



City of Oregon City

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

Meeting Agenda Planning Commission

Monday, August 12, 2019

7:00 PM

Commission Chambers

1. Call to Order

2. Public Comments

3. Public Hearing

- 3a. LEG 19-00003 - Amendments to various Chapters of the Oregon City Municipal Code, Zoning Map and Comprehensive Plan Map and ancillary documents to the Comprehensive Plan to implement the Beavercreek Road Concept Plan.

Attachments: [Commission Report](#)

[Vicinity Map](#)

[Beavercreek 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](#)

4. Communications

5. Adjournment

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).

Video Streaming & Broadcasts: The meeting is streamed live on Oregon City's Web site at 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.



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Staff Report

File Number: PC 19-080

Agenda Date: 8/12/2019

Status: Agenda Ready

To: Planning Commission

Agenda #: 3a.

From: Christina Robertson-Gardiner

File Type: Planning Item

SUBJECT:

LEG 19-00003 - Amendments to various Chapters of the Oregon City Municipal Code, Zoning Map and Comprehensive Plan Map and ancillary documents to the Comprehensive Plan to implement the Beavercreek Road Concept Plan.

RECOMMENDED ACTION (Motion):

Continuance of file LEG 19-00003 to the August 26, 2019 Planning Commission Hearing.

BACKGROUND:

The Beavercreek Road Concept Plan (BRCP) is a guide to the creation of a complete and sustainable neighborhood in southeast Oregon City. The adopted plan 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 Beavercreek Road, and two mixed use neighborhoods), all woven together by open space, trails, a network of green streets, and sustainable development practices. The BRCP has been carefully crafted to create a multi-use community linking Clackamas Community College, Oregon City High School, and adjacent neighborhoods together.

While the BRCP was formally adopted in 2008 and readopted in 2016, it does not include all the tools necessary to implement the vision of the plan such as the assignment of Comprehensive Plan Map or zoning designations to properties or changes to uses or design standards in the Oregon City Municipal Code (OCMC) to implement the requirements of the plan.

The purpose of this project is to update the Comprehensive Plan and Oregon City Municipal Code (OCMC) to allow planned housing and mixed-use development to occur, including applying mapping and zoning designations for properties within the Concept Plan Area and amending ancillary documents to the comprehensive plan as needed. No annexations are being proposed as part of this action.

What are the Products of the Implementation Project?

- *Adoption of Comprehensive Plan Map designations for the properties within the BRCP area.
- *Adoption of Zoning designations for all properties within the city limits.
- *Adoption of any needed development amendments to the Oregon City Municipal Code to implement the BRCP.
- *Adoption of any needed revisions to adopted master plans or other ancillary Comprehensive

Plan documents.

Project Timeline/Public Involvement

Community meetings were held on January 29th and April 9th at the Oregon City High School Library along with an Open House on June 10, 2019. Work sessions with the Planning and City Commission were held on May 13th and June 11th. Stay involved by signing up to receive project update emails at the *Contact* page of the project website:

<https://www.orcity.org/Beavercreekroadconceptplan>.

How Many Hearings will the Planning and City Commission Hold for this Project?

This is the 1st Planning Commission hearing date for LEG 19-00003. The number of hearings is at the discretion of the Planning and City Commissions- though it is anticipated that each hearings body will hold a couple of hearings each on this matter. The first hearing on this item will consist of a staff presentation of the project, public comments and Planning Commission questions. Staff has requested a continuance to August 26, 2019 when the staff report will be presented and staff will request approval by the Planning Commission.

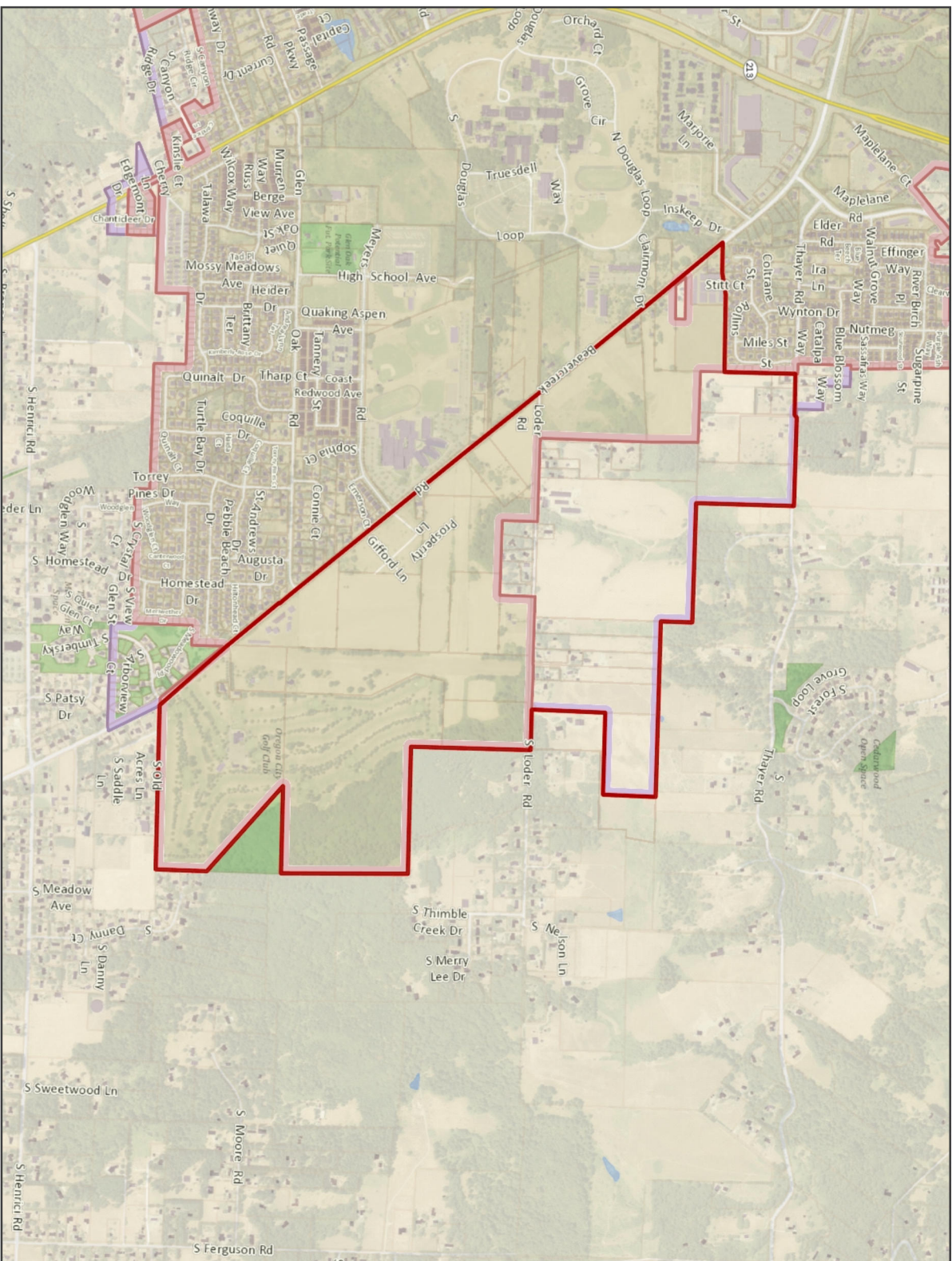
BUDGET IMPACT:

Amount:

FY(s):

Funding Source:

Beaver Creek Road Concept Plan Boundary

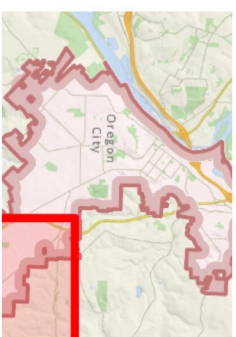


Legend

- Street Names
- Taxlots
- Taxlots Outside UGB
- Unimproved ROW
- Beaver Creek Road Planning Area Bour
- City Limits
- UGB
- Basemap

Notes

Overview Map



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



0 1,600 3,200 Feet

1 : 19,200

City of Oregon City
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Oregon City
OR 97045
(503) 657-0891
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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

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.

- 1st 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 Beavercreek 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 Beavercreek 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) 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) 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) **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) 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) 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.**

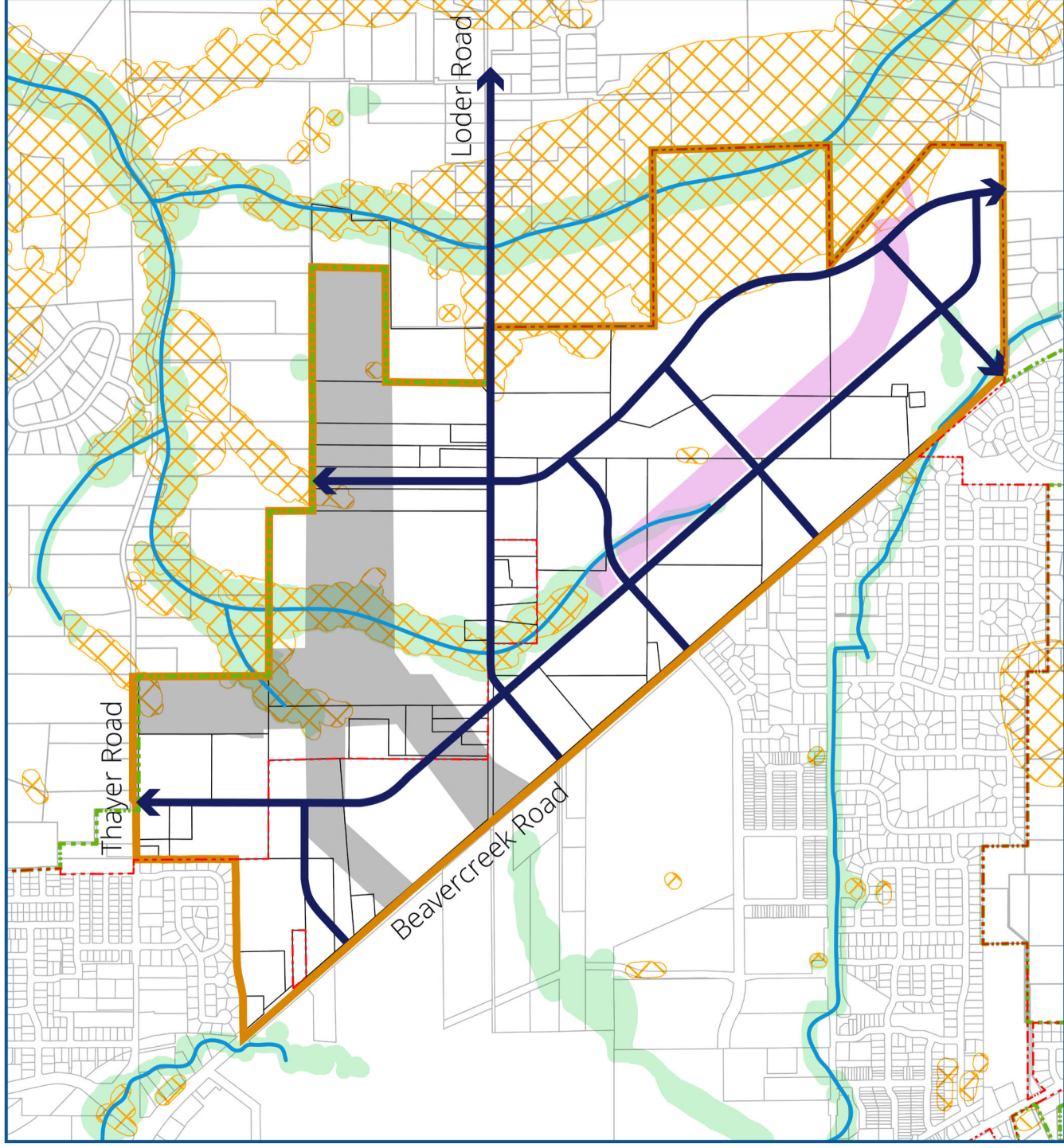
Policy 10.2

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.**

Beavercreek Road Concept Plan

Development Constraints

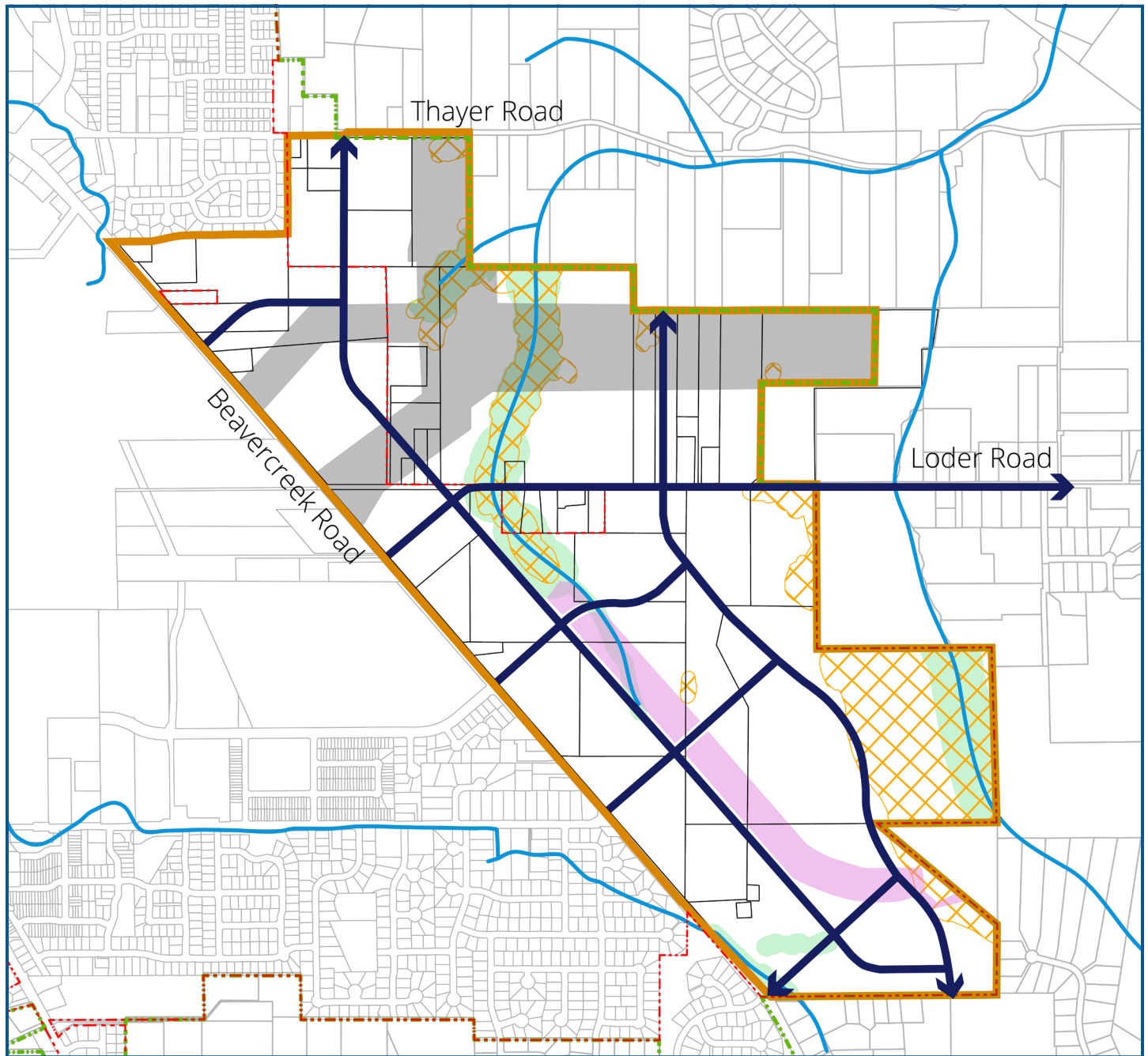


Legend














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



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.

- b. An individual phase of a project shall be permitted to develop below the required minimum FAR provided the applicant demonstrates, through covenants applied to the remainder of the site or project or through other binding legal mechanism, that the required FAR for the project will be achieved at project build out.
 - 5. Minimum required landscaping: Ten percent. Required landscaping areas may include:
 - a. Landscaping within a parking lot.
 - b. Planter boxes.
 - c. Ecoroofs.
 - d. Paved courtyard or plaza with at least twenty-five percent of the area used for landscaping, planter boxes, and/or water features including shade trees planted at the ratio of one tree for every 500 square feet of urban plaza area.
- E. Residential Uses. Residential uses, excluding live/work dwellings, are subject to the following additional standards:
 - 1. All residential uses shall be proposed along with any nonresidential use allowed in the NC district in a single development application.
 - 2. All ground-floor residential uses, with the exception of entrances for upper-story residential uses, shall be set back a minimum of 150 feet from the property line along Glen Oak Road.
 - 3. Ground-floor residential building square footage shall not exceed fifty percent of the ground-floor nonresidential building square footage onsite.
 - 4. Ground-floor residential uses shall achieve a minimum net density of 17.4 units per acre, with no maximum net density.
 - 5. Any new lots proposed for exclusive residential use shall meet the minimum lot size and setbacks for the R-2 zone for the proposed residential use type.
 - 6. Upper-story residential uses are permitted with no limitations.
- F. Site design standards.
 - 1. In lieu of complying with OCMC 17.62.050.B.1, parking areas shall be located behind the building façade that is closest to the street or below buildings and shall not be located on the sides of buildings or between the street and the building façade that is closest to the street.

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

17.29.080 – Additional Standards for Beaver Creek Road Concept Plan Area

- A. Applicability. This section applies to all development in the MUC-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 MUC-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. 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.

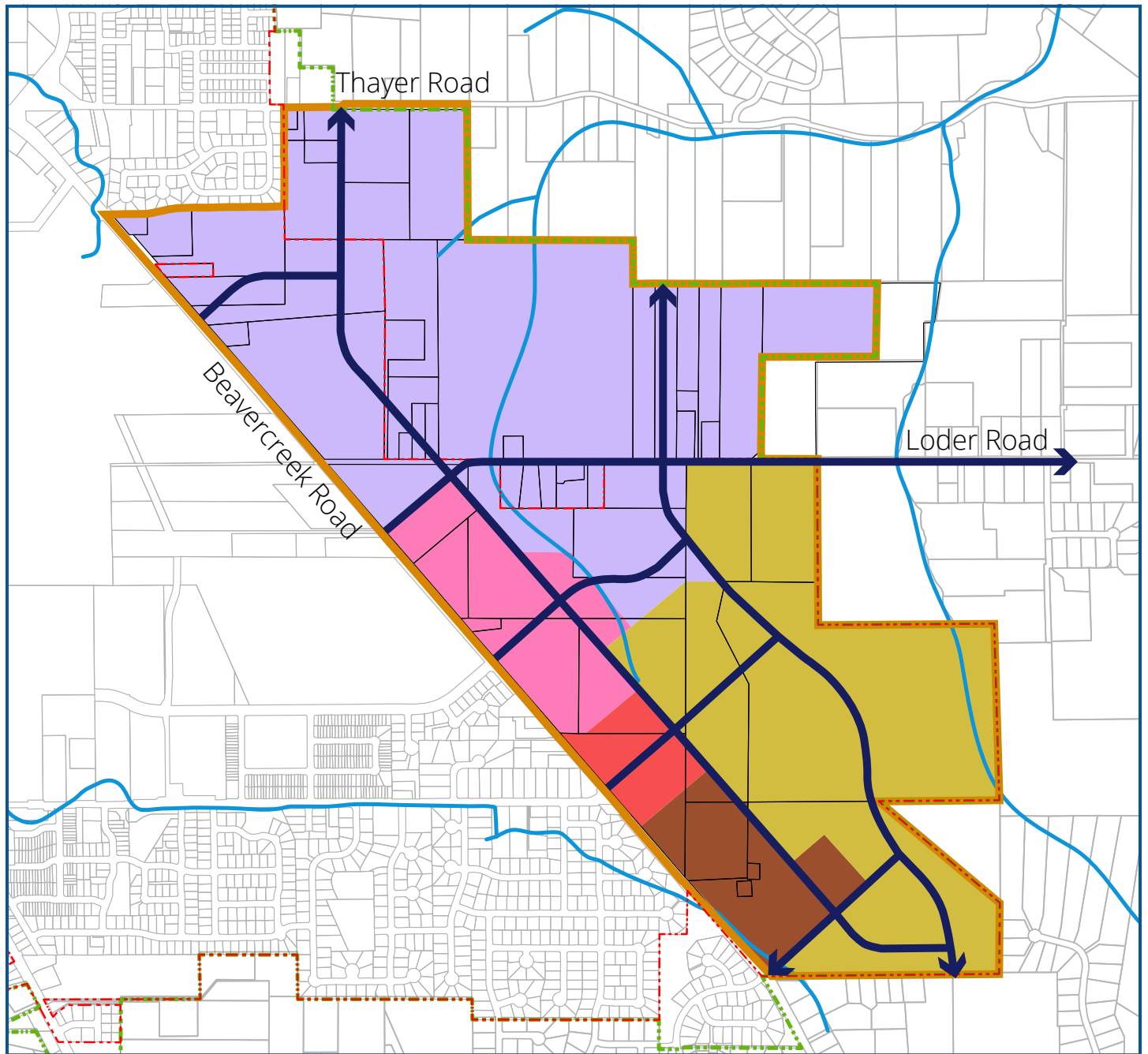
Chapter 17.62 Site Plan and Design Review

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 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 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

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

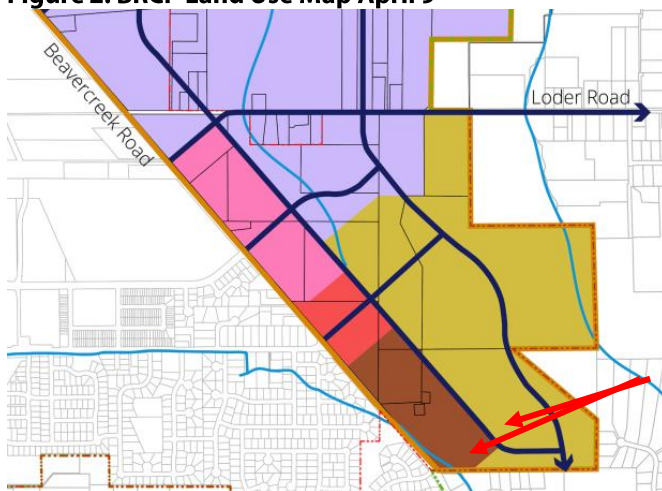


1. North of Old Acres Road – In response to concern from property owners about high-density residential development adjacent to Old Acres Road, the map is adjusted such that R-5 single family development is adjacent to that road. Additionally, some lands on the east edge of the R-2 district is extended 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

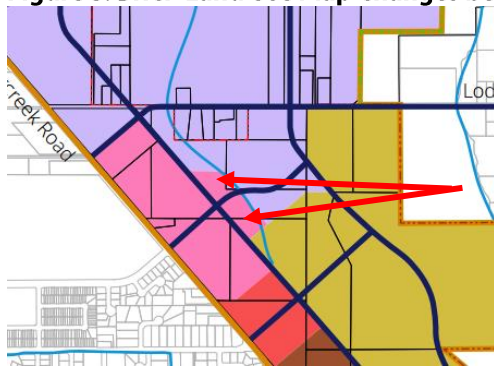
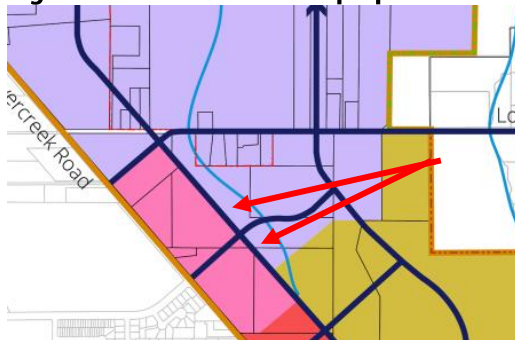


Figure 4. BRCP Land Use Map April 9



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

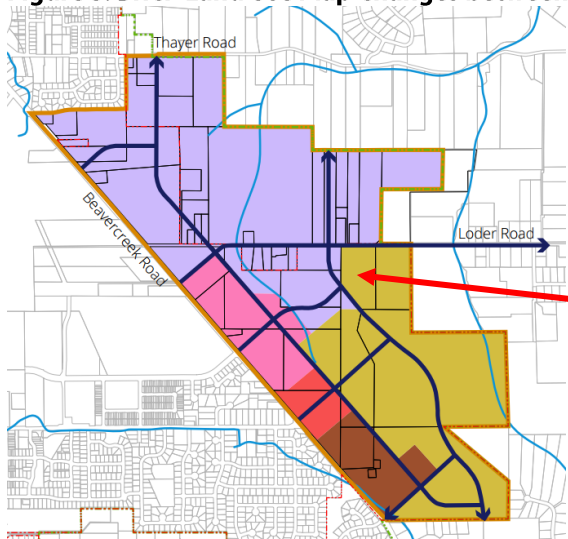
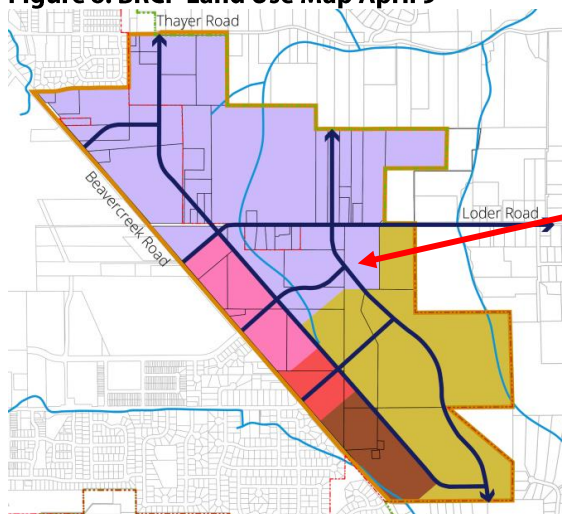


Figure 6. BRCP Land Use Map April 9



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

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
Total	5,073	1,023

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.



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.

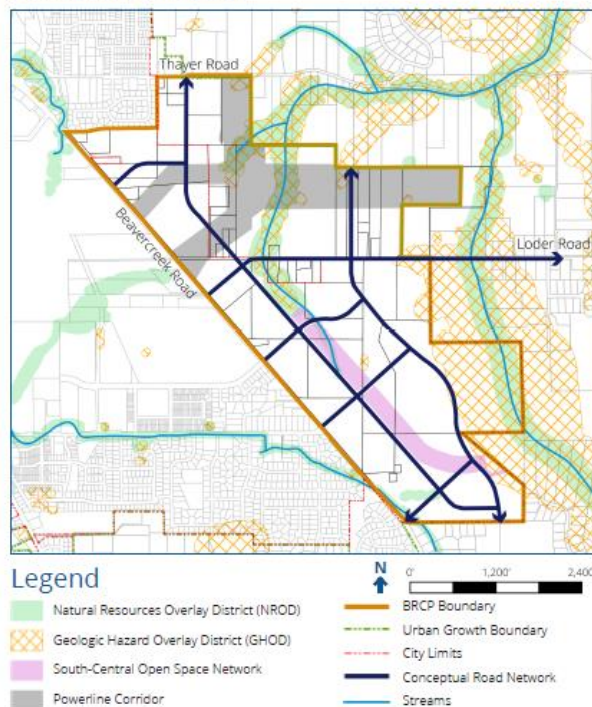
The ESEE analysis involves evaluating the potential tradeoffs associated with different levels of natural resource protection that could be established by the City. As required by the Goal 5 rule (OAR 660-015-0000(5)), the evaluation process involves identifying the consequences of allowing, limiting 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



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.

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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

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
Total	11,723	5,734

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,

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.

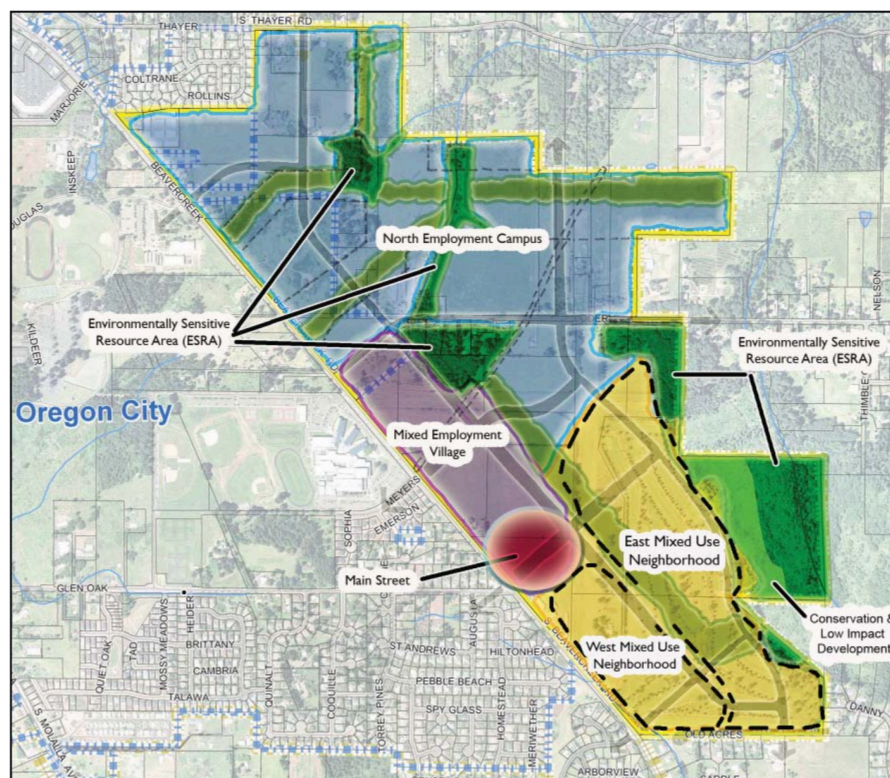
Economic and market trends will inform the type, scale, and demands of future development of the Beavercreek Planning Area. Whatever development does eventually get built in the area, our analysis shows that zoning regulations and standards will allow for enough developable space for the desired amount of employment.

Background

In 2008, Oregon City contracted the consulting firm Otak, in collaboration with several consultants (including ECONorthwest), to develop a concept plan¹ 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.

¹ Beavercreek Road Concept Plan, Envision a Complete and Sustainable Community, 2008.

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.²
- **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.

² Key assumptions for this analysis, include: actual parking ratios, percent of parcels that achieve full build-out, common building to land ratios, among others.

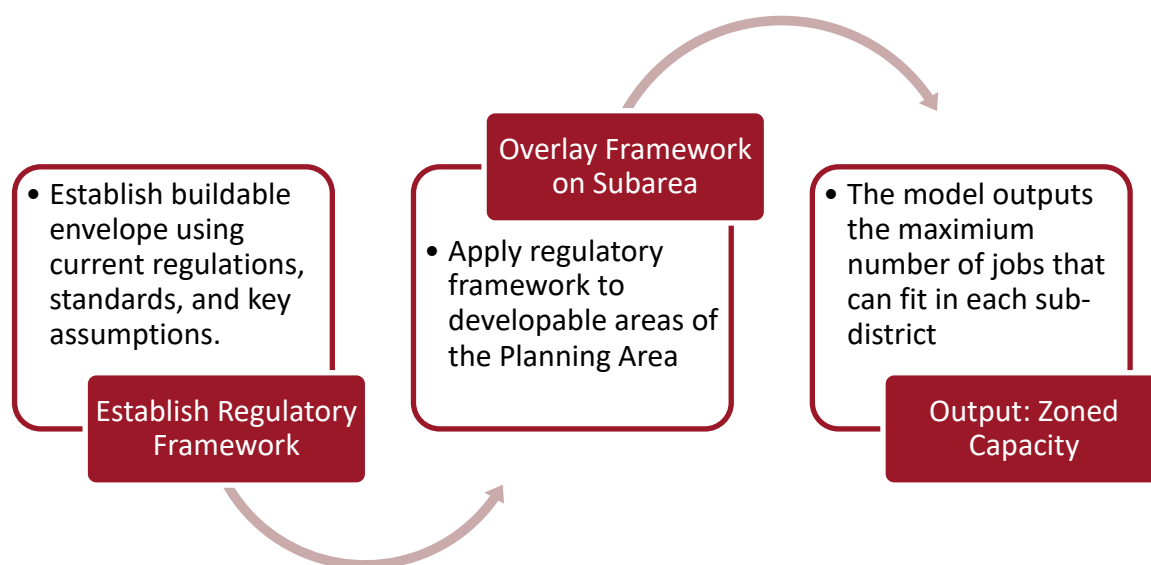
Description of Zoned Capacity Analysis

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.

-
- **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

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.

Exhibit 4. Beavercreek Planning Area Sub-Districts: Estimated Jobs and Net Areas (Acres)³⁴

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
Totals	5,073	241

Findings

See the first page of this report for a discussion of our findings.

³ 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.*

⁴ 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
Total # of Jobs					5,073		
Total # of Housing Units							1,023
Total Acres of Developed Land++	284	235					

*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
Change (With Beavercreek Concept Plan – Without Beavercreek Concept Plan)	+750	+4,095	+925

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 https://www.orcity.org/planning/housing-and-other-development-and-zoning-code-amendments 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>
Mixed Use Center	
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.
Industrial	
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 https://www.orcity.org/planning/marijuana-regulation-oregon-city .
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.
Economic Development	
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.
Land Use and Infrastructure	
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: https://library.municode.com/or/oregon_city/codes/code_of_ordinances?nodeId=TIT17ZO_CH17.50ADP_R_17.50.030SUDEKIPR
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
Education	
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.
Miscellaneous	
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 https://clackamasartsalliance.org/ for public art in city open spaces or in private development.