



# CITY OF OREGON CITY

P.O. Box 3040  
221 Molalla Ave., Ste. 200  
Oregon City, OR 97045  
(503) 722-3789  
Fax (503) 722-3880

TO: Chris Deffebach, Metro  
Maggie Dickerson, Clackamas County

FROM: Dan Drentlaw, Community Development Director

DATE: February 23, 2009

SUBJECT: Local Aspiration Request

cc: Larry Patterson, City Manager, City of Oregon City  
Alice Norris, Mayor, City of Oregon City

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This is in response to your request for information regarding local aspirations. I have also included information regarding our housing and employment numbers as they relate to Table 1. Please let me know if you have any questions.

## **POPULATION AND EMPLOYMENT PROJECTIONS – OREGON CITY**

In 1994, Metro allocated population and employment forecasts to each of the three Counties in the Metro area. These numbers were then sub allocated to the Cities and eventually adopted by Metro in what is commonly referred to as “ Table 1”. The projections, from 1994 to 2017, were used to assist decision makers in making UGB expansion decisions. Currently, as part of the local aspirations work, Metro is asking how we are doing in terms meeting these numbers.

### **Population**

The most recent formal inventory, completed in May of 2002, indicated that 11,395 units existed in the City limits. As of January of 2009, we estimate this number to be 12,789.

In 1994, Metro estimated Oregon City could accommodate 9,940 additional units between 1994 and 2017. The City conducted a housing inventory in 2002 and found that 3,665 units were built between 1994 and 2002, leaving 6,075 remaining. Between 2002 and 2008, an additional 1,516 units were built, leaving a balance of 4,559 to build by 2017. With only eight years until 2017, it is very unlikely that this many additional units will be built. Based on our current vacant land supply and the up-zoning implemented as part of the 2004 Comprehensive plan update, we anticipate being about 1400 units short. Assuming an average of 2.5 persons per unit, our population at full build-out, would be 38,545.

Although not included in the original Metro forecast, the addition of units projected to be accommodated in the adopted concept plans would certainly provide the number of units to meet or exceed the forecast. The adopted Park Place Concept plan calls for 1,458 new units and the Beavercreek Road plan calls for 1,023. Additionally, the 192 acres added in the 2002 in South End could accommodate something in the range of 800 units. All three areas could accommodate 3,281 units. This would equate to about 7,218 more people for at total build-out of about 45,763. (I used 2.2 persons per unit as many of these new units were assumed to be multifamily.)

## **Employment**

The most recent employment inventory completed in 1996 indicated that there were 16,690 jobs in Oregon City.

Metro's forecast for employment included 11,172 new jobs between 1994 and 2017. In 2002 an inventory was conducted as part of our comprehensive plan update. Based on the existing vacant land, zoning and intensification of existing employment related uses, the study concluded an additional 9,048 could be accommodated. Even assuming the full build-out of our regional center at fairly high densities (30 employees per acre) our build-out is still estimated to be short by 2,802 jobs, or 75% of the target. Although not included in the original metro forecast, the implementation of the Beavercreek Road Concept plan could add another 3,678 jobs at full build-out.

## **OREGON CITY "LOCAL ASPIRATIONS"**

The Oregon City Commission does not feel it is in a position to make specific recommendations regarding local aspirations without a public process. Until that process occurs, the policies below have been taken from our recently adopted comprehensive plan of 2004. Additional policies from the "Oregon City Futures Report" are included as well. The policies listed below from both documents are the ones I found most relevant to helping define our local aspirations.

## **Comprehensive Plan Policies**

### **Compact form**

- Contain urban development within defined geographic areas by promoting redevelopment within older areas of the city, promote transportation alternatives, conserve and protect the rural lands surrounding the city, and help promote the identity of the City. Specifically, the southern limits of the City shall be defined by the northern edge of the steep slopes leading down to the Beavercreek drainage.
- Promote redevelopment of older or underutilized areas through public investment including the use of urban renewal funding. This is particularly true for the regional center and the downtown area.
- Ensure compact form within the City limits that promote the efficient and cost effective public services. Promote green corridors and green belts on lands beyond Oregon Cities

UGB in order to maintain the surrounding rural character and protect the agricultural economy of the region. Maintain a green belt around the southern and eastern edge of the city by limiting urban expansion to the Beaver Creek drainage and associated steep slopes and the tributaries of Abernethy Creek that border the eastern and southeastern portions of the City.

### **Job Creation**

- Encourage and support sustainable economic development and job creation. (These principles are refined and promoted in the recently adopted Beaver Creek Road Concept plan.)
- Work with METRO to ensure there is enough land available for industrial/commercial areas needed to provide family wage jobs within the UGB. If there is not enough, identify areas outside the boundary that may be appropriate to annex into the City.

### **Transportation**

- Focus transit oriented, higher intensity development along selected transit corridors and the regional center.
- Work with Clackamas County, Gladstone and Milwaukie to develop a redevelopment plan for the 99E corridor that connects the Oregon City regional center with the Milwaukie town center.
- Promote light rail that serves Oregon City and provide convenient park and ride facilities.

### **The Oregon City Futures Report**

The “Oregon City Futures Report” identifies several “districts”. Two of these include recommendations for mixed, high intensity uses that would support multiple forms of transportation. The most important being the Oregon City Regional Center. It is the intent of Oregon City that our regional center be developed in a way that expands the function to include improved ability to provide goods and services to the surrounding cities of Gladstone, West Linn, Wilsonville, Canby, Molalla, Damascus, Estacada, as well as the rural communities of Beaver Creek, Redland, Oak Lodge and Jennings Lodge.

The second district is the Hilltop district, located between Warner Milne Road and Beaver Creek road along Molalla Avenue. Currently dominated by an older one story shopping center, this site has the capacity to develop at much higher FAR’s and is conveniently positioned in the center of the city. Proximity to transit on Molalla and State Highway 213 also make the site accessible. Dense office uses and high density residential are recommended for the district.

The report also recommends increased infill and redevelopment along the 7<sup>th</sup> Street corridor, consistent with a main street character, such as buildings of two or three stories.

In addition to the report, current zoning along much of Molalla and along Beaver Creek Road between State Highway 213 and Molalla allow for significant increases in intensity, which was

based upon recommendations from the 2004 Comprehensive Plan update. Mixed-use buildings up to five stories are currently allowed along most of the Beaver Creek Road Corridor.