



Code Evaluation and Update Phase 1

JOINT CITY COUNCIL / PLANNING COMMISSION WORK SESSION

APRIL 6, 2023 | 5:30 – 6:30 PM



Presentation Agenda

- Introductions
- Project Overview
- Evaluation Memorandum Overview
- Public Feedback Findings
- Draft Action Plan Overview
- Next Steps

Project Team

INTRODUCTIONS

City of Oakridge

James Cleavenger, City Administrator

Rick Zylstra, Community Development Director

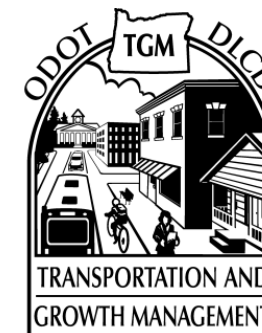
MIG | APG, Consultant

Darci Rudzinski, AICP | Principal, Project Manager

Emma-Quin Smith, Planner

Oregon DLCD, Project Manager

Laura Buhl, AICP, CNU-A | Land Use & Transportation
Planner, TGM



TGM Mission

By linking land use and transportation planning, TGM works in partnership with local governments to create vibrant, livable places in which people can walk, bike, take transit, or drive where they want to go.

The City was awarded a grant from the Transportation and Growth Management (TGM) program, a joint effort of the Oregon Department of Transportation (ODOT) and the Department of Land Conservation and Development (DLCD).



TGM and Smart Development Principles

- Efficient use of land and energy resources
 - Compact development patterns & infill
 - Appropriate parking standards
- Full use of urban services
 - Efficient use of public utilities and infrastructure
- Mixed use development
 - Services, homes, shops and restaurants in close proximity
- Transportation options
 - Safe and convenient for walking, biking and driving
 - Detailed, human-scaled design



Project Objective

Evaluate Oakridge's Zoning Ordinance to identify ways the City can improve their land use regulations and development standards to support a walkable and bikeable community.

Create an Action Plan describing potential amendments to City policies and development principles and a walkable and bikeable Oakridge.

At project completion, the City Council may elect to pursue future grant funding to draft specific Comprehensive Plan policy and Zoning Ordinance amendments.

Project Objectives

This project will evaluate the Oakridge Zoning Ordinance and Comprehensive Plan to create an action plan that addresses the following goals:



Project Overview

PROJECT KICK-OFF

August 2022

- Site Tour
- Public Involvement Plan
- Project Webpage

EXISTING PLAN EVALUATION

Fall-Winter 2022

- Plan Review
 - Comprehensive Plan
 - Transportation System Plan
 - Zoning Ordinance and other development related ords.
- Stakeholder Interviews
- Community Meeting

ACTION PLAN

Winter-Spring 2023

- Draft Action Plan
- City Council/Planning Commission Work Session
- Final Action Plan
- City Council Meeting

Evaluation Memo

What can code requirements accomplish?

- Determine where buildings can be built and how they look
- Regulate the types of uses that can be in those buildings
- Determine how buildings interact with pedestrians at the ground level
 - Primary entrances
 - Windows
 - Design features
 - Gathering places
- Give clear and easy to use instructions
- Enable transportation options, such as walking, biking, and transit

KEY TOPICS

- Uptown (Old Town Design Subdistrict)
- Uses and Standards
- Multimodal Transportation Facilities
- Green Infrastructure
- Temporary Lodging Standards
- Zoning Ordinance Structure

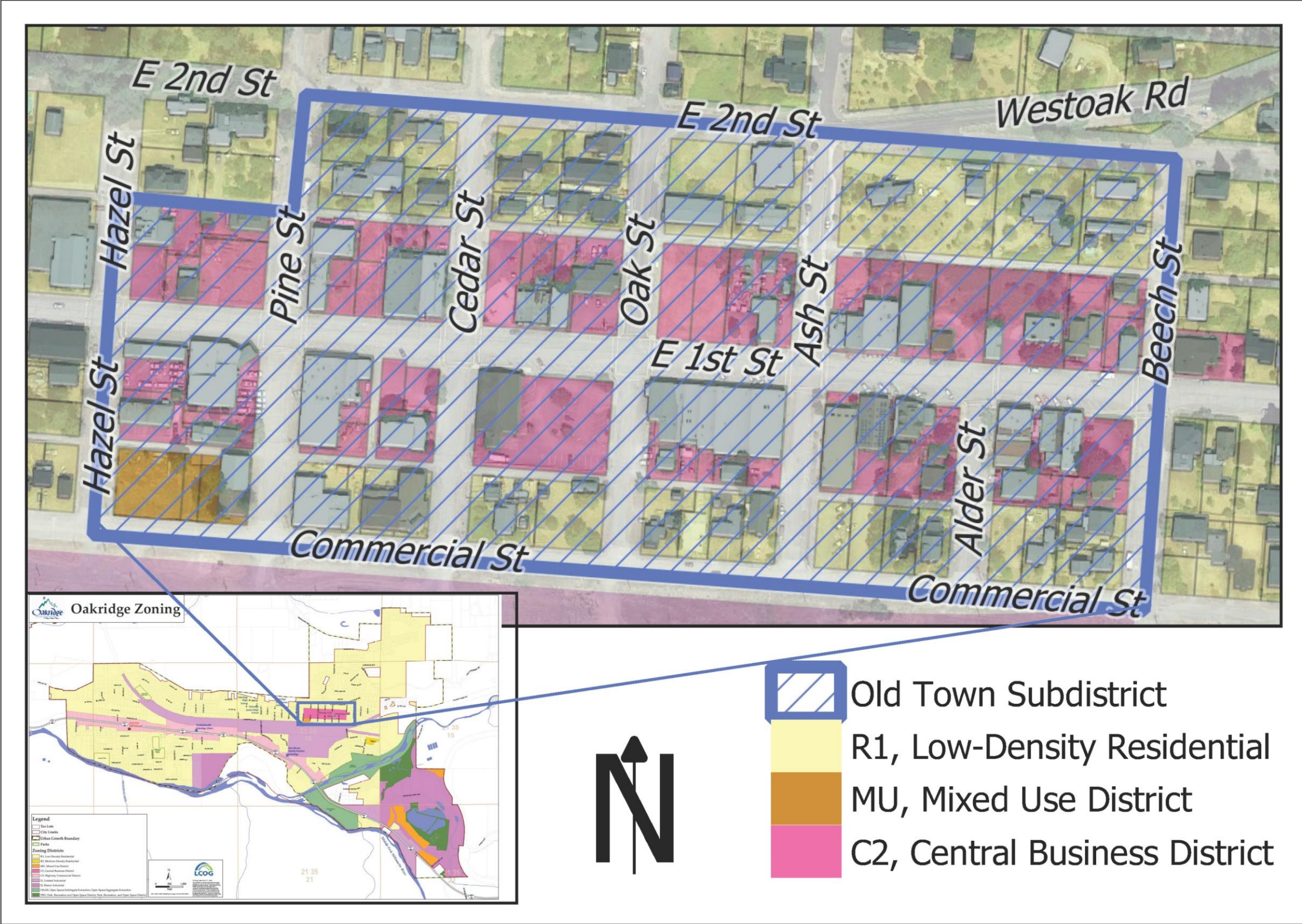
UPTOWN

OLD TOWN DESIGN
SUBDISTRICT

KEY ISSUES TO CONSIDER

- Architectural design standards
- Remove minimum parking requirements to provide business owners flexibility
- Bicycle parking
- Allow apartments without any ground floor commercial space

OLD TOWN DESIGN SUBDISTRICT ZONING



HOUSING

KEY ISSUES TO CONSIDER

- Increasing housing options by removing code barriers to building middle housing types.
- Creating more opportunities for senior housing, low-income housing, and transitional housing for currently houseless community members.
- Allowing multiple-dwelling development anywhere residential uses are allowed.
- Creating a High Density Residential (R-3) zone to encourage more development of apartment housing.
- Providing more housing options closer to services and community hubs.
- Preserving land for commercial uses and smaller, more affordable housing types by prohibiting new single dwelling housing development in commercial and medium density zones.
- Decreasing the cost of developing housing by reducing off-street parking requirements.

MULTIMODAL TRANSPORTATION



KEY ISSUES TO CONSIDER

- Improving bike and pedestrian connectivity around town through more trails, bike lanes, and sidewalks.
- Reconfiguring on-street parking in Uptown to make space for bike lanes, as proposed in the adopted Transportation System Plan.
- Requiring green infrastructure, like street trees or stormwater planters, to be built with new development.
- Improving the safety of walking, biking, and rolling (e.g., scooters, mobility devices) along and across Hwy. 58.

SHORT TERM RENTALS

KEY ISSUES TO CONSIDER

- Adding a definition for “short term rentals” to the Oakridge Zoning Ordinance so that they may be more specifically addressed in the code.
- Requiring STR owners, such as those with properties listed on Airbnb, to register their unit(s) with the City and pay a permit fee.
- Requiring owner-occupancy, ensuring that the owner of the STR unit will live somewhere on the property.
- Limiting the number of STR units allowed within city limits.

Public Feedback Findings



Community Perspectives

The feedback shared by community members helped define and prioritize the solutions recommend in the Action Plan.

Public Involvement Overview

OUTREACH TOOLS

- Stakeholder Interviews
- Community Meeting
- Online Community Meeting
- Planning Commission Work Session
- **Joint Planning Commission & City Council Work Session**
- City Council Meeting



COMMUNITY FEEDBACK

MOST IMPORTANT ISSUES

- Allowing **apartments** to be built without commercial space requirements
- **Increasing housing options** by identifying code barriers to building middle housing types
- **Housing needs in Oakridge:**
 - Senior housing
 - Accessible housing
 - Transitional housing
 - Workforce housing
- Improving the **safety of walking, biking, and rolling** along and across Hwy. 58
- Requiring **STR owners to register their unit(s)** with the City

Draft Action Plan

DRAFT ACTION PLAN

OUTLINE

The Draft Action Plan:

- Documents recommended amendments to the Comprehensive Plan and Development Ordinance.
 - Lists and describes recommended changes.
 - Shows how the proposed amendments meet project objectives.
 - Documents community support for the proposed changes.
 - Provides direction for a “Phase 2” code update project and legislatively adopted amendments.

UPTOWN

RECOMMENDATIONS:

- Remove minimum standards for off-street parking requirements in the Old Town Subdistrict.
- Require zero lot line development in the Central Commercial (C-2) zone in Uptown.
- Reduce commercial ground floor requirements for multi-unit residential uses in Uptown C-2 zones.
- Permit outright standalone multi-unit residential uses in the R-1 and M-1 (Mixed Use) areas of the Old Town Subdistrict.
- Simplify Oakridge Frontier Architectural Standards and/or revise architectural design standards for the Old Town Design Subdistrict.

Recommendation: Remove minimum standards for off-street parking requirements in the Old Town Subdistrict.



On-street parking in Uptown

- “Right sizing” and requiring less off-street parking in Uptown means:
- More flexibility for business owners
 - More land is available for other types of development
 - More opportunities for active uses
 - Enhancing visual interest along the street front
 - Using land efficiently

“Oakridge is in a little valley and people are fighting over having a place to live, not a place to park.”

Recommendation: Simplify Oakridge Frontier Architectural Standards and/or revise architectural design standards for the Old Town Design Subdistrict.



Windows/
Glazing

Weather
Protection

Compact
development

Building and Entrance
located close to the street.
Zero lot line development



McMinnville, OR

USES & STANDARDS

RECOMMENDATIONS:

- Allow middle housing types by right, not conditionally, in the R-1 zone.
- Decrease minimum lot sizes and increase lot coverage for middle housing in all residential zones.
- Increase residential height limit to 35 ft or 3 stories in R-1 zone.
- Increase ADU height limit to 2 stories or 24 feet.
- Update housing type definitions.
- Remove special architectural and design standards requirements for multiple-dwelling, middle housing types, and ADUs.
- Reduce minimum off-street parking requirements in all residential zones.
- Revise site plan review criteria to make permitting process clear and objective.

Recommendation: Allow “middle housing” types outright.



Townhouses



Cottage Clusters



Duplexes



Triplex

Middle housing typically includes duplexes, triplexes, quadplexes, townhomes, and cottage clusters. These housing types can encourage greater housing availability, affordability, and flexibility to meet different needs.

Recommendation: Update housing type definitions.



Dwelling Unit, Townhouse



Dwelling Unit, Triplex



Cottage Cluster



Dwelling Unit, Fourplex



Dwelling Unit, Single



Dwelling Unit, Triplex

Recommendations: Increase ADU height limit to 2 stories or 24 feet; Remove special architectural and design standards requirements for multiple-dwelling, middle housing types, and ADUs.



- Current requirements make multiple dwelling structures, middle housing, and ADUs more difficult and costly to develop than single dwelling housing.
- Simplified standards may encourage more development of these standards.
- Increasing the maximum ADU height provides more opportunity to develop livable ADUs on smaller lot sizes

MULTIMODAL TRANSPORTATION

RECOMMENDATIONS:

- Revise minimum right-of-way and pavement widths consistent with street functional classifications in TSP.
- Allow transportation facilities, services, and improvements that are consistent with the TSP to be permitted outright in all zones.
- Require a Traffic Impact Analysis (TIA) for development applications of a certain size
- Add requirements for shade and pedestrian circulation in parking lots of a certain size.
- Add language requiring bicycle parking for transit transfer stations and park-and-ride lots.
- Require proposed developments that are within a certain distance from an existing or planned transit stop to enhance access or accommodate this mode.
- Require new developments with planned designated employee parking areas to provide preferential parking for employee carpools and vanpools.
- Develop more robust standards for bike and pedestrian infrastructure and connectivity to develop a well-connected multimodal network.

Recommendations:

Add requirements for shade and pedestrian circulation in parking lots of a certain size; require bicycle parking at transit transfer stations and park-and-ride lots.



TriMet park-and-ride lot with landscaping, bike parking, and pedestrian circulation.



GREEN INFRASTRUCTURE

RECOMMENDATION:

- Update Minor Site Plan Review requirements to include green infrastructure elements.

WHAT IS GREEN INFRASTRUCTURE?

Green infrastructure is a term that describes natural elements in a city that conserve ecosystem functions, sustain clean air and water, and provide a wide array of benefits to people and wildlife.

Elements of green infrastructure can include **street trees**, planter boxes, **bioswales**, permeable pavement, **green streets**, and green roofs.



TEMPORARY LODGING STANDARDS

RECOMMENDATION:

- Include a definition of “short term rental.”

ZONING ORDINANCE STRUCTURE

RECOMMENDATIONS:

- Reformat residential development standards to increase legibility.
- Combine the Zoning Ordinance and Land Division Ordinance and create a unified development ordinance.

Next Steps

Schedule Review

Joint City Council and PC Work Session #1	April 6, 2023
PMT Meeting #4	April 11, 2023
Final Action Plan	April 27, 2023
City Council Meeting #1	May 4, 2023
Phase 1 Title VI Report	June 2023
Phase 1 Project Expiration	July 15, 2023



Questions and Comments?

THANK YOU!