

Beavercreek Road Concept Plan - Zoning and Code Amendments

Consolidated Comment Tracker January 2019-June 2019

Transportation	
Ensure that traffic flow is efficient and safe around the BRCP area (roundabouts or traffic signals), considering school drop off/pickup, different uses (e.g. Industrial-type traffic near residential areas) and trips generated outside the study area. Concern about emergency access to the area.	Currently preparing an assessment of transportation facilities and will present preliminary findings on road capacity and traffic control at the June 10 public meeting.
If Beavercreek Road is widened, will it be expanded to the east?	Efforts are made to expand equally in each direction from the road center line, assuming street rights-of-way allow for it.
How many road connections will be made to Beavercreek Road? Require transportation infrastructure improvements before development begins.	Currently the only road connections will be at existing intersections (Loder Road, Meyers Road and Glen We are considering the timing of infrastructure as development comes online. Development applications are required to build infrastructure to support their development. There are state and local land use requirements that look at the proportionality a project has to the city's infrastructure network both on and offsite of a development proposal. In some cases, development can be required to provide an offsite improvement as a condition of development, other times, they pay system development fees that help pay for larger capital improvement projects. The city is also looking at ways we can apply for grants, or work with developers to create local improvement districts or advance finance districts to better coordinate the timing of infrastructure.
Meyer Road or Glen Oak as the main street? Meyer is the bigger street and closer to CCC and high school.	Will explore Main Street options and provide an opportunity for further discussion at the April 9 public meeting.
Ensure that there is adequate parking to accommodate uses without congestion, especially around residential areas, but this should be balanced with creating pedestrian-friendly environments, especially around the MUC. Will the City pursue or require structured parking in the Main Street or Mixed Use areas?	Oregon City Development Code OCMC 17.52 requires minimum and maximum parking standards per use. It is not anticipated that this project will recommend any revisions to those requirements. All new development in Oregon City requires parking to be located to the side or rear of commercial uses. The project team is currently looking at how to encourage or require parking to be located to the rear of the commercial uses in the Glen Oak Mixed Use Center to better add in the pedestrian feel of the street and strategies for customers to minimize customers using the on-street parking in nearby neighborhoods.
Pursue adequate transit service in the BRCP will require coordination between jurisdictions to properly plan and secure funding.	City participates in ongoing conversations with TriMet, Clackamas County, Clackamas Community College, and Public Works about transit service. Ultimately, mass transit service is driven by population/jobs demand, though shuttle services can be more flexible.
Ensure adequate infrastructure and amenities to support safe bike and pedestrian movement within the BRCP, especially crossings of Beavercreek Road.	Concept Plan includes provisions for multi-modal transportation options which will be implemented through this Zoning and Code Amendments process. Certain streets will contain on-street or off-street bike paths and connect with a larger bicycle system as identified in the Transportation System Plan. Commercial and multi-family uses will also have bike parking requirements.
Parks, Trails and Open Space	
BRCP should ensure safe and aesthetic walking paths and trails to support pedestrians, especially school children.	Concept Plan includes provisions for sidewalks and off-street pathways which will be implemented through this Zoning and Code Amendments process. The design of Beavercreek Road and zoning should consider the proximity to the high school and potentially a future school south of the plan area.
Adequate green spaces, open spaces, and recreational areas, especially in the industrial area, are desirable.	Provisions will be made for open spaces, parks and trails throughout the Concept Plan area. The plan calls for parks and existing requirements in the code identify buffers around streams and wetlands and steep slopes.
When will proposed parks and trails be developed?	Land acquisition for parks will occur as part of development reviews. The construction of the parks is based on the Community Services (Parks Department) Capital Construction timeline/prioritization.
Residential	
Prioritize residential before other types of development.	Once the area had been rezoned, the timing and location of development will be left to the market and property owner to decide when to develop their property. The City will not do any development of homes or businesses. However, any development is required to make sure the proper infrastructure is in place to support proposed development.
Residents would like to see high-quality and well-designed residential units with sufficient open space and street trees and a maximum height of 3 stories.	The design team are looking at design standards, open space, landscaping and building height limits which will be addressed through this Zoning and Code Amendments process.
Support a broad variety of housing types, denser in the West Mixed Use area.	The plan envisions a higher density in the West Mixed Use area. Project staff is looking at code amendments to implement a mix of commercial and residential uses.
Non-residential uses in the residential area should have impacts on the surrounding neighborhood that are consistent with the zone. These impacts are lower in residential-only areas and increase when approaching non-residential zones. Prefer live/work and home occupations.	The design team is looking at identifying an appropriate type of non-residential uses and ways to mitigate their impacts.
Include affordable housing and alternative housing options in the BRCP.	Affordable housing is housing which is deemed affordable to those with a median household income or below as rated by the national or local recognized housing affordability index. Affordable housing development is generally done through cooperation with government and non-profit funding to subsidize the rental or ownership cost of a unit. The zoning code regulates uses and does not regulate the pricing of the housing. What zoning codes can do, is allow multiple types of housing to be allowed in a zone such as duplexes, cluster housing and row housing which can offer more option to the consumer than just a single family house. The City Commission is currently considering adding these types of uses to residential zones citywide. Visit https://www.orcity.org/planning/housing-and-other-development-and-zoning-code-amendments to learn more about this process. The plan will consider a variety of housing types which may have less expensive housing options.
Prefer sidewalks over alleys. Alleys create more burdens than benefits.	In areas where alleys are required by current city code-sidewalk are also required in the front of the properties. The City Commission is currently considering if existing alley requirements should remain.
There should be a gradual tapering of density at the edge of residential areas. Buffers with surrounding areas should primarily be setbacks or open space, not a physical wall or barrier. There should be more than 25 feet between residential and industrial uses.	Increased buffering and screening requirements are currently being looked at for development at the edge of the Beavercreek Road Concept Plan boundary when abutting residential uses. Requiring a tapering of density at the edge of a project is often more difficult and initially envisioned through a clear and objective code process and still meet the other required city goals of block length, lot size and street connectivity. The Concept plan zones identify a general tapering of densities.
What types of barriers/screening between industrial and residential uses are allowed? Cyclone fencing? Concrete wall? Trees along the wall? A rotating park? Maintain row of trees that run east-west along the edge of the golf course. Consider integrating a bike/pedestrian trail into the landscaping setback along the southern perimeter to make better use of the space and keep it active.	
Concern about compatibility of R-2 development along the BRCP southern boundary. Especially in regards to natural resources/stormwater/flooding.	In response to comments during the public process, the revised June Zoning Map slightly shifted the multi family portions near the south border. The total number of projected housing units remain the same.

Cottage Industries. New homes in BRCP area might be too small to incorporate square footage for cottage industries, like a large shop. Concerns about noise impacts from more industrial-type uses, such as woodworking. Consider whether potential impacts from cottage industries, like on-street parking and traffic are compatible with residential uses. Cottage industry uses might be better located in mixed-use and industrial areas.	Through the public engagement process, we heard from many folks that were concerned about allowing additional uses in the home occupation code for the Beavercreek Concept Plan Area, though there was some support for the concept. The Concept Plan calls for allowing job creation in residential zones. During the 2016 re-adoption of the Concept Plan, the City Commission made a finding that the existing city-wide home occupation code allows for a breath of opportunities for people to start starter businesses in their residences. As part of the hearings process, staff will look for additional guidance from the Planning and City commission on this topic.
Maintain access to Old Acres Lane for existing residents to use. Access should not be shared with BRCP area development.	Old Acre Road is a private driveway that can restrict public access- No part of the Concept Plan area will connect to Old Acres Road.
Mixed Use Center	
The MUC should consist of small, easily accessible shops with residential on the 2nd and 3rd floors if the market allows it.	The MUC zone allows for this type of use, but also allows properties to be developed as exclusively residential or commercial. The project team is currently looking at the balance of how much minimum commercial or residential to require for these area to ensure that the code does not over or underregulate the vision.
Smaller scale development. Do not require retail. Permit ground floor residential.	The MUC zone allows for this type of use, but also allows properties to be developed as exclusively residential or commercial. The project team is currently looking at the balance of how much minimum commercial or residential to require for these area to ensure that the code does not over or underregulate the vision.
Street design in the MUC should use landscaping, lighting, to ensure a pleasant pedestrian environment.	The project team is looking at what type of dimensional standards and enhanced landscape requirements, beyond what is already required city-wide, will be needed to ensure a pedestrian-friendly, walkable commercial node. The concept plan identifies some street design.
10,000 square foot limit seems appropriate for anchor retail spaces or stand-alone buildings. Square footage limit should be large enough to accommodate a non-big box grocery store (Trader Joes, Zupans). Consider a 6,000 to 8,000 square foot range for the other tenant spaces.	The city has generally not prescribed that level of detail between varying permitted uses. The proposed code looks at minimizing the size of each building to ensure that the massing of the neighborhood commercial area is complementary to and compatibly with the neighboring residential uses. The NC zones proposes the following language: All uses permitted per OCMC 17.24.020.A and B, including grocery stores, are limited to a maximum footprint for a standalone building with a single store or multiple buildings with the same business not to exceed ten thousand square feet, unless otherwise restricted in this chapter.
Upper-level residential should be allowed. In addition to traditional apartments, incorporate affordable units for underserved populations (transitional housing, micro housing/dormitory housing.)	Upper level residential is allowed in the MUE and NC Zones when coupled with commercial development.
Provide parking lots near the Main Street area to support local businesses. Ensure parking for a grocery store doesn't occupy all available parking.	Development applications will be required to provide for their own off-street parking per their specific use. The Plan and city encourages shared lots for ease of access but each use must be accounted for.
People will not walk or take shuttles from the Industrial area to the Main Street area if there is ample parking.	As part of the public engagement process, staff and the project consultant team looked at the possibility of moving the Main Street area to the Meyers Road intersection to bringing it closer to employment locations. However, there was a pre-existing multi-family project located at the intersection of Meyers Road and Beavercreek Road that is currently in the Building Permit review process. This limited the ability to move the Main Street area of the Concept Plan.
Industrial	
Uses in the Industrial area should minimize impacts on adjacent residential areas through uses that are quiet, clean, and minimize pollution. There should be adequate buffers and transitions to other zones.	The project team is looking at ensuring uses with outside components be required to obtain a conditional use permit or be limited in scope and ensure adequate landscape buffering from abutting residential uses.
Focusing residential and mixed-use zoning south of Loder Rd and employment/business zoning north of Loder. There are many physical barriers to development south of Loder Road.	We have heard from some property owners south of Loder Road that this a concern coupled with the location of the existing lot lines and proposed street locations and natural features. There may be an opportunity to slightly tweak the proposed zoning map to address these concerns, but the final proposed zoning map will need to show compliance with the goals of the Concept Plan and projected housing and job targets. We are working with the owners on this issue and will provide more updates at the April 9, 2019 public meeting.
Avoid allowing marijuana-related activity in the industrial area, due to the nearby schools and family housing.	This project does not anticipate revising the existing city-wide marijuana regulation, which can be found at the following link https://www.orcity.org/planning/marijuana-regulation-oregon-city .
Can the areas under the power lines be developed? How many acres of the total are subject to power line restrictions?	No new buildings can be constructed under the powerlines. Outdoor storage, pedestrian accessways and parking are all allowed under the easments.
Do not make the area comfortable for transients. Specifically, how to address area behind golf course to back of Thayer and Loder roads.	This is not a concern that can be addressed through the zoning process. Oregon City has, however, created a homeless liaison officer position. This position works with residents, homeowners, and business
What are the goals and restrictions for targeting certain industries? Define targeted jobs clearly; what type of business and give examples. Do not restrict industries yet. Target jobs to high school kids transitioning to the work force.	While the Beavercreek Road Concept Plan envisions green or green technology type of businesses as the optimal tenant, the zoning code is not really the tool to regulate specific sectors of businesses or number of employees. Planning staff and the consultant team worked to create general zoning designation that are consistent with existing city-wide zoning use designations. If the city wants to encourage green
Do not place size limitations. Focus on design. Use clear, easy-to-find and understand design standards.	The project team is looking at proposing a code that touches on uses, sizes and some design aspects. Our goal is to not underregulate nor overregulate the product. Please stay involved and let us know if you think the proposed zoning code amendments achieved this goal or if it should be further amended.
25% is pretty restrictive for what can be stored outside.	One of the major goals of the Concept Plan is to bring jobs to Oregon City. Large outdoor storage areas (not parking lots) can greatly reduce the jobs/acre projections. Utilizing 25% of the building square footage as a ratio for outdoor storage seemed to be a reasonable compromise.
Is trucking allowed? How will freight to the industrial area be accommodated?	Freight needs, freight hours and freight turning radii needs will be included in the final street designs and
Is live/work space allowable in the Industrial area?	
Where will employees park?	Development applications will be required to provide for their own off-street parking per their specific use. The Plan and city encourages shared lots for ease of access but each use must be accounted for.
Economic Development	
Commercial uses, including professional services and services that allow workers and students to meet their daily needs.	The existing MUE and MUC zones allow professional services.
Desire for small businesses/employment and building footprints, but balance with attracting larger employers. Target local businesses in mixed use area, but anchor stores should be national chains that people are familiar with and that are well-received (Chipotle, Trader Joes, etc.)	We have heard a need for a mix of sizing of commercial and industrial uses. Some of these goals can be minimally achieved by the zoning code. Others, are more aligned with economic development goals and programs that City Commission may employ to work collaboratively with property owners to achieve this mix.

Proactive and effective economic development to ensure vibrant economic activity and growth within the BRCP.	While this is a zoning code amendments process, any comments that relate to a need for larger city involvement in the development of the Concept Plan area will be forwarded to the Planning and City Commission through this comment matrix and any public comments that arise through the public hearing process later this summer. The Economic Development department has been working on a nearby Beavercreek Employment Area with a variety of stakeholders.
Land Use and Infrastructure	
What role do residents have in approving the Concept Plan or future development?	The Concept Plan was adopted as an ancillary document to the city's comprehensive plan by the City Commission at a Public Hearing in 2008 and readopted through a public hearing in 2016. These Beavercreek Road code amendments will need to show consistency with the adopted Concept Plan and will be adopted through a noticed public hearing before the Planning and City Commissions later this year. Once adopted, all new development will be processed through the city's land use process depending on the type of development requested: https://library.municode.com/or/oregon_city/codes/code_of_ordinances?nodeId=TIT17ZO_CH17.50ADP_R_17.50.030SUDEKIPR
Use a fast permitting process, ensure infrastructure is readily available to serve development areas, and barriers to development are minimized.	The design team is considering which process development is subject to and the Public Works and Economic Development departments will be working together to consider larger infrastructure. Generally developers install infrastructure needed to serve their development.
Analyze electricity capacity to serve new development since existing neighborhoods in the area already experience "brown-outs".	Coordination with private utilities occurs during the private development review process. Private utility providers such as power, phone and cable have been sent notice of this application.
Zone designations should be separated by streets, not individual property lines. What do the property owners of those properties think?	Street location provide general direction and are finalized at time of development. Staff tried to find a balance of utilizing existing property lines and anticipated road locations.
The East Mixed Use Neighborhood should be more of a square rather than strung out along Beavercreek Road itself. Move it further north and center it around the mixed-use areas including Main Street and the industrial	While that sounds like an intriguing idea, staff felt that it was too divergent from the adopted plan. Staff's direction was to implement the adopted plan and only amend as needed to implement the intent of the
Education	
The anticipated extension of Clackamas Community College provides significant opportunity for professional training and economic development.	We agree and encourage all property owners to work with Clackamas Community College and the city's Economic Development Department to look for opportunities to partner to help transition students to full time work. The uses allowed in the area will take this into consideration.
Ensure proper siting and ease of permitting for future schools.	In the 2008 Concept Plan process, the Oregon City School District determined that they did not need additional land within the concept plan boundaries. They do have a parcel of land located just south of the concept plan boundary, near Old Acres Road but is not being considered for construction in the short term. Development in the concept plan area will provide an opportunity for future connections with the school property.
Miscellaneous	
Be clear about what is meant by "conceptual" in terms of roadways and district boundaries. Consider changing it from a "plan" to a "guide".	Final roadway design will be addressed at the development application stage and will need to be consistent with the concept plan maps or provide an alternate design that meets or exceeds the intent of the adopted street map. The design team will make an effort to set the correct expectations.
The plan should include a mix of uses and amenities - they would be helpful to reduce traffic and in case of disaster.	We have heard a need for a mix of commercial uses. Some of these goals can be achieved by the zoning code. Others, are more aligned with economic development goals and programs that City Commission may employ to work collaboratively with property owners to achieve this mix.
Like Lake Oswego development.	We assume that this comment translates to "make it look nice". Zoning code and design standards can provide a template for how a private development could look. However, too detailed of standards can stifle creativity and sensitivity to a specific private parcel's market needs. The project team is trying to create a balance of not under or over-regulating the urban layout of the concept plan areas. We are identifying the major design goals of the Concept Plan and are trying to create code that requires these elements. As the draft code is released this spring and through the public hearing process, please let us know if this balance was achieved, or if you think there should be a different balance.
How to limit connections to a private street to the south.	Old Acres Road, located at the southern boundary of the Concept Plan, is a private road and new development in the Concept Plan area will not be able to utilize this connection unless previously allowed by the private property owners.
Manage density.	The density outlined in the Concept Plan is regulated by Title 11 which governs the Urban Growth Boundary process. This code ensures cities efficiently use land brought into the Urban Growth Boundary, which reduces the need to expand the growth boundary earlier than predicted. The density of dwelling units in the approved Beavercreek Road Concept Plan has been set to fall between 1,000 and 1,600 dwelling units. A dwelling unit is defined as one single-family house, a townhouse unit, or an apartment unit in a multi-family building. It does not differentiate between the number of bedrooms. Development of these units will be completed over time through the subdivision (single-family or townhomes) or Site Plan and Design Review process (multi-family) based on the market and property owner direction. The goal of the code amendment process is to adopt zoning codes that can ensure that the area develops dwelling units over time that fall within the adopted 1,200-1,600 threshold. The placement of the densities and design will help create a community people like while minimizing
Include art.	Public art is not a goal or requirement of the concept plan, and therefore does not align with the aims of this zoning amendments project (provide zoning code amendments to allow private development to build within the Concept Plan boundary). However, as development moves forward, there may be opportunities to partner with local art organizations such as the Clackamas County Art Alliance https://clackamasartsalliance.org/ for public art in city open spaces or in private development.