



MEMORANDUM

TO: Clackamas County Planning Commission
FROM: Long Range Land Use Planning Team
DATE: February 17, 2026
RE: **Study Session:** File ZDO-293, FY26 Minor and Time-Sensitive Comprehensive Plan and Zoning & Development Ordinance Amendments

The purpose of the February 23rd Study Session is to provide the Planning Commission with an overview of and an opportunity to discuss the Fiscal Year (FY) 2026 *Minor & Time Sensitive Amendments* package, which will be found in Planning File ZDO-293.

The 2025-2027 Long-Range Planning Work Program includes a project titled “*Minor and Time-Sensitive Comprehensive Plan and Zoning and Development Ordinance Amendments*.” Since 2020, a package of amendments has been developed annually or biennially to focus on relatively minor changes to the County’s Comprehensive Plan (Plan) and Zoning and Development Ordinance (ZDO) to comply with any new Metro, state or federal mandates, clarify existing language, correct errors, or adopt optional provisions that require only minimal analysis. The last package of such amendments was adopted in 2024.

At a policy session in December 2025, the Board of County Commissioners directed staff to proceed with drafting the Comprehensive Plan and ZDO amendments necessary to address the items listed in **Attachment A**. These amendments, to be proposed in ZDO-293, fall into three categories:

- 1) Implementation of state mandates, which were adopted through legislation or administrative rulemaking, that are currently in effect or will become effective by July 1, 2026. Generally, these mandates relate to urban housing (procedural and substantive changes); institutional uses such as residential treatment facilities and emergency shelters; on-site parking in the urban area; and certain uses in Exclusive Farm Use and Ag/Forest zones.
- 2) Revisions recommended by staff to correct errors, enhance clarity, or streamline regulations and processes. These amendments are intended to address basic errors (e.g., incorrect citations), revise text that consistently causes confusion for staff and customers, and amend standards or processes that create development barriers without adding significant value. Of note is a proposal to consider reducing or repealing the county’s regulations applicable to docks on the Willamette River. This issue came up in 2023 when the Board approved a Plan amendment to remove a property from the Willamette River Limited Use area in order to allow the homeowner to construct a private dock. At that time, the Board expressed interest in reviewing the regulations more holistically. In addition, a code audit of the Exclusive Farm Use, Timber and Ag/Forest zones is proposed to ensure consistency with state law.

- 3) A specific request for a member of the public. Willamette View, a senior housing provider, has requested an amendment to the 35-foot height limit that applies in the Willamette River Greenway (WRG). Although they have submitted a draft amendment, they have deferred to staff to determine the best way to incorporate the requested change. The Willamette View site is zoned High Density Residential and allows a maximum density of 25 units per acre.

Issues for Discussion:

During the study session, staff will provide a general overview of the proposed amendments. Below, staff have highlighted several proposals that are not mandated by state law and rise above the level of housekeeping amendments.

- Willamette River Greenway (WRG)

The Willamette River Greenway (WRG), established through Statewide Planning Goal 15, is a corridor of water and land in which development is planned and built with recognition of the unique qualities of the Willamette River. To implement Goal 15, cities and counties, including Clackamas County, were required to adopt a WRG boundary and establish policies and standards for new development, new uses, and intensification of uses within the boundary area. The standards were intended to maintain physical and visual access to the river, preserve habitat and vegetation near the river, and to direct development away from the river. But directing development away from the river does not mean development is prohibited. The first map in **Attachment B** shows the extent of the WRG and the elements of the WRG Design Plan within unincorporated Clackamas County.

Residential Height Limit: Currently the ZDO limits the height for all residential development within the WRG boundary to 35 feet. Within the urban area, the vast majority of residential lots within the WRG boundary have a low-density residential designation, which has a height limit of 35 feet for development even outside the WRG. There are, however, a limited number of lots within the WRG that have a High Density Residential (HDR) zoning designation (see map in **Attachment B**). The HDR zoning district is intended for multifamily development; currently has a maximum allowed density of 25 dwelling units per acre; and has no specified height limit outside the WRG.

ZDO-293 will propose to remove the height limit for lots within the WRG that are also within the HDR zoning district. Considering one of the goals of the WRG designation is to minimize visual impacts on the river, staff has discussed whether the height limit should remain for development in the HDR District that is within a certain distance of the river (for example, within 150 or 200 feet of the river) or if there should be some buffering or screening requirement imposed. However, staff is not proposing either of those restrictions for a number of reasons.

- There are only a few lots that would be wholly or partially affected by this change, many of which are already developed and most of which are located more than 200 feet from the river.
- There is already development visible from the river, and new developments in other locations within the WRG are not required to be “screened”. Given the minimal amount of new development that could occur in the HDR zone within the Greenway, it is unlikely that it would create a significant enough visual impact on the river to warrant additional regulations and expense for the developer.
- Adding more requirements on housing development is counter to recent mandates from the state for local jurisdictions to streamline processes and remove barriers to more housing development in order to help alleviate the housing shortage.

- Screening of a structure that exceeds 35 feet in height is impractical. Even if tall trees already exist on the subject property, they are unlikely to screen a structure from all vantage points.

Docks in Limited Use Area: Two classifications of water use are established in the Willamette River Greenway (WRG) Design Plan: Limited Use and Multiple Use. Uses identified for the Limited Use designation are generally described as: “Uses compatible with limited use recreation. Other uses are existing residential, commercial and industrial water dependent and water related uses...”. Uses identified for the Multiple Use designation are generally described as: “multiple use recreation activities, continues existing uses with no restriction on waterborne commerce...”

Both water-use designations are applied in the WRG Design Plan to varying areas of the Willamette River above Willamette Falls. No policies or criteria are provided in the Comprehensive Plan to justify the application of these designations to specific stretches of the river, except for a very general policy related to protecting the natural character of the river. The only practical distinction between the Limited Use and Multiple Use designations is that new, private, non-commercial docks are prohibited in the Limited Use areas and allowed, subject to certain standards, in the Multiple Use areas.

Based on an analysis of lots, existing dwellings, and existing docks within the county’s two Limited Use areas, staff have found the following (see **Attachment B**):

- 41 lots within Limited Use area have river frontage and contain a dwelling
- 38 of those 41 lots currently have a private, non-commercial dock
- No vacant lots with river frontage in the Limited Use area are zoned for residential development; vacant lots that are not parks are farm- or forest-designated land, which does not allow a dwelling outright
- A significant portion of the river frontage within the Limited Use area is parkland

Based on the history, statutes and Oregon Administrative Rules, it appears that the Willamette River Greenway was largely established to preserve areas along the river for public use but does also recognize that private uses, such as residences and docks, exist on the river and should be allowed to continue and be afforded a “limited” intensification and/or changes of use. Staff can find nothing in Goal 15 that requires the county to prohibit all new development in certain areas or to maintain an area like the limited use portions of the WRG in Clackamas County that prohibits new docks. As such, staff are proposing to repeal the prohibition on private, noncommercial docks in the Limited Use area. This removal is expected to have little impact on the river, as it would essentially allow for only three more docks within the Limited Use areas.

- **Setbacks**

Setbacks are defined as “the shortest horizontal distance between a structure and the lot line.” Setbacks are required for all structures in all zones in the county and serve multiple purposes, including ensuring adequate separation between buildings to reduce fire risk and providing space for utilities and emergency vehicle access.

The manner in which lot lines and setbacks are reviewed on properties in both the urban and rural areas of the county has not changed substantially since the first adoption of the ZDO in 1980. In 1980, there were a number of standards that controlled the shapes and dimensions of lots that could be created (as well as standards requiring the consolidation of nonconforming lots), which allowed for a relatively rigid set of rules regarding setbacks to function in a relatively controlled context.

Over the past 46 years, many of the standards controlling lot shapes and dimensions have been removed from the ZDO, nonconforming lots are no longer required to be consolidated, new access and life safety requirements outside the ZDO have changed the way developments are constructed, and changes to state and local rules regarding infill development have resulted in lot creation and development that was not contemplated when the 1980 ZDO was drafted.

As a result, the rigid setback rules of the 1980s that are still present in the ZDO of today create conflicts that could not have been anticipated by the ZDO's first drafters, and the requirement that standards applicable to residential development be "clear and objective" restricts the discretionary ability of planners to work around these pain points. The amendments proposed by this package seek to address some of the most commonly occurring challenges identified by staff in reviewing developments under the current rules. The objective of these amendments is not to meaningfully alter the distances or functions of setbacks under the ZDO, but instead to ensure that the regulations governing setbacks are sufficient to respond to and regulate the development context of 2026 and beyond.

Attachment C includes a selection of defined terms from the ZDO that establish lot lines and setbacks, and examples of lots that do not lend themselves well to the application of "conventional" setback regulations.

Next Steps:

Staff will complete initial drafts of the ZDO amendments and discuss the proposal with the Board of County Commissioners at a policy session on **March 10, 2026**. Staff will then take the direction from the Planning Commission and the Board and finish preparing the legislative text amendments necessary to implement the identified changes. The full text of the proposed amendments, along with a brief summary of the proposed changes, will be available and posted online for review by mid-April.

The tentative public hearing schedule for consideration of ZDO-293 is as follows.

Planning Commission: **Monday, May 11, 2026**

Board of County Commissioners: **Not yet scheduled, potentially June 2026**

Attachments:

A. **Items included in Amendment Package**, ZDO-293, Minor and Time-Sensitive Comprehensive Plan and ZDO Amendments

B. **Maps**

- Willamette River Greenway Design Plan, Comprehensive Plan Map 3-1e
- High Density Residential Zoning near Willamette River Greenway
- Docks and Homes within the Limited Use Area (LUA)

C. **Definitions and examples of lots with unconventional setback requirements**

ATTACHMENT A: Items Included in Amendment Package

ZDO-293: Minor & Time Sensitive Amendments to Comprehensive Plan and Zoning and Development Ordinance (ZDO)

Section 1: State-Mandated Amendments	
1	Land Divisions <ul style="list-style-type: none">• Amendments to <u>Middle Housing Land Division (MHL D)</u> process<ul style="list-style-type: none">○ Allow shared water/wastewater facilities allowed○ Allow MHL D before, during and after middle housing building permits○ Offer concurrent review of MHL D and partition/ subdivision• Amendments to <u>expedited land division</u> process<ul style="list-style-type: none">○ No public notice required○ May not hold hearing or allow any party to intervene in opposition○ Applicant is the only party required to receive Notice of Decision and eligible to appeal
2	Urban Housing Application <ul style="list-style-type: none">• <u>New application type</u> for zone change, planned unit development or variance<ul style="list-style-type: none">○ Notice to property owners within 100 feet of site and CPO○ Comment window of 14 days○ No public hearing allowed○ No appeal to Land Use Board of Appeals (LUBA)
3	Residential Design Standards <ul style="list-style-type: none">• May not apply design standards to housing development inside urban growth boundary (UGB) that<ul style="list-style-type: none">○ Include 20 or more units of new single-family dwellings, manufactured dwellings, or middle housing, but○ Does not apply to “multi-family structures” with 3 or more housing units
4	“Opt-in” to New Standards <ul style="list-style-type: none">• Allow for applicant to “opt in” to new standards if they have become effective after application was submitted<ul style="list-style-type: none">○ Only applies to housing applications within urban growth boundary (UGB)○ Must request before public notice is issued

5	<p>Specific Use Allowances Required</p> <ul style="list-style-type: none"> • Allow by right a <u>residential treatment facility</u>; <u>residential home</u>; or <u>mental or psychiatric hospital</u> within a UGB on <ul style="list-style-type: none"> ○ Certain publicly-owned lands ○ Lands zoned for residential commercial, employment, and industrial uses • Allow a <u>crisis stabilization center</u> adjacent to mental or psychiatric hospital within a UGB • Allow <u>preschool or pre-kindergarten</u> with place of worship (does not apply if place of worship is a nonconforming use) • Allow by right <u>emergency shelters</u> that meet certain defined criteria within a UGB. Requirement sunsets if the most recently completed point-in-time count indicates the total sheltered and unsheltered homeless population is less than 0.18 percent of the state population • Allow by right <u>child care centers</u> in commercial and industrial zones (excepts area specifically designated for heavy industrial). Allow child care facilities in farm zones, subject to certain criteria related to serving children in rural area and must collocate with community center or school
6	<p>Off-Street Parking</p> <ul style="list-style-type: none"> • Remove off-street parking mandates (no minimum requirement for off-street parking). Per state law, Clackamas County may no longer enforce off-street parking mandates in the urban, unincorporated areas, but the county's ZDO has not yet been updated to reflect this provision • Require tree canopy and other specified design standards for parking lots > 0.5 acres
<p>Section 2: Other Amendments Proposed by Staff</p>	
7	<p>Amendments in Farm and Forest Zoned Lands</p> <ul style="list-style-type: none"> • Code audit of the Exclusive Farm Use, Timber and Ag/Forest zones to ensure they are consistent with, and no more restrictive than, state law • Remove references to State Wildfire Map that was repealed in 2025 (also affects some rural residential lands) • Incorporate amendments from recent state rulemaking that codified certain common law standards related to <ul style="list-style-type: none"> ○ Farm impacts test analyses ○ Agri-tourism events standards ○ Transportation facilities subject to farm impacts test ○ Private park definition and clarifications
8	<p>Clarifications and “Housekeeping” Amendments</p> <ul style="list-style-type: none"> • Correct citation and punctuation errors • Revise outdated provision required by the Metro Code • Clarify provisions that routinely cause confusion for staff and customers

ATTACHMENT A

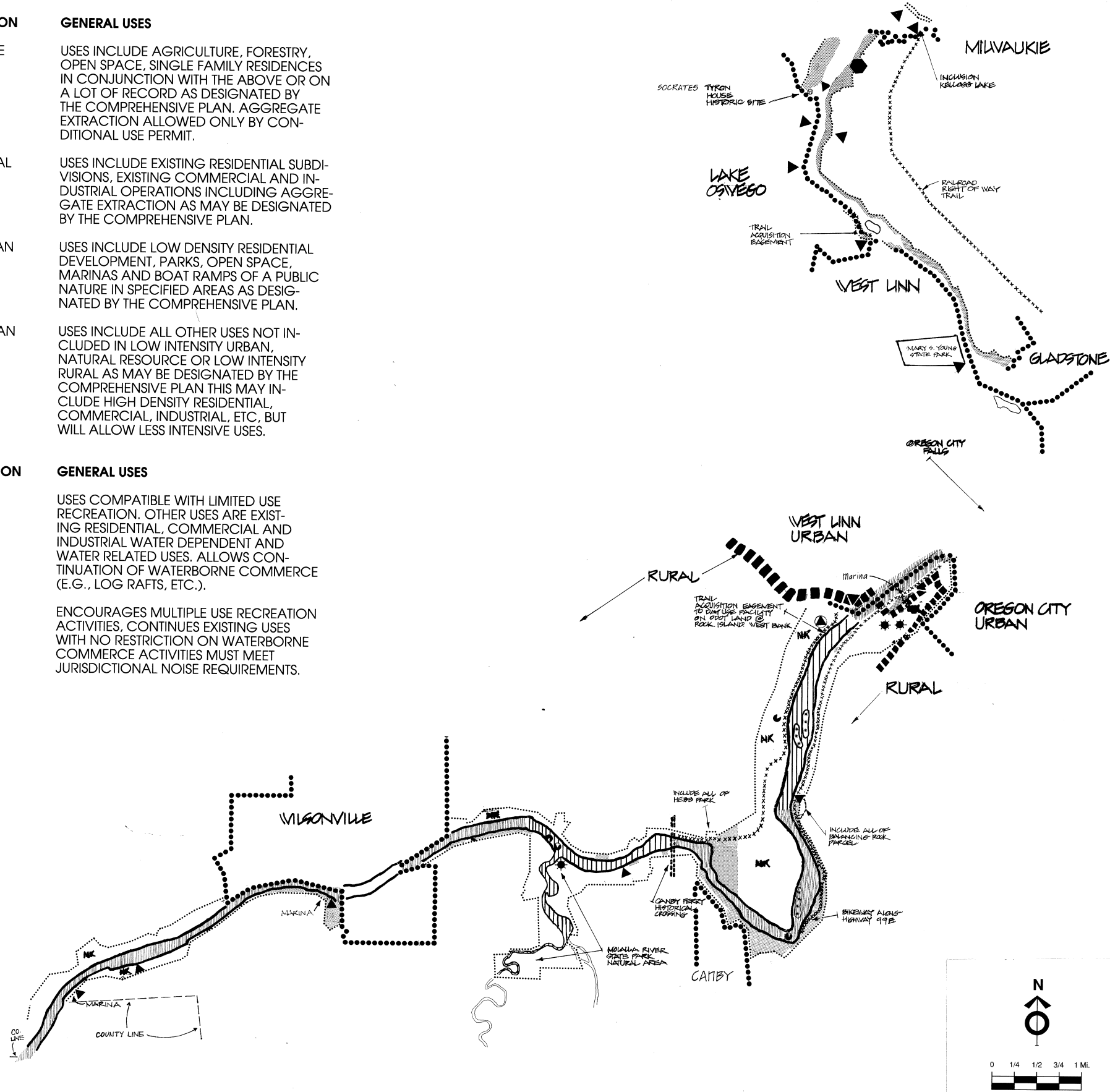
PC Study Session 2/23/2026

ZDO-293: Minor & Time Sensitive ZDO Amendments

9	Amendments to Reduce Development Barriers <ul style="list-style-type: none"> • Revise design standards or procedural requirements that create development barriers without adding significant value <ul style="list-style-type: none"> ○ Various setback standards ○ Method of calculating lot size ○ Limits on refiling applications ○ Procedures for extending time limits or modifying approved land use permits
10	Docks on Willamette River <ul style="list-style-type: none"> • Consider limiting county regulations applicable to docks on the Willamette River or repealing them entirely • Issue came up in 2023, when the Board approved a Plan amendment to remove a property from the Willamette River Limited Use area in order to allow the homeowner to construct a private dock. At that time, the Board expressed interest in reviewing the regulations more holistically.
Section 3: Amendments Requested by the Public	
11	Willamette River Greenway (WRG) Height Limit <ul style="list-style-type: none"> • The mapped WRG has a maximum height of 35 feet for dwellings or structures accessory to dwellings. Willamette View has requested an amendment to this standard to enable their goal of developing a congregate housing facility on their property, which is zoned High Density Residential.

MANAGEMENT ACTIVITIES

LAND CLASSIFICATION	GENERAL USES
NATURAL RESOURCE	USES INCLUDE AGRICULTURE, FORESTRY, OPEN SPACE, SINGLE FAMILY RESIDENCES IN CONJUNCTION WITH THE ABOVE OR ON A LOT OF RECORD AS DESIGNATED BY THE COMPREHENSIVE PLAN. AGGREGATE EXTRACTION ALLOWED ONLY BY CON-DITIONAL USE PERMIT.
LOW INTENSITY RURAL	USES INCLUDE EXISTING RESIDENTIAL SUBDI-VISIONS, EXISTING COMMERCIAL AND IN-DUSTRIAL OPERATIONS INCLUDING AGGRE-GATE EXTRACTION AS MAY BE DESIGNATED BY THE COMPREHENSIVE PLAN.
LOW INTENSITY URBAN	USES INCLUDE LOW DENSITY RESIDENTIAL DEVELOPMENT, PARKS, OPEN SPACE, MARINAS AND BOAT RAMPS OF A PUBLIC NATURE IN SPECIFIED AREAS AS DESIG-NATED BY THE COMPREHENSIVE PLAN.
HIGH INTENSITY URBAN	USES INCLUDE ALL OTHER USES NOT IN-CLUDED IN LOW INTENSITY URBAN, NATURAL RESOURCE OR LOW INTENSITY RURAL AS MAY BE DESIGNATED BY THE COMPREHENSIVE PLAN THIS MAY IN-CLUDE HIGH DENSITY RESIDENTIAL, COMMERCIAL, INDUSTRIAL, ETC, BUT WILL ALLOW LESS INTENSIVE USES.
WATER CLASSIFICATION	GENERAL USES
LIMITED USE	USES COMPATIBLE WITH LIMITED USE RECREATION. OTHER USES ARE EXIST-ING RESIDENTIAL, COMMERCIAL AND INDUSTRIAL WATER DEPENDENT AND WATER RELATED USES. ALLOWS CON-TINUATION OF WATERBORNE COMMERCE (E.G., LOG RAFTS, ETC.).
MULTIPLE USE	ENCOURAGES MULTIPLE USE RECREATION ACTIVITIES, CONTINUES EXISTING USES WITH NO RESTRICTION ON WATERBORNE COMMERCE ACTIVITIES MUST MEET JURISDICTIONAL NOISE REQUIREMENTS.



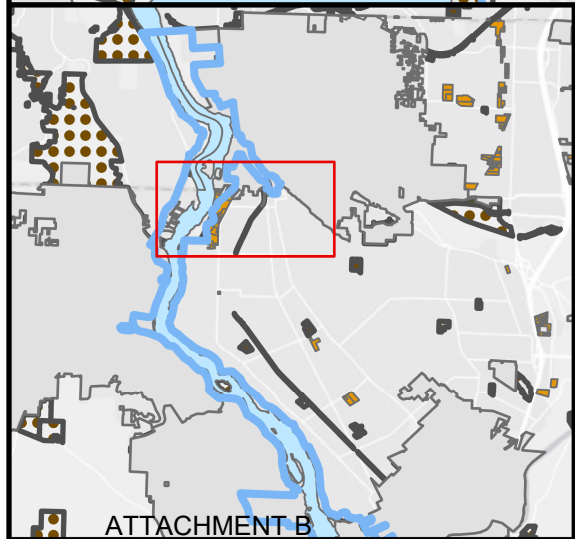
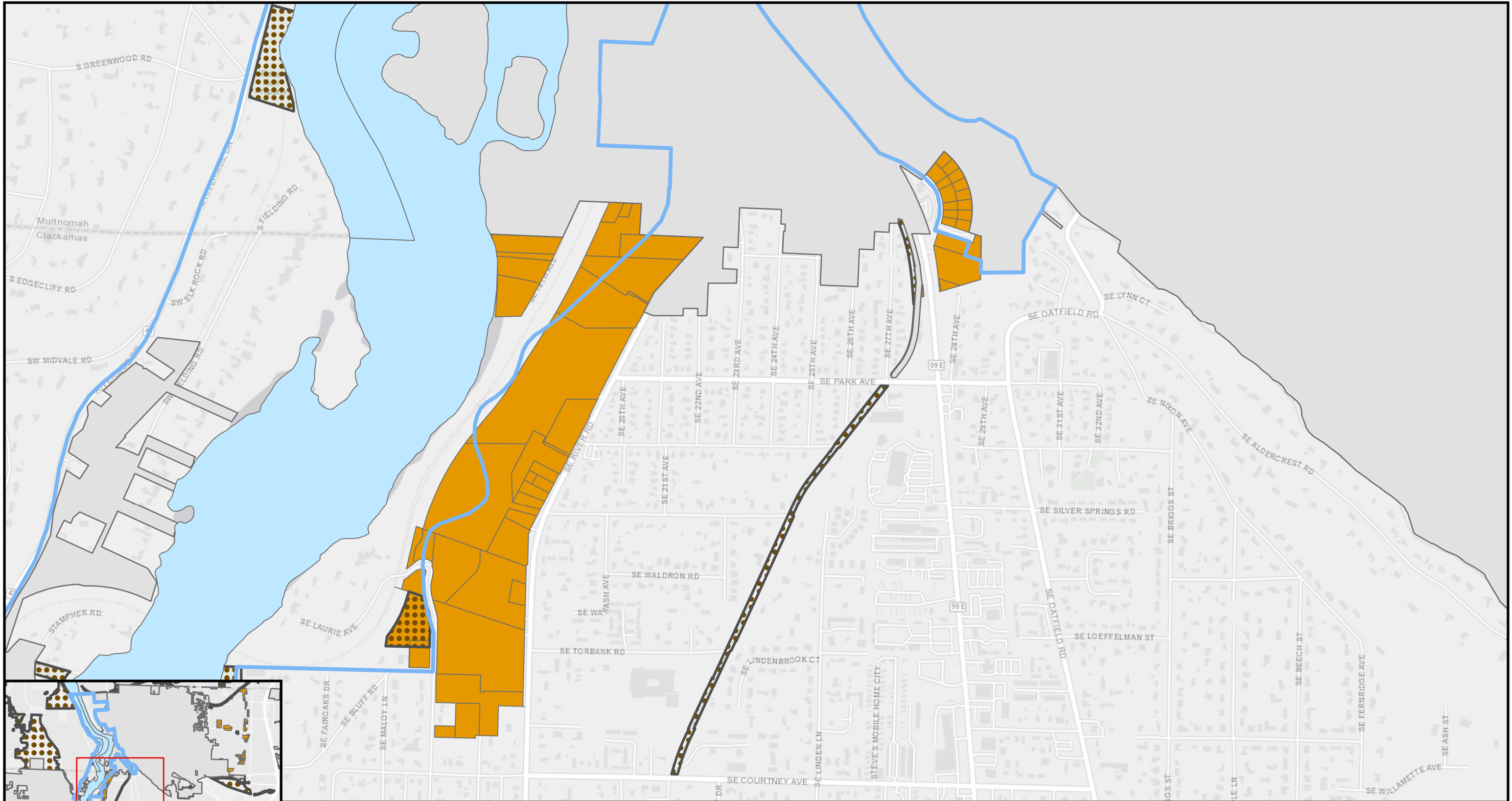
WILLAMETTE RIVER
GREENWAY
DESIGN PLAN

- Existing Willamette River Greenway Boundary
- Adjustment of Above
- Protection Resource Area, Unique Natural Area
- Scenic Vistas
- Access Point to River
- Proposed Public Access
- Low Intensity Urban
- High Intensity Urban
- NR Natural Resource
- Low Intensity Rural
- Multiple Use
- Limited Use
- Historic Sites
- City Limit Line

Comprehensive Plan Amendments to Change the Designation from Limited Use to Multiple Use

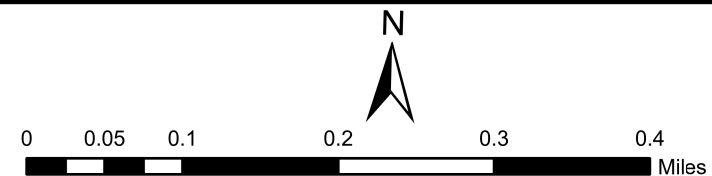
File #	* Assessor's Map & Tax Lot #	Board Order #	Effective Date
Z0256-95-CP	31E02C 01400	95-710	7/13/1995
Z1148-95-CP	31E02C 00803, 00900, 01000	96-15	1/4/1996
Z0226-96-CP	31E15 02700, 02701, 02702	96-734	11/27/1996


* Assessor's map and tax lot numbers are as of the date of the amendment and may have since changed. See files for precise locations.

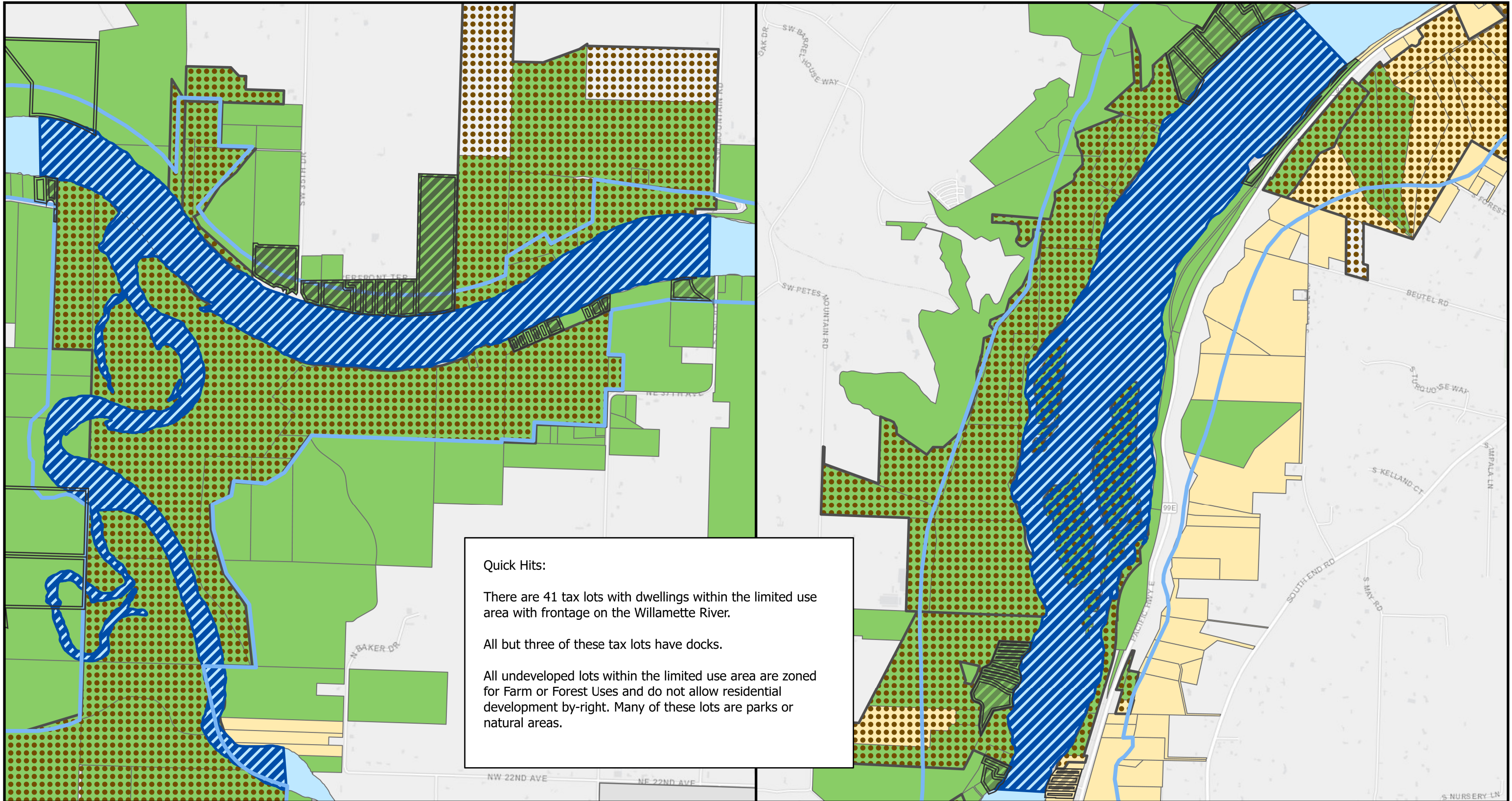


High Density Residential Zoning near Willamette River Greenway

- Willamette River Greenway
- Rivers (approximate)
- Cities
- Parks and Natural Areas
- HDR Zoned Tax Lots




CLACKAMAS COUNTY
 GEOGRAPHIC INFORMATION SYSTEMS
DEPARTMENT OF INFORMATION SERVICES/GEOGRAPHIC INFORMATION SYSTEMS
 121 LIBRARY COURT
 OREGON CITY, OREGON 97045
The information on this map was derived from digital databases from Clackamas County's GIS. Care was taken in the creation of this map but is provided "as is". Clackamas County cannot accept any responsibility for any errors, omissions, or positional accuracy, and therefore, there are no warranties which accompany this product. Although information from Land Surveys may have been used in the creation of this product, in no way does this product represent or constitute a Land Survey. Users are cautioned to field verify information on this product before making any decisions.



Oregon Metro, Bureau of Land Management, State of Oregon, State of Oregon DOT, State of Oregon GEO, Esri, HERE, Garmin, GeoTechnologies, Inc., USGS, EPA

ATTACHMENT B

Docks and Homes within the Limited Use Area (LUA)

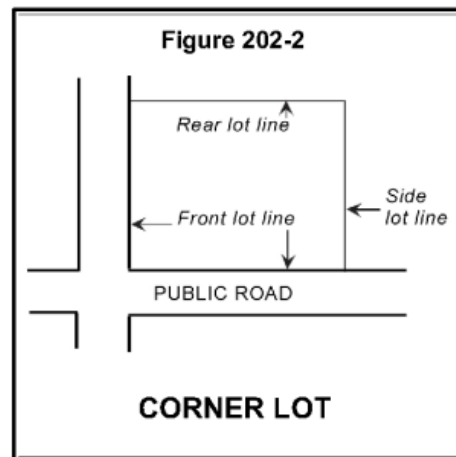
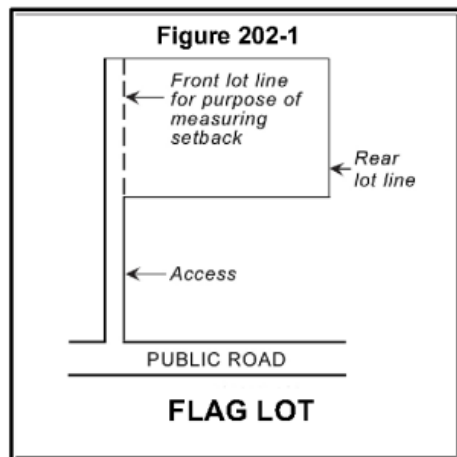
CLACKAMAS COUNTY
GEOGRAPHIC INFORMATION SYSTEMS
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121 LIBRARY COURT
OREGON CITY, OREGON 97045

<ul style="list-style-type: none"> Limited Use Areas (Approximated) Willamette River Greenway Homes Adjacent to Willamette in LUA 	<ul style="list-style-type: none"> Tax Lots with Docks in LUA AGF EFU TBR 	<ul style="list-style-type: none"> FF10 FU10 RA2 RRFF5 	<ul style="list-style-type: none"> Parks and Natural Areas 	<div style="display: flex; align-items: center; justify-content: center;"> </div> <div style="display: flex; align-items: center; justify-content: center; margin-top: 5px;"> <div style="width: 100px; border-bottom: 2px solid black; position: relative;"> <div style="position: absolute; left: 0; top: -5px;">0</div> <div style="position: absolute; left: 20%; top: -5px;">0.1</div> <div style="position: absolute; left: 40%; top: -5px;">0.2</div> <div style="position: absolute; left: 60%; top: -5px;">0.4</div> <div style="position: absolute; left: 80%; top: -5px;">0.6</div> <div style="position: absolute; left: 100%; top: -5px;">0.8</div> </div> <div style="margin-left: 10px;">Miles</div> </div>
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Setbacks are primarily established by definitions in ZDO 202

Below are the current definitions used to establish lot lines and setbacks in ZDO 202. This minor amendments package is primarily interested in refining these terms so that lot lines and setbacks can be predictably assigned to lots throughout the county in both urban and rural contexts.

1. **LOT LINE, FRONT:** Any boundary line separating a lot from a County, public, state, or **private road**, or from an **access drive**. Exceptions are:
 - a. Except as otherwise provided in Subsection 903.08, the front lot line of a **flag lot** shall be within the boundaries of the lot by a distance equal to the width of the narrow strip of lot or easement providing access to the lot. The front lot line shall be parallel to the lot line extending from the road to the lot line opposite and most distant from the road. (See Figure 202-1.)
 - b. A **corner lot** has at least two front lot lines, except where one of the lot lines that would otherwise be a front lot line abuts a **private road** or **access drive** and motor vehicle access from the lot is not taken to that **private road** or **access drive**. In that case, the lot line where motor vehicle access is not taken is a **side lot line**.
 - c. A **through lot** has at least two front lot lines except where one of the lot lines that would otherwise be a front lot line abuts a collector, arterial, expressway, interstate, or other feature that precludes motor vehicle access. In that case, the lot line where access is precluded is the **rear lot line**.



2. **LOT LINE, REAR:** Any boundary line opposite and most distant from the **front lot line** and not intersecting a **front lot line**. Exceptions are:

- a. For a **corner lot**, the rear lot line is any one of the boundary lines opposite the **front lot lines**. Any other opposite boundary line is a **side lot line**. (See Figure 202-2.)
 - b. A triangular-shaped lot has no **rear lot line**.
 - c. A **through lot** has no **rear lot line** except where one of the lot lines that would otherwise be a front lot line abuts a collector, arterial, expressway, interstate, or other feature that precludes motor vehicle access. In that case, the lot line where access is precluded is a **rear lot line**.
3. **LOT LINE, SIDE**: Any boundary line that is not a **front** or **rear lot line**.
4. **ROAD**: A public or private way created to provide ingress to, or egress from, one or more lots, parcels, areas or tracts of land, or that provides for travel between places by vehicles. A private way created exclusively to provide ingress and egress to land in conjunction with a forest, farm or mining use is not a "road". The terms "street", "**access drive**" and "highway" for the purposes of this Ordinance shall be synonymous with the term "road".
5. **STREET**: See "**ROAD**".
6. **ROAD, COUNTY**: A public way under County jurisdiction which has been accepted into the County road maintenance system by order of the Board of County Commissioners.
7. **ROAD, PRIVATE**: A private way created by deed or easement to provide vehicular ingress to, or egress from, three or more lots or parcels.
8. **EASEMENT**: A right of usage of real property granted by an owner to the public or to specific persons, firms, and corporations.
9. **ROAD, PUBLIC**: A public way dedicated or deeded for public use but not accepted into the County road maintenance system, intended primarily for vehicular circulation and access to abutting properties.
10. **ACCESS DRIVE**: A private way, with a travel surface generally no more than 12 feet in width, created by deed or easement to provide vehicular ingress to, or egress from not more than two lots or parcels.
11. **SETBACK**: The shortest horizontal distance between a **structure** and the lot line.
12. **SETBACK, FRONT**: The shortest horizontal distance between a **structure** and the **front lot line**.
13. **SETBACK, REAR**: The shortest horizontal distance between a **structure** and the **rear lot line**.
14. **SETBACK, SIDE**: The shortest horizontal distance between a **structure** and the **side lot line**.
15. **STRUCTURE**: Anything constructed or erected, which requires location on the ground or attached to something having a location on the ground.

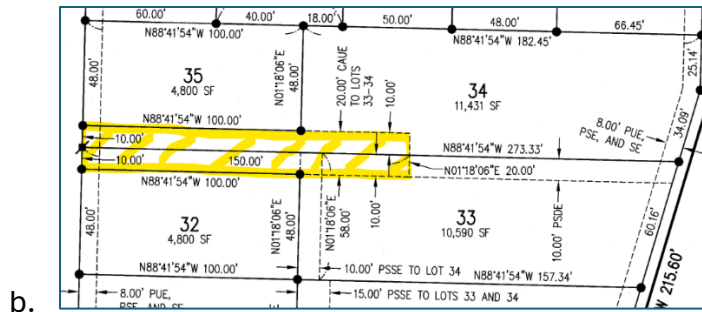
16. *LOT, CORNER: A lot with **street** frontage on two **streets** intersecting at a corner of the lot. A lot within the radius curve of a single **street** is not a corner lot. A lot may be both a corner lot and a **through lot**.*
17. *STREET FRONTAGE: The entire linear distance of a lot abutting a **street**. Toe strips or flair strips shall not be used to satisfy the minimum street frontage requirements of the Ordinance.*
18. *LOT, THROUGH: A lot that has **street** frontage on two or more non-intersecting **streets**. A lot may be both a **corner lot** and a through lot.*
19. *LOT, FLAG: A lot that has access to a road by means of a narrow strip of lot or easement.*

Examples of lots with challenging setback situations:

1. Iseli Estates, 22E11AA03600, 03700, 3200, 3300

- a. Access drive creates exceedingly encroaching setbacks via a reciprocal access easement.

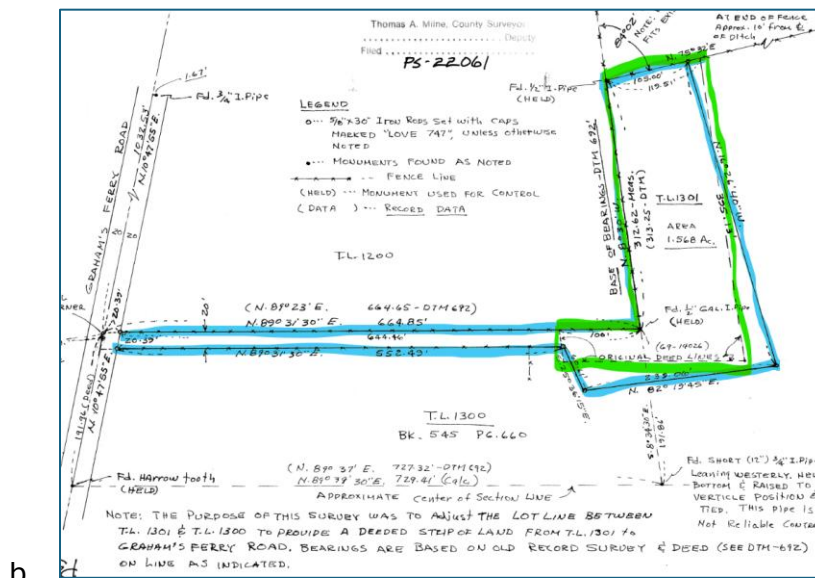
- i. Affected definitions: Access Drive; Lot Line, Front; Lot, Corner



2. Seven-Sided Flag Lot, 31W10 01301

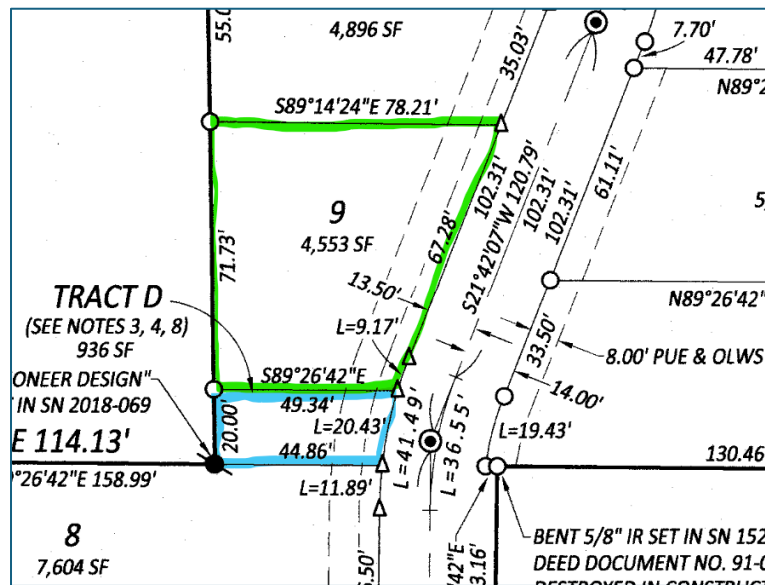
- a. The current flag lot provisions are ill equipped to handle flag lot shapes that are not 'typical' rectangular flags. These situations are more common in rural areas where utilities do not need to be run from right of ways.

- i. Affected definitions: Lot, Flag; Also, ZDO 903.08



3. Unintentional Corner Lot, 22E06CB02700

- a. Tract D is a turnaround easement serving the whole of the subdivision and provides the point of access for Lot 9. Because of this, it may be considered an 'extra' front lot line not intended by the developer.
 - i. Affected definitions: *Road, Private; Lot Line, Front; Lot, Corner*

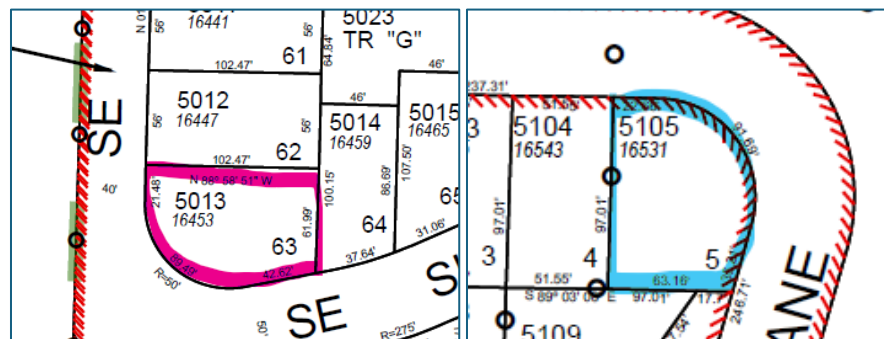


- b.
- c.

8. TRACT D IS A TURN AROUND EASEMENT TRACT TO BE MAINTAINED BY THE "FAWN MEADOWS HOMEOWNERS ASSOCIATION". TRACT D IS SUBJECT TO AN ACCESS EASEMENT OVER ITS ENTIRETY TO ALL LOTS AND TRACTS WITHIN THIS SUBDIVISION AND FOR THE BENEFIT OF THE CURRENT AND SUBSEQUENT OWNER OF THE ADJOINING TRACTS DESCRIBED IN DEED DOCUMENT NO. 2016-074796 (CLACKAMAS COUNTY DEED RECORDS). TRACT D IS ALSO SUBJECT TO AN EASEMENT TO PORTLAND GENERAL ELECTRIC AND TO A STORM DRAINAGE AND SANITARY SEWER EASEMENT TO WES OVER ITS ENTIRETY.

4. Rounded 'corner' lots. Lot 63 Garrette Pointe No. 2 and Lot 5 Siri Hills, 23E07CB05105, 05103

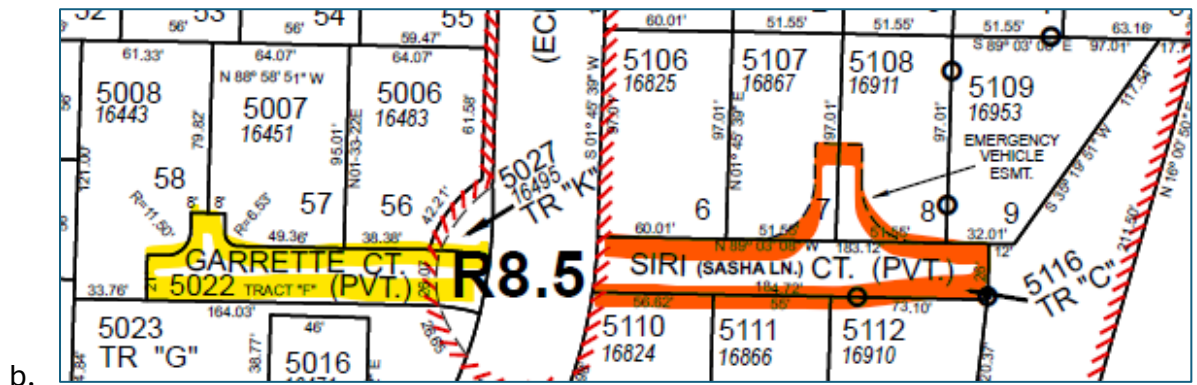
- a. Lots with radiused corners. Where is the front? Is there a rear?
 - i. Affected definitions: *Lot Line, Front; Lot, Corner; Lot Line, Rear*



- b.

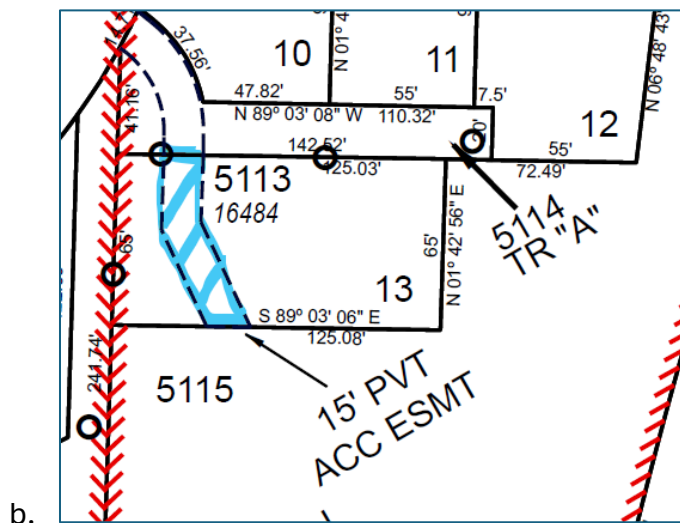
5. Fire turnarounds creating concave lot shapes, 23E07CB05107, 05108, 5007, 5008

- a. In both cases, turnaround areas for emergency service vehicles create concave lot shapes. In the yellow example, this is more manageable than in the orange example, but both are increasingly common.
 - i. Affected definitions: *Access Drive; Road, Private; Lot Line, Front; Lot, Corner*



6. Lot bisected by private access easement, 23E07CB05113

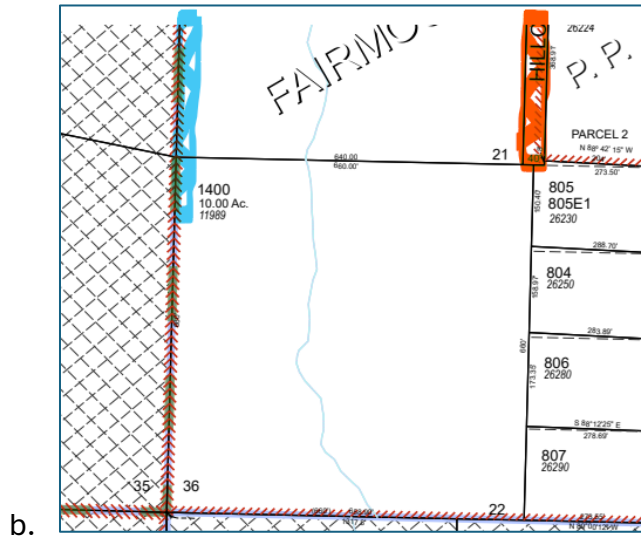
- a. A private access easement crosses an open space tract and a buildable lot to access another buildable lot. Due to the resulting setbacks, the area of Lot 13 located West of the access easement is effectively made unusable by the location of the access and related setbacks. This is also common in the rural areas of the county, but is more easily managed due to larger lot sizes.
 - i. Affected definitions: *Access Drive; Lot Line, Front; Road, Private*



7. Lot with limited 'front' lot line areas, 13E36C 01400

- a. This lot takes access from a private road (blue) but also has a limited amount of frontage on Hillcrest Drive (orange), a public road. How would front lot lines be assigned in this instance, and how would a rear lot line be established? Is this a Through Lot?

i. Affected definitions: *Lot Line, Front; Lot Line, Rear; Lot, Through*



8. Lot limited front lot line, 22E19CA00100

- a. This lot was created by a variance that allowed for less road frontage (pink) than was required in the zoning district at the time. How much rear lot line does this lot have? The lot is also fronted by an access to the Willamette River – should a front or side setback be measured from this line?

i. Affected definitions: *Lot Line, Front; Lot Line, Rear*

