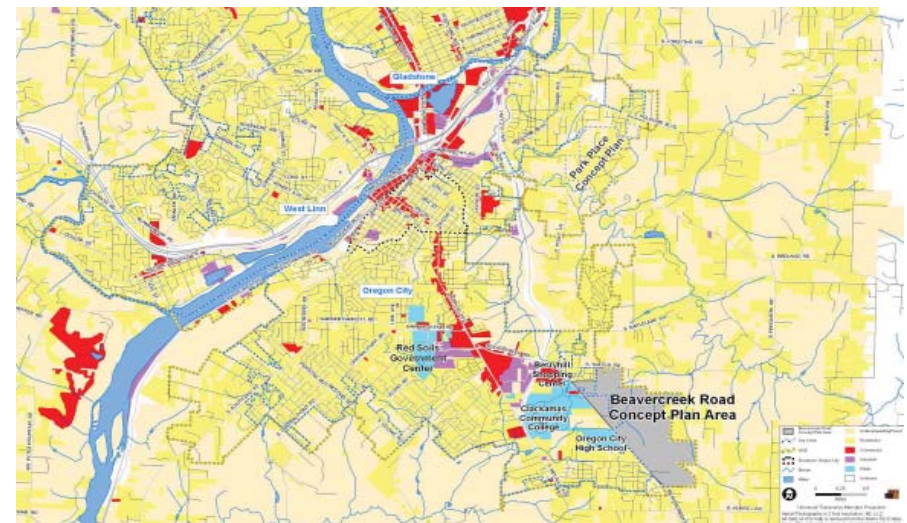


Figure 3 - Oregon City Context

Comprehensive Plan support for sustainability. This takes the form of mixed land uses, transportation options, green streets, sustainable storm water systems, and LEED or equivalent certification for buildings. Much more can certainly be done – the Concept Plan offers an initial platform to work from.

- Physical linkages have been provided to Oregon City High School and Clackamas Community College. These take the form of the planned 3-lane green street design for Beaver Creek Road and the intersections and trails at Clairmont, Loder and Meyers Roads. The physical linkages are only the beginning – the City, School District and College need to work together to promote land uses on the east side of Beaver Creek Road that truly create an institutional connection.

For additional information, see Existing Conditions, Opportunities and Constraints Reports, Technical Appendix C.



Figure 4 - Existing Conditions

## Site Conditions and Buildable Lands

A portion of the study area (approximately 50 acres) is currently within the existing city limits and zoned Campus Industrial (CI). The study area's northern boundary is Thayer Road and the southern boundary is Old Acres Lane. Loder Road is the only existing road that runs through the project area.

Currently, the project area is largely undeveloped, which has allowed the site to retain its natural beauty. There are 448 gross acres in the project area, not including the right-of-way for Loder Road (approximately five acres). The existing land uses are primarily large-lot residential with agricultural and undeveloped rural lands occupying approximately 226 acres of the project area. The Oregon City Golf Club (OCGC) and private airport occupy the remaining 222 acres.

There are several large power line and natural gas utility easements within the project boundaries. These major utility easements crisscross the northern and central areas of the site. The utility easements comprise approximately 97 acres or 20% of the project area.

There are 51 total properties ranging in size from 0.25 acres to 63.2 acres. Many of these properties are under single ownership, resulting in only 42 unique property owner names (Source: Clackamas County Assessor). There are several existing homes and many of the properties have outbuildings such as, sheds, greenhouses, barns, etc. , which result in 127 existing structures on the site (Source: Clackamas County Assessor).

A key step in the concept planning process is the development of a Buildable Lands Map. The Buildable Lands Map was the base map from which the concept plan alternatives and the final recommended plan were. "Buildable" lands, for the purpose of the Beaver Creek Road Concept Plan, are defined as the gross site area minus wetlands, steep slopes, other Goal 5 resources, public utility easements, road rights-of-way, and committed properties (developed properties with an assessed improvement value

greater than \$350,000). Properties with an assessed improvement value of less than \$350,000 (based on County assessment data) are considered redevelopable over the long-term as the existing structures are converted to higher value uses. The OCGC has an improvement value over \$350,000, but has been included as buildable lands (minus the clubhouse) because the owners may wish to redevelop the property in coordination with the recommended concept plan over time. The private airport has also been included as buildable over the long-term, recognizing that the owners may choose to continue the airport's use for many years.

When land for power lines, the natural gas line, natural resources, and committed structures are removed the net draft buildable acreage is approximately 292 acres. The CAC reviewed the Preliminary Buildable Lands map and approved a three-tier system to define the buildable lands. Tier A or "Unconstrained" has approximately 292 acres, Tier B or "Low Impact Development Allowed with Review" has approximately 28 acres, and Tier C "Constrained" has approximately 131 acres. The "Low Impact" area was later further evaluated and recommended for conservation under a Environmentally Sensitive and Resource Area designation on the plan.

The Buildable Lands Map was reviewed at the July 20th and August 17th Citizen and Technical Advisory Committee (CAC/TAC) meetings, as well as at the August 24th, 2006 Open House. The draft buildable land boundaries and acreages shown in Figure 6 reflect the input received from the advisory committee members, property owners, and citizen input.

For additional information, see Existing Conditions, Opportunities and Constraints Reports, Technical Appendix C.

Figure 6 - Natural Resource Inventory

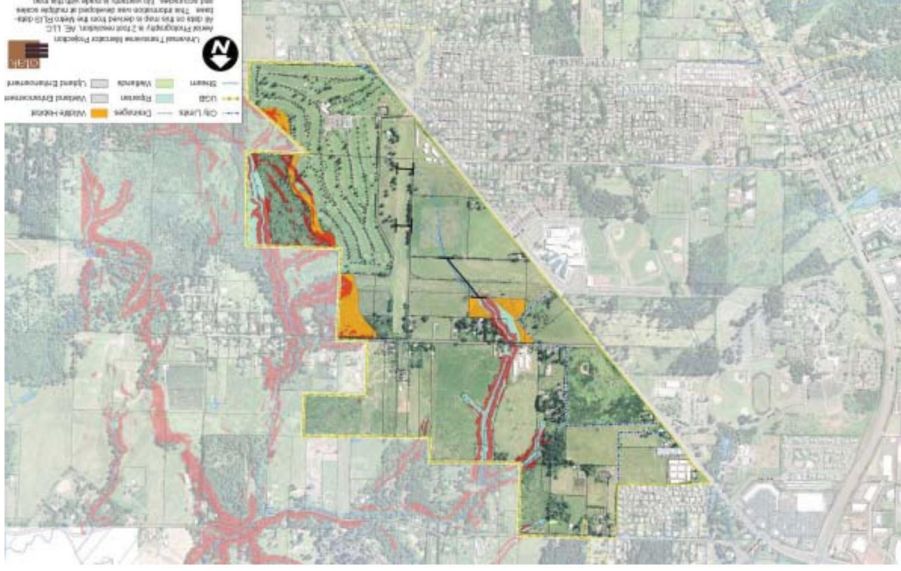
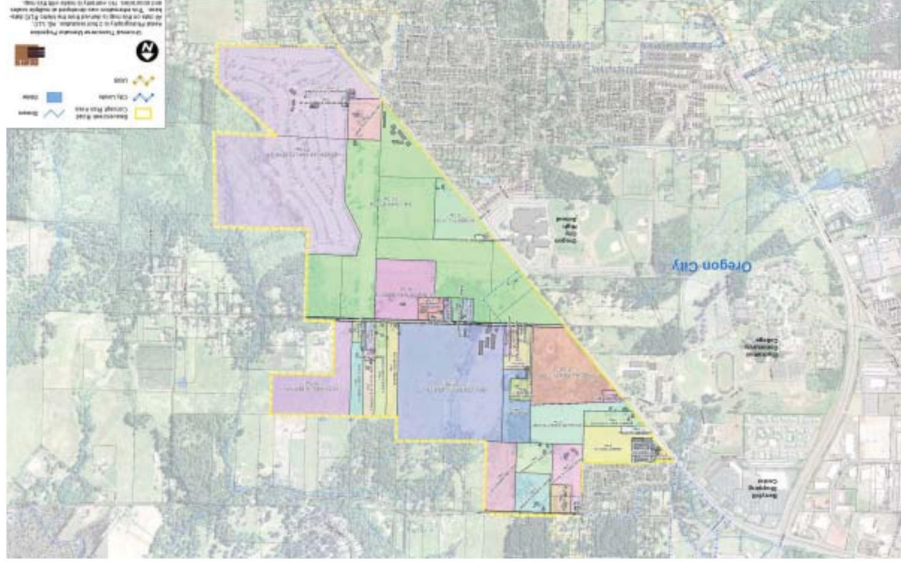


Figure 5 - Ownerships



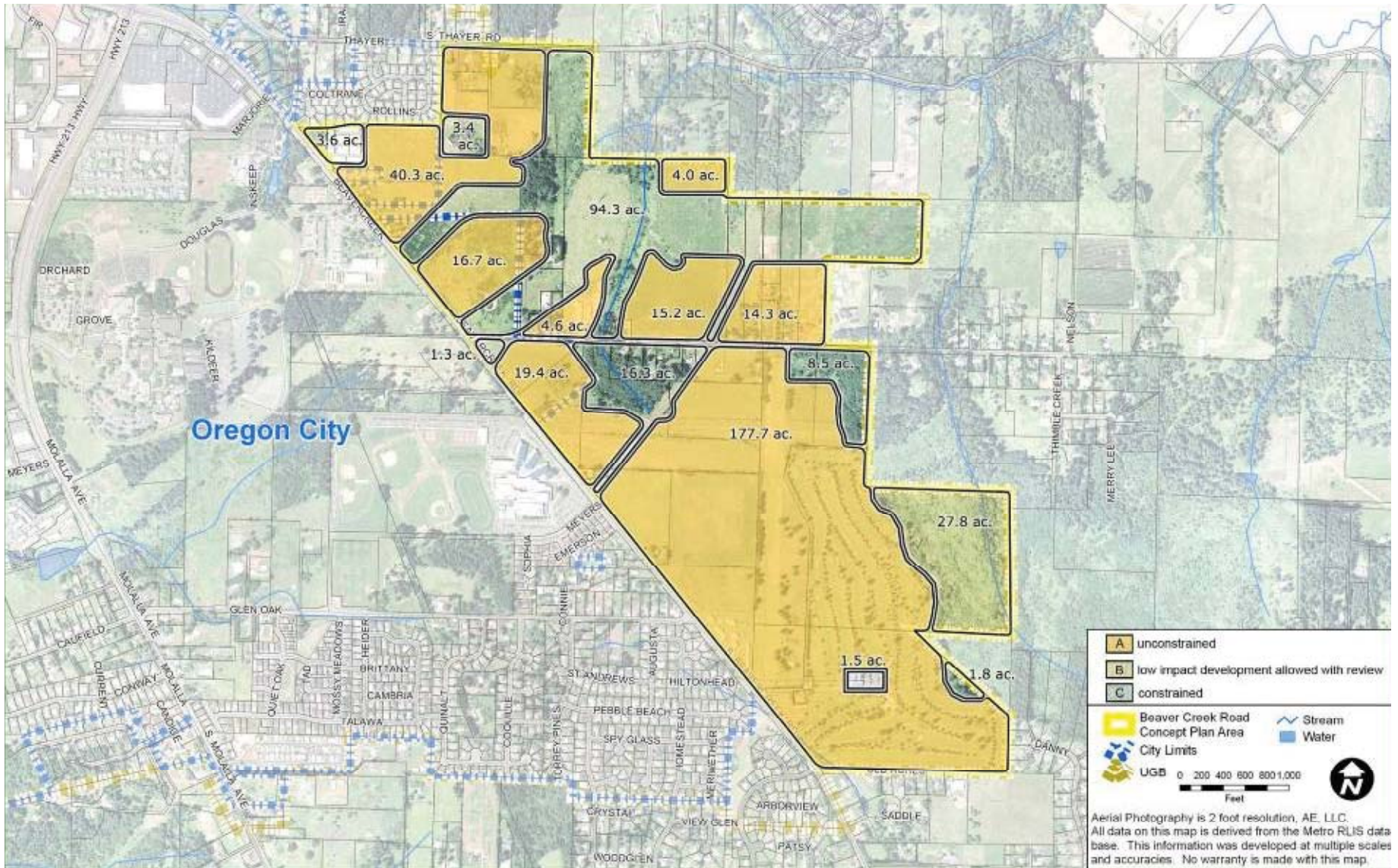


Figure 7 - Buildable Lands

## Employment – A Key Issue

How much employment? What type? And where? These questions were extensively discussed during the development of the Concept Plan. Three perspectives emerged as part of the discussion:

### Oregon City Perspective

Prior to initiating the Concept Plan process, the City adopted a comprehensive plan policy which emphasizes family wage employment on the site. The policy reads: “Require lands east of Clackamas Community College that are designated as Future Urban Holding to be the subject of concept plans, which is approved as an amendment to the Comprehensive Plan, [and will] guide zoning designations. The majority of these lands should be designated in a manner that encourages family-wage jobs in order to generate new jobs and move towards meeting the City’s employment goals.” Oregon City Comprehensive Plan, Policy 2.6.8.

### Metro Perspective

Metro brought the majority of the concept plan area (245 gross acres) into the UGB in 2002 and 2004 to fulfill regional industrial employment needs. These areas (308 gross acres) are designated as the Industrial Design Type on Metro’s 2040 Growth Concept Map. As part of its land need metrics reported to the region and state, Metro estimated 120 net acres of the Beavercreek Road Concept Plan’s land would be used for employment uses. Metro representatives met with the Concept Plan CAC and emphasized: (1) it was important to Metro for the Concept Plan to fulfill their original intent for providing Industrial land; and, (2) that there was flexibility, from Metro’s perspective, for the local process to evaluate creative ways to meet that intent.

### Citizen Advisory Committee Perspective

The CAC discussed extensively the issues and options for employment lands. Many sources of information were consulted: a market analysis by ECONorthwest (See Appendix \_\_), a developer focus group, land inventory and expert testimony submitted by property owners, the Metro perspective cited above, and concerns of neighbors. The advice ranged from qualified optimism about long term employment growth to strong opposition based on shorter term market factors and location considerations. Some members of the CAC advocated for a jobs target (as opposed to an acreage target) to be the basis for employment planning.

At its meeting on September 14th, 2006, the CAC developed a set of “bookends” for the project team to use while creating the plan alternatives.

- a. At least one plan alternative will be consistent with the Metro Regional Growth Concept.
- b. At least one plan alternative (may be the same as above) would be designed consistent with Policy 2.6.8.
- c. Other alternatives would have the freedom to vary from “a” and “b” above, but would also include employment.
- d. No alternative would have heavy industrial, regional warehousing or similar employment uses”.

After evaluating alternatives, the CAC ultimately chose a hybrid employment strategy. The recommended Concept Plan includes: (1) about 127 net acres of land as North Employment Campus, which is consistent with Metro’s intent and similar to Oregon City’s Campus Industrial designation; (2) about 29 acres as Mixed Employment Village and Main Street, which allows a variety of uses in a village-oriented transit hub; and, (3) mixed use neighborhoods to the south that also provide for jobs tailored to their neighborhood setting.

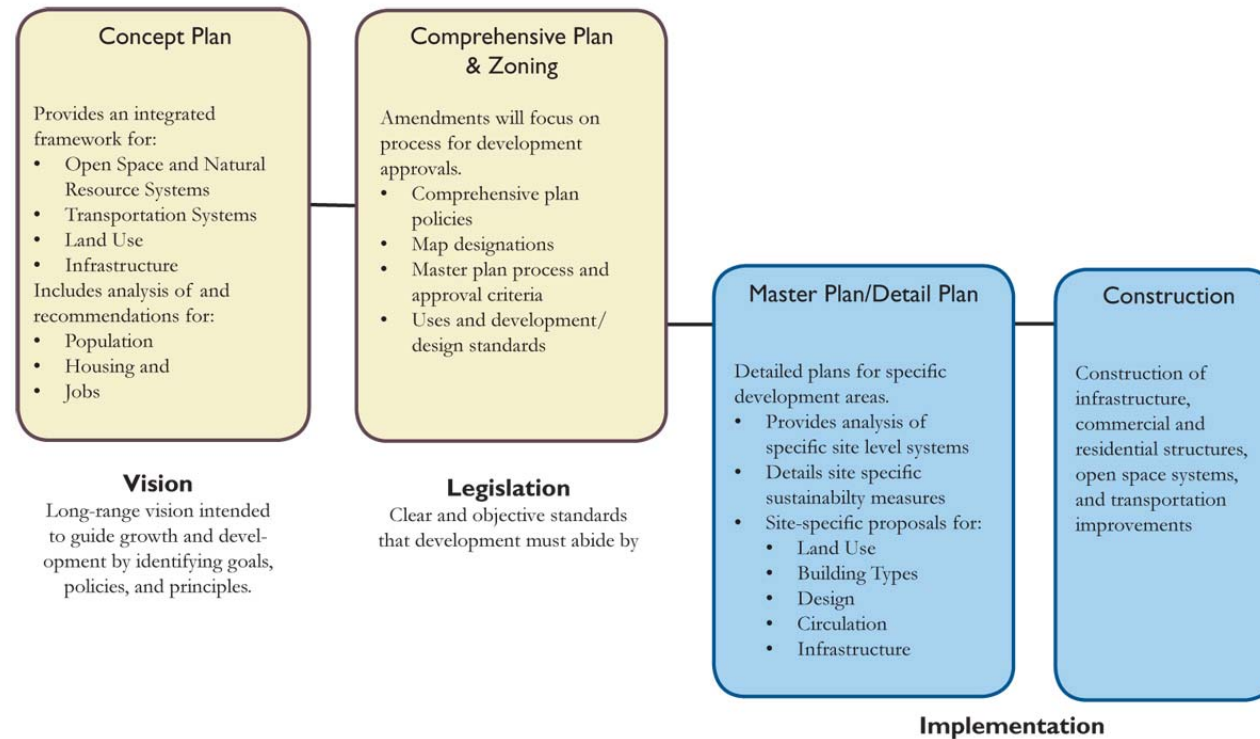
## V. Concept Plan Summary

### The Framework Plan Approach

The Beaver Creek Road Concept Plan is a framework for a new, urban community. The plan is comprised of generalized maps and policies that integrate land use, transportation, open space, and green infrastructure. The framework maps and policies are supported by detailed code and requirements for master planning and design review. The approach here is to set the broad framework and intent on the figures and text in this Plan. Detailed development plans demonstrating compliance with the Concept Plan are required in the implementing code.

The framework plan approach is intended to:

- Ensure the vision, goals and standards are requirements in all land use decisions
- Provide for flexibility in site specific design and implementation of the Plan and code
- Allow for phased development over a long period of time (20+ years)



The code describes many detailed requirements such as street connectivity, block configuration, pocket parks, building scale, pedestrian connections, low impact development features, tree preservation, and sustainable buildings. These design elements will be essential to the success of the area as a walkable, mixed use community. The expectation of this Plan is that the flexibility is coupled with a high standard for sustainable and pedestrian-oriented design.

## Land Use Sub-Districts

Figure 8 illustrates the five land-use “sub-districts” of the concept plan area. Each has a specific focus of land use and intended relationship to its setting and the plan’s transportation and open space systems. Each is briefly described below and illustrated on Figures 9 through 12.

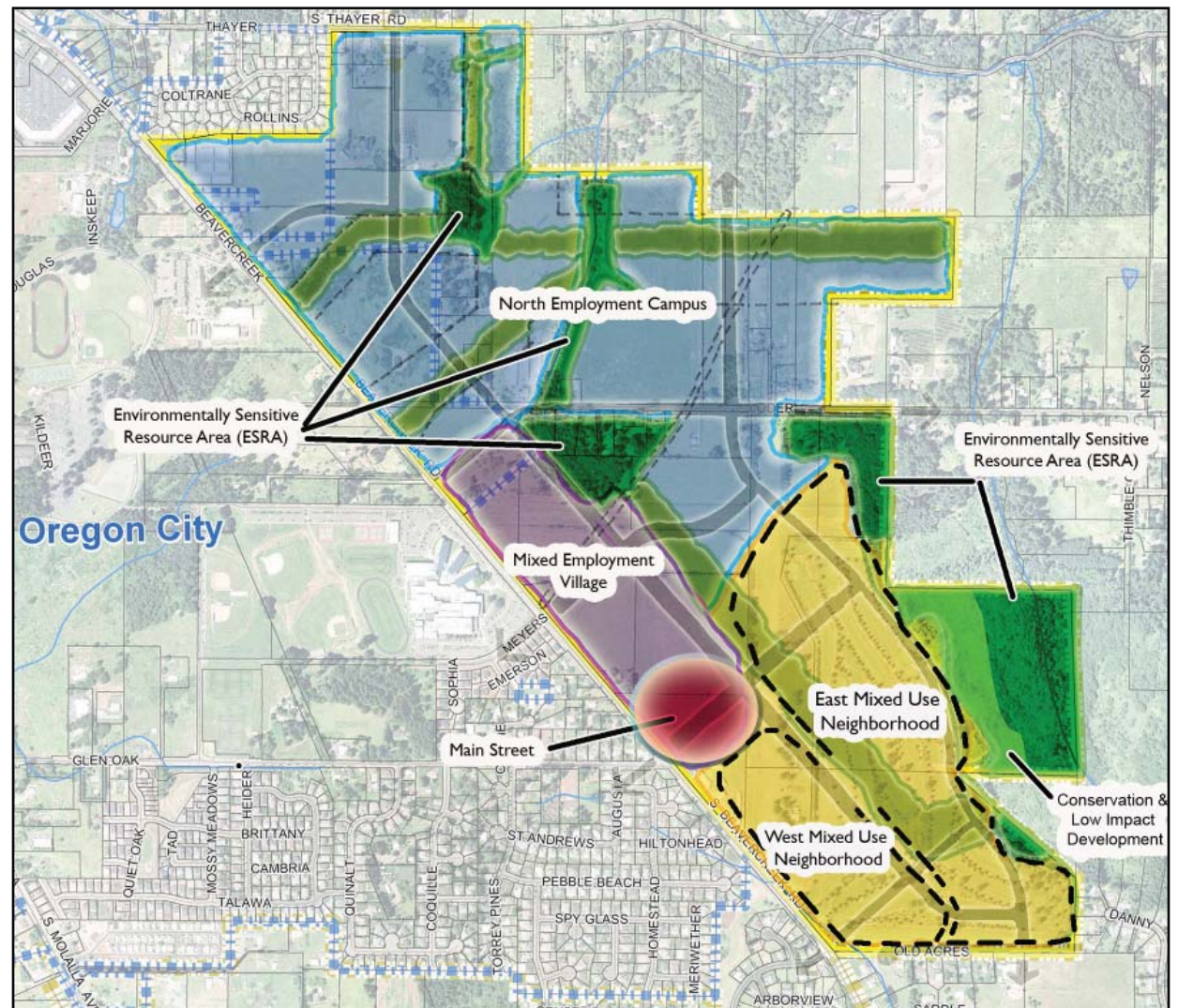


Figure 8 - Land Use Sub-districts

## North Employment Campus – NEC

The purpose of the North Employment Campus is to provide for the location of family wage employment that strengthens and diversifies the economy. The NEC allows a mix of clean industries, offices serving industrial needs, light industrial uses, research and development and large corporate headquarters. The uses permitted are intended to improve the region's economic climate, promote sustainable and traded sector businesses, and protect the supply of sites for employment by limiting incompatible uses. The sub-district is intended to comply with Metro's

Title 4 regulations. Site and building design will create pedestrian-friendly areas and utilize cost effective green development practices. Business and program connections to Clackamas Community College (CCC) are encouraged to help establish a positive identity for the area and support synergistic activity between CCC and NEC properties. Businesses making sustainable products and utilizing sustainable materials and practices are encouraged to reinforce the identity of the area and promote the overall vision for the Beavercreek Road area.

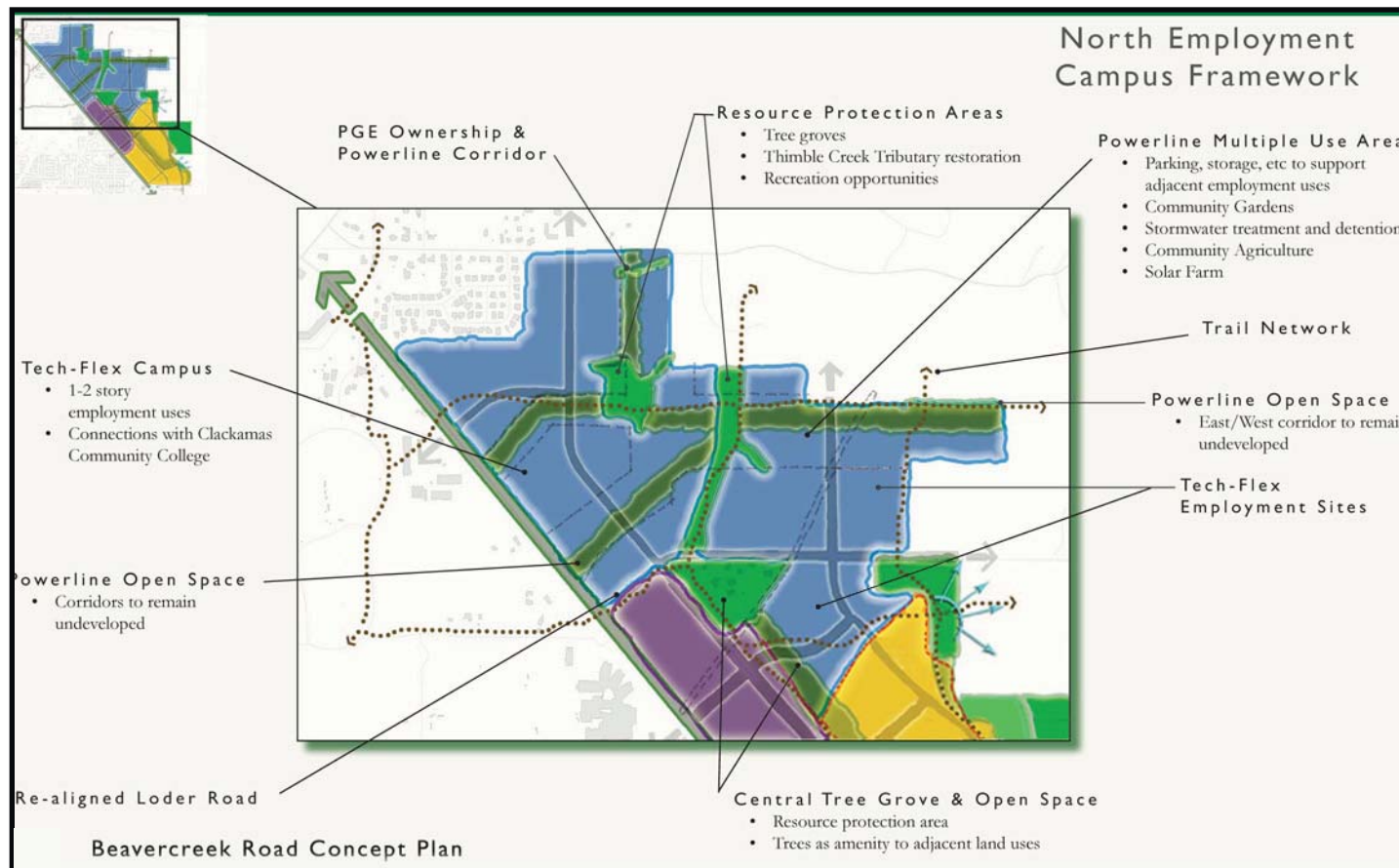


Figure 9 - North Employment Campus Framework

### Mixed Employment Village – MEV

The purpose of the Mixed Employment Village is to provide employment opportunities in an urban, pedestrian friendly, and mixed use setting. The MEV is intended to be transit supportive in its use mix, density, and design so that transit remains an attractive and feasible option. The MEV allows a mix of retail, office, civic and residential uses that make up an active urban district and serve the daily needs of adjacent neighborhoods and Beaver Creek Road sub-districts. Site and building design will create

pedestrian-friendly areas and utilize cost effective green development practices. Business and program connections to Clackamas Community College and Oregon City High School are encouraged. Businesses making sustainable products and utilizing sustainable materials and practices are encouraged to reinforce the identity of the area and promote the overall vision for the Beaver Creek Road area.



Figure 10 - Central Mixed Employment Village Framework

## Main Street – MS

The purpose of this small mixed-use center is to provide a focal point of pedestrian activity. The MS allows small scale commercial, mixed use and services that serve the daily needs of the surrounding area. “Main Street” design will include buildings oriented to the street, an minimum of 2 story building scale, attractive streetscape, active ground floor uses and other elements that reinforce pedestrian oriented character and vitality of the area.



Figure 11 - Main Street Framework

### West Mixed Use Neighborhood – WMU

The West Mixed Use Neighborhood will be a walkable, transit-oriented neighborhood. This area allows a transit supportive mix of housing, live/work units, mixed use buildings and limited commercial uses. A variety of housing and building forms is required, with the overall average of residential uses not exceeding 22 dwelling units per acre. The WMU area's uses, density and design will support the multi-modal transportation system and provide good access for pedestrians, bicycles, transit and vehicles. Site and building design will create a walkable area and utilize cost effective green development practices.

### East Mixed Use Neighborhood – EMU

The East Mixed Use Neighborhood will be a walkable and tree-lined neighborhood with a variety of housing types. The EMU allows for a variety of housing types while maintaining a low density residential average not exceeding densities permitted in the R-5 zone. Limited non-residential uses are permitted to encourage a unique identity, sustainable community, and in-home work options. The neighborhood's design will celebrate open space, trees, and relationships to public open spaces. The central open space, ridge open space scenic viewpoints, and a linked system of open spaces and trails are key features of the EMU. Residential developments will provide housing for a range of income levels, sustainable building design, and green development practices.

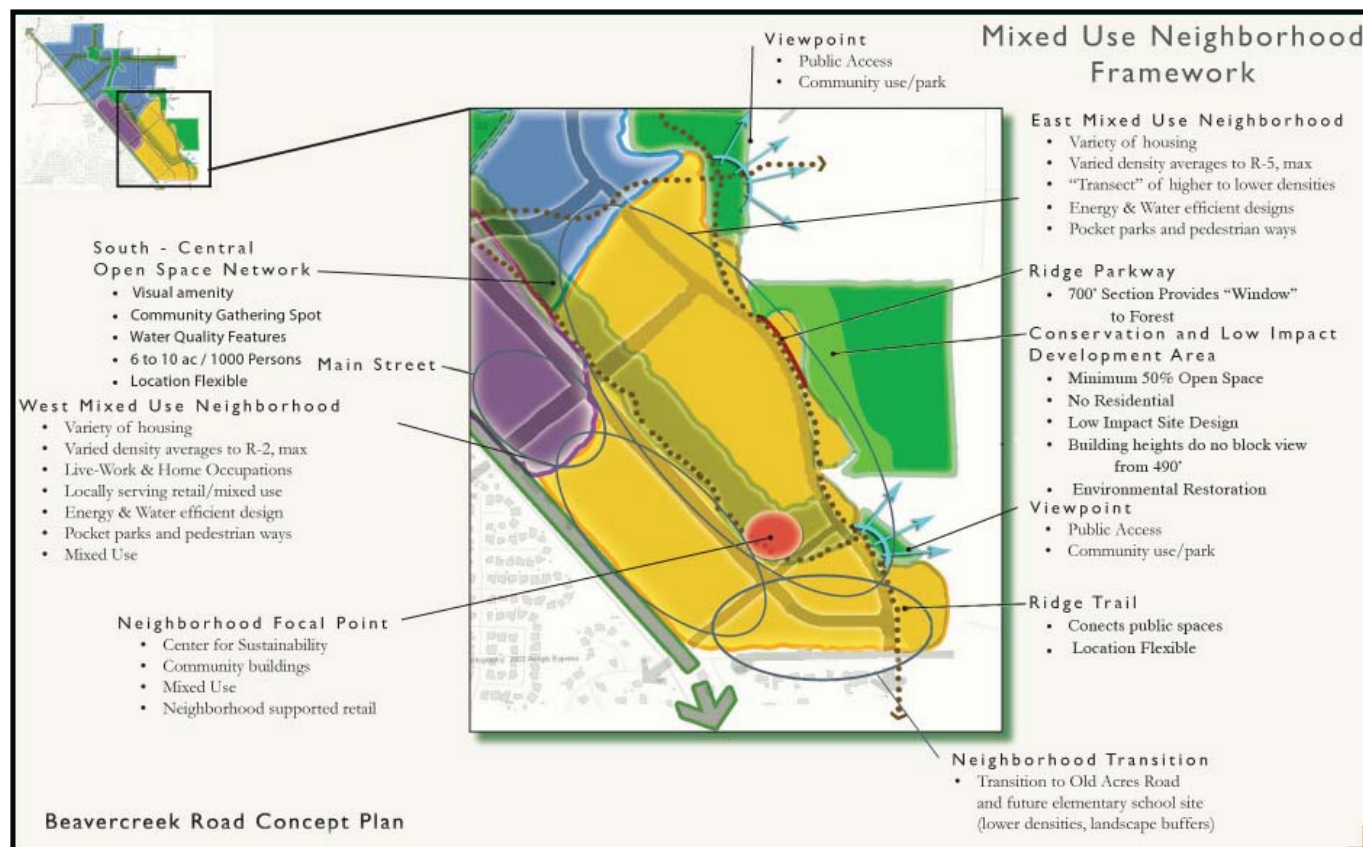


Figure 12 - West and East Mixed Use Neighborhoods

## Open Space

The Open Space Framework illustrated on Figure 13 provides a network of green spaces intended to provide:

- A connected system of parks, open spaces and natural areas that link together and link to the Environmentally Sensitive Resource Areas.
- Scenic and open space amenities and community gathering places
- Access to nature
- Tree and natural area preservation
- Locations where storm water and water quality facilities can be combined with open space amenities, and opportunities to implement sustainable development and infrastructure
- Green spaces near the system of trails and pedestrian connections
- Open spaces which complement buildings and the urban, built environment

### Power Line Open Spaces

The power line corridors and gas line corridor comprise 97 acres of land. The power line corridors north of Loder Road are a dominant feature. They are a dominant feature because they define open corridors and have a significant visual impact related to the towers. They also have an influence on the pattern of land use and transportation connections. In response to these conditions, the Concept Plan includes four main strategies for the use of the power line corridors:

- Provide publicly accessible open spaces. The implementing code includes a minimum 100 foot-wide open space and public access easement would be required at the time of development reviews, or, obtained through cooperative agreements with the utilities and property owners.
- Provide trails. A new east-west trail is shown on Figure 13 that follows the main east-west corridor. This corridor has outstanding views of Mt. Hood.

- Allow a broad array of uses. Ideas generated by the CAC, and permitted by the code, include: community gardens, urban agriculture, environmental science uses by CCC, storage and other “non-building” uses by adjacent industries, storm water and water quality features, plant nurseries, and solar farms.
- Link to the broader open space network. The power line corridors are linked to the open spaces and trail network in the central and southern areas of the plan.

### South-Central Open Space Network

Park spaces in the central and southern areas of the plan will be important to the livability and sustainability goals for the plan. The basic concept is to assure parks are provided, provide certainty for the total park acreage, guide park planning to integrate with other elements, and provide flexibility for the design and distribution of parks.

The following provisions will apply during master planning and other land use reviews:

- Park space will be provided consistent with the City’s Park and Recreation Master Plan standard of 6 to 10 acres per 1000 population.
- The required acreage may be proposed to be distributed to a multiple park spaces, consistent with proposed land uses and master plan design.
- A central park will be provided. The location and linearity of the park was first indicated by Metro’s Goal 5 mapping. It was illustrated by several citizen groups during the design workshop held in October, 2006. This open space feature is intended as a connected, continuous and central green space that links the districts and neighborhoods south of Loder Road. The code provides for flexibility in its width and shape, provided there remains a clearly identifiable and continuous open space. It may be designed as a series of smaller spaces that are clearly connected by open space. It may be designed

as a series of smaller spaces that are clearly connected by open space. If buildings are incorporated as part of the central park, they must include primary uses which are open to the public. Civic buildings are encouraged adjacent to the central park. Streets may cross the park as needed. The park is an opportunity to locate and design low impact storm water facilities as an amenity for adjacent urban uses.

### East Ridge

The East Ridge is a beautiful edge to the site that should be planned as a publicly accessible amenity and protected resource area. The natural resource inventory identified important resources and opportunities for habitat restoration in the riparian areas of Thimble Creek. In addition, Lidar mapping and slope analysis identified steeper slopes (greater than 15%) that are more difficult to develop than adjacent flat areas of the concept plan. The sanitary sewer analysis noted that lower areas on the east

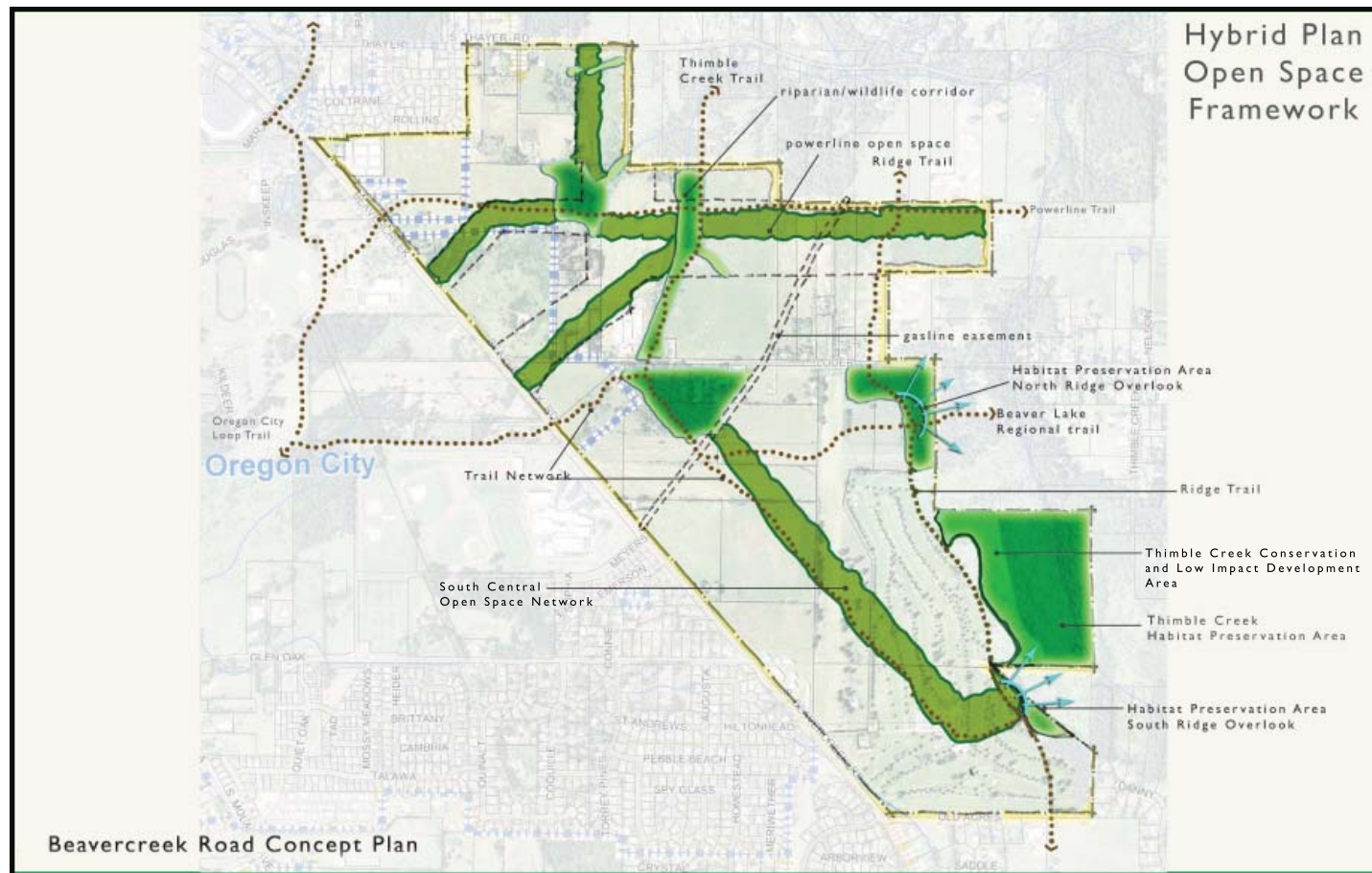


Figure 13 - Open Space Framework

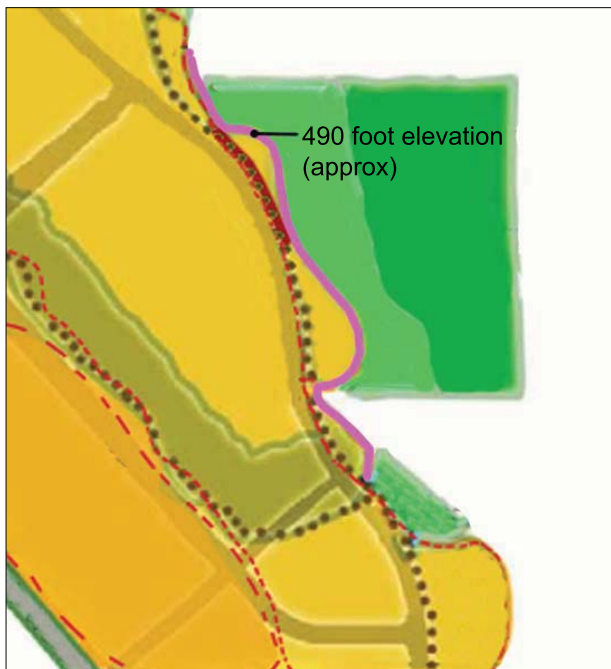
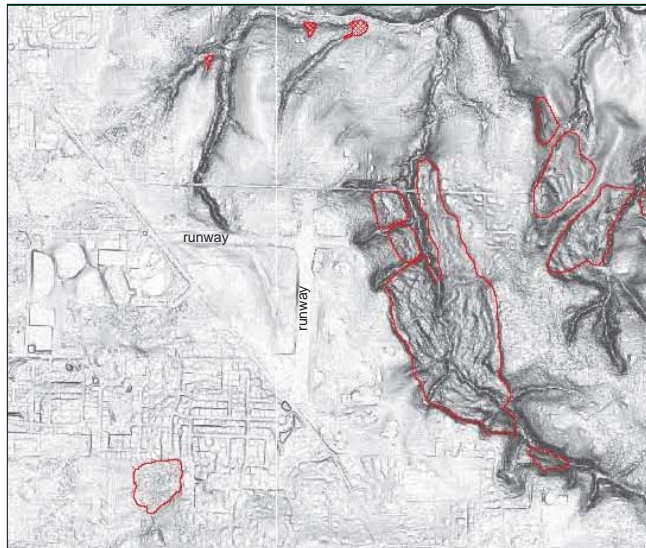


Figure 13A - East Ridge Lidar and 490 foot elevation

ridge could not be readily served with gravity systems - they would require private pump facilities. For all of these reasons, it is recommended here that an East Ridge open space and conservation area be designated.

The plan and code call for:

- Establishing the Class I and II Riparian area (per Metro mapping) plus 200 feet as a protected open space area. No development is permitted, except for very limited uses such as trails.
- Between the west edge of the above referenced protected open space area and the 490 foot elevation (MSL), establish a conservation area within which the following provisions apply:
  - a. A minimum of 50% of the conservation area must be open space. No residential uses are permitted.
  - b. All development must be low impact with respect to grading, site design, storm water management, energy management, and habitat.
  - c. Building heights must not obscure views from the 490 foot elevation of the ridge.
  - d. Open space areas must be environmentally improved and restored.
- Establishing a limit of development that demarks the clear edge of urban uses and a “window” to adjacent natural areas. In the central area of the est ridge, the “window” must be a minimum of 700 feet of continuous area and publicly accessible. The specific location of the “window” is flexible and will be establishing as part of a master plan.
- Creating two scenic view points that are small public parks, located north and south of the central area.
- Creating an East Ridge Trail - the location of the trail is flexible and will be established during master planning. It will be located so as to be safe, visible, and connect the public areas along the ridge. Along the “window” area described above, it will be coordinated with the location of the adjacent East Ridge Parkway.

## Transportation

In summary, the key elements of the Concept Plan transportation strategy are to:

- Plan a mixed use community that provides viable options for internal trip making (i.e. many daily needs provided on-site), transit use, maximized walking and biking, and re-routed trips within the Oregon City area.
- Improve Beavercreek Road as a green street boulevard.
- Create a framework of collector streets that serve the Beavercreek Road Concept Plan area.
- Require local street and pedestrian way connectivity.
- Require a multimodal network of facilities that connect the Beavercreek Road Concept Plan area with adjacent areas and surrounding transportation facilities.
- Provide an interconnected street system of trails and bikeways.
- Provide transit-attractive destinations.
- Provide a logical network of roadways that support the extension of transit services into the Beavercreek Road Concept Plan area.
- Use green street designs throughout the plan.
- Update the Oregon City Transportation System Plan to include the projects identified in the Beavercreek Road Concept Plan, provide necessary off-site improvements, and, assure continued compliance with Oregon's Transportation Planning Rule.
- *Center Parkway as a parallel route to Beavercreek Road.* This new north-south route provides the opportunity to completely avoid use of Beavercreek Road for trips between Old Acres and Thayer Road. This provides a much-needed separation of local and through trips, as well as an attractive east-side walking and biking route. Major cross-street intersections, such as Loder, Meyers and Glen Oak may be treated with roundabouts or other treatments to help manage average speeds on this street. Minor intersections are likely to be stop-controlled on the side street approaches. The alignment of Center Parkway along the central open space is intended to provide an open edge to the park. The cross-section for Center Parkway includes a multi-use path on the east side and green street swale. Center Parkway is illustrated as a three-lane facility. Depending on land uses and block configurations, it may be able to function well with a two lane section and left turn pockets at selected locations.
- *Ridge Parkway as a parallel route to Center Parkway and Beavercreek Road.* The section of Ridge Parkway south of the Glen Oak extension is intended as the green edge of the neighborhood. This will provide a community "window" and public walkway adjacent to the undeveloped natural areas east of the parkway. Ridge Parkway should be two lanes except where left turn pockets are needed. Major intersections south of Loder are likely to only require stop control of the side street, if configured as "tee" intersections. Mini roundabouts could serve as a suitable option, particularly if a fourth leg is added.
- *Ridge Parkway.* Ridge Parkway was chosen to extend as the through-connection south of the planning area to Henrici Road. Center Parkway and Ridge Parkway are both recommended for extension to the north as long-term consideration for Oregon City and Clackamas County during the update of respective Transportation System Plans. It is beyond the scope of this study to identify and determine each route and the feasibility of such extensions. Fatal flaws to one or both may be discovered during subsequent planning. Nonetheless, it is prudent at this level of study, in this area of the community, to identify opportunities to efficiently and systematically expand the transportation system to meet existing and future needs.

## Streets

Figure 14 illustrates the street plan. Highlights of the plan include:

- *Beavercreek as a green boulevard.* The cross-section will be a 5 lane arterial to Clairmont, then a 3 lane arterial (green street boulevard) from Clairmont to UGB. The signalization of key intersections is illustrated on the Street Plan.

- *Extensions of Clairmont, Meyers, Glen Oak Roads and the south entrance through to the Ridge Parkway.* These connections help complete the network and tie all parts of the community to adjacent streets and neighborhoods.
- *Realignment of Loder Road at its west end. Loder is recommended for re-configuration to create a safer “T” intersection.* The specific location of the intersection is conceptual and subject to more site specific planning.

The streets of the Concept Plan area are recommended to be green streets. This is an integral part of the storm water plan and overall identity and vision planned for the area. The green street cross-sections utilize a combination of designs: vegetated swales, planter islands, curb extensions, and porous pavement. Figures 15 – 19 illustrate the recommended green street cross-sections. These are intended as a starting point for more detailed design.

### Trails

Figure 14 also illustrates the trail network. The City’s existing Thimble Creek Trail and Metro’s Beaver Lake Regional Trail have been incorporated into the plan. New trails include the Powerline Corridor Trail, multi-use path along Center Parkway, and the Ridge Trail.

### Transit

The Concept Plan sets the stage for future transit, recognizing that how that service is delivered will play out over time. Specifics of transit service will depend on the actual rate and type of development built, Tri-Met resources and policies, and, consideration of local options. Three options have been identified:

1. A route modification is made to existing bus service to Clackamas Community College (CCC) that extends the route through CCC to Beaver Creek Road via Clairmont, then south to Meyers or Glen Oak, back to HWY 213, and back onto Molalla to complete the normal route down to the Oregon City Transit Center. To date, CCC has identified Meyers Road as a future transit connection to the college.
2. A new local loop route that connects to the CCC transit center and serves the Beaver Creek Road Concept Planning area, the High School, the residential areas between Beaver Creek and HWY 213, and the residential areas west of HWY 213 (south of Warner Milne).
3. A new “express” route is created from the Oregon City Transit Center, up/down HWY 213 to major destinations (CCC, the Beaver Creek Road Employment area, Red Soils, Hilltop Shopping Center, etc.).

It is the recommendation of this Plan that the transit-oriented (and Use mix), density, and design of the Beaver Creek Road area be implemented so that transit remains a viable option over the long term. The City should work with Tri-Met, CCC, Oregon City High School, and developers within the Concept Plan area to facilitate transit.

## Connectivity

The street network described above will be supplemented by a connected local street network. Consistent with the framework plan approach, connectivity is required by policy and by the standards in the code. The specific design for the local street system is flexible and subject to master plan and design review. Figure 20 illustrates different ways to organize the street and pedestrian systems. These are just three examples, and are not intended to suggest additional access to Beaver Creek Road beyond what is recommended in Figure 14. The Plan supports innovative ways to configure the streets that are consistent with the goals and vision for the Beaver Creek Concept Plan area.

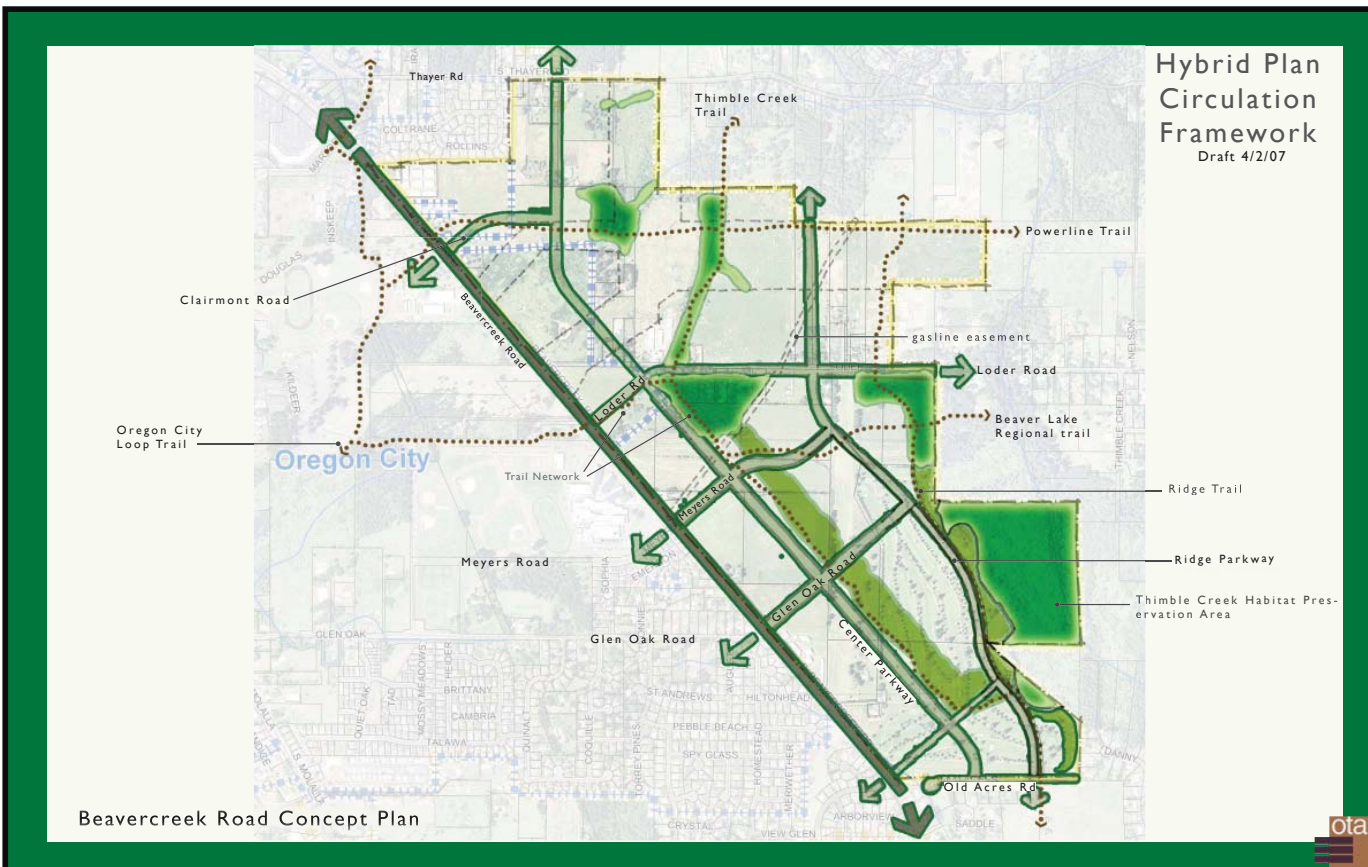


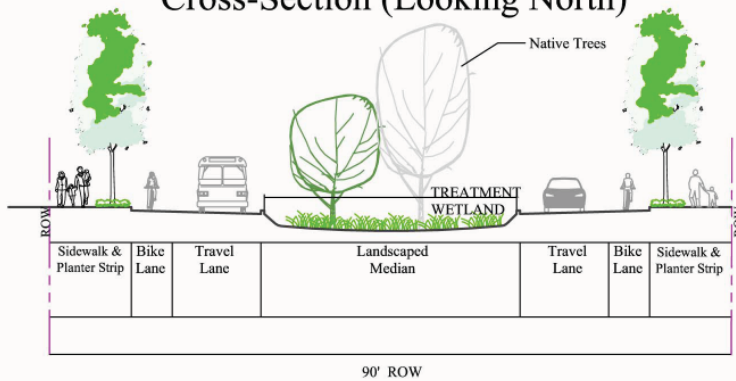
Figure 14 - Circulation Framework



Figure 20 - Connectivity Diagrams

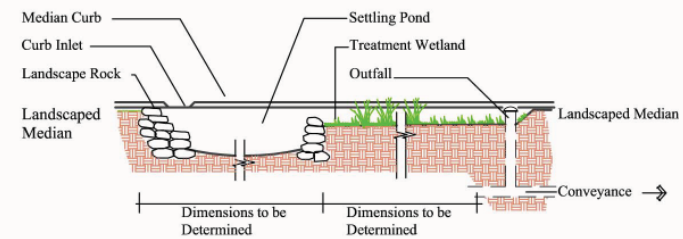
*Conceptual only - See Figure 14 for recommended access points to Beaver Creek Road.*

### Beavercreek Road Greenstreet - Option 1 3-lane Right-of-way Cross-Section (Looking North)



### Beavercreek Road Concept Plan

#### Median Treatment Wetland Conceptual Detail



#### Beavercreek Road - Option 1 3-lane Right-of-way Plan Concept

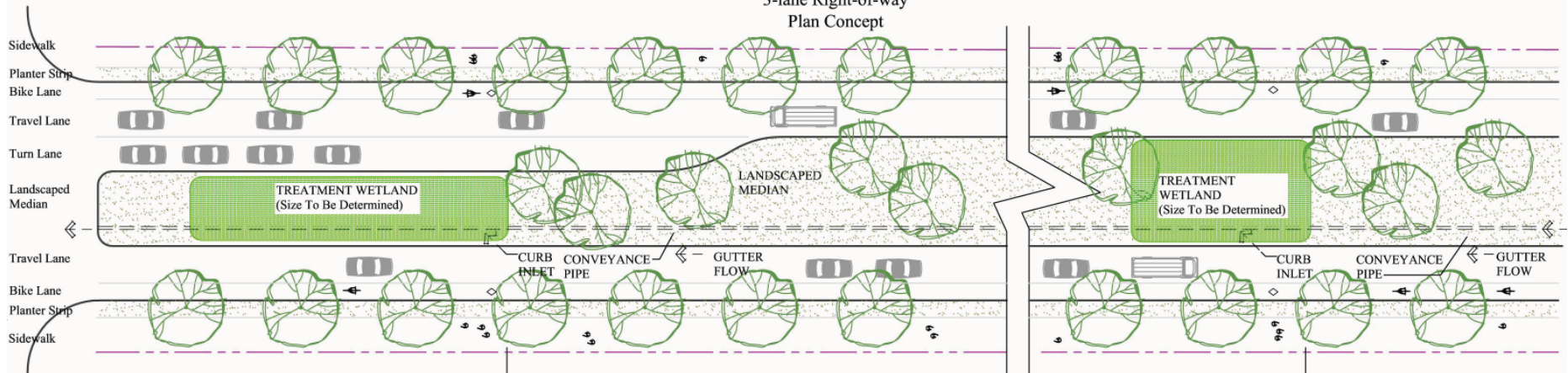


Figure 15 - Beavercreek Road Green Street

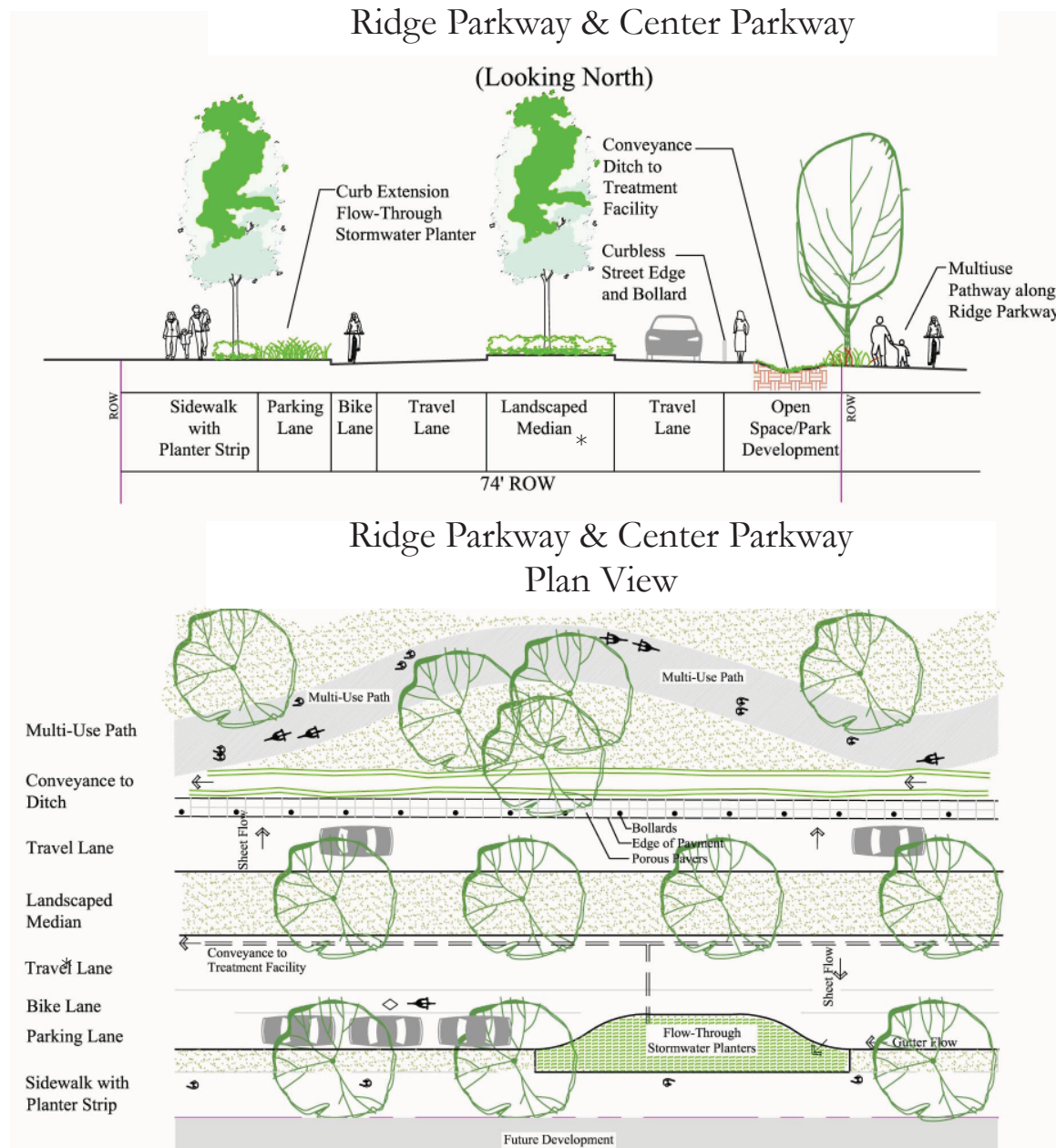
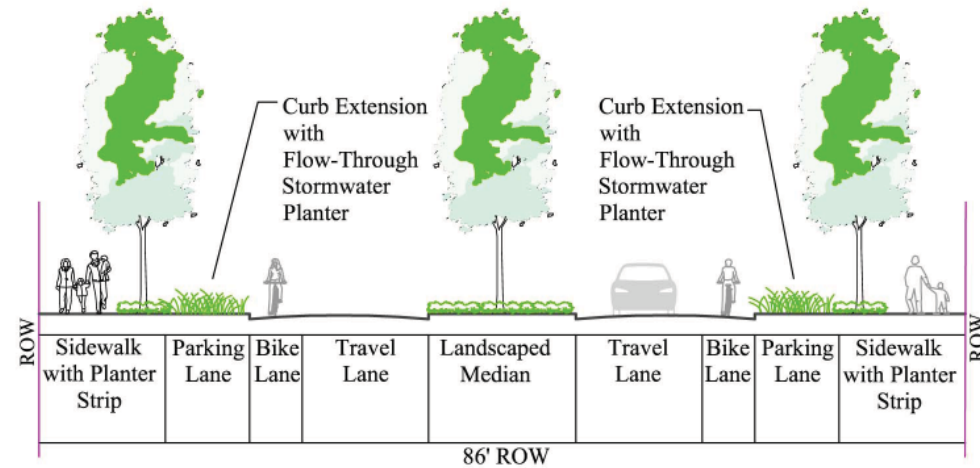


Figure 16 - Ridge Parkway and Central Parkway Green Streets

\*Center median is optional for Ridge Parkway.

## Collector Greenstreet (Looking North)



## Collector Greenstreet Plan View

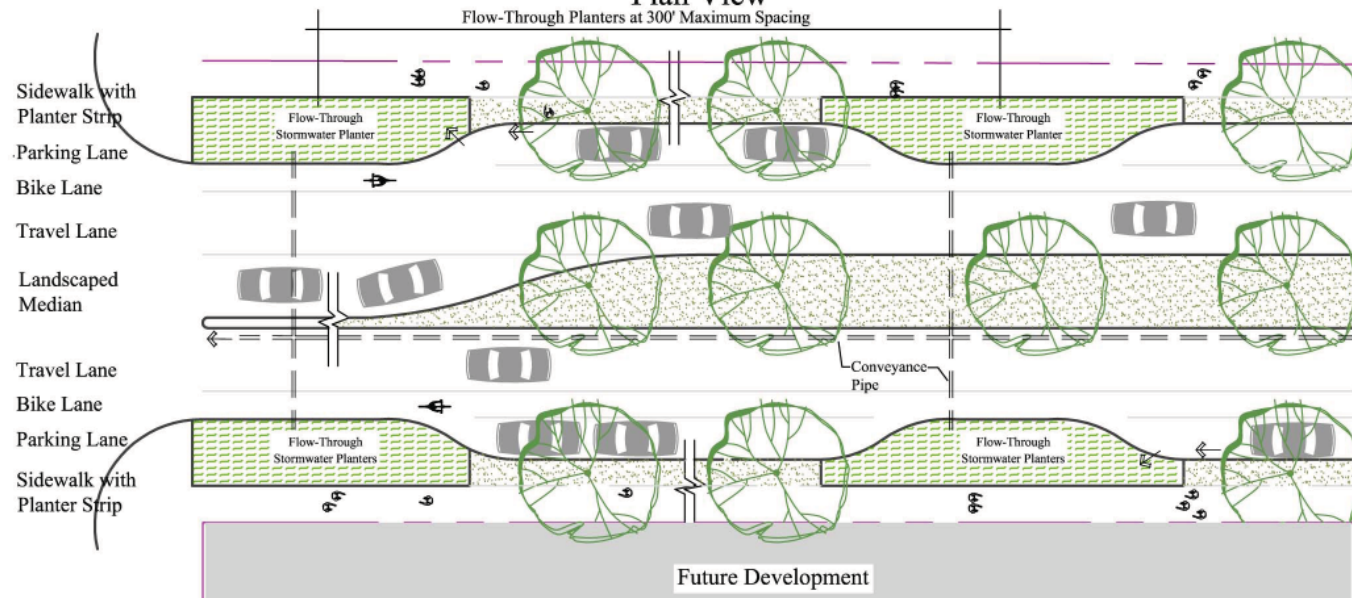
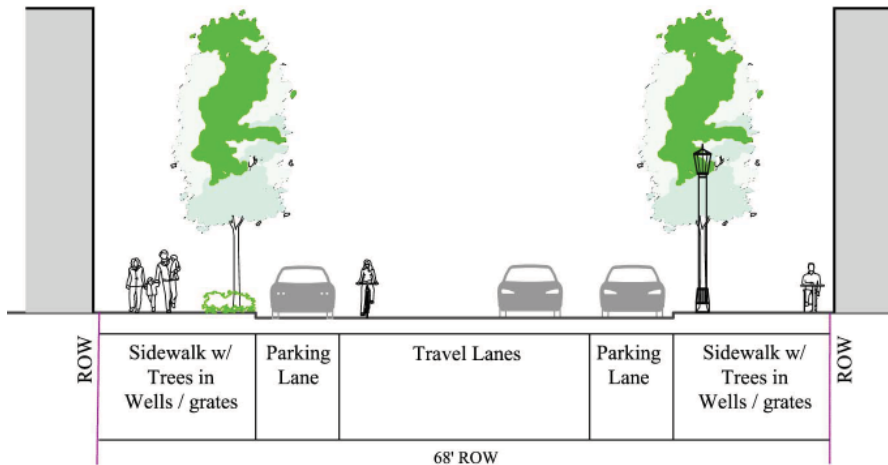


Figure 17 - Collector Green Street

## Main Street Collector

Potential Building  
Frontage with Future  
Development



### Main Street Collector Plan View

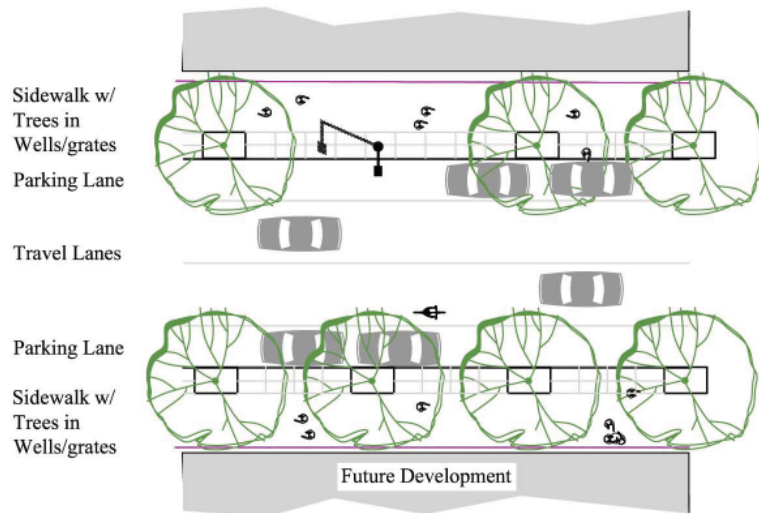
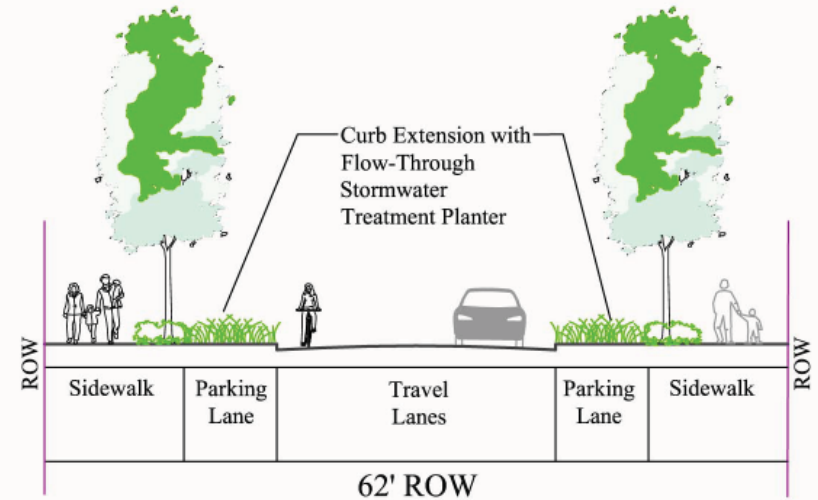


Figure 18 - Main Street Green Street

## Neighborhood Greenstreet



### Neighborhood Greenstreet Plan View

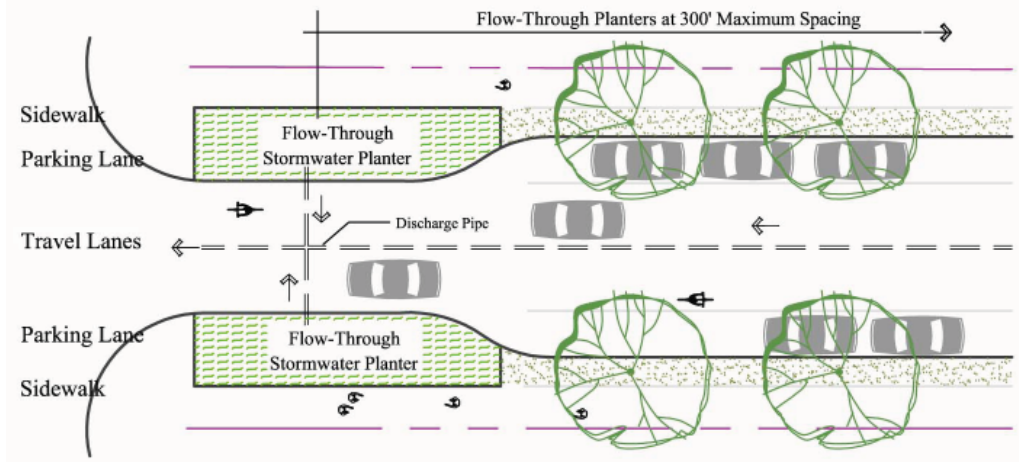


Figure 19 - Neighborhood Green Street

## Cost Estimate

A planning-level cost estimate analysis was conducted in order to approximate the amount of funding that will be needed to construct the needed improvements to the local roadway system, with the build-out of the Beaver Creek Road Concept Plan. The table below lists these improvements and their estimated costs. These generalized cost estimates include assumptions for right-of-way, design, and construction.

For additional information, please see Technical Appendix, Sections C2 and G.

<b>Roadway Improvements</b>	<b>Improvement</b>	<b>Estimated Cost</b>
Beaver Creek Road: Marjorie Lane to Clairmont Drive	Construct 5-lane cross-section to City standards	\$6,300,000
Beaver Creek Road: Clairmont Drive to Henrici Road	Construct 3-lane cross-section to City standards	\$12,300,000
Clairmont Drive: Beaver Creek Road – Center Parkway	Construct new 3-lane collector to City standards and modify signal at Beaver Creek Road	\$2,400,000
Loder Road: Beaver Creek Road to Center Parkway	Construct 3-lane cross-section to City standards and signalize Beaver Creek Road intersection	\$1,400,000
Loder Road: Center Parkway – East Site Boundary	Construct 3-lane cross-section to City standards	\$4,200,000
Meyers Road: Beaver Creek Road – Ridge Parkway	Construct new 3-lane collector to City standards and modify signal at Beaver Creek Road	\$3,500,000
Glean Oak Road: Beaver Creek Road – Ridge Parkway	Construct new 3-lane collector to City standards and modify signal at Beaver Creek Road	\$3,400,000
Center Parkway	Construct new 3-lane collector with 12' multi-use path	\$17,700,000
Ridge Parkway	Construct new 3-lane collector	\$9,800,000
<b>Total Roadway Improvements</b>		<b>\$61,000,000</b>
<b>Intersection Only Improvements</b>	<b>Improvement</b>	<b>Estimated Cost</b>
Beaver Creek Road/Maplelane	Road Construct new WB right-turn lane	\$250,000
Beaver Creek Road/ Meyers Road	Construct new NB and SB through lanes	\$5,000,000
<b>Total Intersection Improvements</b>		<b>\$5,250,000</b>
<b>TOTAL IMPROVEMENTS</b>		<b>\$66,250,000</b>

Transportation Cost Estimate



Figure 21 - Sustainable Stormwater Plan

## Storm Water and Water Quality

This Beavercreek Road stormwater infrastructure plan embraces the application of low-impact development practices that mimic natural hydrologic processes and minimize impacts to existing natural resources. It outlines and describes a stormwater hierarchy focused on managing stormwater in a naturalistic manner at three separate scales: site, street, and neighborhood.

### Tier 1 – Site Specific Stormwater Management Facilities (Site)

All property within the study area will have to utilize on-site best management practices (BMPs) to reduce the transport of pollutants from their site. Non-structural BMPs, such as source control (e.g. using less water) are the best at eliminating pollution. Low-impact structural BMPs such as rain gardens, vegetated swales, pervious surface treatments, etc. can be designed to treat stormwater runoff and reduce the quantity (flow and volume) by encouraging retention/infiltration. They can also provide beneficial habitat for wildlife and aesthetic enhancements to a neighborhood. These low-impact BMP's are preferred over other structural solutions such as underground tanks and filtration systems. Most of these facilities will be privately maintained.

### Tier 2 – Green Street Stormwater Management Facilities (Street)

Green Streets are recommended for the entire Beavercreek Concept Plan area. The recommended green street design in Figures 15 - 19 use a combination of vegetated swales or bioretention facilities adjacent to the street with curb cuts that allow runoff to enter. Bioretention facilities confined within a container are recommended in higher density locations where space is limited or is needed for other urban design features, such as on-street parking or wide sidewalks. The majority of the site is underlain with silt loam and silty clay loam. Both soils are categorized as Hydrologic Soil Group C and have relatively slow infiltration rates.

The recommended green streets will operate as a collection and conveyance system to transport stormwater from both private property and streets to regional stormwater facilities. The conveyance facilities need to be capable of managing large storm events that exceed the capacity of the swales. For this reason, the storm water plan's conveyance system is a combination of open channels, pipes, and culverts. Open channels should be used wherever feasible to increase the opportunity for stormwater to infiltrate and reduce the need for piped conveyance.

### Tier 3 – Regional Stormwater Management Facilities (Neighborhood)

Regional stormwater management facilities are recommended to manage stormwater from larger storms that pass through the Tier 1 and Tier 2 facilities. Figure 21 illustrates seven regional detention pond locations. Coordinating the use of these for multiple properties will require land owner cooperation during development reviews, and/or, City initiative in advance of development.

The regional facilities should be incorporated into the open space areas wherever possible to reduce land costs, and reduce impacts to the buildable land area. Regional stormwater facilities should be designed to blend with the other uses of the open space area, and can be designed as a water feature that offers educational or recreational opportunities. Stormwater runoff should be considered as a resource, rather than a waste stream. The collection and conveyance of stormwater runoff to regional facilities can offer an opportunity to collect the water for re-use.

### Large Locations

development stormwater runoff rates from the Beaver Creek Road Plan Area will need to match pre-development rates at the existing large locations, per City Stormwater Design Standards. Since there are small discharge locations to Thimble Creek, flow control facilities that be feasible at all discharge locations. In this situation, over- is needed at some discharge locations to compensate for the und areas so that flows in Thimble Creek at the downstream point of ance meet City Stormwater Design Standards for flow control.

stormwater structure for the creek Road Plan Area ated to cost n \$7.8 million 4 million for nstruction. onstruction gencies, soft ngineering, ings nction ment), and quisation, the st is estimated o \$23 million.

### Water

The proposed water infrastructure plan creates a network of water pipelines as the “backbone” system. In addition, as individual parcels developed, a local service network of water mains will be needed at individual lots.

Since there are two pressure zones in the concept plan area, there to be a network of pipes for each of the two zones. These systems illustrated on Figure 22. The Fairway Downs Pressure Zone will south one-third of the concept plan area. This zone receives water from the system

But, because zone is at a elevation in water system from the re system is in to maintain pressure to in this part system. The pressure is by using a l pump station at the inter Glen Oak Beaver Creek

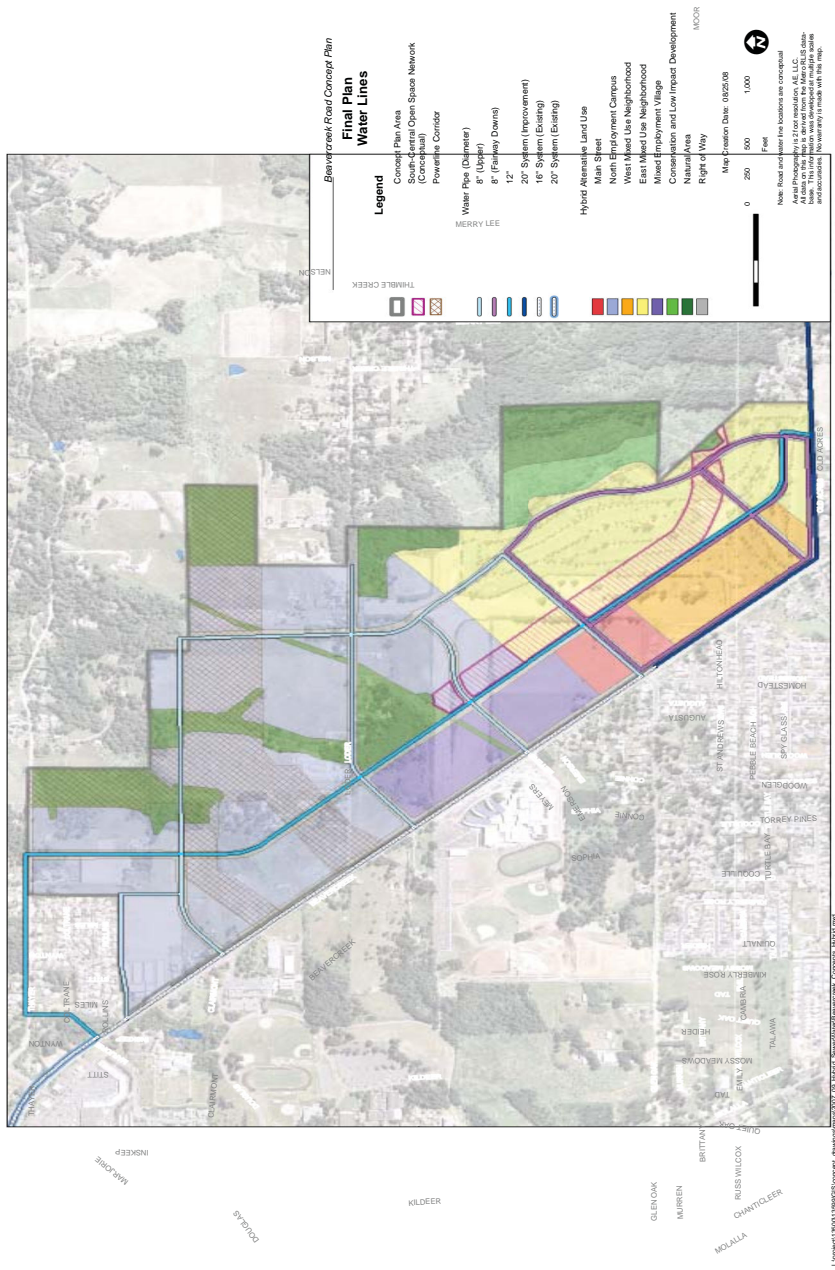


Figure 22 - Water Plan

In the Fairway Downs Pressure Zone, the majority of the water mains will be installed in the proposed public rights-of-way. However, a small portion of the system may need to be in strip easements along the perimeter of the zone at the far southeast corner of the concept plan area. The system layout shown is preliminary and largely dependent on future development and the final system of internal (local) streets. Additional mains may be needed or some of the water mains shown may need to be removed. For instance, if the development of the residential area located at the southeast end of the site, adjacent to Old Acres Road, includes internal streets, the water mains shown along the perimeter of the site may be deleted because service will be provided from pipes that will be installed in the internal street system.

Some of the planned streets in the Fairway Downs Pressure Zone will contain two water mains. One water main will provide direct water service to the area from the booster pump system. The other water main will carry water to the lower elevation areas in the Upper Pressure Zone.

The Upper Pressure Zone will serve the north two-thirds of the concept plan area. The “backbone” network for the Upper Pressure Zone will have water mains that are pressured from the Henrici and Boynton reservoirs. A single 12-inch water main will run parallel with Beaver Creek Road through the middle of concept plan area. This water conduit will serve as the “spine” for the Upper Pressure Zone. A network of 8-inch water pipes will be located in the public rights-of-way and will provide water to the parcels that are identified for development. The system can be extended easterly on Loder Road, if needed.

The preliminary design ensures that the system is looped so that there are no dead-end pipes in the system. Along a portion of the north perimeter, approximately 1,600 feet of water pipe will be needed to complete a system loop and provide water service to adjacent lots. This pipe will share

a utility easement with a gravity sanitary sewer and a pressure sewer. There may also be stormwater facilities in this same alignment.

In the Water Master Plan, under pipeline project P-201, there is a system connection in a strip easement between Thayer Road and Beaver Creek Road at the intersection with Marjorie Lane. Consideration should be given to routing this connection along Thayer Road to Maple Lane Road and then onto Beaver Creek Road. This will keep this proposed 12-inch main in the public street area where it can be better accessed.

The estimated total capital cost for the “backbone” network within the concept plan area will be in the area of \$5,400,000. This estimate is based on the one derived for Alternative D, which for concept planning purposes, is representative of the plan and costs for the final Concept Plan. This is in addition to the \$6.9 million of programmed capital improvement projects that will extend the water system to the concept plan area. All estimates are based on year 2003 dollars. Before the SDC can be established, the estimates will need to be adjusted for the actual programmed year of construction.

For additional information, please see Technical Appendix, Sections C6 and H3.



The estimated total capital cost will be in the vicinity of \$4,400,000. This estimate is based on the cost analysis for Alternative D, which is comparable. This is in addition to the \$2.3 million in sanitary sewer master plan capital costs that needed to bring the sanitary sewers to the concept plan area. These estimates are based on year 2003 dollars. The estimates will need to be adjusted for the programmed year of construction.

For additional information, please see Technical Appendix, Sections C6 and H2.

## Funding strategies

For water, sewer, storm water and parks, there are five primary funding sources and strategies that can be used:

- *System development charges (SDCs)*– Oregon City requires developers to pay SDCs for new development. Developers pay these charges up front based on the predicted impact of the new development on the existing infrastructure and the requirements it creates for new improvements. Although the charges are paid by the developer, the developer may pass on some of these costs to buyers of newly developed property. Thus, SDCs allocate costs of development to the developer and buyers of the new homes or new commercial or industrial buildings.
- *Urban renewal/tax increment financing* - Tax increment financing is the primary funding vehicle used within urban renewal areas (URA). The tax increment revenue is generated within a URA when a designated area is established and the normal property taxes within that area are ‘frozen’ (often called the frozen base). Any new taxes generated within that area through either property appreciation or new investment becomes the increment. Taxing jurisdictions continue to collect income from the frozen base but agree to release assessed value above the base to the URA. The URA then can issue bonds to pay for identified public improvements. The tax increment is used to pay off the bonds.

Oregon City has the authority to establish an URA. The Beavercreek Road Concept Plan Area would have to meet the definition of ‘blight’ as defined in ORS 457. It is likely to meet ‘blight’ standards because its existing ratios of improvement-to-land values are likely low enough to meet that standard.

- *Local Improvement Districts* - Local Improvement Districts (LIDs) are formed for the purpose of assessing local property owners an amount sufficient to pay for a project deemed to be of local benefit. LIDs are a specific type of special assessment district, which more broadly includes any district that is formed within an existing taxing district to assess specific property owners for some service that is not available throughout the larger district. The revenues from the LID assessments are used to pay the debt payments on a special assessment bond or a note payable issued for the capital improvements.

LID assessments increase costs for property owners. Under a LID the improvements must increase the value of the taxed properties by more than the properties are taxed. LIDs are typically used to fund improvements that primarily benefit residents and property owners within the LID.

- *Bonds* - Bonds provide a financing mechanism for local governments to raise millions of dollars for parks and other capital projects. The City could back a bond with revenue from a LID, the Urban Renewal Districts, or property taxes citywide. General obligation (GO) bonds issued by local governments are secured by a pledge of the issuer’s power to levy real and personal property taxes. Property taxes necessary to repay GO bonds are not subject to limitation imposed by recent property tax initiatives. Oregon law requires GO bonds to be authorized by popular vote.

Bond levies are used to pay principal and interest for voter-approved bonded debt for capital improvements. Bond levies typically are approved in terms of dollars, and the tax rate is calculated as the total levy divided by the assessed value in the district.

- *Developer funded infrastructure* – The City conditions land use approvals and permits to include required infrastructure. Beyond

the sources cited above, developers cover the remaining costs for the infrastructure required for their development.

Additional funding tools that could be investigated and implemented within the Concept Plan area include a Road District, a County Service District, Intergovernmental Agreements, an Advance Finance District, a Certificate of Participation, and a Utility Fee. There are benefits and limitations associated with each of the funding options that should be reviewed carefully before implementing.

For transportation infrastructure, the same sources as cited above are available. For larger facilities, such as Beavercreek Road, additional funds may be available. They include Metro-administered federal STP and CMAQ funding, and, regional Metro Transportation Improvement Plan funding. These sources are limited and extremely competitive. County funding via County SCSs should also be considered a potential source for Beavercreek Road. Facilities like Beavercreek Road are often funded with a combination of sources, where one source leverages the availability of another.

## Sustainability

One of the adopted goals is: The Beavercreek Road Concept Plan Area will be a model of sustainable design, development practices, planning, and innovative thinking.

Throughout the development of the concept plan, sustainability has been paramount in guiding the CAC, the City, and the consultant team. The final plan assumes that sustainable practices will be a combination of private initiatives (such as LEED certified buildings), public requirements (green streets and low impact development policies), and public-private partnerships. It is recommended that City use incentives, education and policy support as much as possible for promoting sustainability at Beavercreek Road. Some initiatives will require regulation and City mandates, but caution and balance should be used. At the end of the

day, it is up to the private sector to invest in sustainable development. The Beavercreek Road's site's legacy as a model of sustainable design will depend, in large part on the built projects that are successful in the marketplace and help generate the type of reputation that the community desires and deserves.

The key to fulfilling the above-listed goal will be in the implementation. For the City's part, implementation strategies that support sustainable design will be included within the Oregon City Comprehensive Plan policies and Code provisions. They will be applied during master plan and design review permitting. Some of these strategies will be "required" while other are appropriate to "encourage." These sustainability strategies include:

- Energy efficiency
- Water conservation
- Compact development
- Solar orientation
- Green streets/infrastructure
- Adaptive reuse of existing buildings/infrastructure
- Alternative transportation
- Pedestrian/Cyclist friendly developments
- Natural drainage systems
- Tree preservation and planting to "re-establish" a tree canopy
- Minimizing impervious surfaces
- Sustainability education (builder, residents, businesses and visitors)
- Collaboration with "local" institutional and economic partners, particularly Clackamas Community College and Oregon City High School
- Community-based sustainable programs and activities

## Principles for Sustainable Community Design

The CAC discussed Principles for Sustainable Community Design that were offered by one of the members. These provide a good framework for how the Concept Plan is addressing sustainability.

*Mix Land Uses - Promote a mix of land uses that support living wage jobs and a variety of services.*

All of the sub-districts are, to some degree, mixed use districts. The Mixed Use Village, Main Street and West Mixed Use Neighborhood allow a rich mix of employment, housing, and services. Taken together, the entire 453 acre area will be a complete community.

*Housing Types - Create a range of housing choices for all ages and incomes.*

The concept plan includes housing in many forms: mixed use formats in the 3-5 story buildings, high density apartments and condominiums, live-work units, townhomes, small cottage lots, and low density single family homes.

*Walk-ability - Make the Neighborhood “walkable” and make services “walk-to-able.”*

The plan provides a street and trail framework. The code will require a high level of connectivity and maximum block sizes for most sub-districts. Services are provided throughout the plan as part of mixed use areas and a broad range of permitted uses.

*Transportation - Provide a range of transportation options using a connected network of streets and paths.*

The plan provides for all modes: walking, biking, driving and transit. Transit-supportive land use is specifically required in the Mixed Employment Village, Main Street and West Mixed Use Neighborhoods. The framework of connected streets and paths will be supplemented by a

further-connected system of local streets and walking routes.

*Open Space - Protect and maintain a functioning green space network for a variety of uses.*

Open space is distributed throughout the plan. New green spaces are connected with existing higher-value natural areas.

*Integrate Systems - Integrate ecological and man-made systems to maximize function, efficiency and health.*

Infrastructure systems (green storm water, multi-modal transportation) are highly integrated with the open space network and array of land uses. It will be important for the implementation of the plan to further integrate heating, cooling, irrigation and other man-made systems with the Concept Plan framework.

*Ecological Health - Manage natural resources to eliminate pollution to watersheds and lessen impact on habitat and green infrastructure.*

Methods to achieve this principle are identified in the Stormwater Infrastructure Report. Additionally, the code requires measures to preserve natural resources and eliminate pollution to watersheds necessary to achieve this principle.

*Reuse, Recycle, Regenerate - Reuse existing resources, regenerate existing development areas.*

The principle will be applied primarily at time of development and beyond.

*Green Buildings - Build compact, innovative structures that use less energy and materials.*

The draft code includes provisions for green buildings. This is a new area for the City to regulate, so a public-private Green Building Work Group is recommend to explore issues, build consensus, and develop specific code recommendations.

*Work Together - Work with community members and neighbors to design and develop.*

The development of the alternatives and the recommended plan has been a collaborative process with all project partners. The concept plan process through implementation and subsequent project area developments will continue to be a collaborative process where all stakeholders are invited to participate.

For additional information, please see Technical Appendix, Sections C3, D, and F.

## Metrics

### Land Use

The following table summarizes the acreages for major land uses on the Concept Plan.

Land Use Category (acres)	Hybrid
North Employment Campus (adjusted gross acreage)*	149
Mixed Employment Village	26
Main Street	10
West Mixed Use Neighborhood	22
East Mixed Use Neighborhood	77
<b>Total Acres of "built" land use</b>	<b>284</b>
<b>Other Land Uses (not "built")</b>	
Parks/Open Space/Natural Areas (Total)**	113
Major ROW+	56
Existing Uses (unbuildable)	0
<b>Total Project Area Gross Acres</b>	<b>453</b>

\*Adjusted gross acreage is the sum of 50% of the employment land use shown under the powerline easement plus all other unconstrained employment land use areas. Calculations shown below:

Land Use Category (acres)	Hybrid
Total North Employment Campus	175
<b>Unconstrained NEC</b>	<b>123</b>
Employment with powerline overlay	52
<b>Useable portion of powerline overlay (50%)</b>	<b>26</b>
<b>North Employment Campus (adjusted gross acreage)*</b>	<b>149</b>

### Housing and Employment Estimates

The Concept Plan has an estimated capacity for approximately 5000 jobs and 1000 dwellings. The following table displays the estimates and assumptions used to estimate jobs and housing. On a net acreage, these averages are 33 jobs/ net developable acre and 10.3 dwellings/ net developable acre.

Land Use Category	Hybrid Gross Acres	Hybrid Net Acres*	FAR/Acre**	SF/Job**	# of Jobs***	Avg. Units/Acre	# of Units+
North Employment Campus (adjusted gross acreage)	149	127	0.3	450	3,678		
Mixed Employment Village	26	21	0.44	350	1,139		
Main Street****	10	8	0.44	350	219	25	100
West Mixed Use Neighborhood	22	18			15	22	387
East Mixed Use Neighborhood	77	62			21	8.7	536
<b>Total # of Jobs</b>					<b>5,073</b>		
<b>Total # of Housing Units</b>							<b>1,023</b>
<b>Total Acres of Developed Land++</b>	<b>284</b>	<b>235</b>					

\*For Hybrid - Net acres equals gross acres minus 15% for local roads and easements in Employment. Mixed Employment, Mixed Use, and residential areas assume 20% for local roads and easements

\*Based on Metro 2002-2022 Urban Growth Report: An Employment Land Need Analysis. Includes total on site employment (full and part time). Mixed Employment FAR and job density reflects a mix of office, tech/flex, and ground floor retail.

\*\*\*Number of Jobs in Employment, Mixed Employment, Mixed Use calculated by multiplying total acres by the FAR; Converting to square feet; and dividing by number of jobs/square foot. Jobs in residential areas (Work at Home Jobs) estimated at 4% (potential could be as high as 15%).

\*\*\*\* Mixed Use land use assumes 50% of acreage devoted to commercial uses and the remaining 50% devoted to vertical mixed use.

+Number of units calculated by multiplying total net acres of residential land use by average units per acre

++Includes 50% of useable power line corridor (26 acres total) as part of developed land (included in Employment land area)

+++Does not include powerline corridor acreage as part of developed land

## VI. Goals and Policies

The following goals and policies are recommended for adoption into the Oregon City Comprehensive Plan. The goal statements are those developed by the Citizen Advisory Committee as goals for the plan.

### Goal 1 Complete and Sustainable Community

Create a complete and sustainable community, in conjunction with the adjacent land uses, that integrates a diverse mix of uses, including housing, services, and public spaces that are necessary to support a thriving employment center.

#### Policy 1.1

Adopt new comprehensive plan and zone designations, and development code, that implement the Beavercreek Concept Plan. Require all development to be consistent with the Concept Plan and implementing code.

#### Policy 1.2

Establish sub-districts to implement the Concept Plan. The sub-districts are:

#### North Employment Campus – NEC

The purpose of the North Employment Campus is to provide for the location of family wage employment that strengthens and diversifies the economy. The NEC allows a mix of clean industries, offices serving industrial needs, light industrial uses, research and development and large corporate headquarters. The uses permitted are intended to improve the region's economic climate, promote sustainable and traded sector businesses, and protect the supply of sites for employment by limiting

incompatible uses. The sub-district is intended to comply with Metro's Title 4 regulations. Site and building design will create pedestrian-friendly areas and utilize cost effective green development practices. Business and program connections to Clackamas Community College (CCC) are encouraged to help establish a positive identity for the area and support synergistic activity between CCC and NEC properties. Businesses making sustainable products and utilizing sustainable materials and practices are encouraged to reinforce the identity of the area and promote the overall vision for the Beavercreek Road area.

#### Mixed Employment Village – MEV

The purpose of the Mixed Employment Village is to provide employment opportunities in an urban, pedestrian friendly, and mixed use setting. The MEV is intended to be transit supportive in its use mix, density, and design so that transit remains an attractive and feasible option. The MEV allows a mix of retail, office, civic and residential uses that make up an active urban district and serve the daily needs of adjacent neighborhoods and Beavercreek Road sub-districts. Site and building design will create pedestrian-friendly areas and utilize cost effective green development practices. Business and program connections to Clackamas Community College and Oregon City High School are encouraged. Businesses making sustainable products and utilizing sustainable materials and practices are encouraged to reinforce the identity of the area and promote the overall vision for the Beavercreek Road area.

#### Main Street – MS

The purpose of this small mixed-use center is to provide a focal point of pedestrian activity. The MS allows small scale commercial, mixed use and services that serve the daily needs of the surrounding area. "Main Street" design will include buildings oriented to the street, and minimum of 2 story building scale, attractive streetscape, active ground floor uses and other elements that reinforce pedestrian oriented character and vitality of the area.

### West Mixed Use Neighborhood – WMU

The West Mixed Use Neighborhood will be a walkable, transit-oriented neighborhood. This area allows a transit supportive mix of housing, live/work units, mixed use buildings and limited commercial uses. A variety of housing and building forms is required, with the overall average of residential uses not exceeding 22 dwelling units per acre. The WMU area's uses, density and design will support the multi-modal transportation system and provide good access for pedestrians, bicycles, transit and vehicles. Site and building design will create a walkable area and utilize cost effective green development practices.

### East Mixed Use Neighborhood – EMU

The East Mixed Use Neighborhood will be a walkable and tree-lined neighborhood with a variety of housing types. The EMU allows for a variety of housing types while maintaining a low density residential average not exceeding the densities permitted in the R-5 zone. Limited non-residential uses are permitted to encourage a unique identity, sustainable community, and in-home work options. The neighborhood's design will celebrate open space, trees, and relationships to public open spaces. The central open space, ridge open space scenic viewpoints, and a linked system of open spaces and trails are key features of the EMU. Residential developments will provide housing for a range of income levels, sustainable building design, and green development practices.

### Policy 1.3

Within the Northern Employment Campus sub-district, support the attraction of family wage jobs and connections with Clackamas Community College.

### Policy 1.4

Within the Mixed Employment Village and Main Street sub-districts, promote job creation, mixed use and transit oriented development. Adopt minimum densities, limitations on stand-alone residential developments, and other standards that implement this policy.

### Policy 1.5

The Main Street sub-district may be located along the extension of Glen Oak Road and not exceed 10 gross acres. The specific configuration of the MS sub-district may be established as part of a master plan.

### Policy 1.6

Within the West and East Mixed Use Neighborhoods, require a variety of housing types. Allow lot size averaging and other techniques that help create housing variety while maintaining overall average density.

### Policy 1.7

Within the MEV, MS, WMU and EMU sub-districts, require master plans to ensure coordinated planning and excellent design for relatively large areas (e.g. 40 acres per master plan). Master plans are optional in the NEC due to the larger lot and campus industrial nature of the area.

## Goal 2 Model of Sustainable Design

Be a model of sustainable design, development practices, planning, and innovative thinking.

### Policy 2.1

Implement the Sustainable Storm Water plan recommended in the Concept Plan. During site specific design, encourage innovative system design and require low impact development practices that manage water at the site, street and neighborhood scales.

### Policy 2.2

Storm water facilities will be designed so they are amenities and integrated into the overall community design.

### Policy 2.3

Support public and private sector initiatives to promote sustainable design, development practices and programs, including but not limited to:

- Energy efficiency
- Water conservation
- Compact development
- Solar orientation
- Green streets/infrastructure
- Adaptive reuse of existing buildings/infrastructure
- Alternative transportation
- Pedestrian/Cyclist friendly developments
- Natural drainage systems
- Tree preservation and planting to “re-establish” a tree canopy
- Minimizing impervious surfaces

- Sustainability education (builder, residents, businesses and visitors)
- Collaboration with “local” institutional and economic partners, particularly Clackamas Community College and Oregon City High School
- Community based sustainable programs and activities

### Policy 2.4

Work with stakeholders and the community to develop LEED or equivalent green building standards and guidelines to apply in the Concept Plan area.

## Goal 3 Green Jobs

Attract “green” jobs that pay a living wage.

### Policy 3.1

Coordinate with county, regional and state economic development representatives to recruit green industry to the Concept Plan area.

### Policy 3.2

Promote the Concept Plan area as a place for green industry.

### Policy 3.3

Work with Clackamas Community College to establish programs and education that will promote green development within the Concept Plan area.

## Goal 4 Sustainable Industries

Maximize opportunities for sustainable industries that serve markets beyond the Portland region and are compatible with the site's unique characteristics.

### Policy 4.1

As master plans are approved, ensure there is no net loss of land designated North Employment Campus.

### Policy 4.2

Coordinate with County, regional and state economic development representatives to recruit sustainable industries that serve markets beyond the Portland region.

## Goal 5 Natural Beauty

Incorporate the area's natural beauty into an ecologically compatible built environment.

### Policy 5.1

Incorporate significant trees into master plans and site specific designs. Plant new trees to establish an extensive tree canopy as part of the creation of an urban community.

### Policy 5.2

Provide scenic viewpoints and public access along the east ridge.

### Policy 5.3

Protect views of Mt Hood and locate trails and public areas so Mt Hood can be viewed within the community

### Policy 5.4

Establish open space throughout the community consistent with the Open Space Framework Plan. Allow flexibility in site specific design of open space, with no net loss of total open space area.

### Policy 5.5

Protect steeply sloped and geologically sensitive areas along the east ridge from development.

## Goal 6 Multi-modal Transportation

Provide multi-modal transportation links (such as bus routes, trails, bike-ways, etc.) that are connected within the site as well as to the surrounding areas.

### Policy 6.1

Work with Tri-Met and stakeholders to provide bus service and other alternatives to the Concept Plan area.

### Policy 6.2

As land use reviews and development occur prior to extension of bus service, ensure that the mix of land uses, density and design help retain transit as an attractive and feasible option in the future.

### Policy 6.3

Ensure that local street connectivity and off-street pedestrian routes link together into a highly connected pedestrian system that is safe, direct, convenient, and attractive to walking.

### Policy 6.4

The "walkability" of the Concept Plan area will be one of its distinctive qualities. The density of walking routes and connectivity should mirror

the urban form – the higher the density and larger the building form, the “finer” the network of pedestrian connections.

### Policy 6.5

Require trails to be provided consistent with the Concept Plan Circulation Framework.

### Policy 6.6

Provide bike lanes on Beavercreek Road and all collector streets, except for Main Street. The City may consider off-street multi-use paths and similar measures in meeting this policy. Bike routes will be coordinated with the trails shown on the Circulation Framework.

## Goal 7 Safety Along Beavercreek Road

Implement design solutions along Beavercreek Road that promote pedestrian safety, control traffic speeds and access, and accommodate projected vehicular demand.

### Policy 7.1

Design Beavercreek Road to be a green street boulevard that maximizes pedestrian safety.

### Policy 7.2

Work with the County and State to establish posted speeds that are safe for pedestrians and reinforce the pedestrian-oriented character of the area.

### Policy 7.3

Control access along the east side of Beavercreek Road so that full access points are limited to the intersections shown on the Circulation Framework. Right in-Right-out access points may be considered as part of master plans or design review.

## Goal 8 Oregon City High School and Clackamas Community College

Promote connections and relationships with Oregon City High School and Clackamas Community College.

### Policy 8.1

Coordinate with OCHS and CCC when recruiting businesses and promoting sustainability. Within one year of adoption of the Concept Plan, the City will convene dialogue with OCHS, CCC and other relevant partners to identify target industries and economic development strategies that are compatible with the vision for the Concept Plan. Encourage curricula that are synergistic with employment and sustainability in the Concept Plan area.

### Policy 8.2

Prior to application submittal, require applicants to contact OCHS and CCC to inform them and obtain early comment for master plans and design review applications.

### Policy 8.3

Improving the level-of-service and investing in the Highway 213 corridor improves the freight mobility along Highway 213, which provides access to Beavercreek Road and the Concept Plan area. Protecting the corridor and intersections for freight furthers the City goal of providing living-wage employment opportunities in the educational, and research opportunities to be created with CCC and OCHS.

## Goal 9 Unique Sense of Place

Have a unique sense of place created by the mix of uses, human scale design, and commitment to sustainability.

### Policy 9.1

Utilize master plans and design review to ensure detailed and coordinated design. Allow flexibility in development standards and the configuration of land uses when they are consistent with the comprehensive plan, development code, and vision to create a complete and sustainable community.

### Policy 9.2

Implement human scale design through building orientation, attractive streetscapes, building form/architecture that is matched to the purpose of the sub-district, location of parking, and other techniques. The design qualities of the community should mirror the urban form – the higher the density and larger the buildings, the higher the expectation for urban amenities and architectural details.

### Policy 9.3

Density should generally transition from highest on the west to lowest in the eastern part of the site.

### Policy 9.4

Promote compatibility with existing residential areas at the north and south end of the Concept Plan area. Transition to lower densities, setbacks, buffers and other techniques shall be used.

## Goal 10 Ecological Health

Manage water resources on site to eliminate pollution to watersheds and lessen impact on municipal infrastructure by integrating ecological and man-made systems to maximize function, efficiency and health.

### Policy 10.1


Utilize low impact development practices and stormwater system designs that mimic natural hydrologic processes, minimize impacts to natural resources and eliminate pollution to watersheds.

### Policy 10.2

Prepare the Environmentally Sensitive Resource Area overlay to protect, conserve and enhance natural areas identified on the Concept Plan. Apply low-density base zoning that allows property owners to cluster density outside the ESRA and transfer to other sites.

## Appendix

1. Project Goals
2. Concept Plan Alternatives
3. GIS Analysis Map
4. Job and Housing Estimates

	<p>To: Beaver Creek Road Concept Plan Citizens and Technical Advisory Committees</p> <p>From: Tony Konkol</p> <p>Date: March 13, 2007</p> <p>Subject: Project Goals with Objectives</p>
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The following project goals and supplemental objectives were prepared using the *Ideas we Like*, *Principles of Sustainable Development*, and the Advisory Committees' long-term vision for the project area. This update reflects input by the Citizens and Technical Advisory Committees at their March 8<sup>th</sup>, 2007 meeting.

The Beaver Creek Road Concept Plan Area will:

#### Goal

1. Create a **complete community**, in conjunction with the adjacent land uses, that integrates a diverse mix of uses, including housing, services, and public spaces that are necessary to support a thriving employment center;

#### Objective 1.1

Allow a variety of employment uses that may integrate and utilize the surrounding city and rural economies.

#### Objective 1.2

Develop plans that consider the existing rural lands and uses around the Urban Growth Boundary.

#### Objective 1.3

Continue to coordinate with the Oregon City School District and Clackamas Community College to identify partnerships, land needs and programs that would be beneficial to all parties and contribute to the community.

#### Objective 1.4

Encourage neighborhood-oriented and scaled mixed-use centers that provide goods, services, and housing for local workers and residents of all ages and incomes.

#### Objective 1.5

Become a model of sustainability that may be implemented throughout the City.

#### Objective 1.6

Allow the integration of housing and employment uses where practicable.

#### Objective 1.7

Work with Metro to ensure that there is enough land available within the Beaver Creek Road Study Area to meet the need for employment/industrial development and reduce the jobs to housing imbalance in the sub-region.

2. Be a **model of sustainable design**, development practices, planning, and innovative thinking;

Objective 2.1

Allow a variety of employment uses that may integrate and utilize the surrounding city and rural economies.

Objective 2.2

Develop plans that consider the existing rural lands and uses around the Urban Growth Boundary.

Objective 2.3

Encourage neighborhood-oriented and scaled mixed-use centers that provide goods, services and housing for local workers and residents of all ages and incomes.

Objective 2.4

Encourage environmentally responsible developments that are economically feasible, enhance livability of neighborhoods and enhance the natural environment.

Objective 2.5

Investigate development standards that offer incentives for developments that exceed energy efficiency standards and meets green development requirements and goals.

3. Attract **“green” jobs** that pay a living wage;

Objective 3.1

Allow a variety of employment uses that may integrate and utilize the surrounding city and rural economies.

Objective 3.2

Develop plans that consider the existing rural lands and uses around the Urban Growth Boundary.

Objective 3.3

Encourage neighborhood-oriented and scaled mixed-use centers that provide goods, services and housing for local workers and residents of all ages and incomes.

Objective 3.4

Allow the integration of housing and employment uses where practicable.

Objective 3.5

Work with Metro to ensure that there is enough land available within the Beavercreek Road Study Area to meet the need for employment/industrial development and reduce the jobs to housing imbalance in the sub-region.

Objective 3.6

Create a “brand” for the area that reflects the desire for sustainable development that will serve as the theme to attract and recruit businesses and developers as well as guide the design standards and build-out of the area.

4. Maximize opportunities for **sustainable industries that serve markets beyond the Portland region** and are compatible with the site’s unique characteristics;

Objective 4.1

Create a “brand” for the area that reflects the desire for sustainable development that will serve as the theme to attract and recruit businesses and developers as well as guide the design standards and build-out of the area.

Objective 4.2

Work with Metro to ensure that there is enough land available within the Beavercreek Road Study Area to meet the need for employment/industrial development and reduce the jobs to housing imbalance in the sub-region.

Objective 4.3

Support locally based and founded employers that provide living wages jobs.

Objective 4.4

Support the development of sustainable industries that utilize green design standards and development practices.

5. Incorporate the area’s **natural beauty** into an ecologically compatible built environment;

Objective 5.1

Design the adjacent land-uses to Beavercreek Road in such a manner to ensure that the pedestrian experience is not diminished through the development of fences, parking lots, backs of buildings, or other impediments to pedestrian access and circulation.

Objective 5.2

Allow a variety of employment uses that may integrate and utilize the surrounding city and rural economies.

Objective 5.3

Develop plans that consider the existing rural lands and uses around the Urban Growth Boundary.

Objective 5.4

Work with Metro to ensure that there is enough land available within the Beavercreek Road Study Area to meet the need for employment/industrial development and reduce the jobs to housing imbalance in the sub-region.

6. Provide **multi-modal transportation links** (such as bus routes, trails, bike-ways, etc.) that are connected within the site as well as to the surrounding areas;

Objective 6.1

Provide public connectivity routes for bicycles and pedestrians that encourage non-vehicular trips to employment, retail and recreational areas within the study area and to the communities beyond.

Objective 6.2

Provide an integrated street system that is designed as practicable to minimize the impacts to the environment through the use of green streets, swales and other natural stormwater systems that provide water quality and quantity control and contribute to the natural beauty of the area.

Objective 6.3

Explore local and regional transit opportunities that will increase non-single occupancy vehicle travel.

7. Implement **design solutions along Beavercreek Road** that promote pedestrian safety, control traffic speeds and access, and accommodate projected vehicular demand;

Objective 7.1

Develop and maintain a multi-modal transportation system that is safe for all users and will minimize conflict points between different modes of travel, especially across Beavercreek Road to the existing neighborhoods, Clackamas Community College, Oregon City High School and the Berry Hill Shopping Center.

Objective 7.2

Design the adjacent land-uses to Beavercreek Road in such a manner to ensure that the pedestrian experience is not diminished through the development of fences, parking lots, backs of buildings, or other impediments to pedestrian access and circulation.

8. Promote connections and relationships with **Oregon City High School and Clackamas Community College;**

Objective 8.1

Allow a variety of employment uses that may integrate and utilize the surrounding city and rural economies.

Objective 8.2

Develop plans that consider the existing rural lands and uses around the Urban Growth Boundary.

Objective 8.3

Continue to coordinate with the Oregon City School District and Clackamas Community College to identify partnerships, land needs and programs that would be beneficial to all parties and contribute to the community.

9. Have a **unique sense of place** created by the mix of uses, human scale design, and commitment to sustainability.

Objective 9.1

Provide public connectivity routes for bicycles and pedestrians that encourage non-vehicular trips to employment, retail and recreational areas within the study area and to the communities beyond.

Objective 9.2

Provide an integrated street system that is designed as practicable to minimize the impacts to the environment through the use of green streets, swales and other natural stormwater systems that provide water quality and quantity control and contribute to the natural beauty of the area.

Objective 9.3

Allow a variety of employment uses that may integrate and utilize the surrounding city and rural economies.

Objective 9.4

Develop plans that consider the existing rural lands and uses around the Urban Growth Boundary.

Objective 9.5

Encourage neighborhood-oriented and scaled mixed-use centers that provide goods, services and housing for local workers and residents of all ages and incomes.

Objective 9.6

Allow the integration of housing and employment uses where practicable.

Objective 9.7

Work with Metro to ensure that there is enough land available within the Beavercreek Road Study Area to meet the need for employment/industrial development and reduce the jobs to housing imbalance in the sub-region.

Objective 9.8

Create a “brand” for the area that reflects the desire for sustainable development that will serve as the theme to attract and recruit businesses and developers as well as guide the design standards and build-out of the area.

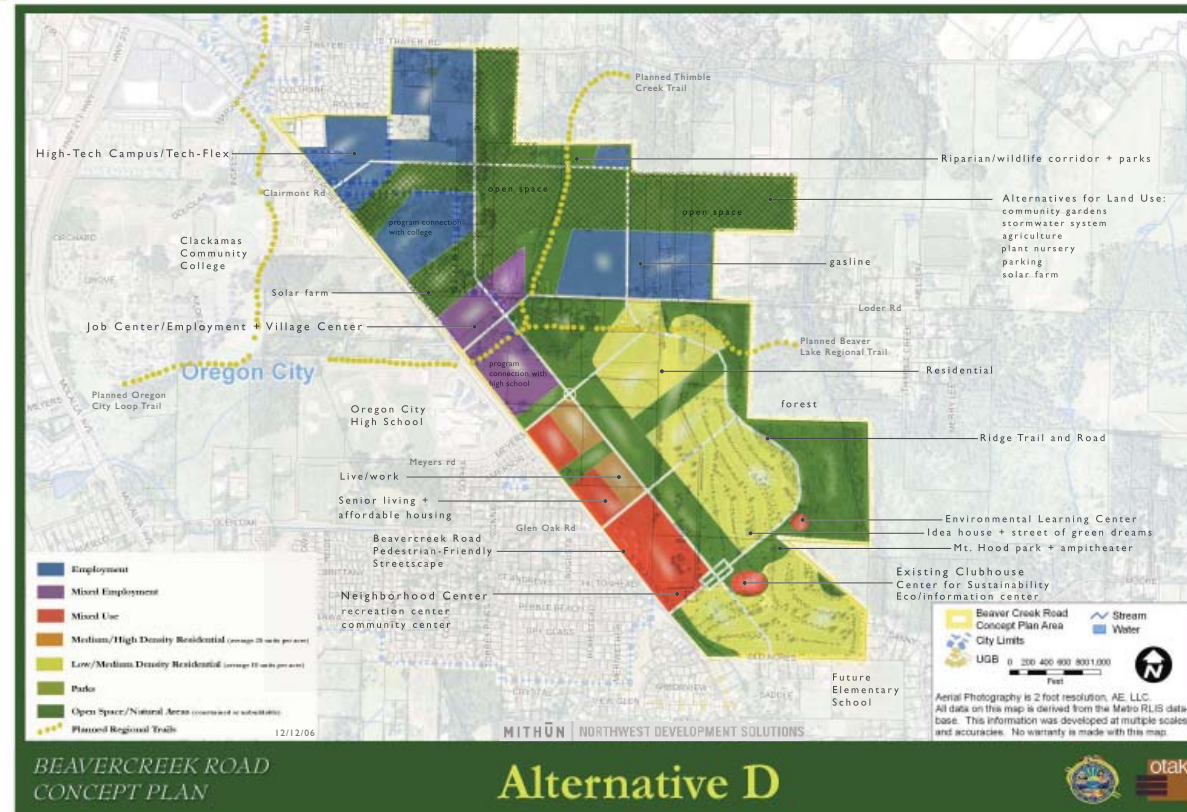
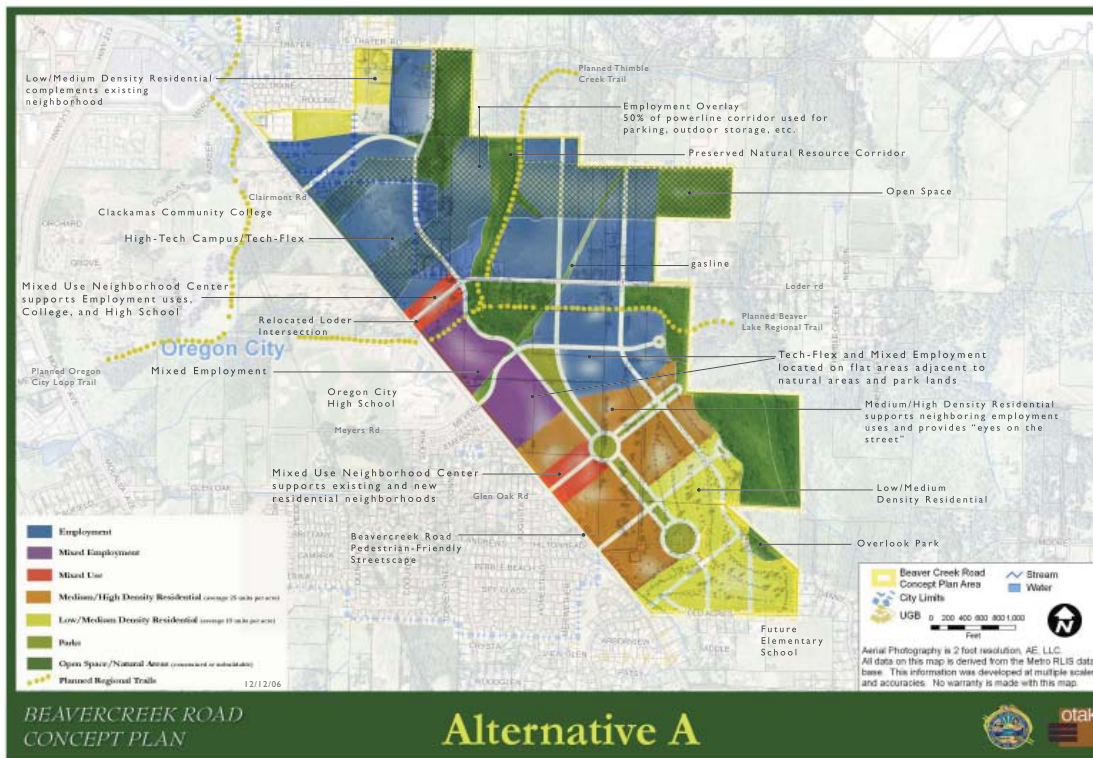
Objective 9.9

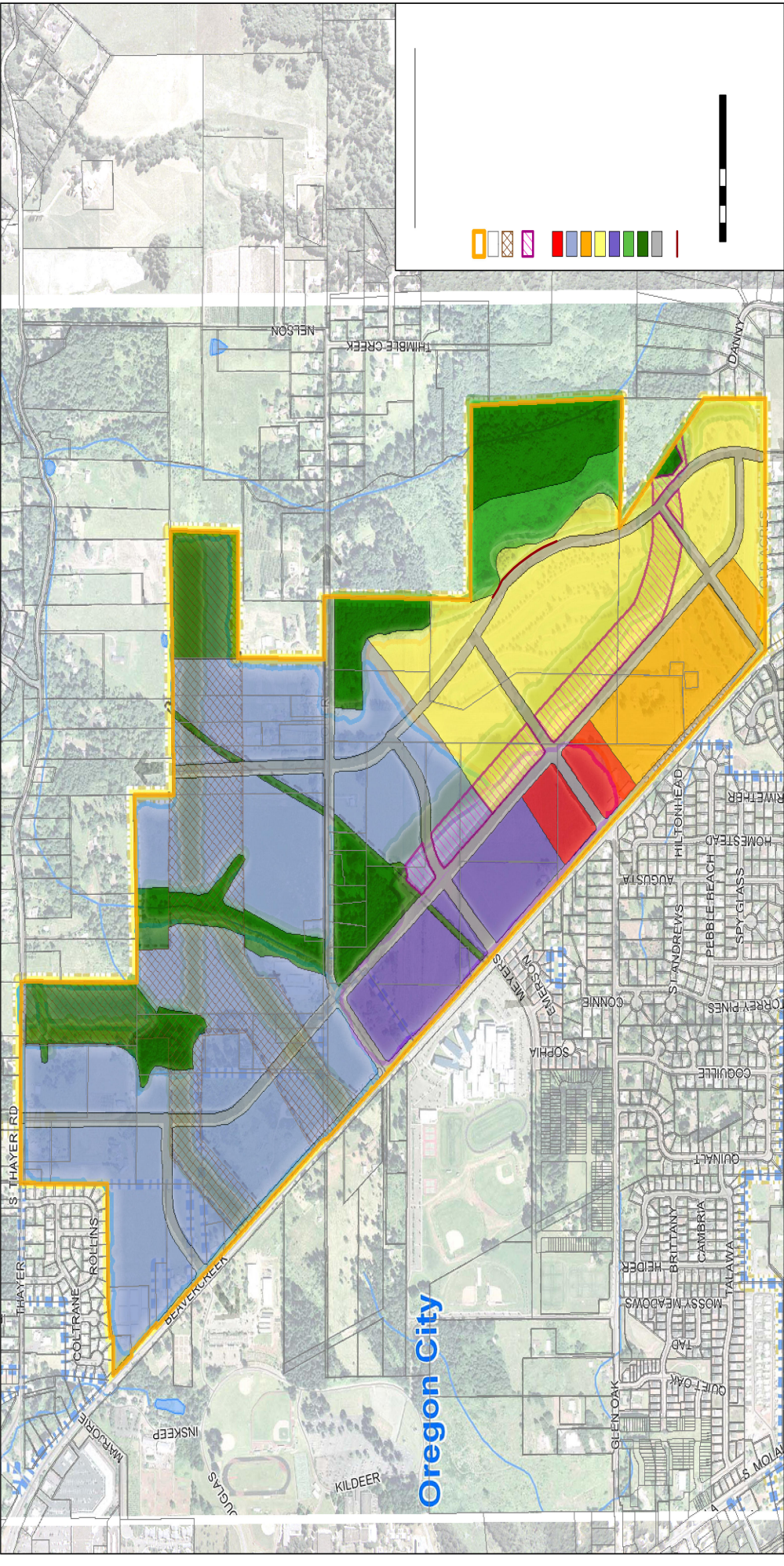
Design the adjacent land-uses to Beavercreek Road in such a manner to ensure that the pedestrian experience is not diminished through the development of fences, parking lots, backs of buildings, or other impediments to pedestrian access and circulation.

10. Ecological Health – Manage water resources on site to **eliminate pollution to watersheds** and lessen impact on municipal infrastructure by integrating ecological and man-made systems to maximize function, efficiency and health.

Objective 10.1

Provide an integrated street system that is designed as practicable to minimize the impacts to the environment through the use of green streets, swales and other natural stormwater systems that provide water quality and quantity control and contribute to the natural beauty of the area.





**Table 2**  
**Beavercreek Concept Plan Job & Housing Density Assumptions**  
**Revised - 7/10/07**

<b>Land Use Category</b>	<b>Hybrid Gross Acres</b>	<b>Hybrid Net Acres*</b>	<b>FAR/Acre**</b>	<b>SF/Job**</b>	<b># of Jobs***</b>	<b>Avg. Units/Acre</b>	<b># of Units+</b>
North Employment Campus (adjusted gross acreage)	149	127	0.3	450	3,678		
Mixed Employment Village	26	21	0.44	350	1,139		
Main Street****	10	8	0.44	350	219	25	100
West Mixed Use Neighborhood	22	18			15	22	387
East Mixed Use Neighborhood	77	62			21	8.7	536
<b>Total # of Jobs</b>					<b>5,073</b>		
<b>Total # of Housing Units</b>							<b>1,023</b>
<b>Total Acres of Developed Land++</b>	<b>284</b>	<b>235</b>					
<b>Land Use Category</b>	<b>Plan A Gross Acres</b>	<b>Plan A Net Acres*</b>	<b>FAR/Acre**</b>	<b>SF/Job**</b>	<b># of Jobs***</b>	<b>Avg. Units/Acre</b>	<b># of Units+</b>
Employment (adjusted gross acreage)	139	118	0.3	450	3,431		
Mixed Employment	24	20	0.44	350	1,117		
Mixed Use****	10	9	0.44	350	233	25	106
Medium/High Density Residential	50	43			43	25	1,063
Low/Medium Density Residential	53	45			18	10	451
<b>Total # of Jobs</b>					<b>4,841</b>		
<b>Total # of Housing Units</b>							<b>1,619</b>
<b>Total Acres of Developed Land++</b>	<b>276</b>	<b>235</b>					
<b>Land Use Category</b>	<b>Plan D Gross Acres</b>	<b>Plan D Net Acres*</b>	<b>FAR/Acre**</b>	<b>SF/Job**</b>	<b># of Jobs***</b>	<b>Avg. Units/Acre</b>	<b># of Units+</b>
Employment (adjusted gross acreage)	84	71	0.3	450	2,073		
Mixed Employment	25	21	0.44	350	1,164		
Mixed Use****	29	25	0.44	350	675	25	308
Medium/High Density Residential	9	8			8	25	191
Low/Medium Density Residential	99	84			34	10	842
<b>Total # of Jobs</b>					<b>3,953</b>		
<b>Total # of Housing Units</b>							<b>1,341</b>
<b>Total Acres of Developed Land+++</b>	<b>246</b>	<b>209</b>					

\*For Hybrid - Net acres equals gross acres minus 15% for local roads and easements in Employment. Mixed Employment, Mixed Use, and residential areas assume 20% for local roads and easements

\* \*Based on Metro 2002-2022 Urban Growth Report: An Employment Land Need Analysis. Includes total on site employment (full and part time). Mixed Employment FAR and job density reflects a mix of office, tech/flex, and ground floor retail.

\*\*\*Number of Jobs in Employment, Mixed Employment, Mixed Use calculated by multiplying total acres by the FAR; Converting to square feet; and dividing by number of jobs/square foot. Jobs in residential areas (Work at Home Jobs) estimated at 4% (potential could be as high as 15%).

\*\*\*\* Mixed Use land use assumes 50% of acreage devoted to commercial uses and the remaining 50% devoted to vertical mixed use.

+Number of units calculated by multiplying total net acres of residential land use by average units per acre

++Includes 50% of useable power line corridor (26 acres total) as part of developed land (included in Employment land area)

+++Does not include powerline corridor acreage as part of developed land

**Table 3**  
**Land Use Metrics/Assumptions - HYBRID**  
**Revised - 7/10/07**

<b>Land Use Category (acres)</b>	<b>Hybrid</b>	<b>Alt. A</b>	<b>Alt. D</b>
North Employment Campus (adjusted gross acreage)*	149	139	84
Mixed Employment Village	26	24	25
Main Street	10	10	29
West Mixed Use Neighborhood	22	50	9
East Mixed Use Neighborhood	77	53	99
<b>Total Acres of "built" land use</b>	<b>284</b>	<b>276</b>	<b>246</b>
<b>Other Land Uses (not "built")</b>			
Parks/Open Space/Natural Areas (Total)**	113	132	166
Major ROW+	56	36	30
Existing Uses (unbuildable)	0	7	7
<b>Total Project Area Gross Acres</b>	<b>453</b>	<b>~450</b>	<b>~450</b>

\***Adjusted gross acreage** is the sum of 50% of the employment land use shown under the powerline easement plus all other unconstrained employment land use areas. Calculations shown below:

<u>Land Use Category (acres)</u>	<u>Hybrid</u>	<u>Alt. A</u>	<u>Alt. D</u>
Total North Employment Campus	175	166	84
<b>Unconstrained NEC</b>	<b>123</b>	<b>111</b>	<b>84</b>
Employment with powerline overlay	52	55	0
<b>Useable portion of powerline overlay (50%)</b>	<b>26</b>	<b>28</b>	<b>na</b>
<b>North Employment Campus (adjusted gross acreage)*</b>	<b>149</b>	<b>139</b>	<b>84</b>

\*\* Open Space/Natural areas is the sum of all "unbuildable lands" as shown on the *Buildable Lands Map* plus two areas under the powerlines. Calculations shown below.

<u>Open Space/Natural Areas Break-Out</u>	<u>Hybrid</u>	<u>Alt. A</u>	<u>Alt. D</u>
Open Space -Gas Overlay	3	4	4
Open Space - Unbuildable Powerlines***	48	49	0
Environmental Resources/ <i>Buildable Lands Map</i>	61	61	61
Parks	na	12	na
Other Open Space Areas	18	6	101
<b>Open Space/Natural Areas (Total)</b>	<b>130</b>	<b>132</b>	<b>166</b>

\*\*\***For Hybrid** - Unbuildable Powerlines area includes 12 acres on east edge of site under powerlines plus 50% of employment area under powerlines (~26 acres) and the PGE parcel (10 acres). **For Alt. A** - Unbuildable Powerlines area includes 12 acres on east edge of site under powerlines and 10 acres of the PGE Parcel and 50% of powerline area (27 acres).

+Major ROW are approximate location & acreage (may be shown as crossing natural resource areas. Actual location and size of ROW will be addressed during development review/master planning). Includes 2 acre adjustment for GIS polygon alignment.



## **Oregon City Municipal Code Beavercreek Road Concept Plan Implementing Code June 7, 2019 Draft**

### **Chapter 16.08, Land Divisions - Process and Standards**

#### **16.08.025 - Preliminary plat—Required information.**

- A. Site Plan. A detailed site development plan drawn to scale by a licensed professional based on an existing conditions plan drawn by a licensed surveyor. The site plan shall include the location and dimensions of lots, streets, existing and proposed street names, pedestrian ways, transit stops, common areas, parks, trails and open space, 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.), all areas designated as being within an overlay district and an indication of existing and proposed land uses for the site. (...)

#### **16.08.040 – Park and open space requirements.**

Where a proposed park, open space, playground, public facility, or other public use shown in a plan adopted by the city is located in whole or in part in a land division, the City may require the dedication or reservation of this area on the final plat for the partition or subdivision.

#### **16.08.042 - Additional Public Park Requirements in Beavercreek Road Concept Plan area.**

- A. Each development within the Beavercreek Road Concept Plan area that includes residential development must provide for land for neighborhood parks which meets the requirements of this section.
- B. The minimum amount of land in acres dedicated for a park shall be calculated according to the following calculation: (2.6 persons per dwelling units) x (total number of dwelling units proposed in the development) x (8.0 acres) / (1,000 persons).
- C. The entire acreage must be dedicated prior to approval or as part of the final plat or site plan development approval for the first phase of development.
- D. If a larger area for a neighborhood park is proposed than is required based on the per-unit calculation described in subsection (A), the City must reimburse the applicant for the value of the amount of land that exceeds the required dedication based on the fee-in-lieu formula expressed in subsection (E)(1).

- E. The City may accept a fee-in-lieu as an alternative to this dedication at its discretion or may require a fee-in-lieu if a suitable site meeting the criteria described in subsection (F) of these provisions is not available with the development site. The calculation of the fee-in-lieu or other monetary contribution must meet the following standards.
  - 1. The amount of the fee in lieu or other monetary contribution is set in dollars per acre of required dedication and is equivalent to the appraised cost of land within the development, as provided by a certified appraiser chosen by the City and with the assumption that zoning and other land use entitlement are in place.
  - 2. The fee-in-lieu or other monetary contribution must be paid prior to approval of the final plat or development approval for each phase of development.
- F. Neighborhood park sites proposed for dedication must meet the following criteria.
  - 1. Located within the South Central Open Space Network as shown in Figure 16.08.042-1. *Figure 16.08.042-1 (To be provided, will show the South Central Open Space Network as mapped on the Development Constraints Map.)*
  - 2. Met either of the following standards:
    - a. Pearl standard. *(To be developed with Parks input.)*
    - b. String standard. *(To be developed with Parks input.)*

## **Chapter 17.10, R-5 Medium Density Residential District (East Mixed-Use Neighborhood subdistrict)**

### 17.10.070 – Additional Standards for Beaver Creek Road Concept Plan Area

- A. Applicability. This section applies to all development in the R-5 district within the Beaver Creek Road Concept Plan area.
- B. Relationship of Standards. These standards apply in addition to and supersede the standards of the R-5 zone within the Beaver Creek Road Concept Plan area. In the event of a conflict, the standards of this section control.
- C. Low-Impact Conservation Area. Between the west edge of the designated Natural Resources Overlay District extent required along Thimble Creek extending east to the 490-foot elevation (MSL), additional standards apply to create a low-impact conservation area as depicted in Figure 17.10.070-1 and preserve views to adjacent natural areas.

*Figure 17.10.070-1 Extent of Low-Impact Conservation Area (To be provided based on Concept Plan.)*

- 1. The standards of this section apply in addition to the requirements of OCMC 17.44, US—Geologic Hazards, if applicable. In the event of a conflict, the more restrictive shall apply.
- 2. Development intensity shall be limited as follows:
  - a. The maximum residential density shall be limited to two dwelling units per acre;

- 3

1. For all lots adjacent to the southern boundary and within 20 feet of the southern boundary, uses shall be limited to single-family detached residential and parks, trails and open space.
2. For all lots adjacent to the southern boundary and within 20 feet of the southern boundary, minimum lot size for residential uses shall be 6,000 square feet.
3. All structures shall be set back a minimum of 40 feet from the southern boundary for all lots adjacent to the southern boundary and within 20 feet of the southern boundary.
4. Within the 40-foot wide setback, a combination of landscaping and screening shall be provided to buffer the perimeter. The landscaping and screening shall meet one of the two standards:
  - a. Utilize existing vegetation in compliance with OCMC 17.41 resulting in preservation or replanting of a minimum of 12 inches of tree diameter inches per lot with trees spaced an average of one tree for every 30 linear feet along the southern property line. These trees may be located on the residential lots or an abutting tract created for tree preservation consistent with OCMC 17.41.050.B or other similar landscaping or open space purpose.
  - b. Provide a combination of landscaping and screening to include:
    - (i) A minimum of 12 inches of tree diameter inches per lot, or a minimum of an average of one tree with minimum caliper of two inches DBH for every 30 linear feet along the southern property line, whichever is greater; and
    - (ii) A minimum six-foot tall, decorative, sight-obscuring fence or wall running parallel to the southern boundary. The fence or wall shall be constructed of wood, stone, rock, or brick. Other durable materials may be substituted with Planning Director's approval. Chainlink fencing with slats shall be not allowed to satisfy this standard.
5. An alternative southern perimeter transition may be proposed as part of a Master Plan per OCMC 17.65, provided it is consistent with the goals of the adopted Beaver Creek Road Concept Plan.

## **Chapter 17.12, R-2 High Density Residential District (West Mixed-Use Neighborhood subdistrict)**

### 17.12.060 – Additional Standards for Beaver Creek Road Concept Plan Area

- A. Applicability. This section applies to all development in the R-2 district within the Beaver Creek Road Concept Plan area.
- B. Relationship of Standards. These standards apply in addition to and supersede the standards of the R-2 zone within the Beaver Creek Road Concept Plan area. In the event of a conflict, the standards of this section control.
- C. Uses.
  1. Live/work dwellings are a permitted use.
  2. As part of a master plan when authorized by and in accordance with the standards contained in OCMC 17.65, up to five thousand square feet of commercial space as a stand-alone building or part of a larger mixed-use building, to be used for:
    - a. Restaurants, eating and drinking establishments without a drive through;

- b. Services, including personal, professional, educational and financial services; laundry and dry-cleaning; or
  - c. Retail trade, including grocery, hardware and gift shops, bakeries, delicatessens, florists, pharmacies, specialty stores, and similar.
- D. Sustainability density bonus. The maximum net density allowed in 17.12.050.B may be increased by up to twenty percent, or a maximum net density of 26.2 du/acre, for projects incorporating the following sustainability features. For every feature provided below, net density may be increased by up to five percent, with a maximum twenty percent bonus available.
  - 1. A vegetated ecoroof for a minimum of thirty percent of the total roof surface.
  - 2. For a minimum of seventy-five percent of the total roof surface, a white roof with a Solar Reflectance Index (SRI) of 78 or higher if the roof has a 3/12 roof pitch or less, or SRI of 29 or higher if the roof has a roof pitch greater than 3/12.
  - 3. A system that collects rainwater for reuse on-site (e.g., site irrigation) designed to capture an amount of rainwater equivalent to the amount of stormwater anticipated to be generated by 50% of the total roof surface.
  - 4. An integrated solar panel system for a minimum of thirty percent of the total roof or building surface.
  - 5. Orientation of the long axis of the building within thirty degrees of the true east-west axis, with unobstructed solar access to the south wall and roof.
  - 6. Windows located to take advantage of passive solar collection and include architectural shading devices (such as window overhangs) that reduce summer heat gain while encouraging passive solar heating in the winter.
  - 7. Fifty percent or more of landscaped area covered by native plant species selected from the Oregon City Native Plant List.
  - 8. Provision of pedestal or wall-mounted Level 2, two hundred forty-volt electric vehicle chargers, or similar alternative fueling stations as approved by the planning director, at a minimum ratio of one station per fifty vehicle parking spaces up to a maximum of five such stations.
  - 9. Building energy efficiency measures that will reduce energy consumption by thirty percent based on HERS rating for building, including efficient lighting and appliances, efficient hot water systems, solar orientation or solar water heating, solar photovoltaic panels, geothermal, and offsetting energy consumption with alternative energy.
  - 10. Use of Forest Stewardship Council certified wood Reclaimed Wood for a minimum of thirty percent of wood products used in the site development.
  - 11. Permeable paving, which may include porous concrete, permeable pavers, or other pervious materials as approved by the city engineer, for a minimum of thirty percent of all paved surfaces.
  - 12. Buildings LEED-certified by the U.S. Green Building Council at any level shall be allowed to increase net density by the full twenty percent.
  - 13. Or an alternative the meets or exceeds the intent of the above code as approved by the Community Development Director through a Type II review.

## **Chapter 17.24, NC Neighborhood Commercial District (Main Street subdistrict)**

### 17.24.050 – Additional Standards for Beaver Creek Road Concept Plan Area

- A. Applicability. This section applies to all development in the NC district within the Beaver Creek Road Concept Plan area.
- B. Relationship of Standards. These standards apply in addition to and supersede the standards of the NC zone within the Beaver Creek Road Concept Plan area. In the event of a conflict, the standards of this section control.
- C. Uses.
  - 1. All uses permitted per OCMC 17.24.020.A and B, including grocery stores, are limited to a maximum footprint for a stand alone building with a single store or multiple buildings with the same business not to exceed ten thousand square feet, unless otherwise restricted in this chapter.
  - 2. Residential uses are permitted subject to limitations in OCMC 17.24.050.E, and are not subject to OCMC 17.29.020.M, OCMC 17.29.020.N, and OCMC 17.24.020.D.
  - 3. Artisan and specialty goods production is permitted, constituting small-scale businesses that manufacture artisan goods or specialty foods and makes them available for purchase and/or consumption onsite, with an emphasis on direct sales rather than the wholesale market. Examples include: candy, fruit and vegetable preserving and specialty foods, bakeries and tortilla manufacturing; artisan leather, glass, cutlery, hand tools, wood, paper, ceramic, textile and yarn products; microbreweries, microdistilleries, and wineries. All uses shall provide either:
    - a. A public viewing area that includes windows or glass doors covering at least twenty-five percent of the front of the building face abutting the street or indoor wall, allowing direct views of manufacturing; or
    - b. A customer service space that includes a showroom, tasting room, restaurant, or retail space.
  - 4. Drive-throughs are prohibited.
  - 5. Gas stations are prohibited.
- D. Dimensional standards.
  - 1. Maximum building height shall be sixty feet or five stories, whichever is less.
  - 2. Minimum building height shall be twenty-five feet or two stories, whichever is less, except for accessory structures or buildings under one thousand square feet.
  - 3. Maximum corner side yard setback abutting a street shall be five feet.
  - 4. Minimum floor area ratio (FAR) shall be 0.5.
    - a. 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 FAR.



1. Light industrial uses limited to the design, light manufacturing, processing, assembly, packaging, fabrication and treatment of products made from previously prepared or semi-finished materials are permitted.
  2. The following permitted uses, alone or in combination, shall not exceed twenty percent of the total gross floor area of all of the other permitted and conditional uses within the development site. 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. Restaurants, eating and drinking establishments;
    - b. Services, including personal, professional, educational and financial services; laundry and dry-cleaning;
    - c. Retail trade, including grocery, hardware and gift shops, bakeries, delicatessens, florists, pharmacies, specialty stores, marijuana, and similar, provided the maximum footprint for a stand-alone building with a single store does not exceed twenty thousand square feet; and
    - d. Grocery stores provided the maximum footprint for a stand-alone building does not exceed forty thousand square feet.
  3. Drive-throughs are prohibited.
  4. Gas stations are prohibited.
  5. Bed and breakfast and other lodging facilities for up to ten guests per night are a conditional use.
  6. Tax Lot 00800, located on Clackamas County Map #32E10C has a special provision to allow the multifamily residential use permitted as of (Ordinance effective date) as a permitted use. This property may only maintain and expand the current use.
- D. Dimensional standards.
1. Minimum floor area ratio (FAR) shall be 0.35.
  2. Maximum allowed setback for corner side yard abutting street shall be five feet.
- E. Residential uses. All residential uses, except live/work units, are limited to upper stories only, and may only be proposed as part of a single development application incorporating nonresidential uses allowed in the MUC-2 district on the ground floor.

## **Chapter 17.37, CI Campus Institutional District (North Employment Campus subdistrict)**

### 17.37.060 – Additional Standards for Beaver Creek Road Concept Plan Area

- A. Applicability. This section applies to all development in the CI district within the Beaver Creek Road Concept Plan area.
- B. Relationship of Standards. These standards apply in addition to and supersede the standards of the CI zone within the Beaver Creek Road Concept Plan area. In the event of a conflict, the standards of this section control.

C. Uses.

1. The following permitted use supersedes the use allowed in OCMC 17.37.020.L. Retail sales and services, including but not limited to eating establishments for employees (i.e. a cafe or sandwich shop) or retail sales of marijuana pursuant to OCMC 17.54.110, located in a single building or in multiple buildings that are part of the same development shall be limited to a maximum of five thousand square feet in a single outlet or twenty thousand square feet in multiple outlets that are part of the same development project.
2. The following permitted use supersedes the use allowed in OCMC 17.37.020.M. Retail and professional services including but not limited to financial, insurance, real estate and legal offices limited to a maximum of five thousand square feet in a single outlet or twenty thousand square feet in multiple outlets that are part of the same development project. Financial institutions shall primarily serve the needs of businesses and employees within the development, and drive-throughs are prohibited.
3. Offices as an accessory to a permitted use are permitted.
4. Parks, trails, urban agriculture and community garden uses are permitted.
5. Distribution and warehousing are prohibited.
6. Tax Lots 00300, 00301, 00302, 00303, 00400 and 00401, located on Clackamas County Map #32E10C have a special provision to allow single-family detached residential use as a permitted use. This property may only maintain and expand the current use.

D. Buffer zone treatment required in OCMC 17.37.040.D shall include:

1. Landscaping shall be installed to provide screening of views of parking, loading and vehicle maneuvering areas, refuse/recycling collection areas, outdoor storage, and building façades. Buffer zone treatment may substitute for perimeter parking lot landscaping required per OCMC 17.52.060.C. Landscaping shall include:
  - a Trees a minimum of two caliper inches dbh planted on average 30 feet on center. Existing mature vegetation may be used to meet this standard if it achieves a similar level of screening as determined by the Planning Director.
  - b An evergreen hedge screen of thirty to forty-two inches high or shrubs spaced no more than 4 four feet apart on average.
  - c Ground cover plants, which includes grasses covering all landscaping areas. Mulch (as a ground cover) shall only be allowed underneath plants at full growth and within two feet of the base of a tree and is not a substitute for ground cover.
2. Buffer shall incorporate a berm no less than three feet in height above the existing grade, constructed with a slope no steeper than 3:1 on all sides. The berm shall be planted with plant materials to prevent erosion.
3. A minimum six-foot tall, decorative, sight-obscuring fence or wall. The fence or wall shall be constructed of materials commonly used in the construction of fences and walls, such as wood, stone, rock, brick, or other durable materials. Chainlink fencing with slats shall be not allowed to satisfy this standard.

E. Outdoor storage permitted per OCMC 17.37.050.D shall be limited to a maximum of twenty-five percent of the net developable area.

F. Power line corridors. A distinct feature of this district is the power line corridors north of Loder Road that define open corridors.

1. Within the power line corridors, a minimum 30-foot wide open space and public access easement shall be granted to the City. The easement shall run parallel to the power line corridor and align with easements on abutting properties to create a continuous corridor.
  2. The easement may be shown on the final plat or recorded as a separate easement document. In either case, the easement must be recorded prior to issuance of a certificate of occupancy.
  3. Open spaces within the power line corridors, including the open space easements, may be counted as landscaping satisfying the requirements of OCMC 17.62.050.A.
  4. Additional uses encouraged in the power line corridors include community gardens, urban agriculture, stormwater and water quality features, plant nurseries, and solar farms.
- G. Sustainability features. Each development must incorporate six of the following sustainability features.
1. A vegetated ecoroof for stormwater management. An ecoroof covering twenty to forty percent of the total roof area shall count as one feature, and a roof covering more than forty percent of the total roof area shall count as two features.
  2. A white roof with a Solar Reflectance Index (SRI) of 78 or higher if the roof has a 3/12 roof pitch or less, or SRI of 29 or higher if the roof has a roof pitch greater than 3/12 covering a minimum of seventy-five percent of the total roof area.
  3. A system that collects rainwater for reuse on-site (e.g., site irrigation) designed to capture an amount of rainwater equivalent to the amount of stormwater anticipated to be generated by 50% of the total roof surface.
  4. An integrated solar panel system mounted on the roof or anywhere on site. A solar system with surface area equivalent to a minimum of twenty to forty percent of the total roof area shall count as one feature, and a solar system with surface area equivalent to forty percent or more of the total roof area shall count as two features.
  5. Use of native plant species selected from the Oregon City Native Plant List. Native plantings that cover twenty to thirty percent of the total landscaped area shall count as one feature, and plantings that cover thirty percent or more of the total landscaped area shall count as two features.
  6. Provision of pedestal or wall-mounted Level 2, two hundred forty-volt electric vehicle chargers, or similar alternative fueling stations as approved by the planning director, at a minimum ratio of one station per fifty vehicle parking spaces up to a maximum of five such stations.
  7. Permeable paving, which may include porous concrete, permeable pavers, or other pervious materials as approved by the city engineer. Permeable paving totaling twenty to forty percent of all paved surfaces shall count as one feature, and permeable paving of forty percent or more of all paved surfaces shall count as two features.
  8. Buildings LEED-certified by the U.S. Green Building Council at any level shall be counted as three features.
  9. Or an alternative the meets or exceeds the intent of the above code as approved by the Community Development Director through a Type II review.

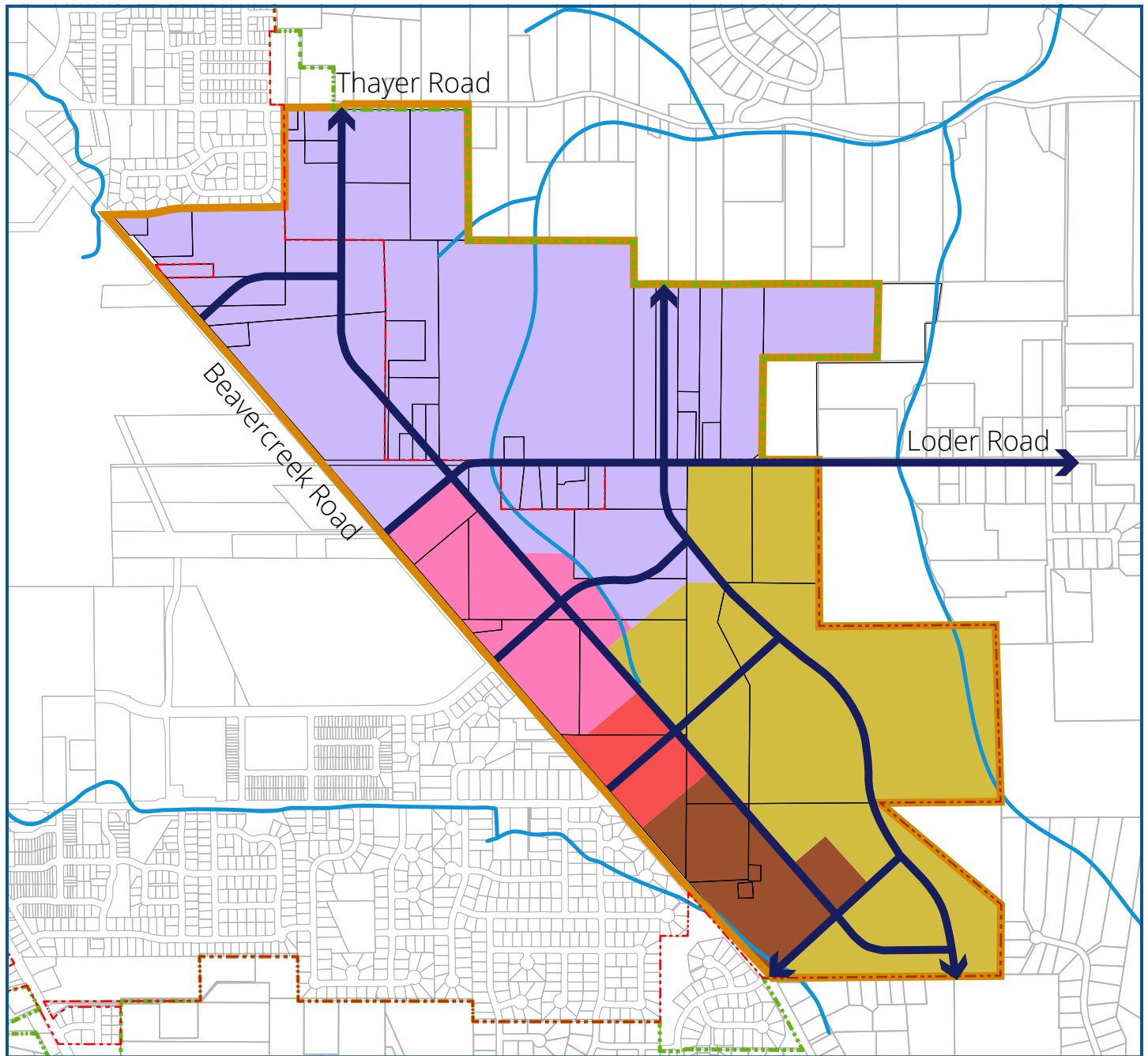
## Chapter 17.62 Site Plan and Design Review

### 17.62.058 - Additional Public Park Requirements in Beavercreek Road Concept Plan area.

- A. Each development within the Beavercreek Road Concept Plan area that includes residential development must provide for land for neighborhood parks which meets the requirements of this section.
- B. The amount of land in acres dedicated for a park shall equal at least the following calculation:  $(2.6 \text{ persons per dwelling units}) \times (\text{total number of dwelling units proposed in the development}) \times (8.0 \text{ acres}) / (1,000 \text{ persons})$ .
- C. The entire acreage must be dedicated prior to approval or as part of the site plan development approval for the first phase of development.
- D. If a larger area for a neighborhood park is proposed than is required based on the per-unit calculation described in subsection (A), the City must reimburse the applicant for the value of the amount of land that exceeds the required dedication based on the fee-in-lieu formula expressed in subsection (E)(1).
- E. The Planning Director may accept a fee-in-lieu as an alternative to this dedication at its discretion or may require a fee-in-lieu if a suitable site meeting the criteria described in subsection (F) of these provisions is not available with the development site. The calculation of the fee-in-lieu or other monetary contribution must meet the following standards.
  - 1. The amount of the fee in lieu or other monetary contribution is set in dollars per acre of required dedication and is equivalent to the appraised cost of land within the development site, as provided by a certified appraiser chosen by the City and with the assumption that zoning and other land use entitlement are in place.
  - 2. The fee-in-lieu or other monetary contribution must be paid prior to approval of the final development approval for each phase of development.
- F. Neighborhood park sites proposed for dedication must meet the following criteria.
  - 1. Located within the South Central Open Space Network as shown in Figure 16.08.042-1. Figure 17.62.058-1 (Same as proposed in OCMC 16.08.042.)
  - 2. Met either of the following standards:
    - a. Pearl standard. (To be developed.)
    - b. String standard. (To be developed.)

# Beavercreek Road Concept Plan

## Proposed Zoning and Comprehensive Plan Designations



## Legend



BRCP Subdistrict	Comp Plan Designation	Zoning Designation	
West Mixed Use Neighborhood	High Density Residential	High Density Residential	R-2
East Mixed Use Neighborhood	Medium Density Residential	Medium Density Residential	R-5
Main Street	Mixed Use Corridor	Neighborhood Commercial	NC
Mixed Employment Village	Mixed Use Corridor	Mixed Use Corridor	MUC-2
North Employment Campus	Industrial	Campus Industrial	CI
			BRCP Boundary
			Urban Growth Boundary
			City Limits
			Future Road Connections
			Streams

## Proposed Zoning and Comprehensive Plan Designations





# MEMO

**Date:** June 7, 2019  
**To:** Laura Terway & Christina Robertson-Gardiner, City of Oregon City  
**From:** Elizabeth Decker, JET Planning  
**Subject:** Beaver Creek Road Concept Plan Implementing Zoning Code

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**Overview:** Oregon City aims to further implementation of the Beaver Creek Road Concept Plan (BRCP) through comprehensive plan designation and zone mapping, and development code amendments, to complement the public vision, infrastructure, and economic development measures that have already been completed or planned east of Beaver Creek Road generally between Thayer Road and Old Acres Lane. Development of the 453-acre BRCP area is intended to create around 1,000 housing units and up to 5,000 family-wage jobs as part of a complete and sustainable community.

The overall strategy for implementing code is to use existing zones, rather than create a Beaver Creek Road area-specific overlay. The practice has been used to implement the City's other two concept plans. Several of the implementing zones proposed here were developed for concept plan areas, including the Neighborhood Commercial and the Residential Medium Density R-5 zone. Proposed zoning districts for each concept plan subdistrict include:

<i>Concept Plan Subdistrict</i>	<i>Zone</i>
North Employment Campus	Campus Institutional (CI)
Mixed Employment Village	Mixed-Use Corridor (MUC-2)
Main Street	Neighborhood Commercial (NC)
West Mixed-Use Neighborhood	High-Density Residential (R-2)
East Mixed-Use Neighborhood	Medium-Density Residential (R-5)
Environmentally Sensitive Restoration Area	Natural Resources Overlay District (NROD) Geological Hazard Overlay District (GHOD)

This memo provides a short introduction to the draft code amendments to implement the Concept Plan provisions. All of the base zone standards apply, in addition to the proposed code standards specific to each subdistrict described

below. Note that the proposed amendments incorporate the most recent code language from the Equitable Housing and other development code amendments currently under review by the City Commission.

**OCMC 16.08, Land Divisions – Process and Standards**

- Proposed code amendments include additional public park requirements or fee-in-lieu option to ensure land for the South Central Open Space Network is reserved and dedicated to the city at the time of residential subdivisions. This is expected to largely apply to development in the R-5 district.

**OCMC 17.10, R-5 Medium Density Residential District (East Mixed-Use Neighborhood subdistrict)**

- No changes are proposed to the mix of uses or dimensional standards in the zone beyond those proposed in the Equitable Housing code amendments.
- Standards for the Low-Impact Conservation Area implement the plan goals for the area upslope of Thimble Creek, on the eastern edge of the Beavercreek Road district. The proposed standards limit development to two units per acre, require open space preservation and restoration, and require view corridors to preserve views.
- A 40-foot perimeter buffer is proposed along the southern edge of the district including landscaping, setbacks and fencing, to manage the transition to lower-density residential development outside City limits along Old Acres Lane to the south.

**OCMC 17.12, R-2 High Density Residential District (West Mixed-Use Neighborhood subdistrict)**

- Allows additional uses consistent with the Concept Plan include live/work dwellings and limited commercial/mixed-use spaces.
- Provides up to a 20% density bonus for development incorporating sustainability features.
- Additional changes in 17.62 add requirement for additional public park dedication or fee-in-lieu, consistent with requirement for new subdivisions.

**OCMC 17.24, MC Neighborhood Commercial District (Main Street subdistrict)**

- Limits uses to a 10,000 SF building footprint to encourage pedestrian-scale, main street businesses. Limits residential uses to 50% of the project floor area, and prohibits ground-floor residential uses within 150 feet of Glen Oak Road (which will be the “main street.”) Adds a new use category for artisan and specialty goods production to allow limited manufacturing type uses.

- Increase dimensional standards to match scale proposed in the Concept Plan, including a five-story height limit and 0.5 FAR minimum.
- Improves building presence and interaction along the street by requiring parking to be located behind building facades.

**OCMC 17.29, MUC Mixed-Use Corridor District (Mixed Employment Village subdistrict)**

- Light industrial uses are permitted to implement the employment aspect of the vision for this subdistrict. Retail and service uses, including food service, are limited to 20% of a site to maintain the focus on employment uses generating family-wage jobs. Residential uses are limited to upper stories only.
- One parcel with an in-progress residential development is permitted outright, to avoid creating a nonconforming use.
- An additional dimensional standard implements a minimum 0.35 FAR for new development to ensure efficient use of land.

**OCMC 17.31, CI Campus Institutional District (North Employment Campus subdistrict)**

- Retail and professional service uses are limited consistent with Metro Title 4 requirements to preserve land for industrial uses. Offices are permitted consistent with uses outlined in the Concept Plan, whereas distribution and warehouse uses are prohibited because they create relatively few jobs per acre inconsistent with the plan goals.
- Several parcels with existing single-family residential development are permitted outright, to avoid creating nonconforming uses. (These parcels are outside of Title 4 lands, so there is no conflict with employment requirements.)
- Additional standards require landscaping, berms and fences within the required 25-foot transition area between industrial and residential uses.
- Outdoor storage is limited to a maximum of 25% of the developable area to avoid inefficient use of land that does not support employment plan goals.
- A minimum 30-foot open space and trail corridor is required along the powerline corridor. Additional parks, trails, urban agriculture and community garden uses are permitted consistent with the plan goals for uses within the powerline easement.
- Sustainable development features are required for all development to implement the plan's sustainability goals.

**OCMC 17.44, US – Geologic Hazards and OCMC 17.49 – Natural Resources  
Overlay District**

- No changes are proposed to the geologic hazard or NROD standards for this district; resource areas within the concept plan area will be protected consistent with existing standards.

**OCMC 17.62, Site Plan and Design Review**

- Proposed code amendments include additional public park requirements or fee-in-lieu option to ensure land for the South Central Open Space Network is reserved and dedicated to the city at the time of residential subdivisions. This is intended to apply to any residential development in the R-2 or the mixed-use districts that does not get developed through subdivision.

## MEMORANDUM

To: Christina Robertson Gardiner, AICP  
Planner  
City of Oregon City  
698 Warner Parrott Rd  
Oregon City, Oregon 97045

From: Steve Faust, AICP  
Project Manager

Date: June 7, 2019

**Project Name: Beaver Creek Road Concept Plan Implementation**

**Project No: 18510**

**RE: BRCP Land Use Map Changes**

The City of Oregon City (City) has initiated a project to update the Oregon City Comprehensive Plan Map, Zoning Map and Municipal Code to allow planned housing and mixed-use development to occur in the 2008 Beaver Creek Road Concept Plan (BRCP) area. Updates will apply zoning and map designations for properties within the BRCP area. The City, through a grant from the Oregon Department of Land Conservation and Development, has contracted with 3J Consulting to assist with this effort.

As part of the BRCP Implementation project, 3J Consulting has been tasked with applying and mapping zoning districts to implement the land use categories in the Concept Plan Map found on page 3 of the Beaver Creek Road Concept Plan (Attachment A).

An initial Land Use Map approximating the lines on the 2008 Concept Plan Map was prepared on April 9, 2019 (Attachment B). This map was used as a starting point for making employment and dwelling unit projections for the BRCP area. Several modifications have been made to the June 7, 2019 Land Use Map to reflect taxlot and development realities while maintaining substantial compliance with the Concept Plan Map and the public comments heard to date. The following is a summary and justification of the changes made to the June 7, 2019 Land Use Map (Attachment C).

### Legend

BRCP Subdistrict	Comp Plan Designation	Zoning Designation	
 West Mixed Use Neighborhood	High Density Residential	High Density Residential	R-2
 East Mixed Use Neighborhood	Medium Density Residential	Medium Density Residential	R-5
 Main Street	Mixed Use Corridor	Neighborhood Commercial	NC
 Mixed Employment Village	Mixed Use Corridor	Mixed Use Corridor	MUC-2
 North Employment Campus	Industrial	Campus Industrial	CI
			 BRCP Boundary
			 Urban Growth Boundary
			 City Limits
			 Future Road Connections
			 Streams

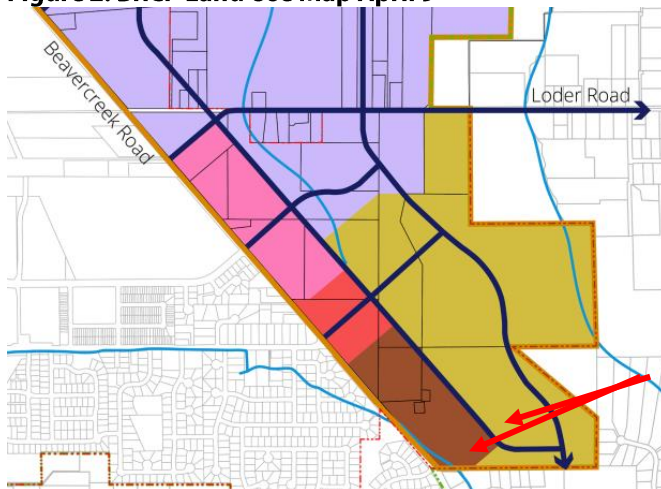


1. North of Old Acres Road – In response to concern from property owners about high-density residential development adjacent to Old Acres Road, the map is adjusted such that R-5 single family development is adjacent to that road. Additionally, some lands on the east edge of the R-2 district is extended across the street to allow for a "Neighborhood Focal Point" as identified in the plan.

**Figure 1. BRCP Land Use Map Changes between April 9 and June 7, 2019**



**Figure 2. BRCP Land Use Map April 9**



2. South of the Natural Resource Overlay District (NROD) in the South Central Open Space – the area north of the road parallel to Beaver Creek Road was originally zoned North Employment Campus (CI), but with the NROD and South Central Open Space overlays, there were two remnants that would be too small for industrial uses. The plan identifies this area as part of the Mixed-Employment district (MUC-2), so the boundaries are adjusted to make these remnants part of the MUC-2 district to better conform with the plan and avoid creating unusable lot remnants. Adjusted lines also conform with Title 4 identified lands to avoid conflict.

**Figure 3. BRCP Land Use Map Changes between April 9 and June 7, 2019**

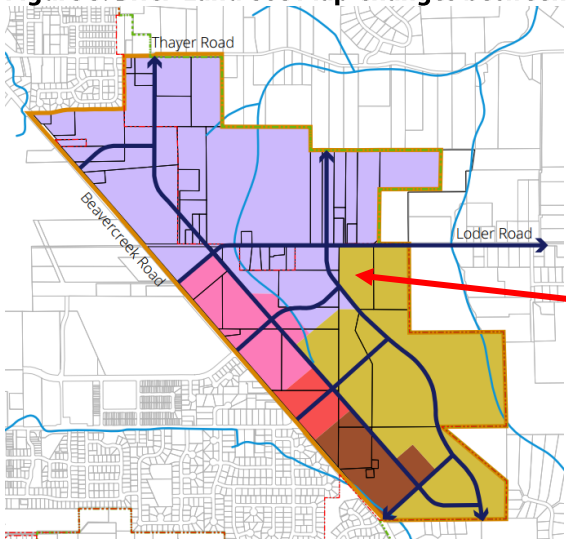


**Figure 4. BRCP Land Use Map April 9**

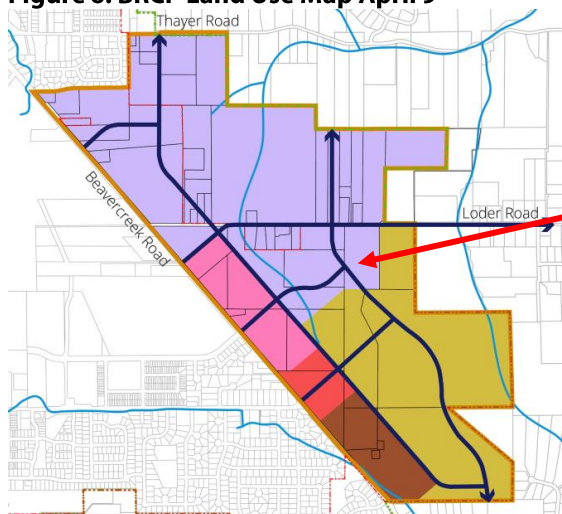


3. South of Loder towards the eastern edge of the BRCP area – In response to concern from the public about the prevalence and location of industrial lands near residential areas, lands zoned CI south of Loder Road and northeast of the easternmost north-south connector are adjusted to R-5. There is a small area that is Title 4 identified lands and is not adjusted.

**Figure 5. BRCP Land Use Map Changes between April 9 and June 7, 2019**



**Figure 6. BRCP Land Use Map April 9**



At the request of land owners with property north of Loder Road, 3J examined the possibility of changing zoning designations from employment to residential. Lands in the BRCP area north of Loder Road are designated as Metro Title 4 Industrial Lands (<https://www.oregonmetro.gov/industrial-and-employment-land>) which prohibit residential uses and thus this request could not be considered.

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## TECHNICAL MEMORANDUM

To: Christina Robertson-Gardiner, AICP  
Oregon City Senior Planner

John M. Lewis  
Oregon City Public Works Director

From: Aaron Murphy, P.E.  
Steve Faust, AICP

Date: June 19, 2019

**Project Name:** Beaver Creek Road Concept Plan Implementation –  
Zoning and Code Amendments  
**Project No:** 18510.70  
**RE:** Infrastructure Memo

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The City of Oregon City (City) has initiated a project to update the Oregon City Comprehensive Plan Map, Zoning Map and Municipal Code to allow planned housing and mixed-use development to occur in the Beaver Creek Road Concept Plan (BRCP) area. Updates will apply zoning and map designations for properties within the BRCP area.

As part of the BRCP Implementation project, 3J Consulting has been tasked to review the City's water distribution, sanitary sewer and stormwater master plans and comment on the adequacy of current and planned infrastructure to support the number of new dwelling units and employees that are projected in the BRCP and will be formalized through the zone change.

### ***Beaver Creek Road Master Plan***

The Beaver Creek Road Concept Plan (BRCP) is a guide to the creation of a complete and sustainable neighborhood in southeast Oregon City. The plan, adopted in 2008 and again in 2016, provides a framework for urbanization of 453 acres within the urban growth boundary including a diverse mix of uses (an employment campus north of Loder Road, mixed use districts along Beaver Creek Road, and two mixed use neighborhoods), all woven together by open space, trails, a network of green streets, and sustainable development practices. The plan has been carefully crafted to create a multi-use community linking Clackamas Community College, Oregon City High School, and adjacent neighborhoods together.

The BRCP includes Housing and Employment Estimates for the various land use categories:

Land Use Category	Number of Jobs	Number of Dwelling Units
North Employment Campus	3,678	-----
Mixed Employment Village	1,139	-----
Main Street	219	100
West Mixed Use Neighborhood	15	387
East Mixed Use Neighborhood	21	536
<b>Total</b>	<b>5,073</b>	<b>1,023</b>

Updated projections based on land use maps developed for this project to implement the BRCP estimate the number of dwelling units at 1,105 and jobs at 5,734. We do not consider the change reflected in the revisions to be significant and therefore do not impact the findings of this memorandum.

### **Zone Change Criteria**

The relevant criteria (17.68.020) for a zone change are set forth as follows:

*B. That public facilities and services (water, sewer, storm drainage, transportation, schools, police and fire protection) are presently capable of supporting the uses allowed by the zone, or can be made available prior to issuing a certificate of occupancy. Service shall be sufficient to support the range of uses and development allowed by the zone.*

This memorandum reflects a first look at the adequacy of current and planned infrastructure to meet the needs of future development. A more detailed look at existing conditions will be needed at the time of development to identify capital improvements needed to show consistency with the Master Plan.

### **Major Findings**

The Sanitary Sewer (2014), Stormwater (2019 Draft) and Water Distribution (2012) Master Plans were all created subsequent to initial adoption of the Beavercreek Road Concept Plan (2008). Each master plan incorporates the BRCP area into future capital improvement projections, but methodologies vary among plans. This conclusion was confirmed through a conversation with Oregon City Public Works Director, John Lewis.

#### *Sanitary Sewer Master Plan (SSMP)*

Figure 5-8 on page 5-11 of the 2014 Sanitary Sewer Master Plan refers specifically to the projected Housing and Employment Estimates on page 42 of the BRCP.

#### *Stormwater Master Plan (SWMP)*

The Draft 2019 Oregon City Stormwater Master Plan includes the BRCP area, which is part of the Newell Creek Basin, but does not identify any capital improvement projects specifically related to the BRCP. The Plan states that the eventual layout of the stormwater conveyance systems and management facilities will be crafted through the preliminary and final design process for the BRCP area.

#### *Water Distribution Master Plan (WDMP)*

The 2019 Technical Memorandum - Oregon City Water Distribution System Capital Improvement Program Update was prepared to provide an update to the 2012 WDMP, including a list of capital improvements. Page 21 of the memo specifically discusses Beavercreek Road development and defines the City's pressure zones that encompass the BRCP.

#### *Economic, Social, Environmental and Energy (ESEE) Analysis*

The ESEE consequences that can occur within the proposed MUC, NC, CI, R-5 and R-2 zoning will not result in a greater conflict to the Goal 5 resource mapped on the site over the current FU-10 zoning. The change in zoning from FU-10 to MUC, NC, CI, R-5 and R-2 may result in lesser amounts of environmental and energy consequences; however, MUC, NC, CI, R-5 and R-2 has opportunity to provide increased economic and social benefits. Mixed use centers allow City residents to live near their work, which tends to reduce vehicle use, which minimizes potential air, water and energy quality impacts.

The Goal 5 resources mapped on the site is protected under Chapter 17.49 Natural Resource Overlay District of the City's code of ordinances, regardless of site zoning. Chapter 17.49 of Oregon City code is compliant with Metro's Title 3 and 13 lands and the Statewide Planning Goal 5. Therefore, the potential for increased levels of impervious surfaces and vegetation loss associated with MUC, NC, CI, R-5 and R-2 development activities will be protected and if necessary mitigated through local permitting compliant with Chapter 17.49.



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## **Master Plan Summaries**

### ***Sanitary Sewer Master Plan***

A Sanitary Sewer Master Plan (SSMP) was prepared by Brown & Caldwell in November 2014. Section 5.2.3.4 of the SSMP focuses on the BRCP area. Table 5-8 of the SSMP references land use designations and the associated gross areas of the BRCP area to calculate sanitary flows to ultimately size pipe diameters and slopes.

Table 5-9 of the SSMP identifies the BRCP area Estimated Improvement Costs for Capital Improvement Plan (CIP) projects is \$15,580,000. This amount includes a 50% allowance for construction contingencies.

The CIP list specifically related to the BRCP area includes:

- Gravity Sewer Extensions (8"-15")
- Two (2) pump stations and associated force mains (BR-1 & BR-2)

Since the SSMP was published, improvements have been completed according to an email provided by Bob Balgos from the City dated March 25, 2019. These improvements include:

- 12" sanitary sewer extension south along Beavercreek Road near the north-end of the Oregon City High School property boundary.

Also identified in the email, City staff have identified construction proposed in 2019-2020:

- 12" sanitary sewer extension in conjunction with the Villages at Beavercreek Development located opposite Meyers Road on the east side of Beavercreek Road. The extension will be completed from the north-end of the Oregon City High School through the entire frontage of Villages at Beavercreek.

Further assessment of the CIP project amount will be necessary to include:

- Completed infrastructure upgrades such as Capital Improvement Projects (CIP), development etc.
- Anticipated infrastructure upgrades such as CIP projects or development such as Villages at Beavercreek
- Inflation and construction cost increases to current dollars.

### ***Stormwater Master Plan***

Five (5) Stormwater Master Plans (SWMP) were reviewed:

- Drainage Master Plan, OTAK 1988
- South End Basin Master Plan, Kampe Associates, Inc. 1997
- Caulfield Basin Master Plan, Kampe Associates, Inc. 1997
- Park Place Basin Master Plan, Kampe Associates, Inc. 1997
- Draft Oregon City Stormwater Master Plan. Brown and Caldwell, 2019

The BRCP area largely falls within the Newell Creek Basin. The Draft 2019 SWMP does not specifically reference the BRCP area, but the overall assessment does include recommendations for improvements for the Newell Creek Basin. The City's stormwater treatment and detention methods apply for all current and future development of the BRCP area.

Page 2-7 references the Beaver Creek Road Concept Plan and states that the concept plan "outlines basic assumptions for the type and quantities of stormwater infrastructure that may be required to develop the planning area. These assumptions are useful for fiscal planning, but the eventual layout of the stormwater conveyance systems and management facilities will be crafted through the preliminary and final design process for [the BRCP] area."



Low Impact Development (LID) Green Streets are identified for the Beavercreek Road Concept Plan area. The City is currently working on creating green street standards that will be applicable for both the South End and Beavercreek Concept Plan areas. These standards will be based on the identified street sections found in the Concept Plans and are being designed to meet the standards of the draft Storm water Manual. Adoption of these standards will occur in Fall 2019.

### ***Water Distribution Master Plan***

A Water Distribution Master Plan (WDMP) was prepared by West Yost Associates in January 2012. Although the WDMP does not specifically reference the BRCP area, the overall assessment does include recommendations for improvements that includes the UGB boundary that encompasses BRCP.

A Technical Memorandum - Oregon City Water Distribution System Capital Improvement Program Update (TM) was prepared by Murraysmith in March 2019. The TM was prepared to provide an update to the WMP produced in 2012, including a list of capital improvements and updated costs from 2009 to 2018 dollars. Page 21 of the memo specifically discusses BRCP area development and defines the City's pressure zones that encompass this area as Upper Zone and Fairway Downs Zone.

Table 17 of the TM identifies the updated CIP list and cost estimate including the improvements required for the City's Upper and Fairway Downs Zones for the BRCP area. The total estimated cost for CIP projects specific to BRCP area total \$14,018,000.

The CIP project list includes:

- New Upper Zone distribution
- New Fairway Downs distribution
- New PRV between Fairway Downs and Upper Zone
- New Fairway Downs Reservoir
- New Fairway Downs Pump Station
- New Fairway Downs Transmission
- Transfer existing Henrici transmission to Fairway Downs transmission

The City and Clackamas River Water (CRW) share the need to serve current and future customers at adjoining service area boundaries within the BRCP area.

A Technical Memorandum – Clackamas River Water / City of Oregon City Joint Engineering Analysis Water Service Dual Interest Area Technical Analysis (TM2) was prepared by Murraysmith in June 2018. TM2 identifies opportunities for shared infrastructure partnerships which could ultimately provide a more cost-effective solution to both the City and CRW, see Table 3 of TM2.

The City is preparing a concurrent study to ensure the City can serve the BRCP area in the case that the City and CRW are not able to agree on a partnership to serve the area.

### ***Economic, Social, Environmental and Energy (ESEE) Analysis***

As part of a Zone Change analysis, the city requires substantial evidence that the possibility of land use development activities allowed under the new zoning (MUC, NC, CI, R-5 and R-2) will not result in a greater impact on the Goal 5 resources mapped on the site over the existing Future Urban (FU-10) land use development activities.

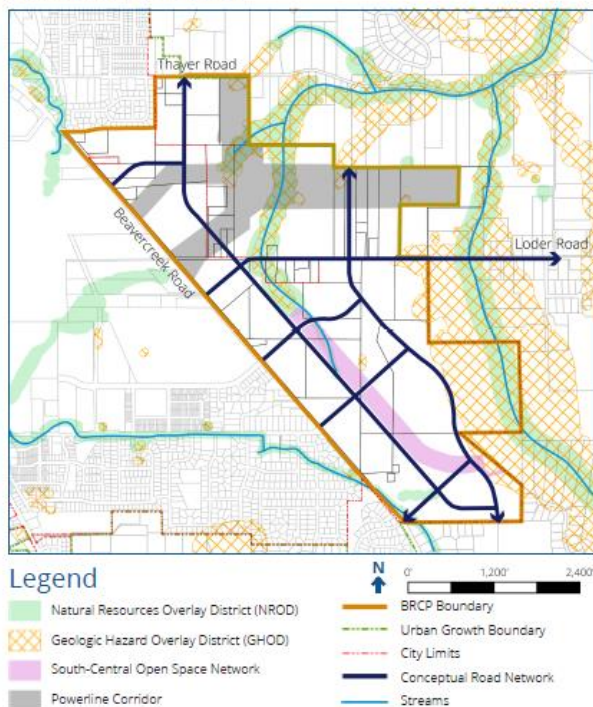
The ESEE analysis involves evaluating the potential tradeoffs associated with different levels of natural resource protection that could be established by the City. As required by the Goal 5 rule (OAR 660-015-0000(5)), the evaluation process involves identifying the consequences of allowing, limiting or prohibiting conflicting uses in areas containing significant natural resources. The rule requires that this analysis be completed before actions are taken to protect or not protect natural resources that are identified in inventory and determined to be significant. Specifically, the rule requires the following steps:



1. Identify conflicting uses – A conflicting use is a land use or activity that may negatively impact natural resources.
2. Determine impact area – The impact area represents the extent to which land uses or activities in areas adjacent to natural resources could negatively impact those resources. The impact area identifies the geographic limits within which to conduct the ESEE analysis.
3. Analyze the ESEE consequences – The ESEE analysis considers the consequences of a decision to either fully protect natural resources; fully allow conflicting uses; or limit the conflicting uses. The analysis looks at the consequences of these options for both development and natural resources.
4. Develop a program – The results of the ESEE analysis are used to generate recommendations or an “ESEE decision.” The ESEE decision sets the direction for how and under what circumstances the local program will protect significant natural resources.

### Beavercreek Road Concept Plan

#### Development Constraints



Based on information provided in Exhibit 3 Economic, Social, Environmental and Energy (ESEE) Phase 1 Analysis of Metro's April 2005 UGB Growth Management Functional Plan ordinance, the section below describes the potential conflicting uses associated with the proposed zone designations could have the greater potential to have an adverse effect on the functions and values of the Goal 5 resource mapped on properties located within the Beavercreek Road Concept Plan area which include Thimble Creek and an unnamed tributary to Thimble Creek. Note the zoning themselves are not conflicting uses.

It is the development activities and other disturbances permitted under the zoning that potentially conflicts with the functions and values associated with the Goal 5 resource. The City of Oregon City developed their Chapter 17.49 Title 13 regulations based on Metro's UGB Management Function Plan. Therefore, the ESEE analysis provided below is consistent with Oregon City's Goal 5 ordinance.

#### Economic Consequences

FU-10 – May provide increased adjacent property value. Large Lots associated with FU 10 zoning will retain more vegetation and tree cover than the new zones associated with the Beavercreek Road Concept Plan activities; however, does not provide an overall economic value to the community.

R-5 & R-2- These medium density and high density zones can provide a response to the known regional problem of limited housing supply and skyrocketing housing prices affecting the Portland Metro Area and Oregon City. There is a mismatch between supply and demand of housing that is leading to limited availability and affordability challenges for many households. Looking at the latest census data, in Oregon City, 71% of residential units are single-family detached homes, dominating the housing market. All other housing types make up 29% of the housing options, combined, ranging from manufactured homes and floating homes to 20-unit apartment complexes.

Housing prices are increasingly unaffordable, which is typically defined as spending more than 35% of household income on housing. Almost 24% of homeowners with a mortgage have unaffordable costs, and over 40% of renters can't afford housing costs. Overall, one in four households are struggling to pay for housing. Single-family detached homes, a traditional free-standing house with a yard and space for 3.2 children, dominate the supply but comes at a high cost that is increasingly out of reach, leading to homelessness in some cases. With smaller households more and more common, the city's needs don't match the homes available. Additional housing choices that include duplexes, tri-plexes, townhomes, apartments and cluster housing can provide alternatives to the predominate single family housing model found in Oregon City.

MUC, NC and CI – Enhances the potential for local economic development. The zone change supports Metro's Growth Concept Plan underlying goals to provide employment, income, and related tax benefits to local community.

Summary: While FU-10 may result in less vegetation removal, the MUC, ND, CI, R-2 and R-5 land uses provides a greater economic benefit to the community through increased housing options, employment and educational opportunities and reduced transportation facilities and utilities. These zones promote more efficient use of land, minimizing urban sprawl.

Therefore, the conflicting uses associated with MUC, NC, CI, R-5 and R-2 development activities provides a greater economic benefit, outweighing the FU-10 conflicting uses.

#### Social Consequences

FU-10 —Goal 5 resource provides natural stress relief to employment occupants. The R-2, R-5, ND, CI and MUC-2 land uses may also provide potential public educational and recreational benefit though passive open space viewing and the ability to dedicate future park space as development occurs within the BRCP area; however, there is a potential to reduce the scenic value.

Summary- Change in conflicting use zoning from FU-10 may provide an increased social benefit to Oregon City.

#### Environmental Consequences

FU-10—Impacts to Goal 5 resources and associated Impact Area (buffer) for FU-10 development may require: removal of native vegetation; non-native landscaping; pesticide and fertilizer use; and pets which tend to degrade habitat and water quality.

MUC, NC, CI, R-5 and R-2 can create larger building footprints than FU-10 which may result in increased vegetation removal; however, MUC, NC and CI offer decreased VMT (vehicle miles traveled) which reduces overall water quality impacts in the local watershed. Minimal light and glare into Goal 5 resource and buffer. Provides overall moderate to high imperviousness, low infrastructure requirements, and low to moderate overall natural landcover.

Summary: Due to smaller development footprints, disturbance activities associated with FU-10 conflicting uses may provide a lesser degree of impact to the Goal 5 resource and associated buffer than MUC, NC, CI, R-5 and R-2 conflicting use development activities. However, MUC, NC, CI, R-5 and R-2 stricter water quality standards, providing potential for overall lesser amounts of impact to the local watershed.

#### Energy Consequences

FU-10- Tends to retain more trees than other zoning, reducing air quality and temperature impacts. However, tends to create more infrastructure (utilities and roads) and greater travel distances which can have a negative energy consequence.

MUC, NC, CI, R-5 and R-2 - Energy efficient zoning because it decreases VMT (vehicle miles traveled) and overall infrastructure requirements. Potential to reduces the amount of overall development through shared



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parking. Shared parking areas have vegetated islands reducing imperviousness and negative energy consequences associated with temperature regulation.

Summary: MUC, NC, CI, R-5 and R-2 conflicting use development activities for energy consequences may result in lesser impact on the Goal 5 resource and associated buffer over FU-10 development activities.

- - - E N D O F D O C U M E N T - - -



DATE: June 21, 2019  
TO: Christina Robertson-Gardner, City of Oregon City; Steve Faust, 3J Consulting  
FROM: Bob Parker and Matt Craigie, ECONorthwest  
SUBJECT: Beavercreek Road Concept Plan - Zoned Capacity Analysis - REVISED

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The City of Oregon City contracted ECONorthwest to review and verify previous analyses conducted for the Beavercreek Road Concept Plan. The purpose of the project is to determine if the Beavercreek Road Planning Area—as planned—will have the future zoned capacity to accommodate the Plan’s projected number of jobs. In its simplest terms, this analysis is about fit and capacity. The key question is whether the zoning regulations that are being put in place over the Planning Area will actually allow for the 5,000 estimated jobs to occupy future buildings in the area. This analysis does not account for current or projected future market trends; it is exclusively focused on the examination of land use regulations and their implications for job capacity.

## Findings

**Our analysis shows that the Beavercreek Road Planning Area will have sufficient zoned capacity to accommodate estimated future employment growth.** Under current zoning standards, the Planning Area at full build-out will be able to accommodate between 5,700 and 11,700 jobs (Exhibit 1, Rounded). These capacity levels are 15% to 131% more than the targeted 5,000 jobs for the Planning Area. Economic conditions will determine how the area is eventually built out, but zoned capacity is adequate to allow for a range of future job numbers that are at or above desired employment levels as described in the Beavercreek Road Concept Plan.

**Exhibit 1. Beavercreek Planning Area, Zoned Capacity.**

Sub-District	Maximum Zoned Job Capacity	Zoned Job Capacity with Market Considerations
Main Street	727	352
Mixed Employment Village	2,827	1,399
North Employment Campus	8,169	3,983
<b>Total</b>	<b>11,723</b>	<b>5,734</b>

Source: ECONorthwest

Our zoned capacity model was built using Oregon City’s current zoning standards. Here we present two capacity estimates:

- First, **the maximum job capacity** for the area shows the total number of jobs that could fit in the area under current regulations.
- Second, the lower estimate—**Job Capacity with Market Considerations**—illustrates another interpretation of Oregon City’s zoning regulations. In this second scenario, we have further restricted the scale of allowable development by: (1) modeling an underbuilt of total development as a result of insufficient parking areas, and (2) dedicating a higher percentage of area on individual parcels to internal rights of way,

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ingress/egress space, and private streets. This is intended to reflect potential market conditions that would reduce the amount of built space, and as a result, the number of employees.

The maximum zoned capacity scenario is a true maximum; meaning that this estimate is modeling the highest density of employment permissible by zoning regulations and standards, without any consideration for how employment areas generally get developed. For example, the maximum scenario assumes over 8,000 jobs in the North Employment Campus area. To accomplish this scale of development would require the development of acres upon acres of four-story office buildings that have relatively little parking area. Although permissible, this scenario is unlikely to occur and therefore is a poor estimate of the actual zoned capacity of the Planning Area.

The more restrictive scenario presents a situation where development scale is linked to our observations of the density of other similar industrial areas across the Portland region and therefore better reflects what one could expect to happen in the Beavercreek Planning Area. For this scenario, we have adapted parking ratios to those generally demanded in the marketplace and deducted some internal area of parcels for circulation space and other rights of way. The large size of some parcels, especially inside the North Employment Campus (NEC), would warrant these internal spaces dedicated to transportation flow and parking.

For example, many flex-industrial buildings—a desired development type for the NEC—are two story buildings with multiple tenants. These “flex” buildings are built to flexibly adapt to the needs of different tenants. They are built with adaptable internal build-outs (e.g. varying amounts of office and warehouse space) and feature enough parking for employees as well as truck loading/unloading, circulation, and outdoor storage. Therefore, it is common to see flex buildings with not just enough parking and circulation space for employees that are coming and going from work, but to accommodate a wider variety of truck space, outdoor storage space, and general circulation space. In our model, we reflect these common observations by both increasing the parking ratio and reducing the number of stories for buildings in the NEC. These changes bring the potential development scale for the NEC in line with the maximum build-out observed in other industrial areas of the region.

With these changes, the restrictive—and more realistic—scenario shows a zoned capacity of the Planning Area to be reduced from the maximum scenario (11,723 down to 5,734). Despite the reduction, there still is adequate space to accommodate the 5,000 projected jobs.

Economic and market trends will inform the type, scale, and demands of future development of the Beavercreek Planning Area. Whatever development does eventually get built in the area, our analysis shows that zoning regulations and standards will allow for enough developable space for the desired amount of employment.

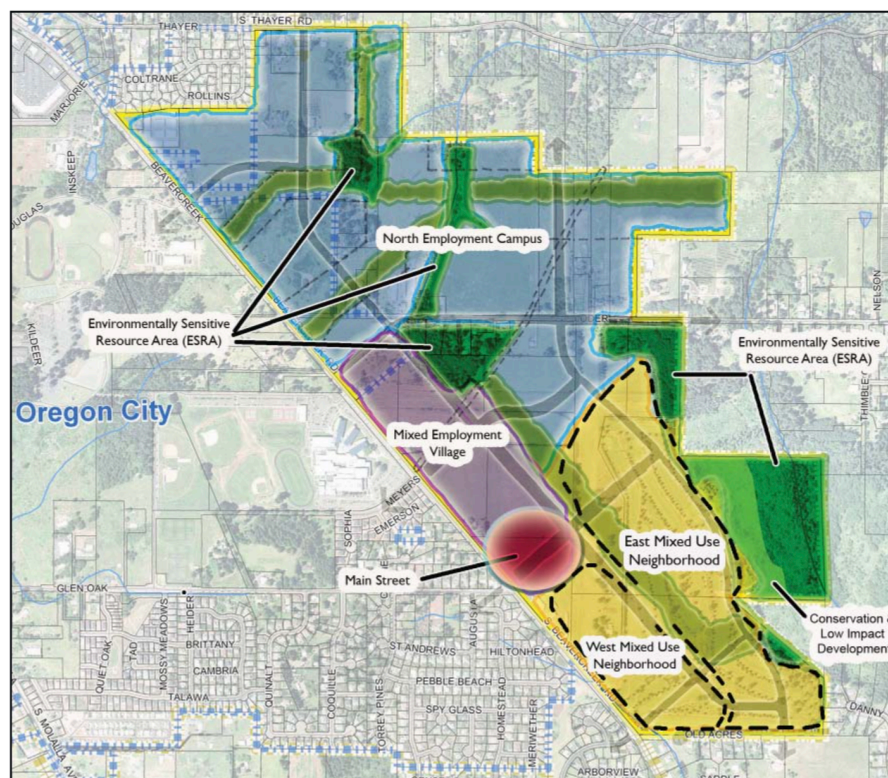
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## Background

In 2008, Oregon City contracted the consulting firm Otak, in collaboration with several consultants (including ECONorthwest), to develop a concept plan<sup>1</sup> for a 453-acre site in the southeast area Oregon City. The Plan envisioned a diverse mix of uses, organized by five sub-districts (see Exhibit 2).

### Exhibit 2. Land Use Sub-Districts for Beavercreek Road Concept Plan

Source: Beavercreek Road Concept Plan, Envision a Complete and Sustainable Community, 2008.



The five subareas are summarized as follows:

1. **North Employment Campus (NEC)** allows clean industries, offices servicing industrial needs, light industrial uses, research and development, and large corporate headquarters.
2. **Mixed Employment Village (MEV)** allows retail and offices (including civic and residential uses).
3. **Main Street (MS)** allows small scale commercial and mixed-use services.
4. **West Mixed-Use Neighborhood (WMU)** allows live/work units, mixed use buildings, limited commercial uses, and—to a larger extent—housing.

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<sup>1</sup> Beavercreek Road Concept Plan, Envision a Complete and Sustainable Community, 2008.

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## 5. East Mixed-Use Neighborhood (EMU) primarily allows housing.

At present, Oregon City is revisiting the concept plan as a step toward the Plan's implementation. The City has asked several consultants to review and analyze select parts of the concept plan to verify the veracity of its underlying analyses. A key aspect of this effort is to understand whether the Planning Area will have the zoned capacity to accommodate the Plan's stated number of future jobs. ECONorthwest was assigned this task. To answer this key question of zoned capacity, we reviewed the findings of the 2008 work and conducted additional analyses. Our approach and a description of our analysis is outlined in the next section.

## Approach

Our approach to this analysis had a few steps. These included:

- **Collecting and verifying data.** The first step involved gathering applicable data from the Plan, from the City, and other sources. Employment projections come directly from The Plan. The Plan identified an estimated capacity for approximately 5,000 jobs (for reference, the output table from the Plan is presented in Appendix A).

We also compiled an organized list of Oregon City's development codes, standards, and regulations from the City's current municipal code. These regulatory standards were used to create our zoned capacity model.

- **Developing a zoned capacity model.** Using Oregon City's development code and standards, we generated a catalogue of zoning requirements and limitations for each zoning designation that comprises the five sub-districts of the Planning Area. With this information, we developed a model that calculates the maximum job capacity for each sub-district. To calibrate the model to likely future outcomes, we relied on planning and development assumptions taken from our observations of similar fully built-out areas around the Portland Metropolitan region.<sup>2</sup>
- **Reconciling zoned capacity model output with future employment projections.** This step formed the central part of our analysis. In this step, we used the output of the zoned capacity model—the job capacity for each subarea of the Planning Area—and matched those outputs to future employment projections.

A more detailed description of our analysis is presented in the next section.

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<sup>2</sup> Key assumptions for this analysis, include: actual parking ratios, percent of parcels that achieve full build-out, common building to land ratios, among others.

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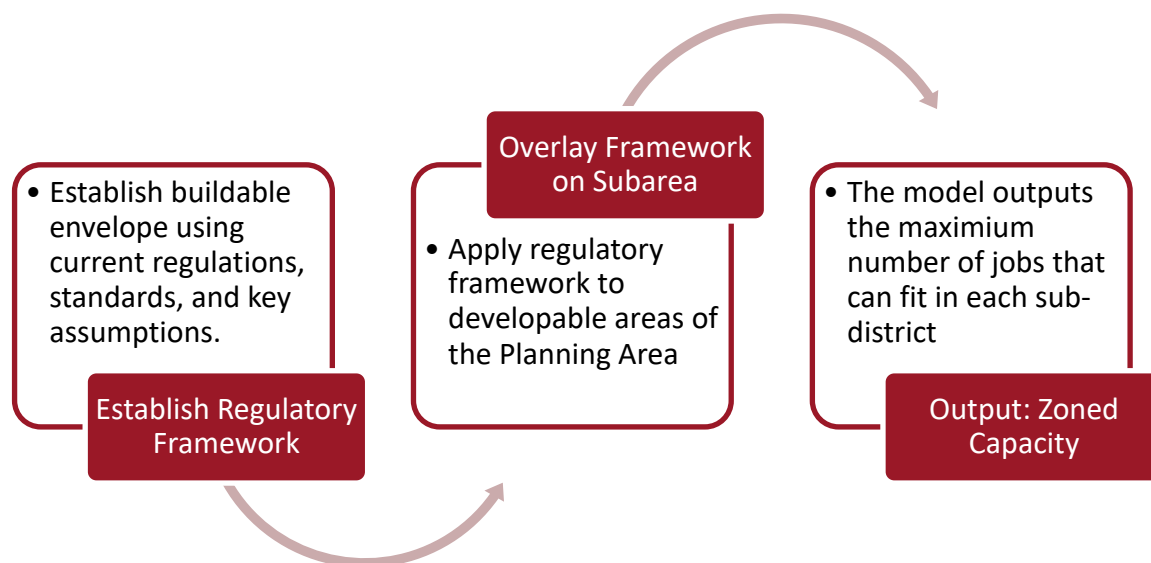
## Description of Zoned Capacity Analysis

### The Model

To understand the future capacity of jobs in the Beavercreek Road Planning Area, we built a model that mimics zoning regulations and standards for the expected land use zones to be applied to the Planning Area sub-districts. The model works by taking key inputs and assumptions about the regulatory framework that will govern land uses in the Planning Area and overlaying them across the developable land of the area. The output of the model is the maximum zoned capacity for jobs within the Planning Area (See Exhibit 3).

### Exhibit 3: Zoned Capacity Model Process

Source: ECONorthwest.



### Key Model Inputs and Assumptions

To arrive at an accurate understanding of the zoned capacity for jobs of any to-be-developed area requires a large set of inputs and assumptions. For this type of analysis, the type of inputs and assumptions are related to regulations and standards that will guide the development of new buildings and their supportive elements (e.g. parking). Some inputs are rigid and unlikely to change, such as maximum building heights or setbacks. Assumptions are more qualitative and require specialized knowledge about aspects of how real estate gets developed. Inputs and assumptions also have a varied impact on the output of the model. Some, like parking ratios, have a strong influence on the model's output. Others have less of an impact. Below we describe inputs and assumptions that have a major impact on the model's output.

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- **Dimensional standards.** Dimensional standards define the maximum “box” that a building can fill on a parcel. These standards are determined through setbacks, maximum building heights, landscaping requirements, and other restrictions.

**Source:** City of Oregon City Development Code.

- **Employment density.** This assumption describes the relationship between build-area (area inside buildings) and the number of jobs that fill those spaces. This assumption is typically described as jobs per square feet of building area. This is a key metric for this analysis. The smaller the number, the higher the job density. Larger numbers mean fewer jobs per building area, and therefore fewer jobs overall.

**Source:** Metro Employment Density Study, ECONorthwest.

- **Parking ratios.** The amount of automobile parking that is available for a new development is a key factor in determining its viability. Whether capped by regulations or demanded by the market, new developments need a certain amount of parking to attract funding and become economically successful land uses. Most cities, Oregon City included, provide regulations about the minimum and maximum amount of parking for new developments. Sometimes these regulations are perceived to be out of sync with what the real estate market demands. This can happen when urban, transit served developments are required to have “too much” parking. Or when suburban areas with little accessibility do not have sufficient land for necessary parking to support new development.

In our observations of real estate development, one of the primary reasons that development projects get “under-built”, or do not achieve the building height or scale otherwise permissible by development regulations, is too little provision of on-site parking. For this analysis, we have used Oregon City’s parking regulations as a general guide for the amount of parking that will be required to accompany new developments in the Planning Area.

**Source:** City of Oregon City, ECONorthwest.

- **Parcel size and building to land ratios.** The Beavercreek Planning Area of tomorrow is expected to look remarkably different than it does today. As it develops, property owners will sell to developers who, in many cases, will aggregate several parcels of land to create a “developable parcel” for their specific desired land use. To understand what size these future parcels may be and to what extent they will be covered with a building footprint, we observed several areas of the Portland region that contain similar land uses to those proposed for the Planning Area. These observations, combined with our knowledge of specific types of development elsewhere, formed our assumptions for future parcels sizes and building to land ratios.

**Source:** ECONorthwest.

- **Maximum build-out and “under-build”.** Each developable piece of land has an invisible envelope or “box” that forms the vertical area in space that a building can

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occupy. This box is determined by the zoning regulations and standards that govern the land use of that property. Building to full capacity would mean that this box is entirely filled with building area. Many times, developers “under-build” or chose to not fully take advantage of all of the vertical buildable space available to them. In an economic sense, it would be advantageous for a developer to build as much building area as she could lease or sell. If some of this building area does not contribute economically to her pro forma or if it is hard to lease or sell, she may choose to build a smaller building. As stated in the parking ratios description, we commonly observe that developers chose to under-build their properties when they are unable to secure access to a sufficient level of parking.

For this analysis, we have assumed that many of the future developable parcels will under-build for lack of parking or other reasons. This is in-line with our observations of developed areas that are similar to the Planning Area in other parts of the Portland region.

- **Source:** ECONorthwest

### Key Data

This analysis is focused on one key question: Will the future regulatory environment of the Beavercreek Planning Area allow enough buildable area to accommodate the projected number of future jobs for this area. To answer this question, we relied upon data from the several sources. Key data to this analysis are as follows:

- **Projected Jobs for the Planning Area.** We have relied on the projected number of jobs for the Beavercreek Planning Area as stated in The Plan. The Plan identified an estimated capacity for approximately 5,000 jobs (for reference, the output table from the Plan is presented in Appendix A).

This number of jobs—5,000—is a key data point for this work. It is the number of jobs that we are trying to fit into the Beavercreek Planning Area.

- **Planning Area Size and Developable Acres.** The Planning Area is approximately 449 acres in total size (gross size). Per the Plan, of this 449, there are 241 net developable acres. The difference between 449 and 241 includes roads, easements, wetlands, and other undevelopable lands.

Together the (1) projected job numbers, and (2) the developable area within the Planning Area form the two key data points for this analysis. These data can be further divided by sub-district of the Planning Area (See Exhibit 4 ). This is an important point; each sub-district has its own employment projections and will have its own zoning regulations.

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#### Exhibit 4. Beavercreek Planning Area Sub-Districts: Estimated Jobs and Net Areas (Acres)<sup>34</sup>

Source: City of Oregon City, ECONorthwest.

Planning Area Sub-District	Estimated Jobs	Net Developable Acres
North Employment Campus (NEC)	3,678	132
Mixed Employment Village (MEV)	1,139	26
Main Street	219	7
West Mixed-Use Neighborhood	15	12
East Mixed-use Neighborhood	21	65
<b>Totals</b>	<b>5,073</b>	<b>241</b>

## Findings

See the first page of this report for a discussion of our findings.

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<sup>3</sup> Rounding of numbers may result in approximate totals. *Note: The acreage estimates do not exactly align with those in Exhibit 6. Acreages in Exhibit 6 have been reevaluated since the time of The Plan. In our analysis, we are using the latest size estimates provided by the City of Oregon City.*

<sup>4</sup> We concentrated our analyses on the three sub-districts with significant employment projections. The mixed-use neighborhoods have been excluded from our analyses.

## Appendix A. Employment Estimates, 2008

The Beavercreek Road Concept plan estimated employment capacity at approximately 5,000 jobs (33 jobs per net acre).

### Exhibit 5. Employment Estimates, Beavercreek Road Planning Area

Source: Beavercreek Road Concept Plan, Envision a Complete and Sustainable Community (pg. 42), 2008.

Land Use Category	Hybrid Gross Acres	Hybrid Net Acres*	FAR/Acre**	SF/Job**	# of Jobs***	Avg. Units/Acre	# of Units+
North Employment Campus (adjusted gross acreage)	149	127	0.3	450	3,678		
Mixed Employment Village	26	21	0.44	350	1,139		
Main Street****	10	8	0.44	350	219	25	100
West Mixed Use Neighborhood	22	18			15	22	387
East Mixed Use Neighborhood	77	62			21	8.7	536
<b>Total # of Jobs</b>					<b>5,073</b>		
<b>Total # of Housing Units</b>							<b>1,023</b>
<b>Total Acres of Developed Land++</b>	<b>284</b>	<b>235</b>					

\*For Hybrid - Net acres equals gross acres minus 15% for local roads and easements in Employment. Mixed Employment, Mixed Use, and residential areas assume 20% for local roads and easements

\*\*Based on Metro 2002-2022 Urban Growth Report: An Employment Land Need Analysis. Includes total on site employment (full and part time). Mixed Employment FAR and job density reflects a mix of office, tech/flex, and ground floor retail.

\*\*\*Number of Jobs in Employment, Mixed Employment, Mixed Use calculated by multiplying total acres by the FAR; Converting to square feet; and dividing by number of jobs/square foot. Jobs in residential areas (Work at Home Jobs) estimated at 4% (potential could be as high as 15%).

\*\*\*\* Mixed Use land use assumes 50% of acreage devoted to commercial uses and the remaining 50% devoted to vertical mixed use.

+Number of units calculated by multiplying total net acres of residential land use by average units per acre

++Includes 50% of useable power line corridor (26 acres total) as part of developed land (included in Employment land area)

+++Does not include powerline corridor acreage as part of developed land



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## DRAFT MEMORANDUM

DATE: June 21, 2019

TO: Christina Robertson-Gardiner, City of Oregon City

FROM: Kevin Chewuk, DKS Associates  
Amanda Deering, DKS Associates

SUBJECT: Oregon City Beaver Creek Land Use Review

P19082-001

This memorandum summarizes how the requirements of Oregon Administrative Rule (OAR) 660-012-0060, the Transportation Planning Rule (TPR), are met for the Beaver Creek Concept Plan area in Oregon City, Oregon. The study area comprises the adopted 2008 Beaver Creek Concept Plan area which established land use designations, design guidelines and future transportation infrastructure needs. The Beaver Creek Concept Plan area is roughly bounded by the Urban Growth Boundary to the east, Beaver Creek Road to the west, Old Acres Road to the south and Thayer Road to the north. The following sections describe the consistency of the Beaver Creek Concept Plan with the current Oregon City Transportation System Plan (TSP).

### Land Use Assumptions

The Beaver Creek Concept Plan area includes about 5,700 new jobs and 1,100 new housing units. Table 1 describes the assumptions that were used. For the Oregon City TSP, vehicle trips within the Beaver Creek Concept Plan area were estimated based on around 1,639 new jobs and 355 new households. The Beaver Creek Concept Plan was held up in the Oregon Land Use Board of Appeals (LUBA) during the recent update to the Oregon City TSP, thus the zoning in the Beaver Creek Concept Plan area did not reflect the rezoned land resulting from the plan.

### Land Use and Motor Vehicle Trip Generation Assumptions

The impact of the increased vehicle trip generation on the surrounding transportation system, as a result of the Beaver Creek Concept Plan, will be evaluated through the year 2035 (consistent with the horizon year of the current TSP).

For the current Oregon City TSP, vehicle trips were estimated based on the existing land use assumptions (see Table 1). These trips are included in the 2035 TSP Baseline scenario. For the TPR analysis, the Beaver Creek Concept Plan was estimated to accommodate 750 more housing units and 4,095 more employees than the current TSP.

Vehicle trips that would be generated by the increased housing units and employees were estimated by applying the Metro Regional Travel Forecast model trip generation rates by land use type. Overall, the Beavercreek Concept Plan is expected to generate about 2,584 motor vehicle trips during the p.m. peak hour, or 925 more than what was assumed in the current TSP.

Table 1: Land Use Assumptions			
Scenario	New Housing Units	New Employees	Forecasted Weekday PM Peak Hour Vehicle Trip End Growth
TSP Baseline (without Beavercreek Concept Plan)	355	1,639	1,659
Beavercreek Concept Plan	1,105	5,734	2,584
<b>Change (With Beavercreek Concept Plan – Without Beavercreek Concept Plan)</b>	<b>+750</b>	<b>+4,095</b>	<b>+925</b>

## 2035 Motor Vehicle Operations

Future p.m. peak hour traffic forecasts were prepared for two land use scenarios, including:

- **TSP Baseline (without Beavercreek Concept Plan)** – This scenario assumes the land use within the Beavercreek Concept Plan will be built out consistent with the prior TSP analysis. It includes the improvement projects listed in the “Baseline Transportation System Improvements” section.
- **Beavercreek Concept Plan** – This scenario assumes full buildout of Beavercreek Concept Plan area. It includes the improvement projects listed in the “Baseline Transportation System Improvements” section.

With each of these two land use scenarios, a sensitivity option was tested that assumed the planned segment of Holly Lane between Maple Lane Road and Thayer Road would not be completed. The forecast will include 2035 volumes to match the TSP horizon year.

## Baseline Transportation System Improvements

The starting point for the future operations analysis relied on a list of street system improvement projects contained in the Oregon City TSP. These projects represent only those that are expected to be reasonably funded, and therefore can be included in the Baseline scenario. Many of the projects in the Beavercreek Concept Plan area will be constructed as private development occurs. Others will be

constructed as part of public infrastructure improvements or concurrent with adjacent private developments. The improvements assumed include:

- Roundabout installation at the **Beavercreek Road/Glen Oak Road** intersection (TSP Project D39)
- Roundabout installation at the **Beavercreek Road/Loder Road** intersection (TSP Project D44)
- **Meyers Road** extension from OR 213 to High School Avenue (TSP Project D46)
- **Meyers Road** extension from Beavercreek Road to the Meadow Lane Extension (TSP Project D47)
- **Clairmont Drive** extension from Beavercreek Road to the Holly Lane South Extension (TSP Project D54)
- **Glen Oak Road** extension from Beavercreek Road to the Meadow Lane Extension (TSP Project D55)
- **Timbersky Way** extension from Beavercreek Road to the Meadow Lane Extension (TSP Project D56)
- **Holly Lane** extension from Thayer Road to the Meadow Lane Extension (TSP Projects D58 and D59)
- **Meadow Lane** extension to the Urban Growth Boundary, north of Loder Road (TSP Projects D60 and D61)
- **Loder Road** extension from Beavercreek Road to Glen Oak Road (TSP Project D64)
- **Beavercreek Road** improvements from Clairmont Drive to the Urban Growth Boundary, south of Old Acres Lane (TSP Projects D81 and D82)
- **Loder Road** improvements from Beavercreek Road to the Urban Growth Boundary (TSP Project D85)

## Intersection Operations

During the evening peak hour, all study intersections operate within adopted mobility targets under all scenarios after assuming the baseline transportation system improvements from the TSP. The traffic analysis results are summarized in a separate memorandum.

## TPR Findings

Overall, the current TSP includes adequate transportation system projects for the Beavercreek Concept Plan area to comply with the Transportation Planning Rule (TPR). All transportation impacts as a result of the additional housing units and employees in the Beavercreek Concept Plan area are

addressed by current TSP projects. This includes the widening of Beaver Creek Road through the project area to a 3 or 5-lane cross-section (to be determined in separate memorandum) and intersection control improvements to the Loder Road and Glen Oak Road intersections with Beaver Creek Road (roundabout or traffic signals, to be determined in separate memorandum).

# Beavercreek Road Concept Plan - Zoning and Code Amendments

## Consolidated Comment Tracker January 2019-June 2019

Transportation	
Ensure that traffic flow is efficient and safe around the BRCP area (roundabouts or traffic signals), considering school drop off/pickup, different uses (e.g. Industrial-type traffic near residential areas) and trips generated outside the study area. Concern about emergency access to the area.	Currently preparing an assessment of transportation facilities and will present preliminary findings on road capacity and traffic control at the June 10 public meeting.
If Beavercreek Road is widened, will it be expanded to the east?	Efforts are made to expand equally in each direction from the road center line, assuming street rights-of-way allow for it.
How many road connections will be made to Beavercreek Road?	Currently the only road connections will be at existing intersections (Loder Road, Meyers Road and Glen
Require transportation infrastructure improvements before development begins.	We are considering the timing of infrastructure as development comes online. Development applications are required to build infrastructure to support their development. There are state and local land use requirements that look at the proportionality a project has to the city's infrastructure network both on and offsite of a development proposal. In some cases, development can be required to provide an offsite improvement as a condition of development, other times, they pay system development fees that help pay for larger capital improvement projects. The city is also looking at ways we can apply for grants, or work with developers to create local improvement districts or advance finance districts to better coordinate the timing of infrastructure.
Meyer Road or Glen Oak as the main street? Meyer is the bigger street and closer to CCC and high school.	Will explore Main Street options and provide an opportunity for further discussion at the April 9 public meeting.
Ensure that there is adequate parking to accommodate uses without congestion, especially around residential areas, but this should be balanced with creating pedestrian-friendly environments, especially around the MUC. Will the City pursue or require structured parking in the Main Street or Mixed Use areas?	Oregon City Development Code OCMC 17.52 requires minimum and maximum parking standards per use. It is not anticipated that this project will recommend any revisions to those requirements. All new development in Oregon City requires parking to be located to the side or rear of commercial uses. The project team is currently looking at how to encourage or require parking to be located to the rear of the commercial uses in the Glen Oak Mixed Use Center to better add in the pedestrian feel of the street and strategies for customers to minimize customers using the on-street parking in nearby neighborhoods.
Pursue adequate transit service in the BRCP will require coordination between jurisdictions to properly plan and secure funding.	City participates in ongoing conversations with TriMet, Clackamas County, Clackamas Community College, and Public Works about transit service. Ultimately, mass transit service is driven by population/jobs demand, though shuttle services can be more flexible.
Ensure adequate infrastructure and amenities to support safe bike and pedestrian movement within the BRCP, especially crossings of Beavercreek Road.	Concept Plan includes provisions for multi-modal transportation options which will be implemented through this Zoning and Code Amendments process. Certain streets will contain on-street or off-street bike paths and connect with a larger bicycle system as identified in the Transportation System Plan. Commercial and multi-family uses will also have bike parking requirements.
Parks, Trails and Open Space	
BRCP should ensure safe and aesthetic walking paths and trails to support pedestrians, especially school children.	Concept Plan includes provisions for sidewalks and off-street pathways which will be implemented through the Zoning and Code Amendments process. The design of Beavercreek Road and zoning should consider the proximity to the high school and potentially a future school south of the plan area.
Adequate green spaces, open spaces, and recreational areas, especially in the industrial area, are desirable.	Provisions will be made for open spaces, parks and trails throughout the Concept Plan area. The plan calls for parks and existing requirements in the code identify buffers around streams and wetlands and steep slopes.
When will proposed parks and trails be developed?	Land acquisition for parks will occur as part of development reviews. The construction of the parks is based on the Community Services (Parks Department) Capital Construction timeline/prioritization.
Residential	
Prioritize residential before other types of development.	Once the area had been rezoned, the timing and location of development will be left to the market and property owner to decide when to develop their property. The City will not do any development of homes or businesses. However, any development is required to make sure the proper infrastructure is in place to support proposed development.
Residents would like to see high-quality and well-designed residential units with sufficient open space and street trees and a maximum height of 3 stories.	The design team are looking at design standards, open space, landscaping and building height limits which will be addressed through this Zoning and Code Amendments process.
Support a broad variety of housing types, denser in the West Mixed Use area.	The plan envisions a higher density in the West Mixed Use area. Project staff is looking at code amendments to implement a mix of commercial and residential uses.
Non-residential uses in the residential area should have impacts on the surrounding neighborhood that are consistent with the zone. These impacts are lower in residential-only areas and increase when approaching non-residential zones. Prefer live/work and home occupations.	The design team is looking at identifying an appropriate type of non-residential uses and ways to mitigate their impacts.
Include affordable housing and alternative housing options in the BRCP.	Affordable housing is housing which is deemed affordable to those with a median household income or below as rated by the national or local recognized housing affordability index. Affordable housing development is generally done through cooperation with government and non-profit funding to subsidize the rental or ownership cost of a unit. The zoning code regulates uses and does not regulate the pricing of the housing. What zoning codes can do, is allow multiple types of housing to be allowed in a zone such as duplexes, cluster housing and row housing which can offer more option to the consumer than just a single family house. The City Commission is currently considering adding these types of uses to residential zones citywide. Visit <a href="https://www.orcity.org/planning/housing-and-other-development-and-zoning-code-amendments">https://www.orcity.org/planning/housing-and-other-development-and-zoning-code-amendments</a> to learn more about this process. The plan will consider a variety of housing types which may have less expensive housing options.
Prefer sidewalks over alleys. Alleys create more burdens than benefits.	In areas where alleys are required by current city code-sidewalk are also required in the front of the properties. The City Commission is currently considering if existing alley requirements should remain.
There should be a gradual tapering of density at the edge of residential areas. Buffers with surrounding areas should primarily be setbacks or open space, not a physical wall or barrier.	Increased buffering and screening requirements are currently being looked at for development at the edge of the Beavercreek Road Concept Plan boundary when abutting residential uses. Requiring a tapering of density at the edge of a project is often more difficult and initially envisioned through a clear and objective code process and still meet the other required city goals of block length, lot size and street connectivity. The Concept plan zones identify a general tapering of densities.
There should be more than 25 feet between residential and industrial uses.	
What types of barriers/screening between industrial and residential uses are allowed? Cyclone fencing? Concrete wall? Trees along the wall? A rotating park? Maintain row of trees that run east-west along the edge of the golf course.	
Consider integrating a bike/pedestrian trail into the landscaping setback along the southern perimeter to make better use of the space and keep it active.	
Concern about compatibility of R-2 development along the BRCP southern boundary. Especially in regards to natural resources/stormwater/flooding.	In response to comments during the public process, the revised June Zoning Map slightly shifted the multi family portions near the south border. The total number of projected housing units remain the same.

<p>Cottage Industries.</p> <p>New homes in BRCP area might be too small to incorporate square footage for cottage industries, like a large shop.</p> <p>Concerns about noise impacts from more industrial-type uses, such as woodworking.</p> <p>Consider whether potential impacts from cottage industries, like on-street parking and traffic are compatible with residential uses.</p> <p>Cottage industry uses might be better located in mixed-use and industrial areas.</p> <p>Maintain access to Old Acres Lane for existing residents to use. Access should not be shared with BRCP area development.</p>	<p>Through the public engagement process, we heard from many folks that were concerned about allowing additional uses in the home occupation code for the Beavercreek Concept Plan Area, though there was some support for the concept. The Concept Plan calls for allowing job creation in residential zones.</p> <p>During the 2016 re-adoption of the Concept Plan, the City Commission made a finding that the existing city-wide home occupation code allows for a breath of opportunities for people to start starter businesses in their residences. As part of the hearings process, staff will look for additional guidance from the Planning and City commission on this topic.</p> <p>Old Acre Road is a private driveway that can restrict public access- No part of the Concept Plan area will connect to Old Acres Road.</p>
<b>Mixed Use Center</b>	
The MUC should consist of small, easily accessible shops with residential on the 2nd and 3rd floors if the market allows it.	The MUC zone allows for this type of use, but also allows properties to be developed as exclusively residential or commercial. The project team is currently looking at the balance of how much minimum commercial or residential to require for these area to ensure that the code does not over or underregulate the vision.
Smaller scale development. Do not require retail. Permit ground floor residential.	The MUC zone allows for this type of use, but also allows properties to be developed as exclusively residential or commercial. The project team is currently looking at the balance of how much minimum commercial or residential to require for these area to ensure that the code does not over or underregulate the vision.
Street design in the MUC should use landscaping, lighting, to ensure a pleasant pedestrian environment.	The project team is looking at what type of dimensional standards and enhanced landscape requirements, beyond what is already required city-wide, will be needed to ensure a pedestrian-friendly, walkable commercial node. The concept plan identifies some street design.
10,000 square foot limit seems appropriate for anchor retail spaces or stand-alone buildings. Square footage limit should be large enough to accommodate a non-big box grocery store (Trader Joes, Zupans). Consider a 6,000 to 8,000 square foot range for the other tenant spaces.	The city has generally not prescribed that level of detail between varying permitted uses. The proposed code looks at minimizing the size of each building to ensure that the massing of the neighborhood commercial area is complementary to and compatibly with the neighboring residential uses. The NC zones proposes the following language: All uses permitted per OCMC 17.24.020.A and B, including grocery stores, are limited to a maximum footprint for a standalone building with a single store or multiple buildings with the same business not to exceed ten thousand square feet, unless otherwise restricted in this chapter.
Upper-level residential should be allowed. In addition to traditional apartments, incorporate affordable units for underserved populations (transitional housing, micro housing/dormitory housing.)	Upper level residential is allowed in the MUE and NC Zones when coupled with commercial development.
Provide parking lots near the Main Street area to support local businesses. Ensure parking for a grocery store doesn't occupy all available parking.	Development applications will be required to provide for their own off-street parking per their specific use. The Plan and city encourages shared lots for ease of access but each use must be accounted for.
People will not walk or take shuttles from the Industrial area to the Main Street area if there is ample parking.	As part of the public engagement process, staff and the project consultant team looked at the possibility of moving the Main Street area to the Meyers Road intersection to bringing it closer to employment locations. However, there was a pre-existing multi-family project located at the intersection of Meyers Road and Beavercreek Road that is currently in the Building Permit review process. This limited the ability to move the Main Street area of the Concept Plan.
<b>Industrial</b>	
Uses in the Industrial area should minimize impacts on adjacent residential areas through uses that are quiet, clean, and minimize pollution. There should be adequate buffers and transitions to other zones.	The project team is looking at ensuring uses with outside components be required to obtain a conditional use permit or be limited in scope and ensure adequate landscape buffering from abutting residential uses.
Focusing residential and mixed-use zoning south of Loder Rd and employment/business zoning north of Loder. There are many physical barriers to development south of Loder Road.	We have heard from some property owners south of Loder Road that this is a concern coupled with the location of the existing lot lines and proposed street locations and natural features. There may be an opportunity to slightly tweak the proposed zoning map to address these concerns, but the final proposed zoning map will need to show compliance with the goals of the Concept Plan and projected housing and job targets. We are working with the owners on this issue and will provide more updates at the April 9, 2019 public meeting.
Avoid allowing marijuana-related activity in the industrial area, due to the nearby schools and family housing.	This project does not anticipate revising the existing city-wide marijuana regulation, which can be found at the following link <a href="https://www.orcity.org/planning/marijuana-regulation-oregon-city">https://www.orcity.org/planning/marijuana-regulation-oregon-city</a> .
Can the areas under the power lines be developed? How many acres of the total are subject to power line restrictions?	No new buildings can be constructed under the powerlines. Outdoor storage, pedestrian accessways and parking are all allowed under the easements.
Do not make the area comfortable for transients. Specifically, how to address area behind golf course to back of Thayer and Loder roads.	This is not a concern that can be addressed through the zoning process. Oregon City has, however, created a homeless liaison officer position. This position works with residents, homeowners, and business
What are the goals and restrictions for targeting certain industries? Define targeted jobs clearly; what type of business and give examples. Do not restrict industries yet. Target jobs to high school kids transitioning to the work force.	While the Beavercreek Road Concept Plan envisions green or green technology type of businesses as the optimal tenant, the zoning code is not really the tool to regulate specific sectors of businesses or number of employees. Planning staff and the consultant team worked to create general zoning designation that are consistent with existing city-wide zoning use designations. If the city wants to encourage green
Do not place size limitations. Focus on design. Use clear, easy-to-find and understand design standards.	The project team is looking at proposing a code that touches on uses, sizes and some design aspects. Our goal is to not underregulate nor overregulate the product. Please stay involved and let us know if you think the proposed zoning code amendments achieved this goal or if it should be further amended.
25% is pretty restrictive for what can be stored outside.	One of the major goals of the Concept Plan is to bring jobs to Oregon City. Large outdoor storage areas (not parking lots) can greatly reduce the jobs/acre projections. Utilizing 25% of the building square footage as a ratio for outdoor storage seemed to be a reasonable compromise.
Is trucking allowed? How will freight to the industrial area be accommodated?	Freight needs, freight hours and freight turning radii needs will be included in the final street designs and
Is live/work space allowable in the Industrial area?	
Where will employees park?	Development applications will be required to provide for their own off-street parking per their specific use. The Plan and city encourages shared lots for ease of access but each use must be accounted for.
<b>Economic Development</b>	
Commercial uses, including professional services and services that allow workers and students to meet their daily needs.	The existing MUE and MUC zones allow professional services.
Desire for small businesses/employment and building footprints, but balance with attracting larger employers. Target local businesses in mixed use area, but anchor stores should be national chains that people are familiar with and that are well-received (Chipotle, Trader Joes, etc.)	We have heard a need for a mix of sizing of commercial and industrial uses. Some of these goals can be minimally achieved by the zoning code. Others, are more aligned with economic development goals and programs that City Commission may employ to work collaboratively with property owners to achieve this mix.

Proactive and effective economic development to ensure vibrant economic activity and growth within the BRCP.	While this is a zoning code amendments process, any comments that relate to a need for larger city involvement in the development of the Concept Plan area will be forwarded to the Planning and City Commission through this comment matrix and any public comments that arise through the public hearing process later this summer. The Economic Development department has been working on a nearby Beavercreek Employment Area with a variety of stakeholders.
<b>Land Use and Infrastructure</b>	
What role do residents have in approving the Concept Plan or future development?	The Concept Plan was adopted as an ancillary document to the city's comprehensive plan by the City Commission at a Public Hearing in 2008 and readopted through a public hearing in 2016. These Beavercreek Road code amendments will need to show consistency with the adopted Concept Plan and will be adopted through a noticed public hearing before the Planning and City Commissions later this year. Once adopted, all new development will be processed through the city's land use process depending on the type of development requested: <a href="https://library.municode.com/or/oregon_city/codes/code_of_ordinances?nodeId=TIT17ZO_CH17.50ADP_R_17.50.030SUDEKIPR">https://library.municode.com/or/oregon_city/codes/code_of_ordinances?nodeId=TIT17ZO_CH17.50ADP_R_17.50.030SUDEKIPR</a>
Use a fast permitting process, ensure infrastructure is readily available to serve development areas, and barriers to development are minimized.	The design team is considering which process development is subject to and the Public Works and Economic Development departments will be working together to consider larger infrastructure. Generally developers install infrastructure needed to serve their development.
Analyze electricity capacity to serve new development since existing neighborhoods in the area already experience "brown-outs".	Coordination with private utilities occurs during the private development review process. Private utility providers such as power, phone and cable have been sent notice of this application.
Zone designations should be separated by streets, not individual property lines. What do the property owners of those properties think?	Street location provide general direction and are finalized at time of development. Staff tried to find a balance of utilizing existing property lines and anticipated road locations.
The East Mixed Use Neighborhood should be more of a square rather than strung out along Beavercreek Road itself. Move it further north and center it around the mixed-use areas including Main Street and the industrial	While that sounds like an intriguing idea, staff felt that it was too divergent from the adopted plan. Staff's direction was to implement the adopted plan and only amend as needed to implement the intent of the
<b>Education</b>	
The anticipated extension of Clackamas Community College provides significant opportunity for professional training and economic development.	We agree and encourage all property owners to work with Clackamas Community College and the city's Economic Development Department to look for opportunities to partner to help transition students to full time work. The uses allowed in the area will take this into consideration.
Ensure proper siting and ease of permitting for future schools.	In the 2008 Concept Plan process, the Oregon City School District determined that they did not need additional land within the concept plan boundaries. They do have a parcel of land located just south of the concept plan boundary, near Old Acres Road but is not being considered for construction in the short term. Development in the concept plan area will provide an opportunity for future connections with the school property.
<b>Miscellaneous</b>	
Be clear about what is meant by "conceptual" in terms of roadways and district boundaries. Consider changing it from a "plan" to a "guide".	Final roadway design will be addressed at the development application stage and will need to be consistent with the concept plan maps or provide an alternate design that meets or exceeds the intent of the adopted street map. The design team will make an effort to set the correct expectations.
The plan should include a mix of uses and amenities - they would be helpful to reduce traffic and in case of disaster.	We have heard a need for a mix of commercial uses. Some of these goals can be achieved by the zoning code. Others, are more aligned with economic development goals and programs that City Commission may employ to work collaboratively with property owners to achieve this mix.
Like Lake Oswego development.	We assume that this comment translates to "make it look nice". Zoning code and design standards can provide a template for how a private development could look. However, too detailed of standards can stifle creativity and sensitivity to a specific private parcel's market needs. The project team is trying to create a balance of not under or over-regulating the urban layout of the concept plan areas. We are identifying the major design goals of the Concept Plan and are trying to create code that requires these elements. As the draft code is released this spring and through the public hearing process, please let us know if this balance was achieved, or if you think there should be a different balance.
How to limit connections to a private street to the south.	Old Acres Road, located at the southern boundary of the Concept Plan, is a private road and new development in the Concept Plan area will not be able to utilize this connection unless previously allowed by the private property owners.
Manage density.	The density outlined in the Concept Plan is regulated by Title 11 which governs the Urban Growth Boundary process. This code ensures cities efficiently use land brought into the Urban Growth Boundary, which reduces the need to expand the growth boundary earlier than predicted.  The density of dwelling units in the approved Beavercreek Road Concept Plan has been set to fall between 1,000 and 1,600 dwelling units. A dwelling unit is defined as one single-family house, a townhouse unit, or an apartment unit in a multi-family building. It does not differentiate between the number of bedrooms. Development of these units will be completed over time through the subdivision (single-family or townhomes) or Site Plan and Design Review process (multi-family) based on the market and property owner direction. The goal of the code amendment process is to adopt zoning codes that can ensure that the area develops dwelling units over time that fall within the adopted 1,200-1,600 threshold. <u>The placement of the densities and design will help create a community people like while minimizing</u>
Include art.	Public art is not a goal or requirement of the concept plan, and therefore does to align with the aims of this zoning amendments project (provide zoning code amendments to allow private development to build within the Concept Plan boundary). However, as development moves forward, there may be opportunities to partner with local art organizations such as the Clackamas County Art Alliance <a href="https://clackamasartsalliance.org/">https://clackamasartsalliance.org/</a> for public art in city open spaces or in private development.



# City of Oregon City

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

## Staff Report

File Number: PC 19-091

**Agenda Date:** 9/23/2019

**Status:** Agenda Ready

**To:** Planning Commission

**Agenda #:** 3c.

**From:** Planner Pete Walter

**File Type:** Land Use Item

### **SUBJECT:**

GLUA-19-00021: Annexation, Zone Change and 7-Lot Subdivision on Maplelane Road  
(Continuance)

### **RECOMMENDED ACTION (Motion):**

Take testimony from anyone present who wishes to testify and continue GLUA-19-00021 to the date certain of October 28, 2019.

### **BACKGROUND:**

A continuance of the public hearing is requested to allow the Applicant additional time to append their application to include a request for a Minor Variance to lot depth for Lot 3 of the subdivision proposal, and provide additional public notice of the revised application. The minimum lot depth for the R-3.5 zone is seventy feet (70') and the applicant has proposed a lot depth of sixty-three feet (63'), which is 10% shorter than the minimum lot depth. Pursuant to Chapter 17.60.020 - Variances, an applicant may apply for a minor variance to width, depth and frontage requirements of up to twenty percent. Although variances under 20% are typically processed as a Type II Limited Land Use decision, this application is combined with concurrent requests for annexation, zone change, and subdivision, so it is processed as a Type IV review.

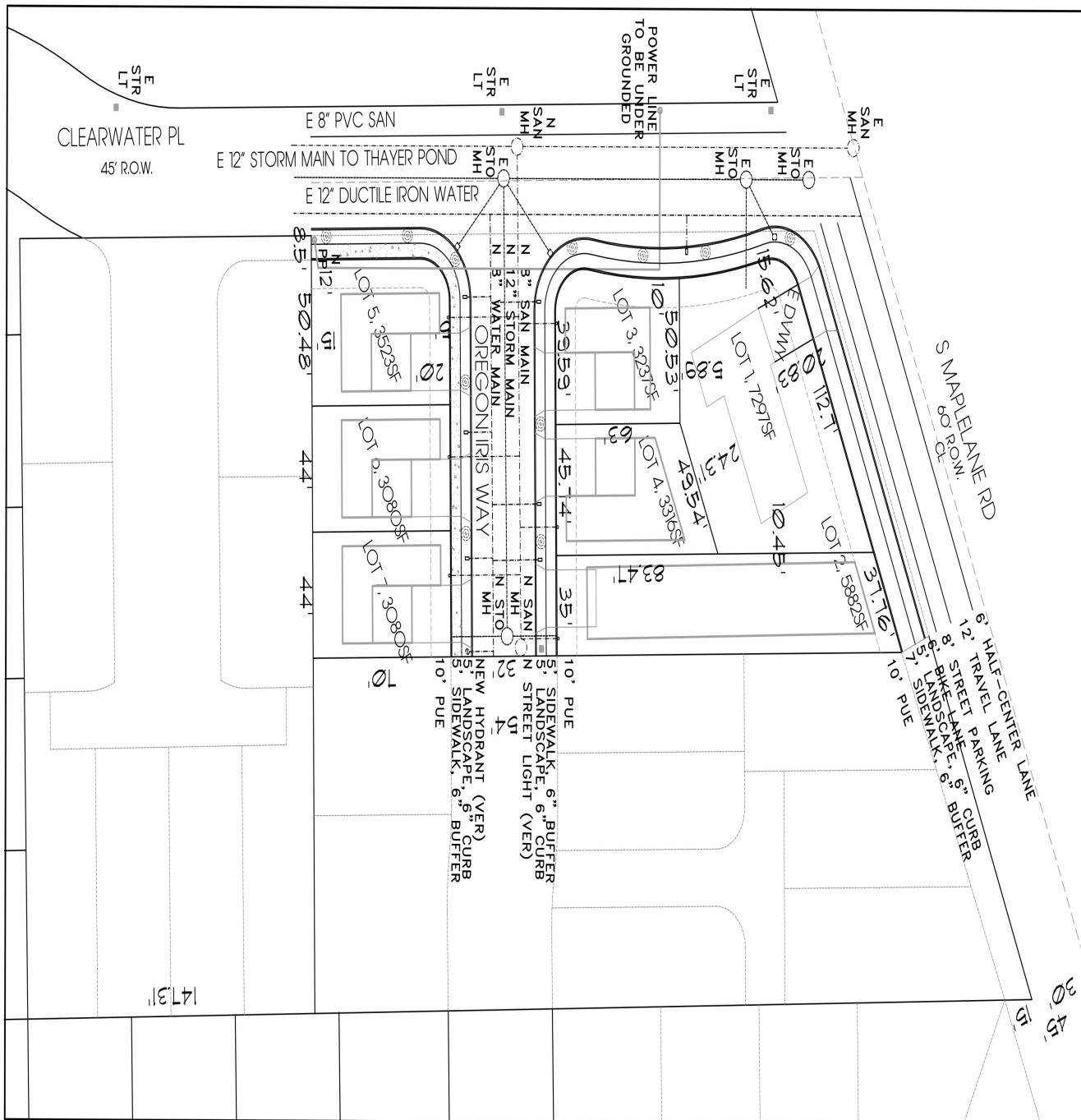
This is an application for annexation of one 1-acre parcel and abutting right-of-way, zone change from County FU-10 to City R-3.5 zone district, and a subdivision for seven (7) lots. Property is located on the south side of S. Maplelane Rd, approximately 0.5 miles north of S. Beaver Creek Rd and 0.3 miles east of OR Hwy 213 into Oregon City, totaling approximately 1.25 acres. The subject territory is within the Oregon City Urban Growth Boundary and has a Comprehensive Plan designation of MR - Medium Density Residential.

The applicant has granted a 30-day extension of the 120-day decision deadline until December 22nd, 2019.

[illegible]

PLAN# 14576 S  
NAME MAPLELANE  
SHEET ROWLAND  
DATE 6/13/19

SHEET# 0



## Pete Walter

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**From:** Desiree Rowland <rowland.desiree@yahoo.com>  
**Sent:** Monday, September 16, 2019 1:37 PM  
**To:** Pete Walter  
**Subject:** Re: Continuance for you application

Thank you Pete! And yes, we will grant a 30 day extension.

Regards,  
Desiree Rowland

Sent from my iPhone

On Sep 16, 2019, at 9:18 AM, Pete Walter <[pwalter@orcify.org](mailto:pwalter@orcify.org)> wrote:

Good morning Desiree,

I am preparing the Planning Commission agenda and request for continuance of your application. Here is the draft language of my staff memo:

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### **..Title**

GLUA-19-00021: Annexation, Zone Change and Subdivision (Continuance)

### **..Body**

#### **RECOMMENDED ACTION (Motion):**

Take testimony from anyone present who wishes to testify and continue GLUA-19-00021 to the date certain of October 28, 2019.

#### **BACKGROUND:**

A continuance of the public hearing is requested to allow the Applicant additional time to append their application to include a request for a Minor Variance to lot depth for Lot 3 of the subdivision proposal, and provide additional public notice of the revised application. The minimum lot depth for the R-3.5 zone is seventy feet (70') and the applicant has proposed a lot depth of sixty-three feet (63'), which is 10% shorter than the minimum lot depth. Pursuant to Chapter 17.60.020 - Variances, an applicant may apply for a minor variance to width, depth and frontage requirements of up to twenty percent. Although variances under 20% are typically processed as a Type II Limited Land Use decision, this application is combined with concurrent requests for annexation, zone change, and subdivision, so it is processed as a Type IV review.

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Application Date: 6/25/2019

Application Complete: 7/25/2019

120-Day Decision Deadline: 11/22/2019

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I would like to respectfully request that you grant the city an extension of the 120-day decision deadline to accommodate the additional time that is needed for you to add the variance request and re-publish the public notice.

Please let me know if you have any questions or comments.

Pete

<image001.jpg>

Peter Walter, AICP, Senior Planner

Community Development – Planning

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[Interactive Maps and Apps](#)

[Draft Housing and Other Development Code Amendments](#)

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