



CITY OF OREGON CITY PLANNING COMMISSION AGENDA

Commission Chambers, Libke Public Safety Facility, 1234 Linn Ave, Oregon City
Monday, March 14, 2022 at 7:00 PM

This meeting is in-person hybrid via Zoom; please contact OCplanning@orc.org for the meeting link.

CALL TO ORDER

PUBLIC COMMENT

Citizens are allowed up to 3 minutes to present information relevant to the Planning Commission but not listed as an item on the agenda. Prior to speaking, citizens shall complete a comment form and deliver it to the Chair/City Staff. The Commission does not generally engage in dialog with those making comments but may refer the issue to the City Staff. Complaints shall first be addressed at the department level prior to addressing the Commission.

DISCUSSION

1. Oregon City Economic Development Strategic Plan (Executive Summary)

PUBLIC HEARING

2. GLUA-21-00069 (General Land Use Application)/MP-21-00006 (Minor Partition)/VAR-21-00007 (Variance)

WORK SESSION

3. GLUA 22-0002/LEG 22-00001 Housing Choices Code Update Work Session

COMMUNICATIONS

ADJOURNMENT

PUBLIC COMMENT GUIDELINES

Complete a Comment Card prior to the meeting and submit it to the City Recorder. When the Mayor/Chair calls your name, proceed to the speaker table, and state your name and city of residence into the microphone. Each speaker is given three (3) minutes to speak. To assist in tracking your speaking time, refer to the timer on the table.

As a general practice, the City Commission does not engage in discussion with those making comments.

Electronic presentations are permitted but shall be delivered to the City Recorder 48 hours in advance of the meeting.

ADA NOTICE

The location is ADA accessible. Hearing devices may be requested from the City Recorder prior to the meeting. 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.

Agenda Posted at City Hall, Pioneer Community Center, Library, City Website.

Video Streaming & Broadcasts: The meeting is streamed live on the Oregon City's website at www.orcity.org and available on demand following the meeting. The meeting can be viewed on Willamette Falls Television channel 28 for Oregon City area residents as a rebroadcast. Please contact WFMC at 503-650-0275 for a programming schedule.



CITY OF OREGON CITY

Staff Report

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

To: Oregon City Planning Commission **Agenda Date:** March 14, 2022
From: James Graham, Economic Development Manager

SUBJECT:

Oregon City Economic Development Strategic Plan (Executive Summary)

STAFF RECOMMENDATION:

Review the Oregon City Economic Development Strategic Plan (Informational Purposes Only)

EXECUTIVE SUMMARY:

The Oregon City Economic Development Strategic Plan supports the goals of the City Commission and builds upon the OC2040 Comprehensive Plan.

BACKGROUND:

The City Commission of Oregon City stated that its goals relative to economic development and tourism were to:

- promote tourism and support economic development to foster community sustainability; and
- support improvements and partnerships that contribute to our hometown feel and showcase Oregon City's unique community identity.

The 2022-2027 Oregon City Economic Development Strategy also builds upon the insights of the OC2040 Comprehensive Plan Update. More specifically, the City's Economic Development Strategy offers goals and strategies aimed at fostering a **diverse**, **resilient**, and **vibrant** local economy.

The Oregon City Commissioners adopted the first Oregon City Economic Development Steering Committee (EDSC) on June 3, 2020. The EDSC was charged with creating and implementing a wholistic strategic plan designed to provide guidance and offer expertise in the crafting of Oregon City's economic recovery from the dramatic/negative impact of

the COVID-19 virus and to recommend a framework for a more resilient local economy moving forward.

The Committee began its work in the Summer of 2020 and ended in the fall of 2021. The Committee consisted of 14 members who reflected diverse views representing the for-profit sector, academia, government, and private nonprofits.

The major FOUNDATIONAL UNDERPINNINGS of the plan itself are:

A. Action vs Planning

While it is important to conduct research and develop plans to address preferred outcomes cited in the strategic plan, it is vital to create strategies that will actually be implemented.

B. Flexibility vs Rigidity

The Oregon City Economic Development Department reserves the right to adjust strategies based on either new information that requires adjustments in strategies or the recognition that proposed strategies are not resulting in expected outcomes.

C. Encouraging Private Investment vs Supporting Actions that Stifle Economic Growth

Oregon City's Economic Development Strategic Plan prescribes leveraging public/private partnerships in impactful ways to influence the behavior of fundamental market forces on the local level

D. Leveraging Viable Partnerships vs Venturing Out Alone

The Oregon City Economic Development Department will work to identify viable partners that are not only capable of being effective in fulfilling their own mission but share similar goals to make an impact on long-standing challenges or impediments to economic growth.

THE VISION

In 2027, Oregon City has a robust, resilient, and diversified economy. Residents live, work, and play while having access to multiple amenities within the region. Businesses flourish due to a business-friendly environment that supports for-profit enterprise and nurtures private nonprofit entities. For anyone who seeks employment, investments made by for-profit and nonprofit organizations provide opportunities for upward mobility through job creation and skill development.

The Oregon City 2040 Comprehensive Plan revision describes Oregon City's economy as "vibrant, diversified and resilient." The 2022-2027 Economic Development Strategic Plan shares these aspirations. The Economic Development Department will accomplish its vision by implementing various program initiatives within these five broad strategic areas:

- Business Retention and Expansion

- Business Attraction
- Entrepreneurism
- Urban Renewal
- Tourism Development

Attached to this staff report is the executive summary. A full presentation will be made during the meeting.

OPTIONS:

1. Review of Oregon City's Economic Development Strategic Plan

BUDGET IMPACT:

No impact to the Planning Commission budget.

Oregon City Economic Development Strategy

STRATEGIC INITIATIVES 2022-2027



Economic development is a strategic and collaborative process that creates an environment that systemically supports new investment, creates and/or retains jobs, and broadens the tax base, therefore, improving the quality of life of people.

James Graham, CEcD
Economic Development Manager

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EXECUTIVE SUMMARY

The 2022-2027 Oregon City Economic Development Strategy establishes a path to guide the Economic Development Department and the City in its work and partnership efforts. It is the culmination of more than a year of dedicated effort and input collected from community residents, business owners, City leaders, economic development and workforce policy leaders and other stakeholders.

Specific to economic and tourism development, the City Commission of Oregon City stated that its goals are to:

- promote tourism and support economic development to foster community sustainability
- support improvements and partnerships that contribute to our hometown feel and showcase Oregon City's unique community identity

The Oregon City Economic Development Strategy builds on these goals. It also integrates the insights of the OC2040 Comprehensive Plan Update. More specifically, the City's Economic Development Strategy offers goals and strategies aimed at fostering a **diverse, resilient and vibrant** local economy.

The City's Economic Development Strategy supports actions, policies and programs that foster an environment for growth by targeting on industry clusters including

***Light manufacturing and assemblage**

***Logistics and wholesale distribution**

***Healthcare**

***Professional, Scientific, and Technical Services (especially electronic connectivity)**

***Tourism**

Cultivating growth of tourism-facing businesses and tourism-related nonprofits is important to Oregon City's economic landscape. The strategic plan calls for the building of a much-needed tourism infrastructure. An industry that provides more and different activities will attract more visitors to Oregon City.

Equally important, the Oregon City Economic Development Strategy encourages policies and initiatives that provide opportunities for everyone seeking entry and growth in the local community's labor force. With an emphasis on **workforce development** and the expansion of **local childcare services**, the economic development strategy supports programs and investment that mitigates barriers to entry and advancement in the workforce.

A. The Economic Development Strategic Plan Steering Committee

With the support of the City Commission, the Economic Development Department assembled the Economic Development Strategic Plan Steering Committee, a group of experienced professionals representing businesses, academia, government, and nonprofit organizations. The steering committee's

mission was to support the creation of a holistic strategic plan designed to create an environment that encourages new business investment/expansion and supports innovative approaches that will result in a more resilient economic landscape.

B. Foundational Underpinnings of the Economic Development Strategic Plan

1) Action vs Planning

While it is important to conduct research and develop plans to create preferred outcomes cited in a business plan or strategic plan, it is vital to create strategies to be implemented based on the research and plans. The economic development staff and its partners will implement the proposed strategies cited in this plan.

2) Flexibility vs Rigidity

The Oregon City Economic Development Department reserves the right to adjust strategies based on either new information that requires adjustments in strategies or the recognition that proposed strategies are not resulting in expected outcomes. To that end, the 2022-2027 Economic Development Strategic Plan is a living document that will be modified and updated as needed.

3) Encouraging Private Investment vs Taking Actions that Stifle Economic Growth

Oregon City's Economic Development Strategic Plan prescribes leveraging public/private partnerships in impactful ways to influence the behavior of fundamental market forces on the local level to encourage investment.

Although many market forces are beyond local control, such as the U.S Rate of Inflation, there are some local policy or administrative actions that can be implemented to influence the behavior of private and nonprofit investment such as the City establishing flexible System Development Charge payment arrangements ("SDCs") or reducing the SDCs for childcare facilities thereby encouraging the proliferation of childcare businesses. The City's support of childcare will assist individuals with young children to pursue work and job training opportunities previously outside of their reach.

4) Leveraging Viable Partnerships vs Venturing Out Alone

The Oregon City Economic Development Department will work to identify viable partners that are not only capable of being effective in fulfilling their own mission but share similar goals to make an impact on long-standing challenges or impediments to economic growth.

ECONOMIC DEVELOPMENT VISION

By 2027, Oregon City has a robust, resilient, and diversified economy. Residents live, work, and play while having access to multiple amenities within the region. Businesses flourish due to a business-friendly environment that supports for-profit enterprise and nurtures private nonprofit entities. For anyone who seeks employment, investments made by for-profit and nonprofit organizations provide opportunities for upward mobility through job creation and technical skill training.

The Oregon City 2040 Comprehensive Plan revision describes Oregon City's economy as "vibrant, diversified and resilient." The 2022-2027 Economic Development Strategic Plan shares these aspirations. The Economic Development Department will accomplish its vision by implementing various program initiatives within these five broad strategic areas:

- Business Retention and Expansion
- Business Attraction
- Entrepreneurism
- Urban Renewal
- Tourism Development

ASSESSMENT OF OREGON'S CITY ECONOMIC CLIMATE

Oregon City is experiencing an important time of change and opportunity. Over the past 20 years, Oregon City's population has grown by more than 10,000 people, an increase of close to 40%. Approximately, 38,000 people now call Oregon City home. Oregon City is the County Seat for Clackamas County and is an important economic driver for the County. Oregon City's businesses employed almost 10% (9.7%) of Clackamas County's workforce in 2019.

From 2000 to 2014-2018, Oregon City's median age increased by five years from 33 to 38. Oregon City's aging population is consistent with County and statewide trends. Over the next 20 years, Clackamas County's population of 60 years of age and older is expected to grow to 31%, increasing by 34,418 people.

Income and wages affect business decisions for locating in a city. Areas with higher wages may be less attractive for industries that rely on low-wage workers. In the 2014-2018 period, Oregon City's median household income (\$71,856) was below the county median (\$76,597). In 2018, average wages at private businesses in Oregon City (\$46,524) was also below the county average (\$52,589).

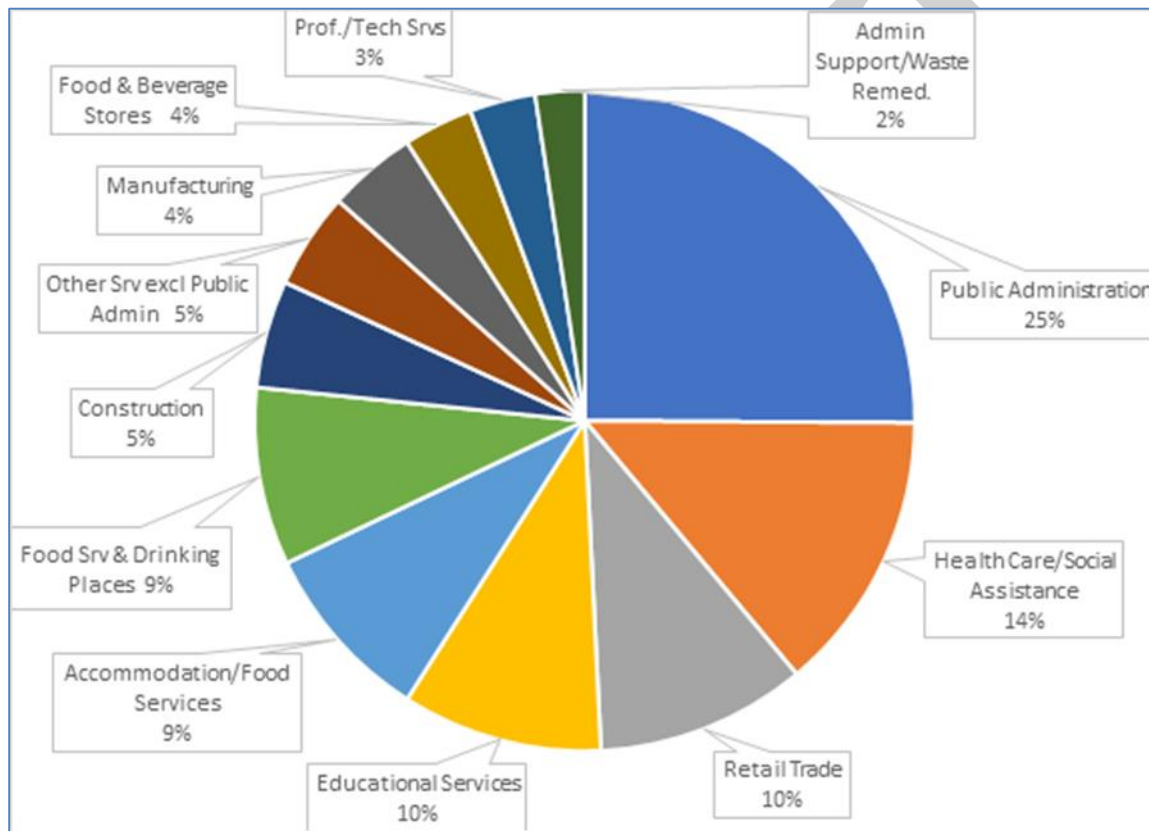
A. Educational Attainment

In 2019, Oregon City has a higher percentage of its population, 25 years and older, with a high school education (25.8%) and with some college or associate degree (40.5%) compared to Clackamas County and Oregon.

On the other hand, Oregon City has a much smaller portion of its population with a bachelor's degree or higher (26.3%) than either Clackamas County or Oregon. Residents of Oregon City show a greater percentage of its residents that did not fully complete their college or associate-level education.

B. *Occupations and Industries*

In 2021, the sectors with the greatest number of employees in Oregon City were Public Administration (25.4%), Health Care and Social Assistance (14%), Retail Trade (10.4%), Educational Services (10%) and Accommodation/Food Services (9%). Graph 1 below displays this information and includes additional sectors of employment.



Oregon City's Workforce by Sector

C. *Commercial and Industrial Real Estate Market*

- The average rent for commercial space increased from \$15.64 in 2015 to \$19.48 per square foot in 2019. Only to drop back to nearly its 2015 rent levels in 2020.
- Over the last several years, the average rent for industrial space has been about \$12 per square foot. Vacant industrial space was historically limited in Oregon City.
- As of 2020, the average rent per square foot for retail space was \$15.11, compared to \$19.48 for office space.

STRENGTHS, WEAKNESSES, OPPORTUNITIES, AND THREAT ANALYSIS (“SWOT ANALYSIS”)

A. Oregon City has several **STRENGTHS** that should be noted:

- 1) **GOOD LOCATION:** The community is close to important markets within the region.
- 2) **TRANSPORTATION INFRASTRUCTURE ASSETS:** Businesses in Oregon City can easily access markets in the Portland Region as well as broader markets due to a good road system network.
- 3) **LABOR MARKET:** The commuting patterns show that businesses in Oregon City have the potential of attracting skilled and unskilled workers living around the region.
- 4) **COST OF DOING BUSINESS:** Compared to the Portland Region, commercial real estate is traditionally more affordable in Oregon City.
- 5) **TOURISM AND ACCESS TO OUTDOOR RECREATION:** The community’s history legitimately establishes it as the State’s original hometown.

B. Oregon City does face notable **WEAKNESSES**:

- 1) **LACK OF LARGER TRACKS OF LAND:** Manufacturers, as well as logistic companies, are looking for available land of ample size (at least 15 acres).
- 2) **NEED FOR FLEX SPACE OR “SPEC” BUILDINGS:** On a monthly basis, the Economic Development Department receives requests for flex space and/or spec between 50,000 sq ft up to 100,000 sq ft.

C. The City has great **OPPORTUNITIES** in its future:

- 1) **TOURISM AND OUTDOOR RECREATION:** Oregon City is located at the confluence of the Willamette and Clackamas Rivers. On the Willamette River, there are boat launches, nature trails and a City park. The city’s downtown is an important investment that helps the community to establish its niche in the tourism market.
- 2) **THE URBAN RENEWAL DISTRICT:** If applied to stimulate private investments with complementary public investments, a multiplier effect will occur that supports the growth of small businesses throughout the community.

D. Several **THREATS** endanger the community’s economic growth

- 1) **CLACKAMAS COUNTY COURTHOUSE – PENDING RELOCATION:** Although the Circuit Court will remain in Oregon City, its new location is far enough removed

from the downtown to threaten the livelihood of many small restaurants and other types of businesses there.

- 2) **RISING COST OF DEVELOPMENT** – Increasing development costs will either slow or stop business investment in Oregon City.
- 3) **SKILLED-LABOR FORCE CONSTRAINTS** - Younger workers are not replacing older skilled employees in sufficient numbers.
- 4) **CHILDCARE CONSTRAINTS**: The lack of childcare services forces parents to forgo work opportunities and the associated income.
- 5) **PERCEPTION OF NOT BEING BUSINESS FRIENDLY**: Creates a hesitancy to invest in the city at a time when the community may need it most.

OREGON CITY'S ECONOMIC DEVELOPMENT STRATEGIC PLAN: GOALS, STRATEGIES, MILESTONES

A. TARGET ACTIVITY AREA: BUSINESS RETENTION AND EXPANSION (“BRE” Program)

GOALS	STRATEGIES	MILESTONES
Retain and support local business growth of target industry clusters	*Meet with 5 businesses every quarter *Focus on select industries *Distribute Business Resource Kits *Catalog business' needs and develop responses	*Starts March 2022 *End of 2022, Meet with 20 businesses
Support the development of a systemic skills training and job placement network	*Focus on individuals between the ages of 18 – 35. *Work to Launch “Talent Ready Initiative,” A Pilot Program	*Develop Draft of Partnership Agreements with Agencies – June 2022 *Identify/Recruit Employers – Sept. 2022 *Market/Promote Talent Ready – January 2023
Increase the Number of Childcare Opportunities for Children ages 0 to 5 yrs.	*Childcare Center Feasibility Study *Childcare Forgivable Loan Program *Recruit New Childcare Providers	*Identify 3 to 5 employers to support funding a childcare center – Feasibility Study June 2022 – Dec. 2022 *Attract 1 to 3 new childcare businesses to Oregon City –

		Dec 2023 *Establish a Forgivable Loan Fund – April 2022
Establish and Promote an Ombudsman Business Advocacy Program	*Provide customer service training to City Staff *Maintain a data base to track customer/client engagement	*Customer Service Training – March 2022 *Establish standard operating procedures/guidelines – Nov 2022 *Establish a CRM data base program – Dec 2022

B. TARGET ACTIVITY AREA: BUSINESS ATTRACTION

GOALS	STRATEGIES	MILESTONES
Attract new businesses to OC	*Establish an inventory of available property for purchase/development *Identify properties for Purchase by the City *Develop marketing strategy to attract companies within the target industry cluster *Establish a new economic development website *Develop/Implement Urban Renewal District's Plan	*Property Inventory – February 2022 *Identify properties for purchase by the City – Ongoing *Establish a Business Attraction Team -March 2022 *Economic Dev Website going live – February 2022 *Complete Urban Renewal District Plan – April 2022
Examine the potential of establishing fiber optic network to OC businesses and homes	*Develop an RFP to identify broadband consultants to conduct a feasibility study *Identify a broadband consultant to begin the work *Completed Feasibility Study	*RFP – Done *Identification of broadband consultant – Jan. 2022 *Completed Feasibility Study -August 2022

C. TARGET ACTIVITY AREA: ENTREPRENEURSHIP

GOALS	STRATEGIES	MILESTONES
Provide greater access to technical assistance for small business (startups).	*Actively partner with the Micro Enterprise Services of Oregon (“MESO”) to provide technical assistance *Oregon City Chamber of Commerce to provide technical assistance	*Draft and establish partnership agreements with various small business technical assistance organizations to service small businesses in OC – February 2022
Support the development of new market opportunities for small business	*Develop a City Procurement Program for Small Business	*Develop program guidelines – Nov. 2022 *Market Program – Jan 2023
Support Entrepreneurism	*Develop loan program for startups	*Guidelines Nov 2022

D. TARGET ACTIVITY AREA: URBAN RENEWAL DISTRICT

GOALS	STRATEGIES	MILESTONES
Develop a vision statement and framework for decision-making on new projects	*Work with the Urban Renewal Commission by conducting several retreats.	*New vision statement and framework for decision-making complete – Dec. 2021
Revise the existing plan	*Hire a consultant to update the financial components of the document.	*Revision of the plan – April 2022
Encourage downtown residency on upper floors	*Contribute to establishing a quiet zone	Quiet Zone – estimated 2027

E. TARGET ACTIVITY AREA: TOURISM DEVELOPMENT

GOALS	STRATEGIES	MILESTONES
Develop, strengthen and grow the tourism industry in OC	*Further solidify the OC Tourism Stakeholder Table *Establish The Concierge Institute (Training)	*The Network – Ongoing * Training – Started Nov. 2021
Establish a tourism industry brand	*Established a full-fledged marketing campaign *Develop and implement City-sponsored Event Program *Increase community engagement with the tourism industry	*Destination Ready started in Nov. 2021 *New tourism website up and running *Develop guidelines for City-sponsored events in Jan 2021 *Second round of the Community Showcase in February 2022
Increase visitor experiences in OC	*Develop a tourism business attraction initiative (Destination Development) *Identify new businesses and organizations that can provide additional visitor experiences	*Tourism business attraction package created – Feb. 2022 *Attract 1 to 3 new visitor attractions – June 2023
Support the Arts in OC	*Re-establish the OC Arts Commission *Establish a new mural art code *Develop new initiatives to support the arts	*Arts Commission held its first mtg. on Oct 26, 2021 *Mural Arts Code approved by City Commission *New initiatives - Ongoing

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DRAFT

OREGON CITY ECONOMIC DEVELOPMENT STRATEGIC PLAN 2022 - 2027

I. Introduction

Specific to economic and tourism development, the City Commission of Oregon City stated that its goals were to:

- promote tourism and support economic development to foster community sustainability; and
- support improvements and partnerships that contribute to our hometown feel and showcase Oregon City's unique community identity

Oregon City is experiencing an important time of change and opportunity. Over the past 20 years, Oregon City's population has grown by more than 10,000 people, an increase of close to 40%.¹ Some 38,000 people now call Oregon City home. Oregon City has also emerged as an important regional employment hub, hosting 9.7% of Clackamas County's total workforce.² At the same time, the local economy continues to respond to the impacts of the Covid-19 pandemic.

The 2022-2027 Oregon City Economic Development Strategy builds upon the community engagement work of the OC2040 Comprehensive Plan Update. More specifically, this Economic Development Strategy offers goals and strategies aimed at fostering a **diverse, resilient, and vibrant local economy**. The Oregon City Economic Development Department and its partners will pursue actions and develop initiatives to establish an environment that creates jobs via new business investment. In addition, the Oregon City Economic Development Department will support local entrepreneurship.

The City's Economic Development Strategy supports actions, policies and programs that foster an environment for growth in select industries including **light manufacturing and assemblage, logistics and wholesale distribution, healthcare, and professional, scientific, and technical services (especially electronic connectivity)**. Cultivating growth of **tourism-facing businesses and tourism-related nonprofits** is also important to Oregon City's economic landscape. The strategic plan calls for the building of much needed infrastructure and nurturing of tourism-related industry relationships. Such actions will attract more visitors to Oregon City.

Equally important, the Oregon City Economic Development Strategy encourages policies and initiatives that provide opportunity for everyone seeking entry and growth in the local community's labor force. With an emphasis on **workforce development** and the expansion of **local childcare services**, the economic development strategy supports programs and investment that mitigates barriers to entry and advancement in the workforce.

¹ Oregon City Economic Analysis, Beth Goodman and Sadi DiNatale, ECONorthwest. February 24, 2021.

² Oregon Employment Department. Fast Facts, 6/23/21.

A. Mission of the Economic Development Strategic Plan Steering Committee

With the support of the City Commission, the Economic Development Department assembled the Economic Development Strategic Plan Steering Committee, a group of experienced professionals representing businesses, academia, government and nonprofit organizations. The steering committee's mission was to support the creation of a holistic strategic plan designed to create an environment that encourages new business investment/expansion and supports innovative approaches that will result in a more resilient economic landscape.

The Steering Committee recognized that the creation of impactful partnerships among public and private organizations of various geographic outreach capacity represents the best approach to leveraging resources across various organizations to assist Oregon City with developing a more economically resilient community.

B. Philosophy Behind the Economic Development Strategic Plan

Action vs Planning

While it is important to conduct research and develop plans to address preferred outcomes cited in the business plan or strategic plan, it is vital to create strategies to be implemented based on the research and plans. The economic development staff will implement the proposed strategies cited in this plan.

Flexibility vs Rigidity

The Oregon City Economic Development Department reserves the right to adjust strategies based on either new information that requires adjustments in strategies or the recognition that proposed strategies are not resulting in expected outcomes. To that end, the 2022-2027 Economic Development Strategic Plan is a living document that will be modified and updated as needed.

Encouraging Private Investment vs Taking Actions that Stifles Economic Growth

Oregon City's Economic Development Strategic Plan prescribes leveraging public/private partnerships in impactful ways to influence the behavior of fundamental market forces on the local level to encourage for-profit or nonprofit investment.

Although many market forces are beyond local control such as the U.S Rate of Inflation, there are some local actions that can be taken to influence the behavior of private and nonprofit investment such as the City establishing flexible System Development Charge payment arrangements ("SDCs") or reducing the SDCs for childcare facilities, thereby supporting this critical industry at a time when childcare businesses have faced considerable challenges and families struggle to find the childcare services that they need. As a result of the City's support of childcare, individuals with young children would be in a better position to afford needed care, allowing them to pursue job training and employment opportunities.

A community with more available skilled labor can attract more private for-profit investment. Oregon City's Economic Development Department will work with policymakers and regulatory agencies on

local, regional, and state level to help mitigate negative impacts of arbitrary and/or outdated regulation on economic development.

Leveraging Viable Partnerships vs Sole Responsibility

No one government, private company, organization or individual can conduct impactful economic development alone, nor can economic development occur in a vacuum. The creation of viable public/private partnerships require that each participant has at least the capability to fulfill its own mission effectively. Organizations that do not have the capacity or capability to carry out their own purpose are not going to be viable participants in a collaborative effort with others. Hence, the Oregon City Economic Development Department will be careful in choosing its partners for important endeavors and, if necessary, will go beyond the City and County boundaries to establish viable partnerships.

The Oregon City Economic Development Department will work to identify viable partners that are not only capable of being effective in fulfilling their own mission but share similar goals to make an impact on long-standing challenges or impediments to economic growth.

II. Vision: An Environment for Growth & Development

Oregon City is a historically, culturally, and geographically unique place in the Portland Metro Region. Oregon City encompasses the ancestral homelands of many Native American Tribes. Settlers of European descent created their first permanent home in 1829. In 1844, Oregon City became the first incorporated city west of the Missouri River. The community's history establishes it as the State's original hometown.

In Oregon City there are historic houses, the End of the Oregon Trail, museums, and Willamette Falls, the second most powerful waterfall in North America. These sites stand as a testament to the City's historical significance to both the State of Oregon and to the United States. Oregon City is one of the hubs of the Portland Metro Area. It seeks to attract visitors and new residents who appreciate the community's commitment to quality of life.

In 2027, Oregon City has a robust, resilient, and diversified economy. New public investments in a variety of infrastructure projects are designed to help mitigate the challenges of growth. Residents live, work, and play while having access to multiple amenities within the region. Businesses flourish due to a business-friendly environment that supports for-profit enterprise and nurtures private nonprofit entities. For anyone who seeks employment, investments made by for-profit and nonprofit organizations provide opportunities for upward mobility through job creation and technical skills development.

In 2027, Oregon City actively partners with private industry, higher education, human services, and workforce development agencies to foster employment opportunities and encourage business investment. Small business owners have access to community human resource services to support their workers and grow their companies.

The Oregon City 2040 Comprehensive Plan revision describes Oregon City’s economy as “vibrant, diversified and resilient.” The 2022-2027 Economic Development Strategic Plan shares these aspirations. The Economic Development Department will accomplish its vision by implementing various program initiatives within these five broad strategic areas:

- Business retention and expansion
- Business attraction
- Entrepreneurism
- Urban renewal
- Tourism

III. Assessment of Oregon’s City Economic Climate

The City of Oregon City has a robust economy featuring an array of locally owned small businesses, a core of manufacturing, distribution and logistics companies, regional healthcare facilities and a community college. The City’s walkable downtown serves residents and a growing number of visitors.

Oregon City is the County Seat for Clackamas County and is an important economic driver for the County. Oregon City’s businesses employed almost 10% (9.7%) of Clackamas County’s workforce in 2019.³ Oregon City was home to 37,638 people at the start of 2021. The local population grew by a significant 144% since 1990, adding 21,187 residents.⁴ The median household income in 2021 is \$75,856 while per capita income is \$35,016.⁵

Occupations and Industries

The analysis in this section provides an overview of industry and employment trends in Oregon City over the past 13 years. Oregon City’s workforce commands a wide range of skills, spanning from advanced manufacturing, logistics, construction and health care, to food and hospitality industries. In 2021, approximately 17,800 people aged 16 or older worked either full or part-time in Oregon City proper.⁶

Oregon City’s largest private sector employers include Providence Willamette Falls Hospital (500-600 employees), Fred Meyer (300-400 employees), Home Depot (200-250 employees), Benchmade Knife Company (200-250 employees) and Orchid Orthopedic Solutions (100-150 employees).⁷ The largest public sector employers include Clackamas County, Clackamas Community College and the City of Oregon City.

In 2021, the sectors with the greatest number of employees in Oregon City were Public Administration (25.4%), Health Care and Social Assistance (14%), Retail Trade (10.4%), Educational Services (10%) and Accommodation/Food Services (9%). Graph 1 below displays this information and includes additional sectors of employment such as Construction.

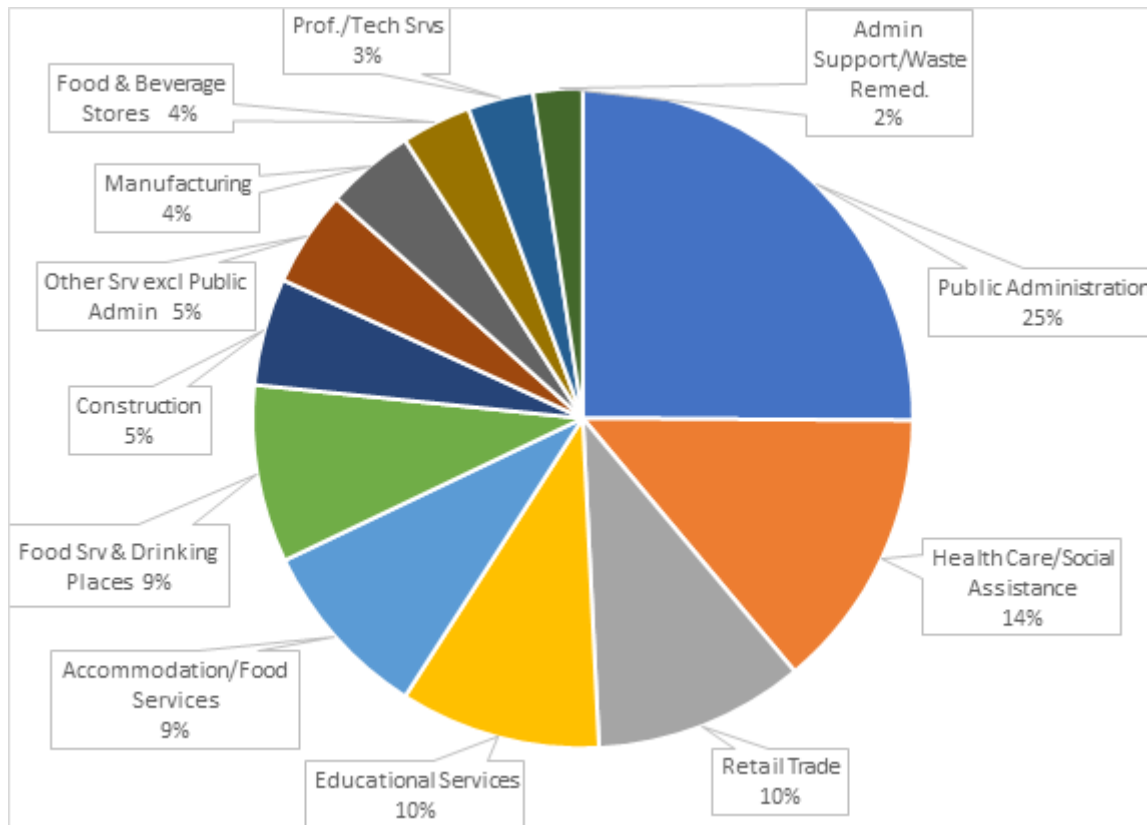
³ Oregon Employment Department. Fast Facts, 6/23/21.

⁴ Ibid.

⁵ ESRI Report. Block Apportionment US Block Groups.

⁶ EMSI. Community Indicators Map. 2021.

⁷ Clackamas County Economic Landscape, 2014. As cited in Oregon City Multitenant Industrial Park Location Overview.



Graph 1. Workforce Profile in Oregon City 2021. Source: Oregon City GIS ESRI Data.
Generated 9/28/21.

Table One continues an evaluation of the occupational distributional of Oregon City residents. In addition to the number of employees, Table One also examines the number of businesses in each sector and the Average Annual Growth Rate over a 10- year period. To capture this additional detail, Table One reviews information from 2008-2018.

Sector	Establishments		Employees		Change in Employment		
					2008 to 2018		
	2008	2018	2008	2018	Number	Percent	AAGR
Government	41	43	5,057	4,943	-114	-2%	-0.20%
Health Care and Social Assistance	124	173	2,147	2,599	452	21%	1.90%
Retail Trade	115	128	1,835	2,049	214	12%	1.10%

Accommodation and Food Services	89	109	1,409	1,764	355	25%	2.30%
Construction	194	173	1,086	1,119	33	3%	0.30%
Manufacturing	49	57	928	929	1	0%	0.00%
Other Services (Except Public Administration)	122	231	469	568	99	21%	1.90%
Professional, Scientific and Technical Services	107	137	369	460	91	25%	2.20%
Admin., Support, Waste Mgmt., Remediation Services	53	71	301	330	29	10%	0.90%
Finance and Insurance	61	62	232	260	28	12%	1.10%
Utilities, Transportation and Warehousing	19	24	207	211	4	2%	0.20%
Wholesale Trade	59	49	409	177	-232	-57%	-8.00%
Arts, Entertainment and Recreation	13	22	157	167	10	6%	0.60%
Private Education	16	16	162	164	2	1%	0.10%
Real Estate and Rental/Leasing	43	47	140	109	-31	-22%	-2.50%
Information	14	17	104	82	-22	-21%	-2.30%
Management of Companies and Enterprises	7	5	44	56	12	27%	2.40%
Agriculture, Forestry, Fishing & Hunting	5	5	52	18	-34	-65%	10.10%
Totals	1,131	1,369	15,108	16,005	897	6%	0.6%

Table 1. Covered Employment and Establishments, Change in Employment (2008 to 2018). AAGR = Average Annual Growth Rate. Reported by ECONorthwest February 2021 from Oregon Employment Department, Quarterly Census of Employment and Wages, 2008 and 2018.

Oregon City's Target Industries

Oregon City's target industries include manufacturing, particularly custom metals manufacturing, healthcare, logistics or and/or wholesale distribution, professional scientific/technical services and tourism. The relative importance of healthcare is measured by the average wages of employees and annual sales as cited in table 2. Not included in this chart but identified as up and coming industries are wholesale distribution, tourism and Professional, Scientific, Technical Services.

Wholesale distribution is included due to the geographic location of the city, noting the ease of moving product/merchandise to many important markets throughout the Pacific Northwest Region and beyond because of the network of road infrastructure. Tourism is identified as a target industry

because of its strong development potential due to Oregon's City unique history and assets that have already aided the community in attracting visitors. Professional, Scientific and Technical Services is a target industry because of the growth in employment and establishments between 2008 and 2018, as cited in table 1.

Table 2 shows five industries that have a prominent presence in the 97045-zip code area including all of Oregon City and portions of neighboring Clackamas County. These industries have a relatively high location quotient ("LQ"). A LQ measures the relative specialization in a particular industry compared to another region. A LQ of 1 for example, indicates that an area has a higher concentration of a given sector than other locations. Table 2 also shows the Gross Regional Products (GRP) of four of these industries.

Industry	2020 LQ	2020 Earnings Per Worker	2020 GRP
Primary Metals Manufacturing	2.32	not available	not available
Construction	2.29	\$72,050	\$272.30M
Government	1.24	\$76,807	\$336.66M
Health Care and Social Assistance	1.23	\$66,354	\$270.31M
Retail Trade	1.21	\$40,968	\$177.5M

Table 2. Location Quotient of Oregon City's Top Industries Leading Oregon City Industries. Source: EMSI data for 97045

While manufacturing has seen a reduction in jobs over the last 5 years, it remains one of the more robust providers of high-quality jobs in the local economy, at 752 jobs. As shown in Table 2, retail trade continued to be a favored sector in 2020, despite the restrictions on in-person shopping, with an LQ of 1.21. Construction rebounded after the closures of the early days of the pandemic, following continued housing construction throughout the Portland Metro Region.

This analysis continues with highlighting annual sales and the number of employees by industry sector. Table 3 shows the high performing industries based on dollar value of 2021 sales within Oregon City proper. In 2021, the five industries in Oregon City with the highest annual sales are Retail Trade, Wholesale Trade, Health Care/Social Assistance, Construction, and Manufacturing.

Industry	2021 Sales (\$000)	2021 # of companies
Retail Trade	529,595	185
Wholesale Trade	248,070	30
Health Care/Social Assistance	181,944	181
Construction	170,373	134
Manufacturing	168,095	58

Table 3. Oregon City Industry Sectors by Annual Sales. Oregon City GIS Department ESRI Data. Generated 8/5/21.

Public Administration, Health Care/Social Assistance, Retail Trade, Educational Services and Accommodation/Food Services employed the most people in Oregon City. Public Administration accounted for 4,341 employees at the start of 2021, or 25.4% of the local workforce. Graph 1 shows the top 11 industries by number of employees.

Oregon City is the County seat and the strong presence of various levels of government and educational institutions in the local community helps provide a slim buffer to the economy during economic challenges. However, it is generally not a good sign of a resilient economy if most of its employees are represented by the public-sector. A private-sector job must pay for itself and creates other jobs while a public-sector job is paid for by taxpayers. If taxpayers are not doing well and cannot pay taxes, the size of the government must decrease, and public services must be diminished. If the private sector does not do well, then government has to shrink as well. However, a growing local economy is not dependent on the local public-sector to do well.

This is not to say that government and educational institutions are not important to the local economy, far from it. Many times, public-sector expenditures can help to stimulate private-sector investment. However, a local economy will be less resilient if too many of its workers are public-sector employees. It is better to have a larger portion of the population employed by the private-sector because funds expended by the private-sector must be efficient and productive, otherwise, the private-sector and public-sector employment will cease to exist.

Trends in Business Size

In 2018, the average number of employees at an Oregon City business was 8.7 employees.⁸ The average number of employees per business was somewhat higher across the State of Oregon at 11 employees. Table 4 below reports on the changes in business size between 2008 and 2018.

It is no surprise that larger companies grow their employees base slower than small companies, hence, the companies with the smallest amount of growth in terms of number of employees is the group with 50 or more workers. Oregon City companies are generally becoming smaller in size, which may translate into a greater need for supporting firms with 20 or fewer employees.

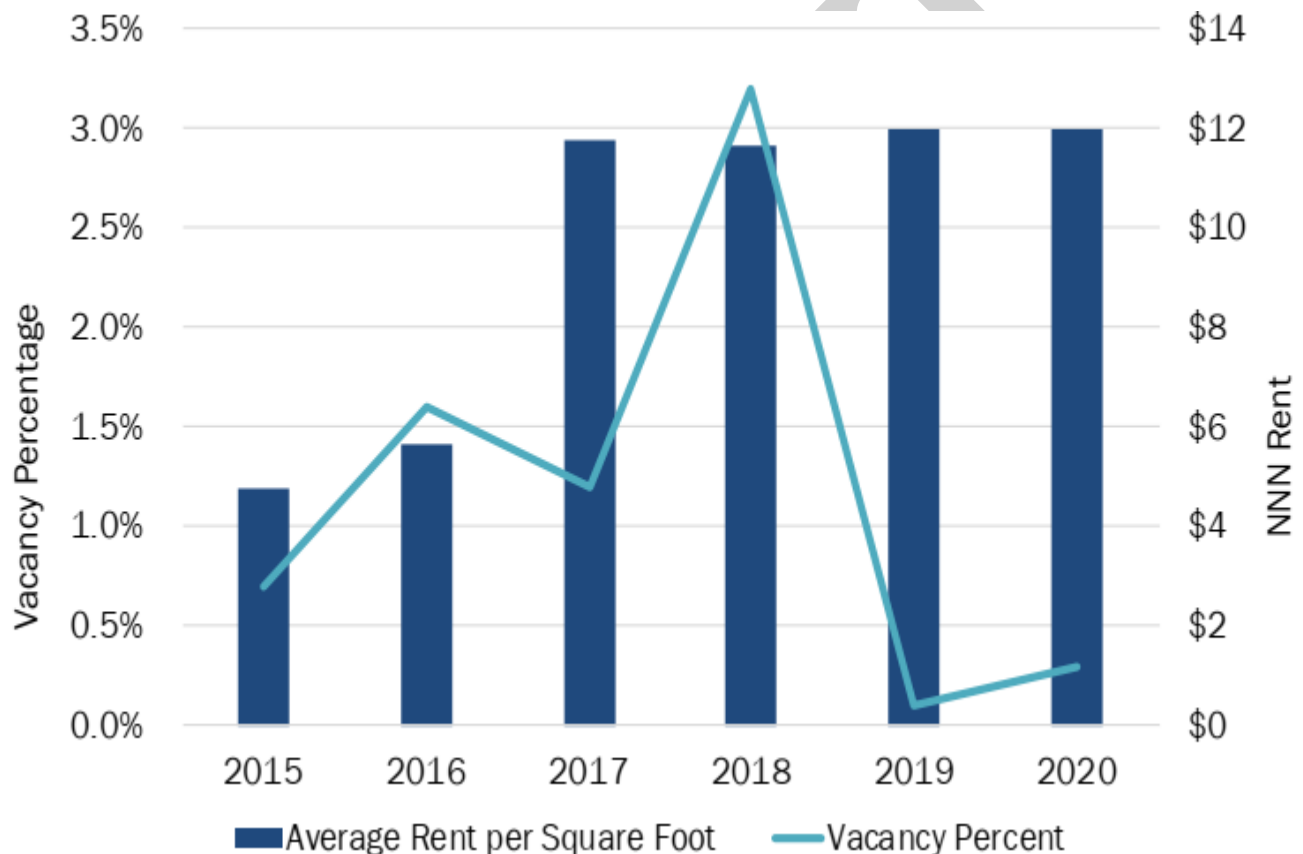
Business Size	Total Employees		Total Firms		Change in Employees	
Avg. # Employees	2008	2018	2008	2018	Number	Percent
1	362	510	362	510	148	41%
2 to 5	1,022	1,203	328	378	181	18%
6 to 20	2,817	3,024	268	286	207	7%
21 to 50	2,263	2,692	74	88	429	19%
50 or more	3,779	3,853	33	30	74	2%
Totals	10,243	11,282	1,065	1,292	1,039	10%

⁸ Goodman, Beth and Sadie DiNatale, EcoNorthwest. Oregon City Economic Analysis. February 24, 2021.

Table 4. Changes in Business Size, 2008-2018. Goodman, Beth and Sadie DiNatale, ECONorthwest “Oregon City Economic Analysis.” February 24, 2021.

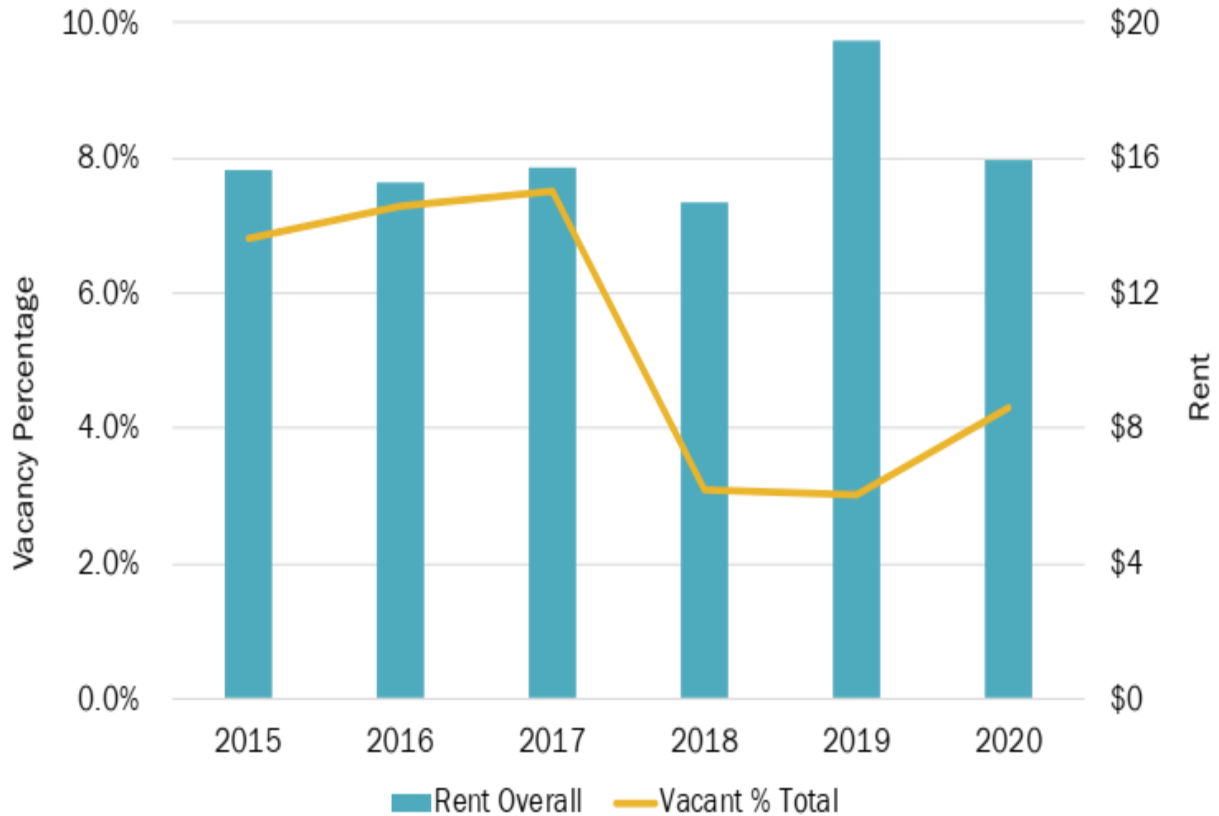
Commercial and Industrial Real Estate Market

Over the last several years, the average rent for industrial space has been about \$12 per square foot. Vacant industrial space was historically limited in Oregon City. In 2018, the overall economy experienced strong growth due to a \$1.5 trillion tax break by the federal government, leading to a steep decline in vacancy rates. Industrial companies usually need larger tracts of land for their operations, generally between 15 to 25 acres. Unfortunately, Oregon City does not have the size requirements in land sought by industrial concerns.



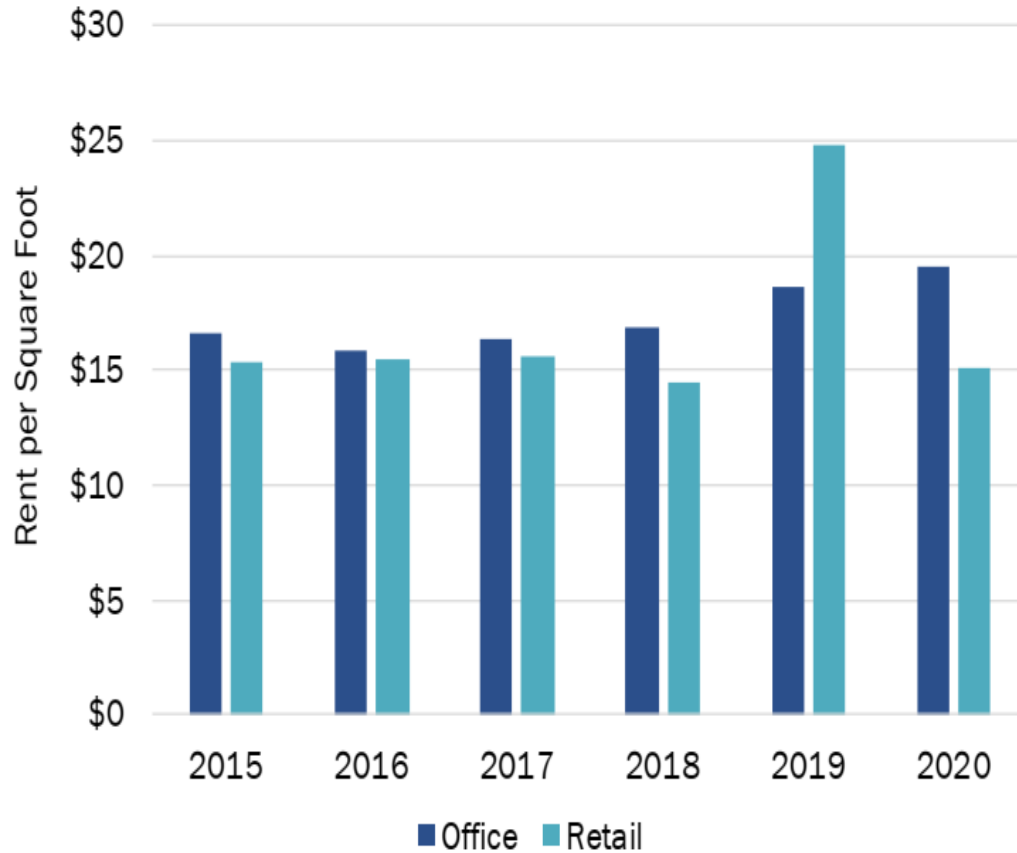
Graph 2. Average Rent per Sq. Ft. and Vacancy Rates, Industrial Properties, Oregon City, 2015 to 2020
Source: Costar

The average rent for commercial space increased from \$15.64 in 2015 to \$19.48 per square foot in 2019. Only to drop back to nearly its 2015 rent levels in 2020. The vacancy rate for commercial property dropped dramatically from its peak in 2017 only to rise slightly in 2020. The increases in rent and the decline in vacancy rates corresponded with the strong growth in the economy in 2018 and 2019.



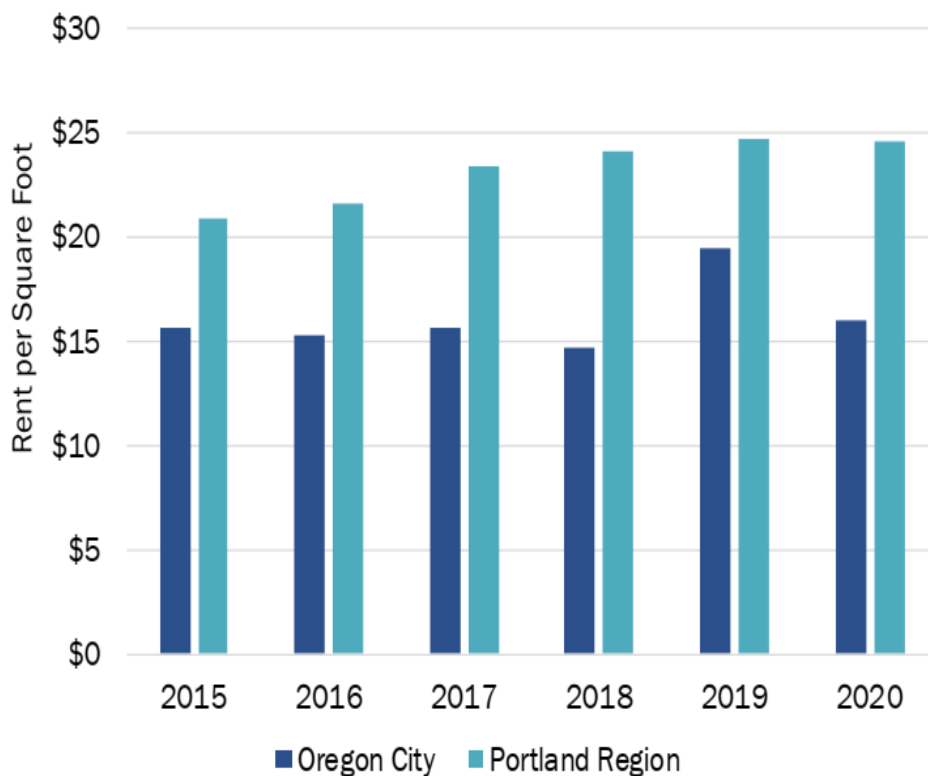
Graph 3. Average Rent per Sq. Ft. and Vacancy Rate, Commercial Properties, Oregon City, 2015 to 2020
Source: Costar

Regarding commercial property types, as of 2020, the average rent per square foot for retail space was \$15.11, compared to \$19.48 for office space. The average rent per square foot for retail space peaked at \$24.88 in 2019. The strong growth in retail during 2019 was a consequence of strong growth due to large tax breaks instituted by the federal government thereby sparking growth in consumer spending which encouraged strong expansions of retail operations. It is interesting to note the ongoing growth trend in rents for office space from 2016 to 2020.



Graph 4. Rent per Sq. Ft, Commercial Properties (Office vs Retail), Oregon City, 2015 to 2020
Source: Costar

The average rent per square foot in the tri-county Portland Region was higher than the average rent in Oregon City alone. Oregon City continues to be a good buy with relatively affordable average rent per square foot.



Graph 5. Average Rent per Sq. Ft, Commercial Properties, Oregon City and Tri-County Portland Region, 2015 to 2020. Source: Costar.

Socioeconomic Climate

Population Characteristics

The population has grown significantly over the past 20 years. At the start of 2021 Oregon City had a population of 37,638 people. More than 10,000 people moved to Oregon City between 2000 and 2020. The City grew faster than the remainder of Clackamas County (Oregon City grew at a rate of 34.15% compared to the County) However, the City grew slower than Multnomah and Washington Counties. Over the same period, the State of Oregon also grew at a slower rate (1.4%).

	Population	Median Family Income	Per Capita Income
Oregon City, 2000	28,056	\$40,916	\$20,940
Oregon City, 2021	37,638	\$75,856	\$35,016
Clackamas County, 2001	344,842	\$52,640	\$35,848
Clackamas County, 2021	429,929	\$80,484	\$41,492
Washington County, 2001	314,928	\$35,728	\$33,078
Washington County, 2021	610,968	\$82,215	\$39,679
Multnomah County, 2001	583,887	\$42,422	\$32,956
Multnomah County, 2021	822,817	\$69,176	\$39,245

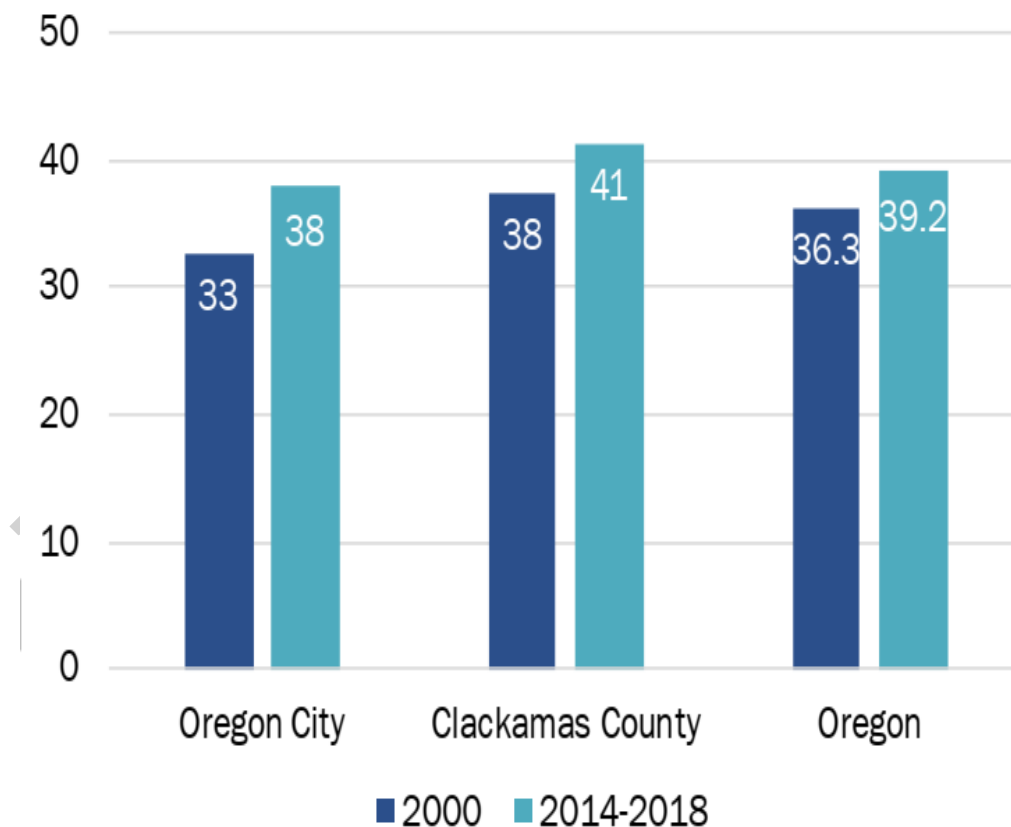
Table 5. Demographic Trends, Clackamas, Multnomah and Washington Counties.

Sources: Oregon City 2000 Per Capita and Median Income from Infoplease website extracted from US Census Bureau. <https://www.infoplease.com/us/census/oregon/oregon-city> 2021 generated by Oregon City GIS Dept., ESRI data. City generated report. County 2021 information generated by EMSI, 8/2/21. Clackamas County 2000: World Population Review, worldpopulationreview.com/us-counties/or/clackamas-county-population. Accessed 3 Aug. 2021.

Multnomah County 2000. *Fed Economic Data*, Federal Reserve Bank of St. Louis, 17 Nov. 2020, fred.stlouisfed.org/series/PCPI41051. Accessed 13 Aug. 2021.

Washington County 2000: <https://www.census.gov/quickfacts/washingtoncountyoregon2020>

From 2000 to 2014-2018, Oregon City's median age increased by five years from 33 to 38. Oregon City's aging population is consistent with County and statewide trends. Over the next 20 years, Clackamas County's population of 60 years of age and older is expected to grow to 31%, increasing by 34,418 people. The aging of the population in Oregon City and across the Portland Region will result in an increasing need for replacement workers, as baby boomers retire. This trend may create challenges in finding workers across the Region.

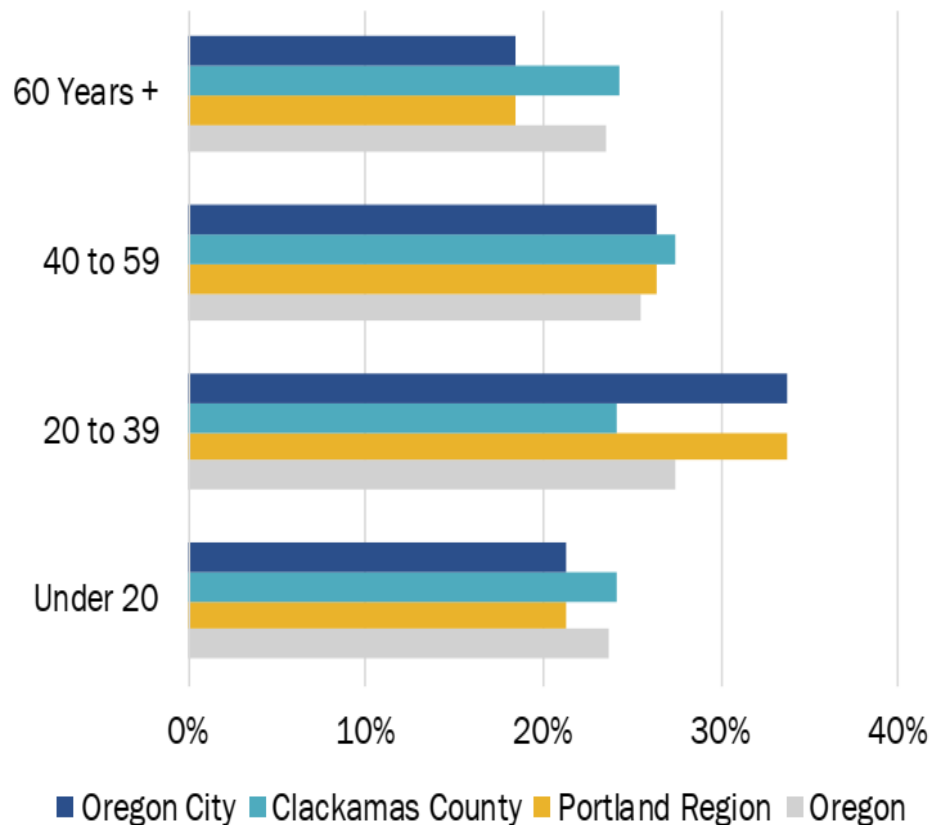


Graph 6. Median Age, Years, Oregon City, Clackamas County, Oregon, 2000 to 2014-2018

Source: U.S. Census Bureau, 2000 Decennial Census Table B01002, 2014-2018 ACS, Table B01002.

Most residents in Oregon City were between 20 to 59 years old. Oregon City had a lower share (19%) of residents over 60 years of age than Clackamas County and Oregon, but a similar share of residents

over 60 years of age as the Portland Region. Therefore, recognizing that Oregon City has a relatively younger population, it is imperative that agencies responsible for providing training and educating of the workforce do a better job in reaching the community's young people and provide the type of training that can garner a livable wage. Otherwise, young people will leave in search of a better life for themselves.



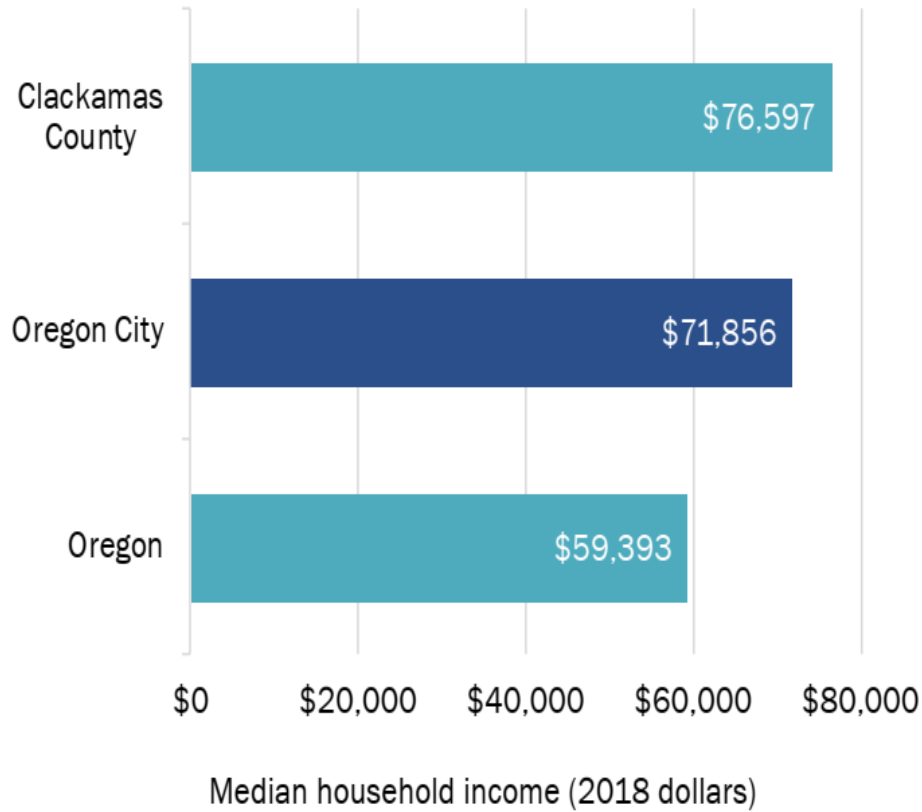
Graph 7. Population Distribution by Age, Oregon City, Clackamas County, Portland Region, Oregon, 2014-2018. Source: U.S. Census Bureau, 2014-2018 ACS, Table B01001.

Income

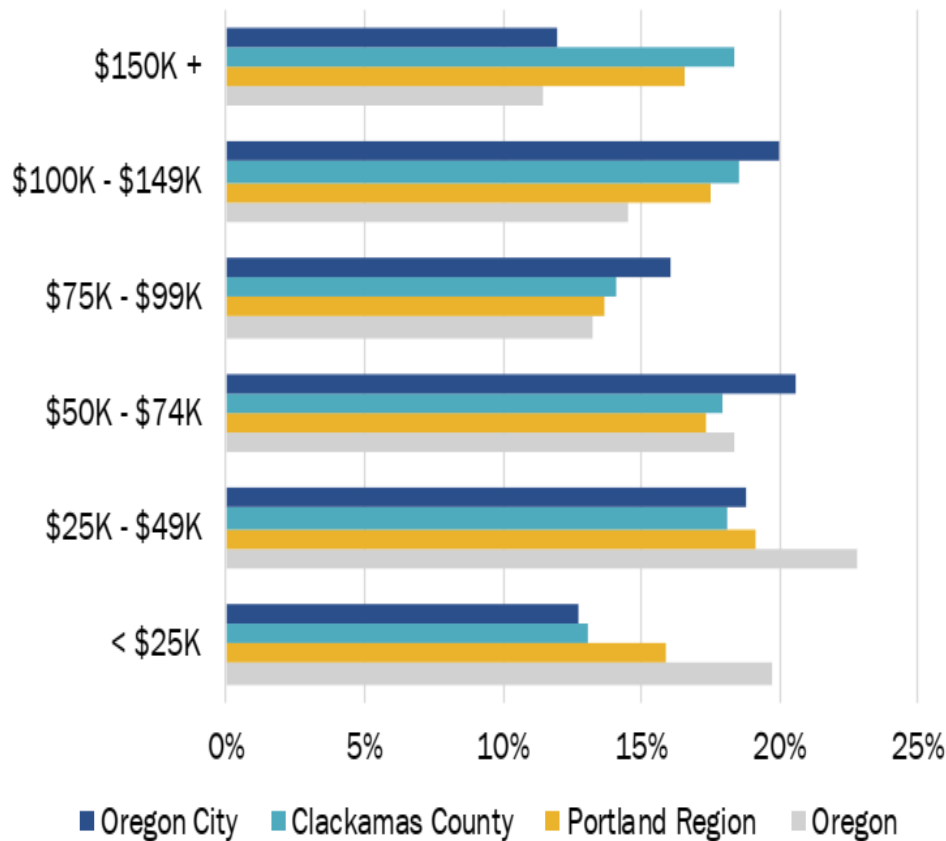
Income and wages affect business decisions for locating in a city. Areas with higher wages may be less attractive for industries that rely on low-wage workers. In the 2014-2018 period, Oregon City's median household income (\$71,856) was below the county median (\$76,597). In 2018, average wages at private businesses in Oregon City (\$46,524) was also below the county average (\$52,589).

Between 2000 and 2018, Clackamas County's and Oregon City's average wages increased, as did average wages across the state and the nation. When adjusted for inflation, average annual wages grew by 24% in Oregon City, declined by 2% in Clackamas County, and grew by 11% in both Oregon and across the nation.

Workers that are paid higher wages usually have the skills that justify their pay, hence, attracting the type of companies that the City's Economic Development Department is targeting. Such employees have more disposable income to attract higher-end retail and increase the local tax base to pay for schools, fire, and police.



Graph 8. Median Household Income, Oregon City, Clackamas County, Oregon, 2014-2018
Source: U.S. Census Bureau, 2014-2018 ACS 5-year estimate, Table B25119.



Graph 9. Household Income, Oregon City, Clackamas County, Portland Region, Oregon, 2014-2018 Source: U.S. Census Bureau, 2014-2018 ACS 5-year estimate, Table B19001.

Educational Attainment

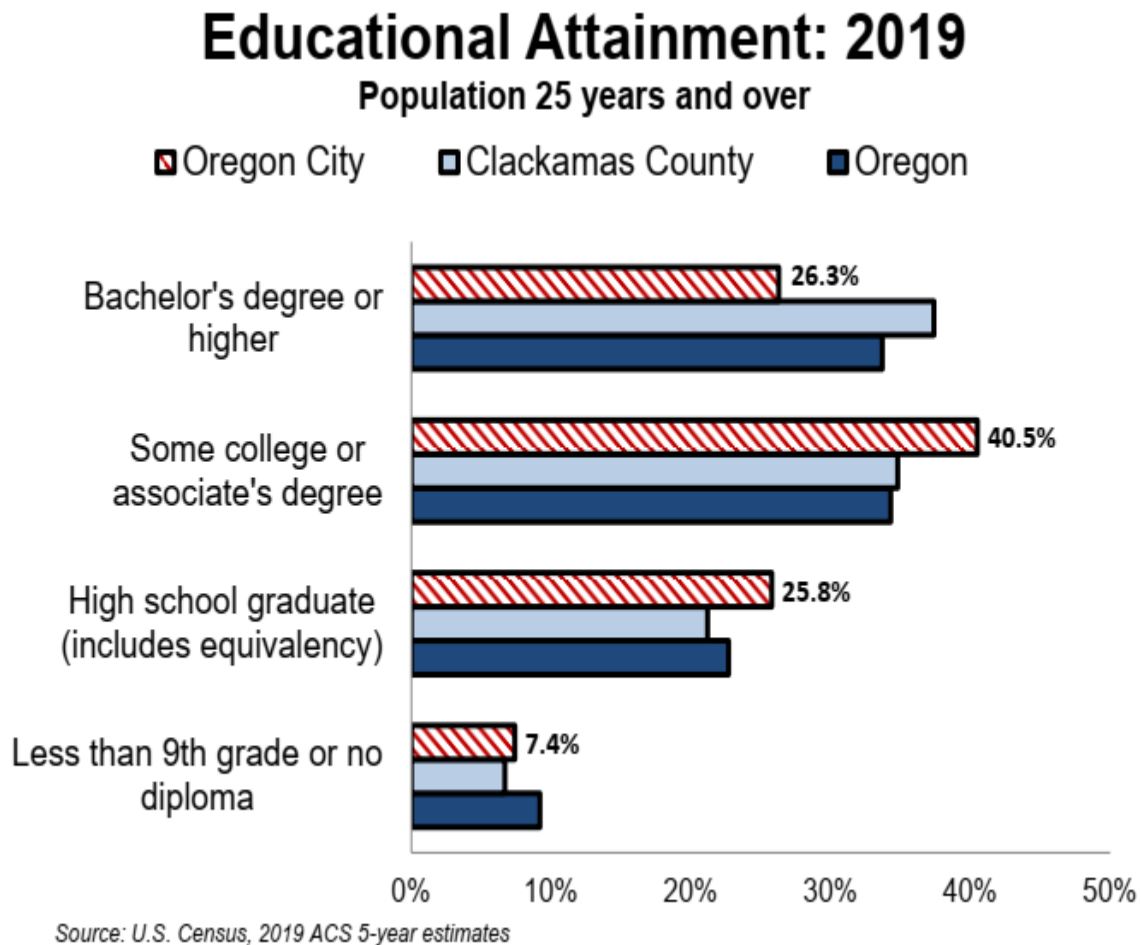
The availability of trained, educated workers affects the quality of labor in a community. Educational attainment is an important labor force factor because firms need to be able to find educated/trained workers.

In 2019, Oregon City has a higher percentage of its population, 25 years and older, with a high school education (25.8%) and with some college or associate degree (40.5%) compared to Clackamas County and Oregon.

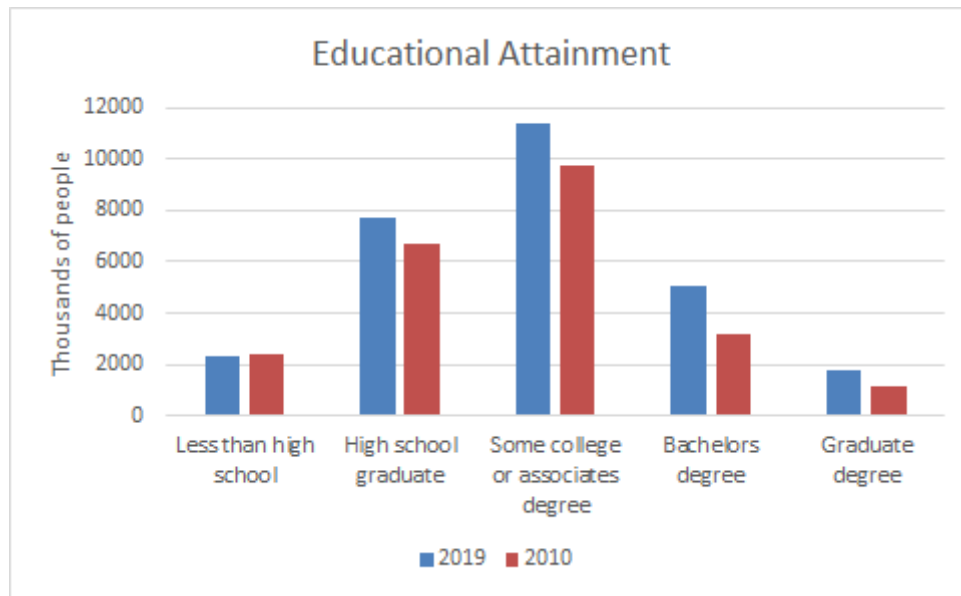
On the other hand, Oregon City has a much smaller portion of its population with a bachelor's degree or higher (26.3%) than either Clackamas County or Oregon.

When compared to the Clackamas County and the State of Oregon, residents of Oregon City show a greater percentage of its residents that did not fully complete their college or associate-level education, although more of the City's residents did complete high school or its equivalent than the County or State.

The need for programs and initiatives that help individuals complete what they have started with regard to their educational or training goals will go a long way in attracting the type of companies that can help sustain workers' quality of life.



Graph 10. Educational Attainment by Area. Source US Census 2019 ACS.



Graph 11. Educational Attainment in Oregon City. Oregon City GIS Department. ESRI Data. Generated 8/26/21.

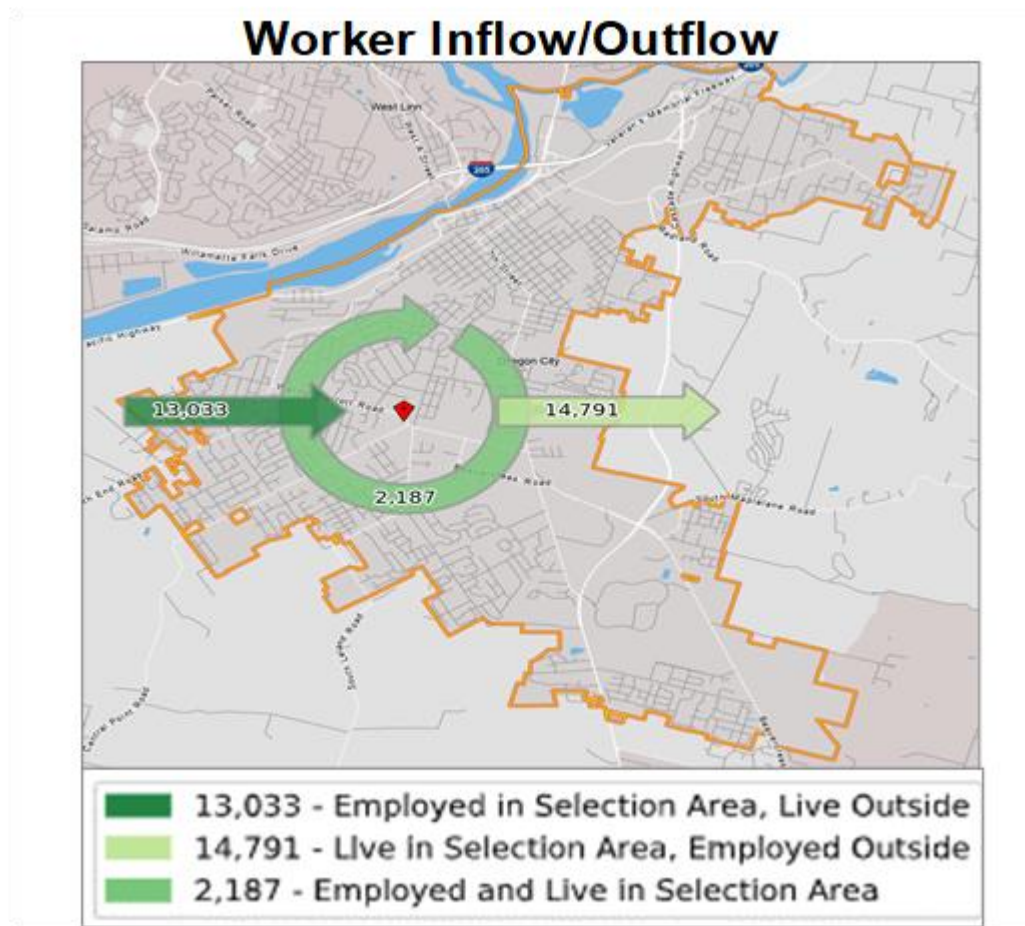
As with any socio-economic data, it's important to recognize the overall trends. Between 2010 and 2020, Oregon City added 10,131 new residents.⁹ The people moving to Oregon City come from across the educational spectrum. However, the rate of change within educational attainment levels was greatest among those with an associate degree or some college, and those with a bachelor's degree.

Commuter Travel Patterns

Most people who work in Oregon City travel from outside of Oregon City to get to their place of employment. In 2018 for example, more than 13,000 employees came to Oregon City during the work week, or approximately 85.6% of the local workforce.¹⁰ On the other hand, there were 14,791 Oregon City residents who traveled outside of the community to get to their place of work. Meanwhile, fourteen percent of the local workforce or 2,187 workers, lived and worked in Oregon City in 2018.

⁹ Goodman, Beth and Sadie DiNatale. Page 8.

¹⁰ Wallis, Lynn. Business and Demographic Fast Facts, Oregon City. June 23, 2021. Oregon Employment Dept.



Oregon Employment Dept. Used with Permission.

With existing commuter travel patterns as mentioned, the desire to work closer to home, the volatile changes in gas prices, increases in greenhouse gases, and the potential for new toll roads, conditions are ripe for new initiatives to enable more people to work where they live. More Oregon City residents working where they live would translate into more revenue being generated and spent locally and possibly circulating longer before finally leaving the city. This helps with supporting existing local small businesses and attracting new entrepreneurs.

Oregon City's Workforce

The availability of trained workers in Oregon City will impact the development of its economy. A skilled and educated populace can attract well-paying businesses and employers and spur the benefits that follow from a growing economy. Key trends that will affect the workforce in Oregon City over the next decade include its growth in its overall population, changes in the age of the population, incomes, educational attainment, access to housing, and commuting trends.

A resilient economy depends upon the availability and depth of experience of the local workforce. Oregon City relies upon trained individuals and access to a pipeline of talent. Like firms throughout

the region, companies large and small in Oregon City are currently reporting a shortage of workers as pandemic restrictions have been lifted. In March 2021, Oregon Governor Kate Brown announced two workforce related priorities in her economic recovery plan, including the generation of workforce development opportunities and “Supporting Oregon’s workforce that is currently employed but struggling.”¹¹

Likewise, Oregon City will support and expand its local workforce by identifying resources and fostering connections to enable employers to provide quality jobs and secure the employees that they need to be successful. An effective workforce development approach relies upon partnerships with workforce development, employment department, education and training organizations and employers.

The Economic Development Strategic Plan Steering Committee created a subcommittee on workforce development in late 2020 to inform, research, and guide policy development with the objective of examining the existing workforce in Oregon City. The workgroup met through late spring 2021.

To gain greater insight of the community’s workforce, the subcommittee established several focus groups of people who lived in Oregon City and were between the ages of 18 to 35. Portland General Electric donated the time of its top market research executive to Oregon City to design the protocols of the various focus Groups. The PGE marketing executive designed the focus group survey instrument and trained several City staff on how to facilitate the proceedings of the focus groups.

Oregon City Focus Groups and Interviews

The opportunity to participate in the Focus Groups was promoted on social media, Oregon City’s website and through flyers posted at Oregon City supermarkets, at a few apartment buildings and in downtown businesses. In addition, social media posts and neighborhood flyers were translated into Spanish. To ensure the best possible participation, a \$30 incentive was provided to each of the participants that took the survey. Sixty-two people initially registered to participate, a total of 50 people actually participated in the survey.

Covid restrictions and the need to host focus groups on the Zoom platform necessarily impacted community participation. Residents with easy internet access were more likely to participate. Economic development staff attempted to address this inherent limitation by hosting information tables at the Farmers Market and partnering with HACC and Worksource Clackamas.

Oregon City partnered with the Housing Authority of Clackamas County to offer an in-person Focus Group at one of HACC’s residential properties. In addition, Oregon City also partnered with Worksource Clackamas, promoting the opportunity to participate through the Worksource office on High Street.

¹¹ Sarah Cline. “Oregon Governor Announces 10 Point Economic Recovery Plan.” Oregon Public Broadcasting. March 23, 2021. <https://www.opb.org/article/2021/03/23/oregon-governor-announces-10-point-economic-recovery-plan/> (Accessed May 18, 2021).

Between mid-May and mid-September, nine (9) focus groups were held, 28 phone interviews with individuals were conducted, and 11 one-on-one person interviews took place. Covid safety restrictions mandated that the focus groups be held via Zoom. Most individual interviews were conducted on the phone. The one-on-one in-person interviews took place at the Farmers Market on June 26th and July 10th of 2021.

Themes Heard in Focus Groups/Interviews

Focus Group participants consistently pointed to the City's distinct identity and convenient location as two of its strongest attributes. "Convenient" defined as close to both Portland, with its employment and cultural opportunities, as well as rural locations and their beauty/recreational assets. Oregon City's walkable downtown was positively described. When asked about the attractions or activities that they wished Oregon City could offer, participants referred to the need for more activities for young adults. They liked the trend of interesting restaurants offering a range of different foods, including Corner 14, and requested more of the same.

Barriers to Entry Level Employment

Most survey participants were in an established career or had recently graduated from community college with an identified career interest. Two in-person interview respondents in the first year of college described the benefits of AP instruction and career related support that they had received at Oregon City High School.

Other survey participants described themselves as "uncertain" of their general career goals. They pointed to difficulties in finding "entry level" jobs. While people were generally aware of Clackamas Community College, respondents who were not current or recent students were unaware of the kinds of training that they could potentially receive there. Respondents uniformly had a hard time identifying professional networking and career resources that are available in Oregon City.

The Impact of Coronavirus in Oregon City

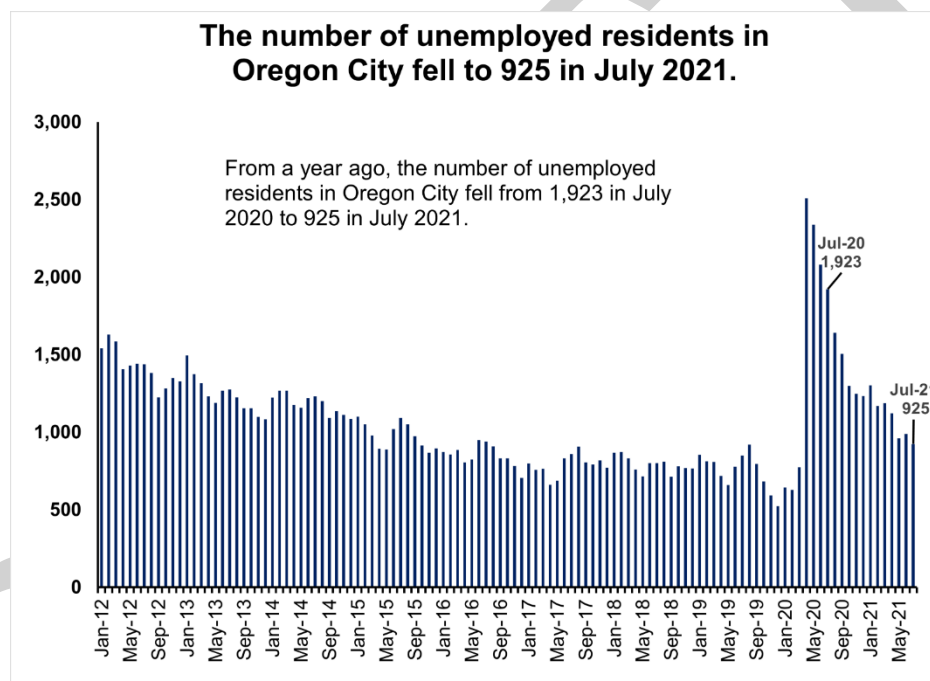
The Coronavirus pandemic has clearly had an impact on Oregon's City economy, and its effects continue to be felt in 2021. In April of 2020, the unemployment rate in Oregon City was a stark 13.4%. A year later in July of 2021, that rate had fallen to 4.7% with 925 people remaining unemployed.

Jobs and Businesses

Statewide, the industries most impacted by Covid were accommodation and food services, followed by construction, manufacturing, and healthcare and social services. Oregon City experienced a similar pattern. In 2021, retail and service employers in Oregon City have faced multiple obstacles in trying to fill available jobs, as uncertainty in the labor market and public health concerns have continued from 2020.

In September 2021, most unemployment benefits came to an end in Oregon, including the extra weekly federal stipend of \$300.00 per week. Many employers and policy makers thought that employees would be returning to work in droves. However, that has not proven to be the case.

As of October 2021, many industries in Oregon and Oregon City have experienced challenges with attracting workers. Surveys conducted by the U.S Department of Labor as well as other agencies have concluded that many workers are not interested in returning to the same low-paying jobs that they once had. Other respondents to surveys indicated that finding affordable childcare still remains a challenge for many households. Due to the virus, other workers have stated that they have experienced an epiphany and are seeking other career options and are not interested in being on the front lines of confronting the Coronavirus.



Graph 12. Number of Unemployed People in Oregon City, 2012-2021

Inflation

As of August 2021, the U.S. Inflation rate was 5.3% higher than in August 2020. Over the summer of 2021, consumer demand has been high but the availability of supplies for goods and services has been low. Although the Federal Reserve has indicated the current inflation rate is temporary, it depends on long is temporary, especially as the Federal Reserve considers pulling back on incentivizing the economy next year.

The Supply Chain (Late Summer/Early Fall 2021)

Supply chain challenges have existed in the United States for many years; however, due to COVID-19, the existing challenges have mushroomed into large-scale disruption. While the virus rages on, labor shortages persist in spite of wage increases and the decrease of unemployment benefits. The demand for goods has increased faster than the distribution system can catch up and adjust itself. Goods that go through the Port of Los Angeles and Long Beach, or roughly 40% of all goods entering the U.S., have to wait on barges and ships for several weeks.

It has been a challenging time for many Oregon City-based businesses. Whether they are restaurants or manufacturing, many businesses in the community have been experiencing both shortages in labor and supplies.

Investment In Oregon City

Despite the disruptions and hardships that the virus has caused, inquiries to buy and develop property in Oregon City has not waned. In fact, inquiries about vacant land owned by the Urban Renewal Commission have been steadily strong. While this is not expected to last forever, Oregon City has an important opportunity to grow in a direction that will have a positive impact on its capacity to establish a more resilient economy for many decades to come.

Strengths, Weaknesses, Opportunities, and Threat Analysis (“SWOT”)

Oregon City has several **STRENGTHENS** that should be noted:

- **Good Location**

The community situated within the highly populated Portland Metro Market. There are several major highways, including Highway 99, Highway 213, and I-205 that provide easy access to I-5. By car, Oregon City is less than 30 minutes south of downtown Portland. Businesses in Oregon City have access to the labor force in the Portland Region as well as to graduates from Clackamas Community College.

- **Transportation (blend good location and transportation)**

Oregon City is located on Highway 99, Highway 213, and I-205. Highway 99 is a primary north-south transportation corridor linking travelers to Salem and other communities east of I-5. I-205 is a major north-south interstate that connects travelers to I-5 and runs into east Portland and Washington. Oregon City's access to markets is, in part, related to its location and its access to transportation. Businesses in Oregon City can access markets in the Portland Region as well as the broader markets via Highway 99, Highway 213, I-205, and I-5. Businesses also have access to markets available via the Port of Portland and Portland International Airport, both of which are 20 miles from Oregon City.

- **Labor market**

The availability of labor is critical for economic development. Availability of labor depends

not only on the number of workers available, but the quality, skills, wages, and experience of available workers as well. Commuting is common in Oregon City, with 86% of Oregon City workers living outside of the city and 87% of Oregon City residents working outside of the city. The commuting patterns show that businesses in Oregon City are able to attract skilled and unskilled workers living around the region.

Government and education are the top employment sectors in Oregon City. As the County seat, Oregon City is home to several County and regional organizations such as the Clackamas County Community College's main campus. The College founded in 1966 and is now one of the largest community colleges in the state of Oregon, serving an average of 26,000 students annually.

Providence Health & Services operates the Willamette Falls Medical Center, a not-for-profit acute care hospital in Oregon City employing 670 people. And the Oregon City community is home to Benchmade Knife Company, Inc., premier manufacturer of world-class sports cutlery and edged tools.

The Oregon City's workforce is relatively educated and young. Businesses in Oregon City have access to highly educated skilled workers, nearby college students, and unskilled workers. Residents and businesses in Oregon City have access to students and training programs at Clackamas Community College.

- **Cost of doing business.** Compared to the Portland Region, commercial real estate is traditionally more affordable in Oregon City. However, vacancies for both commercial and industrial property are low, suggesting increasing competition to do business in Oregon City.
- **Tourism and access to outdoor recreation.** Oregon City was established in 1829 and in 1844 was the first incorporated city west of the Missouri River. There are several historic houses and museums situated within the community that stand as a testament to the City's historical significance to the State of Oregon and to the United States. The community's history establishes it as the State's original hometown.

Oregon City does face notable **WEAKNESSES**.

- **Lack of Larger Tracts of Land Flex Space or "Spec" Buildings**

The community lacks available vacant land of 15 acres or more. When seeking to relocate, manufactures and warehousing facilities have very tight schedules to comeback online. These companies are not willing to wait until the community establishes the necessary infrastructure. Manufacturers, as well as logistic companies, are looking for either available land of amble size and/or existing spec buildings with a minimum of 50,000 square feet.

- **Need for Flex Space or "Spec" Buildings**

The need for flexible space or the lack of "spec" structures hamper efforts to attract

manufacturing and technological production-type businesses. On a monthly basis, the Economic Development Department receives requests for flex space and/or spec between 50,000 sq ft up to 100,000 sq ft. Currently, the community does not have buildings of this type and size. The geographic location of the community alone makes having spec buildings or an industrial park an important draw for industrial/technical industry. The more land and/or buildings that the City owns the more it can direct its future.

The community has great **OPPORTUNITIES** in its future:

Oregon City is located on the Willamette River; near several boat launches, Willamette Falls, nature and City parks, the Clackamas River Trail, and golf courses; and less than one hour away from the Gorge Scenic Area. Recently, the City began implementing its Tourism Strategic Plan which will continue to shape and enhance the city's niche in the tourism market.

Oregon City's downtown area is an important investment that helps to identify community's place in the tourism market. A strong, vibrant downtown area enables the entire community to solidify its identity within the region and attracts investment dollars to support important projects. However, without the strong financial support of the downtown businesses in their Downtown Oregon City Association ("DOCA") the investments made thus far will become stale and dated and the downtown will revisit its unfortunate past. City government will not be able to indefinitely provide financial support to DOCA, a private nonprofit, organized on behalf of the downtown area and its businesses.

Oregon City enjoys easy access to outdoor recreation as well as close proximity to the region's largest city, Portland. Participants in a focus group hosted by the City's Economic Development Department cited these attributes as reasons they moved to and/or are likely to remain in Oregon City. As the City and its partners build Oregon City's Tourism infrastructure, more visitors will come to enjoy Oregon City's restaurants and explore the community's attractions. This trend will continue over the next 5 to 10 years, as the City invests resources in its tourism campaigns and the number of attractions, restaurants, and activities continue to increase.

The Urban Renewal District presents some very exciting development and growth opportunities for the community. If applied to stimulate economic growth and to create public investments that complement private investment, the creation of jobs, the broadening of the tax base, and the emergence of a multiplier effect that supports the growth of small businesses will be the resulting impact.

Several **THREATS** endanger the community's economic growth:

Clackamas County Courthouse – Pending Relocation

An underlying concern is the impending move of the Clackamas County Court from its current location in downtown Oregon City (807 Main Street). Although the County Court will remain in Oregon City, its new location is far enough removed from the downtown threatening the livelihood of many small restaurant businesses. The County Court site downtown is heavily utilized by attorneys, judges, plaintiffs, and many others for a variety legal-related business. As such, restaurants and retail establishments are the benefactors of the heavy use of the County Circuit Court Building.

The relocation of the Clackamas County Court from the downtown area will be felt by the businesses that have come to depend on the people traffic generated by the courthouse. The Economic Development Department will work in partnership with Clackamas County and the Downtown Oregon City Association to implement a full transition strategy to replace the loss of people traffic with that of another opportunity.

Rising Cost of Development

Another area of concern that threatens the overall growth of the community is the rising cost of development in Oregon City. Unfortunately, revenue sources for Oregon City are limited to property taxes, state shared revenues, and charges for services. As a result, Oregon City relies heavily on property taxes and other self-generated revenues including franchise fees, building permits, business licenses, and system development charges. It is important that City government find ways to contain the rising cost of development. The danger of increasing business investment costs will either slow or stop business investment altogether within Oregon City.

Skilled-Labor Force Constraints

More technical skilled workers are needed, particularly as an aging workforce reaches retirement age or decide to leave the workforce earlier than planned. Meanwhile, younger workers are not replacing older skilled employees in significant numbers because they do not view those jobs as “attractive employment opportunities.” In addition, many parents favor their children attending college as opposed to becoming skilled-trade workers.

The City’s economic development staff interviewed many officials and employees of exiting workforce development organizations on the county and state levels to gain insight as to the challenges that these organizations face in providing workforce development services. The following observations were revealed:

- Lack of marketing/promotion dollars
- Data input and information management is cumbersome and problematic
- The forms are all different but trying to get the same information
- Too many procedures and procedural confusion
- Services provided and collaboration are based on personal relationships
- Agencies protecting their own self-interests
- Lack of efficient/effective coordination
- Too many choices of assistance that few people know about
- Bureaucratic concern as to who gets credit
- Poor follow through and follow up
- Lack of understanding of the customers’ needs/not listening
- Bureaucracies believing in their own hype
- Paralysis through analysis
- Lack of written agreements between agencies and employers

Childcare Constraints

Childcare and labor force participation are necessarily intertwined. If a parent is unable to access affordable childcare from a relative or professional childcare provider, then he or she may need to forgo work opportunities and the associated income. Like much of the state, families in Oregon City have faced a critical shortage of affordable childcare options, according to the Oregon Department of Education Early Learning Division.¹²

The COVID-19 Pandemic exasperated the childcare challenges that already existed for many families in Oregon City. Childcare needs to be available and affordable so that many individuals will have the opportunity to be gainfully employed again.

As employers compete for workers and try to build strong relationships with their staff, providing quality care can become an important incentive. Oregon City currently has 26 childcare businesses, serving children from 6 weeks to 12 years old. Importantly, most Oregon City's providers (73%) are home-based business.¹³ The cost for childcare ranges from \$165 to \$190 per week per child for home-based care.¹⁴ Families face a two-sided challenge when it comes to childcare – the number of available provider options is limited, and the cost is high.

As with Workforce, the Economic Development Strategic Steering Committee established a Childcare Subcommittee. In May 2021, the Childcare Subcommittee conducted a survey of Oregon City's childcare businesses. Twelve of Oregon City's businesses responded. When asked what the biggest barriers to growing their businesses, respondents shared the following answers:

Size limitations of our facility	6
Staffing shortages	5
Regulatory requirements for home-based providers	4
Other issue	4
Cost of physical improvements	3
Other regulatory issue	1
Terms of our current lease	0

Childcare providers in Oregon City reported strong demand for their services. Many shared that they had long wait lists. They also identified the following concerns:

- Having to open and close in each classroom (hard to schedule staff without them burning out),

¹² The State of Early Care & Education and Child Care Assistance in Oregon. Oregon Dept. Of Education and Early Learning Division. Page 1. December 2019.

¹³ Oregon City Economic Development Department Survey, May 2021.

¹⁴ Cited from website www.care.come/day-care/oregon-city-or.

- Lack of teacher qualified candidates, long process for Aide I's to increase status and be allowed in a classroom.
- Stable group environments.

Support of policies that enhance the childcare industry helps all industries.

Perception of Not Being Business Friendly

Creating a business-friendly environment should be the collective responsibility of government, private nonprofits, residents, and existing businesses. They all have a part to play in creating a business-friendly eco-chamber.

- **Government**
Clear communication, intentional education, good customer service and thoughtful regulatory stipulations and processes are key elements of a business-friendly environment. Ensuring that the development process and other policies are streamlined, transparent, predictable, and cost contained are key to projecting a business-friendly environment.

It is important that elected officials demonstrate the same commitment and enthusiasm to existing business as they do to new business prospects. Public officials can use speeches, interviews, and other communications to rally the community around a message to support and welcome business investment.

- **Private Non-Profit Entities**
Sponsoring forums on how to support local businesses and how to overcome the challenges of business ownership can go a long way in conveying a supportive business environment. Publicly celebrating business successes (expansions, new product lines, new business) is an important message not only for the business impacted but for other businesses as well.
- **Residents**
Neighborhood Associations that develop or support “buy local” initiatives is an important way to establish a community wide enthusiasm for businesses.
- **Existing Businesses**
It takes a long time to make a substantial impact in the community for most small businesses. Where it makes sense, more small businesses should collaborate or form specialized partnerships with one another to address issues that few small businesses can manage alone such as childcare or workforce development.

IV. Oregon City Goals, Strategies and Milestones

The Oregon City 2022-2027 Economic Development Strategy builds upon five central target areas of development:

- A. Business Retention and Expansion
- B. Business Attraction
- C. Entrepreneurship
- D. Urban Renewal
- E. Tourism Development

Each of the five development areas have goals, strategies and milestones. The goals section reveals the direction that each development area should be focused on, while the strategies and milestones sections provide specific direction to guide the Economic Development Department's work over the next five years.

A. Business Retention and Expansion ("BRE")

1. Goal: Retain and Foster Local Business Through Proactive Outreach and Communication

Economic Development staff will meet regularly with target industry businesses to understand and respond to their concerns. Economic Development staff will also meet, from time to time, with other businesses. The purpose of these visits is to better understand and respond to pertinent business concerns. Although BRE visits will focus on Oregon City's target industries, staff will be responsive to all business concerns.

a. BRE Outreach and Support Strategy

The City's economic development department will meet with 5 local businesses every quarter and respond to their needs, relative to growth and/or retention. During a BRE visit, staff will connect local businesses with available development and investment sources. Depending on the company, these resources range from business planning, financing, re-location assistance, and hiring resources, to industry specific development assistance.

- i. Milestone One – Develop a BRE Business Resource kit.

Timeline – March 2022.

- ii. Milestone Two – Complete 20 Target Industry BRE Visits.

Timeline – November 2022. COMMENT

2. Goal: Workforce Development – Support the Development of a Systemic Skills-Based Training and Job Placement Network

Oregon City's Economic Development Strategy includes specific workforce development strategies that seek to increase and improve the level of collaboration among workforce

development partners and private industry. The ultimate outcome is to improve workforce participation and engagement especially for people in the 18- to 35-year-old age range.

The “Talent Ready” Initiative, A Pilot Project

Like companies throughout the Portland metro region, and throughout the country, employers in Oregon City are currently struggling to find workers as the economy emerges from a year plus of pandemic related disruptions. At the same time, workers from a variety of backgrounds want “quality jobs” but find it difficult to find this type of employment because many workers do not have the requisite skills for such work.

The City of Oregon City will respond to the needs of both employers and individuals, that want and need technical skill-training by launching its “Talent Ready” Initiative. This program is designed to be a systemic and comprehensive strategy designed to help employers secure talent and prepare individuals for technical skill-related jobs including trade jobs.

Talent Ready creates a close-knit systemic network of workforce development professionals, job training providers, primary and secondary education partners, social service organizations, and mental health professionals who work in a manner that appears, from the outside looking in, as an almost seamless organization. This concept is based on the fact that clients, whether individuals or employers, do not want to see how bureaucracies create sausage and nor should they. Talent Ready is designed to address the needs of the client not only that of the bureaucracies involved in workforce development work. It provides more than technical skill-training but also provides access to “wrap-around” services that exist throughout the network so that people can work.

a. Strategy – Work with Partners to Launch the Talent Ready Initiative

There are several local partners whose involvement will be critical to the successful launch and execution of Talent Ready. These partners include the Clackamas Workforce Partnership, Clackamas Community College, Oregon Employment Department, the Oregon County Department of Human Services, the Oregon City School District, public/private mental health professionals, and business/corporate leaders, just to name a few.

For its part, Oregon City’s Economic Development Department will work with each of these entities to help mitigate entities operating in silos, aid in the development of a united user-friendly network of services, and market the network to the business community and general public.

i. Milestone One: Draft Talent Ready Partnership Agreements

Oregon City will work with each partner to craft Talent Ready Partnership Agreements. The Partnership Agreement will specify roles for each participant and expected outcomes.

Timeline: May 2022 – Initial draft agreements developed.

b. Strategy - Identify and Recruit Participating Employers

Employers clearly play a central role in the effective execution of Talent Ready. They will also be involved in hosting on-the-job training opportunities. Economic Development staff will work with its partners to identify and recruit employers to be involved in Talent Ready.

i Milestone Two: Recruit Employers

Timeline: September 2022 – Initial draft agreements developed

c. Strategy - Market and Promote Talent Ready

Oregon City's Economic Development Department will utilize its resources to aggressively promote and market the entire workforce development system throughout Clackamas County and beyond. TV commercial ads, billboards, social media outlets, and carefully placed printed media will constitute the arsenal of media advertising.

i Milestone Three: Market and Promote Talent Ready

Timeline: January 2023 – Implement Promotion Activity

3. Goal: Childcare - Increase the Number of Childcare Opportunities in Oregon City for Children Ages 0 to 5 (Pre-Kindergarten).

Oregon City has the goal of increasing the number childcare opportunities for children between the ages of 0 and 5. There are multiple tangible benefits of obtaining this goal, including improved preparation for kindergarten and future academic success for the children, and increased time to pursue income opportunities for child guardians. Increased workforce participation among parents and guardians directly leads to improved family income.

The lack of available childcare has a direct negative impact on the local economy. "Oregon businesses are (also) reporting the impact of quality childcare on their bottom line, as they struggle to find employees or as the effect of unstable, low quality childcare arrangements causes workers to miss days and lose productivity."¹⁵

Childcare businesses in Oregon City almost uniformly reported waiting lists and a shortage of available childcare "spots" in the community. Only one of the childcare companies who responded to the City's survey indicated that they had available openings. Throughout Clackamas County, and the entire State of Oregon, childcare shortages are common.

a. Strategy - Employer-Based Childcare Center Feasibility Study

During the height of the Covid-19 pandemic, working parents lost the childcare structure provided by school. This loss and the accompanying reduction in working hours emphasizes the connection

¹⁵ The State of Early Care & Education and Child Care Assistance in Oregon. Oregon Dept. Of Education and Early Learning Division. Page 1. December 2019.

between access to childcare and the ability to work. And as companies struggle to find the workers they need, benefits such as schedule flexibility to support working parents and support for daycare participation, can be an important incentive when recruiting employees.

In initial conversations with a small sample of Oregon City employers, they expressed interest in establishing a new childcare facility in Oregon City that would serve the childcare needs of one or more local employers. The service would either be contained in the same building as one of the employers, or in a location that is close to multiple employers.

Economic development staff will host more conversations with employers to further gauge employer interest and obtain a very preliminary number for the range of potential children who could potentially participate. If the feasibility study shows a strong desire to proceed with the development of a childcare center, a public/private partnership should be pursued with the City providing reduction in permitting costs as well as some form of financial support.

i Milestone One: Complete Childcare Feasibility Study

Timeline: June 2022 – Dec. 2022

ii Milestone Two: Identify 3 to 5 employers to support funding a childcare center

Timeline: Dec. 2022

b. Strategy - Recruit New Childcare Providers to the Community

Across the state of Oregon, families are struggling to find quality, affordable childcare.¹⁶ Oregon City is no exception. One local provider reported that she receives inquiries for childcare spaces on a weekly basis. The Covid-19 pandemic forced childcare centers to close or reduce capacity, making it more difficult for families to access care. While many of the 2020 restrictions have been minimized, childcare centers reported in June 2021 that they remain operating at two-thirds of their desired capacity.¹⁷

Economic Development staff will identify and attract 1-3 new childcare businesses to Oregon City during the 2022-2027 period. The Childcare Subcommittee of the Oregon City Economic Development Strategy Steering Committee supported the goal of creating additional childcare capacity in our community, at either through more home-based establishments or via the creation of a center-based facility.

To the extent possible, City staff will support existing providers. For example, it is important that staff monitor the availability of funds that will come to Oregon and Clackamas County through the

¹⁶ Early Learning Division, Oregon Dept. of Education. The State of Early Care and Education and Child Care Assistance in Oregon. December 2019. Page 1.

¹⁷ Early Learning Division, Oregon Dept. of Education. Press Release July 21, 2021. “New Report Shows How Covid-19 Heightened Challenges for Child Care Providers.”

American Rescue Plan Act. If a competitive application becomes available for individual providers to apply, the Oregon City Economic Development Department will inform community childcare providers.

- i Milestone Three: Attract 1 to 3 new childcare businesses to Oregon City

Timeline: Dec 2023

c. Strategy - Improve Affordability of Childcare by Helping to Reduce its Cost

In addition to increasing the number of childcare opportunities, the cost of care is also a significant issue. For 20% of the Oregon workforce that left their job in 2020, the primary reason cited was the cost of childcare. Childcare costs vary depending upon the age of the child and the childcare setting. Home-based childcare is typically smaller than center-based care and is generally, less expensive. The location of childcare is also a factor; Oregon City is part of the Metropolitan Statistical Area for Portland. Oregon City's prices therefore tend higher than more rural areas of the state.

- i Milestone Four: Establish a Forgivable Loan Fund

Timeline: April 2022

4. Goal: Business Advocacy – Establish a Business-Friendly Posture

An “ombudsman” is an advocate, a proactive partner who works to resolve conflict between business and government with respect to regulatory-related issues. Oregon City's Economic Development staff along with other City staff will serve the community's businesses by providing timely information and supporting business efforts to gain access to development resources and information.

Staff will meet directly with businesses, sometimes proactively and at other times responding to direct requests for assistance. Economic development staff will also attend pertinent meetings of interest to local business leaders. By advancing an “ombudsman” system, economic development staff are publicly committing to advancing a responsive and positive partnership approach between City government and the community's business investors.

- a. Strategy - Provide Customer Service Training to City Staff

The Oregon City Economic Development Department will engage a consultant to help construct a customer service program. The program will have the following features:

- development of user-friendly documentation for the public
- proactive outreach and education for the public
- active listening skills for the front line, public facing city staff
- principles of problem-solving
- customer service feedback

- i Milestone One: Develop Customer Service Training Program for City Staff

Timeline: March 2022

- ii Milestone Two: Establish Standard Operation Procedures for Ombudsman Engagement

Timeline: November 2022

- b. Strategy – Maintain a data base to track business customer/client engagement

Keeping a record of customer engagement services as a documented record of quality of service and outcomes. When reviewed periodically, the record serves as a method to help improve service as well as establish a statistical analysis of customer engagement.

- i Milestone Three: Establish a customer record management data base

Timeline: December 2022

B. BUSINESS ATTRACTION

1. GOAL: Attract New Businesses to Oregon City

The City's Economic Development Strategy offers goals aimed at fostering a **diverse, resilient and vibrant** local economy. Local utility companies can play a major role in helping to attract major investment to a community. Local utility companies will be invited to participate in Oregon City's business attraction strategy.

The strategy supports actions, policies and programs that foster an environment for growth by targeting certain industry clusters including

***Light manufacturing and assemblage**

***Logistics and wholesale distribution**

***Healthcare**

***Professional, Scientific, and Technical Services (especially electronic connectivity)**

***Tourism**

a. Strategy – Establish an Inventory of Available Property for Purchase/Development

Provide a platform for commercial realtors and property owners to share information about available commercial buildings and developable land. The platform would be free to use. Economic development staff would encourage realtors to maintain up to date information on the website and would monitor the site's accuracy.

- i Milestone One: Create an Inventory of Available Property with the Community

Timeline: February 2022

b. Strategy – Identify Properties That Could be Purchased by the City

Oregon City is surrounded by areas of unincorporated Clackamas County along its eastern, southeastern and southwestern boundaries. Regular population growth and infrastructure changes may require the city to acquire new land. Other factors may also be at play, including the potential growth of a local company that could lead to a significant increase in the number of local family wage jobs.

Oregon City staff will maintain current information on available properties and developable land. Staff will actively monitor opportunities to identify potential parcels of land within the urban growth boundaries that would benefit the growth of local employment and/or target industries. Oregon City staff will argue the need to begin annexation proceedings for sites that are important for future business investment.

i Milestone Two: Identify Properties for City to Purchase

Timeline: On-going

c. Strategy – Develop Marketing/Promotion Strategy to Attract Companies within the Industry Cluster Group

Through the use of industry market and financial data from a variety of sources, companies within the industry cluster group will be identified and marketed to relocate to Oregon City. This will be done by establishing a business attraction team comprised of the region's utility companies and other important players.

Oregon City's industry clusters are among the primary economic drivers in the community's Economy because:

- they provide competitive wages for their employees; and
- there already exists a strong concentration of firms that play a supportive role to Oregon City's industry clusters.

i Milestone Three: Establish a Business Attraction Team

Timeline: March 2022

d. Strategy – Launch a New Oregon City Economic Development Website

The Oregon City Economic Development Department will establish a separate website from that of the City's regulatory and community-related information website. Although the economic development website will feature the City's logo and provide links to the City's regulatory-related information, the information contained in it will be tailored to aid with business

investment and growth.

- i Milestone Four: Establish a New Economic Development Website

Timeline: February 2022

e. Strategy – Develop/Implement the Urban Renewal District’s Plan

To date, much has been done to develop the Urban Renewal District’s plan, including its vision and methodology for making decisions on investments. This work will continue in earnest up to the requirement of seeking voters’ approval to use tax increment to create jobs and improve infrastructure.

- i Milestone Five: Complete Urban Renewal District Plan

Timeline: April 2022

2. GOAL: Examine The Potential Of Establishing Fiber Optic Network in Oregon City to Serve The Business Community And Households

Advanced broadband capabilities are becoming more widely acknowledged as a basic necessity to support competitive businesses and to meet the growing digital needs of consumers. In its November 2020 report, The Oregon Broadband Advisory Council stated that “Once viewed as a luxury, broadband increasingly is seen as a necessity, as essential infrastructure and service.”¹⁸ Fiber Optic Technology is a specific form of broad band communications and arguably is among the best high speed communication technologies currently in existence. Fiber Optic technology ensures that companies of all sizes can securely conduct their online business.

Making Fiber Optic Technology readily available to local companies will enhance Oregon City’s regional competitiveness. A city-wide fiber optic network would serve both businesses and residents. A study of a potential city-wide network will examine the cost and technology barriers faced by many residents and business owners and, hence, the demand for this type of service.

a. Strategy - Develop an RFP to identify broadband consultants to conduct a feasibility study

The Oregon City Economic Development Department will issue a Request for Proposals (“RFP”) to identify a suitable provider to conduct a detailed Feasibility Assessment of a City-

¹⁸ Oregon Broadband Advisory Council Report. November 1, 2020. p. 5 Accessed 7/15/21.

https://www.oregonlegislature.gov/citizen_engagement/Reports/OBAC%202020%20Report%2011-1-2020.pdf

Wide Fiber Optics Network. Whether owned by the City or operated through a public/partnership with a fiber optic vendor, the study will determine the feasibility and estimated costs of providing fiber optic technologies to both businesses and homes throughout Oregon City,.

- i Fiber Milestone One: Issue RFP to broadband consultants

Timeline: Done

- b. Strategy – Identify a broadband consultant to begin the work of conducting a feasibility study**

- i Fiber Optic Milestone Two: Identify a broadband consultant

Timeline: Done

- c. Strategy – Conduct the feasibility study**

- i Fiber Optic Milestone Three: Complete the Feasibility Study

Timeline: August 2022

C. ENTREPRENEURIAL SUPPORT

Not all business growth and development will come from existing companies or from businesses relocating to Oregon City. It is important to recognize that engaging in “entrepreneurial gardening” will result in the type of business investment that could have long and enduring roots in the community. Companies that find their beginning in a community and grow to larger businesses are more likely to remain the community due to a variety of factors such as family connections, community pride in the product or service provided, and a closer connection with the labor force. Furthermore, when local companies are successful, they are more likely to reinvest in their workers and community. For these and other reasons, the Oregon City Economic Development Department will work to support small business startups.

1. GOAL: Provide Greater Technical Assistance to Small Business Startups

The City’s Economic Development Department will nurture the growth of startups by connecting them to a variety of existing and new business development resources. In addition, the economic development staff will serve as strong advocates on behalf of small business startups affording them opportunities that larger more established businesses have utilized.

- a. Strategy – Technical Assistance Partnership Agreements**

There exists a variety of technical support resources for small businesses; however, no doubt some are better than others at providing technical services to businesses with 25 or fewer employees. The City's Economic Development Department will actively seek to partner with only those entities that actively and demonstratively provide impactful services to startup clients such as the Micro Enterprise Services of Oregon, and several others.

- i Entrepreneurial Support Milestone One: Draft technical assistance partnership agreements

Timeline: February 2022

2. GOAL: Support The Development of New Market Opportunities For Small Businesses

The startup stage of small businesses, usually between one to five years, is a very venerable point in the development of entrepreneurial endeavors. It is at this stage that business startups should obtain assistance in strengthening their foundation and market entry.

a. Strategy – Support the Development of New Market Opportunities

For its 2021-2022 annual operating budget, the City of Oregon City budgeted approximately \$10.7 million for professional and repair services, operating materials and supplies and office and administration supplies (see Table 6). The economic development department will work with other City departments to create a City-wide procurement program that directs a portion of its expenditures to community-based supply and service providers, to the greatest extent possible.

Professional & Technical Services	\$2,790,577
Repair & Maintenance Services	\$3,493,204
Operating Materials & Supplies	\$3,412,506
Office & Administrative Supplies	\$992,534
Total	\$10,688,821

Table 6 – Selected categories from the Oregon City 2021-2022 Annual Operating Budget

- i Entrepreneurial Support Milestone Two: the Oregon City Small Business Purchasing Assessment

In preparation to launch this program, the economic development department will first conduct an evaluation of City purchasing to understand what level of purchasing is currently directed to Oregon city-based businesses. It is necessary to identify local businesses that may have the capacity to grow further when provided the opportunity to

serve the City's purchasing needs.

Timeline: June 2022

- ii Entrepreneurial Support Milestone Three: Develop Procurement Program Guidelines.

Work with other City departments to develop procurement guidelines.

Timeline: November 2022

- iii Entrepreneurial Support Milestone Four: Promote the City's Small Business Purchasing Initiative

Develop marketing/education material to promote the program.

Timeline: January 2023

3. GOAL: SUPPORT ENTREPRENEURIALISM

a. Strategy – Develop a Loan Program for Small and Start-up Businesses

In addition to technical support and identifying new market opportunities, the City's Economic Development Department will directly provide financial resources to business startups. The department will establish The Small Business Growth and Retention Loan Fund, a low-cost, "patient money" loan program for Oregon city-based businesses. Eligible expenses will include working capital, building renovations, and machinery and equipment purchases.

- i Milestone Five: The Small Business Growth and Retention Loan Fund Program

Timeline: November 2022

D. URBAN RENEWAL DISTRICT

The Urban Renewal District is the single most important tool that the City of Oregon City has to help encourage and direct investment that will create jobs, build industry, and further develop the community. During its retreat to reestablish the District, Urban Renewal Commission recognized that the Urban Renewal District is a valuable economic development tool. Hence, retooling the District is an important undertaking if the community wants to control and direct its growth and development.

1. GOAL: Develop a Vision Statement and Framework for Decision-Making on New Projects

Oregon City is a historically, culturally, and geographically unique place in the Portland Metro Region. It was established in 1829 and in 1844 was the first incorporated city west of the Missouri River. The community's history establishes it as the State's original hometown. In Oregon City there are historic houses, museums, and Willamette Falls situated within the community that stand as testament to the City's historical significance to the State of Oregon and to the United States.

Oregon City is one of the hubs of the Portland Metro Area. It seeks to attract visitors, new residents who appreciate the community's commitment to quality of life. The City's core is a recognizable, vibrant destination with public and private investment in small-scale shops, a mix of restaurants, and cultural amenities that reflect the area's diversity.

Within the Urban Renewal District ("the District") residents live, work, and play while having access to various amenities including vibrant visitor experiences that attract the public during both the day and night; well-presented historical venues that provide visitors different vantage points of the community's past; enjoyable recreational opportunities of various types and venues; livable environs that enhance one's quality of life, efficient transportation options that move people in and around the District; and sound investments in public infrastructure that complement and support private investment.

Overall, the District's project expenditures are fiscally conservative and do not saddle future generations with long term environmental or economic burdens. For-profit business operations provide long-term employment, helps broaden the tax base, and provides a positive rate of return to the Urban Renewal District.

- a. **Strategy – Develop a Vision Statement and Framework for Decision Making through a Series of Retreats**
 - i One: A New Vision Statement and Framework for Decision-Making

Timeline: December 2021 (Done)

2. GOAL: Revise the Existing District Plan

Revise the outdated existing Urban Renewal District Plan.

- a. **Strategy - Hire a consultant to update the financial and project components of the plan**
 - i Milestone Two: Update the Financial and Project Components of the Plan

Timeline: April 2022

3. GOAL: Encourage Downtown Residency on Upper Floors of Downtown Structures

a. Strategy – Establish a “Quiet Zone” Downtown

Railroad tracks run adjacent to much of Oregon City’s historic downtown. A “Quiet Zone” would establish a series of operational and architectural measures that would result in reduced noise from freight and passenger trains.

i Milestone Three: Quiet Zone Established

Timeline: 2027

E. TOURISM DEVELOPMENT

The primary tourism goals for the City of Oregon City are to increase tourism-related revenues and employment opportunities within the City. This will be achieved by:

1. Increasing the number of tourists/visitors
2. Increasing the length of stay of the tourist/visitor
3. Increasing the average amount of tourist/visitor expenditures

The Economic Development Department recognizes that what is attractive to visitors can also be attractive to residents and investors, thus providing a quality of life and business development component to the strategy.

1. GOAL: Develop, Grow, and Strengthen the Tourism Industry in Oregon City

Tourism can play an economically beneficial role in Oregon City. It could help businesses grow and provide a better living experience for residents. This is a belief shared by many stakeholders in the community, who have been engaged in helping to realize tourism’s full potential.

a. Strategy – Further Solidify the Oregon City Tourism Stakeholder Table

Convene a working group of asset and business operators to share best practices and resources: With Oregon City tourism being relatively young in its development, resources are scarce. For the City to realize its full tourism potential, local stakeholders will have to work together to combine efforts, educate each other on effective practices and share resources where necessary.

i Milestone One: Grow the Stakeholder Group

Involve more private for-profit businesses as well as more private non-profits in the tourism stakeholder group.

Timeline: Ongoing

b. Strategy – Provide Training & Technical Assistance

For Oregon City to grow its tourism industry, it will need to lead local stakeholders in tourism best practices. By providing educations and technical assistance that supports a variety of tourism assets in operating in a more effective and efficient manner, as well as offering participatory programming that aligns individual tourism assets with a more compelling city-wide vision, Oregon City tourism can ensure its relevancy and competitive stance in a crowded, ever-changing market.

i Milestone Two: Establish the Concierge Institute

The Concierge Institute is a high-quality training and technical assistance program for nonprofit tourism-related organizations as well as for-profit tourism-facing businesses, employees, and volunteers. The program will provide various forms of resource assistance to help participants overcome operational challenges, enhance occupational professionalism and secure growth opportunities.

Nonprofit and for-profit entities participating in the program will experience up to eight weeks of training on the business of tourism and organizational and professional development. After completing the training, graduating nonprofits will be eligible to receive grants, and/or paid interns as well as new volunteers based on approved operational plans submitted by Institute participants. Participating historical organizations must agree to a coordinated schedule with other tourism sites within the community. For-profit entities will be eligible to receive marketing and promotion resources. Program participants must also agree to coordinated marketing and outreach strategies designed to attract visitors to Oregon City.

Timeline: Started November 2021

2. GOAL: Establish a Tourism Industry Brand

A destination's brand is an important differentiator in the travel and tourism industry. It helps distinguish one destination from another and helps influence visitor decision making. A well-communicated and understood brand also helps direct marketing efforts to visitor segments who have the highest affinity to the brand, optimizing activity and spending. Brand also serves as a unifying tool to get various stakeholders to come together under one common understanding of the experience they are trying to create.

a. Strategy – Establish a Full-Fledged Marketing Campaign

i Milestone Three: Implement Destination Ready

Destination Ready is a marketing/promotion campaign designed to highlight Oregon City's Tourism industry. Its goals are:

- to establish an ongoing relationship, following, and loyalty status with the Oregon City visitor
- to convey the attributes of *home, history, and play*; and
- serve as a place where the visitor can always come back "home" to recalibrate.

Timeline (Destination Ready): Started November 2021

ii Milestone Four: Establish a Tourism-Related Website

Timeline (Tourism-Related Website): Currently running

b. Strategy – Develop and Implement City-Sponsored Event Program

A “City-Sponsored Event” Program is recognized by the City as a special event that supports the community’s tourism industry and promotes the industry’s brand. It is usually an ongoing annual special event that grows in recognition to become a marquee event.

i Milestone Five: Develop Program Guidelines and Promote the Initiative.

Timeline: January 2022

c. Strategy – Increase Community Engagement with the Tourism Industry

A destination is its people—they make up the culture and the experience the visitor engages during their visit. Therefore, a tourism product is only as good as the people who support it and its value. Oregon City needs to ensure that the value of tourism is understood by the local community and that the community supports these efforts and create an authentic experience.

Example: The Community Showcase. Oregon City’s Tourism Program developed The Community Showcase initiative to encourage residents to explore historic attractions. Due to COVID-19, the program provided virtual experiences of visiting historic sites while also incentivizing individuals and families to participate via prize drawings for gift certificates redeemable at local restaurants. Ten (10) different restaurants were randomly chosen each month. Oregon City paid the restaurants using the gift certificates.

i Milestone Six: Implement the second round of the Community Showcase

Timeline: February 2022

3. GOAL: Increase the Number of Visitor Experiences

The City’s Economic Development Department and its partners will be engaged in activities and methods to attract new tourism-related investments to Oregon City. The primary focus will be on businesses that are positioned to enhance the experience of visitors regardless of the season.

a. Strategy – Attract New Tourism-Related Businesses to Oregon

Oregon City Economic Development Department will identify tourist-facing businesses that provide experiences to their customers, i.e., small cruise ship vessels, kayaking rentals, zip-lining, etc.

i Milestone One: Develop Business Attraction Package

The business attraction package is designed to acquaint potential new tourist-facing businesses with the Oregon City community and convey development opportunities that exist here. The package would also describe potential incentives that may be afforded to new investment opportunities.

It is projected that the Economic Development Department will attract 1 to 3 new business investment to Oregon City by June 2023.

Timeline (Business Attraction Package): February 2022

4 GOAL: Support the Arts in Oregon City

a. Strategy - Re-establish the Oregon City Arts Commission

The Arts Commission is an advisory body that is charged with engaging the arts community in various ways to help encourage tourism, nurture community identification through the public display of sculptures, paintings, decorative features, horticulture enhancements, music, dance, poetry, historical portrayals, and other forms of artistic expression.

i Milestone One: Re-establish the Oregon City Arts Commission

Timeline: Re-established on October 26, 2021

V. ACKNOWLEDGEMENTS

We thank the members of the Economic Development Strategic Plan Steering Committee for their contribution.

Oregon City	Frank O'Donnell, Commissioner City Commission
Oregon City	Matthew Zook, Finance Dir. Finance Department
Oregon City	Laura Terway, Director Community Development Department
Clackamas County	Sarah Eckman, Deputy Director Business & Community Services
Greater Portland Inc.	Amy Jauron, Vice President of Business Development
State of Oregon..... Analyst/Economist	Lynn Wallis, Workforce Oregon Employment Department
State of Oregon.....	Michael Meyers, Economist Business Oregon (Commerce & Industry)
State of Oregon.....	Colin Sears, Regional Dev. Officer Region 4, Business Oregon
Portland General Electric	Theresa Haskins, Senior Bus Dev. Mgr. (Private Industry)
Oregon City Chamber of Commerce	Victoria Meinig, CEO (Private Industry)
Clackamas Workforce Partnership	Bridget Dazey, Executive Director 501(c) 3 Private Nonprofit

Childcare Subcommittee

Bryan Fuentes, Clackamas County Workforce Partnership

Sandy Meados, Clackamas Education Services

Brett Walkers, Clackamas Education Services

Tracy Moreland, Clackamas County

Laura Terway, Oregon City Community Development

Susan Youngblood, Smart Start Play School

Workforce Development Subcommittee

Gina Bacon, Oregon City Library

Amy Black, Clackamas Workforce Partnership

Irene Carillo, Clackamas Community College

Angela Hartman, Oregon City Pioneer Center

Amy Jauron, Greater Portland Inc.

Peter Walter, Oregon City Planning

Rita Siong – Focus Group Trainer



CITY OF OREGON CITY

Staff Report

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

To: Planning Commission
From: Assistant Planner Diliana Vassileva

Agenda Date: 03/14/2022

SUBJECT:

GLUA-21-00069 (General Land Use Application)/MP-21-00006 (Minor Partition)/VAR-21-00007 (Variance)

STAFF RECOMMENDATION:

Staff recommends approval of Planning Files GLUA-21-00069/MP-21-00006/VAR-21-00007 with conditions.

EXECUTIVE SUMMARY:

The applicant is seeking approval of a two-lot minor partition with a variance to minimum lot depth and minimum setbacks. The property is currently developed with a duplex on a single parcel and the proposed minor partition would create two single-family attached units, which are each located on their own parcel. No physical changes to the property are proposed.

BACKGROUND:

The applicant is pursuing a two-lot partition to allow each home to be on its own legal tax lot, with a shared wall at the property line. This proposal would convert the existing structure from a duplex into two single-family attached residential units.

The proposed partition would result in a 3,021 SF parcel (Parcel 1) which would include the unit at 716 10th Street, and a 3,578 SF parcel (Parcel 2) for the unit at 917 Jefferson Street. In addition to the partition application, the following variances to dimensional standards are being requested:

- Variance to lot depth for Parcel 1 and Parcel 2
- Variance to rear yard setback for Parcel 2

Additionally, the subject site is a designated structure within the McLoughlin Conservation District, and the applicant has submitted a Historic Review Board application in order to reduce the historic landmark designation to only apply to the historic Frederick White House and not the unit at 917 Jefferson Street. Though this application is being reviewed separately by the Historic Review Board and is not part of the Planning Commission's review, the application was withdrawn on February 25, 2022, and the applicant is no longer seeking to reduce the site's historic landmark designation.

OPTIONS:

1. Approve Planning Files GLUA-21-00069/MP-21-00006/VAR-21-00007 with conditions
2. Deny Planning Files GLUA-21-00069/MP-21-00006/VAR-21-00007



TYPE III STAFF REPORT AND RECOMMENDATION

March 14, 2022

FILE NUMBER: GLUA-21-00069 (General Land Use Application)/MP-21-00006 (Minor Partition)/VAR-21-00007 (Variance)

APPLICANT/OWNER: Bonnie Oshiro
PO Box 3293
Clackamas, OR 97015

**APPLICANT'S
REPRESENTATIVE:** Rick Givens
18680 Sunblaze Drive
Oregon City, OR 97045

Submitted: December 23, 2021
Complete: January 21, 2022
120 Day Deadline: May 20, 2022
PC Hearing: March 14, 2022

REQUEST: The applicant is seeking approval of a two-lot minor partition with a variance to minimum lot depth and minimum setbacks. The property is currently developed with a duplex on a single parcel and the proposed minor partition would create two single-family attached units, which are each located on their own parcel.

LOCATION: 716 10th Street/917 Jefferson Street, Oregon City, OR 97045
Clackamas County Map 2-2E-31AA, Tax Lot 8900

REVIEWER: Diliانا Vassileva, AICP, Assistant Planner
Aaron Parker, PE, Development Services

RECOMMENDATION: Approval with Conditions.

PROCESS: Type III decisions involve the greatest amount of discretion and evaluation of subjective approval standards, yet are not required to be heard by the city commission, except upon appeal. Applications evaluated through this process include conditional use permits. The process for these land use decisions is controlled by ORS 197.763. Notice of the application and the planning commission hearing is published and mailed to the applicant, recognized neighborhood association and property owners within three hundred feet of the subject property. Notice must be issued at least twenty days pre-hearing, and the staff report must be available at least seven days pre-hearing. At the evidentiary hearing held before the planning commission, all issues are addressed. The decision is final unless appealed and description of the requirements for perfecting an appeal. The decision of the planning commission is appealable to the city commission within fourteen days of the issuance of the final decision. The city commission hearing on appeal is on the record and no new evidence shall be allowed. Only those persons or a city-recognized neighborhood association who have participated either orally or in writing have standing to appeal the decision of the planning commission. Grounds for appeal are limited to those issues raised either orally or in writing before the close of the public record. A city-

recognized neighborhood association requesting an appeal fee waiver pursuant to OCMC 17.50.290.C must officially approve the request through a vote of its general membership or board at a duly announced meeting prior to the filing of an appeal. The city commission decision on appeal from the planning commission is the city's final decision and is appealable to the Land Use Board of Appeals (LUBA) within twenty-one days of when it becomes final.

Conditions of Approval
Planning File GLUA-21-00069/MP-21-00006/VAR-21-00007

- (P) = Verify that condition of approval has been met with the Planning Division.
 (DS) = Verify that condition of approval has been met with the Development Services Division.
 (B) = Verify that condition of approval has been met with the Building Division.
 (F) = Verify that condition of approval has been met with Clackamas Fire Department.

The applicant shall include the following information with submittal of a public improvement and/or grading permit associated with the proposed application. The information shall be approved prior to issuance unless otherwise indicated.

1. The workmanship and materials for any work performed under permits issued by Oregon City Public Works shall be in accordance with the edition of the "Oregon Standard Specifications for Construction" as prepared by the Oregon Department of Transportation (ODOT) and the Oregon Chapter of American Public Works Association (APWA) and as modified and adopted by the city. (DS)
2. Development plans shall comply with all current Oregon City Public Works design standards, specifications, codes, and policies prior to receiving a permit and beginning construction. (DS)
3. Compliance with the "Purpose and general provisions" of chapter 16.12 can be met by adhering to the following: the development plans shall comply with all current Oregon City Public Works design standards, specifications, codes, and policies prior to receiving a permit and beginning construction (DS)
4. Prior to issuance of construction plans of the right-of-way improvements, the applicant shall submit a finalized street tree plan which includes 4 street trees. If the final street tree plan demonstrates that four street trees cannot be accommodated within the planter strip in the right-of-way due to clearance requirements or other site constraints, street trees may be planted on private property within 10 feet of the right-of-way with a restrictive covenant, or a fee-in-lieu of planting may be paid in accordance with the standards in OCMC 12.08. Street trees shall be planted and/or fee-in-lieu paid prior to recordation of the final plat. (P)

The applicant shall include the following information with submittal of a Building permit associated with the proposed application. The information shall be approved prior to issuance unless otherwise indicated.

5. The existing intersection of 10th Street and Jefferson Street at the property's frontage is required to include an ADA access ramp from the sidewalk to the street that allows pedestrian access from the site to adjacent sites. ADA access ramps are required to be designed by an Oregon-licensed Civil Engineer and constructed to City standards. (DS)
6. The existing single-family home at 917 Jefferson Street is required to abandon the existing sanitary sewer service and construct a new service to City standards. The existing party line serving 716 10th

Street is required to be brought to standards per OCMC 16.12.095 C. Construction of all new service laterals requires a permit from Public Works. (DS)

7. The existing single-family home at 917 Jefferson Street is required to abandon its water service connection to 716 10th Street with a Building Department plumbing permit. 917 Jefferson Street is required to tap a new water service to the City main at its frontage. (DS)
8. Pavement cuts or other improvements made in a City street or alley shall be constructed in accordance with the City of Oregon City Public Works Pavement Cut Standards and restored in accordance with the City of Oregon City Public Works Pavement Cut Standards. (DS)

The applicant shall include the following information prior to approval of a plat associated with the proposed application unless otherwise indicated.

9. Public improvements are required to be completed and accepted by the City Engineer. Public improvements shall be constructed according to approved final engineering plans prior to platting. (DS)
10. The property owner(s) shall sign a Restrictive Covenant Non-Remonstrance Agreement for the purpose of making storm sewer, sanitary sewer, water or street improvements in the future that benefit the property and all fees associated with processing and recording the Non-Remonstrance Agreement shall be paid prior to platting. (DS)
11. In the event that tree removal does occur as part of the proposed partition, prior to any tree removal, the applicant shall submit a tree removal and mitigation plan in accordance with the standards in OCMC 17.41, utilizing any of the applicable tree mitigation options in Chapter 17.41. (P)
12. The applicant shall obtain required building permits and complete any associated construction to bring the existing building into compliance with applicable building code requirements for single-family attached units, including compliance with requirements for fire resistant construction. (B)

I. BACKGROUND:

1. Existing Conditions

The subject site is located at the corner of 10th Street and Jefferson Street.

The property is developed with The Frederick White House, a designated historic structure constructed in 1892, addressed at 716 10th Street. A one-story addition has been added to the south end of this house, and now serves as a second residential unit, addressed as 917 Jefferson Street. The unit at 917 10th Street was built as an addition to the designated Frederick White House circa 1950 before the adoption of zoning codes in Oregon City, however, the property is currently zoned R-3.5 Medium Density Residential District which allows for both single-family homes and duplexes.

The lot is approximately 6,600 square feet in size and slopes slightly to the west. The subject site includes a driveway access from Jefferson Street providing access to an existing detached garage. Surrounding properties are also zoned R-3.5 Medium Density Residential District and are developed with single-family homes and other medium density residential housing types.

Figure 1. Vicinity Map



Figure 2: Existing Conditions – Aerial Image



Figure 3: Existing Conditions – Frederick White House from Corner of 10th and Jefferson



Figure 4: Existing Conditions – 917th Jefferson, from Jefferson Street



2. Project Description

The applicant is pursuing a two-lot partition to allow each home to be on its own legal tax lot, with a shared wall at the property line. This proposal would convert the existing structure from a duplex into two single-family attached residential units:

17.04.333 - Duplex.

"Duplex" means a building containing two dwelling units on one lot. The units in a duplex must share a common structural wall or a common floor/ceiling and are not primary or accessory dwelling units.

17.04.1135 - Single-family attached residential units.

"Single-family attached residential units" means two or more dwelling units attached side by side with some structural parts in common at a common property line and located on separate and individual lots. Single-family attached residential units are also known as townhouse, townhome or rowhouse.

The proposed partition would result in a 3,021 SF parcel (Parcel 1) which would include the unit at 716 10th Street, and a 3,578 SF parcel (Parcel 2) for the unit at 917 Jefferson Street. In addition to the partition application, the following variances to dimensional standards are being requested:

- Variance to lot depth for Parcel 1 and Parcel 2
- Variance to rear yard setback for Parcel 2

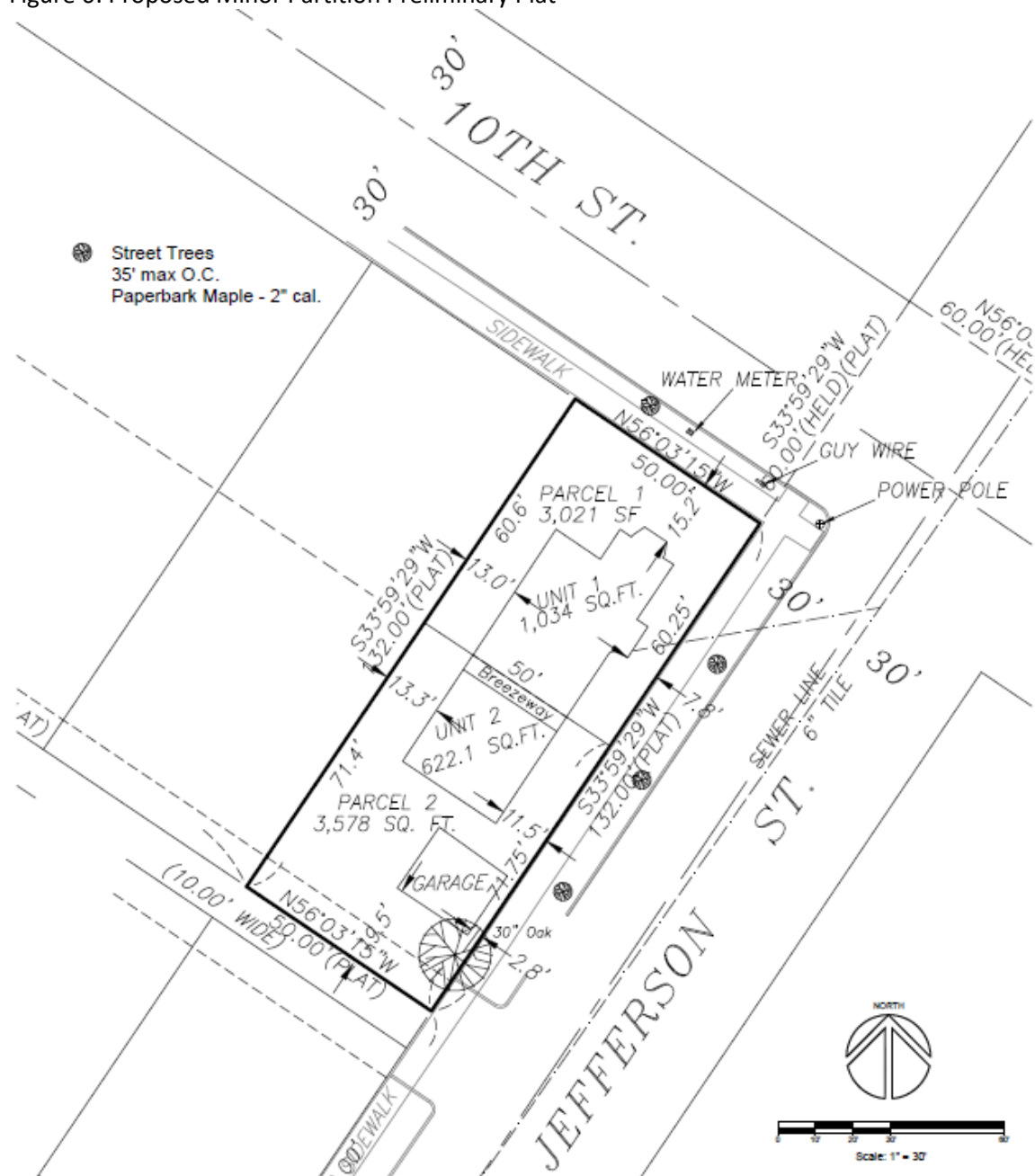
Additionally, the applicant has submitted a historic review board application in order to reduce the historic landmark designation to only apply to the historic Frederick White House and not the unit at 917 Jefferson Street. Though this application is being reviewed separately by the Historic Review Board and is not part of the Planning Commission's review, the application was withdrawn on February 25, 2022, and the applicant is no longer seeking to reduce the site's historic landmark designation.

Figure 5: Proposed Property Line



Jefferson Street View

Figure 6: Proposed Minor Partition Preliminary Plat



3. Permits and Approvals: The applicant is responsible for obtaining approval and permits from each applicable governmental agency and department at Oregon City including but not limited to the Engineering and Building Divisions.

4. Public Comment

Public comments submitted include (Exhibit 3):

- A comment from Oregon City School District identifying no concerns with the proposed development.

Staff Response: None required.

- A comment from the Oregon City Building Division identifying that since a lot line separating the two units is proposed, the proposal would be subject to compliance with requirements for fire resistant construction as required in the 2021 Oregon Residential Specialty Code Chapter 3 section R302.

Staff Response: As conditioned within this report, the applicant is required to obtain all required building permits and complete associated construction to bring the existing building into compliance with applicable building code standards for single-family attached units.

- A comment from the McLoughlin Neighborhood Association (MNA) identifying that the MNA does not support the requested reduction of the historic overlay on this site, along with proposals of related applications GLUA-21-00069/MP-21-00006/VAR-21-00007 and requesting that the application be denied. The comment identifies several subsections of OCMC 17.40 – Historic Overlay Districts, that the McLoughlin Neighborhood Association believes have not been met.

Staff Response: MNA's objections are misdirected for a number of reasons. First, the application to reduce the historic overlay has been withdrawn. Second, any reduction of the historic overlay triggering review under OCMC 17.40 is not within the purview of the Planning Commission, nor germane to the criteria for approving a minor partition with variances. The Planning Commission may approve or deny the proposed minor partition and associated variance applications, subject only to the criteria applicable to those request, as they are discussed within this report, regardless of approval or denial of the historic overlay reduction request being reviewed by the Historic Review Board.

None of the comments provided indicate that an approval criterion has not been met or cannot be met through the Conditions of Approval attached to this Staff Report.

II. ANALYSIS AND FINDINGS:

Municipal Code Standards and Requirements: The following sections of the Oregon City Municipal Code are applicable to this land use approval:

CHAPTER 12.04 STREETS, SIDEWALKS, AND PUBLIC PLACES
 CHAPTER 12.08 - PUBLIC AND STREET TREES
 CHAPTER 13.12 - STORMWATER MANAGEMENT
 CHAPTER 15.48 - GRADING, FILLING AND EXCAVATING
 CHAPTER 16.08 LAND DIVISIONS - PROCESS AND STANDARDS
 CHAPTER 16.12 MINIMUM PUBLIC IMPROVEMENTS AND DESIGN STANDARDS FOR DEVELOPMENT
 CHAPTER 17.10 MEDIUM DENSITY RESIDENTIAL DISTRICTS
 CHAPTER 17.16 SINGLE-FAMILY ATTACHED DESIGN STANDARDS
 CHAPTER 17.41 TREE PROTECTION, PRESERVATION, REMOVAL AND REPLANTING STANDARDS
 CHAPTER 17.50 ADMINISTRATION AND PROCEDURES
 CHAPTER 17.60 VARIANCES

CHAPTER 12.04 – STREETS SIDEWALKS AND PUBLIC SPACES

12.04.005 - Jurisdiction and management of the public rights-of-way.

- A. *The City has jurisdiction and exercises regulatory management over all public rights-of-way within the City under authority of the City Charter and state law by issuing separate public works right-of-way permits or permits as part of issued public infrastructure construction plans. No work in the public*

right-of-way shall be done without the proper permit. Some public rights-of-way within the city are regulated by the State of Oregon Department of Transportation (ODOT) or Clackamas County and as such, any work in these streets shall conform to their respective permitting requirements.

- C. The City has jurisdiction and exercises regulatory management over each public right-of-way whether the City has a fee, easement, or other legal interest in the right-of-way. The City has jurisdiction and regulatory management of each right-of-way whether the legal interest in the right-of-way was obtained by grant, dedication, prescription, reservation, condemnation, annexation, foreclosure or other means.*
- D. No person may occupy or encroach on a public right-of-way without the permission of the City. The City grants permission to use rights-of-way by franchises, licenses and permits.*
- E. The exercise of jurisdiction and regulatory management of a public right-of-way by the City is not official acceptance of the right-of-way, and does not obligate the City to maintain or repair any part of the right-of-way.*

Finding: Applicable. The City of Oregon City has jurisdiction over 10th Street and Jefferson St.

12.04.025 - Driveways.

Driveways shall be reviewed in accordance with OCMC 16.12.035. Driveway requirements may be modified through the procedures in OCMC 16.12.013.

Finding: Not Applicable. No driveways are proposed with this application.

12.04.030 - Maintenance and repair.

The owner of land abutting the street where a sidewalk has been constructed shall be responsible for maintaining said sidewalk and abutting curb, if any, in good repair.

Finding: Not Applicable. While the existing sidewalk along 10th Street and Jefferson Street does not have any trip hazards, the sidewalk does contain several cracks. No maintenance or repair is required at this time. At such time the owner desires to replace the sidewalk, a permit shall be obtained from the Public Works Department.

12.04.032 - Required sidewalk repair.

- A. When the Public Works Director determines that repair of a sidewalk is necessary, written notice shall be provided to the owner of property adjacent to the defective sidewalk.*
- B. The notice shall require the owner of the property adjacent to the defective sidewalk to complete the repair of the sidewalk within ninety days after the service of notice. The notice shall also state that if the repair is not made by the owner, the City may do the work and the cost of the work shall be assessed against the property adjacent to the sidewalk.*
 - 1. All sidewalks hereafter constructed in the City on improved streets shall be constructed to city standards and widths required in the Oregon City Transportation System Plan and OCMC 16.12. Sidewalks and curbs are to be constructed according to plans and specifications approved by the City Engineer.*
 - 2. Sidewalks constructed on unimproved streets shall be constructed of concrete according to lines and grades approved by the City Engineer. On unimproved streets, curbs do not have to be constructed.*
- C. The Public Works Director shall cause a copy of the notice to be served personally upon the owner of the property adjacent to the defective sidewalk, or the notice may be served by registered or certified mail, return receipt requested. If after diligent search the owner is not discovered, the Public Works*

Director shall cause a copy of the notice to be posted in a conspicuous place on the property, and such posting shall have the same effect as service of notice by mail or by personal service upon the owner of the property.

- D. The person serving the notice shall file with the City recorder a statement stating the time, place and manner of service or notice.*

Finding: Not Applicable. While the existing sidewalk along 10th Street and Jefferson Street does not have any trip hazards, the sidewalk does contain several cracks. No maintenance or repair is required at this time. At such time the owner desires to replace the sidewalk, a permit shall be obtained from the Public Works Department.

12.04.050 - Retaining walls—Required.

Every owner of a lot within the City, abutting upon an improved street, where the surface of the lot or tract of land is above the surface of the improved street and where the soil or earth from the lot, or tract of land is liable to, or does slide or fall into the street or upon the sidewalk, or both, shall build a retaining wall, the outer side of which shall be on the line separating the lot, or tract of land from the improved street, and the wall shall be so constructed as to prevent the soil or earth from the lot or tract of land from falling or sliding into the street or upon the sidewalk, or both, and the owner of any such property shall keep the wall in good repair.

Finding: Not Applicable. No retaining walls exist or are proposed on this project adjacent to the public sidewalk.

12.04.100 - Excavations—Restoration of pavement.

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

Finding: Complies with Condition. Excavation is required within either 10th or Jefferson for new utility service installations. Pavement cuts or other improvements made in a City street or alley shall be constructed in accordance with the City of Oregon City Public Works Pavement Cut Standards and restored in accordance with the City of Oregon City Public Works Pavement Cut Standards. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

12.04.120 - Obstructions—Permit required.

- A. Permanent Obstructions. It is unlawful for any person to place, put or maintain any obstruction, other than a temporary obstruction, as defined in subsection B. of this section, in any public street or alley in the City, without obtaining approval for a right-of-way permit from the City Commission by passage of a resolution.*

- 1. The City Engineer shall provide applicants with an application form outlining the minimum submittal requirements.*
- 2. The applicant shall submit at least the following information in the permitting process in order to allow the City Commission to adequately consider whether to allow the placement of an obstruction and whether any conditions may be attached:*
 - a. Site plan showing right-of-way, utilities, driveways as directed by staff;*
 - b. Sight distance per OCMC 10.32, Traffic Sight Obstructions;*

- c. *Traffic control plan including parking per Manual on Uniform Traffic Control Devices (MUTCD);*
 - d. *Alternative routes if necessary;*
 - e. *Minimizing obstruction area; and*
 - f. *Hold harmless/maintenance agreement.*
- 3. *If the City Commission adopts a resolution allowing the placement of a permanent obstruction in the right-of-way, the City Engineer shall issue a right-of-way permit with any conditions deemed necessary by the City Commission.*
- 4. *Signage that acts as an obstruction is approved through OCMC 15.28*
- B. *Temporary Obstructions.*
 - 1. *A "temporary obstruction" is defined as an object placed in a public street, sidewalk, road, or alley which is not permanently anchored to another surface such as the pavement, sidewalk, or a building. A "temporary obstruction" includes, but is not limited to, moving containers, debris dumpsters, and seating.*
 - a. *Planters and benches are exempt from permitting unless the City Engineer finds by inspection that the planter or bench is impeding use of the right-of-way. If deemed an impeding use, a planter or bench will comply with the requirements for temporary obstructions.*
 - 2. *The City Engineer, or designee, is authorized to grant a permit for a temporary obstruction.*
 - 3. *The City Engineer shall provide applicants with an application form outlining the minimum submittal requirements.*
 - 4. *The applicant shall submit, and the City Engineer, or designee, shall consider, at least the following items in the permitting process. Additional information may be required in the discretion of the City Engineer:*
 - a. *Site plan showing right-of-way, utilities, driveways as directed by staff;*
 - b. *Sight distance per OCMC 10.32, Traffic Sight Obstructions;*
 - c. *Traffic control plan including parking per Manual on Uniform Traffic Control Devices (MUTCD);*
 - d. *Handicap accessible route complying with Americans with Disability Act (ADA) standards.*
 - e. *Alternative routes if necessary;*
 - f. *Minimizing obstruction area; and*
 - g. *Hold harmless/maintenance agreement.*
 - 5. *In determining whether to issue a right-of-way permit to allow a temporary obstruction, the City Engineer may issue such a permit only after finding that the following criteria have been satisfied:*
 - a. *The obstruction will not unreasonably impair the safety of people using the right-of-way and nearby residents;*
 - b. *The obstruction will not unreasonably hinder the efficiency of traffic affected by the obstruction;*
 - c. *No alternative locations are available that would not require use of the public right-of-way; and;*
 - d. *Any other factor that the City Engineer deems relevant.*
 - 6. *The permittee shall post a weatherproof copy of the temporary obstruction permit in plain view from the right-of-way.*

7. *Types*

- a. *A short-term temporary obstruction is allowed for a period of not more than 60 consecutive calendar days. It is permitted with a temporary obstruction in the right-of-way permit.*
- b. *A long-term temporary obstruction is allowed for a period of not more than one year, and it is permitted with a renewable right-of-way permit.*

8. *Signage that acts as an obstruction is approved through OCMC 15.28*

- C. *Fees. The fee for obtaining a right-of-way permit for either a permanent obstruction or a temporary obstruction shall be set by resolution of the City Commission.*

Finding: Not Applicable. No obstructions are proposed within the right of way.

12.04.150 - *Street and alley vacations—Cost.*

At the time of filing a petition for vacation of a street, alley or any part thereof, a fee as established by City Commission resolution shall be paid to the City. The City Commission, upon hearing such petition, may grant the same in whole or in part, or may deny the same in whole or in part, or may grant the same with such reservations as would appear to be for the public interest, including reservations pertaining to the maintenance and use of underground public utilities in the portion vacated.

Finding: Not Applicable. No vacations are proposed as part of this application.

12.04.170 - *Street design—Purpose and general provisions.*

All development shall be in conformance with the city's public facility master plans, public works policies, standard drawings and engineering specifications. All streets shall be reviewed and approved by the city engineer prior to construction. All streets and driveway connections to another jurisdiction's facility or right-of-way must be reviewed by the appropriate jurisdiction as a condition of the preliminary plat or site planning and when required by law or intergovernmental agreement shall be approved by the appropriate jurisdiction.

Finding: Complies with Condition. See finding from Section 16.12.010 of this report.

12.04.270 - *Standard construction specifications.*

The workmanship and materials for any work performed under permits issued per this chapter shall be in accordance with the current edition of the "Oregon Standard Specifications for Construction" as prepared by the Oregon Department of Transportation (ODOT) and the Oregon Chapter of American Public Works Association (APWA) and as modified and adopted by the City in accordance with this ordinance, in effect at the time of application. The exception to this requirement is where this chapter and the Public Works Street Standard Drawings provide other design details, in which case the requirements of this chapter and the Public Works Street Standard Drawings shall control. In the case of work within ODOT or Clackamas County rights-of-way, work shall be in conformance with their respective construction standards.

Finding: Complies with Condition. The workmanship and materials for any work performed under permits issued by Oregon City Public Works shall be in accordance with the edition of the "Oregon Standard Specifications for Construction" as prepared by the Oregon Department of Transportation (ODOT) and the Oregon Chapter of American Public Works Association (APWA) and as modified and adopted by the city. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

CHAPTER 16.12 – MINIMUM PUBLIC IMPROVEMENTS AND DESIGN STANDARDS FOR DEVELOPMENT

16.12.010 - Purpose and general provisions.

The purpose of this chapter is to identify the standards for development in and adjacent to spaces which benefit the public including right-of-way, access to the right-of-way, public off-street pedestrian and bicycle accessways, and easements. All development shall be in conformance with the policies and design standards established by this chapter and with applicable standards in the City's public facility master plans and City design standards and specifications. In reviewing applications for development, the City Engineer shall take into consideration any approved development and the remaining development potential of adjacent properties. All street, water, sanitary sewer, storm drainage and utility plans associated with any development shall be reviewed and approved by the City Engineer prior to construction. All streets, driveways or storm drainage connections to another jurisdiction's facility or right-of-way shall be reviewed by the appropriate jurisdiction as a condition of the preliminary plat and when required by law or intergovernmental agreement shall be approved by the appropriate jurisdiction.

Finding: Complies with Condition. Compliance with the "Purpose and general provisions" of chapter 16.12 can be met by adhering to the following: the development plans shall comply with all current Oregon City Public Works design standards, specifications, codes, and policies prior to receiving a permit and beginning construction. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

16.12.011 - Applicability.

- A. *Compliance with this chapter is required for all development including land divisions, site plan and design review, master plan, detailed development plan and conditional use applications and all public improvements that are required in conjunction with a land use decision.*
- B. *Compliance with this chapter is also required for new construction or additions which exceed fifty percent of the existing square footage of all 3-4 plexes, single and two-family dwellings living space. Garages, carports, sheds, and porches may not be included in the calculation if these spaces are not living spaces. Accessory dwelling units are not subject to compliance with this chapter. All applicable 3-4 plexes, single and two -family dwellings shall provide any necessary dedications, easements or agreements as identified in the transportation system plan and this chapter, subject to constitutional limitations. In addition, the street frontage shall be improved to include the following priorities for improvements:*

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

The cost of compliance with the standards identified in 16.12.011.B.1 and 16.12.011.B.2 is calculated based on the square footage valuation from the State of Oregon Building Codes Division and limited to ten percent of the total construction costs. The value of the alterations and improvements is based on the total construction costs for a complete project rather than costs of various project component parts subject to individual building permits. The entire proposed construction project cost includes engineering and consulting fees and construction costs. It does not include permit fees, recording fees, or any work associated with drafting or recording dedications or easements.

- C. *Exemptions. The following are exempt from review by this chapter unless public improvements, driveways, PUEs, or other items regulated by this chapter are proposed.*
 - 1. *Minor Site Plan and Design Review applications*
 - 2. *Work within the right-of-way*
 - 3. *Lot Line Adjustments and Abandonments*
 - 4. *Public capital improvement projects*

Finding: Applicable. The application is a land division development; therefore, the development shall follow the standards set forth in OCMC 16.12.

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

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

Finding: Applicable. The city has exercised its regulatory management authority by providing findings within this staff report with conditions to be met by the applicant prior to working within all public rights-of-way.

16.12.013 - Modifications.

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

A. Compliance with the following criteria is required:

1. The modification meets the intent of the standard;

Finding: Not Applicable. No modification has been requested.

2. The modification provides safe and efficient movement of pedestrians, motor vehicles, bicyclists and freight;

Finding: Not Applicable. No modification has been requested.

3. The modification is consistent with an adopted transportation or utility plan; and

Finding: Not Applicable. No modification has been requested.

4. The modification is complementary with a surrounding street design; or, in the alternative;

Finding: Not Applicable. No modification has been requested.

5. If a modification is requested for constitutional reasons, the applicant shall demonstrate the constitutional provision or provisions to be avoided by the modification and propose a modification that complies with the state or federal constitution. The City shall be under no obligation to grant a modification in excess of that which is necessary to meet its constitutional obligations.

Finding: Not Applicable. No modification has been requested.

B. *The following modifications shall be processed as a Type I modification by the City Engineer using the criteria in 16.12.13.A.*

1. Modifications to driveway location, size, and sharing standards in 16.12.035

2. Modifications to sidewalk and planter strips widths and location in 16.12.016 that preserve existing street trees or trees on private property to ensure compliance with ADA standards.

Finding: Not Applicable. No modification has been requested.

16.12.014 - Administrative provisions.

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

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

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

- L. *Project Engineer's Certificate of Completion;*
- M. *Stormwater Operation and Maintenance Easement (if applicable);*
- N. *Deed of Dedication (Bargain and Sale Deed);*
- O. *Recorded Plat and/or Easements (if applicable);*
- P. *Recorded Non-Remonstrance Covenant Agreement;*
- Q. *Land Division Compliance Agreement (if applicable);*
- R. *Permanent Stabilization and/or Restoration of the impact from the development;*
- S. *Fulfillment of all Conditions of Approval;*
- T. *Payment of all Outstanding Fees;*
- U. *Maintenance Guarantee(s). per OCMC 17.50.141;*
- V. *Indemnity Agreement (if applicable);*
- W. *Completed Punchlist;*
- X. *As-Built Drawings;*

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

Finding: Not Applicable. The application does not propose development plans. This application will require a utility service permit and a sidewalk permit. None of the items listed in in 16.12.014 apply to this project.

16.12.015 - Street design—Generally.

Development shall be required to provide existing or future connections to adjacent sites through the use of vehicular and pedestrian access easements where applicable. Development shall provide any necessary dedications, easements or agreements as identified in the Transportation System Plan, Trails Master Plan, and/or Parks and Recreation Master Plan and this chapter, subject to constitutional limitations. The location, width and grade of street shall be considered in relation to: existing and planned streets, topographical conditions, public convenience and safety for all modes of travel, existing and identified future transit routes and pedestrian/bicycle accessways, overlay districts, and the proposed use of land to be served by the streets. The street system shall assure an adequate traffic

circulation system with intersection angles, grades, tangents and curves appropriate for the traffic to be carried considering the terrain. To the extent possible, proposed streets shall connect to all existing or approved stub streets that abut the development site. The arrangement of streets shall either:

A. Provide for the continuation or appropriate projection of existing principal streets in the surrounding area and on adjacent parcels or conform to a plan for the area approved or adopted by the City to meet a particular situation where topographical or other conditions make continuance or conformance to existing streets impractical;

B. Where necessary to give access to or permit a satisfactory future development of adjoining land, streets shall be extended to the boundary of the development and the resulting dead-end street (stub) may be approved with a temporary turnaround as approved by the City Engineer. Notification that the street is planned for future extension shall be posted on the stub street until the street is extended and shall inform the public that the dead-end street may be extended in the future. Access control in accordance with OCMC 16.12.017 shall be required to preserve the objectives of street extensions.

C. Adequate right-of-way and improvements to streets, pedestrian ways, bike routes and bikeways, and transit facilities shall be provided and be consistent with the City's Transportation System Plan.

Consideration shall be given to the need for street widening and other improvements in the area of the proposed development impacted by traffic generated by the proposed development. This shall include, but not be limited to, improvements to the right-of-way, such as installation of lighting, signalization, turn lanes, median and parking strips, traffic islands, paving, curbs and gutters, sidewalks, bikeways, street drainage facilities and other facilities needed because of anticipated vehicular and pedestrian traffic generation.

Finding: Complies with Condition. The existing intersection of 10th Street and Jefferson Street at the property's frontage is required to include an ADA access ramp from the sidewalk to the street that allows pedestrian access from the site to adjacent sites. ADA access ramps are required to be designed by an Oregon-licensed Civil Engineer and constructed to City standards. See finding in **Section 12.04.270 of this report. Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

16.12.016 - Street design.

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

Table 16.12.016 Street Design

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

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

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

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

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

1. Pavement width includes, bike lane, street parking, travel lanes and median.
2. Public access, sidewalks, landscape strips, bike lanes and on-street parking are required on both sides of the street in all designations. The right-of-way width and pavement widths identified above include the total street section.
3. A 0.5 foot curb is included in landscape strip or sidewalk width.
4. Travel lanes may be through lanes or turn lanes.
5. The 0.5 foot public access provides access to adjacent public improvements.
6. Alleys shall have a minimum right-of-way width of twenty feet and a minimum pavement width of sixteen feet. If alleys are provided, garage access shall be provided from the alley.
7. A raised concrete median or landscape median shall be utilized for roads identified to have access restrictions.
8. A public utility easement (PUE) shall be provided on both sides of the right-of-way or public access easement on private property as identified in 16.12.85.

Finding: Not Applicable. All existing abutting street improvements of Table 16.12.016 meet or exceed standards. No road improvements are required as part of this application

A. Sidewalks. The applicant shall provide for sidewalks on both sides of all public streets, on any private street if so required by the decision-maker, and in any special pedestrian way within the development. Both sidewalks and curbs are to be constructed to City standards and at widths set forth above, and according to plans and specifications provided by the City Engineer. Exceptions to this requirement may be allowed in order to accommodate topography, trees or some similar site constraint. In the case of major or minor arterials, the decision-maker may approve a development without sidewalks where sidewalks are found to be dangerous or otherwise impractical to construct or are not reasonably related to the applicant's development. The decision-maker may require the applicant to provide sidewalks concurrent with the issuance of the initial building permit within the area that is the subject of the development application. Applicants for partitions may be allowed to meet this requirement by providing the City with a financial guarantee per OCMC 16.12.110.

Finding: Not Applicable. No new sidewalks are proposed or are required as part of this application.

B. Pedestrian and Bicycle Accessways Routes. If deemed appropriate to extend pedestrian and bicycle routes, existing or planned, the decision-maker may require the installation of separate pedestrian and bicycle facilities.

Finding: Not Applicable. No abutting property includes a pedestrian or bicycle route that is required by this section to be extended through the subject property.

C. Street Name Signs and Traffic Control Devices. The applicant shall install street signs and traffic control devices as directed by the City Engineer. Street name signs and traffic control devices shall be in conformance with all applicable City regulations and standards.

Finding: Not Applicable. No street name signs or other traffic control devices are proposed by or required of this application.

D. Street Lights. The applicant shall install street lights which shall be served from an underground source of supply. Street lights shall be in conformance with all City regulations.

Finding: Not Applicable. Street lighting is adequate along the frontage. No additional lighting is required.

E. Any new street proposed with a pavement width of less than thirty-two feet shall be processed through OCMC 16.12.013 and meet minimum life safety requirements, which may include fire suppression devices as determined by the Fire Marshall to assure an adequate level of fire and life safety. The modified street shall have no less than a twenty-foot wide unobstructed travel lane.

Finding: Not Applicable. A new street with a pavement width of less than thirty-two feet has not been proposed.

F. All development shall include vegetated planter strips that are five feet in width or larger and located between the sidewalk and curb unless otherwise approved pursuant to this chapter. All development shall utilize the vegetated planter strip for the placement of street trees or place street trees in other acceptable locations, as prescribed by OCMC 12.08. Development proposed along a collector, minor arterial, or major arterial roads may place street trees within tree wells within a wider sidewalk in lieu of a planter strip. In addition to street trees per OCMC 12.08, vegetated planter strips shall include ground cover and/or shrubs spaced four feet apart and appropriate for the location. No invasive or nuisance plant species shall be permitted.

Finding: Not Applicable. Existing vegetated planter strips along both property frontages are at least 5 feet in width and are located between the curb and sidewalk. No additional vegetated planter strips are required. See OCMC Chapter 12.08 for street tree requirements.

G. Vehicle and pedestrian access easements may serve in lieu of streets when approved by the decision maker and only where dedication of a street is deemed impracticable.

Finding: Not Applicable. The decision maker has not approved access easements in lieu of streets nor has dedication of a street been proposed or required.

H. Vehicular and pedestrian easements shall allow for public access and shall comply with all applicable pedestrian access requirements.

Finding: Not Applicable. No vehicular or pedestrian easements are proposed.

16.12.017 - Street design—Access control.

A. A street which is dedicated to end at the boundary of the development or in the case of half-streets dedicated along a boundary shall have an access control granted to the City as a City controlled plat restriction for the purposes of controlling ingress and egress to the property adjacent to the end of the dedicated street. The access control restriction shall exist until such time as a public street is created, by dedication and accepted, extending the street to the adjacent property.

Finding: Not Applicable. No new streets with an access control are required.

B. The City may grant a permit for the adjoining owner to access through the access control.

Finding: Not Applicable. No new streets with an access control are required.

C. The plat shall contain the following access control language or similar on the face of the map at the end of each street for which access control is required: "Access Control (See plat restrictions)."

Finding: Not Applicable. No new streets with an access control are required.

D. Said plats shall also contain the following plat restriction note(s): "Access to (name of street or tract) from adjoining tracts (name of deed document number[s]) shall be controlled by the City of Oregon City by the recording of this plat, as shown. These access controls shall be automatically terminated upon the acceptance of a public road dedication or the recording of a plat extending the street to adjacent property that would access through those Access Controls."

Finding: Not Applicable. No new streets with an access control are required.

16.12.018 - Street design—Alignment.

The centerline of streets shall be:

A. Aligned with existing streets by continuation of the centerlines; or

B. Offset from the centerline by no more than five feet, provided appropriate mitigation, in the judgment of the City Engineer, is provided to ensure that the offset intersection will not pose a safety hazard.

C. Driveways that are at least twenty-four feet wide shall align with existing or planned streets on adjacent sites.

Finding: Not Applicable. No street extensions or driveways are proposed.

16.12.019 - Traffic sight obstructions.

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

Finding: Not Applicable. No new streets are proposed.

16.12.020 - Street design—Intersection angles.

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

Finding: Not Applicable. No new intersections are being created.

16.12.021 - Street design—Grades and curves.

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

Finding: Not Applicable. No new streets are proposed.

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

Where development abuts or contains an existing or proposed arterial or collector street, the decision maker may require: access control; screen planting or wall contained in an easement or otherwise protected by a restrictive covenant in a form acceptable to the decision maker along the rear or side

property line; or such other treatment it deems necessary to adequately protect residential properties or afford separation of through and local traffic. Reverse frontage lots with suitable depth may also be considered an option for residential property that has arterial frontage. Where access for development abuts and connects for vehicular access to another jurisdiction's facility then authorization by that jurisdiction may be required.

Finding: Not Applicable. The development does not abut or create an arterial or collector street.

16.12.023 - Street design—Pedestrian and bicycle safety.

Where deemed necessary to ensure public safety, reduce traffic hazards and promote the welfare of pedestrians, bicyclists and residents of the subject area, the decision maker may require that local streets be so designed as to discourage their use by nonlocal automobile traffic.

The City Engineer may require that crosswalks include a large vegetated or sidewalk area which extends into the street pavement as far as practicable to provide safer pedestrian crossing opportunities. These curb extensions can increase the visibility of pedestrians and provide a shorter crosswalk distance as well as encourage motorists to drive slower. The City Engineer may approve an alternative design that achieves the same standard for constrained sites.

Finding: Not Applicable. The development does not propose new street designs. The City Engineer has not required that crosswalks include a large vegetated or sidewalk area which extends into the street pavement as far as practicable to provide safer pedestrian crossing opportunities.

16.12.024 - Street design—Half street.

Half streets, while generally not acceptable, may be approved where essential to the development, when in conformance with all other applicable requirements, and where it will not create a safety hazard.

When approving half streets, the decision maker shall first determine that it will be practical to require the dedication of the other half of the street when the adjoining property is divided or developed. Where the decision maker approves a half street, the applicant shall construct a half street with at least twenty feet of pavement width and provide signage prohibiting street parking so as to make the half street safe until such time as the other half is constructed. Whenever a half street is adjacent to property capable of being divided or developed, the other half of the street shall be provided and improved when that adjacent property divides or develops. Access control may be required to preserve the objectives of half streets.

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

Finding: Not Applicable. This application does not propose any half streets.

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

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

A. When permitted, access from new cul-de-sacs and permanent dead-end streets shall be limited to a maximum of twenty-five dwelling units.

Finding: Not Applicable. No cul-de-sacs or dead-end streets are proposed or required for this development.

B. Cul-de-sacs and permanent dead-end streets shall include pedestrian/bicycle accessways to meet minimum block width standards as prescribed in OCMC 16.12.030.

Finding: Not Applicable. No cul-de-sacs or dead-end streets are proposed or required for this development.

C. Cul-de-sacs shall have sufficient radius to provide adequate turn-around for emergency vehicles in accordance with fire district and City adopted street standards.

Finding: Not Applicable. No cul-de-sacs or dead-end streets are proposed or required for this development.

D. Permanent dead-end streets shall provide public street right-of-way/easements sufficient to provide a sufficient amount of turn-around space complete with appropriate no-parking signs or markings to accommodate waste disposal, sweepers, emergency and other long vehicles in the form of a hammerhead or other design to be approved by the decision maker.

Finding: Not Applicable. No cul-de-sacs or dead-end streets are proposed or required for this development.

E. In the case of dead-end stub streets that will connect to streets on adjacent sites in the future, notification that the street is planned for future extension shall be posted on the stub street until the street is extended and shall inform the public that the dead-end street may be extended in the future. A dead-end street shall include signage or barricade meeting Manual on Uniform Traffic Control Devices (MUTCD).

Finding: Not Applicable. No cul-de-sacs or dead-end streets are proposed or required for this development.

16.12.026 - Street design—Alleys.

Alleys with public access easements on private property shall be provided in the Park Place and South End concept plan areas for the following districts R-5, R-3.5, R-2, MUC-1, MUC-2 and NC zones unless other permanent provisions for private access to off-street parking and loading facilities are approved by the decision maker. All alleys intended to provide access for emergency vehicles shall be a minimum width of twenty feet. The corners of alley intersections shall have a radius of not less than ten feet and shall conform to standards approved by the City Engineer. Access easements and maintenance agreements shall be recorded on affected properties.

Finding: Not Applicable. No alleys are proposed or required for this development.

16.12.027 - Street design—Off-site street improvements.

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

Finding: Not Applicable. No off-site street improvements are proposed or required for this development.

16.12.028 - Street design—Transit.

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

Finding: Not Applicable. No new streets are required or proposed and the existing streets adjacent to the development are laid out in a manner that promotes pedestrian and bicycle circulation.

16.12.029 - Excavations—Restoration of pavement.

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

Finding: Complies with Condition. Pavement cuts are proposed within Jefferson Street due to required utility service installation(s). Pavement cuts or other improvements made in a City street or alley shall be constructed in accordance with the City of Oregon City Public Works Pavement Cut Standards and restored in accordance with the City of Oregon City Public Works Pavement Cut Standards. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

16.12.030 - Blocks—Width.

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

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

Finding: Not Applicable. Existing block widths at 10th Street and Jefferson Street meet standards. No new streets creating new blocks are proposed.

16.12.031 - Street design—Street names.

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

Finding: Not applicable. No new street is required or proposed.

16.12.032 – Public off-street pedestrian and bicycle accessways.

Pedestrian/bicycle accessways are intended to provide direct, safe and convenient connections between residential areas, retail and office areas, institutional facilities, industrial parks, transit streets, neighborhood activity centers, rights-of-way, and pedestrian/bicycle accessways which minimize out-of-

direction travel, and transit-orientated developments where public street connections for automobiles, bicycles and pedestrians are unavailable. Pedestrian/bicycle accessways are appropriate in areas where public street options are unavailable, impractical or inappropriate. Pedestrian and bicycle accessways are required through private property or as right-of-way connecting development to the right-of-way at intervals not exceeding 330 feet of frontage; or where the lack of street continuity creates inconvenient or out of direction travel patterns for local pedestrian or bicycle trips.

Finding: Not Applicable. Existing street continuity allows for direct, safe and convenient connections and minimizes out-of-direction travel.

A. Entry points shall align with pedestrian crossing points along adjacent streets and with adjacent street intersections.

Finding: Not Applicable. No new entry points are proposed.

B. Accessways shall be free of horizontal obstructions and have a nine foot six inch high vertical clearance to accommodate bicyclists. To safely accommodate both pedestrians and bicycles, accessway right-of-way widths shall be as follows:

- 1. Accessways shall have a fifteen- foot wide right-of-way with a seven-foot wide paved surface with a minimum four-foot planter strip on either side.*
- 2. If an accessway also provides secondary fire access, the right-of-way width shall be at least twenty-four feet wide with a - sixteen foot paved surface between four-foot planter strips on either side.*

Finding: Not Applicable. No accessways are proposed or required.

C. Accessways shall be direct with at least one end point of the accessway always visible from any point along the accessway. On-street parking shall be prohibited within fifteen feet of the intersection of the accessway with public streets to preserve safe sight distance and promote safety.

Finding: Not Applicable. No accessways are proposed or required.

D. To enhance pedestrian and bicycle safety, accessways shall be lighted with pedestrian-scale lighting. Accessway lighting shall be to a minimum level of one-half-foot-candles, a one and one-half foot-candle average, and a maximum to minimum ratio of seven-to-one and shall be oriented not to shine upon adjacent properties. Street lighting shall be provided at both entrances.

Finding: Not Applicable. No accessways are proposed or required.

E. Accessways shall comply with Americans with Disabilities Act (ADA).

Finding: Not Applicable. No accessways are proposed or required.

F. The planter strips on either side of the accessway shall be landscaped along adjacent property by installation of the following:

- 1. Either an evergreen hedge screen of thirty to forty-two inches high or shrubs spaced no more than four feet apart on average; and*
- 2. Ground cover covering one hundred percent of the exposed ground. No bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees; and*
- 3. A two-inch minimum caliper tree for every thirty-five -feet along the accessway. Trees may be planted on either side of the accessway, provided they are spaced no more than thirty-five feet apart; and*
- 4. In satisfying the requirements of this section, evergreen plant materials that grow over forty-two inches in height shall be avoided. All plant materials shall be selected from the Oregon City Native Plant List.*

Finding: Not Applicable. No accessways are proposed or required.

G. Accessways shall be designed to prohibit unauthorized motorized traffic. Curbs and removable, lockable bollards are suggested mechanisms to achieve this.

Finding: Not Applicable. No accessways are proposed or required.

H. Accessway surfaces shall be paved with all-weather materials as approved by the City. Pervious materials are encouraged. Accessway surfaces shall be designed to drain stormwater runoff to the side or sides of the accessway. Minimum cross slope shall be two percent.

Finding: Not Applicable. No accessways are proposed or required.

I. In parks, greenways or other natural resource areas, accessways may be approved with a five-foot wide gravel path with wooden, brick or concrete edgings.

Finding: Not Applicable. No accessways are proposed or required.

J. The decision maker may approve an alternative accessway design due to existing site constraints through the modification process set forth in OCMC 16.12.013.

Finding: Not Applicable. No accessways are proposed or required.

K. Ownership, liability and maintenance of accessways. To ensure that all pedestrian/bicycle accessways will be adequately maintained over time, the City Engineer shall require one of the following:

- 1. Dedicate the accessways to the public as public right-of-way prior to the final approval of the development; or*
- 2. The developer incorporates the accessway into a recorded easement or tract that specifically requires the property owner and future property owners to provide for the ownership, liability and maintenance of the accessway.*

Finding: Not Applicable. No accessways are proposed or required.

16.12.033 - Mobility standards.

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

A. For intersections within the regional center, the following mobility standards apply:

- 1. During the first hour, a maximum v/c ratio of 1.10 shall be maintained. For signalized intersections, this standard applies to the intersection as a whole. For unsignalized intersections, this standard applies to movements on the major street. There is no performance standard for the minor street approaches.*
- 2. During the second hour, a maximum v/c ratio of 0.99 shall be maintained at signalized intersections. For signalized intersections, this standard applies to the intersection as a whole. For unsignalized intersections, this standard applies to movements on the major street. There is no performance standard for the minor street approaches.*

3. Intersections located on the Regional Center boundary shall be considered within the Regional Center.

B. For intersections outside of the Regional Center but designated on the Arterial and Throughway Network, as defined in the Regional Transportation Plan, the following mobility standards apply:

1. During the first hour, a maximum v/c ratio of 0.99 shall be maintained. For signalized intersections, this standard applies to the intersection as a whole. For unsignalized intersections, this standard applies to movements on the major street. There is no performance standard for the minor street approaches.

2. During the second hour, a maximum v/c ratio of 0.99 shall be maintained at signalized intersections. For signalized intersections, this standard applies to the intersection as a whole. For unsignalized intersections, this standard applies to movements on the major street. There is no performance standard for the minor street approaches.

C. For intersections outside the boundaries of the Regional Center and not designated on the Arterial and Throughway Network, as defined in the Regional Transportation Plan, the following mobility standards apply:

1. For signalized intersections:

a. During the first hour, LOS "D" or better will be required for the intersection as a whole and no approach operating at worse than LOS "E" and a v/c ratio not higher than 1.0 for the sum of the critical movements.

b. During the second hour, LOS "D" or better will be required for the intersection as a whole and no approach operating at worse than LOS "E" and a v/c ratio not higher than 1.0 for the sum of the critical movements.

2. For unsignalized intersections outside of the boundaries of the Regional Center:

a. For unsignalized intersections, during the peak hour, all movements serving more than twenty vehicles shall be maintained at LOS "E" or better. LOS "F" will be tolerated at movements serving no more than twenty vehicles during the peak hour.

D. For the intersection of OR 213 & Beavercreek Road, the following mobility standards apply:

1. During the first, second & third hours, a maximum v/c ratio of 1.00 shall be maintained. Calculation of the maximum v/c ratio will be based on an average annual weekday peak hour.

E. Until the City adopts new performance measures that identify alternative mobility targets, the City shall exempt proposed development that is permitted, either conditionally, outright, or through detailed development master plan approval, from compliance with the above-referenced mobility standards for the following state-owned facilities:

I-205/OR 99E Interchange

State intersections located within or on the Regional Center Boundaries

1. In the case of conceptual development approval for a master plan that impacts the above references intersections:

a. The form of mitigation will be determined at the time of the detailed development plan review for subsequent phases utilizing the Code in place at the time the detailed development plan is submitted; and

b. Only those trips approved by a detailed development plan review are vested.

2. Development which does not comply with the mobility standards for the intersections identified in OCMC 16.12.033 shall provide for the improvements identified in the Transportation System Plan (TSP) in an effort to improve intersection mobility as necessary to offset the impact caused by development. Where required by other provisions of the Code, the applicant shall provide a traffic impact study that includes an assessment of the development's impact on the intersections identified in this exemption and shall construct the intersection improvements listed in the TSP or required by the Code.

Finding: Complies as Proposed. The proposal is for a two-lot partition of to divide two existing units. The development will generate traffic volumes that are below the threshold at which transportation analysis is required by Oregon City and will have a minimal impact to the existing transportation system.

16.12.035 - Driveways.

A. All new development, redevelopment, and capital improvement projects shall meet the minimum driveway spacing standards identified in Table 16.12.035.A. Minor Site Plan and Design Review do not follow these standards unless a request is made to modify the driveway.

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

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

Finding: Not Applicable. No driveways are proposed.

C. Nonresidential or multi-family residential use driveways that generate high traffic volumes as determined by a traffic analysis shall be treated as intersections and shall adhere to requirements of OCMC 16.12.020.

Finding: Not Applicable. No driveways are proposed.

D. Only one driveway is allowed per street frontage classified as a local street and in no case shall more than two driveways (one per frontage) be allowed for any single family attached or detached residential property, duplex, 3- 4 plex, or property developed with an ADU or internal conversion with multiple frontages, unless otherwise approved by the City Engineer.

Finding: Not Applicable. No driveways are proposed.

E. When a property fronts multiple roads, access shall be provided from and limited to the road with the lowest classification in the Transportation System Plan whenever possible to minimize points of access to arterials and collectors. Access shall not be provided on Arterial or Collector roads unless there is no other alternative. At the discretion of the City Engineer, properties fronting a collector or arterial road may be allowed a second driveway, for the creation of a circulation pattern that eliminates reverse maneuvers for vehicles exiting a property if applied for and granted through procedures in OCMC 16.12.013. All lots proposed with a driveway and lot orientation on a collector or minor arterial shall combine driveways into one joint access per two or more lots unless the City Engineer determines that:

1. No driveway access may be allowed since the driveway(s) would cause a significant traffic safety hazard; or
2. Allowing a single driveway access per lot will not cause a significant traffic safety hazard.

Finding: Not Applicable. No driveways are proposed.

F. All driveway approaches shall be limited to the dimensions identified in Table 16.12.035.D.

Table 16.12.035.D Driveway Approach Size Standards			
Property Use	Minimum Driveway Approach Width		Maximum Driveway Approach Width
Single-Family	10 feet		24 feet
Duplexes	12 feet		24 feet
3-4 Plexes	12 feet		36 feet
Multi-Family	18 feet		30 feet
Commercial, Industrial, Office, Institutional, Mixed Use, and/or Nonresidential	One-Way 12 feet	Two-Way 20 feet	40 feet

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

Finding: Not Applicable. No driveways are proposed.

G. The City Engineer reserves the right to require a reduction in the number and size of driveway approaches as far as practicable for any of the following purposes:

1. To provide adequate space for on-street parking;
 2. To facilitate street tree planting requirements;
 3. To assure pedestrian and vehicular safety by limiting vehicular access points; and
 4. To assure that adequate sight distance requirements are met.
- a. Where the decision maker determines any of these situations exist or may occur due to the approval of a proposed development for non-residential uses or attached or multi-family housing, a shared driveway shall be required and limited to twenty-four feet in width adjacent to the sidewalk or property line.

Finding: Not Applicable. No driveways are proposed.

H. For all driveways, the following standards apply.

1. Each new or redeveloped curb cut shall have an approved concrete approach or asphalted street connection where there is no concrete curb and a minimum hard surface for at least ten feet back into the property as measured from the current edge of sidewalk or street pavement to provide for controlling gravel tracking onto the public street. The hard surface may be concrete, asphalt, or other surface approved by the City Engineer.
2. Any driveway approach built within public right-of-way shall be built and permitted per City requirements as approved by the City Engineer.
3. No driveway with a slope of greater than fifteen percent shall be permitted without approval of the City Engineer.

Finding: Not Applicable. No driveways are proposed.

I. Exceptions. The City Engineer reserves the right to waive these standards or not allow driveway access, if the driveway(s) would cause a significant traffic safety hazard. Narrower or wider driveway widths may be considered where field conditions preclude use of recommended widths. When larger vehicles and trucks will be the predominant users of a particular driveway, turning templates may be utilized to develop a driveway width that can safely and expeditiously accommodate the prevalent type of ingress and egress traffic.

Finding: Not Applicable. No driveways are proposed.

16.12.065 - Building site—Grading.

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

Finding: Not Applicable. No building site grading is proposed.

16.12.085 - Easements.

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

A. Utilities. Utility easements shall be required where necessary as determined by the City Engineer. Insofar as practicable, easements shall be continuous and aligned from block-to-block within the development and with adjoining subdivisions or partitions.

1. Specific public utility easements for water, sanitary or storm drainage shall be provided based on approved final engineering plans conforming to the requirements found within the applicable Design Standards.

2. Conveyance of public utility easements for gas, electric, telecommunication, and fiberoptic shall be required where necessary as determined by the City Engineer. The City Engineer will require the easement unless it is found that the utility can be placed in a different location or can be placed in a smaller easement than what is required. The easement shall be located adjacent to all public right of ways or public access easements within private property. In the event that the provision of a public utility easement would create a conflict with achieving compliance with another part of the code, the location and width may be adjusted by the City Engineer.

a. The easement shall be 10 feet in the R-10, R-8, R-6, R-5, R-3.5, R-2, GI, and CI zones

b. The easement shall be a minimum of 5 feet in the NC, HC, I, C, MUC-1, MUC-2, MUE, MUD, and WFDD zones.

a. The applicant shall obtain a written determination from all utilities that the minimum 5 foot PUE coupled with use of a minimum of a 5 foot area under the public sidewalk or parkway area is sufficient to serve the development. Where the minimum width is deemed inadequate, a modification shall be required.

c. An applicant may seek a modification to the public utility easement dedication requirement using 16.12.013.

Finding: Not Applicable. Due to the existing nature of the neighborhood with a lack of public utility easements and the presence of already existing overhead utility infrastructure, it has been determined that no easement will be required of this application.

B. Unusual Facilities. Easements for unusual facilities such as high voltage electric transmission lines, drainage channels and stormwater detention facilities shall be adequately sized for their intended purpose, including any necessary maintenance roads. These easements shall be shown to scale on the preliminary and final plats or maps. If the easement is for drainage channels, stormwater detention facilities or related purposes, the easement shall comply with the requirements of the Public Works Stormwater and Grading Design Standards.

Finding: Not Applicable. No unusual facilities are proposed.

C. Watercourses. Where a development is traversed or bounded by a watercourse, drainageway, channel or stream, a stormwater easement or drainage right-of-way shall be provided which conforms substantially to the line of such watercourse, drainageway, channel or stream and is of a sufficient width

to allow construction, maintenance and control for the purpose as required by the responsible agency. For those subdivisions or partitions which are bounded by a stream of established recreational value, setbacks or easements may be required to prevent impacts to the water resource or to accommodate pedestrian or bicycle paths.

Finding: Not Applicable. The application does not affect any watercourses.

D. Access. When easements are used to provide vehicular access to lots within a development, the construction standards, but not necessarily width standards, for the easement shall meet City specifications. The minimum width of the easement shall be 20 feet. The easements shall be improved and recorded by the applicant and inspected by the City Engineer. Access easements may also provide for utility placement.

Finding: Not Applicable. The application has not proposed any joint access use; therefore, no access easements are required

E. Resource Protection. Easements or other protective measures may also be required as the Community Development Director deems necessary to ensure compliance with applicable review criteria protecting any unusual significant natural feature or features of historic significance.

Finding: Not Applicable. The application does not impact any natural resources; therefore, no access easements are required

16.12.090 - Minimum improvements—Procedures.

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

A. Improvement work shall not commence until construction plans have been reviewed and approved by the City Engineer and to the extent that improvements are located in County or State right-of-way, they shall be approved by the responsible authority. To the extent necessary for evaluation of the proposal, the plans may be required before approval of the preliminary plat of a subdivision or partition. Expenses incurred thereby shall be borne by the applicant and paid for prior to final plan review.

Finding: Applicable. Required improvements shall meet the standards of this section per provisions of permitting.

B. Improvements shall be constructed under the inspection and approval of the City Engineer. Expenses incurred thereby shall be borne by the applicant and paid prior to final approval. Where required by the City Engineer or other City decision-maker, the applicant's project engineer also shall inspect construction.

Finding: Applicable. City Engineer approval of inspection shall be a provision of permitting.

C. Erosion control or resource protection facilities or measures are required to be installed in accordance with the requirements of OCMC 17.47, 17.49 and the Public Works Erosion and Sediment Control Standards.

Finding: Not Applicable. Erosion control is not required for this project per OCMC 17.47, 17.49, and the Public Works Erosion and Sediment Control Standards.

D. Underground utilities, waterlines, sanitary sewers and storm drains installed in streets shall be constructed prior to the surfacing of the streets. Stubs for service connections for underground utilities,

such as, storm, water and sanitary sewer shall be placed beyond the ten-foot-wide public utility easement within private property as defined in OCMC 16.12.85.A.2.

Finding: Complies with Condition. Required sanitary and water services shall be constructed prior to surfacing of streets per OCMC 16.12.095. No other street surfacing is proposed or required for this application. **See findings in OCMC Section 16.12.095.C.**

E. As-built construction plans and digital copies of as-built drawings shall be filed with the City Engineer upon completion of the improvements.

Finding: Not Applicable. As-built construction plans are not required of this application.

F. The City Engineer may regulate the hours of construction and access routes for construction equipment to minimize impacts on adjoining residences or neighborhoods.

Finding: Applicable. The applicant shall comply with permitted hours of construction as set forth by the City Engineer; this requirement shall be a provision of permitting.

16.12.095 – Minimum improvements—Public facilities and services.

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

A. Transportation System. Applicants and all subsequent lot owners shall be responsible for improving the City's planned level of service on all public streets, including alleys within the development and those portions of public streets adjacent to but only partially within development. Applicants are responsible for designing and providing adequate vehicular, bicycle and pedestrian access to their developments and for accommodating future access to neighboring undeveloped properties that are suitably zoned for future development. Storm drainage facilities shall be installed and connected to off-site natural or man-made drainageways. Upon completion of the street improvement survey, the applicant shall reestablish and protect monuments of the type required by ORS 92.060 in monument boxes with covers at every public street intersection and all points of curvature and points of tangency of their center line, and at such other points as directed by the City Engineer.

Finding: Complies as Proposed. The proposal is for a two-lot partition of to divide two existing units. The development will generate traffic volumes that are below the threshold at which transportation analysis is required by Oregon City and will have a minimal impact to the existing transportation system.

B. Stormwater Drainage System. Applicants shall design and install drainage facilities within a development and shall connect the development's drainage system to the appropriate downstream storm drainage system as a minimum requirement for providing services to the applicant's development. The applicant shall obtain county or state approval when appropriate. Applicants are responsible for extending the appropriate storm drainage system to the development site and for providing for the connection of upgradient properties to that system. The applicant shall design the drainage facilities in accordance with City drainage master plan requirements, OCMC 13.12 and the Public Works Stormwater and Grading Design Standards.

Finding: Not Applicable. The development does not propose a stormwater drainage system. No new structures and thus impervious surfaces on private property are proposed and required improvements do not require a stormwater drainage system to be designed and constructed per OCMC 13.12.

C. Sanitary Sewer System. The applicant shall design and install a sanitary sewer system to serve all lots or parcels within a development in accordance with the City's sanitary sewer design standards, and shall connect those lots or parcels to the City's sanitary sewer system, except where connection is required to the county sanitary sewer system as approved by the county. Applicants are responsible for extending the City's sanitary sewer system to the development site and through the applicant's property to allow for the future connection of neighboring undeveloped properties that are suitably zoned for future development. The applicant shall obtain all required permits and approvals from all affected jurisdictions prior to final approval and prior to commencement of construction. Design shall be approved by the City Engineer before construction begins.

Finding: Complies with Condition. The existing single-family home at 917 Jefferson Street is required to abandon the existing sanitary sewer service and construct a new service to City standards. The existing party line serving 716 10th Street is required to be brought to standards per OCMC 16.12.095 C. Construction of all new service laterals requires a permit from Public Works. 716 10th Street must either abandon from the party line with 714 10th Street, dedicate a private sewer easement for 714 10th Street, and construct a new service to the City main per OCMC 12.04.270; or, video inspect the existing party line for satisfactory condition as approved by Public Works, construct a new service for 714 10th Street, and abandon 714 10th Street from the party line. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

D. Water System. The applicant shall design and install a water system to serve all lots or parcels within a development in accordance with the City public works water system design standards, and shall connect those lots or parcels to the City's water system. Applicants are responsible for extending the City's water system to the development site and through the applicant's property to allow for the future connection of neighboring undeveloped properties that are suitably zoned for future development.

Finding: Complies with Condition. The existing single-family home at 917 Jefferson Street is required to abandon its water service connection to 716 10th Street with a Building Department plumbing permit. 917 Jefferson Street is required to tap a new water service to the City main at its frontage per OCMC 12.04.270. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

E. Street Trees. Refer to OCMC 12.08, Street Trees.

Finding: See findings from section 12.08.

F. Bench Marks. At least one bench mark shall be located within the subdivision boundaries using datum plane specified by the City Engineer.

Finding: Not Applicable. No subdivision is proposed.

G. Other Utilities. The applicant shall make all necessary arrangements with utility companies or other affected parties for the installation of underground lines and facilities. All new utilities shall be placed underground unless the respective franchise agreements allow otherwise or unless it is physically or technically impossible to comply with applicable standards. Existing electrical lines and other wires, including but not limited to telecommunication, street lighting and fiberoptic shall be relocated underground.

1. *Exemptions to relocation of existing overhead utilities to underground for property development as follows (Only one exemption criteria is required to be exempt from this requirement):*

- a. *No transmission or feeder lines shall be relocated underground unless approved by the City Engineer.*

- b. *Properties with less than 1.0 acre of ownership and area shall not be required to relocate existing overhead utilities unless required by the franchise utility.*
 - c. *Properties with less than 200 feet of frontage on any individual roadway shall not be required to relocate existing overhead utilities unless required by the franchise utility.*
 - d. *Land divisions Properties which propose with 5 or less fewer subdivided lots shall not be required to relocate existing overhead utilities unless required by the franchise utility.*
2. *The exemptions in G.1. do not apply if properties within the same block were required to relocate the overhead utilities within the past 10 years. In those cases, the existing overhead utilities shall be relocated underground.*
 3. *When any franchise utility (electric, gas, telecommunication, fiberoptic, street lighting or similar utility) is installed along an existing or new roadway, the utility shall be installed within the existing or proposed public utility easement unless it is physically or technically impossible.*
 4. *These requirements do not apply to work by a franchise utility for improvement, repair, alteration or addition to their existing systems.*

Finding: Not Applicable. No new franchise utilities are proposed. Existing overhead lines shall not be undergrounded per Section 1. Exemptions a., b., c., and d. No properties within the same block were required to underground utilities within the past 10 years per Section 2.

H. Oversizing of Facilities. All facilities and improvements shall be designed to City standards as set out in the City's facility master plan, public works design standards, or other City ordinances or regulations. Compliance with facility design standards shall be addressed during final engineering. A development may be required to modify or replace existing offsite systems if necessary to provide adequate public facilities. The City may require oversizing of facilities to meet standards in the City's facility master plan or to allow for orderly and efficient development. Where oversizing is required, the applicant may request reimbursement from the City for oversizing based on the City's reimbursement policy and funds available, or provide for recovery of costs from intervening properties as they develop.

Finding: Not Applicable. No facilities are required to be oversized as part of this application.

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

Finding: Not Applicable. No erosion control is required for this proposal per standards of OCMC 17.47.

16.12.100 - Same—Road standards and requirements.

A. The creation of a public street and the resultant separate land parcels shall be in conformance with requirements for subdivisions or partitions and the applicable street design standards of this Chapter. However, the decision-maker may approve the creation of a public street to be established by deed without full compliance with the regulations applicable to subdivisions or partitions where any of the following conditions exist:

1. *The establishment of the public street is initiated by the City Commission and is declared essential for the purpose of general traffic circulation and the partitioning of land is an incidental effect rather than the primary objective of the street;*
2. *The tract in which the street is to be dedicated is within an isolated ownership either not over one acre or of such size and characteristics as to make it impossible to develop building sites for more than three dwelling units.*

Finding: Not Applicable. The creation of a new public street is not proposed or required.

B. For any public street created pursuant to subsection A of this section, a copy of a preliminary plan and the proposed deed shall be submitted to the Community Development Director and City Engineer at least ten days prior to any public hearing scheduled for the matter. The plan, deed and any additional information the applicant may submit shall be reviewed by the decision-maker and, if not in conflict with the standards of Title 16 and Title 17, may be approved with appropriate conditions.

Finding: Not Applicable. The applicant has not proposed the creation of a public street to be established by deed without full compliance with the regulations applicable to subdivisions or partitions.

C. The design and construction of public streets shall be per the standards found in this chapter and the most recent version of any City Design and Construction Standards.

Finding: Not Applicable. No public streets or improvements are proposed. The design and construction of required public street improvements per City Design and Construction Standards shall be a provision of permitting.

16.12.105 - Same—Timing requirements.

A. Prior to applying for final plat approval, the applicant shall either complete construction of all public improvements required as part of the preliminary plat approval or guarantee the construction of those improvements. Whichever option the applicant elects shall be in accordance with OCMC 17.50.140.

Finding: See findings from OCMC 17.50.140 of this report regarding timing of construction of improvements and guarantee for construction of improvements.

B. Construction. The applicant shall construct the public improvements according to approved final engineering plans and all applicable requirements of this Code, and under the supervision of the City Engineer. Under this option, the improvement shall be complete and accepted by the City Engineer prior to final plat approval.

Finding: Complies with Condition. Public improvements are required to be completed and accepted by the City Engineer. Public improvements shall be constructed according to approved final engineering plans prior to platting. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

16.12.110 -Public improvements—Financial guarantees.

A. To ensure construction of required public improvements, the applicant shall provide the City with a performance guarantee in accordance with OCMC 17.50.140.

Finding: Please see findings from Section 17.50.140 of this report.

B. After satisfactory completion of required public improvements and facilities, all public improvements not constructed by the City, shall be maintained and under warranty provided by the property owner or developer constructing the facilities until the City accepts the improvements at the end of the warranty period as prescribed in OCMC 17.50.141.

Finding: Please see findings from Section 17.50.141 of this report.

16.12.120 Waiver of Remonstrance

The review authority may require a property owner to sign a waiver of remonstrance against the formation of and participation in a local improvement district where it deems such a waiver necessary to provide needed improvements reasonably related to the impacts created by the proposed development. To ensure compliance with this chapter, the review authority may require an applicant to sign or accept a legal and enforceable covenant, contract, dedication, easement, performance guarantee, or other document, which shall be approved in form by the City Attorney.

Finding: Complies with Condition. The property owner(s) shall sign a Restrictive Covenant Non-Remonstrance Agreement for the purpose of making storm sewer, sanitary sewer, water or street improvements in the future that benefit the property and all fees associated with processing and recording the Non-Remonstrance Agreement shall be paid prior to platting. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

CHAPTER 17.47 – EROSION AND SEDIMENT CONTROL

17.47.030 - Applicability.

A. This chapter, which may also be referred to as "erosion control" in this Code, applies to development that may cause visible or measurable erosion on any property within the city limits of Oregon City.

B. This chapter does not apply to work necessary to protect, repair, maintain or replace existing structures, utility facilities, roadways, driveways, accessory uses and exterior improvements in response to emergencies, provided that after the emergency has passed, adverse impacts are mitigated in accordance with applicable standards.

Finding: Not Applicable. The application disturbs less than 1,000 square feet of earth, therefore erosion and sediment control standards are not applicable.

CHAPTER 12.08 – PUBLIC AND STREET TREES

12.08.015 - Street tree selection, planting and maintenance requirements.

All development shall provide street trees adjacent to all street frontages. Species and locations of trees shall be selected based upon vision clearance requirements, but shall in all cases be selected from the Oregon City Street Tree List, an approved street tree list for a jurisdiction in the metropolitan region, or be approved by a certified arborist unless otherwise approved pursuant to this section. If a setback sidewalk has already been constructed or the Public Works Department determines that the forthcoming street design shall include a setback sidewalk, then all street trees shall be installed with a planting strip or within tree wells. If existing street design includes a curb-tight sidewalk, then all street trees shall be placed according to OCMC 12.08.035.C.

- A. One street tree shall be planted for every thirty-five feet of property frontage. The tree spacing shall be evenly distributed throughout the total development frontage to meet the clearance distances required in subsection (B) below. The Community Development Director may approve an alternative street tree plan, or accept fee-in-lieu of planting pursuant to OCMC 12.08.035, if site or other constraints prevent meeting the required total number of tree plantings.*
- B. The following clearance distances shall be maintained when planting trees:*
 - 1. Fifteen feet from streetlights;*
 - 2. Five feet from fire hydrants;*
 - 3. Twenty feet from intersections;*
 - 4. Five feet from all public utilities (i.e. sewer, storm and water lines, utility meters, etc.);*
- C. All street trees planted in conjunction with development shall be a minimum of two inches in caliper at six inches above the root crown and installed to city specifications. Larger caliper size trees may be approved if recommended by a certified arborist or registered landscape architect.*

- D. All established trees shall be pruned tight to the trunk to a height that provides adequate clearance for street cleaning equipment and ensures ADA complaint clearance for pedestrians.
- E. All trees planted within the right-of-way shall be planted with root barriers at least eighteen inches in depth adjacent to the sidewalk and curb to ensure proper root growth and reduce potential damage to sidewalks, curbs and gutters.
- F. All trees planted beneath powerlines shall be selected based on what is appropriate for the location. In addition, the tree species shall be approved by the associated franchise powerline utility company.
- G. Tree species, spacing and selection for stormwater facilities in the public right-of-way and in storm water facilities shall conform to requirements of OCMC 13.12 and the adopted Stormwater and Grading Design Standards and be approved by the City Engineer.
- H. Any public or street trees planted within the Natural Resource Overlay District shall conform to the applicable requirements of OCMC 17.49 - Natural Resources Overlay District (NROD).

Finding: Complies with Condition. The subject site has approximately 50 feet of frontage on 10th Street, requiring one street tree and approximately 132 feet of frontage on Jefferson Street requiring 3 street trees. The applicant has proposed a total of four street trees along the 10th Street and Jefferson Street frontages. Prior to issuance of construction plans of the right-of-way improvements, the applicant shall submit a finalized street tree plan which includes 4 street trees. If the final street tree plan demonstrates that four street trees cannot be accommodated within the planter strip in the right-of-way due to clearance requirements or other site constraints, street trees may be planted on private property within 10 feet of the right-of-way with a restrictive covenant, or a fee-in-lieu of planting may be paid in accordance with the standards in OCMC 12.08. Street trees shall be planted and/or fee-in-lieu paid prior to recordation of the final plat. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

12.08.035 - Tree removal and replacement.

Existing street trees, trees in the right-of-way, and trees on public property shall be retained and protected during development unless removal is specified as part of a land use approval or in conjunction with a public capital improvement project, in accordance with OCMC 17.41.

Finding: Not Applicable. The applicant has not proposed removal of any existing street trees.

CHAPTER 16.08 – LAND DIVISIONS - PROCESS AND STANDARDS

16.08.025 - Preliminary plat—Required information.

The preliminary plat shall specifically and clearly show the following features and information on the maps, drawings, application form or attachments. The preliminary plat layout may be prepared by a civil engineer, architect, land use planner or similarly qualified professional. All maps and site drawings shall be at a minimum scale of one inch to fifty feet.

- A. *Site Plan. A detailed site development plan 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, open spaces, 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. If required by staff at the pre-application conference, a connectivity analysis shall be prepared by a transportation engineer licensed by the State of Oregon that describes the existing and future vehicular, bicycle and pedestrian connections between the proposed subdivision and existing or planned land uses on adjacent properties. The connectivity analysis shall include shadow plats of adjacent properties*

demonstrating how lot and street patterns within the proposed land division will extend to and/or from such adjacent properties and can be developed meeting the existing OCMC design standards and adopted Transportation System Plan, street design standards, and adopted concept plans, corridor and access management studies, engineering standards and infrastructure analyses.

- B. *Traffic/Transportation Plan. The applicant's traffic/transportation information shall include two elements: (1) A detailed site circulation plan showing proposed vehicular, bicycle, transit and pedestrian access points and connections to the existing system, circulation patterns and connectivity to existing rights-of-way or adjacent tracts, parking and loading areas and any other transportation facilities in relation to the features illustrated on the site plan; and (2) a traffic impact study prepared by a qualified professional transportation engineer, licensed in the State of Oregon, that assesses the traffic impacts of the proposed development on the existing transportation system and analyzes the adequacy of the proposed internal transportation network to handle the anticipated traffic and the adequacy of the existing system to accommodate the traffic from the proposed development. In the preparation of the Traffic/Transportation Plan, the applicant shall reference the adopted Transportation System Plan. The Community Development Director may waive any of the foregoing requirements if determined that the requirement is unnecessary in the particular case.*
- C. *Natural Features Plan and Topography, Preliminary Grading and Drainage Plan. The applicant shall submit a map illustrating all of the natural features and hazards on the subject property and, where practicable, within 250 feet of the property's boundary. The map shall also illustrate the approximate grade of the site before and after development. Illustrated features shall include all proposed streets and cul-de-sacs, the location and estimated volume of all cuts and fills, and all stormwater management features. This plan shall identify the location of drainage patterns and courses on the site and within 250 feet of the property boundaries where practicable. Features that shall be illustrated shall include the following:*
 - 1. *Proposed and existing street rights-of-way and all other transportation facilities;*
 - 2. *All proposed lots and tracts;*
 - 3. *All trees proposed to be removed prior to final plat with a diameter six inches or greater diameter at breast height (d.b.h);*
 - 4. *All natural resource areas pursuant to OCMC 17.49, 17.48, 17.44, and 17.42;*
 - 5. *The location of any known state or federal threatened or endangered species or wildlife habitat or other natural features listed on any of the City's official inventories;*
 - 6. *All historic areas or cultural features acknowledged as such on any federal, state or city inventory;*
- D. *Archeological Monitoring Recommendation. For all projects that will involve ground disturbance, the applicant shall provide,*
 - 1. *A letter or email from the Oregon State Historic Preservation Office Archaeological Division indicating the level of recommended archeological monitoring on-site, or demonstrate that the applicant had notified the Oregon State Historic Preservation Office and that the Oregon State Historic Preservation Office had not commented within forty-five days of notification by the applicant; and*
 - 2. *A letter or email from the applicable tribal cultural resource representative of the Confederated Tribes of the Grand Ronde, Confederated Tribes of the Siletz, Confederated Tribes of the Umatilla, Confederated Tribes of the Warm Springs and the Confederated Tribes of the Yakama Nation indicating the level of recommended archeological monitoring on-site, or other written demonstration that the applicant notified the applicable tribal cultural resource representative and that the applicable tribal cultural resource representative had not commented within forty-five days of notification by the applicant.*

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

The Community Development Director may waive any of the foregoing requirements if the Community Development Director determines that the requirement is unnecessary in the particular case and that the intent of this chapter has been met.

Finding: Complies as Proposed. The applicant submitted all required information. Notice of the application was provided to SHPO and the confederated tribes listed at the time of the pre-application conference. Any comments received regarding recommendations for archeological monitoring have been or will be forwarded to the applicant.

16.08.030 - Preliminary plat—Narrative statement.

In addition to the plans required in the previous section, the applicant shall also prepare and submit a narrative statement that addresses the following issues:

- A. *Description. A detailed description of the proposed development, including a description of proposed uses, number and type of residential units, allocation and ownership of all lots, tracts, streets, and public improvements, the structure of any homeowner's association, and each instance where the proposed subdivision will vary from some dimensional or other requirement of the underlying zoning district.*
- B. *Timely Provision of Public Services and Facilities. The applicant shall explain in detail how and when each of the following public services or facilities is, or will be, adequate to serve the proposed development by the time construction begins:*
 1. *Water,*
 2. *Sanitary sewer,*
 3. *Storm sewer and stormwater drainage,*
 4. *Parks, trails and recreation facilities, if determined to be necessary pursuant to the Oregon City adopted Trail Master Plan and / or Parks and Recreation Master Plan*
 5. *Traffic and transportation, and*
 6. *Fire and police services*

Where adequate capacity for any of these public facilities and services is not demonstrated to be currently available, the applicant shall describe how adequate capacity in these services and facilities will be financed and constructed before recording of the plat;

Finding: Complies as Proposed. The applicant's narrative addresses the services identified within this section, and demonstrates that there is adequate capacity of facilities and services to serve this development. The submitted all required application materials and the application was deemed complete on January 21, 2022.

- B. *Drafts of the proposed covenants, conditions and restrictions (CC&Rs), maintenance agreements, homeowner association agreements, dedications, deeds easements, or reservations of public open spaces not dedicated to the City, and related documents for the land division;*

Finding: Not Applicable. The applicant has not proposed covenants, conditions and restrictions for this land division.

- C. *Overall density of the land division and the density by dwelling type for each.*

Finding: Complies as Proposed. The existing density will not change as a result of this minor partition. The applicant has proposed two single-family attached units resulting in an overall density of 13.2 units per acre $((2/6,600) * 43,560 = 13.2)$. The underlying zone requires a minimum density of ten units per

acre and a maximum density of 17.4 units per acre. The property will remain in compliance with density requirements.

16.08.040 – Park and Open Space Requirements.

Additional Public Park and Open Space Requirements in Thimble Creek Concept Plan area- residential development.

- A. *Each development within the Thimble Creek Concept Plan area that includes residential development must dedicate land for neighborhood parks and open space subject to the location requirements set forth in subsection F as follows:*
 - 1. *The minimum acreage of land for the South-Central Open Space-Neighborhood Park as provided in the following calculation: (2.6 persons per dwelling units) x (total number of dwelling units proposed) x (4 acres) / (1,000 persons); and*
 - 2. *The minimum amount of land in acres dedicated for the East Ridge-Thimble Creek Conservation Area shall be 7.5 acres.*
 - 3. *The entire acreage must be dedicated as part of the final plat or site plan development approval for the first phase of development.*
- B. *If a larger area for a neighborhood park or open space is proposed than is required based on the per-unit calculation described in subsection (A) for the South-Central Open Space – Neighborhood Park, 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 (C).*
- C. *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 (D) of these provisions is not available within 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 shall be determined by a licensed, City-selected appraiser, retained by the applicant, who will value the excessive dedication in dollars per acre assuming that zoning and other land use entitlements necessary for park or open space development are in place.*
 - 2. *The fee-in-lieu or other monetary contribution shall be paid concurrent with public dedication.*
- D. *Neighborhood park and open space sites proposed for dedication must be located within the South-Central Open Space Network & East Ridge Thimble Creek Conservation Area Park locations as shown in Figure 16.08.040 -1- and meet the following locational and dimensional standards:*
 - 1. *South Central Open Space-Neighborhood Park*
 - a. *30-foot ped/bikeway string along the east side of Center Parkway to be located in a shared-use path and will not be considered part of a pearl.*
 - b. *Up to 4 pearls of various sizes spread along the open space network*
 - c. *Min sizes pearl: 2 acres minimum.*
 - d. *Maximum size pearl: none*
 - e. *Min combined size of all pearls: 10 acres*
 - f. *Min average pearl width: 200 feet*
 - g. *Min average pearl depth: 200 feet*
 - h. *At least 5 acres to be developed with active recreation components*
 - i. *The first pearl dedicated must be at least 3 acres in size*
 - 2. *East Ridge- Thimble Creek Conservation Area shall include:*
 - a. *½ of area between the Thimble Creek stream buffer and the 490-foot elevation ridgeline to be open space;*

- b. *Two public viewpoints separated by at least 400 feet with a minimum size of .35 acre at less than 10% slope for each viewpoint. One of the viewpoints must be visible from a passing vehicle on the Ridge Parkway;*
- c. *700-foot non-interrupted view corridor along open space from the east edge of the Ridge Parkway; and*
- d. *Provide a pedestrian-oriented forest trail from one view-point to another along the Ridge Parkway*

Finding: Not Applicable. The subject site is not located in the Thimble Creek Concept Plan Area.

16.08.045 - Frontage width requirement.

Each lot shall abut upon a street other than an alley for a width of at least twenty feet unless flag lots are provided pursuant to OCMC 16.08.050, except for Cluster Housing development pursuant to OCMC 17.20.020.

Finding: Complies as Proposed. Parcel 1 has more than 50 feet of frontage on both 10th Street and Jefferson Street. Parcel 2 has approximately 71 feet of frontage on Jefferson Street.

16.08.050 - Flag lots.

Finding: Not Applicable. No flag lots are proposed.

16.08.053 Tracts

Tracts which cannot be developed with a home or office, commercial, residential, institutional, industrial, parking or other uses as determined by the City Engineer or Community Development Director are not subject to compliance with the dimensional standards of the zoning designation, frontage requirements, or flag lot standards.

Finding: Not Applicable. No tracts are proposed or required as part of this minor partition application.

16.08.060 - Building sites.

A. The size, width, shape and orientation of building sites shall be rectangular or square to the maximum extent practicable.

Finding: Complies as Proposed. Both proposed lots are rectangular in shape.

B. Sites abutting an alley shall gain vehicular access from the alley unless deemed impracticable by the decision maker.

Finding: Not Applicable. The site does abut an alley, however, there is an existing driveway access from Jefferson Street. No changes to access are proposed. The existing access is safe and there is no practical reason to require an access from the alley.

C. Adequate access for emergency services (fire and police) shall be provided.

Finding: Complies as Proposed. No new development is proposed. Existing emergency service access is adequate.

16.08.063 - Minimum density.

All layouts shall achieve at least the minimum density of the base zone for the net developable area as defined in OCMC 17.04. Alternatively, a site may be partitioned into two lots, though one of the lots shall not contain sufficient lot area to allow further division.

Finding: Complies as Proposed. The subject site is approximately 6,600 square feet in size. The applicant has proposed two single-family attached units resulting in an overall density of 13.2 units per acre $((2/6,600) * 43,560 = 13.2)$. The underlying zone requires a minimum density of ten units per acre and a

maximum density of 17.4 units per acre. The proposal achieves the minimum density of the base zone and will remain in compliance with density requirements.

16.08.065 – Lot size reduction.

A subdivision in the R-10, R-8, R-6, R-5, or R-3.5 dwelling district may utilize lot size reduction for up to twenty-five percent of the lots proposed for single-family detached residential use. Fractions resulting from the twenty-five percent calculation shall be rounded down. The reduced-size lots may be up to ten percent less than the required minimum lot area of the applicable zoning designation provided the average lot size of all proposed single-family detached residential lots meet the minimum requirement of the underlying zone. Any area within a powerline easement on a lot shall not count towards the lot area for that lot. Lot size reduction is only permitted through a subdivision or, master plan and planned unit developments processes and may not be used for minor partitions or any other residential uses.

The average lot area is determined by first calculating the total net developable area devoted to single-family detached dwelling units, subtracting the powerline easement areas, open space, tracts, stormwater facilities, roads, right-of-way, or accessways and dividing that figure by the proposed number of single-family detached dwelling lots.

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

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

Finding: Not Applicable. The proposal does not include a subdivision.

16.08.070 - Through lots.

Through lots and parcels shall be avoided except where they are essential to provide separation of residential development from major arterials or to overcome specific disadvantages of topography of existing development patterns. A reserve strip may be required. A planting screen restrictive covenant may be required to separate residential development from major arterial streets, adjacent nonresidential development, or other incompatible use, where practicable. Where practicable, alleys or shared driveways shall be used for access for lots that have frontage on a collector or minor arterial street, eliminating through lots.

Finding: Not Applicable. No through lots are proposed.

16.08.075 - Building site—Lot and parcel side lines.

The lines of lots and parcels, as far as is practicable, shall run at right angles to the street upon which they face, except that on curved streets they shall be radial to the curve. Lot and parcel side lines for cluster housing projects proposed consistent with the standards in OCMC 17.20.020 are not subject to this standard.

Finding: Complies as Proposed. As far as practicable, the proposed lot lines and parcels run at right angles to the street upon which they face. This standard is met.

16.08.080 - Setbacks and building location.

This standard ensures that lots are configured in a way that development can be oriented toward streets to provide a safe, convenient and aesthetically pleasing environment for pedestrians and bicyclists. Houses oriented in this manner assure a sense of openness by avoiding the “bowling alley” effect caused by uninterrupted, continuous privacy fences along higher volume streets. The objective is for lots located on a neighborhood collector, collector or minor arterial street to locate the front yard setback on and

design the most architecturally significant elevation of the primary structure to face the neighborhood collector, collector or minor arterial street,

- A. The front setback of all lots located on a neighborhood collector, collector or minor arterial shall be orientated toward the neighborhood collector, collector or minor arterial street.*
- B. The most architecturally significant elevation of the house shall face the neighborhood collector, collector or minor arterial street.*

Finding: Not Applicable. No lots are adjacent to a neighborhood collector, collector or minor arterial street.

- C. On corner lots located on the corner of two local streets, the main façade of the dwelling may be oriented towards either street.*

Finding: Complies as Proposed. Parcel 1 is a corner lot with frontage on two local streets. Though a new dwelling could face either street, no new development is proposed as part of this application. The existing house on Parcel 1 is oriented towards 10th Street and is in compliance with this standard.

- D. The decision maker may approve an alternative design, consistent with the intent of this section, where the applicant can show that existing development patterns preclude the ability to practically meet this standard.*

Finding: Not Applicable. No alternative is proposed or required.

16.08.085 - Division of large lots.

Where land is to be divided into lots or parcels capable of redivision in accordance with this chapter, the Community Development Director shall require an arrangement of lots, parcels, buildings on lots, utilities and streets which facilitates future redivision. In such a case, development limitations including building locations and setback lines may be required and made a matter of record in order to preserve future right-of-way or building sites.

Finding: Not Applicable. No lots within the subdivision have sufficient lot size for further land division.

16.08.095 - Prohibition on Additional Private Restrictions on Housing Types.

Private restrictions on the provision of accessory dwelling units, corner duplexes, or internal conversions executed after July 1, 2019 shall be prohibited. Conditions, Covenants, and Restrictions (CC&Rs) or similar legal instrument submitted with residential plats submitted for final plat approval after July 1, 2019 shall not prohibit or impose additional restrictions on accessory dwelling units, corner duplexes, and/or internal conversions to the extent permitted in the OCMC in place at the time of final plat submittal, and shall not impose additional restrictions on Accessory Dwelling Units and internal conversions through any future amendment.

Finding: Complies as Proposed. The applicant has not proposed a prohibition of any housing type within this section.

CHAPTER 17.10 MEDIUM DENSITY RESIDENTIAL DISTRICTS

17.10.020 - Permitted uses.

Permitted uses in the R-5 and R-3.5 districts are:

- A. Single-family detached residential units;*
- B. Accessory uses, buildings and dwellings;*
- C. Internal conversions;*
- D. Duplexes;*
- E. Corner duplexes;*

- F. Single-family attached residential units;
- G. 3-4 plex residential;
- H. Cluster housing;
- I. Manufactured home parks or subdivisions in the R-3.5 district only;
- J. Residential homes;
- K. Parks, playgrounds, playfields and community or neighborhood centers;
- L. Home occupations;
- M. Family day care providers;
- N. Farms, commercial or truck gardening and horticultural nurseries on a lot not less than twenty thousand square feet in area (retail sales of materials grown on-site is permitted);
- O. Temporary real estate offices in model homes located on and limited to sales of real estate on a single piece of platted property upon which new residential buildings are being constructed;
- P. Transportation facilities.

Finding: Permitted. Though no new development is proposed, the minor partition will result in single-family attached residential uses, which are a permitted use.

17.10.025 - Conditional uses.

The following uses are permitted in the R-5 and R-3.5 districts when authorized by and in accordance with the standards contained in OCMC 17.56:

- A. Golf courses, except miniature golf courses, driving ranges or similar commercial enterprises;
- B. Bed and breakfast inns/boarding houses;
- C. Cemeteries, crematories, mausoleums and columbariums;
- D. Child care centers and nursery schools;
- E. Emergency service facilities (police and fire), excluding correctional facilities;
- F. Residential care facilities;
- G. Private and/or public educational or training facilities;
- H. Public utilities, including sub-stations (such as buildings, plants and other structures);
- I. Religious institutions;
- J. Assisted living facilities; nursing homes and group homes for over fifteen patients.
- K. Live/work dwellings.

Finding: Not Applicable. No conditional uses have been proposed.

17.10.030 - Master plans.

The following use is permitted in the R-3.5 district when authorized by and in accordance with the standards contained in OCMC 17.65.

- A. Multifamily residential.

Finding: Not Applicable. A multi-family residential use requiring a master plan has not been proposed.

17.10.040 - Dimensional standards.

Dimensional standards in the R-5 and R-3.5 districts are as follows:

Table 17.10.040

Standard	R-3.5
Minimum lot size ¹	
Single-family detached	3,500 sq. ft.
Duplex	4,000 sq. ft.
Single-family attached	2,500 sq. ft.
3-4 plex	2,000 sq. ft. per unit

Finding: Complies as Proposed. The proposed partition will result in a single-family attached development. Both proposed lots exceed the minimum lot size of 2,500 SF.	
<i>Maximum height</i>	<i>35 ft.</i>
Finding: Not Applicable. No new structures are proposed as part of this minor partition application.	
<i>Maximum building lot coverage</i> <i>Single-family detached and all duplexes</i> <i>With ADU</i> <i>Single-family attached and 3-4 plex</i>	<i>55%</i> <i>65%</i> <i>80%</i>
Finding: Complies as Proposed. Proposed parcel 1 will have a lot coverage of approximately 34%, and proposed parcel 2 will have a lot coverage of approximately 29%. The standard is met.	
<i>Minimum lot width</i> <i>All, except</i> <i>Single-family attached</i>	<i>25 ft., except</i> <i>20 ft.</i>
Finding: Complies as Proposed. Proposed parcel 1 has a lot width of approximately 50 feet. Parcel 2 has a lot width of approximately 71 feet. This standard is met.	
<i>Minimum lot depth</i>	<i>70 ft.</i>
Finding: Complies as Proposed. Parcel 1 has a lot depth of approximately 60 feet, and parcel 2 has a lot depth of approximately 50 feet. A variance to lot depth has been requested for both parcels. Please refer to the variance findings in Chapter 17.60 of this report.	
<i>Minimum front yard setback</i>	<i>5 ft., except</i> <i>0 ft. - Porch</i>
Finding: Complies as Proposed. Parcel 1's front yard setback is approximately 15 feet. Parcel 2's front yard setback is approximately 11 feet. This standard is met.	
<i>Minimum interior side yard setback</i> <i>All, except</i> <i>Single-family attached</i>	<i>5 ft., except</i> <i>0 ft. (attached) /5 ft. (side)</i>
Finding: Complies as Proposed. Parcel 1 has an interior side setback of approximately 13 feet. Parcel 2 has an interior side setback of approximately 19 feet. Additionally, the side property line of Parcel 2 and the rear property line of Parcel 1 share a common wall. Though this wall is at the rear property line of Parcel 1, the 0-foot attached setback is applied. This standard is met.	
<i>Minimum corner side yard setback</i>	<i>7 ft.</i>
Finding: Complies as Proposed. Parcel 1 is a corner lot and includes an approximately 7.5-foot setback. Parcel 2 is not a corner lot. This standard is met.	
<i>Minimum rear yard setback</i>	<i>20 ft., except</i> <i>15 ft. - porch</i> <i>5 ft. - ADU</i>
Finding: Complies as Proposed. The common wall between the two single-family attached units is at the rear property line of Parcel 1. Because the two units are connected at the rear property line, the 0-foot attached setback is applied rather than the rear yard setback. Parcel 2 only provides an	

approximately 13-foot rear yard setback, therefore, a variance to this standard has been requested. Please refer to the variance findings in Chapter 17.60 of this report.

Garage setbacks

*20 ft. from ROW, except
5 ft. from alley*

Finding: Complies as Proposed. The existing garage does not comply with the minimum required garage setback, however, this is a pre-existing condition that will not become more non-conforming as a result of the proposed partition.

Notes:

1. For land divisions, lot sizes may be reduced pursuant to OCMC 16.08.065.

Finding: Not Applicable. The applicant has not proposed a lot size reduction in accordance with the standards in OCMC 16.08.065.

17.10.045 - Exceptions to setbacks.

A. Projections from buildings. Ordinary building projections such as cornices, eaves, overhangs, canopies, sunshades, gutters, chimneys, flues, sills or similar architectural features may project into the required yards up to twenty-four inches.

Finding: Complies as Proposed. The existing structures include ordinary projections that project no more than 2 feet into the required setbacks.

B. Through lot setbacks. Through lots having a frontage on two streets shall provide the required front yard on each street. The required rear yard is not necessary.

Finding: Not Applicable. No through lots have been proposed.

17.10.050 - Density standards.

A. Density standards in the R-5 and R-3.5 districts are as follows:

Table 17.10.050

Standard	R-3.5
<i>Minimum net density</i>	<i>10 du/acre</i>
<i>Maximum net density</i> <i>Single-family detached</i> <i>Single-family attached</i> <i>3-4 plexes</i>	<i>12.4 du/acre</i> <i>17.4 du/acre</i> <i>21.8 du/acre</i>
Finding: Complies as Proposed. The existing density will not change as a result of this minor partition. The applicant has proposed two single-family attached units resulting in an overall density of 13.2 units per acre $((2/6,600) * 43,560 = 13.2)$. The underlying zone requires a minimum density of ten units per acre and a maximum density of 17.4 units per acre. The property will remain in compliance with minimum and maximum density requirements.	

B. Exceptions.

- Any dwelling units created as accessory dwelling units or internal conversions do not count towards the minimum or maximum density limits in Table 17.10.050.*

2. *Duplexes and corner duplexes shall count as a single dwelling unit for the purposes of calculating minimum and maximum density standards.*
3. *Cluster housing is permitted at higher densities exempt from the standards in Table 17.10.050; see OCMC 17.20.020.*

Finding: Not Applicable. The applicant has not proposed to utilize any exception in this section.

17.10.060 - Conversion of Existing Duplexes.

Any conversion of an existing duplex unit into two single-family attached dwellings shall be reviewed for compliance with the land division requirements in Title 16 and the underlying zone district.

Finding: Complies with Condition. The applicant proposed a conversion of an existing duplex which was reviewed per Title 16. Additionally, the conversion of a duplex into two single-family attached dwelling units triggers compliance with building code requirements for single-family attached units. Prior to recordation of the plat associated with the proposed minor partition, the applicant shall obtain required building permits and complete any associated construction to bring the existing building into compliance with applicable building code requirements for single-family attached units, including compliance with requirements for fire resistant construction. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

17.16.030 - SINGLE-FAMILY ATTACHED DWELLING DESIGN STANDARDS

Finding: Applicable. Compliance with these standards will be reviewed and verified upon submittal of a building permit application for the conversion to single-family attached units.

CHAPTER 17.41 – TREE PROTECTION, PRESERVATION, REMOVAL AND REPLANTING STANDARDS

17.41.020 - Tree protection—Applicability.

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

Finding: Applicable. The applicant has proposed a land division, therefore, this chapter is applicable.

17.41.030 - Tree protection—Conflicting code provisions.

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

Finding: Not Applicable. No conflicts have been identified.

17.41.050 - Compliance options.

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

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

Finding: Complies with Condition. The applicant has not proposed any tree removal onsite. In the event that tree removal does occur as part of the proposed partition, prior to any tree removal, the applicant shall submit a tree removal and mitigation plan in accordance with the standards in OCMC 17.41, utilizing any of the applicable tree mitigation options in Chapter 17.41. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

17.41.130 - Regulated tree protection procedures during construction.

- A. *No permit for any grading or construction of public or private improvements may be released prior to verification by the Community Development Director that regulated trees designated for protection or conservation have been protected according to the following standards. No trees designated for removal shall be removed without prior written approval from the Community Development Director.*
- B. *Tree protection shall be as recommended by a qualified arborist or, as a minimum, to include the following protective measures:*
 - 1. *Except as otherwise determined by the Community Development Director, all required tree protection measures set forth in this section shall be instituted prior to any development activities, including, but not limited to clearing, grading, excavation or demolition work, and such measures shall be removed only after completion of all construction activity, including necessary landscaping and irrigation installation, and any required plat, tract, conservation easement or restrictive covenant has been recorded.*
 - 2. *Approved construction fencing, a minimum of four feet tall with steel posts placed no farther than ten feet apart, shall be installed at the edge of the tree protection zone or dripline, whichever is greater. An alternative may be used with the approval of the Community Development Director.*
 - 3. *Approved signs shall be attached to the fencing stating that inside the fencing is a tree protection zone, not to be disturbed unless prior approval has been obtained from the Community Development Director.*
 - 4. *No construction activity shall occur within the tree protection zone, including, but not limited to; dumping or storage of materials such as building supplies, soil, waste items; nor passage or parking of vehicles or equipment.*
 - 5. *The tree protection zone shall remain free of chemically injurious materials and liquids such as paints, thinners, cleaning solutions, petroleum products, and concrete or dry wall excess, construction debris, or run-off.*
 - 6. *No excavation, trenching, grading, root pruning or other activity shall occur within the tree protection zone unless directed by an arborist present on site and approved by the Community Development Director.*
 - 7. *No machinery repair or cleaning shall be performed within ten feet of the dripline of any trees identified for protection.*
 - 8. *Digging a trench for placement of public or private utilities or other structure within the critical root zone of a tree to be protected is prohibited. Boring under or through the tree protection zone may be permitted if approved by the Community Development Director and pursuant to the approved written recommendations and on-site guidance and supervision of a certified arborist.*
 - 9. *The Community Development Director may require that a certified arborist be present during any construction or grading activities that may affect the dripline of trees to be protected.*

10. *The Community Development Director may impose conditions to avoid disturbance to tree roots from grading activities and to protect trees and other significant vegetation identified for retention from harm. Such conditions may include, if necessary, the advisory expertise of a qualified consulting arborist or horticulturist both during and after site preparation, and a special maintenance/management program to provide protection to the resource as recommended by the arborist or horticulturist.*

C. Changes in soil hydrology due to soil compaction and site drainage within tree protection areas shall be avoided. Drainage and grading plans shall include provision to ensure that drainage of the site does not conflict with the standards of this section. Excessive site run-off shall be directed to appropriate storm drainage facilities and away from trees designated for conservation or protection.

Finding: Not Applicable. No construction activity is proposed or required, therefore, tree protection procedures during construction are not applicable to this development.

CHAPTER 17.50 – ADMINISTRATION AND PROCEDURES

17.50.050 – Pre-application conference.

A Pre-application Conference. Prior to a Type II – IV or Legislative application, excluding Historic Review, being deemed complete, the applicant shall schedule and attend a pre-application conference with City staff to discuss the proposal, unless waived by the Community Development Director. The purpose of the pre-application conference is to provide an opportunity for staff to provide the applicant with information on the likely impacts, limitations, requirements, approval standards, fees and other information that may affect the proposal.

1. To schedule a pre-application conference, the applicant shall contact the Planning Division, submit the required materials, and pay the appropriate conference fee.

2. At a minimum, an applicant should submit a short narrative describing the proposal and a proposed site plan, drawn to a scale acceptable to the City, which identifies the proposed land uses, traffic circulation, and public rights-of-way and all other required plans.

3. The Planning Division shall provide the applicant(s) with the identity and contact persons for all affected neighborhood associations as well as a written summary of the pre-application conference.

B. A pre-application conference shall be valid for a period of six months from the date it is held. If no application is filed within six months of the conference or meeting, the applicant shall schedule and attend another conference before the City will accept a permit application. The Community Development Director may waive the pre-application requirement if, in the Director's opinion, the development has not changed significantly and the applicable municipal code or standards have not been significantly amended. In no case shall a pre-application conference be valid for more than one year.

Finding: Complies as Proposed. The applicant held a pre-application conference (PA-21-00006) on March 3, 2021. The land use application was filed within one year of the pre-application conference date on December 21, 2021.

17.50.055 - Neighborhood association meeting.

Neighborhood Association Meeting. The purpose of the meeting with the recognized neighborhood association is to inform the affected neighborhood association about the proposed development and to receive the preliminary responses and suggestions from the neighborhood association and the member residents.

A. Applicants applying for annexations, zone change, comprehensive plan amendments, conditional use, Planning Commission variances, subdivision, or site plan and design review (excluding minor site plan and design review), general development master plans or detailed development plans applications shall schedule and attend a meeting with the City-recognized neighborhood association in whose territory the application is proposed no earlier than one year prior to the date of application. Although not required for

other projects than those identified above, a meeting with the neighborhood association is highly recommended.

B. The applicant shall request via email or regular mail a request to meet with the neighborhood association chair where the proposed development is located. The notice shall describe the proposed project. A copy of this notice shall also be provided to the chair of the Citizen Involvement Committee.

C. A meeting shall be scheduled within thirty days of the date that the notice is sent. A meeting may be scheduled later than thirty days if by mutual agreement of the applicant and the neighborhood association. If the neighborhood association does not want to, or cannot meet within thirty days, the applicant shall host a meeting inviting the neighborhood association, Citizen Involvement Committee, and all property owners within three hundred feet to attend. This meeting shall not begin before six p.m. on a weekday or may be held on a weekend and shall occur within the neighborhood association boundaries or at a City facility.

D. If the neighborhood association is not currently recognized by the City, is inactive, or does not exist, the applicant shall request a meeting with the Citizen Involvement Committee.

E. To show compliance with this section, the applicant shall submit a copy of the email or mail notice to the neighborhood association and CIC chair, a sign-in sheet of meeting attendees, and a summary of issues discussed at the meeting. If the applicant held a separately noticed meeting, the applicant shall submit a copy of the meeting flyer, postcard or other correspondence used, and a summary of issues discussed at the meeting and submittal of these materials shall be required for a complete application.

Finding: Complies as Proposed. A neighborhood association meeting is required for a Planning Commission Variance application. The applicant attended a McLoughlin Neighborhood Association meeting on December 2, 2021, and submitted all required application materials to demonstrate compliance with this standard.

17.50.090 - Public notices.

All public notices issued by the city announcing applications or public hearings of quasi-judicial or legislative actions, shall comply with the requirements of this section.

A. Notice of Type II Applications. Once the community development director has deemed a Type II application complete, the city shall prepare and send notice of the application, by first class mail, to all record owners of property within three hundred feet of the subject property and to any city-recognized neighborhood association whose territory includes the subject property. The applicant shall provide or the city shall prepare for a fee an accurate and complete set of mailing labels for these property owners and for posting the subject property with the city-prepared notice in accordance with OCMC [17.50.100](#). The city's Type II notice shall include the following information:

- 1. Street address or other easily understood location of the subject property and city-assigned planning file number;*
- 2. A description of the applicant's proposal, along with citations of the approval criteria that the city will use to evaluate the proposal;*
- 3. A statement that any interested party may submit to the city written comments on the application during a fourteen-day comment period prior to the city's deciding the application, along with instructions on where to send the comments and the deadline of the fourteen-day comment period;*
- 4. A statement that any issue which is intended to provide a basis for an appeal shall be raised in writing during the fourteen-day comment period with sufficient specificity to enable the city to respond to the issue;*
- 5. A statement that the application and all supporting materials may be inspected, and copied at cost, at city hall during normal business hours;*
- 6. The name and telephone number of the planning staff person assigned to the application or is otherwise available to answer questions about the application;*

7. The notice shall state that a city-recognized neighborhood association requesting an appeal fee waiver pursuant to OCMC 17.50.290.C must officially approve the request through a vote of its general membership or board at a duly announced meeting prior to the filing of an appeal.

B. Notice of Public Hearing on a Type III or IV Quasi-Judicial Application. Notice for all public hearings concerning a quasi-judicial application shall conform to the requirements of this subsection. At least twenty days prior to the hearing, the city shall prepare and send, by first class mail, notice of the hearing to all record owners of property within three hundred feet of the subject property and to any city-recognized neighborhood association whose territory includes the subject property. The city shall also publish the notice on the city website within the city at least twenty days prior to the hearing. Pursuant to OCMC 17.50.080.H, the applicant is responsible for providing an accurate and complete set of mailing labels for these property owners and for posting the subject property with the city-prepared notice in accordance with OCMC [17.50.100](#). Notice of the application hearing shall include the following information:

1.

The time, date and location of the public hearing;

2. Street address or other easily understood location of the subject property and city-assigned planning file number;

3. A description of the applicant's proposal, along with a list of citations of the approval criteria that the city will use to evaluate the proposal;

4. A statement that any interested party may testify at the hearing or submit written comments on the proposal at or prior to the hearing and that a staff report will be prepared and made available to the public at least seven days prior to the hearing;

5. A statement that any issue which is intended to provide a basis for an appeal to the city commission shall be raised before the close of the public record. Issues must be raised and accompanied by statements or evidence sufficient to afford the city and all parties to respond to the issue;

6. The notice shall state that a city-recognized neighborhood association requesting an appeal fee waiver pursuant to OCMC 17.50.290.C must officially approve the request through a vote of its general membership or board at a duly announced meeting prior to the filing of an appeal;

7. A statement that the application and all supporting materials and evidence submitted in support of the application may be inspected at no charge and that copies may be obtained at reasonable cost at the planning division offices during normal business hours; and

8. The name and telephone number of the planning staff person responsible for the application or is otherwise available to answer questions about the application.

C. Notice of Public Hearing on a Legislative Proposal. At least twenty days prior to a public hearing at which a legislative proposal to amend or adopt the city's land use regulations or comprehensive plan is to be considered, the community development director shall issue a public notice that conforms to the requirements of this subsection. Notice shall be sent to affected governmental entities, special districts, providers of urban services, including Tri-Met, Oregon Department of Transportation and Metro, any affected recognized neighborhood associations and any party who has requested in writing such notice. Notice shall also be published on the city website. Notice issued under this subsection shall include the following information:

1. The time, date and location of the public hearing;

2. The city-assigned planning file number and title of the proposal;

3. A description of the proposal in sufficient detail for people to determine the nature of the change being proposed;

4. A statement that any interested party may testify at the hearing or submit written comments on the proposal at or prior to the hearing; and

5. The name and telephone number of the planning staff person responsible for the proposal and who interested people may contact for further information.

Finding: Complies as Proposed. Staff provided public notice within three hundred feet of the site via mail, the site was posted with multiple land use notice signs, and notice was posted on the Oregon City website. Staff provided email transmittal to affected agencies, the Natural Resource Committee and to all neighborhood associations requesting comment.

17.50.100 - Notice posting requirements.

Where this chapter requires notice of a pending or proposed permit application or hearing to be posted on the subject property, the requirements of this section shall apply.

A. *City Guidance and the Applicant's Responsibility. The City shall supply all of the notices which the applicant is required to post on the subject property and shall specify the dates the notices are to be posted and the earliest date on which they may be removed. The City shall also provide a statement to be signed and returned by the applicant certifying that the notice(s) were posted at the correct time and that if there is any delay in the City's land use process caused by the applicant's failure to correctly post the subject property for the required period of time and in the correct location, the applicant agrees to extend the applicable decision-making time limit in a timely manner.*

B. *Number and Location. The applicant shall place the notices on each frontage of the subject property. If the property's frontage exceeds six hundred feet, the applicant shall post one copy of the notice for each six hundred feet or fraction thereof. Notices do not have to be posted adjacent to alleys or unconstructed right-of-way. Notices shall be posted within ten feet of the street and shall be visible to pedestrians and motorists. Notices shall not be posted within the public right-of-way or on trees. The applicant shall remove all signs within ten days following the event announced in the notice.*

Finding: Complies as Proposed. The site was posted with land use notice signs in accordance with these standards.

17.50.140 – Financial guarantees.

When conditions of permit approval require a permittee to construct certain public improvements, the City shall require the permittee to provide financial guarantee for construction of the certain public improvements. Financial guarantees shall be governed by this section.

A. *Form of Guarantee. Guarantees shall be in a form approved by the City Attorney. Approvable forms of guarantee include irrevocable standby letters of credit to the benefit of the City issued by a recognized lending institution, certified checks, dedicated bank accounts or allocations of construction loans held in reserve by the lending institution for the benefit of the City. The form of guarantee shall be specified by the City Engineer and, prior to execution and acceptance by the City shall be reviewed and approved by the City Attorney. The guarantee shall be filed with the City Engineer.*

B. *Performance Guarantees. A permittee shall be required to provide a performance guarantee as follows.*

1. *After Final Approved Design by The City: The City may request the Permittee to submit a Performance Guarantee for construction of certain public improvements. A permittee may request the option of submitting a Performance Guarantee when prepared for temporary/final occupancy. The guarantee shall be one hundred twenty percent of the estimated cost of constructing the public improvements as submitted by the permittee's engineer. The engineer's estimated costs shall be supported by a verified engineering estimate and approved by the City Engineer.*

2. *Before Complete Design Approval and Established Engineered Cost Estimate: The City may request a permittee to submit a Performance Guarantee for construction of certain public improvements. A permittee may request the option of submitting a performance guarantee before public improvements are designed and completed. The guarantee shall be one hundred fifty percent of the estimated cost of*

constructing the public improvements as submitted by the permittee's engineer and approved by the City Engineer. The engineer's estimated costs shall be supported by a verified engineering estimate and approved by the City Engineer.

C. *Release of Guarantee.* The guarantee shall remain in effect until the improvement is actually constructed and accepted by the City. Once the City has inspected and accepted the improvement, the City shall release the guarantee to the permittee. If the improvement is not completed to the City's satisfaction within the time limits specified in the permit approval, the City Engineer may, at their discretion, draw upon the guarantee and use the proceeds to construct or complete construction of the improvement and for any related administrative and legal costs incurred by the City in completing the construction, including any costs incurred in attempting to have the permittee complete the improvement. Once constructed and approved by the City, any remaining funds shall be refunded to the permittee. The City shall not allow a permittee to defer construction of improvements by using a performance guarantee, unless the permittee agrees to construct those improvements upon written notification by the City, or at some other mutually agreed-to time. If the permittee fails to commence construction of the required improvements within six months of being instructed to do so, the City may, without further notice, undertake the construction of the improvements and draw upon the permittee's performance guarantee to pay those costs.

D. *Fee-in-lieu.* When conditions of approval or the City Engineer allows a permittee to provide a fee-in-lieu of actual construction of public improvements, the fee shall be one hundred fifty percent of the estimated cost of constructing the public improvements as submitted by the permittee's engineer and approved by the City Engineer. The percentage required is to ensure adequate funds for the future work involved in design, bid, contracting, and construction management and contract closeout. The engineer's estimated costs shall be supported by a verified engineering estimate and approved by the City Engineer. The fee-in-lieu shall be submitted as cash, certified check, or other negotiable instrument acceptable by the City Attorney.

Finding: Not Applicable. No financial guarantee has been deemed required for the public improvements for this application per Section B.1.

17.50.141 – Public improvements – Warranty

All public improvements not constructed by the City, shall be maintained and under warranty provided by the property owner or developer constructing the facilities until the City accepts the improvements at the end of the warranty period. The warranty is to be used at the discretion of the City Engineer or designee to correct deficiencies in materials or maintenance of constructed public infrastructure, or to address any failure of engineering design.

A. *Duration of Warranty.* Responsibility for maintenance of public improvements shall remain with the property owner or developer for a warranty period of two years.

B. *Financial Guarantee.* Approvable forms of guarantee include irrevocable standby letters of credit to the benefit of the City issued by a recognized lending institution, bond, certified checks, dedicated bank accounts or allocations of construction loans held in reserve by the lending institution for the benefit of the City. The form of guarantee shall be specified by the City Engineer and, prior to execution and acceptance by the City shall be reviewed and approved by the City Attorney. The guarantee shall be filed with the City Engineer.

C. *Amount of Warranty.* The amount of the warranty shall be equal to fifteen percent of the estimated cost of construction of all public improvements (including those improvements that will become owned and maintained by the City at the end of the two year maintenance period), and shall be supported by a verified engineering estimate and approved by the City Engineer. Upon expiration of the warranty period and acceptance by the City as described below, the City shall be responsible for maintenance of those improvements.

D. Transfer of Maintenance. The City will perform an inspection of all public improvements approximately forty-five days before the two-year warranty period expires. The public improvements shall be found to be in a clean, functional condition by the City Engineer before acceptance of maintenance responsibility by the City. Transfer of maintenance of public improvements shall occur when the City accepts the improvements at the end of the two year warranty period.

Finding: Not Applicable. No financial guarantee has been deemed required for the public improvements for this application.

17.50.240 - Conformity of permits.

The city shall not accept any application for a permit, certificate or other approval, including building permit applications, for any property that is not in full compliance with all applicable provisions of Title 16 and Title 17 and any permit approvals previously issued by the city. The city shall not issue a Type II—IV permit, permit recordation of a land division with the Clackamas County Surveyor's Office, or allow finalization of a project for a Type II—IV development, until any pending liens in favor of the city filed against the property have been fully resolved.

Finding: Complies with Condition. The applicant proposed a conversion of an existing duplex into single-family attached units, which triggers compliance with building code requirements for single-family attached units. Prior to recordation of the plat associated with the proposed minor partition, the applicant shall obtain required building permits and complete any associated construction to bring the existing building into compliance with applicable building code requirements for single-family attached units, including compliance with requirements for fire resistant construction. **Staff has determined that it is possible, likely and reasonable that the applicant can meet this standard through the Conditions of Approval.**

CHAPTER 17.60 VARIANCES

17.60.020 - Variances—Procedures.

A. A request for a variance shall be initiated by a property owner or authorized agent by filing an application with the city recorder. The application shall be accompanied by a site plan, drawn to scale, showing the dimensions and arrangement of the proposed development. When relevant to the request, building plans may also be required. The application shall note the zoning requirement and the extent of the variance requested. Procedures shall thereafter be held under Chapter 17.50. In addition, the procedures set forth in subsection D. of this section shall apply when applicable.

B. A nonrefundable filing fee, as listed in OCMC 17.50.080, shall accompany the application for a variance to defray the costs.

Finding: Complies as Proposed. The applicant submitted a Type III Planning Commission variance request. All required application materials and fees were submitted and the application was deemed complete on January 21, 2022. The applicant has requested the following variances:

- Variance to reduce lot depth requirement from 70' to 60' for Parcel 1
- Variance to reduce lot depth requirement from 70' to 50' for Parcel 2
- Variance to reduce rear yard setback requirement from 20 feet to approximately 13 feet for Parcel 2

C. Before the planning commission may act on a variance, it shall hold a public hearing thereon following procedures as established in Chapter 17.50. A Variance shall address the criteria identified in OCMC 17.60.030, Variances — Grounds.

Finding: Complies as Proposed. The applicant has requested a Planning Commission Variance pursuant to the Type III review procedures.

D. Minor variances, as defined in subsection E. of this section, shall be processed as a Type II decision, shall be reviewed pursuant to the requirements in OCMC 17.50.030B., and shall address the criteria identified in OCMC 17.60.030, Variance — Grounds.

E. For the purposes of this section, minor variances shall be defined as follows:

- 1. Variances to setback and yard requirements to allow additions to existing buildings so that the additions follow existing building lines;*
- 2. Variances to width, depth and frontage requirements of up to twenty percent;*
- 3. Variances to residential yard/setback requirements of up to twenty-five percent;*
- 4. Variances to nonresidential yard/setback requirements of up to ten percent;*
- 5. Variances to lot area requirements of up to five percent;*
- 6. Variance to lot coverage requirements of up to twenty-five percent;*
- 7. Variances to the minimum required parking stalls of up to five percent; and*
- 8. Variances to the floor area requirements and minimum required building height in the mixed-use districts.*
- 9. Variances to design and/or architectural standards for single family dwellings, duplexes, single-family attached dwellings, internal conversions, accessory dwelling units, and 3-4 plexes in OCMC 17.14, 17.16, 17.20, 17.21, and 17.22.*

Finding: Not Applicable. The applicant has requested the following variances:

- Variance to reduce lot depth requirement from 70' to 60' for Parcel 1
- Variance to reduce lot depth requirement from 70' to 60' for Parcel 2
- Variance to reduce rear yard setback requirement from 20 feet to approximately 13 feet for Parcel 2

The applicant has requested a variance to lot depth requirements greater than 20%, and a variance to residential setback requirements greater than 25%. The requested variances are not minor variances and are being reviewed pursuant to the Type III Planning Commission Variance process.

17.60.030 - Variance—Grounds.

A variance may be granted only in the event that all of the following conditions exist:

A. That the variance from the requirements is not likely to cause substantial damage to adjacent properties by reducing light, air, safe access or other desirable or necessary qualities otherwise protected by this title;

Finding: Complies as Proposed. Though variances to lot depth and the rear yard setback have been requested, no new development is proposed as part of this minor partition application. Since there will be no physical changes to the subject site, the variances requested are unlikely to cause damage to adjacent properties.

Mailed notice of the development was provided to property owners within 300 feet of the subject site, and land use notice signs were posted on the property notifying adjacent properties of the proposed development and providing the opportunity to comment on the proposal. No comments from adjacent property owners or neighborhood residents were received identifying concerns that the proposed variances would negatively impact access to light, air, safe access, or any other desirable or necessary qualities protected by this Title.

B. That the request is the minimum variance that would alleviate the hardship;

Finding: Complies as Proposed. The hardship is the siting of the existing structures and configuration of the two units on the property. Because building codes would not allow a property line to run through a dwelling unit, the only location where a property line to divide the property could be placed is at the common wall between the two units. Placing the property line between the two units would result in Parcel 1 not meeting the minimum required lot depth, and Parcel 2 not meeting the minimum required lot depth or minimum required rear yard setback. The variances being requested are the minimum to alleviate this hardship. No additional development is proposed, and the variances will not result in any physical change on the property.

C. Granting the variance will equal or exceed the purpose of the regulation to be modified.

Finding: Complies as Proposed.

Lot Depth Variances

The purpose of lot dimensional standards, such as lot depth and lot width, is primarily to ensure that new lots have adequate buildable area to accommodate a typical house. Lot depth requirements also provide assurance that residential lots will have adequate backyard space, and they result in lots that are similarly shaped, providing dimensional consistency within a neighborhood.

Given that this property is already developed and no new construction is proposed, it is not as crucial to provide the proposed lots with a buildable area of a certain size as it is for newly created vacant lots. Both proposed lots are also significantly larger than the 2,500 SF minimum lot size required for single-family attached residential units, ensuring that sufficient yard space is provided for both properties despite the substandard lot depth. Finally, there are several properties within the vicinity of the subject site that are also not meeting the minimum lot depth requirement (Figure 7), therefore, granting the variance to allow for a substandard lot depth will not result in lots that are inconsistent with surrounding properties.

Figure 7: Properties with Substandard Lot Depth in Vicinity of the Subject Site



Rear Yard Setback Variance

The purpose of rear yard setbacks is to provide properties with sufficient backyard space and to ensure adequate separation between structures on neighboring properties such that air, light, and safety between properties are maintained. The proposed minor partition will convert what was previously a side property line into a rear property line requiring the larger setback, however, the partition will not result in any physical changes onsite. Since no physical changes will occur, the separation between the dwelling unit on proposed parcel 2 and structures on adjacent properties will not change. Furthermore, parcel 2 is more than 1,000 SF larger than the minimum required 2,500 SF lot size, therefore, the property will include adequate yard space despite the rear yard setback not being met.

The properties will continue to comply with the purpose and intent of minimum lot depth and rear yard setback requirements.

D. Any impacts resulting from the adjustment are mitigated;

Finding: Complies as Proposed. Since no physical changes are being proposed, the proposed minor partition will not result in any impacts requiring mitigation. Nevertheless, the substandard lot widths and rear yard setback are mitigated by the larger lots being proposed. The minimum lot size for single-family attached residential units in the R-3.5 zone is 2,500 SF, and the applicant has proposed 3,021 SF lot and 3,578 SF lot, respectively. The larger lot sizes provide additional yard space and maintain separation between neighboring properties. Additional impacts requiring mitigation have not been identified by staff. Mailed notice of the development was provided to property owners within 300 feet of the subject site, and land use notice signs were posted on the property notifying neighborhood residents of the proposed development and providing the opportunity to comment on the proposal. No comments from neighborhood residents were received identifying any impacts resulting from the requested variance.

E. No practical alternatives have been identified which would accomplish the same purpose and not require a variance; and

Finding: Complies as Proposed. The alternatives which would not require a variance involve physical changes to the structures onsite, such as physically separating the two structures by demolishing the common wall, or partial demolition of the structures to provide adequate space on the properties for the rear yard setback and minimum lot depth requirements to be met. As the existing property is a designated historic landmark protected by the McLoughlin Conservation District, partial demolition of these structures would result in a loss of these historic resources and have a more significant impact on the property and neighborhood than granting of the variances to lot depth and setbacks. No other practical alternatives which would accomplish the same purpose and not require a variance have been identified.

F. The variance conforms to the comprehensive plan and the intent of the ordinance being varied.

Finding: Complies as Proposed. An analysis of applicable goals and policies of the Oregon City Comprehensive Plan has been provided below.

Section 1: Citizen Involvement

Goal 1.1 Citizen Involvement Program

Implement a Citizen Involvement Program that will provide an active and systematic process for citizen participation in all phases of the land-use decision making process to enable citizens to consider and act

upon a broad range of issues affecting the livability, community sustainability, and quality of neighborhoods and the community as a whole.

Policy 1.1.1

Utilize neighborhood associations as the vehicle for neighborhood-based input to meet the requirements of the Land Conservation and Development Commission (LCDC) Statewide Planning Goal 1, Citizen Involvement. The Citizen Involvement Committee (CIC) shall serve as the officially recognized citizen committee needed to meet LCDC Statewide Planning Goal 1.

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.

Goal 1.5 Government/Community Relations

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

Policy 1.5.1

Support the CIC in initiating and planning events in cooperation with the City on issues of mutual interest. Topics may include such things as working with local schools regarding citizen involvement and stakeholders involved with Comprehensive Plan development and Urban Growth Boundary expansion.

Finding: Complies as Proposed. Chapter 17.50 of the Oregon City Municipal Code includes provisions to ensure that citizens, neighborhood groups, and affected property owners have ample opportunity for participation in this application. The applicant met with the McLoughlin Neighborhood Association prior to submitting this application and once the application was deemed complete, the City noticed the application to property owners within 300 feet of the subject site, neighborhood associations, and posted the application on the City's website. Additionally, the subject site was posted with land use notice signs. All interested persons have the opportunity to comment in writing or in person through the public hearing process. This goal is met.

Section 2: Land Use

Goal 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.

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.

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.

Policy 2.1.3

Encourage sub-area master planning for larger developments or parcels, including re-development, where it may be feasible to develop more mixed uses, or campus-style industrial parks, with shared parking and landscaping areas. Allow developments to vary from prescriptive standards if planned and approved under this provision.

Policy 2.1.4

Use redevelopment programs such as urban renewal to help redevelop underutilized commercial and industrial land.

Finding: Complies as Proposed. The proposal results in efficient use of land because it provides additional homeownership opportunities within Oregon City, while protecting the existing historic resources onsite and minimizing impacts to adjacent properties and the McLoughlin Neighborhood.

Goal 2.4 Neighborhood Livability

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

Policy 2.4.1

Develop local neighborhood plans to strengthen and protect residential neighborhoods and historic areas from infill development; such as development along linear commercial corridors.

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.

Policy 2.4.3

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

Policy 2.4.4

Where environmental constraints reduce the amount of buildable land, and/or where adjacent land differs in uses or density, implement Comprehensive Plan and zoning designations that encourage compatible transitional uses.

Policy 2.4.5

Ensure a process is developed to prevent barriers in the development of neighborhood schools, senior and childcare facilities, parks, and other uses that serve the needs of the immediate area and the residents of Oregon City.

Finding: Complies as Proposed. The proposal creates additional homeownership opportunities, allowing renters or residents of the neighborhood more opportunity to remain in their neighborhood as they become homeowners. These homeownership opportunities are provided with minimal impact to the neighborhood as no physical changes are proposed onsite and the historic resources onsite are not proposed to be altered. Allowing new homeownership opportunities with minimal impacts to the surrounding area advances goals and policies related to creating a sense of community and maintaining neighborhood livability for existing residents of the neighborhood.

Section 5: Open Spaces, Scenic and Historic Areas, and Natural Resources

Goal 5.3 Historic Resources

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

Policy 5.3.1

Encourage architectural design of new structures in local Historic Districts, and the central Downtown area to be compatible with the historic character of the surrounding area.

Policy 5.3.2

Evaluate the establishment of Historic and Conservation Districts to preserve neighborhoods with significant examples of historic architecture in residential and business structures.

Policy 5.3.3

Promote the designation of qualifying properties outside Historic and Conservation Districts as historic.

Policy 5.3.4

Support the preservation of Oregon City's historic resources through public information, advocacy and leadership within the community, and the use of regulatory tools and incentive programs.

Policy 5.3.5

Support efforts to obtain historic designation at the city, state and national levels for public and private historic sites and districts. Natural and cultural landscapes should also be considered.

Policy 5.3.6

Maintain Oregon City's status as a Certified Local Government in the National Historic Preservation Program.

Policy 5.3.7

Encourage property owners to preserve historic structures in a state as close to their original construction as possible while allowing the structure to be used in an economically viable manner.

Policy 5.3.8

Preserve and accentuate historic resources as part of an urban environment that is being reshaped by new development projects.

Finding: Complies as Proposed. Granting the proposed variance helps protect and preserve the historic resources onsite, because dividing the property if the variance was not granted would require partial demolition and significant alterations to the historic structure in order to meet minimum lot depth and rear yard setback requirements. Granting the variance would protect and preserve the existing structures in their current state and maintain the character of the existing historic neighborhood, while providing an additional opportunity for new homeowners to own a historic property.

Section 10: Housing

Goal 10.1 Diverse Housing Opportunities

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

Policy 10.1.1

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

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.

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.

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.

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.

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.)

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.

Goal 10.2 Supply of Affordable Housing

Provide and maintain an adequate supply of affordable housing.

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.

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.

Policy 10.2.3

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

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).

Finding: Complies as Proposed. The proposal helps provide housing diversity and creates additional homeownership opportunities, allowing renters or residents of the neighborhood more opportunity to remain in their neighborhood as they become homeowners. Providing additional homeownership opportunities results in additional housing stock for those looking to buy property, and additional housing stock contributes to maintaining an adequate supply of affordable housing for both homeowners and renters.

CONCLUSION AND RECOMMENDATION:

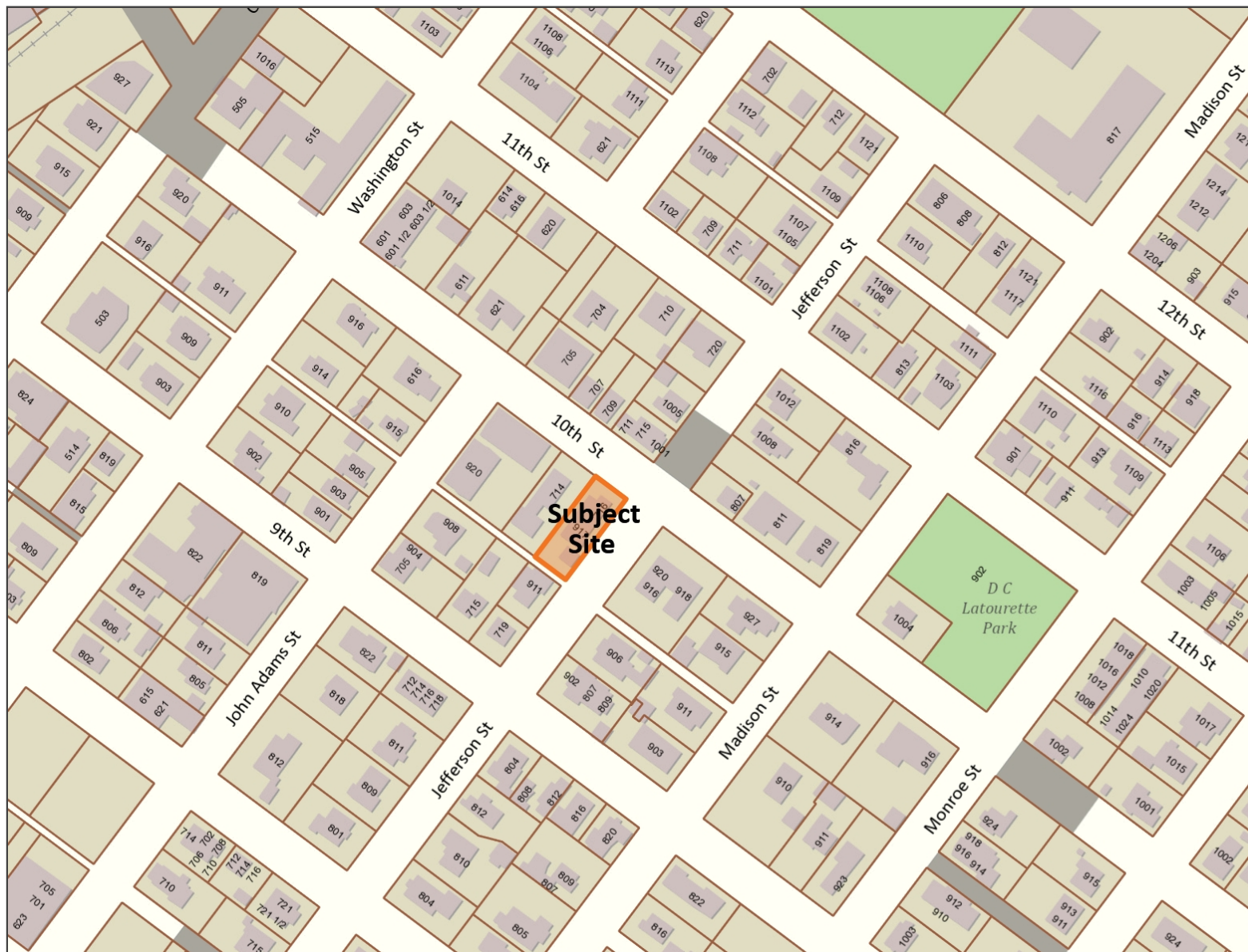
Based on the analysis and findings as described above, Staff concludes that the proposed development located at 716 10th Street/917 Jefferson Street, Oregon City, OR 97045, identified as Clackamas County Map Clackamas County Map 2-2E-31AA, Tax Lot 8900, can meet the requirements as described in the Oregon City Municipal Code by complying with the Conditions of Approval provided in this report. Therefore, the Community Development Director recommends approval with conditions, based upon the findings and exhibits contained in this staff report.

EXHIBITS:

1. Vicinity Map
2. Applicant's Narrative and Plans
3. Public Comments

GLUA-21-00069/MP-21-00006/VAR-21-00007 Vicinity Map

Item #2.



Legend

- Street Names
- Taxlots
- Taxlots Outside UGB
- Unimproved ROW
- City Limits
- UGB
- Basemap

Notes



0 200 400 Feet

1: 2,400



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 3/6/2022

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



LAND USE APPLICATION FORM

Type I (OCMC 17.50.030.A)

- ☐ Compatibility Review
 - ☐ WRG
 - ☐ Comm. Fac
- ☐ Lot Line Adjustment
- ☐ Non-Conforming Use Review
- ☐ Natural Resource (NROD)
- ☐ Verification
- ☐ Minor Site Plan & Design Review
- ☐ Extension of Approval
- ☐ Historic Review – Remodel
- ☐ Detailed Dev. Plan (DDP)

Type II (OCMC 17.50.030.B)

- ☐ Master Plan / PUD / GDP or Amendment
- ☐ Detailed Development Plan (DDP)
- ☐ Floodplain Review
- ☐ Geologic Hazard Overlay
- ☒ Minor Partition (<4 lots)
- ☐ Minor Site Plan & Design Review
- ☐ Non-Conforming Use Review
- ☐ Site Plan and Design Review / DDP
- ☐ Subdivision (4+ lots)
- ☐ Minor Variance
- ☐ Natural Resource (NROD) Review
- ☐ Public Improvement Modification
- ☐ Willamette Greenway

ELD Process (OCMC 17.50.030.E)

- ☐ Expedited Land Division

Type III / IV (OCMC 17.50.030.C & D.)

- ☐ Annexation
- ☐ Code Interpretation / Similar Use
- ☐ Master Plan / PUD / GDP Amendment
- ☐ Conditional Use
- ☐ Comprehensive Plan / Legislative Amendment (Code / Map)
- ☐ Detailed Development Plan DDP
- ☐ Historic Review
- ☐ Municipal Code Amendment
- ☐ Parking Adjustment
- ☒ Variance ☐ Sign Variance
- ☐ Natural Resource (NROD) Review
- ☐ Zone Change (Text/Map)
- ☐ Willamette Greenway

Item #2.

File Number(s):

ALVA-21-000069 / MP-21-000066 / VAR-21-00007

Application Date:

Dec. 13, 2021

Project Name: Oshiro Minor Partition & Major Variance Application

Proposed Land Use or Activity:

Divide the property into two parcels .

of Lots Proposed (If Applicable):

2

Physical Address(es) of Site:

716 10th Street and 917 Jefferson Street

Clackamas County Map and Tax Lot Number(s): 2-2E-31AA-08900

Applicant(s)

Applicant(s) Signature:

Bonnie Oshiro

Applicant(s) Name Printed: Bonnie Oshiro

Date: Dec. 13, 2021

Mailing Address: PO Box 3293, Clackamas, OR 97015

Phone: 503-799-4118

Fax:

Email: bjoshiro2014@gmail.com

Property Owner(s) – See reverse for more than two Owners

Property Owner #1 Same as Applicant

Property Owner#1 Signature

Property Owner#1 Name Printed:

Date:

Mailing Address:

Ownership Address:

Phone:

Fax:

Email:

Property Owner #2

Property Owner#2 Signature

Property Owner#2 Name Printed:

Date:

Mailing Address:

Ownership Address:

Phone:

Fax:

Email:

Representative(s)

Representative(s) Signature

Representative(s) Name Printed: Rick Givens, Planning Consultant

Date: Dec. 13, 2021

Mailing Address: 18690 Sunbloss Dr. Oregon City, OR 97045

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PARTITION AND VARIANCE APPLICATION

716 10th and 917 Jefferson Street

December, 2021

APPLICANT: Bonnie Oshiro
PO Box 3293
Clackamas, OR 97015

OWNER: Same as applicant.

REQUEST: 2-lot partition to separate lot with two dwellings into two parcels. The application includes variances, one for lot dimensions and the other for setbacks. A separate application to reduce the Historic Overlay zone to the lot that will contain the historic home on the property is also being filed and will be reviewed by the Historic Review Board.

LOCATION: 716 10th Street and 917 Jefferson Street
Assessors Map 22E31AA, Tax Lot 08900

I. BACKGROUND:

1. Existing Conditions

The subject property is comprised of a single tax lot that measures 50 feet wide by 132 feet deep. It is developed with two residences that are attached by a breezeway and are effectively a duplex under the existing conditions. The property is zoned R-3.5. The site fronts on two paved streets that are fully improved with sewer, water, and storm sewer services.



Jefferson Street View

10th Street View

2. Project Description

A 2-lot partition is proposed to separate lot so that each residence is on a separate lot. The application includes variances for lot dimensions and setbacks. Also proposed is a reduction in the size of the designated historic overlay to just the proposed lot that will contain the existing historic home. This portion of the application will be heard by the Historic Review Board.

Municipal Code Standards and Requirements: The following sections of the Oregon City Municipal Code are applicable to this land use approval:

Chapter 12.08 - Public And Street Trees
 Chapter 16.08 Land Divisions
 CHAPTER 17.10 Medium Density Residential Districts
 Chapter 17.50 Administration And Procedures
 Chapter 17.58 – Nonconforming Uses, Structures, and Lots
 Chapter 17.60 Variances
 Chapter 17.40 – Historic Overlay (see separate document)

REQUIRED CODE RESPONSES:

CHAPTER 12.08 PUBLIC AND STREET TREES

12.08.015 - Street tree selection, planting and maintenance requirements.

All development shall provide street trees adjacent to all street frontages. Species and locations of trees shall be selected based upon vision clearance requirements, but shall in all cases be selected from the Oregon City Street Tree List, an approved street tree list for a jurisdiction in the metropolitan region, or be approved by a certified arborist unless otherwise approved pursuant to this section. If a setback

sidewalk has already been constructed or the Public Works Department determines that the forthcoming street design shall include a setback sidewalk, then all street trees shall be installed with a planting strip or within tree wells. If existing street design includes a curb-tight sidewalk, then all street trees shall be placed according to OCMC 12.08.035.C.

- A. *One street tree shall be planted for every thirty-five feet of property frontage. The tree spacing shall be evenly distributed throughout the total development frontage to meet the clearance distances required in subsection (B) below. The Community Development Director may approve an alternative street tree plan, or accept fee-in-lieu of planting pursuant to OCMC 12.08.035, if site or other constraints prevent meeting the required total number of tree plantings.*

Applicant's Response: The subject property has 50 feet of frontage on 10th Street and 132' of frontage on Jefferson Street. There is an existing planter strip between the sidewalk and the curb along both streets, but there are no existing street trees. The partition site plan shows trees to be planted every 35' in accordance with this standard.

- B. *The following clearance distances shall be maintained when planting trees:*
1. *Fifteen feet from streetlights;*
 2. *Five feet from fire hydrants;*
 3. *Twenty feet from intersections;*
 4. *Five feet from all public utilities (i.e. sewer, storm and water lines, utility meters, etc.);*

Applicant's Response: The site plan shows the location of an existing street light at the intersection of 10th and Jefferson Streets, as well as the location of a water meter on 10th Street. The proposed planting plan maintains the required setbacks from the intersection, street light and water meter. There are no fire hydrants or other public facilities in the planter strip.

- B. *All street trees planted in conjunction with development shall be a minimum of two inches in caliper at six inches above the root crown and installed to city specifications. Larger caliper size trees may be approved if recommended by a certified arborist or registered landscape architect.*

Applicant's Response: The proposed street trees will meet the minimum caliper size and will be installed to City specifications.

- C. *All established trees shall be pruned tight to the trunk to a height that provides adequate clearance for street cleaning equipment and ensures ADA complaint clearance for pedestrians.*

Applicant's Response: There are no established street trees along the property frontage.

- D. *All trees planted within the right-of-way shall be planted with root barriers at least eighteen inches in depth adjacent to the sidewalk and curb to ensure proper root growth and reduce potential damage to sidewalks, curbs and gutters.*

Applicant's Response: The required root barriers will be installed.

- E. *All trees planted beneath powerlines shall be selected based on what is appropriate for the location. In addition, the tree species shall be approved by the associated franchise powerline utility company.*

Applicant's Response: There are powerlines on both 10th Street and Jefferson Street. PGE lists several trees as being suitable for locations under distribution lines. One is Acer griseum, paperbark maple, which typically remains under 20' in height and is shown on the plan as the proposed street tree. The applicant will contact PGE for approval prior to planting.

- F. *Tree species, spacing and selection for stormwater facilities in the public right-of-way and in storm water facilities shall conform to requirements of OCMC 13.12 and the adopted Stormwater and Grading Design Standards and be approved by the City Engineer.*

Applicant's Response: Not applicable. No stormwater facilities are located or proposed within the planting strip.

- G. *Any public or street trees planted within the Natural Resource Overlay District shall conform to the applicable requirements of OCMC 17.49 - Natural Resources Overlay District (NROD).*

Applicant's Response: Not applicable. The site is not located within the NROD.

12.08.045 – Gifts, fee-in-lieu of planting, and funding.

The City of Oregon City may accept gifts, which are specifically designated for the purpose of planting or maintaining trees within the City. The Community Development Director may allow a fee -in-lieu of planting the tree(s) to be placed into a city fund dedicated to planting trees in Oregon City. The Community Development Director may determine the type, caliper and species of the trees purchased with the fund. The cost of each tree may be adjusted annually based upon current market prices for materials and labor as calculated by the Community Development Director. A separate fund shall be established and maintained for revenues and expenditures created by activities specified in this chapter. The Natural Resources Committee shall have authority on behalf of the City to seek grants and alternative funding for tree projects. Funds from such grant awards shall be administered by the City pursuant to this section.

Applicant's Response: Not applicable. No fee-in-lieu of planting is proposed.

CHAPTER 16.08 LAND DIVISIONS - PROCESS AND STANDARDS

16.08.025 - Preliminary plat—Required information.

The preliminary plat shall specifically and clearly show the following features and information on the maps, drawings, application form or attachments. The preliminary plat layout may be prepared by a civil engineer, architect, land use planner or similarly qualified professional. All maps and site drawings shall be at a minimum scale of one inch to fifty feet.

- A. *Site Plan. A detailed site development plan 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, 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. If required by staff at the pre-application conference, a connectivity analysis shall be prepared by a transportation engineer licensed by the State of Oregon that describes the existing and future vehicular, bicycle and pedestrian connections between the proposed subdivision and existing or planned land uses on adjacent properties. The connectivity analysis shall include shadow plats of adjacent properties demonstrating how lot and street patterns within the proposed land division will extend to and/or from such adjacent properties and can be developed meeting the existing OCMC design standards and adopted Transportation System Plan, street design standards, and adopted concept plans, corridor and access management studies, engineering standards and infrastructure analyses.*

Applicant's Response: The site plan is based upon a field survey and CAD file provided by Township Land Surveys, LLC. The required information is shown on the site plan.

- B. Traffic/Transportation Plan. The applicant's traffic/transportation information shall include two elements: (1) A detailed site circulation plan showing proposed vehicular, bicycle, transit and pedestrian access points and connections to the existing system, circulation patterns and connectivity to existing rights-of-way or adjacent tracts, parking and loading areas and any other transportation facilities in relation to the features illustrated on the site plan; and (2) a traffic impact study prepared by a qualified professional transportation engineer, licensed in the State of Oregon, that assesses the traffic impacts of the proposed development on the existing transportation system and analyzes the adequacy of the proposed internal transportation network to handle the anticipated traffic and the adequacy of the existing system to accommodate the traffic from the proposed development. In the preparation of the Traffic/Transportation Plan, the applicant shall reference the adopted Transportation System Plan. The Community Development Director may waive any of the foregoing requirements if determined that the requirement is unnecessary in the particular case.*

Applicant's Response: Based upon the preapplication notes provided to the applicant, no traffic impact analysis or site circulation plan is required for this minor partition. The property is fully developed with two existing dwellings. No additional dwelling units are proposed so there will be no impact upon traffic generation from this site.

- C. Natural Features Plan and Topography, Preliminary Grading and Drainage Plan. The applicant shall submit a map illustrating all of the natural features and hazards on the subject property and, where practicable, within 250 feet of the property's boundary. The map shall also illustrate the approximate grade of the site before and after development. Illustrated features shall include all proposed streets and cul-de-sacs, the location and estimated volume of all cuts and fills, and all stormwater management features. This plan shall identify the location of drainage patterns and courses on the site and within 250 feet of the property boundaries where practicable. Features that shall be illustrated shall include the following:*

- 1. Proposed and existing street rights-of-way and all other transportation facilities;*
- 2. All proposed lots and tracts;*
- 3. All trees proposed to be removed prior to final plat with a diameter six inches or greater diameter at breast height (d.b.h);*
- 4. All natural resource areas pursuant to OCMC 17.49, 17.48, 17.44, and 17.42;*
- 5. The location of any known state or federal threatened or endangered species or wildlife habitat or other natural features listed on any of the City's official inventories;*
- 6. All historic areas or cultural features acknowledged as such on any federal, state or city inventory;*

Applicant's Response: Not applicable. The site is fully developed. No site grading is proposed. No new pavement is proposed. There are no natural resource areas on the subject property or in close proximity to the site, nor are there any known state or federal endangered species or wildlife habitat in this area of Oregon City. The existing home fronting 10th Street is listed as an historic resource and will remain on the site in its existing condition.

16.08.030 - Preliminary plat—Narrative statement.

In addition to the plans required in the previous section, the applicant shall also prepare and submit a narrative statement that addresses the following issues:

- A. *Description. A detailed description of the proposed development, including a description of proposed uses, number and type of residential units, allocation and ownership of all lots, tracts, streets, and public improvements, the structure of any homeowner's association, and each instance where the proposed subdivision will vary from some dimensional or other requirement of the underlying zoning district.*

Applicant's Response: As discussed above, there is no new development proposed. This application simply seeks to provide separate lots for each of the two existing dwelling units so that they may be sold separately.

- B. *Timely Provision of Public Services and Facilities. The applicant shall explain in detail how and when each of the following public services or facilities is, or will be, adequate to serve the proposed development by the time construction begins:*

1. *Water,*

Applicant's Response: Water service is available to the property. There is a single water meter, so a second meter will need to be installed to provide for individual service to each residence.

2. *Sanitary sewer,*

Applicant's Response: Sanitary sewer service is available to the property. Each unit has its own service lateral so no change to the sewer system will be required.

3. *Storm sewer and stormwater drainage,*

Applicant's Response: Storm sewer service is available in Jefferson Street. All development on the property is existing and no changes are proposed that will require alteration of the storm sewer system.

4. *Parks, trails and recreation facilities, if determined to be necessary pursuant to the Oregon City adopted Trail Master Plan and / or Parks and Recreation Master Plan*

Applicant's Response: The area in which the subject property is located is fully developed. Latourette Park is located approximately a block and a half to the east and Barclay Park is located two blocks to the north. No additional parks, trails or recreation facilities are called for in this area by the Trail Master Plan or the Parks and Recreation Master Plan.

5. *Traffic and transportation, and*

Applicant's Response: The two existing dwellings on the subject property have access to local streets on Jefferson and 10th Streets. No changes to the use of the property are proposed so there will be no impact upon traffic or the transportation system as a result of this application.

6. *Fire and police services*

Applicant's Response: The City of Oregon City provides police and fire services in this area. No changes to the use of the land are proposed so there will be no impact upon fire and police services as a result of this application.

Where adequate capacity for any of these public facilities and services is not demonstrated to be currently available, the applicant shall describe how adequate capacity in these services and facilities will be financed and constructed before recording of the plat;

Applicant's Response: All public facilities and services are available and have adequate capacity to service the property. No changes to the use of the property are proposed so there will be no impact upon provision of adequate levels of services.

B. Drafts of the proposed covenants, conditions and restrictions (CC&Rs), maintenance agreements, homeowner association agreements, dedications, deeds easements, or reservations of public open spaces not dedicated to the City, and related documents for the land division;

Applicant's Response: Not applicable. None are proposed.

D. Overall density of the land division and the density by dwelling type for each.

Applicant's Response: The subject property measures 6,600 sq. ft. (.152 acre) in area and contains two single-family attached dwellings. The overall density of development is 13.2 units per net acre. The property is zoned R-3.5 and this zone allows a maximum density for single-family attached homes of 17.4 dwelling units per acre.

16.08.045 - Frontage width requirement.

Each lot shall abut upon a street other than an alley for a width of at least twenty feet unless flag lots are provided pursuant to OCMC 16.08.050, except for Cluster Housing development pursuant to OCMC 17.20.020.

Applicant's Response: Parcel 1 has 50 feet of frontage on 10th St. and 60.25' of frontage on Jefferson St. Parcel 2 has 71.75' of frontage on Jefferson St. This criterion is met.

16.08.050 - Flag lots.

A. Flag lots shall not be permitted except where the applicant can show that the existing parcel configuration, topographic constraints or the location of a pre-existing dwelling unit precludes a land division that meets the minimum density, dimensional standards of the underlying zone, and except where street connectivity is not practicable as determined by the City Engineer.

Applicant's Response: OCMC 16.08.050 is not applicable in its entirety. No flag lots are proposed.

16.08.053 Tracts

Tracts which cannot be developed with a home or office, commercial, residential, institutional, industrial, parking or other uses as determined by the City Engineer or Community Development Director are not subject to compliance with the dimensional standards of the zoning designation, frontage requirements, or flag lot standards.

Applicant's Response: Not applicable. No tracts are proposed.

16.08.060 - Building sites.

A. The size, width, shape and orientation of building sites shall be rectangular or square to the maximum extent practicable.

Applicant's Response: No new building sites are proposed. The proposed lots are rectangular.

B. Sites abutting an alley shall gain vehicular access from the alley unless deemed impracticable by the decision maker.

Applicant's Response: Not applicable. The site does not abut an alley.

C. Adequate access for emergency services (fire and police) shall be provided.

Applicant's Response: Both parcels have direct frontage on fully improved city streets that provide for emergency vehicle access.

16.08.063 - Minimum density.

All layouts shall achieve at least the minimum density of the base zone for the net developable area as defined in OCMC 17.04. Alternatively, a site may be partitioned into two lots, though one of the lots shall not contain sufficient lot area to allow further division.

Applicant's Response: The minimum density standard of the R-3.5 zone is 10 dwelling units per net acre. The proposed partition provides a density of 13.2 dwelling units per acre. This criterion is met.

16.08.065 – Lot size reduction.

A subdivision in the R-10, R-8, R-6, R-5, or R-3.5 dwelling district may utilize lot size reduction for up to twenty-five percent of the lots proposed for single-family detached residential use. Fractions resulting from the twenty-five percent calculation shall be rounded down. The reduced-size lots may be up to ten percent less than the required minimum lot area of the applicable zoning designation provided the average lot size of all proposed single-family detached residential lots meet the minimum requirement of the underlying zone. Any area within a powerline easement on a lot shall not count towards the lot area for that lot. Lot size reduction is only permitted through a subdivision or, master plan and planned unit developments processes and may not be used for minor partitions or any other residential uses.

Applicant's Response: OCMC 16.08.065 is not applicable in its entirety. No lot size reduction is proposed.

16.08.070 - Through lots.

Through lots and parcels shall be avoided except where they are essential to provide separation of residential development from major arterials or to overcome specific disadvantages of topography of existing development patterns. A reserve strip may be required. A planting screen restrictive covenant may be required to separate residential development from major arterial streets, adjacent nonresidential development, or other incompatible use, where practicable. Where practicable, alleys or shared driveways shall be used for access for lots that have frontage on a collector or minor arterial street, eliminating through lots.

Applicant's Response: Not applicable. No through lots are proposed.

16.08.075 - Building site—Lot and parcel side lines.

The lines of lots and parcels, as far as is practicable, shall run at right angles to the street upon which they face, except that on curved streets they shall be radial to the curve. Lot and parcel side lines for cluster housing projects proposed consistent with the standards in OCMC 17.20.020 are not subject to this standard.

Applicant's Response: The proposed lot parcel side line runs at a right angle to Jefferson St.

16.08.080 - Setbacks and building location.

This standard ensures that lots are configured in a way that development can be oriented toward streets to provide a safe, convenient and aesthetically pleasing environment for pedestrians and bicyclists. Houses oriented in this manner assure a sense of openness by avoiding the “bowling alley” effect caused by uninterrupted, continuous privacy fences along higher volume streets. The objective is for lots located on a neighborhood collector, collector or minor arterial street to locate the front yard setback on and design the most architecturally significant elevation of the primary structure to face the neighborhood collector, collector or minor arterial street,

Applicant’s Response: OCMC 16.08.080 is not applicable in its entirety. The property does not abut on a neighborhood collector, collector or minor arterial street.

16.08.085 - Division of large lots.

Where land is to be divided into lots or parcels capable of redivision in accordance with this chapter, the Community Development Director shall require an arrangement of lots, parcels, buildings on lots, utilities and streets which facilitates future redivision. In such a case, development limitations including building locations and setback lines may be required and made a matter of record in order to preserve future right-of-way or building sites.

Applicant’s Response: Not applicable. The property does not create any parcels capable of redivision under the R-3.5 zone.

16.08.095 - Prohibition on Additional Private Restrictions on Housing Types.

Private restrictions on the provision of accessory dwelling units, corner duplexes, or internal conversions executed after July 1, 2019 shall be prohibited. Conditions, Covenants, and Restrictions (CC&Rs) or similar legal instrument submitted with residential plats submitted for final plat approval after July 1, 2019 shall not prohibit or impose additional restrictions on accessory dwelling units, corner duplexes, and/or internal conversions to the extent permitted in the OCMC in place at the time of final plat submittal, and shall not impose additional restrictions on Accessory Dwelling Units and internal conversions through any future amendment.

Applicant’s Response: No private restrictions on the provision of the listed housing types are proposed.

CHAPTER 17.10 MEDIUM DENSITY RESIDENTIAL DISTRICTS

17.10.020 - Permitted uses.

Permitted uses in the R-5 and R-3.5 districts are:

- A. *Single-family detached residential units;*
- B. *Accessory uses, buildings and dwellings;*
- C. *Internal conversions;*
- D. *Duplexes;*
- E. *Corner duplexes;*
- F. *Single-family attached residential units;*
- G. *3-4 plex residential;*
- H. *Cluster housing;*
- I. *Manufactured home parks or subdivisions in the R-3.5 district only;*
- J. *Residential homes;*
- K. *Parks, playgrounds, playfields and community or neighborhood centers;*
- L. *Home occupations;*
- M. *Family day care providers;*

- N. Farms, commercial or truck gardening and horticultural nurseries on a lot not less than twenty thousand square feet in area (retail sales of materials grown on-site is permitted);
- O. Temporary real estate offices in model homes located on and limited to sales of real estate on a single piece of platted property upon which new residential buildings are being constructed;
- P. Transportation facilities.

Applicant's Response: The existing use is duplex, and the proposed use is single-family attached dwellings. Both uses are listed as permitted uses in the R-3.5 zone.

17.10.025 - Conditional uses.

The following uses are permitted in the R-5 and R-3.5 districts when authorized by and in accordance with the standards contained in OCMC 17.56:

- A. Golf courses, except miniature golf courses, driving ranges or similar commercial enterprises;
- B. Bed and breakfast inns/boarding houses;
- C. Cemeteries, crematories, mausoleums and columbariums;
- D. Child care centers and nursery schools;
- E. Emergency service facilities (police and fire), excluding correctional facilities;
- F. Residential care facilities;
- G. Private and/or public educational or training facilities;
- H. Public utilities, including sub-stations (such as buildings, plants and other structures);
- I. Religious institutions;
- J. Assisted living facilities; nursing homes and group homes for over fifteen patients.
- K. Live/work dwellings.

Applicant's Response: Not applicable. No conditional uses are proposed.

17.10.030 - Master plans.

The following use is permitted in the R-3.5 district when authorized by and in accordance with the standards contained in OCMC 17.65.

- A. Multifamily residential.

Applicant's Response: Not applicable. No multifamily dwellings are proposed and the proposal is not for a master plan.

17.10.040 - Dimensional standards.

Dimensional standards in the R-5 and R-3.5 districts are as follows:

Table 17.10.040

Standard	R-5	R-3.5
Minimum lot size ¹		
Single-family detached	5,000 sq. ft.	3,500 sq. ft.
Duplex	6,000 sq. ft.	4,000 sq. ft.
Single-family attached	3,500 sq. ft.	2,500 sq. ft.
3-4 plex	2,500 sq. ft. per unit	2,000 sq. ft. per unit
Applicant's Response:		Both parcels for the single-family attached units exceed 2,500 sq. ft. Standard Met
Maximum height	35 ft.	35 ft.

Applicant's Response:		Both existing structures are under 35' in height. Standard Met
Maximum building lot coverage Single-family detached and all duplexes With ADU Single-family attached and 3-4 plex	50% 60% 70%	55% 65% 80%
Applicant's Response:		Parcel 1- 34% Parcel 2 – 29% Standard Met
Minimum lot width All, except Single-family attached	35 ft., except 25 ft.	25 ft., except 20 ft.
Applicant's Response:		Parcel 1 50' Parcel 2 – 71.75' Standard Met
Minimum lot depth	70 ft.	70 ft.
Applicant's Response:		Parcel 1 – 60.25' Parcel 2 – 50' Variance requested.
Minimum front yard setback	10 ft., except 5 ft. - Porch.	5 ft., except 0 ft. - Porch
Applicant's Response:		Parcel 1 – 15' Parcel 2 – 11.5' Standard met.
Minimum interior side yard setback All, except Single-family attached	5 ft., except 0 ft. (attached) /5 ft. (side)	5 ft., except 0 ft. (attached) /5 ft. (side)
Applicant's Response:		Parcel 1 – 13' Parcel 2 – 19.5' & Attached. Standard met.
Minimum corner side yard setback	7 ft.	7 ft.
Applicant's Response:		Parcel 1 – 7.8' Standard met. Parcel 2 – N/A not corner lot.

<i>Minimum rear yard setback</i>	<i>20 ft., except 15 ft. - porch 10 ft. - ADU</i>	<i>20 ft., except 15 ft. - porch 5 ft. - ADU</i>
Applicant's Response:		Parcel 1 – Attached Parcel 2 – 13.3' Variance Requested.
<i>Garage setbacks</i>	<i>20 ft. from ROW, except 5 ft. from alley</i>	<i>20 ft. from ROW, except 5 ft. from alley</i>
Applicant's Response:		Garage – 2.8' Existing Nonconforming.

Notes:

1. For land divisions, lot sizes may be reduced pursuant to OCMC 16.08.065.

Applicant's Response: Not applicable. No reduction is proposed.

17.10.045 - Exceptions to setbacks.

A. Projections from buildings. Ordinary building projections such as cornices, eaves, overhangs, canopies, sunshades, gutters, chimneys, flues, sills or similar architectural features may project into the required yards up to twenty-four inches.

Applicant's Response: Eaves on the south side nook on the historic home extend into corner side setback less than 24". No other exceptions are present.

B. Through lot setbacks. Through lots having a frontage on two streets shall provide the required front yard on each street. The required rear yard is not necessary.

Applicant's Response: Not applicable. Neither parcel proposed is a through lot.

17.10.050 - Density standards.

A. Density standards in the R-5 and R-3.5 districts are as follows:

Table 17.10.050

Standard	R-5	R-3.5
<i>Minimum net density</i>	<i>7.0 du/acre</i>	<i>10 du/acre</i>
Applicant's Response:		The existing density is 6.6 DU/Acre because duplexes count as a single unit. Standard is presently not met. As single-family attached, the density is 13.2 DU/Acre and the standard is met.
<i>Maximum net density</i> • <i>Single-family detached</i>	<i>8.7 du/acre</i>	<i>12.4 du/acre</i>

• Single-family attached • 3-4 plexes	12.4 du/acre 17.4 du/acre	17.4 du/acre 21.8 du/acre
Applicant's Response:		The existing density is 6.6 DU/Acre and the proposed density is 13.2 DU/Acre. The standard is met.

B. Exceptions.

1. Any dwelling units created as accessory dwelling units or internal conversions do not count towards the minimum or maximum density limits in Table 17.10.050.
2. Duplexes and corner duplexes shall count as a single dwelling unit for the purposes of calculating minimum and maximum density standards.
3. Cluster housing is permitted at higher densities exempt from the standards in Table 17.10.050; see OCMC 17.20.020.

Applicant's Response: The structure is presently a duplex, which is counted as one unit per B.2. As such, the existing condition does not meet minimum density requirements. Once partitioned, the existing residences become single-family attached and are counted as two units, yielding a net density of 13.2 du/acre, which meets minimum density requirements.

17.10.060 - Conversion of Existing Duplexes.

Any conversion of an existing duplex unit into two single-family attached dwellings shall be reviewed for compliance with the land division requirements in Title 16 and the underlying zone district.

Applicant's Response: The proposed partition would accomplish a conversion of the existing duplex to two single-family attached units. Please see the discussion of Title 16 requirements above.

CHAPTER 17.50 ADMINISTRATION AND PROCEDURES

17.50.050 – Pre-application conference.

A Pre-application Conference. Prior to a Type II – IV or Legislative application, excluding Historic Review, being deemed complete, the applicant shall schedule and attend a pre-application conference with City staff to discuss the proposal, unless waived by the Community Development Director. The purpose of the pre-application conference is to provide an opportunity for staff to provide the applicant with information on the likely impacts, limitations, requirements, approval standards, fees and other information that may affect the proposal.

1. To schedule a pre-application conference, the applicant shall contact the Planning Division, submit the required materials, and pay the appropriate conference fee.
2. At a minimum, an applicant should submit a short narrative describing the proposal and a proposed site plan, drawn to a scale acceptable to the City, which identifies the proposed land uses, traffic circulation, and public rights-of-way and all other required plans.
3. The Planning Division shall provide the applicant(s) with the identity and contact persons for all affected neighborhood associations as well as a written summary of the pre-application conference.

B. A pre-application conference shall be valid for a period of six months from the date it is held. If no application is filed within six months of the conference or meeting, the applicant shall schedule and attend another conference before the City will accept a permit application. The Community Development Director may waive the pre-application requirement if, in the Director's opinion, the development has not changed significantly and the applicable municipal code or standards have not

been significantly amended. In no case shall a pre-application conference be valid for more than one year.

Applicant's Response: A pre-application conference was held on March 3, 2021 (PA 21-06). The application is not being filed within the specified time frame, partially due to the inability to arrange a meeting with the McLoughlin Neighborhood until Dec. 2nd. The applicant requests that the Community Development Director waive the requirement for a new pre-application conference as no changes have taken place to City code or the proposed development since the initial conference date.

17.50.055 - Neighborhood association meeting.

Neighborhood Association Meeting. The purpose of the meeting with the recognized neighborhood association is to inform the affected neighborhood association about the proposed development and to receive the preliminary responses and suggestions from the neighborhood association and the member residents.

- A. Applicants applying for annexations, zone change, comprehensive plan amendments, conditional use, Planning Commission variances, subdivision, or site plan and design review (excluding minor site plan and design review), general development master plans or detailed development plans applications shall schedule and attend a meeting with the City-recognized neighborhood association in whose territory the application is proposed no earlier than one year prior to the date of application. Although not required for other projects than those identified above, a meeting with the neighborhood association is highly recommended.*
- B. The applicant shall request via email or regular mail a request to meet with the neighborhood association chair where the proposed development is located. The notice shall describe the proposed project. A copy of this notice shall also be provided to the chair of the Citizen Involvement Committee.*
- C. A meeting shall be scheduled within thirty days of the date that the notice is sent. A meeting may be scheduled later than thirty days if by mutual agreement of the applicant and the neighborhood association. If the neighborhood association does not want to, or cannot meet within thirty days, the applicant shall host a meeting inviting the neighborhood association, Citizen Involvement Committee, and all property owners within three hundred feet to attend. This meeting shall not begin before six p.m. on a weekday or may be held on a weekend and shall occur within the neighborhood association boundaries or at a City facility.*
- D. If the neighborhood association is not currently recognized by the City, is inactive, or does not exist, the applicant shall request a meeting with the Citizen Involvement Committee.*
- E. To show compliance with this section, the applicant shall submit a copy of the email or mail notice to the neighborhood association and CIC chair, a sign-in sheet of meeting attendees, and a summary of issues discussed at the meeting. If the applicant held a separately noticed meeting, the applicant shall submit a copy of the meeting flyer, postcard or other correspondence used, and a summary of issues discussed at the meeting and submittal of these materials shall be required for a complete application.*

Applicant's Response: A neighborhood meeting was held on December 2, 2021 with the McLoughlin Neighborhood Association. The meeting coordination requirements were followed. Please see the attached minutes and emails.

17.50.100 - Notice posting requirements.

Where this chapter requires notice of a pending or proposed permit application or hearing to be posted on the subject property, the requirements of this section shall apply.

- A. City Guidance and the Applicant's Responsibility. The City shall supply all of the notices which the applicant is required to post on the subject property and shall specify the dates the notices are to be*

posted and the earliest date on which they may be removed. The City shall also provide a statement to be signed and returned by the applicant certifying that the notice(s) were posted at the correct time and that if there is any delay in the City's land use process caused by the applicant's failure to correctly post the subject property for the required period of time and in the correct location, the applicant agrees to extend the applicable decision-making time limit in a timely manner.

- B. Number and Location. The applicant shall place the notices on each frontage of the subject property. If the property's frontage exceeds six hundred feet, the applicant shall post one copy of the notice for each six hundred feet or fraction thereof. Notices do not have to be posted adjacent to alleys or unconstructed right-of-way. Notices shall be posted within ten feet of the street and shall be visible to pedestrians and motorists. Notices shall not be posted within the public right-of-way or on trees. The applicant shall remove all signs within ten days following the event announced in the notice.*

Applicant's Response: The posting requirements will be met once the application has been reviewed by staff and deemed to be complete.

17.50.140 – Financial guarantees.

When conditions of permit approval require a permittee to construct certain public improvements, the City shall require the permittee to provide financial guarantee for construction of the certain public improvements. Financial guarantees shall be governed by this section.

Applicant's Response: No public improvements other than street trees are anticipated and those will be planted or the required fee-in-lieu paid prior to final plat.

17.50.141 – Public improvements – Warranty

Applicant's Response: No public improvements are required, so there are no warranty requirements relating to this project.

CHAPTER 17.58 LAWFUL NONCONFORMING USES, LOTS, STRUCTURES, AND SITES

17.58.020 - Lawful nonconforming lots of record.

Lots or parcels lawfully created but which do not now conform to the legal lot standards in this land use code may be occupied by uses otherwise permitted if those uses comply with all other provisions of this land use code.

Applicant's Response: The lot and structures predate the adoption of zoning by the City of Oregon City in 1954. The subject property is comprised of the southeasterly half of Lots 1 and 2, Block 99 of the plat of Oregon City. There appears to have been a lot line adjustment that changed the orientation of the line separating those two lots from southeasterly to northwesterly. The historic home on the property was built in approximately 1900, so the adjustment took place prior to that date. According to Clackamas County Assessor's records (attached) the 625 sq. ft. addition was built in 1946. The garage is indicated in the Assessor's records as having been built in 1933. The subject property complies with respect to all standards except for the front setback of the garage. Current standards require a 20' setback to the front opening of the garage, but it has a setback of 2.8' from Jefferson Street right-of-way. Since the garage predates the adoption of the zoning code, this condition has a lawful nonconforming status. No changes are proposed that would affect this setback so the remaining provisions of Chapter 17.58 are not applicable in their entirety.

CHAPTER 17.60 VARIANCES

Dimensional variances are requested to lot depth for both Parcel 1 and 2 and to front and rear setbacks for the dwelling on Parcel 2. The requested variances are:

- Parcel 1: Reduction of minimum lot depth from 70 feet to 60.25'
- Parcel 2: Reduction of minimum lot depth from 70 feet to 50'.
Reduction of minimum rear setback from 20 feet to 13.3'.

17.60.020 - Variances—Procedures.

- A. A request for a variance shall be initiated by a property owner or authorized agent by filing an application with the city recorder. The application shall be accompanied by a site plan, drawn to scale, showing the dimensions and arrangement of the proposed development. When relevant to the request, building plans may also be required. The application shall note the zoning requirement and the extent of the variance requested. Procedures shall thereafter be held under Chapter 17.50. In addition, the procedures set forth in subsection D. of this section shall apply when applicable.*
- B. A nonrefundable filing fee, as listed in OCMC 17.50.080, shall accompany the application for a variance to defray the costs.*

Applicant's Response: The application is being initiated by the owner of the subject property. No building plans are required as all structures are existing and no changes are proposed. The information regarding the zoning standards and the proposed variances is provided above. The procedures of Chapter 17.50 and Subsection D of Chapter 17.60 will be followed by the applicant and City. The required filing fee is being paid by the applicant.

- C. *Before the planning commission may act on a variance, it shall hold a public hearing thereon following procedures as established in Chapter 17.50. A Variance shall address the criteria identified in OCMC 17.60.030, Variances — Grounds.*

Applicant's Response: As required by this section, the Planning Commission will hear this application. The applicable approval criteria are addressed in this narrative.

- D. *Minor variances, as defined in subsection E. of this section, shall be processed as a Type II decision, shall be reviewed pursuant to the requirements in OCMC 17.50.030B., and shall address the criteria identified in OCMC 17.60.030, Variance — Grounds.*
- E. *For the purposes of this section, minor variances shall be defined as follows:*
1. *Variances to setback and yard requirements to allow additions to existing buildings so that the additions follow existing building lines;*
 2. *Variances to width, depth and frontage requirements of up to twenty percent;*
 3. *Variances to residential yard/setback requirements of up to twenty-five percent;*
 4. *Variances to nonresidential yard/setback requirements of up to ten percent;*
 5. *Variances to lot area requirements of up to five percent;*
 6. *Variance to lot coverage requirements of up to twenty-five percent;*
 7. *Variances to the minimum required parking stalls of up to five percent; and*
 8. *Variances to the floor area requirements and minimum required building height in the mixed-use districts.*
 9. *Variances to design and/or architectural standards for single family dwellings, duplexes, single-family attached dwellings, internal conversions, accessory dwelling units, and 3-4 plexes in OCMC 17.14, 17.16, 17.20, 17.21, and 17.22.*

Applicant's Response: Not applicable. This application does not include any minor variance requests.

17.60.030 - Variance—Grounds.

A variance may be granted only in the event that all of the following conditions exist:

- A. *That the variance from the requirements is not likely to cause substantial damage to adjacent properties by reducing light, air, safe access or other desirable or necessary qualities otherwise protected by this title;*

Applicant's Response: The proposed variances will have no impact upon these factors for adjacent properties. The subject property is fully developed and there will be no physical change to the structures. The only result of the proposal is that the property is divided into two parcels so that each residence will be on an individual lot.

- B. *That the request is the minimum variance that would alleviate the hardship;*

Applicant's Response: The structures are existing so there is no lesser variance available to alleviate the hardship. The setback distances are established and will not change as a result of this application. The lot depth for Parcel 1 is set by the location of the rear wall of the structure and cannot be increased. The depth of Parcel 2 is set by the 50-foot lot dimension from Jefferson Street.

- C. *Granting the variance will equal or exceed the purpose of the regulation to be modified.*

Applicant's Response: The purpose of setback standards is to maintain adequate separation between structures such that light, air, and safety are maintained. Since there will be no physical change to the separation between structures as a result of this application, granting the variance to the rear setback of Parcel 2 will maintain equal status with respect to these factors. Regarding lot depth for both parcels, again, there is no change to the physical location of the buildings on the property so there will be equal impact relative to this standard.

D. Any impacts resulting from the adjustment are mitigated;

Applicant's Response: Since there are no physical changes to the property, there will be no impacts resulting from granting the proposed variances. No mitigation is needed.

E. No practical alternatives have been identified which would accomplish the same purpose and not require a variance; and

Applicant's Response: There are no alternatives that would allow for the use of this property to be changed from duplex to single-family attached. The single-family attached use is permitted in the R-3.5 zoning district, there is adequate lot area to allow for this use in accordance with density provisions of the zone, but there is no flexibility to the design of the partition because the structures are existing.

F. The variance conforms to the comprehensive plan and the intent of the ordinance being varied.

Applicant's Response: The intent of setback standards has been discussed above in the discussion of OCMC 17.60.030A. The intent of lot depth provisions is so there is sufficient room that structures can be located on lots in a manner that meets setback provisions. In the case of Parcel 1, the structure meets front setbacks and is attached at the rear. No variance to setbacks is required even through the lot depth is only 60 feet. The existing structure on Parcel 2 satisfies the front setback standard (with the exception of the garage, which is a legal nonconforming structure). The rear setback is 13.3 feet instead of 20 feet. However, the structure is already in existence and there will be no change in the physical characteristics of the home. Thus, there are no impacts on the purpose of this standard with respect to Parcel 2.

The proposed variances conform to the relevant policies of the Oregon City Comprehensive Plan, as discussed below:

SECTION 1 – CITIZEN INVOLVEMENT

Policy 1.1.1 Utilize neighborhood associations as the vehicle for neighborhood-based input to meet the requirements of the Land Conservation and Development Commission (LCDC) Statewide Planning Goal 1, Citizen Involvement. The Citizen Involvement Committee (CIC) shall serve as the officially recognized citizen committee needed to meet LCDC Statewide Planning Goal 1.

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.

Comment: Per OCMC 17.50.090 - Public notices, citizens will be notified pursuant to the required provisions for a Type III land use application.

SECTION 2 – LAND USE

Goal 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.

Comment: Although the property is already fully developed, this partition will allow for individual owner occupancy of each home thereby making efficient use of this site.

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.

Comment: The proposed plan provides for single-family attached homes in an area of the city that has little of this type of housing available.

SECTION 3 – AGRICULTURAL LANDS

Comment: Not applicable. There are no designated agricultural lands within the city limits of Oregon City. Although portions of the subject property are presently used for agricultural purposes, the land is designated by the Oregon City Comprehensive Plan for Low Density Residential Development.

SECTION 4 – FOREST LANDS

Comment: Not applicable. There are no designated forest lands within the city limits of Oregon City.

SECTION 5 - OPEN SPACES, SCENIC AND HISTORIC AREAS, AND NATURAL RESOURCES

Comment: There are no identified open space resources areas on or near the subject property. These policies do not apply

Goal 5.3 Historic Resources Encourage the preservation and rehabilitation of homes and other buildings of historic or architectural significance in Oregon City.

Comment: The existing home on 10th Street is an historic residence. The home will be preserved and no changes are proposed that would impact its value as a historic resource.

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.

Comment: Not applicable. There are no significant natural resources on the property or in the immediate vicinity.

Policy 5.4.11 Maintain and enhance the function and quality of natural wetlands and create, where appropriate, wetlands or swales to moderate the quantity and velocity of water runoff entering streams during storm events and to reduce the amount of pollutants carried into streams.

Comment: Not applicable. There are no wetlands on the subject property.

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

Comment: No new development will take place on the property so there will be no impact upon surface water quality.

SECTION 6 – QUALITY OF AIR, WATER, AND LAND RESOURCES

Goal 6.1 Air Quality Promote the conservation, protection and improvement of the quality of the air in Oregon City.

Policy 6.1.1 Promote land-use patterns that reduce the need for distance travel by single occupancy vehicles and increase opportunities for walking, biking and/or transit to destinations such as places of employment, shopping and education

Comment: This policy is primarily a guide to City action. The proposed partition does not create any new development so there will be no impact upon air quality associated with approving the variances.

Goal 6.2 Water Quality Control erosion and sedimentation associated with construction and development activities to protect water quality.

Comment: The proposed partition does not create any new development so there will be no impact upon water quality associated with approving the variances.

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.

Comment: The property and the adjacent streets are fully developed. No ground will be disturbed so there will be no impact upon erosion or discharge of sediments associated with approving the variances.

Policy 6.2.2 Where feasible, use open, naturally vegetated drainage ways to reduce stormwater and improve water quality.

Comment: Not applicable. The streets abutting the subject property are fully developed with curbs and storm sewer facilities.

Goal 6.3 Nightlighting Protect the night skies above Oregon City and facilities that utilize the night sky, such as the Haggart Astronomical Observatory, while providing for nightlighting at appropriate levels to ensure safety for residents, businesses, and users of transportation facilities, to reduce light trespass onto neighboring properties, to conserve energy, and to reduce light pollution via use of night-friendly lighting.

Comment: There will be no impact upon night lighting associated with this application. Street lights are already present and no changes are proposed.

Policy 6.3.1 Minimize light pollution and reduce glare from reaching the sky and trespassing onto adjacent properties.

Comment: No new street lights are proposed.

SECTION 7 – NATURAL HAZARDS

Goal 7.1 Natural Hazards Protect life and reduce property loss from the destruction associated with natural hazards.

Comment: Not applicable. There are no natural hazards on. or in the vicinity of, the subject property

SECTION 8 – PARKS AND RECREATION

Comment: Not applicable. No new development is proposed so there will be no impact upon need for park facilities.

SECTION 9 – ECONOMIC DEVELOPMENT

Not applicable. No commercial, industrial or other economic development is proposed.

SECTION 10 - HOUSING

Goal 10.1 Diverse Housing Opportunities Provide for the planning, development and preservation of a variety of housing types and lot sizes.

Comment: The plan provides for the conversion of a duplex to single-family attached housing. This will increase the range of housing opportunities in this area of Oregon City.

SECTION 11 - PUBLIC FACILITIES

Policy 11.1.4 Support development on underdeveloped or vacant buildable land within the city where public facilities and services are available or can be provided and where land-use compatibility can be found relative to the environment, zoning, and Comprehensive Plan goals.

Comment: Not applicable. All required public facilities and services are already available in the existing streets. There is no vacant land in the surrounding area.

SECTION 12 – TRANSPORTATION

Comment: There will be no new development so there will be no impact upon the transportation system associated with approving the variances and allowing for the partitioning of the property.

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.

Comment: There are existing sidewalks on both Jefferson and 10th Streets.

SECTION 13 – ENERGY CONSERVATION

Comment: No new development is proposed so the provisions of Section 13 are not applicable.

SECTION 14 – URBANIZATION

Not applicable. The subject property is presently within the Urban Growth Boundary and city limits. Urbanization goals and policies guide future expansions of the UGB and city limits.

SECTION 15 – WILLAMETTE RIVER GREENAWAY

Not applicable. The subject property is not located within the boundaries of the Willamette River Greenway.

OREGON CITY HISTORIC RESOURCE SURVEY FORM

Street Address: 716 10TH ST				City: OREGON CITY			
USGS Quad Name: Oregon City			GPS Latitude: 45 21 28 N		Longitude: 122 36 05 W		
Township: 02S	Range: 02E	Section: 31	Block: 99	Lot: 1x, 2x	Map #: 22E31AA	Tax Lot #: 8900	
Date of Construction: 1892		Historic Name: White, Frederick, House			Historic Use or Function: Domestic - single dwelling		
Grouping or Cluster Name: NA		*Current Name or Use: Domestic - duplex			Associated Archaeological Site: Unknown		
Architectural Classification(s): Italianate				Plan Type/Shape: L-shaped		Number of Stories: 2.0	
Foundation Material: Concrete				Structural Framing: Unknown		Moved? No	
Roof Type/Material: Gable / Composition shingle				Window Type/Material: 1/1 wood double-hung			
Exterior Surface Materials Primary: Drop				Secondary:		Decorative:	
Exterior Alterations or Additions/Approximate Date: Fleur-de-lis cresting along roof ride, above north bay and above porch removed; Rear wings are additions; Porch balustrade removed.							
Number and Type of Associated Resources: Garage; Rear addition is a second unit (917 Jefferson) (2)							
Integrity: Good		Condition: Good		Local Ranking: Designated Historic Site		National Register Listed? No	
Potentially Eligible: ☐ Individually or ☒ As a contributing resource in a district Not Eligible: ☐ Intact but lacks distinction ☐ Altered (choose one): ☐ Reversible/Potentially eligible individually or in district ☐ Reversible/Ineligible as it lacks distinction ☐ Irretrievable loss of integrity ☐ Not 50 years old							
Description of Physical and Landscape Features:							
This house sits under a cross gable roof, and is 1-1/2 stories high at the original part of the house. A one story ell has been added to the south end of this house, and now serves as a second residential unit. This addition also sits under a gable roof, with a small gable on the east side over the main entry, drop siding, and vinyl sliding sash windows. The original portion of the house, located on the north end of the lot, features scroll cut paired brackets at the gable ends and wide frieze and rake boards. A rectangular bay projects out from the south end of the east side of the house, covered by a low hip roof. This bay features a dentil course and decorative molding at the frieze level, tall 1/1 double-hung wood sash windows and recessed panels beneath the window sills. An octagonal bay is present on the north side of the house, with a fleur-de-lis pattern in the frieze and a series of smaller recessed panels beneath the windows. At the inside corner of the L-shaped plan, a hipped roof covers the entry porch, supported by a series of slender chamfered posts with scroll cut brackets. A frieze with the same fleur-de-lis pattern is present above the brackets. The windows are typically 1/1 double-hung wood sash with board surrounds and decorative hood moldings. A single bull's-eye window is present above the porch hip. The house rests on a concrete foundation, and is in good condition.							
Statement of Significance:							
This residence is credited to Frederick White, who, with his brother William, engaged in architecture and carpentry between the late 1880s and mid-teens of the 1900s. The pair constructed a number of houses in the McLoughlin neighborhood and a handful of commercial buildings on Main Street. White later went into partnership with Harold Rands, a civil engineer, as Rands and White. In 1903, White sold the property to Harold's brother, Ernest Rands, who was also a civil engineer. The property remained in the family until 1953, when it was purchased by Dr. Arthur Mac Donald, a dentist. After living in the house for a short time, he rented it to Eli Jimenez, a teacher. The property remained in the Mac Donald family until the mid-1980s.							

Researcher/Organization: Alex McMurry / HPNW				Date Recorded: 4/12/2002			
Survey Form Page 1		Address: 716 10TH ST		Local Designation #		SHPO #	

Item #2.

1	0	1	1	3	1	0	0	0	3	9	3	9	2
---	---	---	---	---	---	---	---	---	---	---	---	---	---

OREGON CITY OR

ADD:

No.

Assessment Year	Total Acres	Land	Improvements	F.P. Acres	F.P.L.V.	Remarks
93✓		23600	30740			
R22E31AA08900 93T		5% L 24,780	14% B 35,040			
R22E31AA08900 94T		15% L 28,490	15% B 40,290			
R22E31AA08900 95T		9% L 31,050	23% B 49,550			
R22E31AA08900 96T		20% L 37,260	23% B 60,940			
R22E31AA08900 97T		12% L 41,730	22% B 74,340			
R22E31AA08900 98T		10% L 45,900	1% B 75,080			
R22E31AA08900 99T		10% L 50,490	4% B 78,080			
22E31AA08900 2000		51,920	71,290			

62-02

CODE NO.

PROPERTY CLASS

APPRAISAL DATA

ACCT. NO.

MAP NO. 2 2E 31 A A

Item #2.

PROPERTY ADDRESS:

716 10th Ave City

BUILT 1900 COST \$ RENT \$

REMODELED 19 COST \$

SOLD 19 AMT. \$

SOLD 19 AMT. \$

SOLD 19 AMT. \$

SOLD 19 AMT. \$

INTERIOR
INSPECTED *

YEAR	72	79	86	93		
YES		Tenat				
NO	WH		NU	HH		

3-

M.V.D.#

APPR.	DATE	DWELLING UNITS	UNIT AREA	TOTAL AREA	STORIES
RH	9/27/72	1 2 3 4	SQ. FT. 978	SQ. FT.	1 1 1/2 2
PR	5/22/79	FOUNDATION	CONC BLK BRICK STONE FRAME WD BLK		
BP	9/26/83	EXTERIOR	DBL SGL BOX SIDING: BEVEL RUSTIC VERT B&B SHAKE: WD ASB COMPO SHGL STUCCO BRICK: VEN SOLID 1 1 1/2 2 STY STONE CONC BLK: PT FUR'D STUCCO		
MS	10/7/92	ROOF	GAB HIP FLAT PITCH: LOW AVG STEEP SHINGLES: WD COMPO ALUM SHAKES: LT MED HVY BUILT-UP R. RFG. BAR TILE EXP BM		
ZONING		1ST FLOOR	DBL SGL PLY WD H. WD FIR CONC TILE CARPET RMS.: LIV DIN FAM KIT UTIL HALL / BATH / BR DEN		
RESIDENTIAL		PARTITIONS	PLASTER DRYWALL COMPO CLD&PA T&G PLYWOOD TRIM: FIR H. WD PANELING:		
MULTI-FAMILY	23	OTHER INTERIOR CONST.	CLASS: BUILT-INS: FIR H. WD METAL CAB TOPS: PLASTIC LINO APPLIANCES: ELECT GAS OVEN RANGE DISHWASHER HOOD FAN QUAL: F. A. G.		
COMMERCIAL		LIGHTING	CLASS: LOW VOLT INTERCOM		
INDUSTRIAL		PLUMBING	CLASS: LAVATORY STALL SHOWER SINK FULL BATH WATER ONLY TOILET SHOWER DOOR LAUNDRY FAC 1 1/2 BATH BATHTUB WATER HEATER		
AREA IMPROVEMENTS		HEATING	CLASS: FURNACE: FA GRAY FL W OIL GAS HARD FUEL ELEC.: W UNITS BASEBD GL PANEL CABLE: CLG FL H.W.: BASEBD CONVEC RAD; FL CLG STOVE CHIMNEY TOTAL AREA HEATED: 1200 ± SQ. FT.		
SIDEWALKS	C	FIREPLACE	CLASS: 1 STY 2 STY SGL BKD STKD CIR NO HEARTHS: Wood PLAIN ELAB. Brick very small		
CURBS	C		NONE FULL 2 1/2 1/4 X UNFIN FIN SQ. FT. DAYLIGHT:		
STREET	A	BASEMENT	CLASS: WALLS: CONC BLK FL: CONC WOOD CEIL: PLS DRYWALL COMP PLYWOOD WALL CVR: FUR'D PLS DRYWALL COMP WD FLR CVR: ASPH TILE CORK LINO		
WATER	P		RMS: PLAY BR BATH LNDY GAR NO. RMS. HEAT: SQ. FT.		
SEWERS	P	ATTIC OR UPPER STORIES	CLASS: NONE 2 1/2 1/4 528 SQ. FT. UNFIN FIN: PLS DRYWALL COMP CLD&PA FLR: DBL SGL FIR H. WD ASPH TILE VINYL LINO CARPET LINO SUBFLOOR ONLY		
ELECTRICITY	X	SPECIAL	RMS: 2 BR BATH / HALL NO. RMS. HEAT: SQ. FT. PORCH: WD FR CONC 3X10 BAYS- (2) RATING: PHYS COND. P F A G FUNC. UTIL. P F A G APPEARANCE P F A G		

REMARKS:

PLOT PLAN:

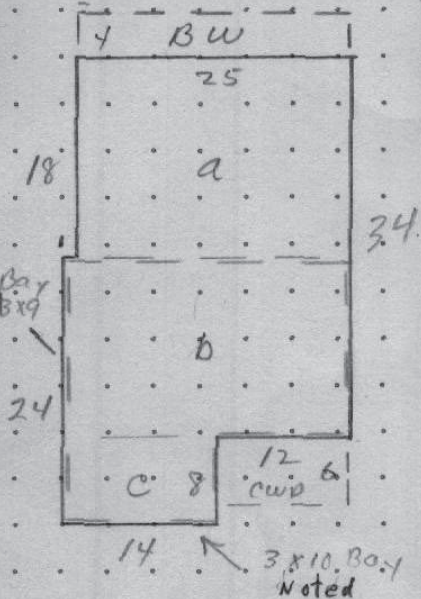
*220 per month rent. Value using GRM
22,440

BUILDING DIAGRAM

Item #2.

$$\begin{aligned} a. 18 \times 25 &= 450 \\ b. 16 \times 26 &= 416 \\ c. 8 \times 14 &= 112 \\ \hline &978 \text{ #} \end{aligned}$$

$$\begin{aligned} \text{Basement} \\ 16 \times 26 &= 416 \\ 8 \times 14 &= 112 \\ \hline &528 \text{ #} \end{aligned}$$



GARAGE AND OUTBUILDINGS

LAND DESCRIPTION

GARAGE ATT. DET. BSMT. 1/4 1/3 1/2 3/4 BLT.	DESCRIPTION					DIMEN- SIONS	SQ. FT. AREA	NO.	SOIL TYPE	LAND CLASS	DIMENSIONS OR ACRES
	FOUND	FLOOR	ROOF	WALLS	MISC.						
1 Breerc Way CWP	Stone	O	Gab RR	dbl B&V	10	16 x 18	288	1	1933	HS	50 x 132
2		Conc	G OS		RS C&V	4 x 25	100	2	1923		
3						6 x 12	72	3	1933		
4						X		4			
5						X		5			
6						X		6			
7						X		7			
8						X		8			
9						X		9			

INCREMENTS TO LAND:

TOTAL ACRES D

APPRaiser *RK* DATE *10/3/72*
 APPRAISER *Ans* DATE *8/2/78*
 APPRAISER *BP* DATE *6/30/85*
 APPRAISER DATE

CODE NO. C2-02

APPRAISAL DATA

ACCT. NO. 0626319
MAP NO. 22E31 Item #2.

PROPERTY CLASS
PROPERTY ADDRESS:
917 Jefferson Ave City

BUILT 1946 COST \$ _____ RENT \$ _____
REMODELED 19 _____ COST \$ _____
SOLD 19 _____ AMT. \$ _____
SOLD 19 _____ AMT. \$ _____
SOLD 19 _____ AMT. \$ _____
SOLD 19 _____ AMT. \$ _____

INTERIOR INSPECTED
YEAR 72 79 86 93
YES
NO NH NH NO NH

2 of 2

M.V.D.# _____

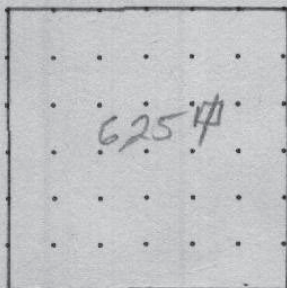
APPR.	DATE	DWELLING UNITS	UNIT AREA	TOTAL AREA	STORIES
		1 2 3 4	SQ. FT.	SQ. FT.	1 1 1/2 2
<u>RH</u>	<u>9/27/72</u>	FOUNDATION	CONC BLK BRICK STONE FRAME WD BLK	<u>625</u>	
<u>BP</u>	<u>5/22/78</u>	EXTERIOR	DBL SGL BOX SIDING: BEVEL RUSTIC VERT B&B SHAKE: WD ASB COMPO SHGL STUCCO BRICK: VEN SOLID 1 1 1/2 2 STY STONE CONC BLK: PT FUR'D STUCCO		
<u>MG</u>	<u>9/26/85</u>	ROOF	GAB HIP FLAT PITCH: LOW AVG STEEP SHINGLES: WD COMPO ALUM SHAKES: LT MED HVY BUILT-UP R. RFG. BAR TILE EXP BM		
<u>10/7/92</u>	<u>1 1</u>	1ST FLOOR	DBL SGL PLY WD H. WD FIR CONC TILE CARPET RMS.: LIV DIN FAM KIT UTIL HALL / BATH / BR DEN		
ZONING		PARTITIONS	PLASTER DRYWALL COMPO CLD&PA T&G PLYWOOD TRIM: FIR H. WD PANELING:		
RESIDENTIAL		OTHER INTERIOR CONST.	CLASS: BUILT-INS: FIR H. WD METAL CAB TOPS: PLASTIC LINO APPLIANCES: ELECT GAS OVEN RANGE DISHWASHER HOOD FAN QUAL: F. A. G.		
MULTI-FAMILY	<u>R3</u>	LIGHTING	CLASS: LOW VOLT INTERCOM		
COMMERCIAL		AREA IMPROVEMENTS	CLASS: LAVATORY STALL SHOWER SINK FULL BATH		
INDUSTRIAL	<u>R-C-4-85</u>	SIDEWALKS	WATER ONLY TOILET SHOWER DOOR LAUNDRY FAC 1/2 BATH		
		CURBS	BATHTUB WATER HEATER		
		STREET	CLASS: FURNACE: FA GRAY FL W OIL GAS HARD FUEL		
		WATER	ELEC.: W UNITS BASEBD GL PANEL CABLE: CLG FL H.W.: BASEBD CONVEC RAD; FL CLG		
		SEWERS	STOVE CHIMNEY TOTAL AREA HEATED: _____ SQ. FT.		
		ELECTRICITY	FIREPLACE CLASS: 1 STY 2 STY SGL BKD STKD CIR NO HEARTHS; PLAIN ELAB.		
			NONE FULL 3/4 1/2 1/4 X UNFIN FIN _____ SQ. FT. DAYLIGHT:		
			CLASS: WALLS: CONC BLK FL: CONC WOOD CEIL: PLS DRYWALL COMP PLYWOOD		
			WALL CVR: FUR'D PLS DRYWALL COMP WD FLR CVR: ASPH TILE CORK LINO		
			RMS: PLAY BR BATH LNDY GAR NO. RMS. HEAT: SQ. FT.		
			CLASS: NONE 3/4 1/2 1/4 _____ SQ. FT. UNFIN FIN: PLS DRYWALL COMP CLD&PA		
			FLR: DBL SGL FIR H. WD ASPH TILE VINYL LINO CARPET LINO SUBFLOOR ONLY		
			RMS: BR BATH HALL NO. RMS. HEAT: SQ. FT.		
			PORCH: WD FR CONC		
			RATING: PHYS COND. P F A G FUNC. UTIL. P F A G APPEARANCE P F A G		

REMARKS:

PLOT PLAN:

BUILDING DIAGRAM

Item #2.



25

GARAGE AND OUTBUILDINGS

LAND DESCRIPTION

GARAGE ATT. DET. BSMT. 1/4 1/3 1/2 3/4 BLT.	DESCRIPTION					DIMEN- SIONS	SQ. FT. AREA	NO.	SOIL TYPE	LAND CLASS	DIMENSIONS OR ACRES
	FOUND	FLOOR	ROOF	WALLS	MISC.						
						X X		1			
1						X X		2			
2						X X		3			
3						X X		4			
4						X X		5			
5						X X		6			
6						X X		7			
7						X X		8			
8						X X		9			

INCREMENTS TO LAND:

TOTAL ACRES

APPRAISER

DATE

APPRAISER

DATE

APPRAISER

DATE

APPRAISER

DATE

ADMINISTRATIVE INFORMATION

OWNERSHIP

Tax ID 22E31AA08900

Printed 07/13/2000 Card No. 1 of 2

PARCEL NUMBER
005711116

MULBERRY THOMAS GENE
716 10TH ST, OREGON CITY, OR, 97045, USA

TRANSFER OF OWNERSHIP

Parent Parcel Number

Property Address
716 10TH ST, OREGON CITY, OR, 97045, USA

Neighborhood
13041 OREGON CITY OLDER 100, 101

Property Class
101 101 Residential Improved

TAXING DISTRICT INFORMATION

Jurisdiction 003

Area 001

2 OREGON CITY PT LTS 1&2 BLK 99

03/01/1999

Doc #: 99-27497

01/01/1999

Doc #: 99-07702

06/01/1995

Doc #: 97-76487

\$80000

RESIDENTIAL

VALUATION RECORD

Assessment Year 01/01/1999 01/01/2000

Reason for Change

Reval

VALUATION L 50490 51920

0 B 78080 71290

T 128570 123210

VALUATION L 50490 51920

0 B 78080 71290

T 128570 123210

Site Description

Topography:

Public Utilities:

Street or Road:

Neighborhood:

Zoning:

Legal Acres:
0.5000

LAND DATA AND CALCULATIONS

Rating Measured Table Prod. Factor
Soil ID Acreage -or-
Actual Effective Depth
Frontage Frontage Effective Depth Square Feet

Land Type

Influence Factor

Extended Value

Adjusted Rate

Base Rate

1.00

0

10000.00

10000.00

10000.00

10000.00

10000.00

10000.00

SV 34320
17600

NOR: Note of Record: R01
FAIR COND -10% ADD ON POOR QUALITY
FAIR OSD - 8000 FOR 2 HOUSES ON 1 LOT
AYB=1900
Note of Record: R02
FAIR COND -10%

TRANSFER OF OWNERSHIP

Date

VALUATION RECORD

Assessment Year

Reason for Change

VALUATION

LAND DATA AND CALCULATIONS

Land Type	Rating Soil ID -or- Actual	Measured Acreage -or- Effective	Table Effective Depth	Prod. Factor -or- Depth Factor -or- Square Feet	Base Rate	Adjusted Rate	Extended Value	Influence Factor	Value
-----------	-------------------------------------	--	-----------------------------	---	--------------	------------------	-------------------	---------------------	-------

IMPROVEMENT DATA

PHYSICAL CHARACTERISTICS

Style: 21 Houses built 1920 to 1949

Story Height: 1.0

Finished Area: 625

Attic: None

Basement: None

ROOFING

Material: Asphalt shingles

Type: Gable

Framing: Std for class

Pitch: Not available

FLOORING

Sub and joists 1.0

Hardwood-specialty 1.0

EXTERIOR COVER

INTERIOR FINISH

INTERIOR FINISH	1.0
Drywall	

ACCOMMODATIONS

ACCOMMODATION

1
1
Bedrooms

HEATING AND AIR CONDITIONING

Lower	Full	Part
/Bsmt	1	Upper Upper

	1	Upper	Upper
/Bsmt			

CONCLUSIONS

THE UNIVERSITY OF CHICAGO PRESS

3 Fixt. Baths 1 3

TOTAL

REMODELLING AND MODERNIZATION

Amount	Date
--------	------

SPECIAL FEATURES

Description	ID	Use	Stry Hgt	Const Type	Year Const	Eff Const	Base Year	Feat-Base Rate	Adj Rate	Size or Area	Computed Value	Phys Obsol	Market Depr	% ROF Comp	Value	
	D	DWELL	1.00	2	1946	1909	AV	0.00	N	0.00	625	24920	55	0.212	100	23770

SUMMARY OF IMPROVEMENTS

Phys Obsol	Market %	Depr	RDF	Comp	Value
55	0	212	100	23770	

1892 Victorian & Guest House

Item #2.

716 10th Street, Historic Oregon City

8/23/01

2-ZE 3/AA 08900

Fredrick White Residence, 1892. Classic of Italianate architecture, with both the square bays & scroll brackets, this home was originally built by Fredric White. White & his brother, William, were builders & architects who designed & built homes between of 1880 and 1915.

Decorated to period, this beauty has all the charm and details of the classic Victorian including the high pitched roofline, tall double-hung windows and original wood floors, doors and moldings. The one bedroom guest house is attached by a breezeway and has separate electric.

Features Include:

Main House approx 1600 sqft
Double entry with open staircase
Living room has square bayed window & ornate mantled fireplace
Remodeled kitchen & dining room
Main floor bedroom has bay window
Two large second floor bedrooms
Bath on each level, newly remodeled
Huge utility or mud room
New interior & exterior paint
New carpet, flooring, fixtures
Period wall coverings & lighting
Updated electrical & plumbing
Detached two car garage
2000-2001 taxes: \$1419

Guest House approx 625 sqft
Living room & dining area
Remodeled kitchen & laundry
Large bedroom, brand new bath
New paint, hickory cabinetry, vinyl, carpet, casings, moldings, doors, lighting, counters, sinks, fixtures, electrical, plumbing, heating, roof

Offered at: \$185,000.

Terry Stewart, Sales Agent
Specializing in Historic Homes
Oregon Realty Company
Bus: 656-3006 Cell: 329-8322

Oshiro Partition, Variance & Historic Review Applications

Neighborhood Meeting Minutes

Dec. 2, 2021

A Neighborhood Meeting with the McLoughlin Neighborhood Association was held on Dec. 2, 2021 via Zoom. Rick Givens, planning consultant for the applicant, presented the proposed application to those in attendance.

Mr. Givens explained that the proposal was to divide the property into two parcels following the line of the breezeway separating the historic home on the property, which fronts onto 10th Street, from a rental unit to the rear that fronts onto Jefferson Street. No changes to the structures on the property are proposed. He explained that the existing zoning is R-3.5 and that this zone allows for single-family attached homes. The proposed lots conform to the minimum lot size provisions of the zone, but fail to meet lot depth standards for both parcels, and rear setback standards for Parcel 2. He explained that the variances were major variances and that because of this, the application would be heard by the Planning Commission. The application also includes a proposal to relocate the boundary of the Historic Overlay on the property to the proposed line between Parcels 1 and 2. The unit on Parcel 2 has no historic value, having been built later than the historic home.

After explaining the basic proposal, Mr. Givens took questions from those in attendance.

Wendy Marshall asked whether the homes had separate utilities. Mr. Givens said that City GIS shows that there are two sewer service laterals, but there is only one water meter. A new meter will need to be installed for the rental home.

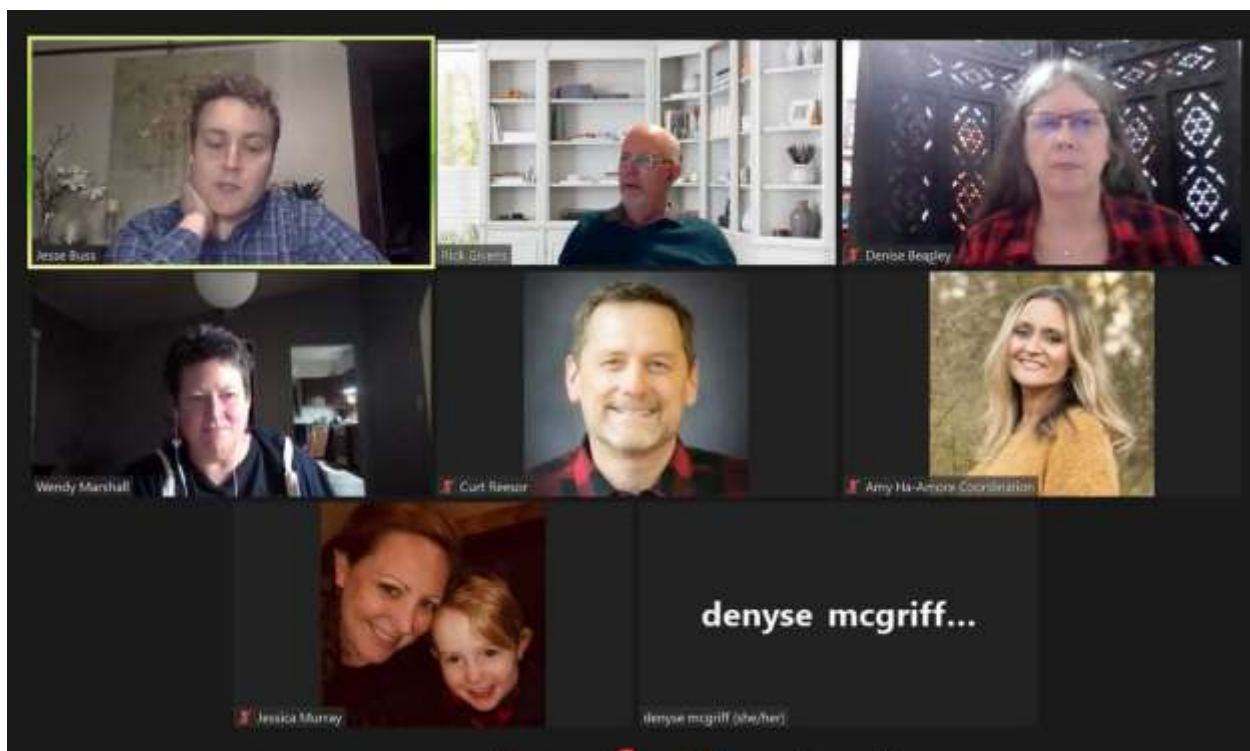
Ms. Marshall also asked if a parking space would be provided on Parcel 1. Mr. Givens said that he wasn't sure, but that there was room for one in the front yard off of 10th Street. He was asked if City Code required a parking space. He said he was unsure, but he would check. Subsequently, he discussed this issue with City staff and learned that there are presently no requirements for off-street parking for single-family homes.

Jesse Buss said he was pleased that there would be street trees planted in the planter strips along 10th and Jefferson Streets. He asked whether the large oak tree near the existing garage would be removed. Mr. Givens said he wasn't aware of any intentions by the applicant to do so. Mr. Buss noted that the neighborhood would likely be more supportive of the application if the oak tree were to be designated as a Heritage Tree. Mr. Givens indicated that he would discuss this with his client. Subsequent to the meeting, Mr. Givens did discuss this with the applicant. She indicated that she had no plans to remove the tree, but noted that the tree had lost several limbs during the ice storm last winter. The garage roof was damaged by one limb and a neighbor's car by another. For this reason, she does not want to designate the tree because it could be more difficult remove the tree if there should be further and more extensive such damage in the future.

Denyse McGriff asked why there was a need to divide the property since it already provides for two housing units, consistent with the density allowed by the R-3.5 zone. Mr. Givens noted that the existing situation makes the home on Jefferson Street a rental property. Dividing the lot would allow for additional affordable ownership opportunities.

Ms. McGriff and Ms. Marshall raised a question as to whether the rental unit on Jefferson Street had been legally established. Mr. Givens said that it is an older unit and he had no reason to doubt that it was legally constructed, but he would check City and County records. Subsequent to the meeting, Mr. Givens discussed this matter with City staff. She indicated that the City's first zoning was adopted in 1954. She consulted aerial imagery and other City records and was unable to find anything that established the date of construction. Mr. Givens obtained a copy of the Clackamas County Assessor's appraisal jacket records for the property. These records indicate that the historic home dates to approximately 1900 and the rental property was built in 1946. Since the home was built prior to the adoption of zoning it was legally established. The garage on the property was built in 1933 and, therefore is legal even though nonconforming with respect to front setback.

Note that because the meeting was conducted via Zoom, there was no sign-in sheet for attendees. The attached screenshot from the meeting shows those who were in attendance.





Pre-Application Conference Notes

Meeting Date: PA 21-06, March 3, 2021

Final Notes Sent: March 17, 2021

These non-binding pre-application conference notes reflect the applicant's submission to the City along with the discussion at the meeting. The applicant has one week from the receipt of the notes to notify City staff of any perceived mistake or omission in the notes; staff will then review and respond to the inquiry, and the inquiry will be added to the City's file. If no notification is received within 7 business days, the notes will be considered final and will not be modified. See additional disclaimers at the end of this document.

Proposed Project: 2-lot partition to separate lot with two dwellings. Includes variances for lot size and depth.

The lot has two dwellings that are connected; it is essentially a duplex. The home at 716 10th Street is a designated historic structure. Staff suggests reducing the size of the designated historic overlay to just the single lot in conjunction with a partition – this would be done through an application to the Historic Review Board.

- The application materials include physical separation of the two homes through a partial demolition. This work would likely require approval from the Historic Review Board as well.
- Since the R-3.5 zone allows single family attached uses, there is no obligation to physically separate the homes. Instead, the lot line could be drawn at the shared wall.
- Variances for lot depth, setbacks, and possibly lot size will be needed, with exact details dependent on whether the homes will be detached or remain attached. Staff is supportive of these variances, given that the condition is existing and no new development is proposed.

General Information:

- Location: 716 10th Street and 917 Jefferson St.
- Zoning: R-3.5 Single-Family Dwelling District
- Overlays: Historic Overlay (designated structure)



The 2021 Planning applications and fees include

- Page 166

Items Needed for Land Use Application Review:

- [Land use application form](#) with property owner signature
- Fees (see above)
- Copy of Title Report or TRIO
- Legal Description of parent parcel
- Preliminary plat map showing measurements, existing features, easements
- Narrative description of project
- Code responses (see template)
- Copy of pre-application conference notes

Minor Partition

- Land division review process requires a two-step process: Preliminary and final plats. The preliminary plat, reviewed through a Type II process, provides all of the essential information about the proposal, including layout, number and pattern of lots, location of all existing structures and improvements, significant natural features, development schedule and any other required information. The final plat shall be processed as identified in OCMC [16.08.100](#).
- See Chapters 16.04 and 16.08 for applicable code.
- See [Minor Partition Checklist](#)

Historic Overlay

Staff recommends requesting reduction of the size of the designated property to just the home at 716 10th. The 917 Jefferson Street property would then be free from an historic regulations as a designated structure. It would remain within the McLoughlin Conservation District. Historic Review information can be found here: <https://www.orcity.org/planning/historic-review-and-policies>

Chapter 17.10 Medium Density Residential

This zone allows both single family attached and single family detached uses. Dimensional Standards of the Zone are in the table below.

Standard	R-3.5
<i>Minimum lot size¹</i> Single-family detached <i>Duplex</i> Single-family attached	3,500 sq. ft. 4,000 sq. ft. 2,500 sq. ft.
<i>Maximum building lot coverage</i> <i>Single-family detached and all duplexes</i> <i>Single-family attached and 3-4 plex</i>	55% 80%
<i>Minimum lot width</i> <i>All, except</i> <i>Single-family attached</i>	25 ft., except 20 ft.
Minimum lot depth	70 ft.
Minimum interior side yard setback <i>All, except</i> <i>Single-family attached</i>	5 ft., except 0 ft. (attached) /5 ft. (side)
Minimum rear yard setback	20 ft., except 15 ft. - porch

5 ft. - ADU

Chapter 17.60- Variances

The proposal includes a potential variance to lot size, lot depth, and setbacks – minor variances are available for lot depth reductions of up to 20% and lot size reductions of up to 5%, and setback reductions up to 25%.

If reductions are greater than these thresholds, a major variance is required.

The lot depth will be 50 feet and would require a major variance no matter if the homes stay attached or if you detach them.

- Please address the approval criteria as they relate to the proposal and the requirement being varied.
 - That the variance from the requirements is not likely to cause substantial damage to adjacent properties by reducing light, air, safe access, or other desirable or necessary qualities;
 - That the request is the minimum variance that would alleviate the hardship;
 - Granting the variance will equal or exceed the regulation to be modified;
 - Any impacts resulting from the adjustment are mitigated;
 - No practical alternatives have been identified which would accomplish the same purpose and not require a variance.
 - That the variance conforms to the [comprehensive plan](#) and the intent of the ordinance being varied.
 - *Goal 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.
 - *Goal 10.1 Diverse Housing Opportunities*
Provide for the planning, development and preservation of a variety of housing types and lot sizes.

Neighborhood Association Meeting

- A neighborhood meeting is required for a major variance per OCMC [17.50.055 - Neighborhood association meeting](#). This property is in the [McLoughlin Neighborhood Association](#).

Other notes:

- Please include the Citizen Involvement Committee Chair, Bob La Salle, in any Neighborhood Association meeting requests, notifications or correspondence. Bob can be reached at jeanbob06@comcast.net.
- Please note, the land use application must be submitted within one year of the neighborhood association meeting. A second neighborhood association meeting must be held if the land use application is not submitted within one year of attending a neighborhood association meeting.
- OCMC 17.50.055 requires submittal of the meeting sign-in sheet, a summary of issues discussed, and a letter from the neighborhood association indicating that a meeting was held.

Oregon City Municipal Code Criteria:

The following chapters of the Oregon City Municipal Code (OCMC) may be applicable to this proposal:

OCMC 12.04 - Streets, Sidewalks and Public Places

OCMC 12.08 - Public and Street Trees

OCMC 13.12 – Stormwater Management

OCMC 16.16 – Minor Partitions – Processes and Standards

OCMC 16.12 – Minimum Improvements and Design Standards for Land Divisions

OCMC 17.10 – Medium Density Dwelling District

OCMC 17.20 – Residential Design Standards

OCMC 17.40 – Historic Overlay District

OCMC 17.41- Tree Protection Standards

OCMC 17.50 – Administrative Processes

Transportation Review:

No review is required.

Planning Division

Kelly Reid, Planner with the Oregon City Planning Division reviewed your pre-application. You may contact her at 503.496.1540 or kreid@orccity.org.

Development Services Division

Aaron Parker, Development Engineering Associate with the Oregon City Development Services Division reviewed your pre-application. You may contact Aaron at aparker@orccity.org.

Building Division:

Your application was transmitted to our Building Official whom provided comments. You may contact Mike Roberts, Building Official, at 503.496.1517 or mroberts@orccity.org if you have any building related questions.

Clackamas County Fire:

Your application was transmitted to Mike Boumann, Lieutenant Deputy Fire Marshal of Clackamas County Fire District #1. No comments were returned regarding your application. You may contact Mr. Boumann at 503.742.2660 or at michaelbou@ccfd1.com.

Planning staff will provide you with a Code Response template for the preparation of the required application narrative responding to the applicable approval criteria listed above.

NOTICE TO APPLICANT: A property owner may apply for any permit they wish for their property. HOWEVER, THERE ARE NO GUARANTEES THAT ANY APPLICATION WILL BE APPROVED. No decisions are made until all reports and testimony have been submitted. This form will be kept by the Community Development Department. A copy will be given to the applicant. IF the applicant does not submit an application within six (6) months from the Pre-application Conference meeting date, a NEW Pre-Application Conference will be required unless extended to one year.

Public Disclosure:

The purpose of a pre-application meeting is to introduce the impacts, limitations, requirements, approval standards, fees and other information that may affect the proposal (City Code 17.50.050). Omissions or failures by staff to identify all relevant applicable land use requirements or how they might affect a proposal may occur, either as a result of a limited pre-application submittal or the consideration of discretionary criteria.

All pre-application conference related communications, including these notes, are informational only. They do not substitute for a public hearing and no land use decision is rendered at this phase. Notwithstanding any representations by City staff at a preapplication conference, staff is not authorized to waive any requirements of the Oregon City Municipal Code, and any omission or failure by staff to recite to an applicant all relevant applicable land use requirements shall not constitute a waiver by the City of any standard or requirement.

From: [Ashley Flues](#)
To: [Kelly Reid](#); [Autumn Wilson](#); [Utility Billing](#)
Cc: [Ashley Flues](#)
Subject: RE: liens on a property
Date: Monday, January 24, 2022 9:34:26 AM

Hi Kelly,

There are no liens on either property. It does cover all possible city liens.

-Ashley Fraijo



Ashley Fraijo
Utility Billing
aflues@orccity.org
City of Oregon City
PO Box 3040
625 Center Street
Oregon City, Oregon 97045
503-496-1522 Direct phone
503-657-8151 Utility Billing phone
503-657-3339 fax

Website: www.orccity.org | webmaps.orccity.org |

Follow us on: [Facebook!](#) | [Twitter](#)

PUBLIC RECORDS LAW DISCLOSURE: This e-mail is subject to the State Retention Schedule and may be made available to the public.

The City of Oregon City continues to offer services and programs in-person and online - find facility hours of operation [here](#).

From: Kelly Reid <kreid@orccity.org>
Sent: Monday, January 24, 2022 9:32 AM
To: Autumn Wilson <awilson@orccity.org>; Utility Billing <UB@orccity.org>
Subject: liens on a property

Hi Code Enforcement and Utility Billing,

Would you be able to look up a property to find out if there are liens against it? If there are no liens between code enforcement and utility billing, then would that cover all possible city liens? This is a single property with two homes:

716 10th Street and 917 Jefferson Street
Assessors Map 22E31AA, Tax Lot 08900

Thanks,

Kelly Reid
She/her/hers

Planner

Community Development Department, City of Oregon City

695 Warner Parrott Rd, Oregon City, OR 97045

kreid@orcidity.org

(503) 496-1540 Direct

(503) 722-3789 Main

[Website](#)

[Interactive Maps and Apps](#)

[On-Line Submittal of Land Use Applications](#)

The City of Oregon City continues to offer services and programs in-person and online - find facility hours of operation [here](#).

Website: www.orcity.org

Visit us on [Facebook](#)! and [Twitter](#)

PUBLIC RECORDS LAW DISCLOSURE: This e-mail is subject to the State Retention Schedule and may be made available to the public.



Property Profile Report

716 10TH ST OREGON CITY, OR 97045-1602

Ownership Information

Owner Name: BONNIE JEAN OSHIRO
Mailing Address: PO BOX 3293 CLACKAMAS, OR 97015-3293

Property Description

County: Clackamas Map / Tax Lot: 22E31AA/08900
Account Num: 00571116 Owner Occ.: No
Land Use: Single Family Residential Census: 0224.00
Subdivision: OREGON CITY
Legal Description: 2 OREGON CITY PT LTS 1&2 BLK 99

Property Characteristics

Property Type: SINGLE FAMILY	Building SF: 1,506	Heat: FORCED AIR UNIT
House Style: 1 STORY	Living Area SF: 1,506	Cooling:
Year Built: 1900	Square Feet: 1,506	Foundation: Concrete
Bedrooms: 3	1st Floor SF: 1,506	Exterior: OTHER
Bathrooms: 1.00	2nd Floor SF:	Roof Style:
Lot Size: 0	3rd Floor SF:	Roof Cover: COMPOSITION SHINGLE
Acres: 0	Attic SF:	Fireplaces: Y
Garage Type:	Bsmnt SF:	Bsmnt Type:
Garage SF:	Fin Bsmnt SF:	

Assessment Information

Real Market Value: \$ 305,485	Land Value: \$ 128,955	Imp. Value: \$ 176,530
Total Assessed Value: \$ 143,092	Levy Code: 062-002	M-5 Rate: 18.0728
Taxes: \$ 2,586.07	Tax Year: 2020	Assessed Year: 2020

Previous Sale Information

Sale Amount: \$ 275,000 Sale Date: 10/05/2017 Document Num: 2017-068065

Transaction History

Sale Date	Sale Amount	HPI Sale Amount	Document Type	Reception Num	Book / Page
10/5/2017	\$ 275,000	\$ 367,300	Wd	2017-068065	/
8/15/2003	\$ 180,000	\$ 469,400	Wd	2003-114418	/
3/15/1999	\$ 0		It	99-027497	/
6/22/1995	\$ 80,000	\$ 310,200	Cs	95-036476	/
6/21/1995	\$ 80,000	\$ 310,200	Wd	97-076487	/

$$1'' = 100'$$

D. L. C.

15601M1
13500E1
12500
12600A1
13300A1
13600
13800
11400
2001
13301
12200
12400
4201
3200
13200E1
2000A1

-
- A map of Oregon showing major cities and water bodies. The map includes labels for cities such as Medford, Grants, Los Alamos, and Santa Fe, and shows the Rio Grande river system.

$$\mathcal{N}$$

Page 175

<?html><?head><?/head><?body><?p align="center" style="font-size: 11px;padding:5px"> This map/plat is being furnished as an aid in locating the herein described Land in relation to adjoining streets, natural boundaries and other land, and is not a survey of the land depicted. Except to the extent a policy of title insurance is expressly modified





150 Beavercreek Rd
Oregon City, OR 97045
503-655-8671

Item #2.

Property Account Summary

12/21/2021

| | | | |
|----------------|----------|------------------|-------------------------------------|
| Account Number | 00571116 | Property Address | 716 10TH ST , OREGON CITY, OR 97045 |
|----------------|----------|------------------|-------------------------------------|

General Information

| | |
|-------------------------|---------------------------------|
| Alternate Property # | 22E31AA08900 |
| Property Description | 2 OREGON CITY PT LTS 1&2 BLK 99 |
| Last Sale Price | \$275,000.00 |
| Last Sale Date | 10/25/2017 |
| Last Sale Excise Number | 323798 |
| Property Category | Land &/or Buildings |
| Status | Active, Locally Assessed |
| Tax Code Area | 062-002 |
| Remarks | |

Property Characteristics

| | |
|-------------------------|-----------------------------------|
| Neighborhood | 13041: Oregon City older 100, 101 |
| Land Class Category | 101: Residential land improved |
| Building Class Category | 13: Single family res, class 3 |
| Year Built | 1900 |
| Change property ratio | 1XX |

Property Details

| Living Area Sq Ft | Manf Struct Size | Year Built | Improvement Grade | Stories | Bedrooms | Full Baths | Half Baths |
|-------------------|------------------|------------|-------------------|---------|----------|------------|------------|
| 1506 | 0 X 0 | 1900 | 32 | 1.0 | 3 | 1 | 0 |

Parties

| Role | Percent | Name | Address |
|----------|---------|--------------------|----------------------------------|
| Taxpayer | 100 | OSHIRO BONNIE JEAN | PO BOX 3293, CLACKAMAS, OR 97015 |
| Owner | 100 | OSHIRO BONNIE JEAN | PO BOX 3293, CLACKAMAS, OR 97015 |

Property Values

| Value Type | Tax Year
2021 | Tax Year
2020 | Tax Year
2019 | Tax Year
2018 | Tax Year
2017 |
|---------------|------------------|------------------|------------------|------------------|------------------|
| AVR Total | \$147,384 | \$143,092 | \$138,925 | \$134,879 | \$130,950 |
| Exempt | | | | | |
| TVR Total | \$147,384 | \$143,092 | \$138,925 | \$134,879 | \$130,950 |
| Real Mkt Land | \$141,902 | \$128,955 | \$121,704 | \$116,007 | 49 |
| Real Mkt Bldg | \$194,260 | \$176,530 | \$166,870 | \$161,580 | 10 |

| | | | | | |
|------------------------|-----------|-----------|-----------|-----------|-----------------------|
| Real Mkt Total | \$336,162 | \$305,485 | \$288,574 | \$277,587 | \$254,459 |
| M5 Mkt Land | \$141,902 | \$128,955 | \$121,704 | \$116,007 | 49 |
| M5 Mkt Bldg | \$194,260 | \$176,530 | \$166,870 | \$161,580 | Item #2.
\$146,610 |
| M5 SAV | | | | | |
| SAVL (MAV Use Portion) | | | | | |
| MAV (Market Portion) | \$147,384 | \$143,092 | \$138,925 | \$134,879 | \$130,950 |
| Mkt Exception | | | | | |
| AV Exception | | | | | |

Tax Rate

| Description | Rate |
|-------------|---------|
| Total Rate | 18.0625 |

Tax Balance

No Charges are currently due. If you believe this is incorrect, please contact the Assessor's Office.

Parents

| Parcel No. | Seg/Merge No. | Status | From Date | To Date | Continued | Document Number |
|------------------|---------------|--------|-----------|---------|-----------|-----------------|
| No Parents Found | | | | | | |

Children

| Parcel No. | Seg/Merge No. | Status | From Date | To Date | Document Number |
|-------------------|---------------|--------|-----------|---------|-----------------|
| No Children Found | | | | | |

Related Properties

No Related Properties Found

Active Exemptions

No Exemptions Found

Events

| Effective Date | Entry Date-Time | Type | Remarks |
|----------------|---------------------|-----------------------------------|--|
| 10/05/2017 | 10/25/2017 17:11:00 | Taxpayer Changed | Property Transfer Filing No.: 323798 10/05/2017 by AMANDAOLS |
| 10/05/2017 | 10/25/2017 17:11:00 | Recording Processed | Property Transfer Filing No.: 323798, Warranty Deed, Recording No.: 2017-068065 10/05/2017 by AMANDAOLS |
| 04/03/2008 | 04/03/2008 16:24:00 | Annexation Completed For Property | Annex to Clackamas Fire 1, Ord 2008-36 pt 1-annexed by 062-002 for 2008-Revise TCA Membership by JENMAYO |
| 08/27/2003 | 08/29/2003 11:12:00 | Taxpayer Changed | Property Transfer Filing No.: 82314 08/27/2003 by LAURIEB |
| 08/27/2003 | 08/29/2003 11:12:00 | Recording Processed | Property Transfer Filing No.: 82314, Warranty Deed, Recording No.: 2003-114418 08/27/2003 by LAURIEB |
| 07/01/1999 | 07/01/1999 12:00:00 | Ownership at Conversion | Bargain and Sale: 99-27497, 3/1/99, \$ 0 |

Receipts

| Date | Receipt No. | Amount Applied | Amount Due | Tendered | Change |
|---------------------|-------------------------|----------------|------------|------------|--------|
| 11/29/2021 00:00:00 | 5166946 | \$2,662.12 | \$2,662.12 | \$2,582.96 | \$0.00 |
| 11/23/2020 00:00:00 | 4962360 | \$2,586.07 | \$2,586.07 | \$2,508.00 | \$0.00 |
| 11/15/2019 00:00:00 | 4732041 | \$2,531.28 | \$2,531.28 | \$2,455.34 | \$0.00 |

| | | | | | |
|---------------------|-------------------------|------------|------------|------------|--------|
| 11/26/2018 00:00:00 | 4582890 | \$2,405.45 | \$2,405.45 | \$2,333.29 | \$0.00 |
| 01/03/2018 09:13:00 | 4402751 | \$2,389.04 | \$2,389.04 | \$2,500.00 | 00 |
| 11/27/2017 08:25:00 | 4397371 | \$0.00 | \$2,343.21 | \$2,272.90 | 00 |
| 11/15/2016 00:00:00 | 4142974 | \$2,300.64 | \$2,300.64 | \$2,231.62 | \$0.00 |

| Sales History | | | | | | | | | | |
|---------------|------------|----------------|------------------|--------------|---------------|-----------|---------------|----------------------|--------------------|---------------|
| Sale Date | Entry Date | Recording Date | Recording Number | Sale Amount | Excise Number | Deed Type | Transfer Type | Grantor(Seller) | Grantee(Buyer) | Other Parcels |
| 10/05/2017 | 10/25/2017 | 10/05/2017 | 2017-068065 | \$275,000.00 | 323798 | | S | RILEY SHERRY L | OSHIRO BONNIE JEAN | No |
| 08/15/2003 | 08/29/2003 | 08/27/2003 | 2003-114418 | \$180,000.00 | 82314 | | S | MULBERRY THOMAS GENE | RILEY SHERRY L | No |



150 Beaver Creek Rd
Oregon City, OR 97045
503-655-8671

Item #2.

Detailed Statement

Parcel Number 00571116 **Property Address** 716 10TH ST , OREGON CITY, OR 97045

Click on the Recalculate button in order to
change the interest date then click calculate for
the results.

As Of
Date: 12/21/2021

[Recalculate](#)

| Tax Year | Category | TCA/District | Charged | Minimum | Balance Due | Due Date |
|----------|--------------------------|--------------|------------|---------|-------------|------------|
| 1993 | Property Tax Principal | 062-002 | \$1,273.69 | \$0.00 | \$0.00 | 11/15/1993 |
| 1994 | Property Tax Principal | 062-002 | \$1,216.80 | \$0.00 | \$0.00 | 11/15/1994 |
| 1995 | Property Tax Interest | 062-002 | \$46.68 | \$0.00 | \$0.00 | 11/15/1995 |
| 1995 | Property Tax Principal | 062-002 | \$1,167.19 | \$0.00 | \$0.00 | 11/15/1995 |
| 1996 | Property Tax Interest | 062-002 | \$146.27 | \$0.00 | \$0.00 | 11/15/1996 |
| 1996 | Property Tax Principal | 062-002 | \$1,371.30 | \$0.00 | \$0.00 | 11/15/1996 |
| 1997 | Property Tax Principal | 062-002 | \$1,168.12 | \$0.00 | \$0.00 | 11/15/1997 |
| 1998 | Property Tax Interest | 062-002 | \$38.12 | \$0.00 | \$0.00 | 11/15/1998 |
| 1998 | Property Tax Principal | 062-002 | \$1,225.31 | \$0.00 | \$0.00 | 11/15/1998 |
| 1999 | Property Tax Interest | 062-002 | \$150.50 | \$0.00 | \$0.00 | 11/01/2000 |
| 1999 | Property Tax Principal | 062-002 | \$1,254.17 | \$0.00 | \$0.00 | 11/15/1999 |
| 2000 | Property Tax Principal | 062-002 | \$1,418.62 | \$0.00 | \$0.00 | 11/15/2000 |
| 2001 | Property Tax Principal | 062-002 | \$1,412.04 | \$0.00 | \$0.00 | 11/15/2001 |
| 2002 | Property Tax Principal | 062-002 | \$1,409.26 | \$0.00 | \$0.00 | 11/15/2002 |
| 2003 | Property Tax Principal | 062-002 | \$1,451.43 | \$0.00 | \$0.00 | 11/15/2003 |
| 2004 | Property Tax Principal | 062-002 | \$1,474.00 | \$0.00 | \$0.00 | 11/15/2004 |
| 2005 | Property Tax Principal | 062-002 | \$1,508.83 | \$0.00 | \$0.00 | 11/15/2005 |
| 2006 | Property Tax Principal | 062-002 | \$1,539.82 | \$0.00 | \$0.00 | 11/15/2006 |
| 2007 | Property Tax Principal | 062-002 | \$1,636.06 | \$0.00 | \$0.00 | 11/15/2007 |
| 2008 | Property Tax Principal | 062-002 | \$1,778.13 | \$0.00 | \$0.00 | 11/15/2008 |
| 2009 | Property Tax Principal | 062-002 | \$1,880.21 | \$0.00 | \$0.00 | 11/15/2009 |
| 2010 | Property Tax Principal | 062-002 | \$1,923.91 | \$0.00 | \$0.00 | 11/15/2010 |
| 2011 | Property Tax Principal | 062-002 | \$1,963.99 | \$0.00 | \$0.00 | 11/15/2011 |
| 2012 | Property Tax Principal | 062-002 | \$2,034.38 | \$0.00 | \$0.00 | 11/15/2012 |
| 2013 | Property Tax Principal | 062-002 | \$2,114.95 | \$0.00 | \$0.00 | 11/15/2013 |
| 2014 | Property Tax Principal | 062-002 | \$2,178.65 | \$0.00 | \$0.00 | 11/15/2014 |
| 2015 | Property Tax Principal | 062-002 | \$2,242.45 | \$0.00 | \$0.00 | 11/15/2015 |
| 2016 | Property Tax Principal | 062-002 | \$2,300.64 | \$0.00 | \$0.00 | 11/15/2016 |
| 2017 | Bank Returned Check Fees | 062-002 | \$25.00 | \$0.00 | \$0.00 | 12/05/2017 |
| 2017 | Property Tax Interest | 062-002 | \$20.83 | \$0.00 | \$0.00 | |
| 2017 | Property Tax Principal | 062-002 | \$2,343.21 | \$0.00 | \$0.00 | |

Page 180

| | | | | | | |
|----------------------------------|------------------------|---------|------------|--------|--------|------------|
| 2018 | Property Tax Principal | 062-002 | \$2,405.45 | \$0.00 | \$0.00 | 11/15/2018 |
| 2019 | Property Tax Principal | 062-002 | \$2,531.28 | \$0.00 | \$0.00 | Item #2. |
| 2020 | Property Tax Principal | 062-002 | \$2,586.07 | \$0.00 | \$0.00 | 11/15/2020 |
| 2021 | Property Tax Principal | 062-002 | \$2,662.12 | \$0.00 | \$0.00 | 11/15/2021 |
| TOTAL Due
as of
12/21/2021 | | | | | \$0.00 | |

RECORDING REQUESTED BY:



4800 SW Meadows Rd., Ste 300
Lake Oswego, OR 97035

GRANTOR'S NAME:

Sherry L. Riley

GRANTEE'S NAME:

Bonnie Jean Oshiro

AFTER RECORDING RETURN TO:

Order No.: 36261705760-MY

Bonnie Jean Oshiro

PO Box 3293

Clackamas, OR 97015

SEND TAX STATEMENTS TO:

Bonnie Jean Oshiro

PO Box 3293

Clackamas, OR 97015

APN: 00571116

716 10th Street, Oregon City, OR 97045

Clackamas County Official Records
Sherry Hall, County Clerk

2017-068

Item #2.

10/05/2017 03:09:01 PM

D-D Cnt=1 Stn=0 STEPHEN
\$15.00 \$16.00 \$10.00 \$22.00

\$63.00

SPACE ABOVE THIS LINE FOR RECORDER'S USE

STATUTORY WARRANTY DEED

Sherry L. Riley, Grantor, conveys and warrants to **Bonnie Jean Oshiro**, Grantee, the following described real property, free and clear of encumbrances except as specifically set forth below, situated in the County of Clackamas, State of Oregon:

SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF

THE TRUE AND ACTUAL CONSIDERATION FOR THIS CONVEYANCE IS TWO HUNDRED SEVENTY-FIVE THOUSAND AND NO/100 DOLLARS (\$275,000.00). (See ORS 93.030).

Subject to:

SEE EXHIBIT "B" ATTACHED HERETO AND MADE A PART HEREOF

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010.

IN WITNESS WHEREOF, the undersigned have executed this document on the date(s) set forth below.

Dated: 10/5/17

Sherry L. Riley
Sherry L. Riley

State of OREGON
County of CLACKAMAS

This instrument was acknowledged before me on OCTOBER 5, 2017 by Sherry L. Riley.

Floyd Love Grant
Notary Public - State of Oregon

My Commission Expires: 3-3-20

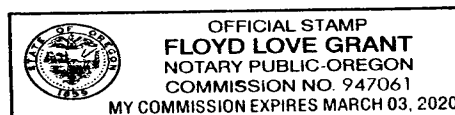


EXHIBIT "A"
Legal Description

Part of Lots 1 and 2, Block 99, OREGON CITY, in the City of Oregon City, County of Clackamas and State of Oregon, more particularly described as follows:

Commencing at the Easterly corner of said Lot 1; thence Northwesterly along the Southwesterly line of 10th Street, a distance of 50 feet, more or less, to the Easterly corner of a tract of land conveyed to Clara V. Rands by Deed recorded February 23, 1966 in Book 95, Page 39, Deed Records; thence Southwesterly at right angles to 10th Street, a distance of 132 feet, more or less, to the Northeasterly line of a 10 foot alley established by Ordinance No. 1149 of the City of Oregon City; thence Southeasterly along the Northeasterly line of said alley a distance of 50 feet, more or less, to the Northwesterly line of Jefferson Street; thence Northeasterly along the Northwesterly line of Jefferson Street a distance of 132 feet, more or less, to the place of beginning.

EXHIBIT "B"
Exceptions**Subject to:**

Subject to any and all unpaid taxes, including exemptions or deferrals. The tax information is not presently available, and we will supplement this report at a later date. Said supplement will also disclose further information generally obtained by use of the County Assessor's Rolls.

Tax Year: 2017-2018
Tax Account Number: 00571116

City lien in favor of the City of Oregon City,

Purpose: Utility
Amount: \$193.83, plus interest and penalties, if any.
Reference No: 115245 / Tracking No.: 1401349

Easement(s) for the purpose(s) shown below and rights incidental thereto as delineated or as offered for dedication, on the map of said tract/plat;

Purpose: Utilities
Affects: Reference is hereby made to said document for full particulars



LAND USE APPLICATION TRANSMITTAL – RESPONSE FORM

Date: 2/4/2022

Land Use Application File Number: GLUA-21-00069/MP-21-00006

NAME: Chris Long

AGENCY: City of Oregon City

EMAIL ADDRESS: clong@orc.org

The land use application material is referred to you for your information, study and official comments. Your recommendations and suggestions will be used to guide the Planning staff when reviewing this proposal. If you wish to have your comments considered and incorporated into the staff report, please return a copy of this form to facilitate the processing of this application and to ensure prompt consideration of your recommendations.

Please check the appropriate spaces below.

| | |
|---|--|
| | The proposal does not conflict with our interests. |
| | The proposal conflicts with our interests for the reasons attached. (Please attach additional information) |
| X | The proposal would not conflict our interests if the changes noted below or attached are addressed. |

Please add any specific comments below or attach a separate document with more information.

As this is proposing to create two tax lots and therefore introduce a lot line between the structures, there would be requirements for fire resistant construction as required in the 2021 Oregon Residential Specialty Code Chapter 3 section R302.

TABLE R302.1 EXTERIOR WALLS

| EXTERIOR WALL ELEMENT | | MINIMUM FIRE-RESISTANCE RATING | FIRE SEPARATION DISTANCE PROVIDED |
|--------------------------|---------------------------|---|-----------------------------------|
| Walls | Fire-resistance rated | 1 hour—tested in accordance with ASTM E119, UL 263 or Section 703.3 of the <i>Building Code</i> with exposure from both sides | < 3 feet |
| | Not fire-resistance rated | 0 hours | ≥ 3 feet |
| Projections ^c | Not allowed | NA | < 2 feet |
| | Fire-resistance rated | 1 hour on the underside ^{a, b} | ≥ 2 feet to < 3 feet |
| | Not fire-resistance rated | 0 hours | ≥ 3 feet |
| | Not allowed | NA | < 3 feet |
| Openings in walls | 25% maximum of wall area | 0 hours | 3 feet |
| | Unlimited | 0 hours | ≥ 3 feet |
| Penetrations | All | Comply with Section R302.4 | < 3 feet |
| | | None required | ≥ 3 feet |

For SI: 1 foot = 304.8 mm.

NA = Not Applicable.

a. The fire-resistance rating shall be permitted to be reduced to 0 hours on the underside of the eave overhang if fireblocking is provided from the wall top plate to the underside of the roof sheathing. Fireblocking shall consist of not less than two layers of two-inch (51 mm) nominal lumber.
b. The fire-resistance rating shall be permitted to be reduced to 0 hours on the underside of the eave overhang where gable vent openings are not installed.
c. For the purposes of this table, attached devices that are not exempted by Section R105.2 shall be considered projections.

CONTACT THE PLANNING DIVISION IF YOU HAVE ANY QUESTIONS ABOUT THIS APPLICATION



LAND USE APPLICATION TRANSMITTAL – RESPONSE FORM

2-3-22

Date: _____

GLUA-21-00069

Land Use Application File Number: _____

Wes Rogers

NAME: _____

Oregon City School District 62

AGENCY: _____

wes.rogers@orecity.k12.or.us

EMAIL ADDRESS: _____

The land use application material is referred to you for your information, study and official comments. Your recommendations and suggestions will be used to guide the Planning staff when reviewing this proposal. If you wish to have your comments considered and incorporated into the staff report, please return a copy of this form to facilitate the processing of this application and to ensure prompt consideration of your recommendations.

Please check the appropriate spaces below.

XX

The proposal does not conflict with our interests.

The proposal conflicts with our interests for the reasons attached. (Please attach additional information)

The proposal would not conflict our interests if the changes noted below or attached are addressed.

Please add any specific comments below or attach a separate document with more information.

CONTACT THE PLANNING DIVISION IF YOU HAVE ANY QUESTIONS ABOUT THIS APPLICATION

M C L O U G H L I N

N E I G H B O R H O O D
A S S O C I A T I O N

DATE: February 22, 2022
 TO: Historic Review Board
 Kelly Reid, Planner, Dilia Vassileva, Assistant Planner
 FROM: McLoughlin Neighborhood Association
 RE: Comments on GLUA-22-00001/HR-21-00028
 716 10th Street/917 Jefferson Street

Thank you for the opportunity to review the above-referenced application.

As explained below, the McLoughlin Neighborhood Association (MNA) does *not* support the requested reduction of the historic overlay on this site, along with proposals of related applications GLUA-21-00069/MP-21-00006/VAR-21-00007. The MNA therefore respectfully requests that the application be denied.

Site Background:

The property, the Frederick White House, is significant for its age, style, and association with the architecture firm of William and Frederick White. This Italianate style home is one a half-dozen homes of this style in the McLoughlin Conservation District. The home is in fair condition, and even with the missing porch balustrade, the house retains its historic integrity.

Analysis:

The applicant is requesting to shrink the size of the historic overlay on this site such that it would cover *only* the original home structure and a portion of the rear addition. If this reduction is allowed by the HRB now, then the majority of the rear addition would *not* automatically be subject to future HRB review for any exterior alternations. Rather, if this application is approved, then future exterior alterations to the rear addition would only be subject to HRB review if they qualified as “new construction” under OCMC 17.04. This would amount to a voluntary abandonment of control by the HRB for future land use applications at this site, and the MNA does not support it.

As you can see from the photos in the applicant’s submittal, there is a covered breezeway connecting the primary dwelling to the major rear addition. This is where the applicant proposes to cut off the historic overlay. However, under the applicant’s proposal, the buildings would remain connected by the breezeway, and will remain in extremely close proximity to each other. Because of both that physical connection and that proximity, even if the historic overlay is reduced, the buildings will remain intimately and practically connected. They will therefore continue, no matter the outcome of this application, to be connected and closely associated with each other. This close association means that future exterior alterations to one building have the potential to substantially impact the other building. The HRB should retain its control over all such future exterior alteration proposals.

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In any event, the applicant has not adequately addressed the mandatory criteria contained in OCMC 17.40. Those criteria are addressed below:

17.40.010 - Purpose. “It is declared as a matter of public policy that the protection, enhancement, perpetuation and use of improvements of special character or special historical or aesthetic interest or value is a public necessity and is required in the interest of the health, prosperity, safety and welfare of the people.”

MNA comment: The locally-designated Frederick White House is a significant historic resource in the McLoughlin Conservation District. Any change will substantially affect the historic and architectural significance of the landmark.

Reducing the size of the historic overlay on this site will not further the “protection, enhancement, perpetuation and use” of the historic Frederick White House because it would divorce (at least partially) the analysis of future exterior alterations to the rear addition from the Frederick White House itself. This increases the likelihood that future decisions will be made regarding the rear addition without HRB input and control. Future land use decisions that are not subject to HRB review pose a risk to the prominence of and ongoing historic integrity of the Frederick White House. The rear addition is very close in space to the main Frederick White House, and indeed it is physically connected by a breezeway. Although the site already contains two dwelling units, from the public right of way they appear to be as one interconnected and integrated unit. Severing the historic overlay connection between the two dwelling units is therefore not wise if the HRB wishes to retain adequate control over future land use decisions at this location.

Also, severing the connection between the main historic house and the rear addition would make it that much easier for the owner of the rear addition to seek and receive demolition approval, or otherwise to build a much larger structure on that portion of the site, which would seriously and negatively impact the old, large, mature oak tree next to the garage structure. Indeed, it could result in the removal of that oak tree. That oak tree itself contributes to the historic value of the site as it currently exists. The MNA opposes any action that will make it easier or otherwise encourage the removal or adverse impact to that very significant oak tree.¹

¹ See the resources at:

<https://www.arborday.org/trees/benefits.cfm#:~:text=Arborist%20News.,of%20%247%2C020%20for%20each%20house.> (“Having large trees in yards along streets increases a home’s value from 3 percent Post Office Box 1027, Oregon City, Oregon 97045 • <https://www.orcity.org/community/mcloughlin-neighborhood-association>

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The MNA also challenges the staff finding (in the staff report) that “Furthermore, if any future demolition or construction work were to occur on Parcel 2, it would not impact the original volume of the Frederick White House, it would instead be adjoining the rear wing addition.” As long as the two structures remain physically connected (as they currently are – by the breezeway), then any future demolition or construction work on either site will, by definition, impact the Frederick White House. And, while it may be strictly true that future development on the rear addition site would not impact the massing of the original structure of the Frederick White House, that is irrelevant where, as here, the issue isn’t the potential for future modification to the original structure itself, but the negative impacts to that original structure associated with construction on the adjoining rear addition.

The applicant has not demonstrated compliance with OCMC 17.40.010.

17.40.010(A). “Effect and accomplish the protection, enhancement and perpetuation of such improvements and of districts which represent or reflect elements of the city's cultural, social, economic, political and architectural history.”

MNA comment: See the above MNA comment regarding the purpose of 17.40.010, incorporated herein.

17.40.010(B). “Safeguard the city's historic, aesthetic and cultural heritage as embodied and reflected in such improvements and districts.”

MNA comment: See the above MNA comment regarding the purpose of 17.40.010, incorporated herein.

17.40.010(C). “Complement any National Register Historic districts designated in the city.”

MNA comment: Not applicable.

to 15 percent. Wolf, Kathleen L, PhD, University of Washington (2007) *City Trees and Property Values*. *Arborist News*. 16, 4:34-36. In Portland, Oregon, street trees increase the value of homes by a total of

\$1.1 billion, an average increase of \$7,020 for each house. Donovan, G.H.; Butry, D.T. (2010). *Trees in the City: Valuing Street Trees in Portland, Oregon*. *Landscape and Urban Planning* 94:77-83.)”

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A S S O C I A T I O N**17.40.010(D). “Stabilize and improve property values in such districts.”**

MNA comment: The applicant has not adequately explained how reducing the historic overlay will “stabilize and improve” property values in the McLoughlin Conservation District. As explained above, approving this application increases the risk that the HRB will not have control over future land use applications related to the rear addition site, which foreseeability could negatively impact the Frederick White House. If the integrity of that historic resource is compromised, it will reduce the property value of the Frederick White House site in addition to the values in the Conservation District as a whole. In short, the applicant has not carried its burden as to this criterion.

See also the MNA’s above comments regarding OCMC 17.40.010(A)-(C).

17.40.010(E). “Foster civic pride in the beauty and noble accomplishments of the past.”

MNA comment: See the above MNA comments regarding OCMC 17.40.010(A)-(D), incorporated herein. Further, reducing the size of the historic overlay on this site does not “foster civic pride in the beauty” of the Frederick White House. Rather, it diminishes that pride by increasing the likelihood that the historic resource will be negatively impacted by future changes to the rear addition site. Reduction of the historic overlay will also increase the chances of negative impacts to the old, large, mature oak tree, which itself conveys much beauty and majesty to the site.

17.40.010(F). “Protect and enhance the city's attractions to tourists and visitors and the support and stimulus to business and industry thereby provided.”

MNA comment: See the above MNA comments regarding 17.40.010(A)-(E), incorporated herein.

17.40.010(G). “Strengthen the economy of the city.”

MNA comment: See the above MNA comments regarding 17.40.010(A)-(F), incorporated herein.

Also, the proposed staff finding, that “The proposal will maintain the historic designation of the Frederick White House, while also providing additional homeownership opportunities in a walkable mixed use neighborhood” does not offer any explanatory value as to how this application, if approved, will “strengthen” the economy of the city. The home is already owned by someone. Approving this application will not change that fact, and will not add an economic value to the city that doesn’t already exist. Nor will approving the application add any dwelling units or create new homeownership or leasing opportunities.

M C L O U G H L I N

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To the extent that the city's economy would be impacted by the approval of this application, those impacts would be negative for the reasons explained in prior sections of this comment letter.

17.40.010(H). “Promote the use of historic districts and landmarks for the education, pleasure, energy conservation, housing and public welfare of the city.”

MNA comment: See the above MNA comments regarding 17.40.010(A)-(G), incorporated herein.

The applicant has not provided supporting facts for this criterion. Indeed, to the extent that the Frederick White House and the large, old, mature oak could be negatively impacted in the future by the approval of this application, it will have negative impact on the pleasure and energy conservation in the district. Please will be negatively impacted by adverse visual impacts to the historic structure, and by adverse visual impacts to the oak. Energy conservation will be negatively impacted if the oak is damaged or cut down because of the loss of shade and carbon sequestration provided by the tree.

17.40.010(I). “Carry out the provisions of LCDC Goal 5.”

MNA comment: See the above MNA comments regarding 17.40.010(A)-(H), incorporated herein.

Also, while the staff report and proposed findings say that “LCDC Goal 5 requires inventory of and protection of historic resources. The City’s historic overlay code implements Goal 5 and this proposal is being reviewed consistent with the city’s code,” Goal 5 requires more than that. See <https://www.oregon.gov/lcd/OP/Documents/goal5.pdf>. Indeed, the very first sentence of Goal 5 is “To protect natural resources.” As explained in prior sections of this comment letter, if approved this application could lead to negative impacts on the large, old, mature oak tree. That would not be consistent with Goal 5.

Conclusion:

The applicant has not adequately addressed how its proposal, if approved by the HRB, will impact the landmark structure. For example, how will the proposal affect the landmark and help retain its historic integrity? How is this application in the public interest? Will the request, if approved, aid in the preservation and or renovation to the landmark? The MNA respectfully suggests that the applicant has not provided enough information to approve this application, and that in fact the OCMC factors require the HRB to reject this application. The MNA’s primary point is that removal of the historic overlay on a portion of this site, along with the applicant’s related proposals, will invite future non-compatible development.

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Finally, as depicted in the sample area below, it is not uncommon for the historic overlay zone to encompass multiplexes in the McLoughlin Conservation District. There is no reason that this site cannot continue reflect the same.



For the reasons stated above, the MNA respectfully requests that the application be denied. Thank you for your consideration.

/s/ Jesse A. Buss

MNA Chair



CITY OF OREGON CITY

Staff Report

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

To: Planning Commission **Agenda Date:** 3/14/2022
From: Christina Robertson-Gardiner, Senior Planner

SUBJECT:

GLUA 22-0002/LEG 22-00001 Housing Choices Code Update Work Session

STAFF RECOMMENDATION:

Staff will be leading a work session to review the proposed Housing Choices Code Update. Planning Commissioners are encouraged to ask questions and provide initial policy direction when warranted in preparation for the 1st Public Hearing scheduled for this topic on March 28, 2022.

EXECUTIVE SUMMARY:

House Bill 2001 aims to provide Oregonians with more housing choices, especially housing choices more people can afford. The law, passed by the 2019 Oregon Legislature, expands the ability of property owners to build certain housing types, like duplexes and tri-plexes, in residential zones (also called middle housing). House Bill 2001 requires updates to local laws that currently limit the kinds of housing people can build. Oregon City is required to meet the requirements of HB2001 by June 30, 2022 and the City Commission has identified this project as a goal within the biennium with completion by that deadline.

House Bill 2001 requires Oregon City to update its development code to ensure duplexes and other middle housing (triplexes, quadplexes, cottage clusters, and townhouses) are allowed on land zoned for single-family houses. The bill also requires that middle housing be reviewed using the same process applied to detached single-family homes.

The city is additionally creating code to establish land division processes for middle housing consistent with Oregon Senate Bill 458 that allows lot divisions for middle housing units that enable each one to be sold or owned individually.

The Legislative package will be separated into two groups: revisions needed to address minimum requirements in the Bill by June 30, 2022 and code sections that are impacted by the required revisions but may need some additional review and direction by the

Planning and City Commission and could be adopted in a separate package after the June 30, 2022 deadline.

1. Must Address

Those items where HB 2001 provides clear direction, or there are only one or two options to choose from to implement.

2. Should Address

Code sections that may now be misaligned based on required code revisions; some are simple changes, others may have policy questions attached to them.

The third group of revisions which are categorized as Could Address

Code sections where the city could choose to further remove barriers to middle housing or even incentivize their use. Similar to group 2 (Should Address), these revisions would have policy implications that should be discussed and considered by both the Planning and City Commissions.

BACKGROUND:

The City of Oregon City is continuing work to expand housing choices for all members of the community with zoning code updates to increase flexibility for middle housing types. These housing types tend to be smaller scale and less expensive than detached single-family dwellings and provide needed variety to accommodate Oregon City's diversity of households. They are called middle housing because they fall somewhere between single-family homes and larger apartments. [House Bill 2001](#), passed by the State Legislature in 2019, calls for cities to allow a range of middle housing types, including duplexes, triplexes, quadplexes, townhouses, and cottage clusters in single-family neighborhoods.

The Housing Choices Code Update <https://bit.ly/OCHB2001> will help restore a greater variety of housing types that were historically incorporated into residential neighborhoods but have been outlawed for more than half a century. While detached single-family homes on one lot will remain the predominant housing type in Oregon City, code updates will create more opportunities for different types of housing to be accessible for a wider range of households.

Changes are expected to be gradual, with modest growth of middle housing in both existing neighborhoods and new neighborhoods.



MIDDLE HOUSING CODE AUDIT

CITY OF OREGON CITY, OR

Prepared by JET Planning, LLC
March 3, 2022

OVERVIEW

The purpose of this memo is to outline key policy options where direction is needed for zoning code updates supporting middle housing. The code updates must be effective by July 1, 2022 to fully comply with recent state legislation (HB 2001 and SB 458) authorizing middle housing. The City of Oregon City has already made significant progress to expand housing options through zoning code updates adopted in 2019 developed with the Equitable Housing Policy Project.

Further code updates necessary to meet HB 2001 requirements are fully detailed in the attached Code Audit Matrix. Updates are intended to:

- Directly implement state HB 2001 and SB 458 provisions.
- Maintain existing policies established in the Equitable Housing project.

Beyond these two guidelines, there are several key issues necessary for middle housing implementation where the City has some flexibility to choose between policy options. This memo provides detail on these issues to inform policy makers' direction needed to shape the draft code. For each issue, there is a 'compliance' option that preserves the status quo and/or meets the state minimum compliance standards, and one or more alternative option to modify code to enhance middle housing development feasibility if selected by policy makers. There are several additional issues that are detailed here that are related to middle housing, and which should be considered for future policy discussions and code updates outside of this project.

BACKGROUND

The City of Oregon City is working to expand housing opportunities for its residents to comply with the spirit and specifics of recently passed state legislation directed at supporting "middle housing," that provides alternatives to traditional single-family detached dwellings and multifamily dwellings to help address statewide housing shortages. Middle housing is intended to expand upon, not replace, earlier state and local efforts to permit accessory dwelling units (ADUs) in all residential areas and other efforts to support greater variety of housing options.

Oregon City was an early pioneer in expanding middle housing options through the 2019 Equitable Housing code amendments. Among other provisions, those amendments increased permissions and feasibility for ADUs, duplexes, triplexes, quadplexes, internal conversions, townhouses, and cluster housing. Those amendments introduced a few middle housing options in low-density zones, and a broader range for medium and high-density zones. The

next step needed to meet HB 2001 requirements is to fully expand permissions for all middle housing options in the low-density zones, and to adjust dimensional, design and procedural standards for middle housing in medium-density zones. While the high-density zone is not subject to HB 2001 provisions¹, minor adjustments are proposed for consistency across zones.

The Oregon Legislature passed House Bill 2001 (HB 2001) in 2019 to provide Oregonians with more housing choices, especially attainably priced housing choices. The “middle housing” addressed by HB 2001 includes duplexes, triplexes, quadplexes, townhouses and cottage clusters. The Legislature focused on these housing types as they can be more affordable, meet the housing needs of many younger people, older people, and low-income households who cannot afford or do not need a large single-family detached house, and reduce environmental impacts associated with large houses. Many of these housing types were historically permitted and built throughout the state prior to World War II, and can still be found in many older neighborhoods. HB 2001 re-legalizes these housing types, which have not been built in many cities for over 70 years due in part to restrictive zoning codes.

Under the bill, by July 1, 2022, cities in the Portland Metro region including Oregon City and large cities across the state (those over 25,000 population) must allow duplexes on all residential lots and all other middle housing types in residential areas. Additional protections apply within natural resource areas, floodplains, landslide hazard areas, and historic resource areas.²

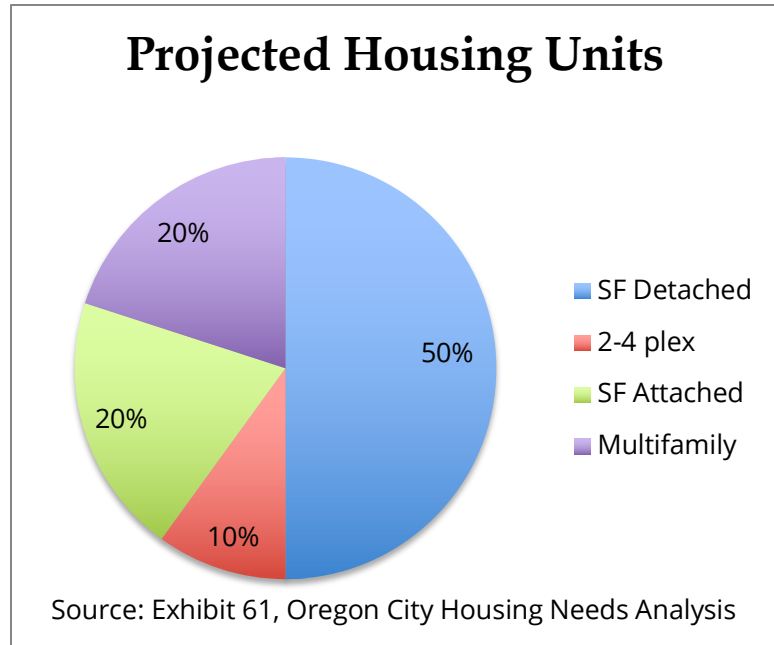
Middle housing standards must comply with new Oregon Administrative Rules (OARs) and/or Model Code standards that implement HB 2001. The OARs set minimum requirements for all middle housing types, and the Model Code offers best practices for cities to adopt or adapt that generally go a step beyond the minimum compliance standards.³ **Where there is a range of policy options between the minimum compliance standards and the Model Code standards, the policy options are detailed in this memo because they are the areas where the City has the most flexibility to set policy.**

¹ HB 2001 only applies to middle housing in residential zones where single-family detached dwellings are permitted, and single-family detached dwellings are not permitted in the R-2 high-density zone.

² The Historic Review Board will be providing additional guidance for middle housing within the existing residential design standards in early 2022.

³ The Model Code can also be used as an enforcement mechanism to apply directly in cities that fail to adopt compliant middle housing code updates by the deadline.

The middle housing code updates are also an important tool to meet Oregon City's identified housing needs, by providing opportunity for a broader range of development types across more of the city. The City adopted their Housing Needs Analysis (HNA) in December 2022 that projects the need for 7,435 new housing units between 2021-2041. Housing affordability is a significant issue in Oregon City as it is across the region, with 50% of Oregon City renter households and 28% of homeowner households identified as "cost-burdened" because more than 30% of household income is spent on housing.⁴ While middle housing is not explicitly affordable housing, it can increase the number and variety of new housing options that ease scarcity and costs across the housing spectrum, particularly if it can support creation of smaller dwelling units more in line with needs and incomes of small households.



REVIEW PROCESS

The code audit and policy options identification have been informed by several components:

- Consultant analysis of the existing code, relative to the adopted OARs and Model Code standards. Department of Land Conservation of Development (DLCD) staff were also consulted on interpretation questions as needed.
- Three focus groups conducted with market-rate housing developers, nonprofit housing developers, and City staff engaged in development review to understand current issues with middle housing code provisions, and future middle housing development opportunities and concerns.
- Two online surveys aimed at Oregon City residents; the initial November survey with more general questions garnered 162 responses, and the January survey focusing specifically on policy options had 83 responses. While neither survey was statistically valid due to the self-selection of respondents, the responses do provide insight into the

⁴ City of Oregon City Housing Needs Analysis draft. https://www.orcity.org/sites/default/files/fileattachments/planning/page/40091/draft_hna_2021_08_30_reduced.pdf

opinions of a cross-section of City residents who felt strongly enough about the topic to respond.

Focus group discussion and survey questions were largely focused on policy option topics, and the input is detailed in discussion of each policy option below.

AUDIT FINDINGS

The Middle Housing Code Audit reviewed the City's existing code to identify changes needed in addition to recent housing code updates in 2019 with the Equitable Housing project. In large part, the recent updates align with the intent of HB 2001 and additional required middle housing code updates are consistent with the existing overall policy direction. Key findings include:

- **Low density zones (R-10, R-8, R-6):** Permitted middle housing types must be broadened beyond duplexes and cluster housing to include the full range of middle housing, including dimensional and density standards that permit middle housing at the same scale as single-family detached homes.
- **Medium density zones (R-5, R-3.5):** The full range of middle housing types are already permitted, and only minor changes to dimensional and density standards are needed to accommodate middle housing.
- **High-density zones (R-2):** While many middle housing uses are already permitted in this zone, it is not subject to HB 2001. Only minor changes are proposed for consistency; future discussion may be warranted to review the purpose and scope of development within this zone relative to the expanded uses and densities permitted in other zones.
- **Design standards for middle housing:** Standards specific to each middle housing type generally address the allowed design components, but need simplification to fit within the extent allowed by HB 2001.
- **Parking requirements:** Parking ratios and requirements for middle housing types meet or exceed the range allowed by HB 2001; only the parking minimums for cluster housing need to be reduced. Further discussion about related access and driveway provisions is needed.
- **Procedures:** Administrative reviews (Type I) are already provided for several middle housing types, as required, and need to be expanded to include triplexes, quadplexes and cluster housing.
- **Land divisions:** In addition to the existing subdivision process for large developments, a new middle housing land division procedure is needed to allow expedited division of individual lots development with middle housing (such as dividing a quadplex into four separate, small lots).

- **Goal-protected areas:** Existing protections for historic areas, natural resource areas, and geohazard areas will remain in place, and will apply to any middle housing proposed. The Historic Review Board will be concurrently working on guidance about the application of existing design standards to any proposed middle housing development.

POLICY ISSUES

Key issues where there is flexibility to craft provisions in the space between OARs and Model Code standards that best respond to Oregon City's needs are highlighted in this draft report, to focus discussion around key decision points. While the broad aspects of middle housing regulations with the greatest impact on development are set by state regulations, namely provisions around which middle housing uses to permit, where to permit them, and the dimensional and density standards that apply, these outstanding policy issues do provide some additional flexibility for the City to guide middle housing development and where desired, enhance development feasibility.

For each of these issues, this memo identifies a 'compliance' option that minimizes code and policy changes to the extent needed to meet the state minimum compliance standards, followed by alternative policy option(s) if policy makers wish to further expand middle housing development permissions. **For each identified issue, policy makers may elect to confirm the compliance option, choose to include the alternative policy option(s) in this round of code updates, or choose to continue to explore the alternative policy option(s) in future code updates,** separate from initial code update package needed to meet the June 30, 2022 deadline.

1. Middle Housing in Geohazard Areas

Compliance option: Maintain existing density standard of 2 units/acre for development within geohazard areas, effectively precluding middle housing uses.

Alternative option: Permit limited middle housing uses (such as duplexes and internal conversions of existing single-family detached units into 2-4 units) within geohazard areas subject to the same development footprint limitations and geoenvironmental review required of single-family detached dwellings.

Geohazard areas are an identified Goal 7 resource under state land use system, and middle housing requirements do not apply within geohazard areas if middle housing would increase potential damage to persons or property. Residential development is currently limited to two

dwelling units per acre and individual residential uses are limited by maximum grading and disturbance volumes. (See page 24 of the Code Audit.)

Potentially modest modifications to geohazard areas could include:

- Exempting internal conversion of a single-family detached unit into a duplex, triplex or quadplex provided it does not exceed the grading and disturbance volumes for other exempt actions in OCMC 17.44.035.
- Permitting a duplex where a single-family detached unit is permitted in areas with 25-35% slope under OCMC 17.44.060(H)(2), and clarifying that an ADU is permitted with any single-family detached unit and exempt from the density limitations.
- Permitting one duplex rather than only one single-family detached unit in areas over 35% slope as permitted under OCMC 17.44.060(I)(4).
- Permitting other middle housing types beyond duplexes in scenarios detailed above.

Considerations: The state has refined their guidance to say that geohazard areas are one area where duplexes are NOT required to be permitted on every lot where single-family detached dwellings are. Allowing additional dwelling units within hazard areas could potentially increase the number the people potentially exposed to harm, however, the exact impacts could vary depending on household sizes: smaller quadplex units, for example, are likely to house fewer occupants than a large single-family detached dwelling. Physically, the footprint of a new residential structure has the same potential impacts in a geohazard area regardless of the number of units within it; all structures require geotechnical engineering and review prior to development. Allowing duplexes and/or internal conversions of existing single-family dwellings could create additional middle housing opportunities, however, the overall impact is likely to be modest given the limited extent and difficulties of constructing within the geohazard overlay.

Input received: Survey feedback was mixed on this topic. In the first survey, 47% of respondents were in favor of allowing some middle housing in flood and hazard areas, 43% were opposed, and 10% were undecided. In the second survey specifically asking whether middle housing types should be permitted within the same development footprint as a single-family detached dwelling in the geohazard zone, 60% were opposed, 20% favored allowing duplexes, and 20% favored allowing any plex that fit within the allowed footprint. None of the focus groups discussed this specific topic.

2. Townhouse Maximum Density

Compliance option: Set townhouse maximum densities in low and medium density zones as required to meet state minimum compliance standards (four times the density of single-family detached dwellings in the same zone or 25 units/net acre, whichever is less).

Alternative option: Increase allowed townhouse maximum densities to permit 29 units/net acre (based on the required minimum lot size of 1,500 SF) in some or all low and medium density zones?

Maximum townhouse densities must be within the range allowed by state regulations, ranging between four times the maximum allowed for single-family detached units and an effective maximum density of 29 units/acre based on 1,500-SF minimum lot size in the low and medium density zones. (See pages 8 and 10 of the Code Audit.)

- For R-10 zone, allowed range is 17.6 to 29 units/acre.
- For R-8 zone, allowed range is 21.6 to 29 units/acre.
- For R-6, R-5 and R-3.5 zones, allowed range is 25 to 29 units/acre.

Considerations: Greater densities permit townhouse development on lots meeting the minimum 1,500-SF lot sizes; generally smaller lots translate to reduced land costs and smaller structures that together decrease rental or sale prices. Lower densities translate into effectively larger minimum lot sizes, and allow some flexibility for the size of townhouse projects to scale with single-family and middle housing in each zone, e.g. four townhouses in the R-10 zone would require a total of 10,000 SF of lot area at a maximum density of 17.6 units/acre similar to the 10,000-SF lot size required for a single-family detached dwelling or any middle housing type.

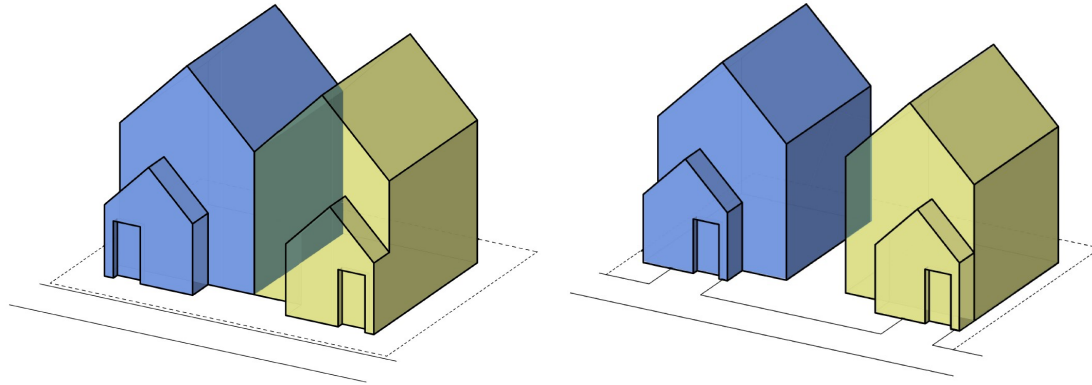
Input received: Nearly 60% of survey respondents favored the lower end of the density range for townhouses, with 40% supporting higher densities (split between the medium and high end of the range). The focus groups did not discuss this issue in depth; several developers discussed that typical townhouse products would fit on the required 1,500-SF minimum lot size or slightly larger, which is nearer to the high end of the density range.

3. Duplex, Triplex and Quadplex Configurations

Compliance option: Continue to require duplex, triplex and quadplex units to be attached in a single residential structure.

Alternative option: Permit duplex, triplex and/or quadplex units to be built as detached units within a single project. As an initial step, consider permitted detached duplexes.

Duplexes, triplexes and quadplexes are currently defined in City code as multiple units attached in a single structure. State regulations require cities to permit attached units, with the additional option to allow detached units on a single lot as a plex. (See page 4 of the Code Audit.)



Attached side-by-side duplex example (left) compared with detached duplex option (right).

Considerations: Allowing detached plex options can provide more flexibility on a site, including flexibility to add additional detached units to an existing lot already developed with a single-family detached dwelling, rather than demolition of the existing dwelling to build an attached plex. This option can be particularly useful for creating detached duplexes similar to the current option to add a detached ADU; adding more than one detached unit may be less feasible due to space constraints. Detached units without shared walls may be more appealing to some homebuyers because of privacy issues. Notably, detached unit construction can make middle housing lot divisions simpler and increase options for fee-simple ownership, though attached units are also eligible for lot divisions. Detached units may cost more than comparable attached units, without the cost savings that come from attached construction, but differences in unit size and finishes mean there are many unknowns about potential financial differences. From the perspective of neighborhood compatibility, a detached plex option could result in several smaller units on a single lot, rather than one larger structure; both scenarios would be subject to overall lot coverage standards, setbacks and height limits as well as design standards for the street-facing façade(s).

Input received: Over 60% of respondents in the first survey supported adding flexibility for detached units in duplexes, triplexes and quadplexes. There was strong support for adding the detached option from the developer focus group, where participants mentioned the advantages of fee-simple ownership for development and financial feasibility for both builders and homebuyers; nonprofit developers were also in favor of adding flexibility with detached configurations and noted the ability to retain an existing dwelling on site with additional detached units.

4. Duplex Lot Coverage in Medium Density Zones

Compliance option: Maintain maximum building lot coverage for duplexes equal to that allowed for single-family detached dwellings in each zone (50-55%).

Alternative option: Increase maximum building lot coverage for duplexes to match the current allowance for a single-family dwelling plus an ADU (60-65%).

When middle housing types were introduced in the medium density zones (R-5, R-3.5) with the Equitable Housing project, building lot coverage standards specific to each type were introduced. Generally, projects with more units were allowed greater lot coverage to make it more physically possible to fit the increased number of units on a lot. For example, a single-family detached dwelling in the R-5 zone is permitted building lot coverage of up to 50% whereas triplexes, quadplexes and townhouses are permitted up to 70% lot coverage. Within this range, duplexes are permitted the same building lot coverage as single-family detached dwellings, however, a single-family detached dwelling with an ADU is permitted additional lot coverage. Considering that both a duplex and a single-family detached dwelling with an ADU are both two total units, maximum building lot coverage for duplexes could stay the same as permitted for single-family detached dwellings in each zone (50-55%) or be increased to match the allowance for a dwelling plus an ADU (60-65%). Duplexes must be permitted at least the same lot coverage allowed for single-family detached dwellings under HB 2001, but there is no requirement to allow additional lot coverage. (See page 9 of the Code Audit.)

Considerations: Increasing lot coverage for duplexes would allow greater parity with ADU standards, particularly if detached duplexes are permitted, and consistency with increased lot coverage granted to other middle housing types in the medium density zones. Increased lot coverage allows for slightly larger units, with potential implications for size, consumer appeal, development feasibility and/or cost of units. Increased lot coverage could increase the overall massing of duplexes, with potential impacts on compatibility with single-family detached units, however, the massing would not exceed what is already permitted for other middle housing types. In some cases, increased lot coverage allows for a larger footprint with less height, and could allow more single-story construction.

Input received: This specific issue was not included in either public survey. Both market-rate and nonprofit developers generally favored flexibility in the form of increased building lot coverages for increased numbers of units.

5. Lot Coverage in Low Density Zones

Compliance option: Set maximum building lot coverage for middle housing types in low density zones equal to the allowed lot coverage for single-family detached dwellings.

Alternative option: Increase maximum building lot coverage for specific middle housing types in rough proportion to increased numbers of units. Specifically, consider increasing duplex lot coverage to 45%, triplex and quadplex lot coverage to 45-50% or more, and/or townhouse lot coverage to 70%.

The building lot coverage standard in the low density zones (R-10, R-8 and R-6) is currently set at 40% for single-family and duplex dwellings, and 45% with an ADU. With the introduction of middle housing options in this zone, the same building lot coverage standard could be applied to triplexes, quadplexes and townhouses, or could be increased for these types consistent with the approach in the medium density zones. Additionally, there is the same opportunity in these zones to increase allowed lot coverage for duplexes to match what is permitted for a primary dwelling and ADU, as discussed above. Middle housing types must be permitted at least the same lot coverage allowed for single-family detached dwellings under HB 2001, but there is no requirement to allow additional lot coverage. (See page 6 of the Code Audit.)

Considerations: See discussion above on Issue 2. Generally, the 40% lot coverage maximum is less likely to be a development limitation in zones with the largest minimum lot sizes, and is more likely to become an issue in the R-6 zone given the smaller minimum lot size (6,000 SF allows 2,400 SF of building footprint, compared to 4,000 SF allowed on a 10,000-SF minimum lot in the R-10 zone). Several specific changes that might be considered in the low density zones are:

- Consider increasing maximum lot coverage for duplexes to 45%, equivalent to that allowed for two units as a primary and ADU, for parity and greater flexibility to fit two units onto a lot (particularly in the R-6 zone where smaller lot sizes make increased coverage more desired).
- Consider increasing maximum lot coverage for triplexes and quadplexes to 45% (to match ADUs) or 50% or higher, for consistency with middle housing standards in the medium density zones that increase allowed coverage in proportion to number of units created.
- Consider increasing maximum lot coverage for townhouses to 70% in low density zones, for consistency with standards in the medium density zones. (For comparison, it is 70-80% in R-5 and R-3.5.) Given the small size of townhouse lots and lack of side yards, higher lot coverage can be more suitable for this development type.

- *Note:* No maximum lot coverage standards may be applied to cottage clusters per HB 2001 regulations.

Input received: Discussions about specific percentages of lot coverage were generally challenging for developers, staff and survey respondents. While both groups of developers generally favored increased lot coverage for middle housing to increase flexibility, it was unclear whether it was necessary to allow future middle housing developments without further modeling. Survey respondents were nearly evenly split between those who supported keeping the lot coverage the same for middle housing as single-family detached dwellings and those favoring an increase for middle housing types. Of those favoring an increase, half preferred a small increase equivalent to what is allowed for an ADU and half favored a larger increase. Results were similar when asked specifically about townhouses and about triplexes and quadplexes, with about half preferring to keep the single-family standard and half favoring an increase. Future discussions on this topic could potentially benefit from more illustrations of possible development scenarios under various coverage and setback standards, and/or analysis of actual middle housing developments.

6. Cottage Cluster On-Street Parking Credits

Compliance option: Maintain the minimum requirement of one off-street parking space per cottage with no reductions for available on-street parking spaces.

Alternative option: Make cottage cluster developments eligible to use on-street parking credits to count toward the minimum off-street parking requirements, similar to other residential and commercial development.

Off-street parking requirements for middle housing in the current code meet or are less than the allowed minimum of one space per unit under state regulations. The City standards allow on-street parking spaces to count towards minimum parking requirements for a range of residential and commercial uses, however, cottage clusters are currently the only middle housing type ineligible for on-street parking credits. (See page 21 of the Code Audit.)

Considerations: Allowing cottage clusters to use on-street parking spaces towards minimum parking requirements would provide greater consistency and parity with other middle housing and residential uses, including triplexes, quadplexes and multifamily housing. Generally, decreasing off-street parking requirements can increase site development feasibility and increase flexibility for developments to be designed with parking that meet residents' projected needs. On-street parking credits are a recommended approach in the Model Code to decrease the amount of site area required to be devoted to off-street parking—and thus

increase the site area available for residential uses—if there is available on-street parking. Allowing on-street parking to count towards parking minimums could increase pressure on existing on-street parking supply, particularly in neighborhoods with limited parking availability relative to demand.

Input received: Nearly 75% of respondents in the second survey did not support allowing cottage clusters to count on-street parking towards the minimum parking requirements. Nonprofit developers generally reported that the current parking minimums were workable for their developments, and did not identify on-street parking credits as a top priority. City staff pointed out that allowing on-street spaces to count towards parking could be perceived to lock the City into maintaining the on-street parking, and decrease flexibility for future changes like lane reconfigurations.

7. Garage Options for Cottage Clusters

Compliance option: Maintain existing option for 600-SF (shared) detached parking garages/structures and option for small attached garages that count towards total gross floor area as two options for garage parking with cottage clusters.

Alternative option: Explicitly permit up to 200-400-SF detached garages for individual cottages exempt from gross floor area limitations, clarifying that 600-SF structures must be shared in common parking areas; and/or exempt up to 200-SF attached garages for individual cottages from the gross floor area limitations.

Traditional cottage cluster development has emphasized separation of vehicular and residential areas, with parking located in shared parking clusters at the perimeter of the site. The current cottage cluster standards permit shared parking areas, as well as detached parking garages/structures up to 600-SF; these are presumably meant to be shared structures within the shared parking areas, but the code does not specify. Individual attached garages are also permitted though they must be “subordinate” to the dwelling, i.e. small-scale, and count towards the allowed gross floor area which ensures the overall scale of cottages remains consistent.

Alternatively, the cottage housing standards could incorporate the Model Code provisions to permit attached garages up to 200 SF exempt from the allowed gross floor area, and specifically allow for up to 400-SF detached garages with individual cottages with clarification that only shared parking structures are permitted up to 600 SF. (See page 21 of the Code Audit.)

Considerations: Residents and developers of some earlier projects around the state have reported that shared parking areas are inconvenient and deter would-be residents. Developers pushed heavily in the state rulemaking process to make attached and detached garage options for individual cottages more feasible by permitting them exempt from cottage size requirements for greater flexibility. Current city regulations for detached structures are unclear and could be taken advantage of to construct individual 600-SF detached garages exempt from cottage size limitations. Current regulations requiring attached garage space to be counted within the cottage size limitations maintain overall massing of cottage developments, but effectively discourage attached garages that take up valuable floor area desired for living space. Driving cottage clusters towards shared parking areas by limiting individual parking areas could result in lower interest to develop cottage clusters, however, it could support the cloistered residential character of any cottage clusters that do get built.

Input received: There was no discussion on this issue in either the focus groups or public surveys.

FUTURE POLICY ISSUES

Several additional policy issues merit future discussion to more fully integrate middle housing into the spectrum of residential development options, however, none of these issues require action as part of this middle housing code amendment project.

A. Multiple ADUs per Lot

With the introduction of up to four units per lot under middle housing provisions, consider the future role for ADUs and how ADU standards compare to plex standards. Consider whether to permit multiple ADUs per lot for greater parity with new provisions for plexes, which could be written to require one attached and one detached unit, or in any combination. While there is significant overlap between two ADUs with a primary dwelling and a triplex (each three units that could be attached or detached), there could be value in permitting multiple options for greater flexibility and encouraging preservation of the existing dwelling. (See page 17 of the Code Audit.)

B. High Density Zone Development Standards

With the introduction of middle housing at greater densities in the low and medium densities zone, there could be a broader discussion about the purpose and standards for the high density R-2 zone. Because the R-2 zone does not permit single-family detached dwellings, it is not subject to HB 2001 and no changes are currently under consideration.

Following this round of code amendments, the medium density zone will eclipse the high density zone by permitting development at 25 or more units per acre, compared to a 22 units/acre maximum density in the R-2 zone, and middle housing types will be permitted on smaller lots in the low and medium density zones than in the R-2 zone.

- Consider reducing minimum lot size for middle housing types in R-2 to match or be less than corresponding minimum lot sizes in medium density zones.
- Consider increasing minimum densities for middle housing in R-2 above the current 22 units/acre limit for parity with maximum density for middle housing that will be allowed in other zones.
- Consider whether to increase maximum density for multi-family residential as well to match or exceed the scale of permitted middle housing.

Additionally, the introduction of middle housing types in all residential zones merits further discussion of which housing types should be a priority in the R-2 zone. Now that townhouses will be permitted in all low and medium-density zones, it may be more appropriate to target limited R-2 sites for multifamily and other alternatives. Multifamily can be the least expensive housing type in the R-2 zone, and needed to meet a segment of the City's housing needs, but could struggle to compete against townhouses if they continue to be permitted outright. Consider whether townhouses in R-2 should continue to be permitted outright, prohibited, or only permitted as part of a master plan/PUD. Respondents in the second survey were fairly split on whether to continue permitting townhouses in R-2, with 53% in favor of limiting them and 47% in favor of continuing to permit them. (See pages 11-12 of the Code Audit.)

C. Lot Averaging for Subdivisions

Consider whether and how lot averaging should apply to middle housing options beyond duplexes, and whether lot averaging remains a useful tool for new developments along with middle housing opportunities. If a development can now effectively include more middle housing units on a lot otherwise intended for single-family detached dwellings, and those middle housing lots can be divided to create individual units on significantly smaller lots, then the modest lot size reductions available through averaging may be less compelling for new development. Additional complexities include how to average different minimum lot sizes for different types of development, such as 5,000-SF lots permitted for single-family detached dwellings and 7,000-SF lots permitted for quadplexes in the R-5 zone. (See page 2 of the Code Audit.)

D. Affordability Incentives

More flexible code provisions for middle housing could be selectively targeted at projects meeting affordability requirements, both to improve feasibility of those projects and to explicitly encourage affordable housing development. Several options are mentioned above as alternative options, including additional lot coverage allowances, increased townhouse density and on-street parking credits. (See items 2, 4, 5 and 6 above.) Depending on the initial direction to include any of those alternative options in this round of code updates, future discussion could include more comprehensive consideration of which alternatives to offer for all development and which alternatives could be targeted to support and encourage affordable projects. Discussion should also consider the ratio of market-rate and affordable units required to be eligible for any incentives. Discussions with affordable and market-rate developers would be critical to understand interest in building affordable or mixed-income middle housing projects, and which regulatory incentives would be most supportive of desired development.

Oregon City Municipal Code Audit for Compliance with Middle Housing Requirements March 3, 2022

Item #3.

This audit table provides a detailed analysis of the current state of the City's code relative to new middle housing requirements for Large Cities under ORS 197.758 (HB 2001 codified) as implemented through OAR Chapter 600, Division 046 and middle housing land division requirements under SB 458. The audit addresses applicable standards for duplexes, triplexes, quadplexes, townhouses and cottage clusters. Audit findings are coded as follows:

| | |
|--|---|
| | Meets or exceeds statutory requirements, no revision needed |
| | Meets or exceeds statutory requirements, revision optional |
| | Minor revision needed to comply with applicable OARs, as cited, that are largely policy neutral and/or administrative in nature |
| | Revision needed to comply with applicable OARs, as cited, required policy update |
| | Compliance and alternative policy options available to address needed update, pending direction by policy makers |
| | <i>Further discussion possible on future code revisions beyond this project, not needed to meet OARs</i> |

| Code Section & Topic | Status | Recommended Update or Options |
|--|---|---|
| 16.08 – Land divisions—process and standards | Revision needed: Add subsection detailing applicability, procedures, and approval criteria for middle housing land divisions and expedited land divisions, and relationship to other standards and procedures in the code, to clearly implement SB 458. | New standards should permit middle housing expedited land division of duplexes, triplexes, quadplexes, townhomes (up to six attached units) and cottage clusters (four to 12 units) on an existing lot. This does not allow for large-scale new subdivisions of middle housing, but rather division of an existing lot for a single middle housing development to facilitate fee-simple ownership of the resulting units.
Standards should detail relevant procedure including relationship to middle housing development building permit review, applicable standards including exemptions from other standards throughout code, and standards that apply to any future lots created through this process, such as limitation on further lot divisions and development of additional units. |

| Code Section & Topic | Status | Recommended Update or Options |
|---|---|---|
| 16.08.010 – Purpose and general provisions for land divisions | Minor revision needed: Add “middle housing land divisions” to list of allowed land division options. (SB 458) | |
| 16.08.045 – Frontage width requirement | Exceeds requirements, revision optional: A 20-foot frontage width requirement currently applies to all residential types, except cluster housing. No alternative frontage width standard applies to cluster housing. Cluster housing may be subject to the same standards as single-family detached units. (OAR 660-046-0220(4)(b)) | Consider whether to extend the same minimum 20-foot frontage width standard to cluster housing that applies to other residential types. |
| 16.08.050 – Flag lots | Exceeds requirements, revision optional: No limitations on middle housing types on flag lots provided access requirements are met; however, townhouses specifically may be prohibited on flag lots. (OAR 660-046-0220(3)(b)) | Maintain existing provisions without additional limitation on townhouses. |
| 16.08.065 – Lot size reduction | Revision needed: Allow duplexes on any lots created through lot averaging in addition to single-family detached units, because duplexes must be permitted on all lots where single-family detached units are permitted. (OAR 660-046-0105(1)) | Further discussion: Consider whether and how lot averaging should apply to middle housing options beyond duplexes, and whether lot averaging remains a useful tool for new developments along with middle housing development and land division opportunities. |
| 16.08.095 – Prohibition on private restrictions | Minor revision needed: Update list of housing types that may not be prohibited by new CC&Rs to include all middle housing types. (ORS 93.277) | |
| 16.12.011 – Applicability of minimum public improvement | Exceeds requirements, no revision needed: The same public works exceptions offered to single-family detached units are also offered to duplexes as required, as well as for triplexes, | |

| Code Section & Topic | Status | Recommended Update or Options |
|--|---|---|
| requirements | quadplexes and townhouses.
(OAR 660-046-0120(7)) | |
| 16.12.035.A – Minimum Driveway Spacing Standards | Revision needed: Exempt driveways for triplexes, quadplexes, and townhouses from the intersection spacing requirements to meet requirement that middle housing types be subject to the same access standards as single-family detached units.
(OAR 660-046-0220(2)(e)(E), 660-046-0220(3)(f)(C)) | Add option for two driveways per lot for plexes and cottages, tied to spacing standards here. |
| <i>Ibid</i> | Meets requirements, revision optional: Cottage clusters subject to intersection spacing requirements; not required to be subject to the same access standards as single-family detached units.
(OAR 660-046-0220(4)) | Consider driveway spacing standards for cottage clusters, which are not required to match those of single-family detached units. Consider whether to exempt cottage clusters as well, to apply the existing spacing standard, or to develop a new standard. <i>(Consult with Development Services.)</i> |
| 16.12.035.D – Driveways for properties with multiple frontages | Meets requirements, revision optional: The same access standards for properties with multiple frontages are applied to single-family detached units and middle housing types.
(OAR 660-046-0220(2)(e)(E), 660-046-0220(3)(f)(C)) | Confirm that this permits two driveways on corner lots. Consider how standards should address cottage clusters as well. <i>(Consult with Development Services.)</i> |
| 16.12.035.E – Driveway approach size standards | Revision needed: Apply the same minimum driveway widths to duplexes, triplexes, quadplexes and townhomes as applies to single-family detached units.
(OAR 660-046-0220(2)(e)(E), 660-046-0220(3)(f)(C)) | Consider whether to retain distinction between 10-ft minimum width in the medium density zones and 12-ft minimum width in the low density zones that currently applies to single-family detached units. Consider which minimums to apply to cottage clusters.
Maintain existing maximum driveway widths; require lots with multiple driveways to cumulatively meet the maximum standard. |
| 17.04.006 - 3—4 plex residential definition | Revision needed: Update to separate and match state triplex and quadplex definitions.
(OAR 660-046-0020) | Policy options: Consider whether to retain requirement for all units to be attached as permitted by OARs, or add option for units to be detached structures on a single lot for additional |

| Code Section & Topic | Status | Recommended Update or Options |
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| | | flexibility. |
| 17.04.197 - Cluster housing definition | Revision needed: Update to match state cottage housing definition with reference to minimum density and maximum building footprint. (OAR 660-046-0020) | Consider whether to retain “cluster housing” term or switch to “cottage cluster.”
Consider whether “cluster dwelling” definition is needed in addition to “cluster housing” definition, to distinguish the individual units from the larger project.
Add “cottage cluster project” definition of multiple cottage clusters comprising a single, larger project. (Note MHLA only application to a single cottage cluster, not cottage cluster project.) |
| 17.04.260 – Corner duplex definition | Revision needed: Delete and combine with “duplex” definition. (OAR 660-046-0020) | Note: There is no longer any distinction needed between corner and interior duplexes because they are regulated the same under HB 2001. |
| 17.04.333 – Duplex definition | Meets requirement, revision optional. (OAR 660-046-0020) | Policy options: Consider permitting detached structures as a duplex as well as attached structures, which provides additional flexibility, facilitates middle housing land divisions per SB 458, and can reduce pressure for demolition of existing dwelling units onsite. |
| 17.04.603 - Internal conversion (for existing single-family detached residential units) definition | Revision needed: Delete and combine with definitions for duplexes, triplexes and quadplexes. (OAR 660-046-0020) | Note: There is no longer any distinction needed between plex units created through conversion and duplex, triplex and quadplex units because they are regulated the same under HB 2001. |
| 17.04 | Revision needed: Add definition of “middle housing” to include all types. (OAR 660-046-0020) | |
| 17.04.1135 – Single-family attached residential units definition | Meets requirements, no revision needed. (OAR 660-046-0020) | Consider a change to the term “townhouse” for simplicity. |
| 17.04.1140 – | Meets requirements, no revision needed. | |

| Code Section & Topic | Status | Recommended Update or Options |
|---|--|--|
| Single-family detached residential units definition | (OAR 660-046-0020) | |
| 17.08.020 - Permitted uses in low-density residential districts | Revision needed: Add duplex, triplex, quadplex and single-family attached residential units as permitted uses. Delete corner duplexes and internal conversions.
(OAR 660-046-0205(1) and (2)) | |
| 17.08.030 – Master plans in low-density residential districts | Revision needed: Delete section allowing single-family attached residential units in master plans, as they will be permitted outright in the districts.
(OAR 660-046-0205(2)) | |
| 17.08.040 – Dimensional standards in low-density residential districts: Minimum lot sizes | Revision needed: Specify minimum lot sizes for each middle housing type that comply with HB 2001.
(OAR 660-046-0120(1), 660-046-0220(2)(a), (3)(a), (4)(a)) | Require the same minimum lot size for duplexes, triplexes and single-family detached units in each zone. (OAR 660-046-0120(1), 660-046-0220(2)(a)(A)(ii))
Require the same minimum lot size for quadplexes, cottage clusters and single-family detached units in the R-10 and R-8 zones; add 7,000-SF minimum lot size for quadplexes and cottage clusters in the R-6 zone. (OAR 660-046-0220(2)(a)(B), (4)(a))
Add 1,500-SF minimum lot size for townhouses in all districts. (OAR 660-046-0220(3)(a)) Note that maximum density limits below 29 units/acre may result in de facto large minimum average lot sizes. |
| 17.08.040 – Dimensional standards in low-density residential districts: Maximum height | Meets requirements, no revision needed: Uniform 35-foot height limit applies to all dwellings in these districts including middle housing.
(OAR 660-046-0120(4), 660-046-0220(2)(d), (3)(e)) | Could add reference to 25-ft maximum height for cluster housing in 17.20.020(D)(3). |
| 17.08.040 – | Revision needed: No maximum lot coverage | Exempt cottage clusters from lot coverage maximums. |

| Code Section & Topic | Status | Recommended Update or Options |
|---|---|---|
| Dimensional standards in low-density residential districts: Maximum building lot coverage | standards can apply to cottage clusters.
(OAR 660-046-0220(4)(g)) | |
| <i>Ibid</i> | Meets requirements, revision optional: While the same maximum lot coverage standards may be applied to duplexes as applies to single-family detached units, consider allowing the same lot coverage for a duplex as is permitted for a single-family detached unit and an ADU.
(OAR 660-046-0120(6)) | Policy options: Maximum lot coverage is currently set at 40% for single-family dwellings and 45% with an ADU. Consider increasing maximum lot coverage for duplexes to 45%, equivalent to that allowed for two units as a primary and ADU, for parity and greater flexibility to fit two units onto a lot (particularly in the R-6 zone where smaller lot sizes make increased coverage more desired). |
| <i>Ibid</i> | Meets requirements, revision optional: While the same maximum lot coverage standards may be applied to triplexes and quadplexes as applies to single-family detached units, consider whether it should be increased for greater flexibility.
(OAR 660-046-0220(2)(f)) | Policy options: Consider increasing maximum lot coverage for triplexes and quadplexes to 45% (to match ADUs) or 50% or higher, for consistency with middle housing standards in the medium density zones that increase allowed coverage in proportion to number of units created. |
| <i>Ibid</i> | Meets requirements, revision optional: While the same maximum lot coverage standards may be applied to townhouses as applies to single-family detached units, consider increasing maximum lot coverage for townhouses given the significantly smaller lot sizes.
(OAR 660-046-0220(3)(g)) | Policy options: Consider increasing maximum lot coverage for townhouses to 70% in low density zones, for consistency with standards in the medium density zones. (For comparison, it is 70-80% in R-5 and R-3.5.) Given the small size of townhouse lots and lack of side yards, higher lot coverage can be more suitable for this development type. |
| 17.08.040 – Dimensional standards in low-density residential districts: Minimum lot width and depth | Meets requirements, no revision needed: Minimum lot widths and depths for duplexes, triplexes, quadplexes and cottage clusters can be the same as for single-family detached units. | |

| Code Section & Topic | Status | Recommended Update or Options |
|--|---|---|
| <i>Ibid</i> | Revision needed: Add 20-ft minimum lot width for townhouses in all districts.
(OAR 660-046-0220(3)(b)) | |
| 17.08.040 – Dimensional standards in low-density residential districts: Minimum setbacks | Meets requirements, no revision needed: Setbacks for duplexes, triplexes and quadplexes must be the same as for single-family detached units.
(OAR 660-046-0120(3), 660-046-0220(2)(c)) | |
| <i>Ibid</i> | Revision needed: Add 0-ft minimum interior side yard setback for townhouses in all districts.
(OAR 660-046-0220(3)(d)) | |
| <i>Ibid</i> | Revision needed: Add 10-ft minimum front and rear setbacks for cottage clusters in all districts.
(OAR 660-046-0220(4)(d)) | |
| 17.08.050 – Density standards in low-density residential districts: Minimum net density | Meets requirements, no revision needed: The same minimum density standards apply to single-family detached units and to middle housing types.
(OAR 660-046-0220) | |
| <i>Ibid</i> | Revision needed: Cottage clusters must meet a minimum density of 4 units/acre, which is greater than current 3.5 units/acre that applies in R-10 zone.
(OAR 660-046-0220(4)(c)) | Add minimum density of 4 units/acre for cottage clusters in R-10 zone. |
| 17.08.050 – Density standards in low-density residential districts: Maximum net density | Revision needed: Maximum densities apply to duplexes, triplexes, quadplexes and cottage clusters, and must be exempt from maximum density.
(OAR 660-046-0120(2), 660-046-0220(2)(b), 660-046-0220(4)(c)) | Note: The minimum lot sizes for each middle housing type will set de facto maximum densities. |
| <i>Ibid</i> | Revision needed: Maximum densities limit | Policy options: Consider what increased density to permit for |

| Code Section & Topic | Status | Recommended Update or Options |
|--|---|---|
| | townhouses to less than the allowed range of up to 25-29 units per acre.
(OAR 660-046-0220(3)(c)) | townhouses within the range allowed by OARs, which is based on a multiple of the maximum allowed for single-family detached units and an effective maximum density of 29 units/acre based on 1,500-SF minimum lot size.
For R-10 zone, allowed range is 17.6 to 29 units/acre.
For R-8 zone, allowed range is 21.6 to 29 units/acre.
For R-6 zone, allowed range is 25 to 29 units/acre. |
| 17.10.020 - Permitted uses in medium-density residential districts | Meets requirements, no revision needed: All middle housing types are permitted.
(OAR 660-046-0205(1) and (2)) | Minor revision needed to delete corner duplexes and internal conversions, which are unnecessary. |
| 17.10.040 - Dimensional standards in medium-density residential districts: Minimum lot sizes | Revision needed: Specify minimum lot sizes for each middle housing type that comply with HB 2001.
(OAR 660-046-0120(1), 660-046-0220(2)(a), (3)(a), (4)(a)) | Require the same minimum lot size for duplexes and single-family detached units in both districts, eliminate separate duplex lot standards. (OAR 660-046-0120(1))
Reduce minimum lot size for townhouses to 1,500 SF in both districts. (OAR 660-046-0220(3)(a))
Reduce minimum lot size for triplexes in both districts to 5,000 SF. (OAR 660-046-0220(2)(a)(A))
Reduce minimum lot size for quadplexes and cottage clusters in both districts to 7,000 SF. (OAR 660-046-0220(2)(a)(B), OAR 660-046-0220(4)(a)) |
| 17.10.040 - Dimensional standards in medium-density residential districts: Maximum height | Meets requirements, no revision needed: Uniform 35-foot height limit applies to all dwellings in these districts including middle housing.
(OAR 660-046-0120(4), 660-046-0220(2)(d), (3)(e)) | Consider whether to reference 25-ft maximum height for cottage clusters in 17.20.020(D)(3). |
| 17.10.040 - Dimensional standards in medium-density residential districts: | Meets requirements, revision optional: The same maximum lot coverage standards apply to duplexes as to single-family detached units.
(OAR 660-046-0120(6)) | Policy options: Maximum lot coverage is currently set at 50-55% for single-family dwellings and duplexes, whereas a single-family dwelling with an ADU (also a total of two units) is allowed 60-65% maximum lot coverage. Consider increasing maximum lot coverage for duplexes to match that allowed for a primary and |

| Code Section & Topic | Status | Recommended Update or Options |
|--|---|--|
| Maximum building lot coverage | | accessory dwelling unit. |
| <i>Ibid</i> | Exceeds requirements, no revision needed: Lot coverage maximums for triplexes, quadplexes and townhouses are greater than for single-family dwellings.
(OAR 660-046-0220(2)(f) and (3)(g)) | Increased lot coverage enhances development feasibility for these housing types, particularly townhouses with no side yards. |
| <i>Ibid</i> | Revision needed: Exempt cottage clusters from maximum lot coverage standards.
(OAR 660-046-0220(4)(g)) | |
| 17.10.040 – Dimensional standards in medium-density residential districts: Minimum lot width and depth | Meets requirements, no revision needed: Minimum lot widths and depths for duplexes, triplexes, quadplexes and cottage clusters can be the same as for single-family dwellings. | |
| <i>Ibid</i> | Revision needed: Add 20-ft minimum lot width for townhouses in all districts.
(OAR 660-046-0220(3)(b)) | |
| 17.10.040 – Dimensional standards in medium-density residential districts: Minimum setbacks | Meets requirements, no revision needed: Setbacks for duplexes, triplexes and quadplexes must be the same as for single-family dwellings.
(OAR 660-046-0120(3), 660-046-0220(2)(c)) | |
| <i>Ibid</i> | Meets requirements, no revision needed: Includes 0-ft minimum interior side yard setback for townhouses in all districts.
(OAR 660-046-0220(3)(d)) | |
| <i>Ibid</i> | Revision needed: Perimeter setbacks for cottage clusters may not exceed 10 ft, and current rear | Add 10-ft minimum rear setbacks for cottage clusters in all districts. |

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| | setback is 20 ft. No changes needed to front and side setbacks to meet standard.
(OAR 660-046-0220(4)(d)) | |
| 17.10.050 – Density standards in medium-density residential districts: Minimum net density | Meets requirements, no revision needed: Minimum density for both zones exceeds required minimum of 4 units/acre for cottage clusters.
(OAR 660-046-0220(4)(c)) | |
| <i>Ibid</i> | Meets requirements, no revision needed: The same minimum density standards apply to single-family detached units and to middle housing types.
(OAR 660-046-0220) | |
| 17.10.050 – Density standards in medium-density residential districts: Maximum net density | Revision needed: Exempt duplexes, triplexes, quadplexes and cottage clusters from maximum density and allow minimum lot size to control.
(OAR 660-046-0120(2), 660-046-0220(2)(b), (4)(c)) | |
| <i>Ibid</i> | Revision needed: Increase townhouse maximum densities.
(OAR 660-046-0220(3)(c)) | Policy options: Townhouse densities can be set within a range allowed by OARs, set relative to the density for single-family detached units, an allowed maximum of 25 units/acre, or an effective maximum density of 29 units/acre based on 1,500-SF minimum lot size.
For both districts, consider whether to set maximum density at 25 or 29 units/acre. |
| 17.10.060 – Conversion of existing duplexes | Further review needed. | Determine whether section remains relevant with introduction of middle housing lot divisions, or if it is restricted to duplexes existing prior to implementation of new ordinance. |
| 17.10.070 – Additional | Further review needed for Southern Perimeter Transition standards in subsection (C). | Revise or eliminate restriction on middle housing uses for lots along Southern Perimeter, and introduce differentiated minimum |

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| standards for the Thimble Creek Concept Plan Area | | lot sizes for middle housing uses that comply with relevant OARs. Consider whether alternative standards that are more neutral towards housing types could be introduced to achieve intended perimeter transition goals consistent with Thimble Creek Concept Plan, such as continuing to require 40-ft setback for all housing types from the perimeter. |
| 17.12 – High Density Residential Districts | Generally, note that because single-family detached units are not permitted in this zone, middle housing uses are not subject to HB 2001 provisions and no changes are required. However, minor changes are recommended for consistency.
Further discussion is merited to more fully reconsider the role of the R-2 zone as the high-density zone, given that HB 2001 provisions are more flexible than current R-2 provisions for some middle housing types. | |
| 17.12.020 - Permitted uses in high-density residential districts | Revision optional: Zone already permits all middle housing types but consider whether to continue to permit townhouses. | Further discussion: Consider whether townhouses in R-2 should continue to be permitted outright, prohibited, or only permitted as part of a master plan/PUD. Now that townhouses will be permitted in all low and medium-density zones, it may be more appropriate to target limited R-2 sites for multifamily and other alternatives. Multifamily can be the least expensive housing type in the R-2 zone, and needed to meet a segment of the City's housing needs, but could struggle to compete against townhouses if they continue to be permitted outright. |
| <i>Ibid</i> | Minor revision needed: Delete corner duplexes and internal conversions for consistency. | |
| 17.12.040 – Dimensional standards in high-density residential districts: Minimum lot sizes | Revision optional: Consider reducing minimum lot sizes for middle housing types for consistency with HB 2001 reductions in other zones. | Further discussion: Consider reducing minimum lot size for middle housing types to match or be less than minimum lot sizes in medium density zones. |
| 17.12.040 – Dimensional standards in high-density residential | No revision needed. | Consider whether to reference 25-ft maximum height for cluster housing in 17.20.020(D)(3). |

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| districts: Maximum height | | |
| 17.12.040 – Dimensional standards in high-density residential districts: Maximum building lot coverage | No revision needed. | |
| 17.12.040 – Dimensional standards in high-density residential districts: Minimum lot width and depth | No revision needed. | |
| 17.12.040 – Dimensional standards in high-density residential districts: Setbacks | No revision needed. | |
| 17.12.050 – Density standards in high-density residential districts: Minimum net density | No revision needed. | |
| 17.12.050 – Density standards in high-density residential districts: Maximum net density | Revision optional: The current 21.8 units/acre maximum density is less than the maximum densities for middle housing that will be permitted in the low and medium density zones. | Further discussion: Consider increasing minimum densities for middle housing for parity with maximum density for middle housing that will be allowed in other zones. Consider whether to increase maximum density for multi-family residential as well to match the scale. |
| 17.12.050(C) – Affordable housing | Revision optional: Current 20% density bonus for affordable housing has been superseded by new | Consider future revisions to address SB 8 implications (outside of this project). |

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| density bonus | 50% density bonus (and 24 feet additional height) for affordable housing awarded under new SB 8 legislation. | |
| 17.12.060 – Additional standards for Thimble Creek Concept Plan Area | Revision optional. | Consider recalibrating the Sustainability Density Bonus to reflect any changes to maximum density standard. |
| 17.14 – Single-Family Detached and Duplex Residential Design Standards | Generally, the same clear and objective design standards may be applied to single-family detached residential units and duplexes, provided that the requirements do not scale with the number of units, e.g., that requirements are not doubled for duplexes. Only minor changes are recommended for this section.
(OAR 660-046-0125(1)) | |
| 17.14.020 - Applicability | Minor revision needed: Delete reference to corner duplexes in subsection (B) for consistency. | |
| 17.14.020 – Applicability | Revision needed: Add subsection exempting duplexes created through conversion of existing single-family detached unit from complying with standards of this chapter.
(OAR 660-046-0125(2)) | |
| 17.14.025 – Review process | Meets requirements, no revision needed: Duplexes are subject to a Type I review concurrent with building permit application, the same as required for single-family detached units.
(OAR 660-046-0115) | Consider adding administrative cross-reference to applicable Type I site plan and design review process in OCMC 17.62.035. |
| 17.14.030 – Residential design options | Minor revision needed: Update references for “a dwelling” to encompass duplexes as well.
(OAR 660-046-0125(1)) | Replace “a dwelling” in each requirement with “a dwelling or duplex” or “a primary residential structure” to clarify that requirements are not per dwelling but per residential structure, which may contain one or two dwelling units. Consider implications if detached duplexes are permitted and multiple structures could be permitted along the street-facing façade. |

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| 17.14.035 – Corner lots and through lots | Revision needed: Apply the same standards for single-family detached units and duplexes on corner lots, and delete reference to corner duplexes.
(OAR 660-046-0125(1)) | Expand the design provisions for single-family detached units on corner lots and through lots to encompass duplexes as well. |
| 17.14.050 – Main entrances | Minor revision needed: Delete reference to corner duplex in subsection (A) for consistency. | |
| 17.14.060 – Corner duplexes | Revision needed: Delete section.
(OAR 660-046-0125(1)) | Apply standards for single-family detached units on corner lots in 17.14.035 instead. |
| 17.14.080 – Residential lot tree requirements | Meets requirements, no revision needed: The same tree standards apply to single-family detached units and duplexes, as required for all landscaping standards (classified within “design standards” more broadly).
(OAR 660-046-0125(1)) | |
| 17.14.090 – Street trees | Meets requirements, no revision needed: Planting requirements are based on lot width rather than number of dwellings.
(OAR 660-046-0125(1)) | Consider whether to update applicability to include other middle housing types for clarity, given that the townhouse and triplex/quadplex standards in 17.16.050(C) require compliance with this section as well. |
| 17.16 – Single-family attached and 3-4 plex residential design standards | Generally, design standards for townhouses, triplexes and quadplexes can be the same as standards for single-family detached units, can adopt the Model Code standards, or can be less restrictive than either of those options. Design standards must not be more restrictive than those applied to single-family detached units. Throughout this chapter, simplify requirements for townhouses, triplexes and quadplexes to match requirements for single-family detached units by deleting several requirements as detailed below or expand design standards to apply to single-family detached units as well.
(OAR 660-046-0225(1)) | |
| 17.16.010 – Purpose for single-family attached and 3-4 plex residential design standards | Revision optional: Consider revising description to better align with updated standards. | |
| 17.16.020 – | Meets requirements, no revision needed: The | The required Type I review for these residential types is |

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| Applicability for single-family attached and 3-4 plex residential design standards | same Type I review type is required as for single-family detached units.
(OAR 660-046-0215) | combined with building permit review, as is specified for single-family detached units in 17.14.025. Consider adding cross-reference to minor site plan and design review standards in OCMC 17.62.035. |
| 17.16.030 – Single-family attached dwelling design standards | Revision needed: The number of design elements required for townhouses in subsection (B) must be the same as or less restrictive than the requirement for single-family detached units, or incorporate Model Code design standards.
(OAR 660-046-0225(1)) | Consider how the design standards for single-family detached units, which require a different number of design elements based on the width of the structure and the placement and proportions of the garage, could be applied directly to townhouses. Five or fewer design elements could likely be required as the same or less restrictive than the single-family detached unit requirements.
Alternatively, apply Model Code design provisions that specify one design element per townhouse. (Chapter 4(C)(2)) |
| <i>Ibid</i> | Revision needed: The requirement for garage placement behind or equal to the front façade in Subsection (C) is more restrictive than the requirements for single-family detached units.
(OAR 660-046-0225(1)) | Consider eliminating this standard, applying the same standard to single-family detached units, or requiring a different of required design elements in 17.14.040 based on garage placement identical to single-family detached units. |
| <i>Ibid</i> | Revision needed: The requirement for a porch or transition area in Subsection (D) is more restrictive than the requirements for single-family detached units.
(OAR 660-046-0225(1)) | Consider eliminating this standard and replacing with Model Code provisions for entry orientation to create a connection to the street. (Chapter 4(C)(1))
Alternatively, the same standard could be applied to single-family detached units. |
| <i>Ibid</i> | Exceeds requirements, no revision needed: Subsection (E) permitting up to six attached units meets requirement to allow at least four attached units.
(OAR 660-046-0205(4)(c)) | |
| 17.16.040 – Driveway access and parking for | Meets requirements, revision optional: The options for garages on the front façade of townhouses or consolidated rear or side access | Consider adding language in subsection (A) that shared driveways between two adjacent townhouse lots are encouraged, and adding graphic Figure 23 from Model Code to illustrate. Note |

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| single-family attached units | comply with the Model Code. Minor clarifications could be added.
(Model Code Chapter 4(C)(4)) | that while garages on the front façade are only required to be permitted for lots over 15 feet per the Model Code, the minimum lot width for townhouses in all zones in proposed at 20 feet and thus the standard is not necessary.
Consider adding language in subsection (B) that side and rear access arrangements are optional unless subsection (A) cannot be met. |
| 17.16.050 – Outdoor space and tree requirements for single-family attached units and 3-4 plexes | Revision needed: Requirement for private outdoor living area in subsection (A) is greater than what is required for single-family detached units, and is not explicitly permitted in the Model Code.
(OAR 660-046-0225(1)) | Delete requirement for private outdoor living area for triplexes, quadplexes and townhouses, or add the same requirement for single-family detached units. |
| <i>Ibid</i> | Meets requirements, no revision needed: Residential lot and street tree requirements in subsections (B) and (C) are the same for townhouses, triplexes and quadplexes as single-family detached units.
(OAR 660-046-0225(1)(c)) | |
| 17.16.060 – 3-4 plex development requirements | Revision needed: Design standards in subsections(A)(1) and (2) requiring compliance with townhouse or multifamily design standards do not comply with Model Code provisions or design standards for single-family detached units.
(OAR 660-046-0225(1)) | Replace with Model Code design standards addressing entryway orientation, minimum window coverage, and location of garage and off-street parking areas (Chapter 2(C)), or align with design elements required for single-family detached units in 17.14.040. |
| <i>Ibid</i> | Exceeds requirements, revision optional: Minimum requirement for total of 2 off-street parking spaces in subsection (B) complies with allowed parking for triplexes and quadplexes.
(OAR 660-0220(2)(e)) | Consider relocating to Chapter 17.52 with all off-street parking requirements. |
| <i>Ibid</i> | Meets requirements, no revision needed: Limitations in residential zones for garage and | |

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| | off-street parking areas not to exceed 50% of the lot width in subsection (C) meets the Model Code. (Chapter 2(C)(4)) | |
| <i>Ibid</i> | No changes needed to requirements for mixed-use and commercial zones in subsection (D), exempt from HB 2001. | |
| <i>Ibid</i> | Revision needed: Remove requirements for private outdoor living area consistent with rationale for townhouses in Section 15.16.050(A). (OAR 660-046-0225(1)) | |
| <i>Ibid</i> | Revision needed: Add required exemption from design standards for triplexes and quadplexes created through conversion of existing single-family detached dwelling. (OAR 660-046-0225(2)) | |
| 17.16 | Revision optional: Triplexes, quadplexes, townhouses and cottage clusters can be required to demonstrate that "sufficient infrastructure," that meets locally adopted levels of service can serve the proposed development. (OAR 660-046-0220(2)(g), (3)(h) and (4)(i)) | Add sufficient infrastructure standards to review requirements for applicable middle housing types. |
| 17.20.010 – Accessory dwelling units | Revision needed: Remove off-street parking requirements for ADUs in subsection (D)(7) to meet HB 2001 prohibition on parking requirements. (ORS 197.312(5)(b)(B)) | |
| <i>Ibid</i> | Revision optional: Limitation of one ADU per single-family detached unit (total of two units) is more restrictive than new middle housing allowances of up to four units on a lot. | Further discussion: Consider whether to permit two ADUs per lot for greater parity with new provisions for triplexes. Could be required as one attached and one detached, or in any combination. While there is significant overlap between two ADUs with a primary dwelling and a triplex (each three units that could be attached or detached), there could be value in permitting multiple options for greater flexibility |

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| | | <i>and encouraging preservation of the existing dwelling.</i> |
| 17.20.020 – Cluster housing | Consider whether to relocate this section in 17.16 and retitle the chapter ‘Middle Housing Design Standards.’ Chapter 17.20 could be retitled ‘Additional Residential Design Standards.’ | |
| 17.20.020.A – Applicability for cluster housing | Revision needed: Delete requirements to comply with standards in Chapters 17.62 and 17.52, which are beyond the Model Code standards for cluster housing or standards applied to single-family detached units.
(OAR 660-046-0225(1) and 660-046-0220(4)) | |
| <i>Ibid</i> | Revision needed: Revise review requirement to specify a Type I process, the same that applies to single-family detached units.
(OAR 660-046-0215) | |
| <i>Ibid</i> | Minor revision needed: Replace reference to Title 16 land division option with middle housing land divisions consistent with SB 458. | |
| 17.20.020.B – Intent for cluster housing | No revision needed: Intent will continue to align with cottage cluster standards throughout the section, as revised. | |
| 17.20.020.C – Density standards for cluster housing | Revision needed: Delete density maximums in all zones except R-2; no maximum density can be applied to cottage clusters.
(OAR 660-046-0220(4)(c)) | Consider related revision to increase or remove density maximums for cottage clusters in R-2 not subject to HB 2001. |
| <i>Ibid</i> | Meets requirements, revision optional: Reference to minimum net density standards in base zones will meet or exceed requirement for a minimum density of 4 units/acre for cottages, once base zone standards are amended.
(OAR 660-026-0020(2)) | |
| 17.20.020.D – Dimensional standards for | Revision needed: Add required 900-SF maximum building footprint standard.
(OAR 660-046-0220(4)(e)) | |

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| cluster housing | | |
| <i>Ibid</i> | Revision needed: Reduce perimeter setbacks so that none exceed 10 feet in lieu of defaulting to underlying zone.
(OAR 660-046-0220(4)(d)) | |
| <i>Ibid</i> | Revision needed: Remove maximum building coverage limits. (OAR 660-046-0220(4)(g)) | |
| <i>Ibid</i> | Revision needed: Remove minimum roof slope, as it does not apply to single-family detached units.
(OAR 660-046-0225(1)) | |
| <i>Ibid</i> | Revision needed: Remove minimum lot sizes for clusters on a single lot, use standards proposed in base zones.
(OAR 660-046-0220(4)(a)) | |
| <i>Ibid</i> | Meets requirements, no revision needed: 25-ft height limit meets requirements.
(Model Code Chapter 5(B)(6)) | Consider whether to locate height standard here within the cottage cluster standards, or amend in the base zones as discussed above. |
| <i>Ibid</i> | Meets requirements, no revision needed: 10-ft separation between dwelling units meets requirements.
(OAR 660-046-0220(4)(d)) | |
| <i>Ibid</i> | Meets requirements, no revision needed: Minimum of 4 and maximum of 12 units per group, with no limit on number of groups per site, meets requirements.
(OAR 660-046-0205(4)(d)) | |
| <i>Ibid</i> | Meets requirements: Maximum size of 1,500 SF, maximum average size of 1,000 SF meet requirements to allow a minimum of 900-SF of floor area per cottage.
(OAR 660-046-0220(4)(e)) | |

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| <i>Ibid</i> | Revision needed: Delete minimum lot sizes, lot widths, and minimum setbacks for individual lots within a cluster housing development; individual lots must be permitted as a middle housing lot division provided that they meet the overall standards for the cottage cluster project.
(SB 458) | Note that 10-ft separation between units will be required for the entire project site, as well as 10-ft perimeter setbacks per OAR 660-046-0220(4)(d). |
| 17.20.020.E – Open space for cluster housing | Revision needed: Revise requirement from 400 SF of open space to the maximum 150 SF of common courtyard space allowed per cottage unit.
(Model Code Chapter 5(C)(2)(c)) | |
| <i>Ibid</i> | Revision needed: Replace common courtyard design standards in subsection (E)(2) with the Model Code design standards that are less restrictive.
(Model Code Chapter 5(C)(2)) | |
| 17.20.020.F – Porches for cluster housing | Revision needed: Delete requirement for porches with minimum dimensions, as similar standard does not apply to single-family detached units.
(OAR 660-046-0225(1)) | |
| <i>Ibid</i> | Revision optional: Add Model Code design standards for cottage orientation, community buildings, and pedestrian access.
(Model Code Chapter 5(C)(1), (3), (4)) | Standards address additional site design issues and address some of the general concepts previously addressed in standards proposed for deletion. |
| 17.20.020.G – Dwelling types for cluster housing | Exceeds requirements, no revision needed: Permits detached cottages as well as attached units depending on base zones.
(OAR 660-046-0020(2)) | Consider whether additional definition is needed for attached units within a cluster housing project, given that the state definition of “cottage housing” explicitly allows only detached units. |
| 17.20.020.H – Architectural Details for cluster | Revision needed: Delete architectural detail standards that are not reflected in Model Code nor applied to single-family detached units. | Consider whether some modification of the residential design elements in 17.14.040 could or should be applied to individual cottages, provided standards are the same as or less restrictive |

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| housing | (OAR 660-046-0225(1)) | than those applied to single-family detached units. |
| 17.20.020.I – Parking for cluster housing | Meets requirements: One space per unit minimum meets the allowed ratio.
(OAR 660-046-0220(4)(f)(A)) | Generally, consider whether to retain parking standards within cottage cluster standards or relocate to OCMC 17.52 that comprehensively addresses parking, and how best to clarify relationship with parking standards in OCMC 17.52. |
| <i>Ibid</i> | Meets requirements, revision optional: Cottage clusters are not eligible to count on-street parking towards requirements; on-street parking credits may, but are not required to, be offered for cottage clusters.
(OAR 660-046-0220(4)(f)(C)) | Policy options: Consider whether to extend on-street parking credit option to include cottage clusters, as recommended in Model Code. Cottages are currently the only form of middle housing that cannot use the on-street parking credits. |
| <i>Ibid</i> | Meets requirements, no revision needed: Clusters of parking spaces may be limited to five or fewer parking spaces.
(Model Code Chapter 5(C)(6)(a)) | |
| <i>Ibid</i> | Revision needed: Decrease width of landscaping between parking clusters from 9 ft to 4 ft.
(Model Code Chapter 5(C)(6)(a)(iii)) | |
| <i>Ibid</i> | Exceeds requirements, revision optional: Allowance for up to 600-SF detached parking structures/garages is greater than 400-SF maximum in Model Code. Detached garage area may not be counted towards maximum footprint.
(Model Code Chapter 5(C)(6)(d)(iii) and (7)) | Policy options: Consider differentiating requirement to allow 600-SF (or greater) structure for shared parking garage (which was likely the intention), and capping detached garages for individual units at 400 SF. Current code would seemingly permit a 600-SF detached garage with each unit, exempted from the gross floor area calculations, which does not seem to be the intent. |
| <i>Ibid</i> | Meets requirements, revision optional: Attached garages are permitted and counted towards the building maximum footprint, but up to 200 SF of attached garage space may be exempted from a cottage's maximum footprint.
(OAR 660-046-0220(4)(e)) | Policy options: Consider whether to exempt up to 200 SF of attached garage space from maximum building footprint and maximum floor area to allow greater flexibility for an attached, one-car garage. |
| 17.20.020.J – | Meets requirements, no revision needed: | Consider deleting and referencing fence standards in OCMC |

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| Fences for cluster housing | Standards are the same as apply to single-family detached units.
(OAR 660-046-0225(1)(c)) | 17.54.100 instead. |
| 17.20.020.K – Existing dwelling unit on-site for cluster housing | Meets requirements, no revision needed: Allows existing home to remain as part of cluster, exempt from unit size calculations.
(OAR 660-046-0230(3)) | |
| 17.20.030 – Internal conversions | Revision needed: Delete requirement for eligible dwellings to be at least 20 years old; all single-family detached units are eligible for conversion.
(OAR 660-046-0230) | Consider whether to retain and update this section as a compilation of standards that apply to middle housing conversions, or delete this section and locate applicable standards within each of the specific middle housing types, e.g. a subsection in the triplex and quadplex standards.
If retained, could be relocated to proposed OCMC 17.16, Middle Housing Design Standards. |
| <i>Ibid</i> | Revision needed: Delete requirement for 2,500-SF of lot area per unit and apply minimum lot sizes for duplexes, triplexes and quadplexes instead.
(OAR 660-046-0120(1), 660-046-0220(2)(a)) | |
| <i>Ibid</i> | Revision needed: Delete design standards as conversions must be exempt from all design standards.
(OAR 660-046-0225(2)) | |
| <i>Ibid</i> | Revision needed: No minimum parking standards can be applied to conversions; delete off-street parking minimums.
(OAR 660-046-0220(2)(e)(F)) | |
| 17.20.050 – Manufactured home park | Minor revision needed: Add clarification that manufactured homes can be placed as cluster housing (up to six) exempt from the standards of this section. If detached plexes are permitted, clarify that two to four units placed as a duplex, | |

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| | triplex or quadplex are exempt.
(ORS 446.055) | |
| 17.21 – Single-Family Residential Standards—Park Place Concept Plan Area | Minor revision needed: Generally, the same standards applied to single-family detached units can be applied to middle housing types consistent with this chapter.
(OAR 660-046-0225(1)) | For clarity: <ul style="list-style-type: none"> • Revise title to “Residential Standards.” • Expand applicability to apply to all middle housing types. • Replace references to “home” and “house” with “dwelling unit” for neutrality. • Revise standards to apply on a per lot rather than per unit basis. |
| 17.21 – Single-Family Residential Standards—South End Concept Plan Area | Minor revision needed: Generally, the same standards applied to single-family detached units can be applied to middle housing types consistent with this chapter.
(OAR 660-046-0225(1)) | For clarity: <ul style="list-style-type: none"> • Revise title to “Residential Standards.” • Expand applicability to apply to all middle housing types. • Replace references to “home” and “house” with “dwelling unit” for neutrality. • Revise standards to apply on a per lot rather than per unit basis. |
| 17.40 – Historic Overlay District | Meets requirements, no revision needed: Protective measures that relate to the integrity of a historic resource or district consistent with Goal 5 can be applied to middle housing in the same manner as they apply to single-family detached units.
(OAR 660-046-0010(3)(a)(B)) | Note: The Historic Review Board will be providing additional guidance for middle housing within the existing residential design standards in early 2022. |
| 17.41 – Tree protection, preservation, removal and replanting standards | Meets requirements, no revision needed: Tree protection standards are classified as landscaping standards within the broad category of “design” standards. The same or less restrictive design standards that apply to single-family detached units may be applied to middle housing. Middle housing types will be exempt from compliance with this chapter, ensuring that the same standards as single-family detached units are | Tree protection standards are applied to land divisions and site plan reviews (Type II decisions), neither of which will apply to middle housing types through procedural updates proposed herein. While development of middle housing on <i>individual lots</i> will be exempt from compliance with this chapter, the initial creation of lots through the subdivision process will still be subject to tree protection provisions. |

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| | applied.
(OAR 660-046-0125(1), 660-046-0225(1)(c)) | |
| 17.42 – Flood Management Overlay District | Meets requirements, revision optional: Flood hazard areas require the same residential development standards for all residential construction, and include no limitations specific to middle housing.
(OAR 660-046-0010(3)(c)(A)) | Note: There are no low or medium density residential areas within the flood hazard areas, so these standards will not apply. |
| 17.44 – US— Geologic Hazards | Meets requirements, revision optional: Middle housing types are effectively limited but not outright prohibited in areas with 25 to 35% slope by the allowed density of two units per acre. No middle housing is required to be permitted in Goal 7 natural hazard areas including geologic hazard areas.
(OAR 660-046-0010(3)(c)(B)) | <p>Policy options: Given that all residential uses are limited by maximum grading and disturbance volumes, consider whether limitations should continue to apply per dwelling unit or per residential structure (which could contain multiple dwelling units as duplex, triplex or quadplex). Allowing a plex in place of single-family detached unit would create the same physical impact to the site, though could increase the risk to the number of people and property within the hazard area. Consider:</p> <ul style="list-style-type: none"> • Exempting internal conversion of a single-family detached unit into a duplex, triplex or quadplex provided it does not exceed the grading and disturbance volumes for other exempt actions in OCMC 17.44.035. • Permitting a duplex where a single-family detached unit is permitted in areas with 25-35% slope under OCMC 17.44.060(H)(2), and clarifying that an ADU is permitted with any single-family detached unit and exempt from the density limitations. • Permitting one duplex rather than only one single-family detached unit in areas over 35% slope as permitted under OCMC 17.44.060(I)(4). • Permitting other middle housing types beyond duplexes in scenarios detailed above. |
| 17.48 – Willamette River Greenway | Meets requirements, no revision needed: Middle housing is permitted in the Willamette Greenway, | Although the standards within the Overlay District are discretionary, they may be applied to middle housing to |

| Code Section & Topic | Status | Recommended Update or Options |
|--|---|--|
| Overlay District | provided that it is reviewed for consistency with Goal 15 as implemented through the City's Overlay District standards.
(OAR 660-046-0010(3)(f)) | implement Goal 15. |
| 17.49 – Natural Resources Overlay District | Generally the standards and review procedures required within the NROD are not in conflict with middle housing requirements; natural resource protections will continue to apply to all residential areas. | |
| 17.49.090 – Uses allowed under prescribed conditions in NROD | Revision needed: Duplexes must be permitted in natural resource areas where single-family detached units are permitted, subject to the same natural resource protective measures; other middle housing types may be limited.
(OAR 660-046-0010(3)(A)(a)) | Expand provision in 17.49.090.B to permit a new single-family detached or duplex on a highly constrained vacant lot of record. Consider whether to permit other middle housing on constrained lots as well, subject to a maximum disturbance area of 3,000 square feet. (OCMC 17.49.120.A) |
| 17.49.240 – Density transfer in NROD | Revision needed: Clarify how density transfer provisions apply to middle housing on lots built outside of the NROD. | Tables 17.49.240.A, B and C specify allowed minimum lot sizes and setbacks that apply to reduced size lots permitted through density transfer for single-family detached units, single-family attached units, and duplexes. Revise to ensure single-family detached units and duplexes are permitted subject to the same standards, align townhome standards with those elsewhere (e.g., smallest lot size allowed is 1,800-SF whereas 1,500 SF will be permitted in all zones), and add standards for triplexes, quadplexes and cottage clusters. |
| 17.50.030 – Summary of the city's decision-making process | Minor revision needed: Update summary table to reflect changes in procedures elsewhere in the code. | |
| 17.50.030.E – Expedited land division | Minor revision needed: Update applicability and scope of expedited land division to encompass middle housing land divisions. | |
| 17.52.010 – Applicability of off-street parking and | Exceeds requirements, no revision needed: Single-family detached units, townhomes, and duplexes are exempt from off-street parking | |

| Code Section & Topic | Status | Recommended Update or Options |
|--|--|-------------------------------|
| loading | requirements; required parking does not exceed allowed parking requirements for duplexes and townhomes of one off-street space per unit.
(OAR 660-046-0120(5), 660-046-0220(3)(f)) | |
| 17.52.020.A – Number of automobile spaces required | Exceeds requirements, no revision needed: Minimum requirement for two off-street parking spaces (total) for a triplex or quadplex do not exceed allowed parking requirement of one space per unit for triplexes and quadplexes. On-street parking credits are also allowed.
(OAR 660-046-0220(2)(e)) | |
| 17.52.030.A – Standards for automobile parking | Meets requirements, no revision needed: Groups of four or fewer parking spaces, such as would serve triplexes and quadplexes, are allowed to back into adjacent street, which ensures that the same standards apply to middle housing types as apply to single-family detached units.
(OAR 660-046-0220(2)(e)(E)) | |
| 17.52.040.B – Bicycle parking standards | Meets requirements, no revision needed: All middle housing types are exempt from bicycle parking requirements, which only apply to multifamily development with 5+ units. Because no bicycle parking applies to single-family detached units, none can be required of middle housing.
(OAR 660-046-0210(3)) | |
| 17.52.060 – Parking lot landscaping | Revision needed: Clarify or expand landscaping exemptions for parking lots with 5 or fewer stalls as needed to ensure that parking areas for triplexes and quadplexes are not subject to additional standards beyond those that apply to single-family detached units. | |

| Code Section & Topic | Status | Recommended Update or Options |
|---|--|--|
| | (OAR 660-046-0220(2)(e)(E)) | |
| 17.58.030 – Lawful nonconforming use | Meets requirements, no revision needed:
Nonconforming uses (e.g. a single-family detached unit in a nonresidential zone) are not subject to middle housing standards, which only apply within residential areas.
(OAR 660-046-0230(1)) | |
| 17.58.040 – Lawful nonconforming structure or site | Revision needed: Add exception here or in middle housing standards that conversion of existing nonconforming single-family detached structure to a plex is exempt from standards for expansion of nonconforming structures.
(OAR 660-046-0230(1)) | |
| 17.62.030 – When required for site plan and design review | Revision needed: Middle housing must be subject to the same clear and objective review process as single-family detached units; cottage clusters and conversion from single-family detached unit or duplex to three or more units in all zones are currently subject to site plan and design review.
(OAR 660-046-0215) | Exempt cottage clusters and conversions to triplexes or quadplexes from site plan and design review in the low and medium density residential zones. Consider whether to similarly exempt those developments in the high density zone as well for parity, though not required by OARs.
Consider administrative clarifications to better differentiate when site plan and design review applies and when minor site plan and design review applies. Clarify that minor site plan and design review for single-family detached units and middle housing is subject only to standards in OCMC 17.62.035. |
| 17.62.060 – Cluster housing for site plan and design review | Minor revision needed: No additional standards for cluster housing review needed, must be subject to same review process as single-family detached units.
(OAR 660-046-0215) | Administrative clarification needed to delete unnecessary cross-reference. |
| 17.62.085 – Refuse and recycling standards | Revision needed: Exempt cottage clusters along with all other middle housing types from refuse and recycling area requirements, to ensure only the same standards that apply to single-family | |

| Code Section & Topic | Status | Recommended Update or Options | Item #3. |
|--|---|--|----------|
| | detached units apply to cottage clusters.
(OAR 660-046-0225(1)(c)) | | |
| 17.65 – Master Plans and Planned Unit Developments | Meets requirements, revision optional: A discretionary PUD alternative to a permitted land division is permitted. However, PUD standards should be updated to reflect inclusion of middle housing in residential zones permitted outright and at higher densities.
(OAR 660-046- | <p>Consider modest revisions to existing standards to reflect expansion of middle housing including:</p> <ul style="list-style-type: none"> • Require information on the proposed number and type of units, in addition to overall density. (OCMC 17.65.050.B.1.j) • Include cottage clusters within the list of residential uses. (OCMC 17.65.050.C.9) • Clarify how the allowed 10% increase in density applies to a mix of residential uses, given that some middle housing uses have no maximum densities. (OCMC 17.65.070.C.3) <p>Longer term, PUDs may become less appealing in light of additional by-right options to develop middle housing in residential areas at higher effective densities, which may guide further revisions to this chapter.</p> | |

Oregon City Municipal Code

GLUA 22-0002/LEG 22-00001

Housing Choices Update
March 14, 2022 Planning Commission Work Session

Code Amendments Package #1

Ordinance No. 22-1001

OCMC 17.08 Low Density Districts

OCMC 17.10 Medium Density Districts

OCMC 17.12 High Density Districts

The following code chapters will be available for review at the March 28, 2022 Planning Commission Hearing

OCMC 16.08 - Land Divisions—Process And Standards

OCMC 16.12 - Minimum Public Improvements And Design Standards For Development

OCMC 17.04 - Definitions

OCMC 17.14 - Single-Family Detached And Duplex Residential Design Standards^l

OCMC 17.16 - Single-Family Attached And 3—4 Plex Residential Design Standards

OCMC 17.20 - Accessory Dwelling Unit, Cluster Housing, Internal Conversion, Live/Work Dwelling, And Manufactured Home Park Design Standards.

Version: Redline Draft Copy

Additional chapters and revisions will be added through the hearings process based on the direction of the Planning and City Commission. Please refer to the code matrix for proposed code topics



Chapter 17.08 LOW DENSITY RESIDENTIAL DISTRICTS¹

17.08.010 Designated.

The R-10, R-8 and R-6 residential districts are designed for low density residential development.
(Ord. No. 18-1009, § 1(Exh. A), 7-3-2019)

17.08.020 Permitted uses.

Permitted uses in the R-10, R-8 and R-6 districts are:

- A. Single-family detached residential units;
- B. Accessory uses, buildings and dwellings;
- ~~C. Internal conversions;~~
- ~~CD. Corner Duplexes;~~
- ~~D. Triplexes;~~
- ~~E. Quadplexes;~~
- ~~F. Townhouses;~~
- ~~GE. Cluster housingCottage clusters;~~
- ~~HF.~~ Residential homes;
- ~~IG.~~ Parks, playgrounds, playfields and community or neighborhood centers;
- ~~JH.~~ Home occupations;
- ~~KI.~~ Family day care providers;
- ~~LJ.~~ Farms, commercial or truck gardening and horticultural nurseries on a lot not less than twenty thousand square feet in area (retail sales of materials grown on-site is permitted);
- ~~MK.~~ Temporary real estate offices in model homes located on and limited to sales of real estate on a single piece of platted property upon which new residential buildings are being constructed;
- ~~NL.~~ Transportation facilities.

(Ord. No. 18-1009, § 1(Exh. A), 7-3-2019)

17.08.025 Conditional uses.

The following uses are permitted in the R-10, R-8 and R-6 districts when authorized by and in accordance with the standards contained in OCMC 17.56:

¹Editor's note(s)—Ord. No. 18-1009, § 1(Exh. A), adopted July 3, 2019, amended Chapter 17.08 in its entirety to read as herein set out. Former Chapter 17.08, §§ 17.08.010—17.08.040, pertained to the R-10 single-family dwelling district, and derived from Ord. No. 08-1014, adopted July 1, 2009 and Ord. No. 13-1003, adopted July 17, 2013.

- A. Golf courses, except miniature golf courses, driving ranges or similar commercial enterprises;
- B. Bed and breakfast inns/boarding houses;
- C. Cemeteries, crematories, mausoleums and columbariums;
- D. Child care centers and nursery schools;
- E. Emergency service facilities (police and fire), excluding correctional facilities;
- F. Residential care facilities;
- G. Private and/or public educational or training facilities;
- H. Public utilities, including sub-stations (such as buildings, plants and other structures);
- I. Religious institutions;
- J. Assisted living facilities; nursing homes and group homes for over fifteen patients.

(Ord. No. 18-1009, § 1(Exh. A), 7-3-2019)

~~17.08.030 Master plans.~~

~~The following are permitted in the R-10, R-8 and R-6 districts when authorized by and in accordance with the standards contained in OCMC 17.65.~~

- ~~A. —Single family attached residential units.~~

~~(Ord. No. 18-1009, § 1(Exh. A), 7-3-2019)~~

17.08.030~~5~~ Prohibited uses.

Prohibited uses in the R-10, R-8 and R-6 districts are:

- A. Any use not expressly listed in OCMC 17.08.020 or 17.08.025 ~~or 17.08.030~~;
- B. Marijuana businesses.

(Ord. No. 18-1009, § 1(Exh. A), 7-3-2019)

17.08.040 Dimensional standards.

Dimensional standards in the R-10, R-8 and R-6 districts are as follows:

Table 17.08.040

| Standard | R-10 | R-8 | R-6 |
|---|-------------------------------|------------------------------|------------------------------|
| Minimum lot size ¹ | 10,000 square feet | 8,000 square feet | 6,000 square feet |
| <u>Single-family detached, duplexes and triplexes</u> | <u>10,000 square feet</u> | <u>8,000 square feet</u> | <u>6,000 square feet</u> |
| <u>Quadplexes and cottage clusters</u> | <u>10,000 square feet</u> | <u>8,000 square feet</u> | <u>7,000 square feet</u> |
| <u>Townhouses</u> | <u>1,500 square feet</u> | <u>1,500 square feet</u> | <u>1,500 square feet</u> |
| Maximum height | 35 feet | 35 feet | 35 feet |

| | | | |
|--|--|--|--|
| Maximum building lot coverage
With ADU <u>or duplexes</u> | 40%,
except 45% | 40%,
except 45% | 40%,
except 45% |
| Minimum lot width | 65 feet, <u>except</u>
<u>20 feet</u>
<u>(townhouse)</u> | 60 feet, <u>except</u>
<u>20 feet</u>
<u>(townhouse)</u> | 50 feet, <u>except</u>
<u>20 feet</u>
<u>(townhouse)</u> |
| Minimum lot depth | 80 feet | 75 feet | 70 feet |
| Minimum front yard setback ⁴ | 20 feet, except
15 feet — Porch | 15 feet, except
10 feet — Porch | 10 feet, except
5 feet — Porch |
| Minimum interior side yard setback | 8 feet, <u>except</u>
<u>0 feet (townhouse)</u> | 7 feet, <u>except</u>
<u>0 feet (townhouse)</u> | 5 feet, <u>except</u>
<u>0 feet (townhouse)</u> |
| Minimum corner side yard setback | 10 feet | 10 feet | 10 feet |
| Minimum rear yard setback ⁴ | 20 feet, except
15 feet — Porch
10 feet — ADU | 20 feet, except
15 feet — Porch
10 feet — ADU | 20 feet, except
15 feet — Porch
10 feet — ADU |
| Garage setback | 20 feet from ROW,
except
5 feet Alley | 20 feet from ROW,
except
5 feet Alley | 20 feet from ROW,
except
5 feet Alley |

Notes:

1. For land divisions, lot sizes may be reduced pursuant to OCMC 16.08.065.
2. Accessory structures may have reduced setbacks pursuant to OCMC 17.54.010.B.
3. Public utility easements may supersede the minimum setback.
4. No setback greater than 10 feet is required for cottage clusters in any zone.

(Ord. No. 18-1009, § 1(Exh. A), 7-3-2019; Ord. No. 21-1007, § 1(Exh. A), 4-21-2021)

17.08.045 Exceptions to setbacks.

- A. Projections from Buildings. Ordinary building projections such as cornices, eaves, overhangs, canopies, sunshades, gutters, chimneys, flues, sills or similar architectural features may project into the required yards up to twenty-four inches.
- B. Through Lot Setbacks. Through lots having a frontage on two streets shall provide the required front yard on each street. The required rear yard is not necessary.

(Ord. No. 18-1009, § 1(Exh. A), 7-3-2019)

17.08.050 Density standards.

- A. Density standards in the R-10, R-8 and R-6 districts are as follows:

Table 17.08.050

| Standard | R-10 | R-8 | R-6 |
|----------|------|-----|-----|
|----------|------|-----|-----|

| | | | |
|---------------------|--|--|--|
| Minimum net density | 3.5 du/acre | 4.4 du/acre | 5.8 du/acre |
| Maximum net density | 4.4 du/acre, <u>except 17.4 du/acre (townhouses)</u> | 5.4 du/acre, <u>except 21.6 du/acre (townhouses)</u> | 7.3 du/acre, <u>except 25 du/acre (townhouses)</u> |

B. Exceptions.

1. Any dwelling units created as accessory dwelling units ~~or internal conversions~~ do not count towards the minimum or maximum density limits in Table 17.08.050.
2. ~~Corner d~~Duplexes, triplexes and ~~and~~ quadplexes shall count as a single dwelling unit for the purposes of calculating maximum density. Total dwelling units within a development may count for the purposes of calculating minimum density.
3. ~~Cluster housing is~~Cottage clusters are permitted at higher densities exempt from the standards in Table 17.08.050; see OCMC 17.20.020 exempt from maximum density standards.

(Ord. No. 18-1009, § 1(Exh. A), 7-3-2019)

Title 17 - ZONING
Chapter 17.10 MEDIUM DENSITY RESIDENTIAL DISTRICTS

Chapter 17.10 MEDIUM DENSITY RESIDENTIAL DISTRICTS¹

17.10.010 Designated.

The R-5 and R-3.5 residential districts are designed for medium density residential development.

(Ord. No. 18-1009, § 1(Exh. A), 7-3-2019)

17.10.020 Permitted uses.

Permitted uses in the R-5 and R-3.5 districts are:

- A. Single-family detached residential units;
- B. Accessory uses, buildings and dwellings;
- ~~C. Internal conversions;~~
- ~~C.D.~~ Duplexes;
- ~~D. Triplexes;~~
- ~~E. Corner duplexes; Quadplexes;~~
- ~~F. Single family attached residential units; Townhouses;~~
- ~~G. 3-4 plex residential;~~
- ~~G.H. Cottage clusters; housing;~~
- ~~H.~~ Manufactured home parks or subdivisions in the R-3.5 district only;
- ~~I.~~ Residential homes;
- ~~J.K.~~ Parks, playgrounds, playfields and community or neighborhood centers;
- ~~K.L.~~ Home occupations;
- ~~L.M.~~ Family day care providers;
- ~~M.N.~~ Farms, commercial or truck gardening and horticultural nurseries on a lot not less than twenty thousand square feet in area (retail sales of materials grown on-site is permitted);
- ~~N.O.~~ Temporary real estate offices in model homes located on and limited to sales of real estate on a single piece of platted property upon which new residential buildings are being constructed;
- ~~O.P.~~ Transportation facilities.

(Ord. No. 18-1009, § 1(Exh. A), 7-3-2019)

¹Editor's note(s)—Ord. No. 18-1009, § 1(Exh. A), adopted July 3, 2019, amended Chapter 17.10 in its entirety to read as herein set out. Former Chapter 17.10, §§ 17.10.010—17.10.040, pertained to the R-8 single-family dwelling district, and derived from Ord. No. 08-1014, adopted July 1, 2009; Ord. No. 13-1003, § 1(Exh. 1), 7-17-2013 and Ord. No. 16-1008, adopted October 19, 2016.

17.10.025 Conditional uses.

The following uses are permitted in the R-5 and R-3.5 districts when authorized by and in accordance with the standards contained in OCMC 17.56:

- A. Golf courses, except miniature golf courses, driving ranges or similar commercial enterprises;
- B. Bed and breakfast inns/boarding houses;
- C. Cemeteries, crematories, mausoleums and columbariums;
- D. Child care centers and nursery schools;
- E. Emergency service facilities (police and fire), excluding correctional facilities;
- F. Residential care facilities;
- G. Private and/or public educational or training facilities;
- H. Public utilities, including sub-stations (such as buildings, plants and other structures);
- I. Religious institutions;
- J. Assisted living facilities; nursing homes and group homes for over fifteen patients;
- K. Live/work dwellings.

(Ord. No. 18-1009, § 1(Exh. A), 7-3-2019)

17.10.030 Master plans.

The following use is permitted in the R-3.5 district when authorized by and in accordance with the standards contained in OCMC 17.65.

- A. Multi-family residential.

(Ord. No. 18-1009, § 1(Exh. A), 7-3-2019)

17.10.035 Prohibited uses.

Prohibited uses in the R-5 and R-3.5 districts are:

- A. Any use not expressly listed in OCMC 17.10.020, 17.10.025 or 17.10.030.
- B. Marijuana businesses.

(Ord. No. 18-1009, § 1(Exh. A), 7-3-2019)

17.10.040 Dimensional standards.

Dimensional standards in the R-5 and R-3.5 districts are as follows:

Table 17.10.040

| Standard | R-5 | R-3.5 |
|--|----------------------------|----------------------------|
| Minimum lot size ¹ | | |
| Single-family detached <u>and duplex</u> | 5,000 square feet | 3,500 square feet |
| <u>Duplex-Triplex</u> | <u>5</u> 6,000 square feet | <u>5</u> 4,000 square feet |

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| | | |
|---|---|---|
| 3—4 plex Quadplex and cottage cluster | 2,500 square feet per unit 7,000 square feet | 2,000 square feet per unit 7,000 square feet |
| Single-family attached Townhouse | 13,500 square feet | 12,500 square feet |
| 3—4 plex | 2,500 square feet per unit | 2,000 square feet per unit |
| Maximum height | 35 feet | 35 feet |
| Maximum building lot coverage | | |
| Single-family detached and all duplexes | 50% | 55% |
| With ADU | 60% | 65% |
| Single-family attached and 3—4 plex Townhouse, triplex, quadplex | 70% | 80% |
| Minimum lot width | | |
| All, except | 35 feet, except | 25 feet, except |
| Single-family attached Townhouse | 20 5 feet | 20 feet |
| Minimum lot depth | 70 feet | 70 feet |
| Minimum front yard setback | 10 feet, except | 5 feet, except |
| | 5 feet — Porch | 0 feet — Porch |
| Minimum interior side yard setback | 5 feet, except | 5 feet, except |
| All, except | 0 feet (attached)/5 feet (side) | 0 feet (attached)/5 feet (side) |
| Single-family attached | | |
| Minimum corner side yard setback | 7 feet | 7 feet |
| Minimum rear yard setback ³ | 20 feet, except | 20 feet, except |
| | 15 feet — Porch | 15 feet — Porch |
| | 10 feet — ADU | 5 feet — ADU |
| Garage setbacks | 20 feet from ROW, except | 20 feet from ROW, except |
| | 5 feet from alley | 5 feet from alley |

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Notes:

1. For land divisions, lot sizes may be reduced pursuant to OCMC 16.08.065.
2. Public utility easements may supersede the minimum setback.
3. No setback greater than 10 feet is required for cottage clusters in any zone.

(Ord. No. 18-1009, § 1(Exh. A), 7-3-2019; Ord. No. 21-1007, § 1(Exh. A), 4-21-2021)

17.10.045 Exceptions to setbacks.

- A. Projections from buildings. Ordinary building projections such as cornices, eaves, overhangs, canopies, sunshades, gutters, chimneys, flues, sills or similar architectural features may project into the required yards up to twenty-four inches.
- B. Through lot setbacks. Through lots having a frontage on two streets shall provide the required front yard on each street. The required rear yard is not necessary.

(Ord. No. 18-1009, § 1(Exh. A), 7-3-2019)

17.10.050 Density standards.

- A. Density standards in the R-5 and R-3.5 districts are as follows:

Table 17.10.050

| Standard | R-5 | R-3.5 |
|---|-------------------------|-------------------------|
| Minimum net density | 7.0 du/acre | 10 du/acre |
| Maximum net density | | |
| • Single-family detached <u>All except</u> | 8.7 du/acre | 12.4 du/acre |
| • Single-family attached <u>Townhouses</u> | 12.4 du/acre | 17.4 du/acre |
| • 3-4 plexes | 17.4 du/acre | 21.8 du/acre |

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- B. Exceptions.

- Any dwelling units created as accessory dwelling units ~~or internal conversions~~ do not count towards the minimum or maximum density limits in Table 17.10.050.
- Duplexes, ~~triplexes and quadplexes and corner duplexes~~ shall count as a single dwelling unit for the purposes of calculating ~~minimum and maximum density standards~~ but may be counted as individual units towards minimum density.
- ~~Cluster housing is permitted at higher densities exempt from the standards in Table 17.10.050; see OCMC 17-20-020~~ Cottage clusters are exempt from maximum density standards.

(Ord. No. 18-1009, § 1(Exh. A), 7-3-2019)

~~17.10.060 Conversion of existing duplexes.~~

~~Any conversion of an existing duplex unit into two single-family attached dwellings shall be reviewed for compliance with the land division requirements in Title 16 and the underlying zone district.~~

~~(Ord. No. 18-1009, § 1(Exh. A), 7-3-2019)~~

17.10.070 Additional standards for Thimble Creek Concept Plan Area.

- A. Applicability. This section applies to all development in the R-5 district within the Thimble Creek Concept Plan Area.

- B. Relationship of Standards. These standards apply in addition to and supersede the standards of the R-5 zone within the Thimble Creek Concept Plan Area. In the event of a conflict, the standards of this section control.
- C. Southern Perimeter Transition. Along the southern boundary of the Thimble Creek Concept Plan area between Beavercreek Road and the eastern-most point of Tax Lot 00316, located on Clackamas County Map #32E15A, additional standards apply to create a perimeter transition.
1. Where any portion of a lot is within twenty feet of the southern boundary, uses shall be limited to ~~single-family detached~~ residential uses and roads, parks, trails, and open space.
 2. Where any portion of a lot is within twenty feet of the southern boundary, the minimum lot size for residential uses shall be six thousand square feet ~~for single-family detached dwellings, duplexes and triplexes. Minimum lot size shall be 1,500 square feet for townhouses. Minimum lot size shall be 7,000 square feet for quadplexes and cottage clusters.~~
 3. Where any portion of a lot is within twenty feet of the southern boundary, all primary structures shall be set back a minimum of forty feet from the southern boundary.
 4. Within the forty-foot wide setback from the southern boundary, 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 of a minimum of twelve inches total DBH per lot with trees spaced an average of one tree for every thirty 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 new landscaping and screening to include:
 - i. A minimum of twelve inches of total DBH, or a minimum of an average of one tree with minimum caliper of two inches DBH for every thirty 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 the community development director's approval. Chain-link fencing with slats shall not be 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 Thimble Creek Concept Plan.

(Ord. No. 21-1006, § 1(Exh. A), 7-1-2020)

Chapter 17.12 HIGH DENSITY RESIDENTIAL DISTRICT¹

17.12.010 Designated.

The R-2 residential district is designed for high density residential development.

(Ord. No. 18-1009, § 1(Exh. A), 7-3-2019)

17.12.020 Permitted uses.

Permitted uses in the R-2 district are:

- A. Accessory dwelling units for existing single-family detached residential units constructed prior to the effective date of the ordinance codified in this chapter;
- ~~B. Internal conversions of existing single-family detached residential units constructed prior to the effective date of the ordinance codified in this chapter;~~
- ~~C. Duplexes;~~
- ~~C. Triplexes;~~
- ~~D. Quadplexes;~~
- ~~D. Corner duplexes;~~
- E. ~~Single family attached residential units~~ Townhouses;
- ~~F. 3—4 plex residential;~~
- ~~FG.~~ Multi-family residential;
- ~~GH. Cottage clusters housing;~~
- ~~HI.~~ Residential care facilities;
- ~~IJ.~~ Accessory buildings;
- ~~JK.~~ Parks, playgrounds, playfields and community or neighborhood centers;
- ~~KL.~~ Home occupations;
- ~~LM.~~ Family day care providers;
- ~~MN.~~ Temporary real estate offices in model homes located on and limited to sales of real estate on a single piece of platted property upon which new residential buildings are being constructed;
- ~~NO.~~ Management and associated offices and buildings necessary for the operations of a multi-family residential development;
- ~~OP.~~ Transportation facilities.

¹Editor's note(s)—Ord. No. 18-1009, § 1(Exh. A), adopted July 3, 2019, amended Chapter 17.12 in its entirety to read as herein set out. Former Chapter 17.12, §§ 17.12.010—17.12.040, pertained to the R-6 single-family dwelling district, and derived from Ord. No. 08-1014, adopted July 1, 2009; Ord. No. 13-1003, adopted July 17, 2013 and Ord. No. 16-1008, adopted October 19, 2016.

(Ord. No. 18-1009, § 1(Exh. A), 7-3-2019)

17.12.025 Conditional uses.

The following uses are permitted in the R-2 districts when authorized by and in accordance with the standards contained in OCMC 17.56:

- A. Golf courses, except miniature golf courses, driving ranges or similar commercial enterprises;
- B. Bed and breakfast inns/boarding houses;
- C. Cemeteries, crematories, mausoleums and columbariums;
- D. Child care centers and nursery schools;
- E. Emergency service facilities (police and fire), excluding correctional facilities;
- F. Private and/or public educational or training facilities;
- G. Public utilities, including sub-stations (such as buildings, plants and other structures);
- H. Religious institutions;
- I. Assisted living facilities; nursing homes and group homes for over fifteen patients;
- J. Live/work dwellings.

(Ord. No. 18-1009, § 1(Exh. A), 7-3-2019)

17.12.030 Pre-existing industrial use.

Tax Lot 11200, located on Clackamas County Map #32E16BA has a special provision to permit the current industrial use and the existing incidental sale of the products created and associated with the current industrial use on the site. This property may only maintain and expand the current uses, which are the manufacturing of aluminum boats and the fabrication of radio and satellite equipment, internet and data systems and antennas.

(Ord. No. 18-1009, § 1(Exh. A), 7-3-2019)

17.12.035 Prohibited uses.

Prohibited uses in the R-2 district are:

- A. Any use not expressly listed in OCMC 17.12.020, 17.12.025 or 17.12.030.
- B. Marijuana businesses.

(Ord. No. 18-1009, § 1(Exh. A), 7-3-2019)

17.12.040 Dimensional standards.

Dimensional standards in the R-2 district are as follows:

Table 17.12.040

| Standard | R-2 |
|-------------------------------|-----|
| Minimum lot size ¹ | |

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(Supp. No. 42)

| | |
|---|---------------------------------|
| • Duplex | 4,000 square feet |
| • Single-family attached <u>Townhouse</u> | 2,000 square feet |
| • 3—4 plex <u>Triplex, quadplex</u> and multi-family | 6,000 square feet |
| Maximum height | |
| All, except | 35 feet, except |
| Multi-family | 45 feet |
| Maximum building lot coverage | 85% |
| Minimum lot width | |
| All, except | 50 feet, except |
| Single-family attached <u>Townhouse</u> | 20 feet |
| Minimum lot depth | |
| All, except | 70 feet, except |
| Multi-family | 75 feet |
| Minimum front yard setback | 5 feet, except |
| | 0 feet — Porch |
| Maximum front yard setback | 20 feet |
| Minimum interior side yard setback | |
| All, except | 5 feet ¹ |
| Single-family attached <u>Townhouse</u> | 0 feet (attached)/5 feet (side) |
| Minimum corner side yard setback | 5 feet |
| Minimum rear yard setback | 10 feet ¹ , except |
| | 5 feet — Porch |
| Garage setbacks | 20 feet from ROW, except |
| | 5 feet from alley |
| Minimum required landscaping (including landscaping within a parking lot) | 15% |

Notes:

1. If a multi-family residential development abuts a parcel zoned R-10, R-8, R-6, there shall be a landscaped yard of ten feet on the side abutting the adjacent zone in order to provide a buffer area.
2. Public utility easements may supersede the minimum setback.

3. Maximum setback may be increased per OCMC 17.62.055.D.

(Ord. No. 18-1009, § 1(Exh. A), 7-3-2019; Ord. No. 21-1007, § 1(Exh. A), 4-21-2021)

17.12.045 Exceptions to setbacks.

- A. Projections from Buildings. Ordinary building projections such as cornices, eaves, overhangs, canopies, sunshades, gutters, chimneys, flues, sills or similar architectural features may project into the required yards up to twenty-four inches.
- B. Through Lot Setbacks. Through lots having a frontage on two streets shall provide the required front yard on each street. The required rear yard is not necessary.

(Ord. No. 18-1009, § 1(Exh. A), 7-3-2019)

17.12.050 Density standards.

- A. The minimum net density in the R-2 district shall be 17.4 dwelling units per acre.
- B. The maximum net density in the R-2 district shall be 21.8 dwelling units per acre.
- C. Affordable housing density bonus. Residential projects in the R-2 zone with five or more units on a single lot are eligible for a density bonus in exchange for developing affordable housing. A bonus of one additional dwelling unit per affordable unit included in the project, up to a maximum twenty percent increase from maximum net density up to 26.2 du/acre, is allowed. Projects containing exclusively affordable units may develop to the maximum twenty percent increase or 26.2 du/acre. Affordable units shall be affordable to households earning equal to or less than 80 percent of the area median income as defined by the U.S. Department of Housing and Urban Development, adjusted for household size, and guaranteed affordable for a minimum term of 30 years through restrictive covenant or other similar guarantee approved by the community development director.

(Ord. No. 18-1009, § 1(Exh. A), 7-3-2019)

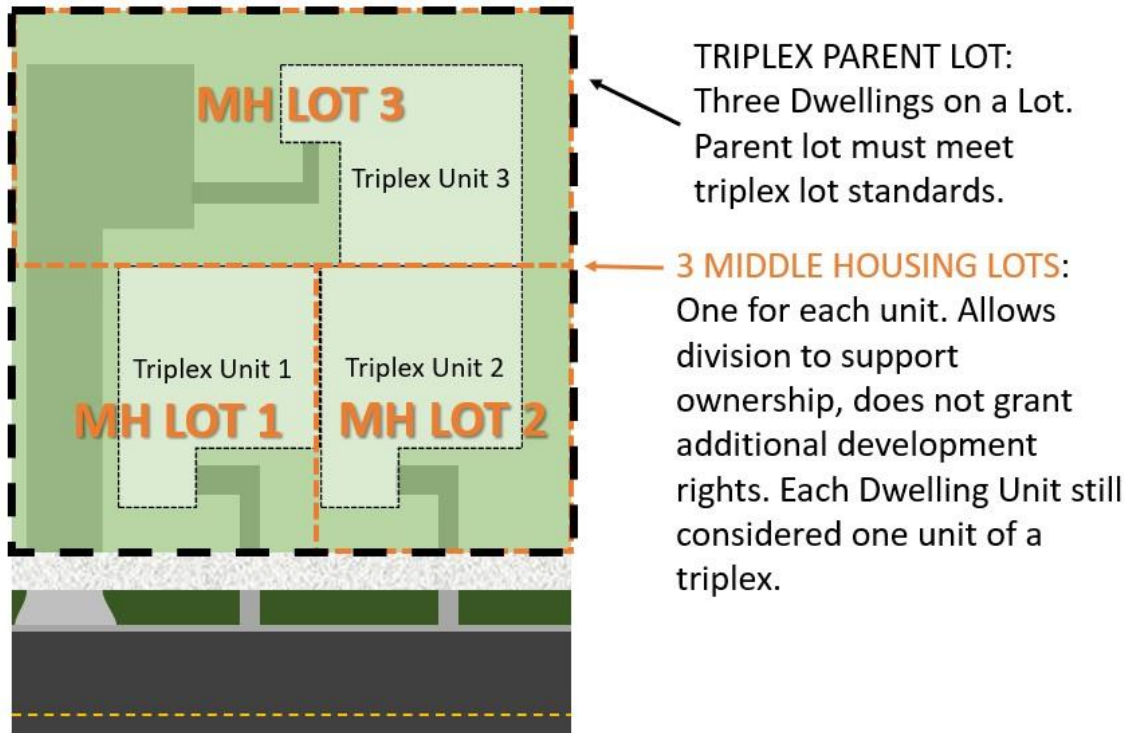
17.12.060 Additional standards for Thimble Creek Concept Plan Area.

- A. Applicability. This section applies to all development in the R-2 district within the Thimble Creek Concept Plan Area.
- B. Relationship of Standards. These standards apply in addition to and supersede the standards of the R-2 zone within the Thimble Creek 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;
 - 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, and similar; or

- d. Drive through facilities are prohibited.
- D. Sustainability Density Bonus. The maximum net density allowed in 17.12.050.B may be increased by five percent for each of the sustainability features identified below subject to a total maximum twenty percent bonus or no greater than 26.2 du/acre: 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.
1. A vegetated eco-roof 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 seventy-eight or higher if the roof has a 3/12 roof pitch or less, or SRI of twenty-nine 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 fifty percent 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 on the primary building of the site; or
 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.

(Ord. No. 21-1006, § 1(Exh. A), 7-1-2020)

Middle Housing Land Division (SB 458) Frequently Asked Questions



What is Senate Bill 458?

Senate Bill 458 was adopted by the Oregon Legislature in 2021. The bill allows lot divisions for middle housing that enable them to be sold or owned individually.

Essentially, Senate Bill 458 allows for lot divisions of a “parent lot” solely for ownership opportunities of middle housing units. For example, if a side-by-side duplex used the lot division, you could purchase one side of the duplex and the land around it.

How does this bill relate to the Middle Housing project?

The bill is a follow-up to House Bill 2001 - the bill that legalizes middle housing in many cities throughout the state. Senate Bill 458 requires jurisdictions to allow middle housing lot divisions for any HB 2001 middle housing type (duplexes, triplexes, quadplexes, townhouses, and cottage clusters) built in accordance with ORS 197.758.

When does it go into effect?

Senate Bill 458 applies to middle housing land divisions permitted on or after June 30, 2022.

Does Senate Bill 458 only apply to new construction?

SB 458 requires a middle housing lot division application submit: “A proposal for development of middle housing in compliance with the Oregon residential specialty code and land use regulations applicable to the original lot or parcel allowed under ORS 197.758 (5)”. This means that any lot division proposal will need to demonstrate compliance with both applicable building code and HB 2001 middle housing code in order to be eligible for a lot division under SB 458. While middle housing built after implementation

will meet these criteria, middle housing built prior to implementation may not be eligible.

How would this work if the City allowed detached middle housing units?

The Senate Bill lot division would work the same with detached middle housing as it would for attached middle housing. So long as the “parent lot” met the Middle Housing criteria (including frontage, lot size, lot coverage, etc), then the lot could be divided for ownership opportunities.

What is the difference between a Partition and Senate Bill 458?

A Partition is a type of land use process that creates new legal lots. Those new legal lots would be granted full development rights. The Senate Bill 458 lot division allows the creation of new lots within a legal “parent lot” solely for the purpose of ownership opportunities. The new lots created from Senate Bill 458 are not granted additional development rights and must be maintained to meet the criteria applicable to the “parent lot”.

Could I add an ADU on a lot to my unit of Middle Housing?

No, the Senate Bill 458 lot division does not grant additional development rights to the middle housing lot. Even if you owned a unit of middle housing on its own lot, it would still be considered middle housing—not as a new single detached unit.

Could I add additions to my house? Such as increasing the square footage?

You could add additions if the development would still meet criteria applied to the “parent lot”. This includes criteria such as height, lot coverage, and open space requirements.

Has anywhere else done this?

Yes, one example is the City of Seattle. The State of Oregon is the first state to enact such legislation, though.

Does SB 458 require local jurisdictions to approve vertical divisions (i.e. divisions in which one or more units of middle housing is not on the ground floor) of middle housing in addition to horizontal divisions?

No, Senate Bill 458 does not speak to vertical divisions of middle housing and requires that each resultant lot or parcel contain exactly one unit. Therefore, cities are not required to allow vertical divisions of middle housing.



GLUA 22-0002/LEG 22-00001 Housing Choices Code Update

Supporting Documents and Links

Supporting Documents

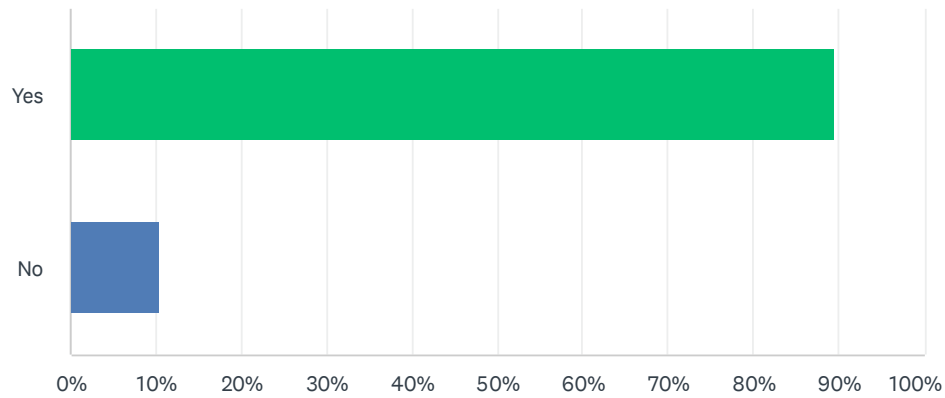
-  [HB 2001](#)
-  [HB 2001 Overview](#)
-  [HB 2001 Technical Overview](#)
-  [660-046-0000 Division 46 Middle Housing in Medium and Large Cities Rules as adopted by LCDC](#)
-  [HB2001 Large Cities Middle Housing Model Code.](#)
-  [HB2001 Water and Sewer Utility Impact Memo- June 29, 2021](#)
-  [HB 2001 FAQ](#)
-  [Middle Housing and Goal 5 Historic Resources Guidance](#)

Links

- [DLCD HB 2001 Project Page](#)
- [LEG 18-0001 Oregon City Equitable Housing Project- Adopted 2019](#)
- [SB 458- Middle Housing Land Division](#)
- [Housing Needs Analysis](#)
- [How the US made affordable homes illegal The rules that keep American housing expensive.](#)
- [Ending Single-Family Zoning Is Not a Stand-Alone Solution](#)
- [Racial Equity in Planning](#)

Q1 Do you currently live in the City of Oregon City?

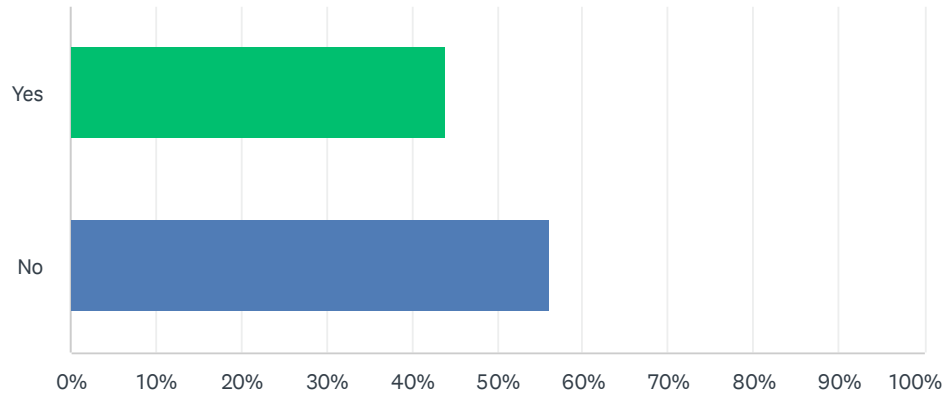
Answered: 162 Skipped: 12



| ANSWER CHOICES | RESPONSES | |
|----------------|-----------|-----|
| Yes | 89.51% | 145 |
| No | 10.49% | 17 |
| TOTAL | | 162 |

Q2 If you don't live in Oregon City, are you hoping to become an Oregon City resident within the next five years?

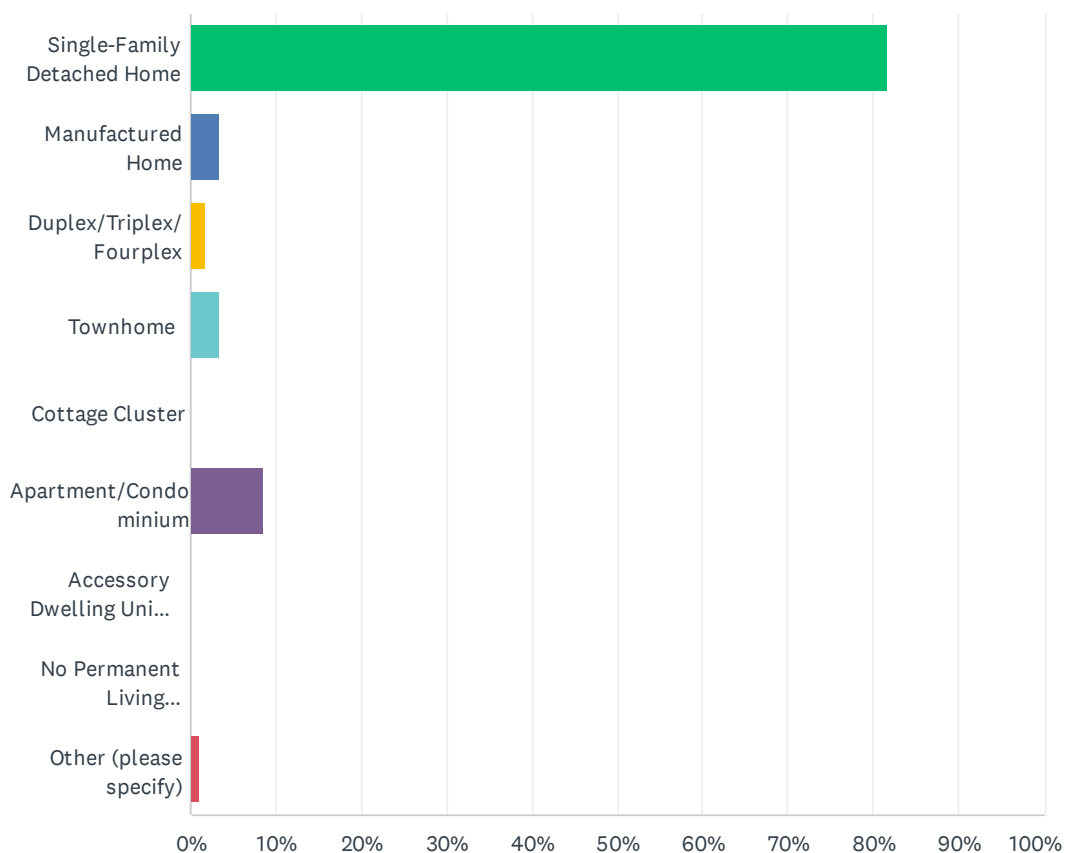
Answered: 50 Skipped: 124



| ANSWER CHOICES | RESPONSES | |
|----------------|-----------|----|
| Yes | 44.00% | 22 |
| No | 56.00% | 28 |
| TOTAL | | 50 |

Q3 What type of housing do you currently live in?

Answered: 174 Skipped: 0

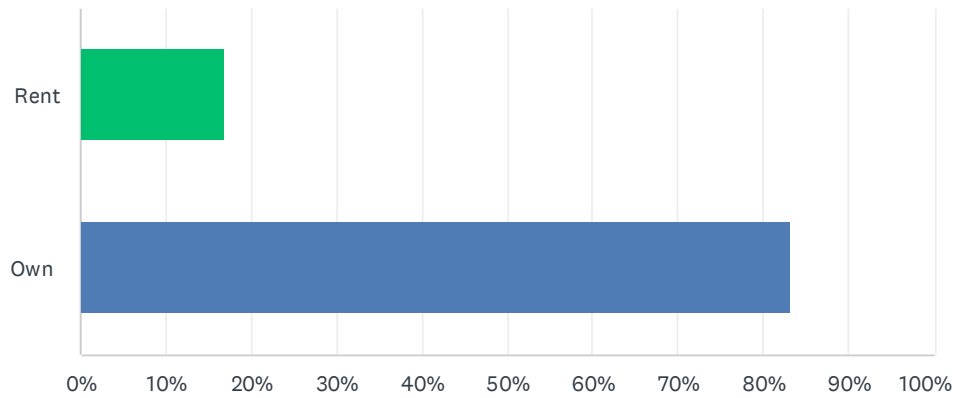


| ANSWER CHOICES | RESPONSES | |
|---------------------------------|-----------|------------|
| Single-Family Detached Home | 81.61% | 142 |
| Manufactured Home | 3.45% | 6 |
| Duplex/Triplex/Fourplex | 1.72% | 3 |
| Townhome | 3.45% | 6 |
| Cottage Cluster | 0.00% | 0 |
| Apartment/Condominium | 8.62% | 15 |
| Accessory Dwelling Unit (ADU) | 0.00% | 0 |
| No Permanent Living Arrangement | 0.00% | 0 |
| Other (please specify) | 1.15% | 2 |
| TOTAL | | 174 |

| # | OTHER (PLEASE SPECIFY) | DATE |
|---|------------------------------------|-------------------|
| 1 | Single family home in Beaver Creek | 11/9/2021 5:43 PM |

Q4 Do you rent or own?

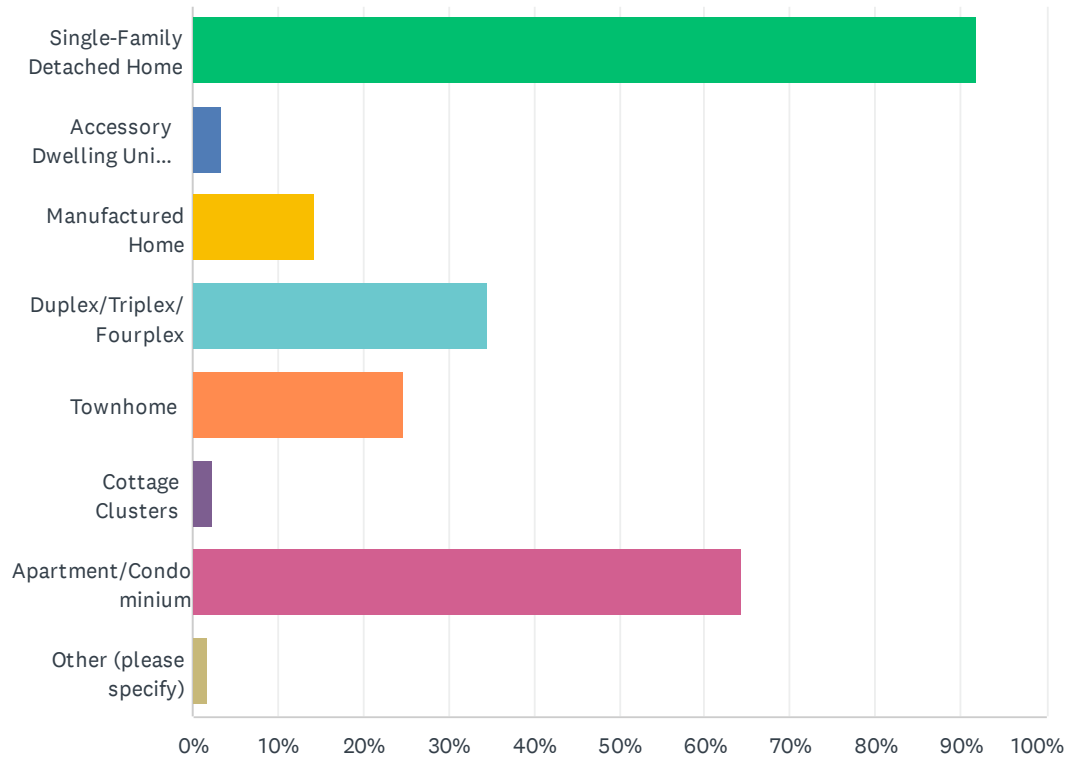
Answered: 172 Skipped: 2



| ANSWER CHOICES | RESPONSES | |
|----------------|-----------|-----|
| Rent | 16.86% | 29 |
| Own | 83.14% | 143 |
| TOTAL | | 172 |

Q5 Which types of housing have you lived in previously? Check all that apply.

Answered: 174 Skipped: 0



| ANSWER CHOICES | RESPONSES |
|-------------------------------|------------|
| Single-Family Detached Home | 91.95% 160 |
| Accessory Dwelling Unit (ADU) | 3.45% 6 |
| Manufactured Home | 14.37% 25 |
| Duplex/Triplex/Fourplex | 34.48% 60 |
| Townhome | 24.71% 43 |
| Cottage Clusters | 2.30% 4 |
| Apartment/Condominium | 64.37% 112 |
| Other (please specify) | 1.72% 3 |
| Total Respondents: 174 | |

| # | OTHER (PLEASE SPECIFY) | DATE |
|---|-------------------------|--------------------|
| 1 | My car | 11/9/2021 7:11 PM |
| 2 | My car | 11/9/2021 6:41 PM |
| 3 | Single wide mobile home | 10/5/2021 12:05 PM |

Q6 Please share your experience trying to find a home to meet your household needs in Oregon City or elsewhere.

Answered: 102 Skipped: 72

| # | RESPONSES | DATE |
|----|--|---------------------|
| 1 | We had a great experience finding our home in Oregon City. The housing market it hot, so we had to act fast once we found it. We moved to Oregon City because we like that it's mainly single family homes. We do not want to be surrounded by apartments, fourplexes, and other multi family dwellings. If we did, we would have stayed in a more urban area. | 11/13/2021 9:02 AM |
| 2 | Affordability. | 11/12/2021 7:18 AM |
| 3 | Housing is too expensive. | 11/11/2021 6:22 PM |
| 4 | It's too expensive and there isn't enough options. | 11/11/2021 5:27 PM |
| 5 | Many housing options available in OC that would fit my needs while house shopping but many were outside my means in terms of cost | 11/11/2021 4:07 PM |
| 6 | It was difficult to find a single story gone four years ago. We were irbid multiple times. | 11/11/2021 2:53 PM |
| 7 | We found it difficult to find a home with a 2 car garage with a clearance of 8ft. | 11/11/2021 2:29 PM |
| 8 | We want to find a house with a big yard for our kids to play in. This is nearly impossible in the John McLoughlin SD. | 11/11/2021 2:22 PM |
| 9 | We bought at the bottom of the housing market 10 years ago and are happy with our choice. We previously rented a duplex in OC and rented a single family home just south of the city limits before buying in the city. | 11/11/2021 10:04 AM |
| 10 | Very hard not affordable | 11/11/2021 8:22 AM |
| 11 | We purchased our first home in OC in 2001. We sold it in 2005 to buy a larger home. We will stay here for now. We could move to land with property like we would want to with the prices as they are now. | 11/10/2021 8:30 PM |
| 12 | Prices are way too high and there's a lack of single-level homes in this city or even around the area | 11/10/2021 12:02 PM |
| 13 | Would like to move back to Oregon City. I have been gone since 2005. Looking for a smaller home/one level. Cottage type, Tiny home etc. | 11/10/2021 11:41 AM |
| 14 | Large enough lot to put my RV without a lot of land. Nice size rooms, no split levels. | 11/10/2021 11:20 AM |
| 15 | We hope to find a newer single story home on a nice lot no less than 2000 sq ft. Unfortunately builders keep building 2 story houses. Seniors do not want stairs. | 11/10/2021 10:37 AM |
| 16 | WAY too expensive. | 11/10/2021 10:16 AM |
| 17 | I move to Oregon City 4 years ago and it was relatively easy to find housing and my income bracket. I am fortunate to be able to afford a single family home, previously I have always rented and it was very challenging to find affordable options until I was able to save enough to buy a home in my 40s. | 11/10/2021 10:15 AM |
| 18 | It's gotten too expensive. I would like to retire someday (I'm at full retirement age in 2 months!) but can't until I can find a place to live where I can still buy food after the mortgage/rent. Oh, and medical insurance. Medicare isn't as cheap as I'd been led to believe. I would also like to be able to eventually give up my car and walk to the grocery store, etc. So don't put all the affordable places in out of the way areas or by the freeway. :(| 11/10/2021 9:31 AM |
| 19 | Fairly easy but cost meant we didn't get the luxury we would have liked | 11/10/2021 9:07 AM |
| 20 | The current market does not allow me to move within oregon city. | 11/10/2021 4:49 AM |

Oregon City Housing Choices Code Update Survey

Item #3.

| | | |
|----|--|---------------------|
| 21 | Good | 11/10/2021 2:51 PM |
| 22 | First home was purchased in Portland in 2006 for \$200k. After living in it for 12 years we were able to have equity to then buy our second home in Oregon City. | 11/9/2021 10:45 PM |
| 23 | There are already many options, it was easy to find something that fit our needs. | 11/9/2021 10:32 PM |
| 24 | It's hard, I mean California moved here, I'm from here and there's just not enough houses or duplexes for everyone | 11/9/2021 7:11 PM |
| 25 | The state of Oregon is definitely very expensive to live. We found that in Oregon City, prices were a little more affordable. We've also experienced that there a lot of people in this city that live in apartments, townhomes, duplex, triplex, fourplex. I'm surprised that the city is looking to build more. | 11/9/2021 7:09 PM |
| 26 | Luckily I got mine before the fagaformians came here and ruined Oregon | 11/9/2021 6:41 PM |
| 27 | Few options for middle class people. | 11/9/2021 6:18 PM |
| 28 | Been in same home over 40 years, so don't have any current experience.p | 11/9/2021 3:57 PM |
| 29 | Only want to live in SFR. Never had trouble finding one | 11/9/2021 2:30 PM |
| 30 | Impossible to find something decent | 11/9/2021 2:24 PM |
| 31 | Would love newer single level home in more of a price range for families that might include amenities like common area, park, club house, or pool/spa | 11/9/2021 1:59 PM |
| 32 | We were able to find our home back in 2011 using a real estate agent. | 11/9/2021 1:55 PM |
| 33 | It was hard to find a large home with a large lot. As we are interested in keeping larger lots in the neighborhood | 11/9/2021 1:54 PM |
| 34 | I made the egregious error of selling the single family home that I owned in OC last June (2020). My intention was to immediately buy a slightly larger home to accommodate a growing family. Then the Covid housing market went crazy. A year later I am still no able to find a house in OC that is available to buy. It's insane because my partner and I make over 100K a year and I have over 130k in proceeds from my previous home ready to put towards a new home. My credit is excellent. My work history as well. And there is nothing to buy. Nothing I can afford. Anything that is being built is either huge over kill (3000 sq and over) or has no yard and is right on top of the house next door. Why can't middle of the road homes be built? Single family 1500-1800 square feet? Medium size yard, large enough for a medium or small dog? | 11/9/2021 1:39 PM |
| 35 | It's very expensive for a two income household. | 11/9/2021 1:38 PM |
| 36 | Chose mfg home because stick built was out of my price range. | 11/4/2021 7:59 PM |
| 37 | Difficult to find affordable single story housing as I age. | 11/4/2021 12:58 PM |
| 38 | The hardest part was beating the other buyers | 11/4/2021 12:20 PM |
| 39 | I have a home so I haven't been looking since 1978. | 11/1/2021 8:06 PM |
| 40 | Have not had a problem finding a home to meet my needs | 11/1/2021 4:36 PM |
| 41 | I had no issues but I've lived in my home a long time. | 11/1/2021 4:20 PM |
| 42 | Im currently looking to get back into a home but proces are way to expensive for the size and quality of homes. I was previously in a 1400sqft home in the mcloughlin neighborhood. But moved into an apartment to save for the purchase of a home here in oregon city. | 10/25/2021 10:21 AM |
| 43 | Very difficult due to supply and demand. | 10/25/2021 6:23 AM |
| 44 | The 2014 market was very tight. Took a few months. | 10/24/2021 11:38 PM |
| 45 | It's EXTREMELY difficult to find affordable housing in OC. I'm a single mom of two kids and would need 3 bedroom. I can't afford to purchase a home, most homes and even townhomes, exceed \$400K. Most apartments in OC are very rundown, slumlords for landlords, and not worth the price to rent. I can barely afford the apartments I live at, which is Pioneer Ridge Apartments. It's a two bedroom and I sleep on a mattress in the dining room area. | 10/24/2021 9:51 PM |
| 46 | Took some time for some, researched and stayed positive on finding the right place. | 10/24/2021 4:29 PM |

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Oregon City Housing Choices Code Update Survey

Item #3.

| | | |
|----|---|---------------------|
| 47 | There are not a lot of homes available currently but I know Oregon Coty is building a lot of new houses. | 10/24/2021 4:28 PM |
| 48 | I had no issue finding a home. I am concerned that the building of multi living complexes is creating road way pain points without addressing the direct accessing to highways and exits out of/into oregon city. There are few entrances into or out of the city than Portland. Very limited back road access. Adding multi family units adds to the gridlock. | 10/24/2021 12:46 PM |
| 49 | Had to buy outside of OC when we had wanted to stay. | 10/24/2021 11:54 AM |
| 50 | Increasing rents/prices | 10/23/2021 3:24 AM |
| 51 | Would like to buy, but prices are soo high. | 10/22/2021 11:24 PM |
| 52 | easy years ago when we bought. Total shitshow when looking with our now adult child. | 10/18/2021 11:03 AM |
| 53 | No problem | 10/18/2021 10:01 AM |
| 54 | No problem. | 10/18/2021 9:32 AM |
| 55 | Way too far away from family. | 10/17/2021 6:24 PM |
| 56 | Bought our hone in June 2017. Little inventory, high demand. | 10/17/2021 1:05 PM |
| 57 | Only issue was finding a home with a larger lot size. | 10/17/2021 12:13 PM |
| 58 | In 1999 it was very easy. Brand new homes were way under \$200,000 and the cost of everything was low enough that a \$50,000 income afforded a Good life. In 2013 we were able to buy a few homes to renovate and sell for \$98k, \$136k, and \$156k. The current prices seem temporarily inflated. | 10/17/2021 11:59 AM |
| 59 | It's impossible to buy a home with out credit and I can't get a mortgage on what I am paid but yet can get approved to rent for way more money a month than it would be to buy a home. This needs to change. Why can't I buy a home for \$400 dollars less a month than it is to rent? Stop making poor people who work hard poorer. | 10/17/2021 9:29 AM |
| 60 | Lived here for 8 years had no trouble finding a great home for our family | 10/17/2021 9:04 AM |
| 61 | We purchased our home 5 years ago, even then the market was getting harder for buyers. Had to widen our search. We were hoping for a bigger yard and a garage but we've been very happy in our home in OC | 10/17/2021 7:48 AM |
| 62 | Home ownership currently is not affordable with salary/wages for the area. | 10/17/2021 7:35 AM |
| 63 | I like OC because of the big lots and beautiful homes. | 10/16/2021 11:14 PM |
| 64 | Too expensive too dated no yards poorly maintained | 10/16/2021 9:40 PM |
| 65 | We found our home almost 29 years ago. It was easy and affordable. | 10/16/2021 8:28 PM |
| 66 | My needs are common, and I bought my home nearly 20 years ago: piece of cake then. | 10/16/2021 7:22 PM |
| 67 | Price price price. Either u get government housing or you pay out your ass in rent | 10/16/2021 4:43 PM |
| 68 | It's almost impossible right now. For my family I need 3 bedrooms. I can't find anything I can afford. | 10/16/2021 4:29 PM |
| 69 | My experience is from the last 30 years. The housing market has always been a challenge. You have to know someone who knows someone in order to get a rental. To buy a house, you need to be pre approved for a loan and keep a close eye on the market so that when the house you can afford becomes available, you can jump at the chance to buy it. | 10/16/2021 4:20 PM |
| 70 | It's impossible and really expensive. I need a real house with garage and fenced in backyard. | 10/16/2021 1:27 PM |
| 71 | My experience was pretty easy. | 10/16/2021 12:11 PM |
| 72 | Moved during Covid-19. Housing was limited but we were able to find a home that fits our needs and neighbors that have been kind. | 10/16/2021 11:57 AM |
| 73 | Purchasing affordable housing since 2012 , when we started looking to purchase in the Oregon City area, has been difficult. There simply is not enough available housing on the market driving up the cost of housing in the area. Young families, like mine when we purchased just | 10/14/2021 11:30 AM |

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outside OC city limits, were forced to move out further and increase our housing budget just to complete with other buyers.

| | | |
|----|---|---------------------|
| 74 | At the time, I moved here there were very few rentals. I wanted to rent until I was able to find a house in the historic districts. | 10/11/2021 10:01 PM |
| 75 | Cost Balance of privacy and support. | 10/11/2021 5:59 PM |
| 76 | I had no problem finding a home back in 2003. Still in same house. | 10/11/2021 5:43 PM |
| 77 | Too few options | 10/11/2021 5:03 PM |
| 78 | As a multigenerational household is if difficult to find enough space in a single unit, or enough separate units close to each other at affordable prices. | 10/11/2021 4:32 PM |
| 79 | Income to cost ratio. | 10/10/2021 5:29 PM |
| 80 | It took us a long time to find housing in our price range. We searched many cities along I-5 and I-205 and settled in OC. | 10/9/2021 9:21 PM |
| 81 | I want to purchase a home. My income is high enough and I have enough savings. Since I am single and have no kids, I have struggled to find a small enough house to purchase in Oregon City. I have never owned a car, so I would prefer the house that I purchase to not have a garage or off-street parking. I have not found a house in Oregon City that has no garage or off-street parking. I may have to move out of Oregon City to purchase a house somewhere else. | 10/9/2021 2:15 PM |
| 82 | I love it. We moved from Hillsboro to Oregon City/Beavercreek area. I appreciate the space and privacy and would like to keep it this way. | 10/9/2021 12:23 PM |
| 83 | Everything is extremely expensive, forcing us to look outside of Oregon City for purchasing our next home. | 10/9/2021 9:41 AM |
| 84 | No problem | 10/9/2021 6:57 AM |
| 85 | I bought a cheap fixer upper 20 years ago. Very easy to find. | 10/9/2021 6:33 AM |
| 86 | When searching for our home in 2013, it was hard to find plain, no frills houses for our family of 4. We wanted to pay for square footage, not granite and hardwood. | 10/8/2021 11:40 PM |
| 87 | Limited houses were available when I bought mine in 2017 | 10/8/2021 10:38 PM |
| 88 | Finding an adequate home in Oregon City was very easy for me when I purchased early summer 2020. | 10/8/2021 9:50 PM |
| 89 | We looked for about 3 months before finding exactly what we wanted, in the school area that we wanted. | 10/8/2021 9:21 PM |
| 90 | We built 21 years ago | 10/8/2021 8:41 PM |
| 91 | The house was in the paper for sale. Visited the home and bought | 10/7/2021 11:19 AM |
| 92 | I want a real community place to live, a place where neighbors can have shared gardens, shared tools, a community space to even share meals and so on; all with adequate private space for main living. Whether it's officially cooperative cohousing or not, I want this sort of integrated life with walkable grocery store and other amenities, a sense of place, and character (not every house being identical). It is way too hard to find this sort of thing in the U.S., even in Oregon. The segregation of residential and commercial is too extreme. We have massively dense city centers that switch suddenly to suburban sprawl with nothing in between, no modestly-dense normal human-scale places. The few that exist are so desirable they are unaffordable. I'm very glad to have found a place in Oregon City where all the homes are different, there are some duplexes, apts, and single-family homes, and we can walk to Grocery Outlet. But there's still not enough real community space and resources, and there's too much loud motor-vehicle traffic. | 10/7/2021 9:08 AM |
| 93 | I have lived in multiple homes in Oregon City. Our first home was an apartment on Meyers Rd. Since then, I have lived in a manufactured home, remodeled a 1900 house, built a new home, and completed a minor partition while living in the existing home. | 10/7/2021 6:36 AM |
| 94 | An apartment that is affordable for someone receiving social security and disability. That has close access (1/2 mi or less) to a frequent travel bus line. Also close access to grocery shopping, parks, and other necessities. Feeling safe to ride a bike, walk, and cross the street | 10/7/2021 1:26 AM |

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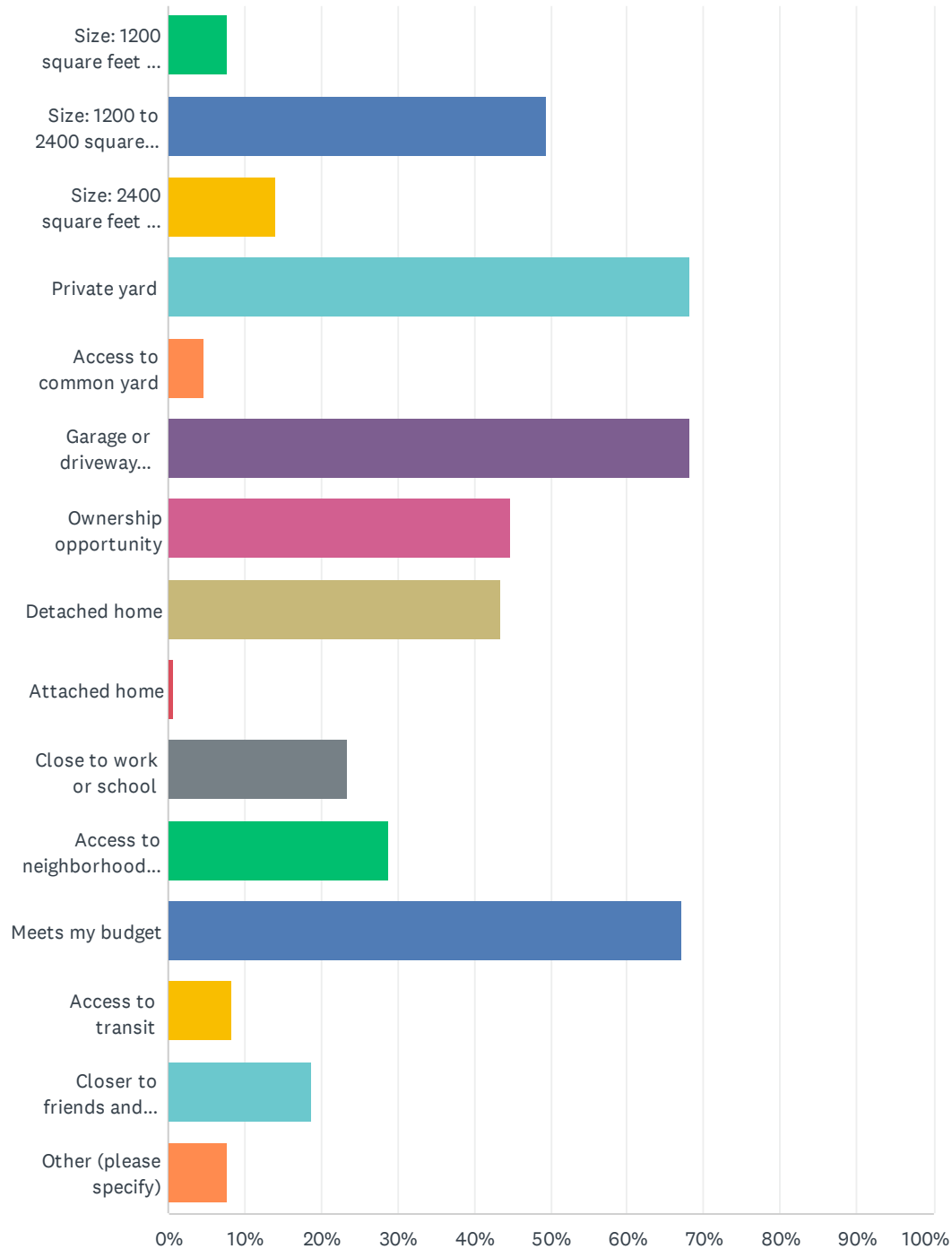
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at traffic controlled intersections. A person should not be subjected to almost being hit by two different vehicles in the same intersection. One was turning right and the other was turning left, both on a green light while the signal to cross was lighted up at the intersection of Holmes and Molalla.

| | | |
|-----|--|--------------------|
| 95 | More difficult finding larger lots to live on and have some space | 10/6/2021 1:09 PM |
| 96 | We moved here 10 years ago and were able to find housing that met our needs and budget very easily. Even though the value of our home has doubled, we are not interested in selling as would not be able to find something comparable now. | 10/6/2021 10:11 AM |
| 97 | It is difficult to find something in the city at an appropriate price. | 10/6/2021 9:38 AM |
| 98 | In 2018, I found my house right away. I'm aware this is not normal. I had an enormous amount of luck. | 10/6/2021 4:44 AM |
| 99 | When we bought our home in O. City 15 years ago, we were actually downsizing from a 2900 sq.ft.house on 1/2 acre. We ended up buying a 1600 sq.ft. house on a small lot in the Canemah neighborhood. Many of the houses in Canemah are smaller, on smaller lots. There's even a lot that is 1200 sq.ft... the lot, not the house, which is even smaller. | 10/5/2021 9:53 PM |
| 100 | No Problem | 10/5/2021 8:05 PM |
| 101 | We have lived in three single-family homes since moving here in 1970. | 10/5/2021 12:05 PM |
| 102 | Very difficult to find affordable housing, 1 bedroom units in particular are almost impossible to get. | 10/1/2021 11:57 AM |

Q7 What characteristics are important to you in a home? Select your top three characteristics.

Answered: 170 Skipped: 4



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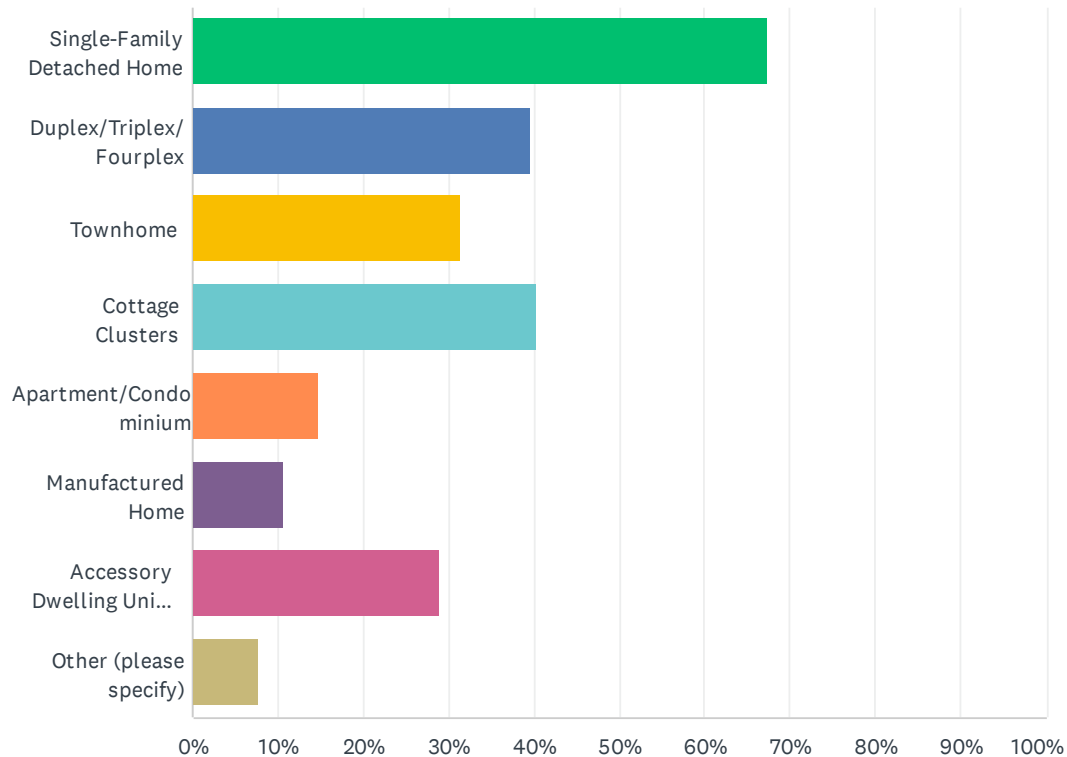
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| ANSWER CHOICES | RESPONSES | |
|--|-----------|-----|
| Size: 1200 square feet or less | 7.65% | 13 |
| Size: 1200 to 2400 square feet | 49.41% | 84 |
| Size: 2400 square feet or more | 14.12% | 24 |
| Private yard | 68.24% | 116 |
| Access to common yard | 4.71% | 8 |
| Garage or driveway parking | 68.24% | 116 |
| Ownership opportunity | 44.71% | 76 |
| Detached home | 43.53% | 74 |
| Attached home | 0.59% | 1 |
| Close to work or school | 23.53% | 40 |
| Access to neighborhood amenities (shopping, parks) | 28.82% | 49 |
| Meets my budget | 67.06% | 114 |
| Access to transit | 8.24% | 14 |
| Closer to friends and family | 18.82% | 32 |
| Other (please specify) | 7.65% | 13 |
| Total Respondents: 170 | | |

| # | OTHER (PLEASE SPECIFY) | DATE |
|----|---|---------------------|
| 1 | Ample off street parking, protecting the city's history instead of disregarding the property rights of residents and ignoring city code when it's convenient for big money builders. | 11/11/2021 10:04 AM |
| 2 | In or near Oregon City. Beaver creek or Redland or Canby options | 11/10/2021 10:37 AM |
| 3 | Large lot size that will accommodate shop and RV | 11/10/2021 9:07 AM |
| 4 | Sidewalks, safe, away from busy or loud roads | 11/9/2021 10:32 PM |
| 5 | Privacy. Quiet. Safety. Low crime. | 10/20/2021 9:25 AM |
| 6 | Affordable | 10/17/2021 10:44 PM |
| 7 | Away from transit lines | 10/17/2021 9:04 AM |
| 8 | Big lot and big house. | 10/16/2021 11:14 PM |
| 9 | in a historic district | 10/11/2021 10:01 PM |
| 10 | Not having people or homes stacked on top of each other like cheaply built lego homes serving as human storage facilities and increasing the wealth of the already too rich asshats that own most of everything anyway. | 10/10/2021 5:29 PM |
| 11 | A quiet neighborhood with good neighbors who keep there home reasonably well kept up. | 10/6/2021 3:13 PM |
| 12 | Sense of safety | 10/6/2021 4:44 AM |
| 13 | Safety and stable neighborhood | 10/5/2021 8:05 PM |

Q8 Thinking about the housing needs of you and your family and friends, what housing types would you like to see more of in Oregon City? Check all that apply.

Answered: 169 Skipped: 5



| ANSWER CHOICES | RESPONSES |
|-------------------------------|------------|
| Single-Family Detached Home | 67.46% 114 |
| Duplex/Triplex/Fourplex | 39.64% 67 |
| Townhome | 31.36% 53 |
| Cottage Clusters | 40.24% 68 |
| Apartment/Condominium | 14.79% 25 |
| Manufactured Home | 10.65% 18 |
| Accessory Dwelling Unit (ADU) | 28.99% 49 |
| Other (please specify) | 7.69% 13 |
| Total Respondents: 169 | |

| # | OTHER (PLEASE SPECIFY) | DATE |
|---|-------------------------------|--------------------|
| 1 | Shelters for the homeless | 11/13/2021 8:46 AM |
| 2 | senior housing - not assisted | 11/12/2021 1:06 AM |

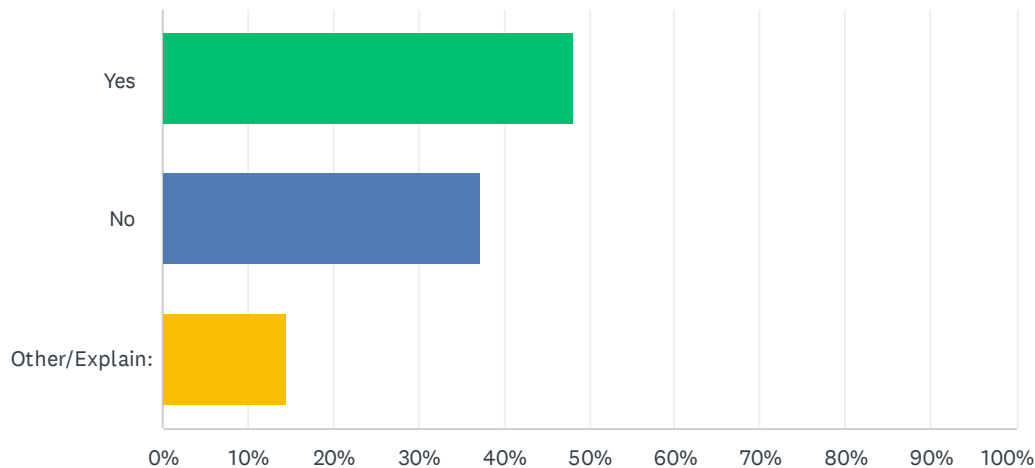
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| | | |
|----|---|--------------------|
| 3 | I'm a real estate broker who works mostly in this area. The types of homes in short supply are: single level homes and single family homes that are affordable. | 11/9/2021 5:43 PM |
| 4 | Affordable Single Level Ranch Homes for Seniors | 11/9/2021 4:23 PM |
| 5 | Tiny houses | 10/25/2021 6:34 AM |
| 6 | It's overcrowded now. We are seeing more and more house less allowed to camp. Our water pressure is terrible now. Our internet slowed. Traffic is getting crazy. We moved out of Portland to OC 15 years ago to escape the gun violence, and ugliness of renters rows and crime. Now it seems OC is becoming more like Portland. If it continues we'll likely move further out. | 10/20/2021 9:25 AM |
| 7 | Mother-in-law suiteis | 10/17/2021 1:22 PM |
| 8 | Affordable | 10/16/2021 9:40 PM |
| 9 | Short term rental homes (aka - Air BnB) | 10/11/2021 5:03 PM |
| 10 | Developments/neighborhoods that include a wide mix of housing types | 10/11/2021 4:32 PM |
| 11 | cooperative cohousing developments, both cottage style and others like apt/condo style | 10/7/2021 9:08 AM |
| 12 | For new developments, middle housing may be viable if traffic patterns are taken into account. Current roads and access is already very crowded at many points in the day. | 10/6/2021 3:13 PM |
| 13 | I'm more interested in quality over quantity. I'd prefer new development to fit with the character of the city rather than the cookie-cutter approach. | 10/6/2021 4:44 AM |

Q9 In general, should the City allow more flexibility to increase development feasibility and the number and type of dwelling units that can be built in residential neighborhoods?

Answered: 158 Skipped: 16



| ANSWER CHOICES | RESPONSES | |
|----------------|-----------|------------|
| Yes | 48.10% | 76 |
| No | 37.34% | 59 |
| Other/Explain: | 14.56% | 23 |
| TOTAL | | 158 |

| # | OTHER/EXPLAIN: | DATE |
|----|--|---------------------|
| 1 | We don't like them and moved to Oregon City to get away from them | 11/13/2021 9:05 AM |
| 2 | Yes as long as residents are involved and houses match well with the neighborhoods. That wetlands and trees are preserved. | 11/12/2021 7:24 AM |
| 3 | I think that builders should be required to include small parks for each of the new sub divisions. Especially if it's an apartment building. | 11/11/2021 2:25 PM |
| 4 | In detached houses neighborhood keep all the same. No mixing in of other kinds. | 11/10/2021 10:40 AM |
| 5 | Should not be mixed into single dwelling neighborhoods, but having planned communities with a mix of these dwelling units types is ok. | 11/9/2021 10:54 PM |
| 6 | YES, but I think spread throughout. I think huge groups of multi dwellings congregated together such as The Landing is disgusting and an eye sore. The parking is horrendous. Parking needs to be considered for each unit. And off street parking should be encouraged. | 11/9/2021 1:46 PM |
| 7 | Off street parking and minimum lot size for type of build should be of paramount importance. | 11/6/2021 12:27 PM |
| 8 | I want landuse restrictions redone to stop the five acre rule on close in parcels. | 10/18/2021 11:06 AM |
| 9 | Only in a few areas. Not well established neighborhoods | 10/18/2021 8:55 AM |
| 10 | Yes if rent is regulated. Increasing density will not keep rents low. The market regulates them. | 10/17/2021 12:03 PM |

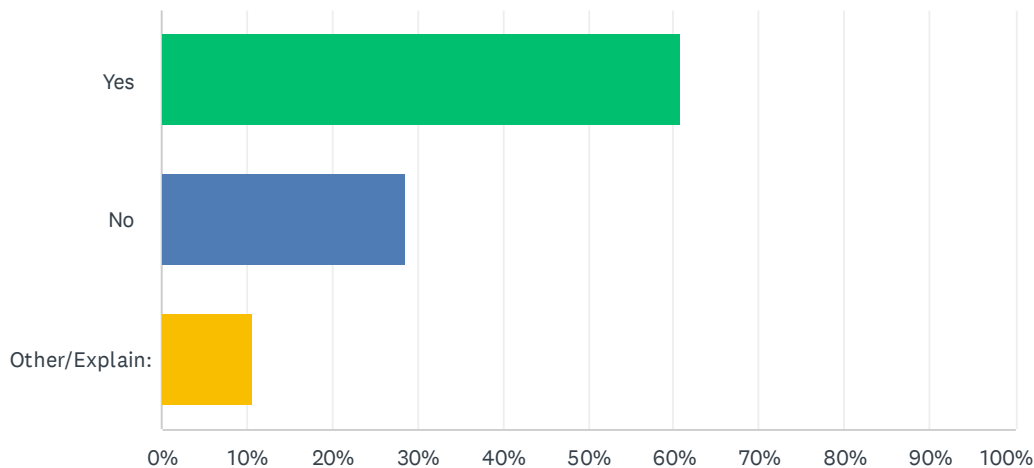
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|----|---|---------------------|
| 11 | We need better infrastructure and school space before adding more homes. | 10/17/2021 11:11 AM |
| 12 | ADU's with bigger sq ft determined by property sq ft, not existing home sq ft. There are a lot of large lots with small homes. They should be allowed to have detached homes/ADU's of 1000sqft. Mother-in-law homes shouldn't have to be held to 60% of existing home. | 10/17/2021 7:44 AM |
| 13 | If road conditions will not be negatively affected and schools could keep up with the population increase | 10/17/2021 6:41 AM |
| 14 | It depends - barns or sheds, the city should not be involved. ADU's of course. | 10/16/2021 8:36 PM |
| 15 | Environment and safety should be a priority, but flexibility but creating opportunities for middle housing is very important | 10/16/2021 12:06 PM |
| 16 | This is difficult because it will be helpful to have more housing available within the city limits, however, it is also important to maintain the character and not over crowd areas already established and without plans to offer increased infrastructural support in the community. Question: if flexibility is offered will the surrounding infrastructure be able to support the increase in residents, young families, children, elderly... needs are dependent on what population the housing is aimed at attracting/serving. Will schools, parks, stores, roads, hospitals be supported/improved? | 10/14/2021 11:50 AM |
| 17 | it depends on where it is- some area in OC are better suited for increased density than others | 10/11/2021 10:09 PM |
| 18 | No. Not in already well-established areas. | 10/10/2021 5:37 PM |
| 19 | Not in established residential neighborhoods | 10/9/2021 7:00 AM |
| 20 | The McLaughlin Historic neighborhood and the Canemah National Registered Historic District are important to Oregon City because of their history, as well as for Oregon City's tourism purposes. People come to see Oregon City to see The McLaughlin neighborhood, as well as the only historic riverboating/fishing community left fairly intact in the entire state of Oregon, which is what Canemah is. There needs to be flexibility when addressing middle housing in these neighborhoods. It would be more appropriate in the McLaughlin neighborhood, which is much larger, and already has a much larger and wider array of housing types and businesses within it. It would be far less appropriate in the Canemah Historic District because it would damage its standing as a National Registered Historic District, and because it is a much smaller area, with few lots left to develop. Teardowns of historic houses are not allowed by existing city code, which means that it would not be possible to tear down most of the houses on single family lots in Canemah to put duplexes or other middle housing on them. In addition, now that the redevelopment of the Blue Heron Paper Mill has begun, I believe it is important to maintain the integrity of the the historic riverboat/fishing community of Canemah as it pertains to the Willamette Falls area and the uses both stettlers and native peoples made of the Willamette River and the falls. | 10/5/2021 10:42 PM |
| 21 | Keep neighborhoods together and not negatively impacting values. | 10/5/2021 8:14 PM |
| 22 | This question is confusing. I don't understand it. | 10/5/2021 7:53 PM |
| 23 | In increasing density there will be an increase in vehicular traffic, based on past history, unless some thing it done to mitigate it at the start. | 10/5/2021 12:19 PM |

Q10 HB 2001 permits attached duplexes, triplexes, and fourplexes on every lot that permits single-family dwellings in all residential neighborhoods, subject to the same standards as single-family dwellings. Should the City also permit these dwellings to be detached? (For example, a triplex could be three separate buildings rather than one building.)

Answered: 158 Skipped: 16



| ANSWER CHOICES | RESPONSES | |
|----------------|-----------|-----|
| Yes | 60.76% | 96 |
| No | 28.48% | 45 |
| Other/Explain: | 10.76% | 17 |
| TOTAL | | 158 |

| # | OTHER/EXPLAIN: | DATE |
|----|--|--------------------|
| 1 | As long as there is enough parking on the property and not on the street. | 11/12/2021 7:24 AM |
| 2 | Only so long as there is space for each separate building to have its own driveway. We have way too many cars parked on residential streets because they lack driveways. | 11/11/2021 2:32 PM |
| 3 | Only if they have their own lot and off street parking | 11/10/2021 9:16 AM |
| 4 | no preference | 11/10/2021 8:11 AM |
| 5 | Not in all single-family neighborhoods, but have planned communities separate. Or, allow input from surrounding existing neighbors. | 11/9/2021 10:54 PM |
| 6 | Because there's no privacy. Build detached homes | 11/9/2021 7:14 PM |
| 7 | As long as adequate parking is provided, whether the buildings touch each other or not is irrelevant. | 11/9/2021 12:21 PM |
| 8 | Yes, but again, minimum lot size should be considered | 11/6/2021 12:27 PM |
| 9 | No preference. I personally would not want to share a wall or yard with anyone. | 10/20/2021 9:31 AM |
| 10 | That would result in mini houses without sufficient yard space. | 10/17/2021 1:22 PM |

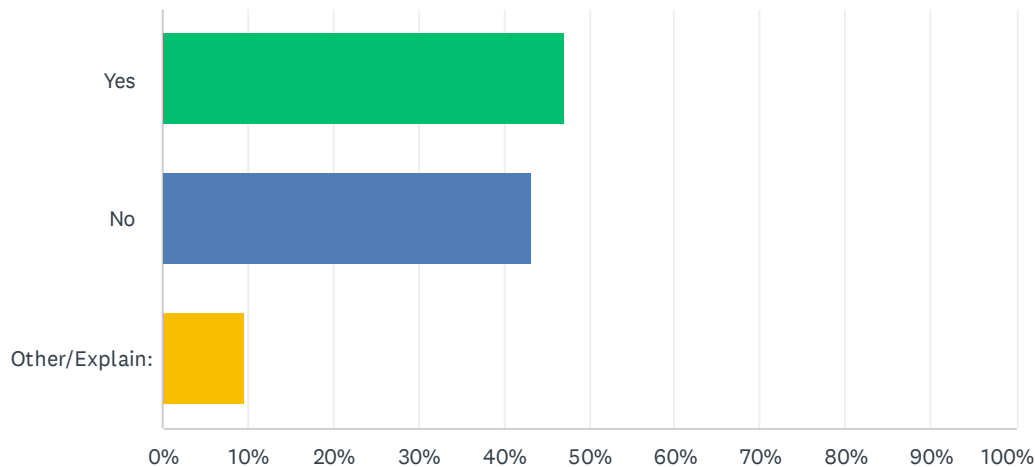
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| 11 | City of Portland is allowing developers to tear down a single family residence to build and fully develop (100%) the lot with a multi-story multi-family housing development. No development for parking. This destroys the neighborhood feel and make parking very difficult in front of your home. Oregon City should never try to be like Portland. | 10/16/2021 8:36 PM |
| 12 | I don't really understand what this question is asking. How is this different than the cottage cluster? | 10/16/2021 4:26 PM |
| 13 | If it's not attached it isn't a triplex in lenders eyes | 10/16/2021 1:08 PM |
| 14 | Single family detached housing only in the historic areas. | 10/10/2021 5:37 PM |
| 15 | detached would be better, as long as lot coverage percentage can be upheld. | 10/6/2021 3:05 PM |
| 16 | Increase minimum parking requirements | 10/5/2021 7:53 PM |
| 17 | There could be construction cost savings (Sound walls,fire walls not required) | 10/5/2021 12:19 PM |

Q11 HB 2001 requires that duplexes be permitted on all lots, including those in areas subject to natural hazards, such as flooding, hillsides, and landslides, where single-family detached dwellings are permitted. Should the City consider permitting some other middle housing development (duplex/triplex/quadplex, townhouses, cottage clusters) if the development meets flood and geological hazard review process requirements?

Answered: 155 Skipped: 19



| ANSWER CHOICES | RESPONSES | |
|----------------|-----------|-----|
| Yes | 47.10% | 73 |
| No | 43.23% | 67 |
| Other/Explain: | 9.68% | 15 |
| TOTAL | | 155 |

| # | OTHER/EXPLAIN: | DATE |
|---|--|---------------------|
| 1 | Our city does not consider environmental issues including geo hazard or wetlands, this city needs to. I say no if you don't consider wetlands, trees, or honor environmental code. | 11/12/2021 7:24 AM |
| 2 | Not in historical areas or where parking would be limited | 11/12/2021 1:11 AM |
| 3 | Only so long as there is space for each separate building to have its own driveway. We have way too many cars parked on residential streets because they lack driveways. | 11/11/2021 2:32 PM |
| 4 | Only cottage clusters | 11/11/2021 10:06 AM |
| 5 | It should be reviewed and neighbors should have input as it could affect their home value. | 11/9/2021 10:54 PM |
| 6 | No, housing should not be built in flood zones, what a stupid question. | 11/9/2021 7:14 PM |
| 7 | Why is anyone allowed to build on a flood plane or known landslide risk area? | 11/9/2021 12:21 PM |
| 8 | No buildings should be permitted in those areas. | 10/17/2021 1:33 PM |
| 9 | New housing types should be allowed in all cases; all conditions, same as SFR | 10/11/2021 5:05 PM |

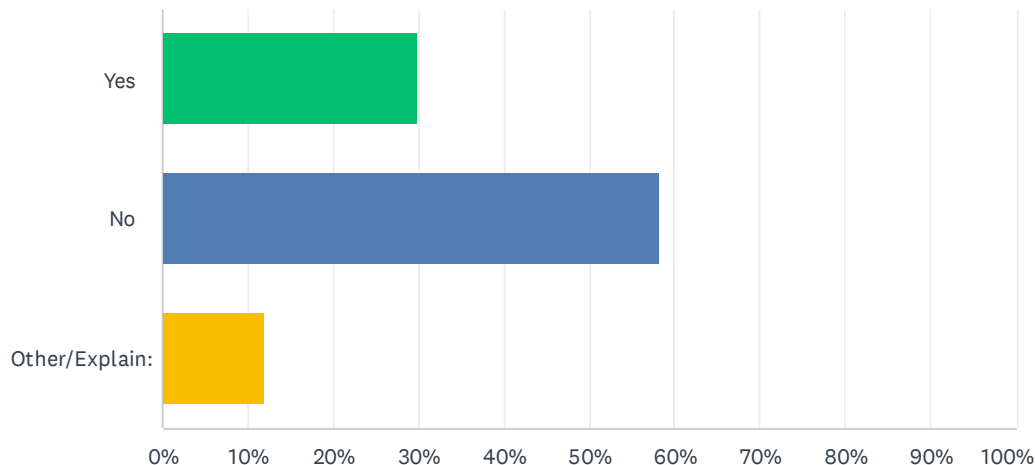
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|----|--|--------------------|
| 10 | Why? So you can stack more people in one place and displace them all when, not if, the next natural disaster comes? | 10/10/2021 5:37 PM |
| 11 | No. I think it exposes the city to higher liability in the event of a natural hazard. | 10/6/2021 3:27 PM |
| 12 | I can only speak for the neighborhood I live in, which has multiple overlays, including historic, flood, earthquake and geohazard. It has been the experience of those of us who live at the bottom of Canemah bluff that we are affected by changing water flows every time a new structure is built uphill from us. My house has been personally affected the last few years by by waterflow changes (which has caused flooding in both my front and back yard) caused by recent building directly above me on the bluff. The more buildings, the more problems occur. It's simple gravity, if you displace water with an impermeable object like a house, it will simply find another way to flow down hill. It seems illogical as well as foolhardy to build anywhere in Oregon City where there are natural hazards such as flooding, and landslides. Putting multi family housing in those areas seems to me that you are only raising the risk of harming more people, rather than fewer. | 10/5/2021 10:42 PM |
| 13 | geologic hazards are more important | 10/5/2021 8:14 PM |
| 14 | Increase minimum parking requirements | 10/5/2021 7:53 PM |
| 15 | Why allow increasing the physical building & greater(?) number of occupant danger & risk? | 10/5/2021 12:19 PM |

Q12 Residential neighborhoods are served by a combination of off-street private parking in driveways and garages, and on-street public parking along the curb. HB 2001 says cities can require no more than one off-street parking space per dwelling for middle housing types (duplex/triplex/quadplex, townhomes, cottage clusters). Should the City consider requiring fewer off-street parking spaces in some circumstances?

Answered: 158 Skipped: 16



| ANSWER CHOICES | RESPONSES | |
|----------------|-----------|------------|
| Yes | 29.75% | 47 |
| No | 58.23% | 92 |
| Other/Explain: | 12.03% | 19 |
| TOTAL | | 158 |

| # | OTHER/EXPLAIN: | DATE |
|---|---|---------------------|
| 1 | No. Require as much parking as possible. | 11/11/2021 6:23 PM |
| 2 | Only if you invest in better transit options | 11/11/2021 5:28 PM |
| 3 | We don't have enough parking in my neighborhood. And my house is worth over \$500k. | 11/11/2021 2:25 PM |
| 4 | People will have cars and need a place to park. That is the downside of such multi-unit dwellings. Adequate parking needs to be planned so the streets are not lined with cars. | 11/9/2021 10:54 PM |
| 5 | I think off street parking should be strongly encouraged, especially the more units you have clustered together. Units should have parking for 2 vehicles. Most families have at least 2 cars. This is the suburbs. People drive. | 11/9/2021 1:46 PM |
| 6 | One of the biggest challenges in big cities is NO WHERE TO PARK. Brawls and shootings occur over parking spaces ... why even consider! If there's no room to provide parking and there's no room to provide dwelling. | 10/20/2021 9:31 AM |
| 7 | Clogs up the streets and roads. | 10/17/2021 10:47 PM |

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|----|--|---------------------|
| 8 | More parking is always better and helps keep the peace in a neighborhood | 10/16/2021 4:26 PM |
| 9 | Yes, if there is ample parking in the neighborhood already. For ample in an area where most houses have 2/3 car garage, adu shouldnt need parking. | 10/16/2021 12:06 PM |
| 10 | Parking is a major problem in many areas of the city. | 10/11/2021 10:09 PM |
| 11 | The question isn't clear. 1 space per unit. Triplex = 3 parking spaces | 10/11/2021 6:03 PM |
| 12 | I do not a bunch of cars parked in front of my house. | 10/10/2021 5:37 PM |
| 13 | Parking is a huge problem in areas where there are duplexes/tri/etc or townhomes. If you look at the townhomes off of Glenn Oak Rd. it's a mess 24/7. It's safe so assume that most households will have two cars on average. There should be off street parking for each household (garage with parking in a driveway perhaps) to take away the burden of street parking in a neighborhood. It causes extreme congestion when all parties have to park at least one car on the street, and it only gets worse if you have guests over. | 10/9/2021 9:47 AM |
| 14 | consider more parking, not less! | 10/8/2021 9:23 PM |
| 15 | The city needs to remove parking minimums. | 10/7/2021 1:26 AM |
| 16 | No. We can see the affect of limited off street parking in many crowded neighborhoods around the Metro area. It isn't as safe for children, cyclists, or drivers to negotiate at times. | 10/6/2021 3:27 PM |
| 17 | That seems illogical. If you are building multi family housing, there need to be commensurate parking places for those structures. Here in Canemah, where the streets are very narrow and winding, and where some houses have no front yards but directly abut the road, parking is already difficult. Many houses do not have driveways. The fire station and emergency services for Canemah are at the top of South End road, and it is always questionable whether large equipment is going to be able to navigate the roads to get to people living in certain areas of the neighborhood. Building middle housing in such areas would create a nightmare for the people living in multi housing units, as well as the neighbors around them, and the emergency services that would have difficulty navigating the narrow winding roads in Canemah. | 10/5/2021 10:42 PM |
| 18 | Yes, when close to transit | 10/5/2021 8:14 PM |
| 19 | DO NOT clog of the streets. The street may be on hillsides and not be your standard street width, also think about emergency services access. | 10/5/2021 12:19 PM |

Q13 Do you have any other comments on middle housing policy as the City begins this work? Let us know what's on your mind.

Answered: 69 Skipped: 105

| # | RESPONSES | DATE |
|----|--|---------------------|
| 1 | I want to build a workshop with an adu attached my lot is 3/4 of an acre yet the city says I'm limited in size of my building to 1200 sq feet so how do I get a variance to this to build a 1600 sq ft building as my property is already zoned for 3 additional detached houses yet I can't build the size of building I want. Neighbors are ok with anything I build | 11/13/2021 10:06 AM |
| 2 | We do not like HB2001. It is not what the local people want. We did not choose this, it has been imposed upon on. We do not want or need more multi family housing in our city. | 11/13/2021 9:05 AM |
| 3 | I'm disappointed in our city development to not require more parking spaces, traffic, environmental code, wetlands, trees, sewage capacity. Using outdated info is wrong. I feel the survey is misleading the public. | 11/12/2021 7:24 AM |
| 4 | We need to consider if we want to become the next Gresham and all the crime and problems they have. I moved 10 years ago from Gresham to get away from mass apartments being built and the traffic safety problems that come with the amount of people moving in. Oregon City is not considering the infrastructure on streets and the traffic implications | 11/11/2021 11:53 PM |
| 5 | Less regulations in general. If you make it easier to develop property more people will do it and that will make housing cheaper because the supply will come closer to meeting the demand. The city should pay for road and service improvements for developers also. | 11/11/2021 6:55 PM |
| 6 | Do not put this type of housing in. Enough duplex's ,townhomes, etc r in Oregon cit | 11/11/2021 5:04 PM |
| 7 | Kids need more out door time that is closer to home. | 11/11/2021 2:25 PM |
| 8 | How would the dwellings be taxed? Single or multiple units | 11/11/2021 8:25 AM |
| 9 | We make sure our infrastructure can support this growth. I know our schools cannot. | 11/10/2021 8:32 PM |
| 10 | While the intentions are good, I don't know that we need more congestion. Hopefully you limit all building permits and keep an eye on congestion. | 11/10/2021 7:30 PM |
| 11 | Let get this going so I can move back to OC. | 11/10/2021 11:46 AM |
| 12 | I hate cars parked on the street. I have one area my guess can park and don't want it taken. | 11/10/2021 11:23 AM |
| 13 | Don't mix types of housing in a neighborhood | 11/10/2021 10:40 AM |
| 14 | It is important to think creatively as we try to build more affordable housing. It is not a popular thing to do, as many homeowners would prefer single family homes surround their property. However not everybody lives that way, and so not everybody needs the same kind of housing. Different people have different needs and Oregon City should strive to meet those different needs. It takes education for our neighbors to understand that housing is a basic human right and is at the very foundation of a community's success. If we do not provide multiple housing choices for people we will not have a diverse population and we will continue to have people experiencing homelessness. | 11/10/2021 10:18 AM |
| 15 | I just want a little cottage with a tiny private yard (grass isn't necessary) to call my own. I'm tired of landlords controlling my life! | 11/10/2021 9:32 AM |
| 16 | I live in Clackamas county but not in OC city limits. I have seen the development off Glen Oak and the massive amount of people parked on the street. We were told that wouldn't happen but it did. Houses are already so close and parking is so limited you cannot even have family over for dinner because there is no parking for an extra vehicle for blocks. The roads cannot handle the current housing, adding more without first addressing the roads is inexcusable. Housing should not be allowed without added off street parking. | 11/10/2021 9:16 AM |
| 17 | Keep it classy don't slum up the city | 11/10/2021 9:10 AM |

Oregon City Housing Choices Code Update Survey

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| | | |
|----|---|---------------------|
| 18 | How can u be building more housing when the roads and water and electrical Ned updating. OC can't handle more people and mass housing | 11/10/2021 2:56 AM |
| 19 | Please build more detached houses. No more Apartments. | 11/9/2021 7:14 PM |
| 20 | I'm wondering how this is going to affect single family detached housing units. Our city seems overcrowded already as well as our small schools. In my experience, families that live in smaller or combined dwellings also do not take care of their properties, resulting in a run-down looking city. | 11/9/2021 7:13 PM |
| 21 | We need more density, transit options, and bike lanes for a healthy future. | 11/9/2021 6:20 PM |
| 22 | Looking forward to seeing neighborhoods with a variety of home sizes and residents with variety of income levels and ages, more similar to what I grew up in in the 1950s. | 11/9/2021 4:02 PM |
| 23 | I think allowing the historic homes to be turned into duplexes or more is a travesty. | 11/9/2021 2:32 PM |
| 24 | We chose to buy a home in Oregon city because it had a lower population of people since there's less apartments/townhomes etc. in the city we liked that many home have large property and single family homes. Just what we were looking for. | 11/9/2021 1:59 PM |
| 25 | If you aren't going to provide realistic adequate parking then make sure those homes are near good public transit. | 11/9/2021 12:21 PM |
| 26 | Multi-unit housing tends to be of landlord/tenant type. Most renters do not have the same stake as home/property owners in keeping their homes in good repair. I feel that even if these multi-unit homes are allowed, they should be limited in scope. An example would be a duplex or 4-plex townhouse allowed for every 20 or 30 single-family homes built in an area (say, for example, 5 duplexes allowed in a 10 square block area - and would include pre-existing multi-units), | 11/6/2021 12:27 PM |
| 27 | Do not allow demolition of perfectly good and affordable single family housing to build middle housing. | 11/5/2021 8:06 PM |
| 28 | Make your rules understandable to general public. Easy to look up. Answer email questions. | 11/5/2021 9:53 AM |
| 29 | Encourage a mix of owner occupied and rental options | 11/4/2021 1:00 PM |
| 30 | Stop trying to get people to ride transit or ride their bikes. Oregon City is too steep for bikes and transit is slow and inefficient. | 11/4/2021 12:22 PM |
| 31 | Why does the State get to determine what we do in Oregon City? Maybe we don't want homes crammed onto single lots. I don't want increased traffic and a larger number of people using the resources that we have paid for. | 11/1/2021 8:11 PM |
| 32 | I desperately wish I could be a homeowner in OC, so my kids can finally live in a home. There's no affordable housing in OC, unless you make a ton of money and can afford a \$400K or more. It would be great if there was more middle housing, so single mom's like me who are in the working poor category, can actually purchase a home. | 10/24/2021 9:56 PM |
| 33 | Detached is the ONLY way to go | 10/24/2021 8:55 PM |
| 34 | I would prefer not to have more multiple dwelling residences in Oregon City. | 10/24/2021 4:30 PM |
| 35 | Look long and hard at some of the developments in Portland. Look hard at what it's done to property tax values. Look long and hard over neighborhood disputes and police reports complaints from neighbors all of those things. If you can improve and increase the police force at the same time you increase the population you might have a snowballs chance at success. | 10/20/2021 9:31 AM |
| 36 | You can build all the middle housing you want but it will never happen. Housing costs by builders continue to rise due construction costs, but moreover, GREED by the builders. They can build smaller homes but charge whatever they want. | 10/17/2021 10:47 PM |
| 37 | I worry about traffic on the roads and congestion during low demand times aswell | 10/17/2021 6:32 PM |
| 38 | This law is a bad policy to be forced on citizens. | 10/17/2021 12:17 PM |
| 39 | The only thing that the bill will achieve is more density. If that is the goal then yeah cool mission accomplished but it'll do nothing to make housing more affordable. | 10/17/2021 12:03 PM |
| 40 | Our roads and schools are already overcrowded. I have no issues with middle houses, we just | 10/17/2021 11:31 AM |

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need the infrastructure first.

| | | |
|----|--|---------------------|
| 41 | These "middle housing" options need to be more affordable. A cottage cluster is going in in my neighborhood (Canemah) and I read each Cottage is going to be \$500k, this doesn't help. | 10/17/2021 7:56 AM |
| 42 | I think the city should allow the owner to determine how much sq ft detached houses on a lot of the property. If there is a 10K sq ft lot with only one 1000 sq ft home, the owner should be allowed to have another detached home of the same sq ft instead of 60% of existing home. | 10/17/2021 7:44 AM |
| 43 | Please don't turn OC into another Gresham. Way too many apartments and now a high crime rate in Gresham. Please save OC ! | 10/16/2021 11:18 PM |
| 44 | Oregon City should never strive to be like Portland. People move out of Portland and live in places like Oregon City because it's still close to Portland for their work but far enough away to be separated from it. If Oregon City tries to be like Portland and allow developers to destroy existing neighborhoods for increased property taxes (\$\$), then Oregon City has lost that small town and people like us, living here over 20 years, will be moving out of this city. | 10/16/2021 8:36 PM |
| 45 | Housing needs to accommodate vehicles, even if some people dislike them. Portland's experiment of denying accommodation of cars is not going well. The city needs to be realistic about density. The streets are not able to handle large increases in vehicles. | 10/16/2021 7:26 PM |
| 46 | Quit building more houses | 10/16/2021 4:46 PM |
| 47 | No | 10/16/2021 4:30 PM |
| 48 | I like the idea of middle housing as long as it blends with the neighborhood. Please no quadplexes in an already established single family housing neighborhood. If it's in a new development that is more acceptable. I would prefer no quadplexes because that seems like it's cramming too many people in one space. The cottage clusters seem like they would be a perfect choice for Oregon City. To still keep that small town feeling but also provide more housing for people. | 10/16/2021 4:26 PM |
| 49 | Protect the established neighborhoods for single family housing. Oregon city stop being greedy. It's the root of all evil | 10/16/2021 1:03 PM |
| 50 | Not at this time. | 10/16/2021 12:06 PM |
| 51 | Please consider the infrastructure which will support this influx of residents within the city limits. Oregon City must serve its residents needs and consider the impact on current and future residents. We need more local offerings for our young families, teenagers, and elderly community members. Our roads and traffic are already struggling with increased traffic and commuters. Hwys 212 and 99 need to be looked at closely before approving the new middle housing policy. | 10/14/2021 11:50 AM |
| 52 | instead of a blanket it applies everywhere - look at the area where the is infill land can be redeveloped | 10/11/2021 10:09 PM |
| 53 | ADU and cottages are great options for seniors, young adults, and multi generational families. Nice blend of privacy and connectedness. | 10/11/2021 6:03 PM |
| 54 | Affordable housing is important. But these smaller lots don't allow enough space for trees to be replaced. You cut down Douglas firs and large oak trees that can never be replaced on these 3k square foot lots. Also dislike the lack of parking. The cost of living is so high the future is that kids wont be leaving the nest. You can count on 2-4 cars per house. | 10/11/2021 5:50 PM |
| 55 | Make it easier for anyone to build housing. We have a severe shortage of homes. | 10/11/2021 5:05 PM |
| 56 | Work to maintain the most flexibility in the code for the development of a wider variety of housing options. Ensure standards govern the volume/design of buildings, not the type of dwellings (a 3,000 sq. ft. building should be able to be 1/2/3/or 4 units, attached or detached), the code should not discriminate by type, just determine total size. Ensure development in historic districts maintains compatibility, while still allowing a variety of housing types. Multiple housing types in one neighborhood is a historic development pattern, as are carriage houses. Infill in historic districts can and should be regulated to maintain a compatible scale and design without limiting/constraining housing types. | 10/11/2021 4:40 PM |
| 57 | I am a liberal-minded person but do not approve of the idea of trying to cram more people into places that are overpriced and overstuffed just to meet some arbitrary need for the city of Portland. I do not want my street clogged or people traipsing through property because some | 10/10/2021 5:37 PM |

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Item #3.

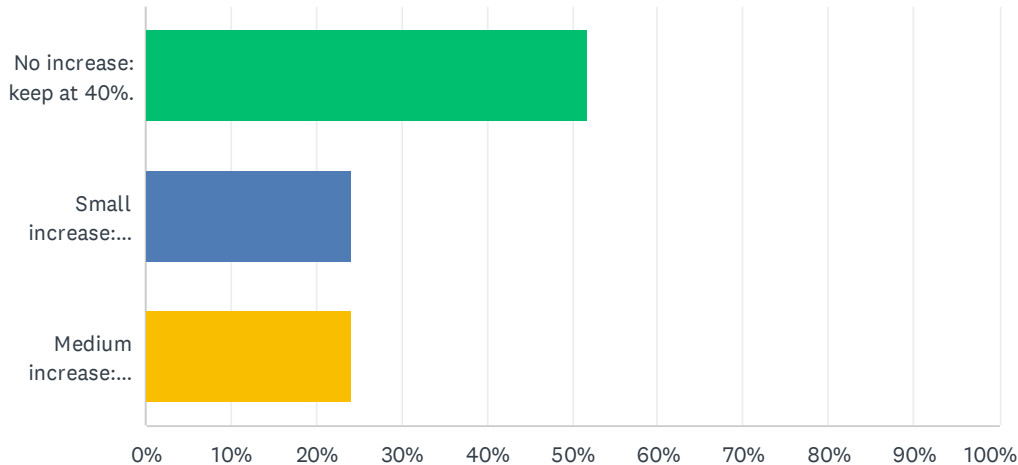
rich arsehole was able to over pay for a piece of land, build a six pack of ramshackle tissue box houses and charge three time my mortgage to some underpaid fool who will continue to always struggle to afford a real home. Knock it off!

| | | |
|----|--|--------------------|
| 58 | No less than three parking spots designated for each dwelling | 10/9/2021 8:15 AM |
| 59 | Make more on-street parking required, such as a shared lot. This contributes directly to livability with children. | 10/8/2021 11:44 PM |
| 60 | Middle housing, in my experince living in these type if dwellings, do not provide enough parking for a two adult household. This leads to increased street parking, often more than the road cam handle and creates a safety hazard for children playing outside amd pedestrians due to reduced visibility. | 10/8/2021 9:53 PM |
| 61 | https://www.youtube.com/watch?v=CCOdQsZa15o | 10/7/2021 9:09 AM |
| 62 | I built Townhomes in Portland for a while, back in 2003-2008. I sometimes go back and look at those developments now. More often than not, the condition of the development,(maintenance, appearance, parking, etc.) matches the surrounding neighborhood. Many people worry that as soon as you add attached units the conditions diminish. I have not found that to be the case. I've found that it has more to do with the existing neighborhood. Also, I believe that Townhomes are a better solution than Multiplexes. Townhomes give more ownership opportunities and a better market for resale. Townhomes can be a great way for people to get into the market. Multiplexes are a great way to provide affordable housing for more renters, but the people who will be renting those units won't benefit like a Townhome owner will. | 10/7/2021 6:48 AM |
| 63 | Does this allow a home in an established neighborhood to be razed and replaced by a duplex, triplex, fourplex etc.? This would be be a shame and would alter the sense of community in established neighborhoods, that would most likely be the first targeted due to home values of 'existing vs. new' and lot sizes. It is unclear to me if there is a distinction between new development projects versus remaking existing neighborhoods. | 10/6/2021 3:27 PM |
| 64 | I support Infilling current residential neighborhoods as the infrastructure is already in place. | 10/6/2021 10:13 AM |
| 65 | There can be no "one size fits all" in a city like Oregon City, which has neighborhoods of different sizes and ages, some going back over 150 years. There has to be flexibility written into the code to accommodate areas where it is simply not appropriate to build much middle housing without causing a lot of unintended consequences. | 10/5/2021 10:42 PM |
| 66 | We would be better off creating more high density permitted properties/locations and manufactured home parks, to achieve more middle housing developments. | 10/5/2021 8:14 PM |
| 67 | I do not support this bill. People have an expectation for their neighborhood when they purchase a home. Adding multi-family housing without adequate parking destroys the quality of the existing neighborhood. | 10/5/2021 7:53 PM |
| 68 | N. | 10/5/2021 12:19 PM |
| 69 | Parking is a necessary evil and needs to be accomodated with off street or on street where adequate right of way exists | 10/5/2021 10:16 AM |

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Q1 What lot coverage standard should the City allow for middle housing generally in low-density residential zones?

Answered: 83 Skipped: 2



| ANSWER CHOICES | RESPONSES | |
|--|-----------|-----------|
| No increase: keep at 40%. | 51.81% | 43 |
| Small increase: increase to 45%, same as permitted for ADUs. | 24.10% | 20 |
| Medium increase: increase to 50%. | 24.10% | 20 |
| TOTAL | | 83 |

| # | COMMENTS: | DATE |
|----|---|---------------------|
| 1 | People that invested in property did so with the reasonable expectation that the neighborhood they bought into would remain more or less the same. By allowing major changes in the make up of neighborhoods you're basically changing their investment value. Just an observation. | 1/11/2022 10:06 PM |
| 2 | I would like ADU sites to be at 50% | 12/31/2021 12:50 PM |
| 3 | ADU has an increase to allow for separate spaces. Duplex/Triplex/quadplex are all attached, just like a single family home. The need for noncovered property is even more important when having multiple families in one area. | 12/30/2021 12:17 PM |
| 4 | You need the larger lot size to accommodate an additional dwelling that will pencil out financially. | 12/30/2021 12:12 PM |
| 5 | Most people can't build a shed or an ADU with such a low lot coverage. | 12/29/2021 4:01 PM |
| 6 | We don't have any more room to do more than one as planned. | 12/29/2021 11:37 AM |
| 7 | I do not see floor area ratio (FAR) discussed in the explanation of lot coverage. Are you evaluating FAR when determining lot coverage? Since I want to increase building density by adding more floors, does an increase in lot coverage include adding more floors? | 12/25/2021 12:13 PM |
| 8 | Oregon City desperately needs housing. Do not limit to 50% site coverage. Be flexible. | 12/23/2021 12:19 PM |
| 9 | Rezone to medium or high density. Also this question is not appropriate for citizens with little to knowledge about how lot coverage works. | 12/23/2021 3:38 AM |
| 10 | Need to allow for green spaces around residences to provide cooling in hotter summers. | 12/22/2021 6:12 PM |

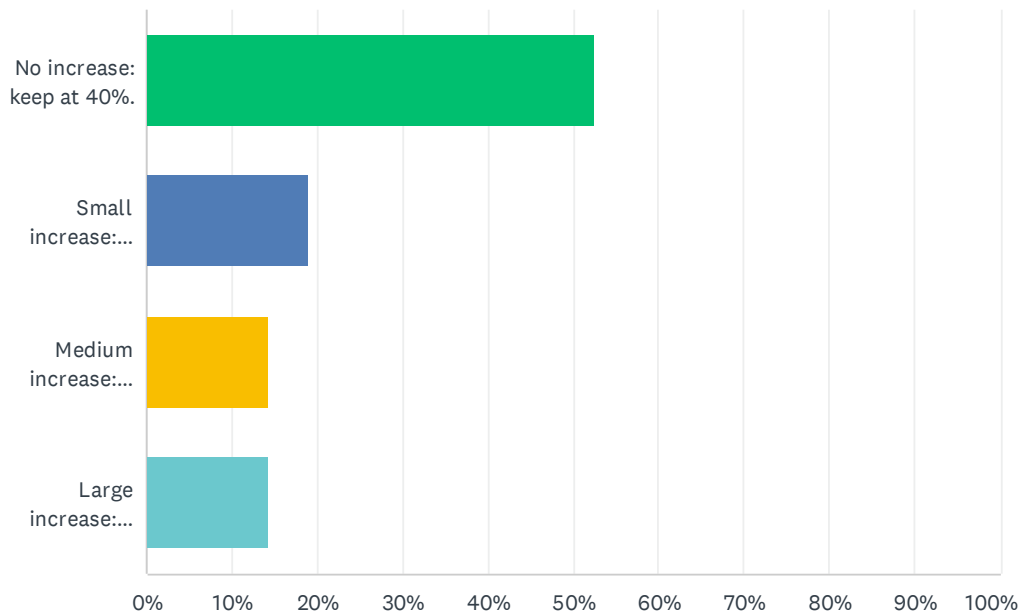
Oregon City Housing Choices Code Update: Survey #2

Item #3.

| | | |
|----|---|--------------------|
| 11 | I want missing-middle, but having green space and trees is extremely important. Having buildings super packed in, I'm hesitant, but it all depends on the designs | 12/22/2021 5:15 PM |
| 12 | When allowing greater than 40%, the developers fill it 100%, destroying the feel of the neighborhood and adding additional vehicles to parking on streets. | 12/22/2021 3:36 PM |

Q2 What lot coverage standards should the City allow for townhouses, in low density zones, given that they will be permitted on smaller lots of 1,500-2,500 SF?

Answered: 84 Skipped: 1



| ANSWER CHOICES | RESPONSES | |
|--|-----------|-----------|
| No increase: keep at 40%. | 52.38% | 44 |
| Small increase: increase to 45%, same as permitted for ADUs. | 19.05% | 16 |
| Medium increase: increase to 50%. | 14.29% | 12 |
| Large increase: increase to 70%. | 14.29% | 12 |
| TOTAL | | 84 |

| # | COMMENTS: | DATE |
|---|---|---------------------|
| 1 | The American dream is not a 20 square foot back yard. If the lot is too small then use two. | 1/11/2022 10:06 PM |
| 2 | If you are building another dwelling on the same size lot, it needs to be financially viable. You need the room to build an attractive project. | 12/30/2021 12:12 PM |
| 3 | 50% is tight if you're talking 1,500 to 2,500 SF lots. | 12/29/2021 9:16 PM |
| 4 | Isn't a townhouse usually built on an alley with a garage? A 40% lot coverage would mean that the front yard would need to be huge and far back from the street. | 12/29/2021 4:01 PM |
| 5 | We don't have any more room for more concerning infrastructure. | 12/29/2021 11:37 AM |
| 6 | I want the large increase to mean building up with more floors. Since I want to preserve trees and other natural areas, I hope a large increase does not mean cutting down trees and reducing natural areas. Can you clarify how the City would approach increasing the lot coverage? | 12/25/2021 12:13 PM |

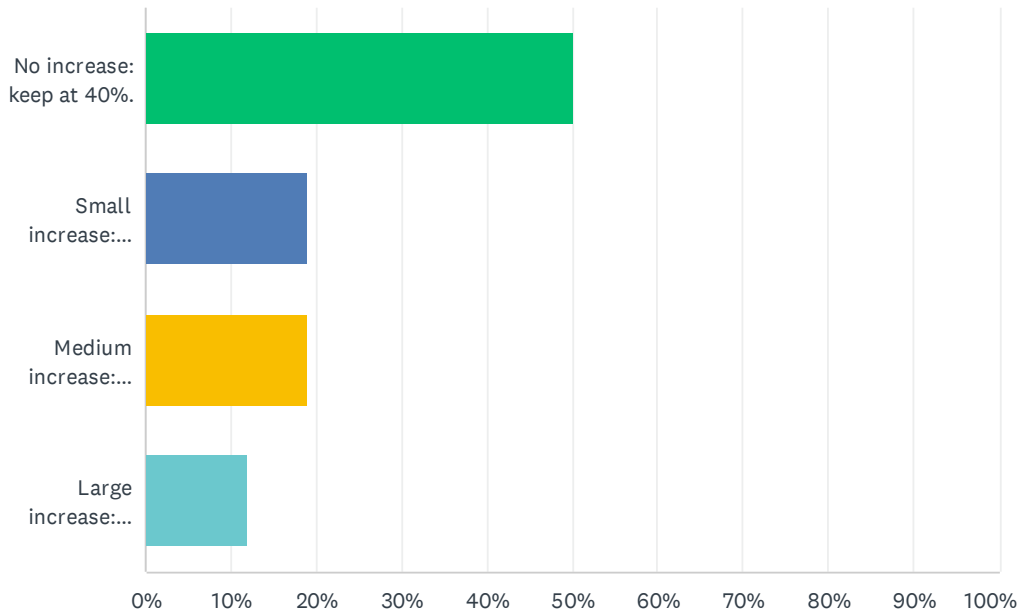
Oregon City Housing Choices Code Update: Survey #2

| | | |
|----|--|---------------------|
| 7 | See comment #1. | 12/23/2021 12:10 PM |
| 8 | Same answer as question 1. | 12/23/2021 3:38 AM |
| 9 | depending on where they are buit- thenew builidngs need to fit the neighborhood | 12/22/2021 9:21 PM |
| 10 | I'm actually skeptical of the specific lot-coverage concept. I want to see efforts to minimize pavement and maximize green space, but I'm wary of the effects of lot-coverage regulations. Really, you should not be asking the public this question! The public, like me, has little ability to know the effect of this regulation. Ask us more about what sort of actual developments we want. We don't know what regulations are the ones that get us what we want. | 12/22/2021 5:15 PM |

Item #3.

Q3 What lot coverage standards should the City allow for triplexes and quadplexes in the R-6 zone, which has the smallest lot sizes and thus where development is most likely to push up against lot coverage limits?

Answered: 84 Skipped: 1



| ANSWER CHOICES | RESPONSES | |
|--|-----------|-----------|
| No increase: keep at 40%. | 50.00% | 42 |
| Small increase: increase to 45%, same as permitted for ADUs. | 19.05% | 16 |
| Medium increase: increase to 50%. | 19.05% | 16 |
| Large increase: increase to 70%. | 11.90% | 10 |
| TOTAL | | 84 |

| # | COMMENTS: | DATE |
|---|---|---------------------|
| 1 | Maybe we shouldn't be building a duplex on a tiny lot. | 1/11/2022 10:06 PM |
| 2 | See above. | 12/30/2021 12:12 PM |
| 3 | Perhaps 60%? | 12/30/2021 11:06 AM |
| 4 | Triplexes and quadplexes seem like they have the same issues as townhomes. | 12/29/2021 4:01 PM |
| 5 | We don't have any more room concerning infrastructure. | 12/29/2021 11:37 AM |
| 6 | I want the large increase to mean building up with more floors. Since I want to preserve trees and other natural areas, I hope a large increase does not mean cutting down trees and reducing natural areas. Can you clarify how the City would approach increasing the lot coverage? | 12/25/2021 12:13 PM |
| 7 | See comment #1. | 12/23/2021 12:19 PM |

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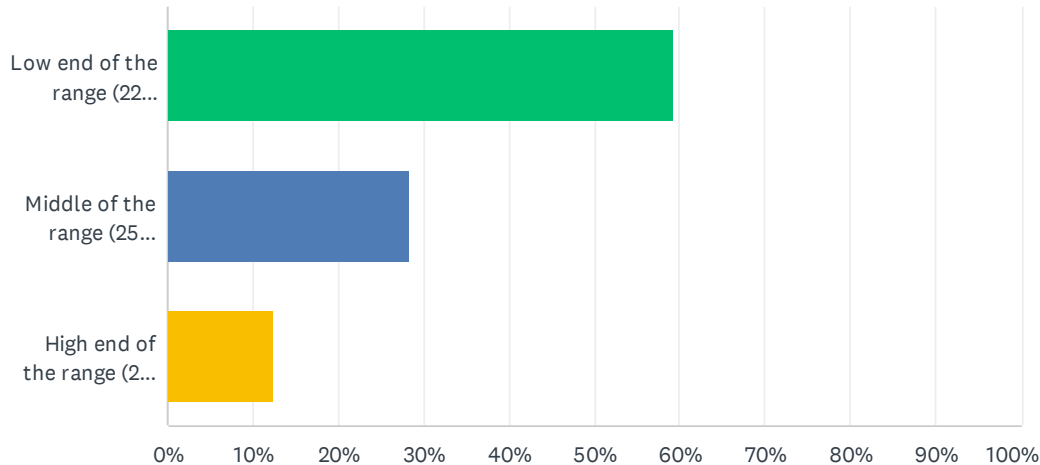
Same answer as question 1.

12/23/2021 3:38 PM

Item #3.

Q4 Should the City set the maximum density of townhouses at the low, middle or high end of the allowed range?

Answered: 81 Skipped: 4



| ANSWER CHOICES | RESPONSES | |
|--|-----------|----|
| Low end of the range (22 units/acre). | 59.26% | 48 |
| Middle of the range (25 units/acre). | 28.40% | 23 |
| High end of the range (29 units/acre). | 12.35% | 10 |
| TOTAL | | 81 |

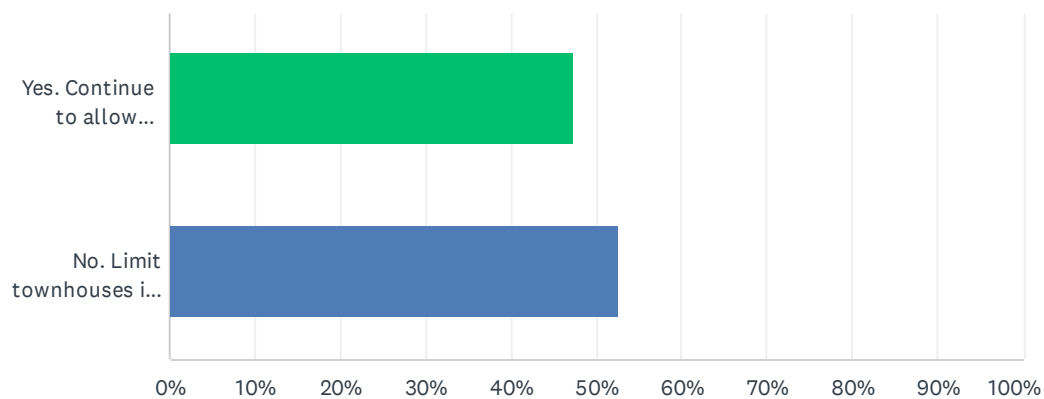
| # | COMMENTS: | DATE |
|---|---|---------------------|
| 1 | Packing maximum numbers of units per acre has historically made developers more money and has not helped to keep housing affordable. | 1/11/2022 10:10 PM |
| 2 | In every instance in Oregon City where the density has already been pushed higher, there is no space for realistic resident parking and minimal green space. | 12/30/2021 12:26 PM |
| 3 | The math for townhomes doesn't work. What does this work out to if you took that acre and stretched it out along a line of homes at the minimum lot depth? That only equals 24 25' homes. Letting the maximum lot size control density means you're getting less than 29 units/acre. With roads and other things removed, it's closer to 23 units/acre. | 12/29/2021 4:08 PM |
| 4 | I want the high end of the range to mean building up with added units on higher floors. Since I want to preserve trees and other natural areas, I hope the high end of the range does not mean cutting down trees and reducing natural areas. Can you clarify how the City would approach achieving the high end of the range? | 12/25/2021 12:21 PM |
| 5 | See comment #1 | 12/23/2021 12:19 PM |
| 6 | Still the same. Please see the answer to question 1. | 12/23/2021 3:42 AM |
| 7 | fit the pattern of existing development | 12/22/2021 9:24 PM |
| 8 | Again, I could imagine a great 29 units/acre or a terrible one. It depends more on other factors than the pure number of units. | 12/22/2021 5:17 PM |
| 9 | I have built townhomes in Oregon City and Canby. Lots should be a min. 80' deep, 23'-25' wide | 12/22/2021 12:39 PM |

with a 5' side setback. Inside units can be 18'-20' wide min. and should only be allowed if the backyard has access to a street.

Q5 Available financing for townhouses makes them a popular housing type in Oregon City, but possibly at the expense of other more affordable and ADA-accessible living options such as apartments and single-story units.

The City has a limited supply of buildable land in the high density R-2 zone: this is the only zone where apartments are allowed outright but they must compete against potential townhouse projects. Given that townhouses will now be permitted in the low and medium density zones, should the City continue to allow townhouses in the R-2 zone?

Answered: 78 Skipped: 7

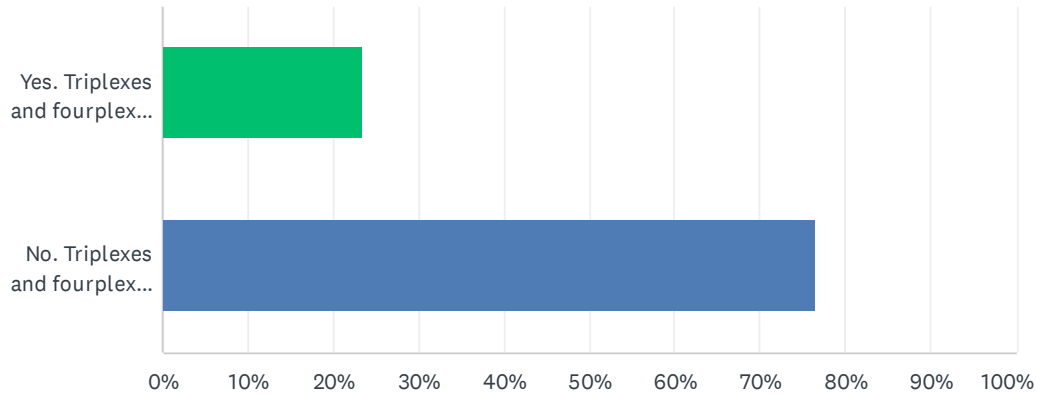


| ANSWER CHOICES | RESPONSES | |
|--|-----------|-----------|
| Yes. Continue to allow townhouses in the R-2 zone along with low and medium density zones. | 47.44% | 37 |
| No. Limit townhouses in the R-2 zone and permit only in the low and medium density zones. | 52.56% | 41 |
| TOTAL | | 78 |

| # | COMMENTS: | DATE |
|---|---|---------------------|
| 1 | Requiring set numbers of rentals to be below a certain dollar amount is the only thing that matters. | 1/11/2022 10:10 PM |
| 2 | Oregon city is lacking in Multifamily housing. | 12/30/2021 12:17 PM |
| 3 | While I understand the urgent need for affordable housing, I am concerned when I read that the affordable housing would be "single-story units". I want more housing density in Oregon City, so I do not want to limit where townhouses can be built. | 12/25/2021 12:21 PM |
| 4 | Oregon City desperately needs housing. Be flexible and let the builders tell you how they can best provide housing. Don't tell builders what to build. | 12/23/2021 12:19 PM |
| 5 | Please see the answer to question 1. | 12/23/2021 3:42 AM |
| 6 | increase of of townhouses in R-2 to get to the density of R-2 | 12/22/2021 9:24 PM |

Q6 Should the City allow triplexes and fourplexes to continue to use on-street parking credits?

Answered: 81 Skipped: 4

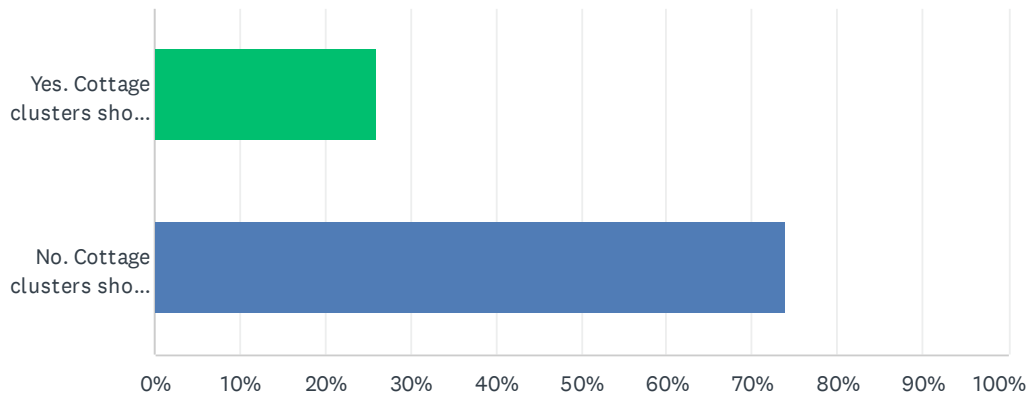


| ANSWER CHOICES | RESPONSES | |
|---|-----------|----|
| Yes. Triplexes and fourplexes should be able to count on-street parking spaces. | 23.46% | 19 |
| No. Triplexes and fourplexes should no longer be allowed to count on-street parking spaces. | 76.54% | 62 |
| TOTAL | | 81 |

| # | COMMENTS: | DATE |
|---|---|---------------------|
| 1 | Oregon city Is beautiful because it is not Portland. If you allow Portland type standards we will no longer be Oregon City. | 1/11/2022 10:12 PM |
| 2 | As seen with other projects, the math on parking spaces isn't realistic. A driveway that is measures 1.5 parking spot long and 2 cars wide, cannot park 3 cars; despite the math. Builders allot a minimal number of vehicles and over estimate the on-street parking. | 12/30/2021 12:34 PM |
| 3 | They have to build the parking on street, but can't count it? That doesn't seem fair. If the street doesn't have space for parking, it shouldn't count, but if it does, they should be able to count it. Parking takes up too much space that could be used for more units or yards to play in. | 12/29/2021 4:11 PM |
| 4 | It is not safe for visibility on our streets. | 12/29/2021 11:38 AM |
| 5 | Would the residents be able to purchase a permit to reserve the on-street parking spaces? | 12/25/2021 12:24 PM |
| 6 | given that parking is the #1 problem in our city require some off-street parking | 12/22/2021 9:25 PM |
| 7 | Everyone should be paying for parking more. Parking is hugely expensive. Just make everyone pay more, and developers will consider that in their plans. | 12/22/2021 5:18 PM |
| 8 | Abundant parking makes happy neighbors. | 12/22/2021 12:39 PM |

Q7 Should the City allow cottage clusters to use on-street parking credits?

Answered: 81 Skipped: 4

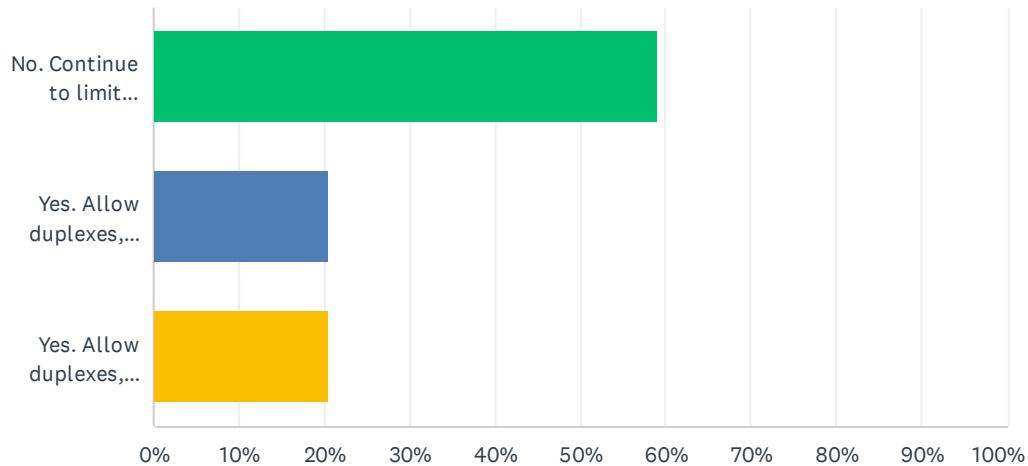


| ANSWER CHOICES | RESPONSES | |
|---|-----------|----|
| Yes. Cottage clusters should be able to count on-street parking spaces. | 25.93% | 21 |
| No. Cottage clusters should no longer be allowed to count on-street parking spaces. | 74.07% | 60 |
| TOTAL | | 81 |

| # | COMMENTS: | DATE |
|---|---|---------------------|
| 1 | See previous comment | 1/11/2022 10:12 PM |
| 2 | Same thinking as above. If the parking is there and has to be maintained, why can't someone count it? | 12/29/2021 4:11 PM |
| 3 | Would the residents be able to purchase a permit to reserve the on-street parking spaces? | 12/25/2021 12:24 PM |

Q8 Should the City allow select middle housing types within geohazard areas where single-family detached units are permitted, if they were subject to the same development and review requirements, including limiting the development footprint?

Answered: 78 Skipped: 7



| ANSWER CHOICES | RESPONSES | |
|---|-----------|-----------|
| No. Continue to limit development to single-family detached units. | 58.97% | 46 |
| Yes. Allow duplexes, within a single residential structure. | 20.51% | 16 |
| Yes. Allow duplexes, triplexes and fourplexes, within a single residential structure footprint. | 20.51% | 16 |
| TOTAL | | 78 |

| # | COMMENTS: | DATE |
|---|--|---------------------|
| 1 | There should not be building/development in hazard areas, particularly those with history/predisposition of landslide. | 1/13/2022 7:59 PM |
| 2 | Are you kidding? Newell ridge apartments take 2? No way we are not that dumb. | 1/11/2022 10:14 PM |
| 3 | Seems like a bad idea to allow higher densities in high risk areas. Sounds like a lawsuit against the city would be guaranteed. | 1/5/2022 9:39 AM |
| 4 | no houses should be built in geohazard zones | 1/3/2022 3:54 PM |
| 5 | Parking seems to convoluted and you don't want footprints too big. | 12/29/2021 9:19 PM |
| 6 | Don't builders have to make sure the home site is safe by building code? If something is allowed by the zone, and it can be made safe, why can't it be done? | 12/29/2021 4:12 PM |
| 7 | I am assuming that the development and review requirements would make sure the middle housing is structurally sound for construction in a geohazard area. | 12/25/2021 12:33 PM |
| 8 | Just look at how many of the "Grand Dames" of Portland have been converted to multiple-unit condos. Let the builders decide what the market needs. | 12/23/2021 12:23 PM |
| 9 | Can't answer this question. Why allow any housing in geohazard areas? Dangerous and who is responsible if property/residents are damaged/injured/killed and the fact that the area was a | 12/22/2021 6:16 PM |

geohazard and the city knew it becomes evident?

Q9 Are there any other thoughts you'd like to share about the Oregon City Housing Choices project?

Answered: 19 Skipped: 66

| # | RESPONSES | DATE |
|----|---|---------------------|
| 1 | Oregon City needs to activate its Housing Authority (ORS chapter 456) in order to create truly public housing options. We need to get away from solely private development. Thank you. | 1/13/2022 7:59 PM |
| 2 | Let's not lose our identity. It's ok to be different. | 1/11/2022 10:14 PM |
| 3 | I've lived in OC for over 30 years and have been greatly disappointed in the direction that the City has gone in that time. Planning, permitting, and SDC costs seem out of control and are contributing to a lack of affordable housing. I also think the extent of the state law is wacky. Allowing ADUs in a single family zoning is one thing - but triplexes?!? Seems like expanding existing and planned higher density areas would make more sense. | 1/5/2022 9:39 AM |
| 4 | I would like to see incentives for ADU and cottage clusters that are accessible. Additionally, I would like to see incentives for developers who provide support for bike and trail use in addition to adding parking. | 12/31/2021 12:55 PM |
| 5 | As we are still a very car based area, you need to prioritize making sure there's more than just street parking. Once there's a quality, reliable, and more frequent public transportation system, then we can consider building like people don't all drive. | 12/31/2021 7:40 AM |
| 6 | It seems we only talking about adding middle use housing to existing single family zoned areas. If you're encroaching on the single family zoned areas to help add higher density housing then where do you propose allowing additional single family homes to be built? Since land availability for single family home needs is so sparse, with these new codes it will create a much higher demand for single family use land. We are trying to solve one problem and In turn creating another. We MUST match this with opening more areas to be developed. This is the only true way to stop the housing crisis. | 12/30/2021 12:02 PM |
| 7 | On street parking should never count for the parking of any plexes. Glen Oak road is a joke with all of the cars parked along there. There are times when you can't even see to pull out of a side street if a car is coming down the street because of the parked cars. Houses need designated parking no matter what type they are. | 12/29/2021 10:36 PM |
| 8 | Do not destroy Oregon City. | 12/29/2021 8:13 PM |
| 9 | We are maxed out limiting to infrastructure on drain water, sewage capacity, road safety. We need to be concerned about preserving wetlands and protecting native trees, especially old growth. | 12/29/2021 11:39 AM |
| 10 | Why were there no questions about whether to increase housing density near transit and trails? Why was there no question about whether to build live-work units? While there were parking questions, why were there no questions about whether to build electric vehicle charging stations and provide carshare programs? | 12/25/2021 12:33 PM |
| 11 | I implore you to do everything in your power to preserve the character and charm of Oregon City's wonderful neighborhoods, particularly the historic districts. This includes making sure any new development has adequate off-street parking and restrictions on demolishing existing homes in order to build multi-unit complexes. | 12/24/2021 8:24 AM |
| 12 | Provide long term SDC fee financing and/or deferral | 12/23/2021 4:17 PM |
| 13 | Oregon City desperately needs housing. Be flexible and let the builders tell you how they can best provide housing. Don't tell builders what to build. Too many properties remain vacant where developers and builders have been stymied by ordinances passed by the City Commissioners who don't have a penny at risk. I've been wanting one of the Canemah Cottages but I was told last week that the builder now has to tear out all the skylights plus add about \$20,000 to the prices due to new regulations. I'm out. I'll go elsewhere. | 12/23/2021 12:23 PM |

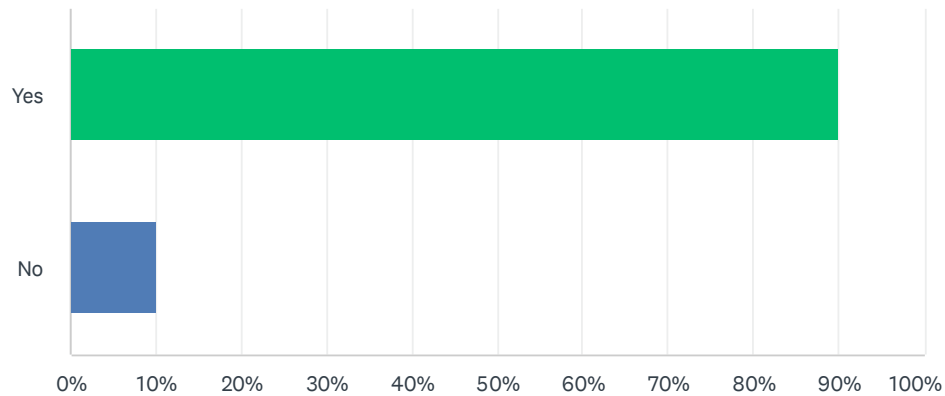
Oregon City Housing Choices Code Update: Survey #2

Item #3.

| | | |
|----|---|---------------------|
| 14 | One idea is to allow smaller detached homes >1000sqft to be built that aren't ADUs. This also makes it easier for the elderly to age in place that has been talked about the past couple years. | 12/23/2021 3:49 PM |
| 15 | it is all about fitting the area they are built in | 12/22/2021 9:25 PM |
| 16 | You are asking the public the wrong questions. You're asking us to weigh in on specific regulatory policy. That's the stuff expert staff are supposed to understand. The things you should be asking the public are about our priorities and about the things we know deeply about the specific streets where we live. We are much more capable of talking about the good and bad aspects of our neighborhoods than we are able to anticipate the consequences of specific zoning policies. You're asking us for stuff we aren't qualified to answer, and you're getting out into the neighborhoods and talking to citizens about specific issues in our neighborhoods that we actually are the experts on. | 12/22/2021 5:23 PM |
| 17 | Do not turn Oregon City into Portland. There is no parking, neighborhoods are destroyed and the quaint feeling is gone. | 12/22/2021 3:37 PM |
| 18 | If you are going to cram a lot of housing into small spaces, then anyone who has anything to do with passing this should have to live there for 1 year. Pretty sure you won't like hearing everything that happens in your neighbors house. | 12/22/2021 2:12 PM |
| 19 | Townhomes cater to individual home ownership more than the other middle housing types. My opinion is that they should be given less restrictions than the other types wherever possible. | 12/22/2021 12:44 PM |

Q10 Do you currently live in the City of Oregon City?

Answered: 79 Skipped: 6



| ANSWER CHOICES | RESPONSES | |
|----------------|-----------|----|
| Yes | 89.87% | 71 |
| No | 10.13% | 8 |
| TOTAL | | 79 |

| # | COMMENTS: | DATE |
|---|---|---------------------|
| 1 | We will hopefully be buying my parents' property in OC. | 12/30/2021 1:40 PM |
| 2 | I work here | 12/30/2021 11:09 AM |
| 3 | Been trying. Prices keep outpacing my ability to buy. | 12/23/2021 12:25 PM |
| 4 | I own property in Oregon City but it is not my primary residence. | 12/22/2021 1:35 PM |

Oregon City Housing Choices Code Update (House Bill 2001)

Nonprofit Developer Focus Group Summary Notes

January 6, 2022

Consultants: Elizabeth Decker, JET Planning; Steve Faust, 3J Consulting; James Kim, ECONorthwest.

Participants: Preston Korst, Habitat for Humanity; Diane Linn, Proud Ground; Emily Reiman, DevNW; Devin Ellin, Clackamas Housing Authority; Steve Kelly and Mark Sirois, Clackamas Community Development.

The Housing Choices project team convened a focus group of people involved in the public and nonprofit housing development industry. The following is a summary of the focus group discussion.

Attached and detached plex units – importance and benefits?

- Has to be understandable and able to be implemented. Have to really supply bonuses and supports to make more units.
- If our hope is for these units to be owned, we need to anticipate being able to divide the land on those lots. Easements for access for driveways and utilities, often in code, driveway access or curb cuts or footage of street frontage are required and those prohibit dividing a lot into four detached cottages. Dismantle those barriers and be creative about shared access.
- Still a very strong cultural preference for detached homes.
- Fee simple homes are the easiest funding mechanisms as you have a relationship with each buyer. Habitat is doing rowhouses and have soundproofing and sight and sound separation. Most are three bedrooms, some two and four. If you are trying to serve families from 30-100% AMI, you need family size units with several bedrooms to accommodate a family.
- Need for flexibility from a preservation perspective. When you have weirdly shaped lots, you need flexibility in the code to keep an anti-displacement lens on it. Affordability bonuses and the need for detached perspective in the code. When you're looking at lots to buy, you have to think of everything and the ecosystem. Lots with structures or that are oddly shaped. With pending SB 458, that is an important tool that we could utilize.
- In existing manufactured housing parks, some of the units are in poor quality. Residents approach us to help buy property to take care of or preserve it. There needs to be an incentive to work with owners to sell and convert trailers into smaller homes that are more energy efficient while increasing density. The land trust model is a great model to promote that the land stays forever affordable and units are homeownership units. *3-4 parks in Oregon City, but in 2019 added standards to encourage owners to go down that path. As we add middle housing, does that create additional opportunities or pressure to sell parks?*

What kinds of products are you interested in building – footprint and sf?

- The standard of 3-bedrooms, 2 baths is ideal for a family. There are cases where we build 2-bedroom units. We avoid the single bedroom or studio approach. Those can be accommodated through ADUs and other types. Try to look into future and what kinds of sizes of housing and layouts will serve families well. Average units are about 1500 square feet. That is the highest and best use of land. We also need more affordability in single family zones.
- We mostly build 3-5 bedroom homes. If you add a 3rd story, it's more conducive. Look at flexibility in building height for townhomes. It's the difference between 4 units and 5 units. In general, we build 4-5 unit townhomes. An affordability bonus would be good as well.

- We build 1-4 bedroom homes. 1-bedrooms tend to be an aging in place strategy. The typical build is 2 or 3-bedroom, 40% 2-bedroom. Mostly two stories, with some that are ADA accessible (one story). The 3-bedroom design is 1250 – 1350 sf. We don't get up to 1500 sf until we add a fourth bedroom. The footprint is 650 sf. I'm a strong proponent for being as flexible as possible around lot size. Small lots make sense when you see it. What are you trying to get to? Preserve yards and green space – focus on those regulations, not on minimum lot sizes.
- Row houses are typically 3-bedroom and mix with detached single family homes. Primarily suburban and rural developer.
- HACC focus is 60% AMI and below. With the Metro bond, we can go up to 80% AMI. Middle housing is coming more through the Community Development Department. Ultimate flexibility is key. We have big repositioning projects coming up and being able to provide middle housing on those sites would be excellent and it's important to the community.
- I'm curious about how we can avoid the subdivision processes as much as possible. Looking to not go through PUD or subdivision process. Two traditional quarter-acre lots, side-by-side. If we can divide each into four and then put more than one unit on each of those lots, can we do that in an order of operations with city that does not look forward to the ultimate 16 units that triggers a subdivision review? Can we do series of simple subdivisions? *I think there will be paths for this with nuance and variation in what you call it, is the intent of the legislation. You don't want to trigger subdivision process. It would be an expedited land division with tentative and final plat concurrent with building permits. Not a discretionary process.*
- We've had two subdivisions in Clackamas County that ran into problems with issues with neighbors. It falls between single family homes where people are responsible for their own homes, and a condo structure with an HOA for management of common spaces. Subdivisions, built into the land lease, are a huge problem because they don't promote community. Relations between neighbors can be difficult unless things are crystal clear.
- The ability to convert commercial property into mixed use commercial first floor with residential above, "live/work" needs to be part of the mix.
- Density is one thing and mixed use is a good tool. When you come to the affordable housing world, things have to be simple and streamlined and within a pro forma that pencils out. Conversion adds a lot of cost. Energy efficiency, transit oriented, etc. Comes down to building a home to fill the AMI gap has to be streamlined in predevelopment, utilities, etc. Every added component can add cost.
- Not going to get to affordability unless looking at incentives and streamlining.

Parking

- *OC has no minimum parking requirements for single family, townhouses and duplexes. Two to three spaces are required total for tri or quadplex. One space each for cottage clusters. There are some opportunities for on-street credit.*
- That seems reasonable. One per unit is good. Street credits are good. 1) try to keep parameters and widths flexible if you are looking at shared driveways to access multi-car parking. Bike parking requirements are cumbersome – covered bike parking for a cottage cluster is a killer. On most properties they are not used. There are other ways to accommodate that.
- Families buying our homes 30%-60% are not the ones riding bikes and must drive to downtown to work. Most homes are built with parking spaces included. Garage on the bottom floor and build on top. It's the ecosystem approach when talking to families. Current code seems fine.

Financial Incentives and Bonuses

- *The city is required to consider a construction excise tax and SDC reductions. The city is not likely to make any of these changes with this code package, but it could be a next step. Or code bonuses – additional units, lot coverage, FAR tied to affordability. What models in code or financial incentives would be most effective to build more affordable housing?*
- Have SDC waivers for affordable homeownership and not just rentals.
- Incentivize for units that are not necessarily “affordable.” Use a scaled SDC system based on unit size. It’s helpful where you can’t do a complete waiver. Waivers are critical and so is streamlining the permit process.
- I’m a proponent for FAR bonuses for extra space and more units. A Sightline Institute study said that mixed income products have potential. The Habitat for Humanity level of 60%-80% and 80%-100%. Private builders are doing four units to incentivize additional ones and bring gap funding on the back end. We can partner with private developers to create mixed income communities that have some idyllic aspects.
- Focus on how to reduce expenses before groundbreaking. Expedited lot division – make it inexpensive and smooth because staff time is a cost. Public involvement, fees, etc. Underground infrastructure, sewer line for each unit rather than one combined adds tens of thousands of dollars.
- *Does going beyond fourplexes to sixplexes provide deeper affordability? Is that what would provide additional value?*
- Emphatically so in terms of potential partnerships with private developers. A sixplex opens up the opportunity for mixed incomes. Deeper affordability bonuses can be built into a sixplex project, more potential units for families.
- FAR bonuses.

Oregon City Housing Choices Code Update (House Bill 2001)

Developer Focus Group Summary Notes

January 5, 2022

Consultants: Elizabeth Decker, JET Planning; Steve Faust, 3J Consulting; Becky Hewitt, ECONorthwest.

Participants: Chris Goodell, AKS Engineering; Harlan Borow, ICON Construction; Roseann Johnson, Portland Metro Homebuilders Association; Barb Canaday, Babara Canaday Real Estate; Tyler King, Windermere Real Estate; Kent Metcalf, Holt Group.

The Housing Choices project team convened a focus group of people involved in the housing development industry. The following is a summary of the focus group discussion.

Discuss the importance and benefits of allowing attached and detached plex units.

- With detached people can get their own deed and finance with a traditional mortgage. Waiting to hear more on setbacks, whether SDCs are cost effective, and how to fit them on the property with workable access.
- There is market demand and policy emphasis on homeownership for households to purchase a home and build equity with a detached product. There is typically more demand in the market, though attached products are seeing more demand. Support the detached plex idea and cottage clusters.
- It depends on the topography of individual lots. The driving factor is whether or not HOAs are in place. Many people prefer to stay away from that, so I could see detached units moving away from HOAs and monthly fees. Those fees figure into qualifying.
- From a consumer standpoint detached is more desirable, but on the supply side we need to make code as flexible as possible. It is becoming more common to see 2-4 unit condos with HOAs in Portland. *Add flexibility rather than choosing one or the other.*
- I support adding the detached option for flexibility. Fire walls are more and more expensive to build. Look at a sliding scale of SDCs to make it work for affordable housing.
- Increased density and middle housing only work if you reduce setbacks. If it is an advantage to have detached vs attached units, you need three foot setbacks.
- The challenge is how to take the dimensional boundaries of my lot and fit additional units considering variable heights, setbacks, square footage, etc.
- Interior setbacks of five ft, but exterior setbacks to yards. Reduce or use a variable or tiered structure.
- Fee simple homeownership makes it easier for the builder to obtain financing to construct four or less units. Once you have three attached units and are seeking a fee simple product, you have to sprinkle those because of commercial building code. The cost to sprinkle is about \$5k per unit.

How should the city address lot coverage?

- It has to be tiered because the lot coverage ratio goes up with each unit.
- A sliding scale is probably best.
- You have to have a maximum on lot coverage so low density doesn't become high density.
- The purpose is to increase density. There will be pushback. By increasing the footprint, you can increase flexibility and the variety of housing types for variety of people. Single level ADUs for aging in place need enough square footage for a livable unit and wider hallways, etc.

- Typical footprints for different housing types:
 - One car garage? 16-ft wide structure, 40 ft deep, 2-3 story 1,000 to 1,400 or 1,500 sf. Even there, 16x3 + setbacks equal a pretty wide lot. 16-20 ft wide, 40 ft deep. Parking requirements.
- Land sellers think the value is 2 times because they can build twice the number of units.
- It is not only about new property and development. It is about existing homeowners' lots. Those will get the greatest scrutiny.

What is a traditional townhouse product that people are interested in?

- Similar to what I said earlier and has to do with garage requirements. 15 ft wide and 40 deep. 18 ft is nice if don't need a two-car garage.
- You can do a 3 bedroom with 15 foot wide and one car garage, but it's tight.
- Is there an opportunity to count on street parking?
- I anticipate seeing pushback from existing neighbors. Streets are not overly wide and when you start counting on street parking and do not accommodate cars for new units, it's a sore spot for neighborhoods and a livability issue. I think providing for some area of parking preferably with garage space will be very desirable for existing and incoming purchasers.
- Infill vs planned development community. It's a change for infill. Parking has eclipsed natural resource protection discussions. Parking management plans in Clackamas County for urban unincorporated and commercial areas. Wilsonville in Villebois. Best practice for industry ancillary to zoning code changes.
- You take a lot traditionally for a single family detached house and now build two detached duplexes at 20-25 foot wide. Those are nice standalone homes and more affordable than the single large house. Options are getting more affordable.
- As people go to resell, purchasers will see it as a skinny home to buy as a first time owner or as an investment, because less convenient from a livability standpoint.
- In Portland, we wanted 20-foot wide units and some were attached. We struggled to sell anything smaller. We also tried to keep them to two units attached. Single lots and zero lot lines. HOAs are simpler if you only shared one wall with one person. Not encompassing for a whole project, but per building.
- *Participants request another hour-long discussion because there is more to talk about.*

What financial incentives are most impactful?

- We are missing the ability to build plexes and sell individual units. Many people not willing to risk cost to sell a four-unit building.
- The Homebuilders Association would not support construction excise tax. We prefer a deferral on SDCs that have been declined to point of impact. If a CET then deferral of payment to save on the carrying cost of SDCs. Other jurisdictions have moved in that direction.
- The HOLTE program in Portland is a good model to target 100% or 80% MFI, with a tax exemption of up to 10 years on the property, not structural improvements. A price cap set by HUD and the builder gets an SDC waiver.
- Win-win-win
- Multifamily has become harder and harder to finance. We need to find ways to use income from one unit to live on other side.
- From the development perspective, an example in Happy Valley, $\frac{3}{4}$ acre lot, three roads stubbed in. Submitted an application to subdivide and the city wanted to connect all three roads. We sold the land to a neighbor, but reserved an option to buy back the land for a four-unit detached

product under HB 2001. Can the city come back and condition you to build roads again? Add conditions of approval when dealing with one lot? *Any type of middle housing approval criteria can not be more burdensome than for single family detached.*

- SB 458 does say they can require frontage improvements if go through middle housing land division. If do condo without land division, it's less clear. Tradeoffs are part of that
- Infrastructure and variable rate SDCs. DLCD is going back to rulemaking for master planned development areas. Expansion areas already within the UGB and master planned. What is the right number for infrastructure planning? A duplex isn't double the infrastructure. Parks are not quadruple for quadplex. What are the right numbers?