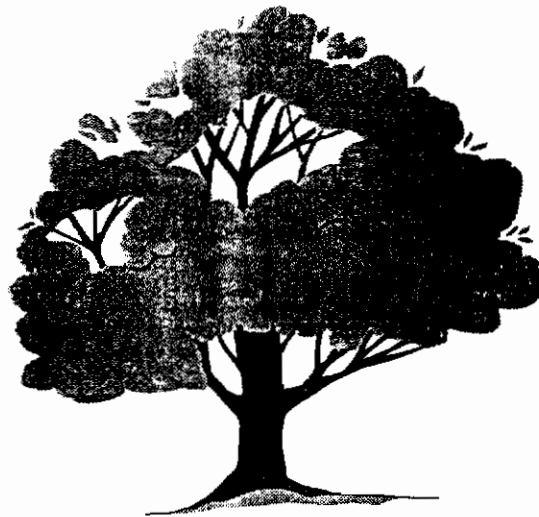


THE DRAFT OAK GROVE COMMUNITY Transportation and Growth Management Plan



June 30, 1995

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OAK GROVE COMMUNITY TRANSPORTATION AND GROWTH MANAGEMENT PLAN

DRAFT REPORT OUTLINE

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EXECUTIVE SUMMARY



Oak Grove Community Transportation and Growth Management Plan

Why do a plan for Oak Grove?

Why do this Plan?

The Portland Metropolitan Area is growing. Over the next 50 years, the projected metropolitan area's population is expected to grow by 700,000 people, from 1.2 million today to 1.9 million.

In the Metro 2040 planning process, citizens chose to put many of these new people inside the existing Urban Growth Boundary, rather than continue with current development patterns and extend the boundary into farm and forest land. This means that new development in existing neighborhoods will have to be more dense than it has been. The Metro 2040 planning process is also proposing "centers" and corridors" where compact growth should occur in a way that is integrated with transportation facilities. The purpose is to protect the region's long term economic vitality and mobility.

Clackamas County, like Metro, is responding to the state **Transportation Planning Rule** which requires an integrated transportation and land use planning process that efficiently uses existing transit systems and reduces dependence on the single occupant vehicle. The Planning Rule requires:

- designating lands for neighborhood shopping centers within convenient walking/bicycling distance of residential areas
- increasing residential densities within one-quarter mile of transit lines

In addition to the new requirements to integrate transportation and land uses more effectively, in Oak Grove, this plan addresses many problems identified by the local community, such as revitalization of the downtown core and current street standards.

Why Oak Grove?

At the request of local leaders, Metro designated Oak Grove as a "Town Center", a place where development and redevelopment would gradually become more compact and less auto dependent over the next 50 years,

with a mixture of services, employment, and housing in a single, concentrated, walkable area. It was up to the community to decide where this concentration should occur, how it should look, and how to transition into it.

The historic core of Oak Grove is very much like the "neotraditional" communities the region is striving to emulate today. The historic mix of businesses and residences, grid street pattern, and location close to excellent transit service on McLoughlin Blvd. provided an opportunity for integrated transportation and land use. The historic core, much beloved by the community even though it isn't the economic engine it was when the trolley stopped there, could be the beginning of a community oriented services center. Tree lined streets set up on a grid pattern offer direct and comfortable paths for walking in the core area.

Who developed the plan?

Three subcommittees made up of community leaders, stakeholders, service providers, members of the Community Planning Organization, and other citizens developed the three main components of this plan. In addition, a randomly selected sample of 300 households participated in the survey which provided transportation information. Oak Grove businesses were interviewed. Clackamas County staff procured grant funding, managed the project, worked with the committees, carried out the research, and produced the maps and reports.

The Action Plan concepts were presented to the general public at the end of the process. The citizens of Oak Grove rejected increased densities needed to make the Town Center Concept work. In the end the Action Planning committees decided to recommend to the County Commissioners that the Town Center designation be removed from the community and that further planning and not reflect the Town Center designation.

The plan's three components work together in Providing Transportation Options

Walkways and Transportation

Walkway network: Identifies "Essential Sidewalk Streets, which connect residents to schools, parks, stores, transit, and other major destinations in the neighborhood. A greenway pedestrian/bikeway trail on the former Portland Traction Company Line right of way is proposed.

Street connections: Identifies places where street or pedestrian accessways should be provided for greater connectivity within the neighborhood, to support the land use plan, and provide easier access to transit, stores, etc.

Street standards: The community wants to reduce street standards for some local, low traffic volume residential streets to retain the "country lane" appearance and preserve existing trees.

Transit: The community identified a need for east-west transit service on Oak Grove Blvd., and for major transit stops on McLoughlin Blvd. on the Courtney, Oak Grove Blvd. and Concord intersections. The idea of putting light rail transit on the old Portland Traction Company line right of way is no longer being considered. If Light Rail ever comes to Oak Grove, it will be on McLoughlin Blvd., and will not happen for many years.

Bicycle: Bike lanes are planned for Courtney, Concord, and Oak Grove Blvd. Courtney and Concord bike lanes may be built in 1996.

Land Uses and Redevelopment

50-year "Town Center" concept: This plan envisions the historic core of Oak Grove being a "Town Center" by the year 2040. There will be a core of mixed retail, office, apartment, and possibly some industrial on Oak Grove Blvd. in the center of the neighborhood. This will be surrounded by housing; apartments, some with retail and offices on the first floor, single family houses on small (down to 5,000 sq ft) lots, and single family houses on larger lots.

Greenways/Parks: A "green network" made up of the trail on the old Portland Traction Company line, a landscaped Oak Grove Boulevard connecting the core to the river and McLoughlin, and several new parks is an important part of the vision.

20-year concept: This Plan will recommend that a more modest proposal be adopted in the County's Comprehensive Plan and implemented by zoning. This proposal will affect a smaller area than the 50 year concept, and is located to make it easier to convert to the ultimate vision. The focus is to make the historic core work as a true community center.

New zoning districts: As part of this plan, preliminary language has been developed for a Town Center district (Mixed use commercial, apartments, etc), Town Center Residential (Apartments with limited commercial allowed), and R-5 (single family on 5,000 sq. ft lots, "granny flats" allowed). These will be further refined by the County Planning Commission before they will be applied to any area of Oak Grove.

Downtown Design and Revitalization

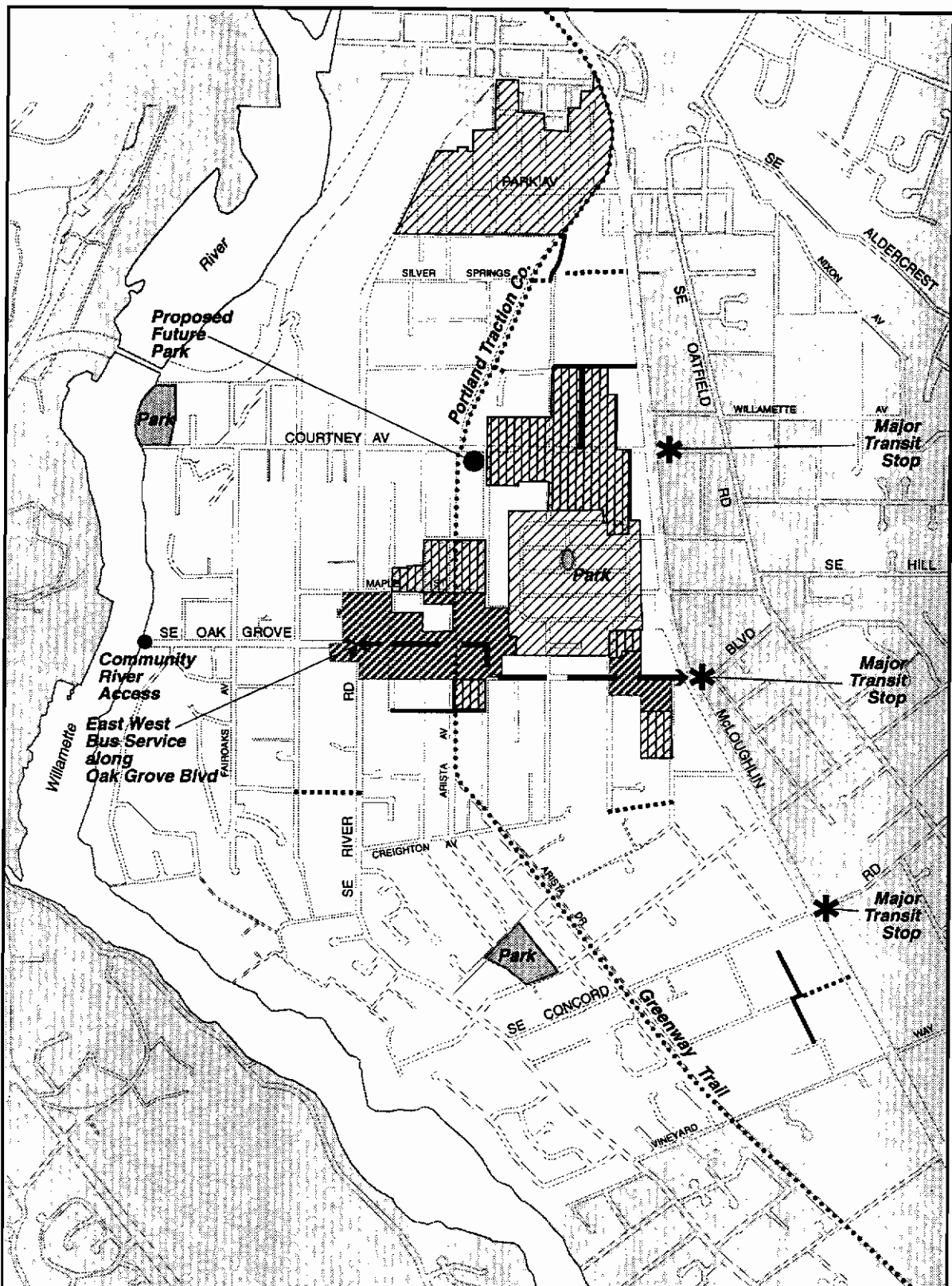
Oak Grove Boulevard street design and reconfiguration: A preliminary design for pull-in on-street parking, new sidewalks and sidewalk extensions to make it easier to cross the street, and landscaping has been developed for the downtown core. County staff will pursue grant funding for this needed beautification and better transportation function.

Compatible zoning: The "Town Center" zoning district has been designed to be more

compatible with the existing core, preserving the historic character. New development will look similar to the old, allowing buildings to be placed right up to the street, and with other design and development requirements that fit in with a traditional center.

"Adopt a project": Short term community projects will be taken on by different members within the community. Together the community will beautify and enhance the historic core from the inside out.

OAK GROVE COMMUNITY Transportation and Growth Management Plan		
Implementation Plan Matrix		
RECOMMENDATION	DESCRIPTION	HOW IMPLEMENTED
TRANSPORTATION		
Portland Traction Company Line Trail	Acquire the former trolley line right of way and develop as a trail.	The North Clackamas Parks and Recreation District will review property titles and value, develop an acquisition strategy, and work with the community to determine how the trail should be designed. Planned for 1995-96.
Provide sidewalks on Essential Streets:	Provide sidewalks on Streets connecting neighborhood activity centers (schools, parks, transit stops, shopping, and Oak Grove's center.	Implement as part of the Countywide Pedway Program. School projects will have County funding priority.
Major transit stops on McLoughlin Blvd. & add Bus Line to Oak Grove Blvd.	Major Transit stops at Courtney, Oak Grove Blvd., and Concord. Re-establish Oak Grove Blvd. route	Require transit amenities for McLoughlin & Oak Grove Blvd. with development, and add bus route to County's formal Tri-Met request.
Revise Local residential street standards:	Make current local street standards more flexible to retain the "country lane" appearance and preserve trees on some existing low traffic residential streets.	Planning, Engineering, and Maintenance will examine the feasibility of relaxing the current minimum street standard.
Proposed new streets and pedestrian/bike accessways.	Extension of existing streets to access McLoughlin & the Oak Grove Town Center. Accessways for pedestrians to reach McLoughlin and transit stops on River Rd.	Require easement & improvements with development using a Comp Plan Map to designate streets and accessways.
DOWNTOWN DESIGN AND REVITALIZATION		
Streetscape improvement, Oak Grove Blvd.	Widened sidewalks, defined parking, bump-outs at street corners to facilitate pedestrian crossings, bike lanes, landscaping and street trees along Oak Grove Blvd. in the downtown Historic core.	Apply for grant to finance public improvement. Develop detailed landscaping and engineering plan with adjacent businesses, representative of school.
More compatible zoning in the downtown	Town Center Commercial zoning recommended in downtown which allows uses, parking and setbacks similar to the existing historic style, provides for existing industrial uses.	Recommendation goes to County Planning Commission for review, then to BCC for approval.
"Adopt a project"/continued community involvement in downtown beautification	Community members will work together to enhance the downtown core. Ideas generated by this plan will be adopted by community groups for implementation.	Volunteers will work together, soliciting help from community organizations and individuals to implement short term beautification projects.
LAND USE AND REDEVELOPMENT		
Comprehensive Plan map change recommendations	A proposal to change the Comprehensive Plan map in core and existing small lot single family areas.	Review by Clackamas County Planning Commission, approval by Board of County Commissioners.
Town Center Commercial, Town Center Residential, and R-5 (5,000 sq. ft lot single family) ordinances proposed.	3 new zoning districts established, to bring more compatible zoning to the business district, encourage redevelopment of existing low quality multifamily complexes, and recognize existing small lot single family areas.	Review by Clackamas County Planning Commission, approval by Board of County Commissioners.
50- year Vision	A vision of Oak Grove as a commercial and services center for the surrounding area (2.5 mile radius) in 50 years. Provides for commercial and mixed uses in the core, higher density apartments surrounding the core and as gateways leading into the core.	No immediate action. The Comprehensive Plan recommendation leads towards the vision.
	The Vision includes a recreational greenway along the former trolley line, a network of parks and civic spaces throughout the neighborhood, and much of the study area, especially the area west of River Road, remaining the same as it is today.	



OAK GROVE AS A COMMUNITY CENTER

Recommended Changes to the Comprehensive Plan, 1995

-  TOWN CENTER COMMERCIAL
-  TOWN CENTER RESIDENTIAL
-  R-5 SINGLE FAMILY

 PEDESTRIAN IMPROVEMENTS

OAK GROVE COMMUNITY TRANSPORTATION AND GROWTH MANAGEMENT PLAN

PURPOSE AND PROCESS OF THE PLAN AND CITIZEN RESPONSE

The Oak Grove Community Plan was initiated to provide a strategy for redevelopment in the community, integrating transportation and land use more effectively. Although Oak Grove is planned for a range of densities, the existing comprehensive plan and ordinances do not support a pedestrian friendly environment or shortened trip lengths. The plan also provided an opportunity to examine the historic "downtown" of Oak Grove that is in substantial economic decline, and make some recommendations to revitalize it.

Oak Grove, like all neighborhoods inside the Portland Metropolitan Area Urban Growth Boundary, is affected by regional planning for growth. At the request of North Clackamas business leaders, the broader community of Oak Lodge has been allocated a "town Center" in the regional 50 year vision known as the "Metro 2040 Plan." Although the "town center" could have been located in several different locations in Oak Lodge, the most logical are in the Oak Grove Community Plan study area, and as part of this plan a specific location for the "town center" was determined. Designation as a "town center" is expected to provide higher priority for regional funds for transportation and other improvements. The local responsibility is to plan for and enable a concentrated, pedestrian oriented, mixed use center which meets certain standards for intensity of development.

Oak Grove was selected for a review of land use and transportation because of the regional "town center" designation and because it has an existing historic development pattern that is pedestrian oriented. Development in Oak Grove historically occurred within walking distance from the interurban railroad stops. Tree lined streets set in a gridiron pattern offered direct and comfortable paths for walking. The commercial core at Oak Grove Boulevard supports retail and public services oriented to the street and the railroad. This plan is intended to continue that historic, pedestrian orientation, and extend it into some of the newer parts of Oak Grove, that are developed in the post-war suburban style.

The plan was developed with citizens and stakeholders. It began with a kick-off meeting and community-wide "Issues Jam". Smaller groups worked together in "action planning" subcommittees, addressing Transportation, Land Use and Business District Revitalization separately. Staff gathered information via a series of interviews of business and institutions, a scientific survey of study area residents asking about transportation preferences and behavior, and inventories of existing land uses, historic resources, sidewalks, bus stops, school bus stops, road conditions, and a number of other conditions, which was then used in the action planning process. A recommendation from the committees was taken to a large public meeting in May of 1995.

Coordination

In addition to working with members of the community, the Oak Grove Community Transportation and Growth Management Plan was developed in coordination with the following agencies and organizations:

- Oak Lodge Community Council (Citizen Planning Organization)
- Oak Lodge Fire District
- Oak Lodge Water District
- Oak Lodge Sanitary District
- North Clackamas School District
- North Clackamas Park and Recreation District
- Clackamas County Sheriff
- North Clackamas Chamber of Commerce
- Clackamas County Roads Department
- Clackamas County Engineering Department
- Oregon Department of Transportation
- Metro (Portland Metropolitan Service District Town Center Designation)

Kickoff Meeting:

The kickoff meeting for the plan was held October 13, 1994. The purpose of this meeting was to communicate to the community that something was happening in the community, and the time frame, purposes, and schedule of the project. Transportation issues, new land use planning concepts, and general background were discussed. During the meeting, the participants determined:

- Study area boundaries (see map)
- Major transportation destinations in the neighborhood
- Who to work with in the community

Issues Jam

The "Issues Jam" was held on November 3, 1994. It was a brainstorming session with 35 members of the community to determine group issues, unresolved problems, concerns, strengths, weaknesses and opportunities. A secondary goal was to continue to educate and involve the community in the development of the plan and continue to solicit participation.

Scientific Survey

A scientific of 340 randomly selected households was conducted to collect a variety of information needed for this plan. Most of the data gathered addressed transportation and especially walking and biking patterns in the community. This survey is summarized in Appendix F.

Business interviews

Almost all the businesses in downtown Oak Grove, as well as the major institutions in the community were interviewed in January and February of 1995. This became the foundation of the plan's recommendations for the downtown.

Action Planning Sub-Committees

Three Action Planning subcommittees met during the months of February through June. Action Planning focus areas were Transportation and Walking, Downtown Revitalization and Design, and Land Use and Redevelopment. These groups worked with staff to develop the Action Plan recommendations shown in chapters III, IV and V of this document.

Public Presentation and Open House Public Presentation and Open House, May 25, 1995

Action Planning committee members presented the three plan components to the broader community on May 25 in concept form. Approximately 300 people filled the Oak Grove Elementary School Gym to listen to the plan and give input. Citizens were allotted 15 minutes to ask questions, which was not enough for the large numbers of people who by this time in the presentation were itching to voice their concerns. An open house was follow, which was set up for residents to look at the maps and fill out comment sheets. A summary of comments is available in Appendix D.

Public Comment, June 8, 1995

A second meeting was arranged to meet the need for public comment that wasn't met May 25th. This was designed to be primarily an opportunity for citizens to speak. Approximately 200 people attended. Comments from this meeting are available in Appendix D.

Sub-committees' Recommendation, June 22, 1995

Based on the citizens responses to the plan, the three action planning subcommittees, acting as a large group, agreed to make the following recommendation to the Clackamas County Board of Commissioners about the future status of this plan:

Leave the existing county Comprehensive Plan as it is, do not implement the draft Oak Grove Community Plan at this time. Wait until Metro's 2040 plan guidelines are available and then apply the Metro 2040 guidelines in Oak Grove. Meanwhile, as Metro to remove the "Town Center" designation for Oak Lodge, so the guidelines that eventually have to be applied call for less density.

Citizen Response

Public Involvement Processes

The planning process began with the stakeholder agencies in Oak Grove; the three service districts and the Community Planning Organization. They were asked to write a letter in support of the grant request before the project began. The grant request was accompanied by a letter from the Oak Lodge Water District. At the beginning of the project, before the work program was developed, county staff met with representatives of these groups. Early discussion centered on which individuals and organizations were most important to involve in meetings on the plan. Staff developed a preliminary mailing list from these discussions.

The earliest meetings were advertised to the community by putting up posters at the elementary schools, the store in downtown Oak Grove, and Service District offices. A display explaining the purposes of the plan and date of the first meeting was set up at the water district offices. A similar display was located at a county Pedestrian/bicycle open house. The project manager announced the project and explained its purpose at an Oak Lodge Community Council meeting, again soliciting participation. An article explaining the project and meeting announcement was included in the service district newsletter which is sent to all the households in the study area. A press release was submitted to the two local newspapers, and a meeting announcement was printed in the OREGONIAN Neighbors section. All the individuals on the mailing list previously developed with the community stakeholders were mailed announcements of the meeting. The sign-up sheet for each meeting included an opportunity to check if the person wanted to be added to the mailing list. Consequently, the mailing list has grown with each meeting of citizens or Action Planning committees.

Development of the Action Plans was meant to be done with sub-committees of people who were broadly representative of the area. A group of 6 to 10 people were identified for each subject area, chosen from the CPO, service districts, and citizens who attended the early meetings, and supplemented by representatives of businesses and interests that were solicited by staff to make

the sub-committees broadly representative. Not all of the people lived in the study area, although most did (15 out of 20 at one count).

This "task force" model didn't work well in Oak Grove. Firstly, it was difficult to get people to commit to participate. Many younger family people declined to participate because they were just too busy going to school, starting a business, caring for children, etc. Others wouldn't really commit to coming, or agreed to come, but never really claimed to represent more than themselves, or other own street. Many of the possible who participated came to be watchdogs, not creative participants. Secondly, from the beginning of the sub-committee process, people kept showing up, sitting in meetings, and talking. By the third subcommittee meeting these "visitors" were incorporated in the discussions almost the same as the original members, and we eventually called them "members". Many were excellent participants in the subcommittee process.

A special group of citizens became involved towards the end of the subcommittee process. These were residents of the Laurie/Fairoaks area, who were particularly concerned because the early planning diagrams had multifamily and small lot (5,000 square foot lot) single family in their area. Some of them felt they had "fought off" the county in the 1980 planning process, and they were prepared to do so again. What they wanted was for this plan to leave their area with its current zoning (single family, 7,000 and 10,000 square foot minimum lot sizes), and a lesser theme was that they didn't want sidewalks, or anything else that would change their narrow, tree canopied streetscape. Neighbors notified each others, and soon a large group of Laurie/Fairoaks citizens were sitting in the meetings. The project manager went to one of the Laurie/Fairoaks resident's homes for a special neighborhood meeting. At this point the unique physical environmental characteristics of the areas close to the river were inputted into the discussion, especially the steep slopes by the river, the exposed basalt on Laurie/Fairoaks, and a few wetlands identified by citizens that were not on the county's wetland inventory.

Individuals from the Laurie/Fairoaks group were responsible for the flyer that brought out most of the attendees to the large public meetings in May and June. (Please see "Planning Alert" in Appendix E).

The concepts developed by the Action Planing committees were presented to the broader community in large public meetings in May and June. A great effort was made by the committee members to invite the entire study area to the May 25th meeting. Meeting notices were sent to the large mailing list of interested citizen, posters were posted throughout the study area, notices went home with the students of Oak Grove and North Oak Grove Elementary schools, and over 600 notices were distributed door to door a week before the meeting.

In the first meeting, the plan was presented by committee members, then staff fielded a short question and answer session. Members of the public were angry because the facilitator held the question and answer session to questions, and did not allow people to voice their opinions. Citizens were asked to fill out comment sheets on the plan, which are summarized in Appendix C. The second meeting was meant as an opportunity for people to say whatever they pleased, although staff did a brief presentation of the plan at the beginning of the meeting.

Staff feel that many members of the public did not understand what the plan really said before they aired their opinions. Many were livid about what they had read in the "Planning Alert", and hadn't had a chance to read the actual plan materials before they spoke. Apparently the presentation of the plan was also confusing. An action planning committee member characterized the public response as "they couldn't understand it, so they said, 'Just go a way and leave me alone'."

Staff feel that the community made no real distinction between the 50 year vision for the community and the Comprehensive Plan proposal. It would take several more meetings to explain the plan to the public and get their response the actual plan elements.. Staff had been warned several times by members of the subcommittee that more time was needed in the work program for citizen participation, and the citizen's warning proved true.

Summary of Public Response

Public Presentation and Open House, May 25, 1995

Public comments on the plan gathered at the public meetings and on comment sheets were consistent with the issues and opportunities already identified in the planning process. Most of the comments were on the community's opinion of "densification", high density housing, and commercial development in general, as well as anger at the county (and Metro) for doing planning without more public involvement. A great many of issues raised had been raised in the Issues Jam in November, and addressed in the action planning process.

Several summaries of the public's comments are shown in Appendix D.

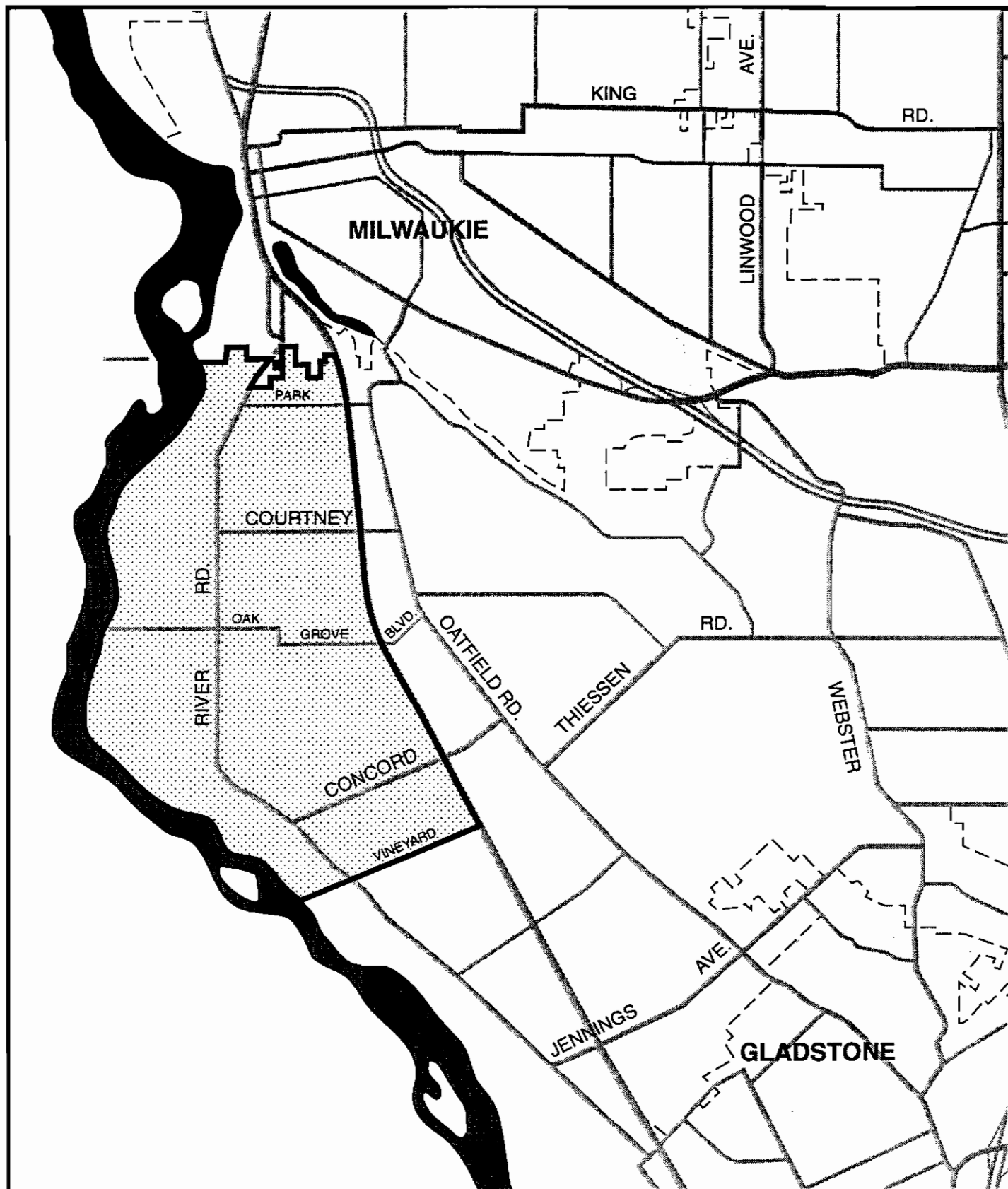
The public's comments can be generalized as follows:

- **Fear, lack of trust**, lack of understanding of, **Government** in general, the county, Metro, ODOT, the planning process, and developers. There was much concern about any government agency telling them what to do.
- **Fear, rejection of any increase in residential densities** in their community. Although the strongest concern was about increases of density adjacent to their own house, neighbors seemed to be genuinely concerned about an increase in density anywhere in the neighborhood. This was associated with an increase in crime, unsupervised children, strangers, and traffic on their streets. The community didn't believe that better zoning ordinances would cause new multifamily developments to look or function better. "High density" and "densification" were trigger terms for anger.
- **Not wanting to lose the rural character of the neighborhood**. This came up in rejection of the idea of smaller lots sizes for single family houses, and in discussion of sidewalks on local streets.
- **Rejection of the idea of a Metro 2040 "Town Center" in Oak Grove**. Although most members of the public attending the meetings probably did not understand the "town center" concept, the action planning subcommittee members felt it fair to generalize that they rejected the basic precepts of a town center. Firstly, the nomenclature was confusing, since Oak Grove people would think that the plan was trying to create something like the Clackamas Town Center regional shopping center here. Second, many felt that it wasn't economically

feasible to convert downtown Oak Grove into something as intense as a Town Center. Mostly, however, the public did not want as much commercial development and high density residential as would be needed to create a "town center".

As part of this discussion, there was a strong feeling that "somebody was trying to impose their will on us". Which businesses asked for the designation, anyway? What developer had the county in its pocket? If Oak Grovers had more money, nobody would be pushing them around like this...

- **Concern about the cost of implementing the plan.** There was concern about the tax impacts, and who was going to pay for the sidewalks. One committee member said the public was afraid the plan would result in the formation of Local Improvement Districts (LIDs). Also, there was fear that the plan would reduce the value of people's property.
- **Feeling that the community had been shut out of the process.** People said that the county should have mailed a notice to each property owner, and that there should be an election on the plan.
- **Concern about some of the details** of the plan, such as losing parking in the downtown, how the downtown sidewalk concept would slow traffic and protect children crossing the street, whether it was a good idea to put commercial next to the school, etc.
- **Support for sidewalks** on certain east-west streets and most of the downtown plan concept.
- **Support for the idea of revitalizing the downtown.**

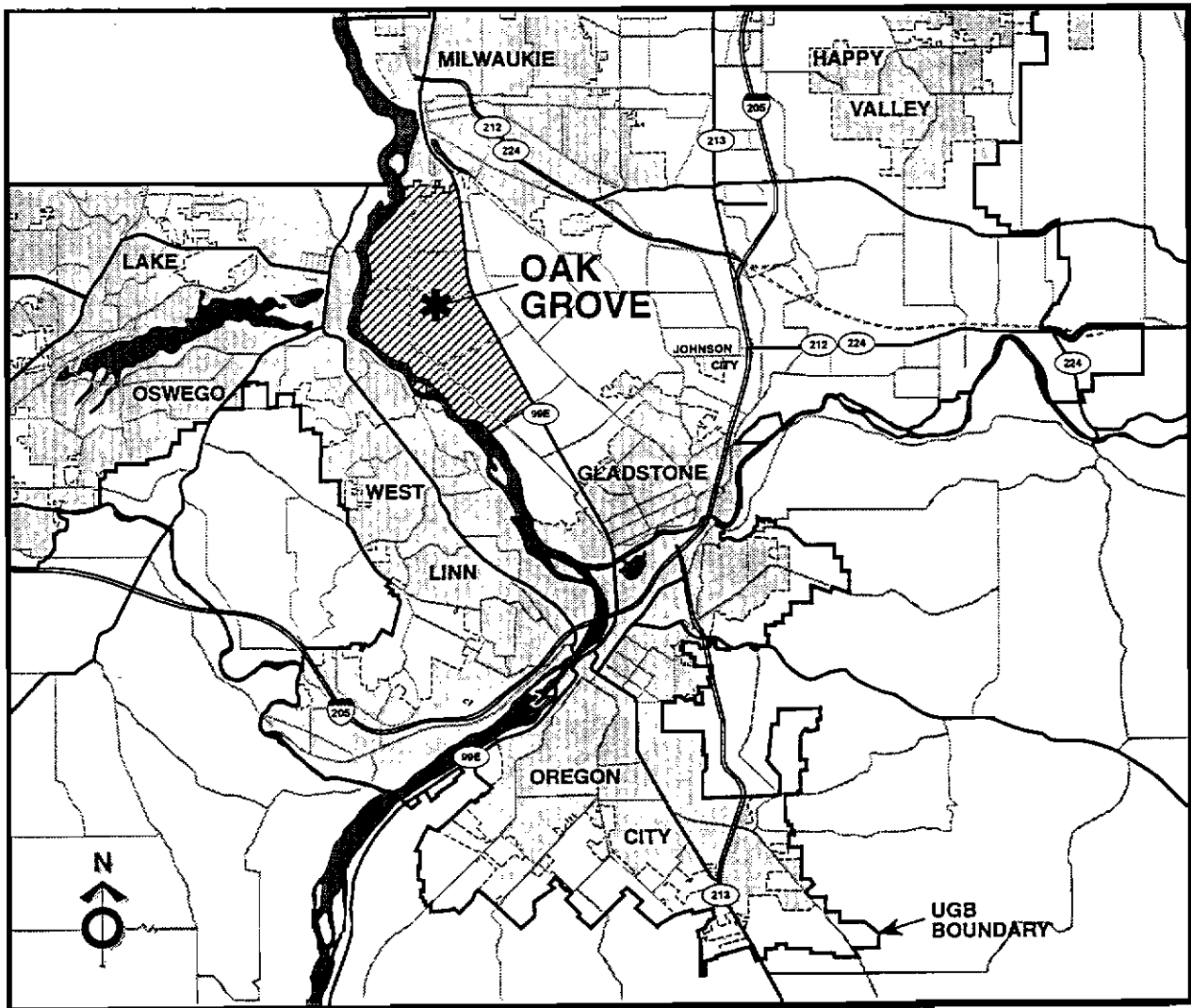


OAK GROVE COMMUNITY TRANSPORTATION AND GROWTH MANAGEMENT PLAN
LOCATION MAP
Study Area

Existing Conditions

The study area for the Oak Grove Community Transportation and Growth Management Plan is an approximately 2.2 square mile (1,420 acre) area extending from the Milwaukie city limits to the north, Concord Street to the south, the Willamette River to the west, and McLoughlin Boulevard (Oregon Highway 99E) to the east. The area is mostly residential, with a highway commercial strip along McLoughlin Boulevard, and an old streetcar era commercial cluster at Oak Grove Boulevard and Arista Street.

The Oak Grove Transportation and Growth Management Plan study area contains approximately 9,200 residents and 2,800 workers.



A. Place

Oak Grove is located 7 miles south of downtown Portland and 2 miles south of downtown Milwaukie. It is an old trolley suburb originally platted in the 1890s, but the bulk of the development in the community has occurred since the 1950s.

Oak Grove is an unincorporated area located inside the Portland Metropolitan Area Urban Growth Boundary. It is part of an area of approximately 90,000 persons in unincorporated Clackamas County that have full urban services provided by a number of single-purpose special service districts, and are planned for full urban intensities and uses. This has created some confusion with many of the residents, who may think they aren't "urban" because they aren't part of a city. Oak Grove's location relative to the region is shown on Map 2.

Special Secivice districts include:

- Water: Oak Lodge Water District
- Sanitary and Storm Sewer, Water Quality: Oak Lodge Sanitary District
- Fire protection: Oak Lodge Fire District
- Parks and Recreation: North Clackamas Parks and Recreation District
- Roads, planning, nuisance control, general government: Clackamas County

The dominant manmade features are the road network. The north-south roads, bringing traffic to and from the central city of Portland, are the biggest, especially McLoughlin Blvd., also know as Highway 99E, which has 5 lanes of traffic, wide shoulders, and a right of way in most areas of 120 feet. Cutting a smaller swath, River Road runs goes north south through the neighborhood between McLoughlin and the Willamette River. The Portland Traction Company right of way is an important cultural feature especially to the old-timers, who recall the trolley line which ran from 1893 to 1958. The trolley line ran on Arista Street through much of the neighborhood. Several east west streets carve a large grid in the area.

The dominant natural feature in Oak Grove is of course the Willamette River, although there are few opportunities for other than private property owners to view the river. There are several creeks and wetlands in the area, some springs, a lake that was originally a meander of the river (River Forest Lake), and an exposed basalt flow in the northwest portion of the neighborhood.

The area west of River Road is generally a complex physical environment characterized by steep slopes, flood plain, and exposed basalt. The area east of River Road is generally much flatter and less complex, although there are several springs and wetlands that limit development.

Oak Grove is rich in trees and vegetation that the community values highly. Many residents speak of the "rural look" that comes from the canopy of big trees over the streets and the big trees on the skyline wherever you turn. The grove of white oaks that gave the community its name no longer exists, although many white oaks still exist in private yards, especially in areas where the soil is thin and wet.

Community History

The river was the original transportation system used for many years by the native americans and early settlers. Except for the river and smaller streams, the heavily forested and wild terrain was traversed only by narrow l trails.

Territorial Period -- 1840s

The areas close to the Willamette River and the smattering of towns up and down the river were some of the most desirable to early settlers. The early settlement era is evident in the names of streets and areas today, such as Creighton,, and Risely named after early donation land claims. River Road was an early territorial road.

Riverboat era -- mid-to late 1800s

In the mid 1800's steam boats played a role in the development of Oak Grove. Oak Grove Landing and Risely Landing were destinations for the steamboats of the region.

Streetcar era -- 1893 to 1958

The first electricity west of the Rockies was generated at Willamette Falls in Oregon City to power the first interurban electric streetcar, which was located on what we now call the "Portland Traction Line" right of way (Arista Street). There were several stops in the Oak Grove Study area at Evergreen, Silver Springs, Courtney, St. Theresa, Oak Grove, Rupert, Risely, Concord, and Vineyard.

In the streetcar era parts of Oak Grove were subdivided into small, 5,000 square foot lots, a grid style street network with relatively small blocks (easier to walk around) especially around major stops such as Oak Grove. This pattern is evident around Park avenue, in the historic core around Arista Street, and in the Maple/Walnut/Pine street subdivision. On the outskirts of the area that was easiest to walk to were several subdivisions in the "railroad suburb" style with large (1 acre) lots. This pattern is evident in the northern area around the Evergreen and Silversprings stations, in fact many of the houses face the line today.

The streetcar era also brought commerce and entertainment uses to the area. During the 20's, the Oak Grove served as a community service center with three grocery stores, two meat market, a confectionary, shoe stores, a drug store, a telephone company, and restaurants. Most people lived and worked in Oak Grove on small farms, while others commuted by street car to Portland and Oregon City.

Exurbia- a mostly rural area around a city

During the streetcar era and into the 1960s, Oak Grove had a pattern of "rural" development -- scattered among the commercial farms and street car subdivisions were large lots were residents with city jobs kept large gardens, a few animals, and enjoyed the natural environment. There are remnants of this all over Oak Grove -- large lots with bits of old orchard, pasture fences, barns,

and people who grew up in, or raised their families in the community when it was still considered "exurbia".

Oak Grove Elementary and Riverside are early schools that served the farmers, street-car suburbanites, and rural families during the first half of this century.

Cars

McLoughlin Blvd. was built as a "super highway" in 1934, one of the first four lane highways in Oregon. It was the beginning of the auto orientation that now dominates the community. There are remnants of the early highway strip development in Oak Grove today. McLoughlin has never been designed as a major urban thoroughfare, in spite of its importance as a commercial and employment center of all of southeast suburban Portland. Little if any thought has been given to providing places for people to walk or ride bikes, and in spite of the excellent bus transit that is provided on McLoughlin, pedestrian crossings are dangerous.

Urban planning and zoning

The first zoning in Oak Grove was done in 1960 by a community wide vote¹. The area was mostly zoned for single family uses. In 1949 there was a River Forest Zoning District which was bounded roughly by Oak Grove Boulevard on the north and the River on the west, the John F. Risely Tract on the south and River Road on the east until it reached the extension of Creighton Avenue where Fair Oaks Avenue became the boundary to the east. This district was replaced by county zoning in 1960.

In the mid 1970s Oregon passed the statewide planning goals and guidelines, which, among other things, required an urban growth boundary to be developed around each metropolitan area. Areas within these boundaries were to have full urban services, and were to be developed at urban densities. Oak Grove was located well within the Portland Metropolitan Urban Growth Boundary adopted by the region in 1978 (it extended past Oregon City and Happy Valley). The intent of the Urban Growth Boundary is to protect valuable farm and forest land. The requirement that areas within the boundary develop at urban densities faced strong resistance in Oak Grove, with resistance to establishing average lot sizes of less than 10,000 square feet, and to the requirement that a great deal of land for apartments be provided in the area. The Comprehensive Plan of 1980 institutionalized Oak Grove as an urban area, with minimum lot sizes of 7,000 to 10,000 square feet for virtually all of the single family area, including areas with existing large lots, and with General Commercial and land for apartments along McLoughlin Blvd. Since that time many of the large lots of rural Oak Grove have been gradually partitioned, frequently as "flag lots".

The central core of Oak Grove (Oak Grove Blvd. and Arista, the old street car stop) was declining in 1980, and the zoning that was applied to it did not allow the mix of commercial and apartments, or the industrial uses that were already established in the neighborhood.

¹ May 17, 1960

Attempt at incorporation, 1981

One of the issues in Oak Grove has always been its system of governance. The area has full services, provided by special service districts with independent, elected Boards, and the county. However, there is no city government, which some feel leaves the community underrepresented in general government. An attempt to incorporate Oak Grove together with a larger area into the city of Milwaukie in 1981 failed at the polls. Other than formation of a Parks and Recreation district in 1991, governance structures in Oak Grove have remained as they were before the election.

B. People

Current population in Oak Grove TGM Plan study area is estimated at 9,174 persons. This is based on the count of 4,006 housing units that were inventoried for this plan.

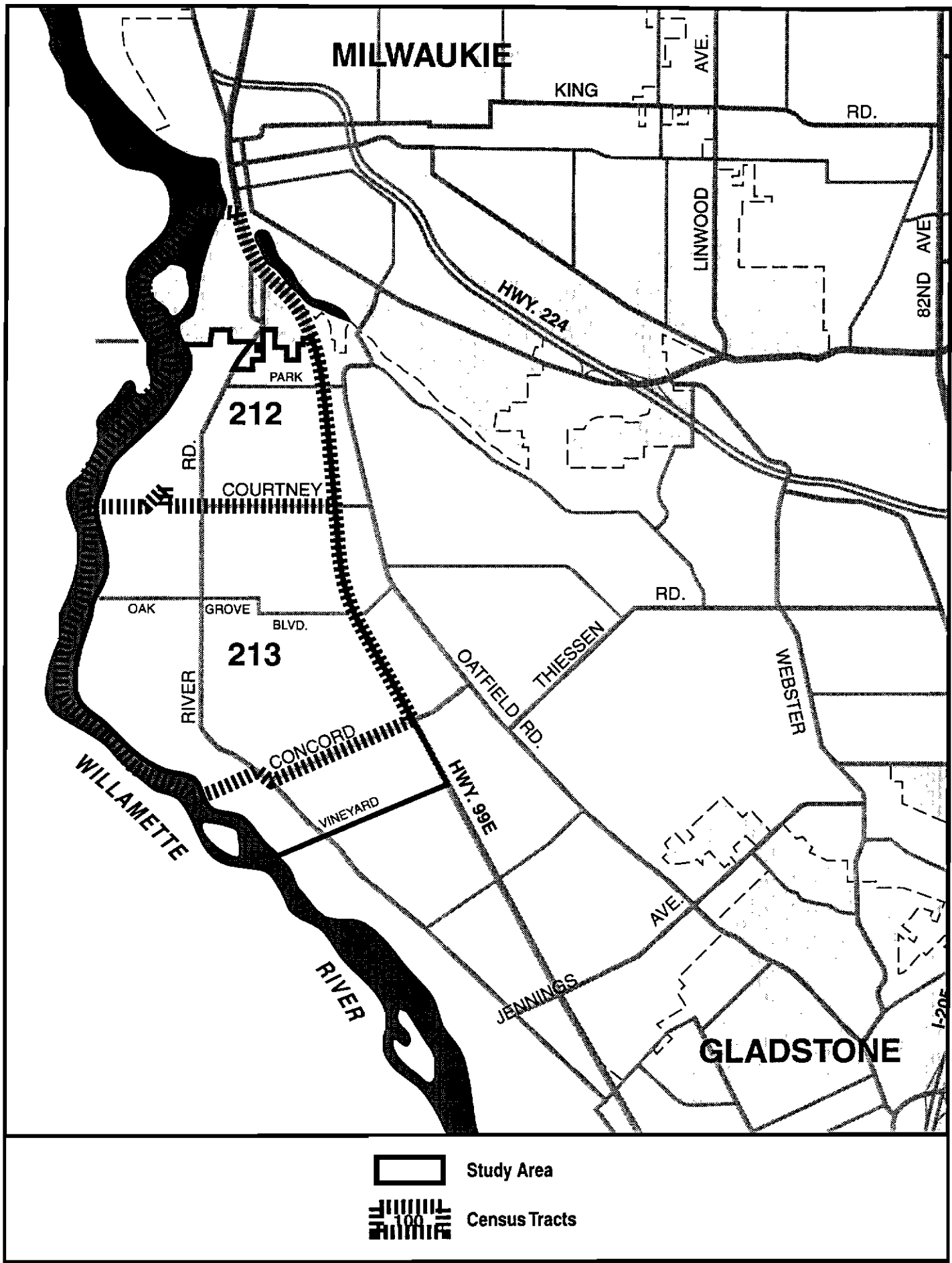
Population projections and demographic information can only be gathered for a larger area (see Map 4. Statistics for this area are as follows:

• Population in 1980	8,812	
• Population in 1990	9,358	
• Population increase, '80 to '90	546	6.1% increase
• Projected population in the year 2015	11,200	20% increase
• Number of employees in 1980	1,956	
• Number of employees in 1990	2,807	
• Projected number of employees in 2015	4,900	

Detailed demographics for Oak Grove are shown on Tables 1-6 . Some key findings are as follows:

- The current population is not ethnically diverse, being 96% white and 97% non-Hispanic.
- The current population is proportionally older than the county as a whole, having a smaller proportion of persons 19 or younger (24% compared to the county's 29%), and a higher percentage of persons 75 or older (14% to the county's 5%). This difference may be due to the presence of 3 senior housing complexes in the area.
- Of the 2,049 persons over 65 in the neighborhood, half were in "family" households containing at least one related person. About 30% were in single person households and about 8% were in group quarters (such as nursing homes). This is substantially different than the county as a whole, which has 68% of its seniors in family households, 26% in single person households, and only about 4% in group homes.

- 28% of households in the area included persons under 18 -- compared to 38% countywide.
- There is a pattern of more single person households, a smaller proportion of households with children, and fewer family households (related persons), that perhaps reflects the higher percentages of elderly and renters in the community.
- There is only a slightly higher percentage of single mothers with children than the county as a whole, 6% as compared to 5% of all households.
- Oak Grove has a high percentage of renters compared to the county, with 45% of its units renter occupied compared to the County's 28%. Other data tells us that 35% of the study area's housing units are multi-family.
- The median value of owner occupied housing units in 1990 was \$67,700, compared to \$85,100 for the county. (This is the value estimated by the person filling out the questionnaire, and cannot be considered as accurate as County Assessor or other records).
- The median income for families in the two census tracts making up the study area were \$23,939 and \$32,130 in 1990. This compares to a median income of \$35,419 for the County as a whole.



OAK GROVE TRANSPORTATION AND GROWTH MANAGEMENT PLAN

1990 CENSUS DATA FOR OAK GROVE AREA

	OAK GROVE CENSUS TRACTS 212.00 AND 213.01	OAK GROVE PERCENT	CLACKAMAS COUNTY	CLACKAMAS COUNTY PERCENT
GENDER BY MARITAL STATUS (PERSONS 15 YEARS AND OVER)				
MALE:				
NEVER MARRIED	839	11%	25,187	12%
NOW MARRIED & NOT SEPARATED	1,987	26%	67,630	31%
SEPARATED	52	1%	1,514	1%
WIDOWED	103	1%	1,976	1%
DIVORCED	400	5%	8,794	4%
MALE TOTAL	3,381	36%	105,101	38%
FEMALE:				
NEVER MARRIED	824	11%	19,469	9%
NOW MARRIED & NOT SEPARATED	1,968	26%	67,323	31%
SEPARATED	94	1%	1,940	1%
WIDOWED	793	10%	10,547	5%
DIVORCED	578	8%	12,175	6%
FEMALE TOTAL	4,257	56%	111,454	51%
TOTAL	7,638	100%	216,555	100%

HOUSEHOLD TYPE AND RELATIONSHIP (PERSONS):				
IN FAMILY HOUSEHOLDS:	7,126	76%	242,152	87%
NONFAMILY HOUSEHOLDS:	2,072	22%	33,948	12%
GROUP QUARTERS:	160	2%	2,750	1%
TOTAL	9,358	100%	278,850	100%

HOUSEHOLD SIZE AND HOUSEHOLD TYPE (HOUSEHOLDS):				
ONE PERSON:				
MALE HOUSEHOLDER	422	10%	8,560	8%
FEMALE HOUSEHOLDER	1,010	25%	12,704	12%
FAMILY HOUSEHOLDS:				
MARRIED-COUPLE:				
WITH RELATED CHILD	783	19%	31,305	30%
WITHOUT RELATED CHILD	1,115	27%	33,860	33%
MALE HOUSEHOLDER, NO SPOUSE:				
WITH RELATED CHILD	67	2%	1,840	2%
WITHOUT RELATED CHILD	54	1%	1,174	1%
FEMALE HOUSEHOLDER, NO SPOUSE:				
WITH RELATED CHILD	255	6%	5,652	5%
WITHOUT RELATED CHILD	117	3%	2,873	3%
NONFAMILY HOUSEHOLDS:				
MALE HOUSEHOLDER	177	4%	3,447	3%
FEMALE HOUSEHOLDER	106	3%	2,115	2%
TOTAL	4106	100%	103,530	100%

Table 2

OAK GROVE TRANSPORTATION AND GROWTH MANAGEMENT PLAN

1990 CENSUS DATA FOR OAK GROVE AREA

	OAK GROVE CENSUS TRACTS 212.00 AND 213.01	OAK GROVE PERCENT	CLACKAMAS COUNTY	CLACKAMAS COUNTY PERCENT
HOUSEHOLDS WITH CHILDREN (BY # HOUSEHOLDS):				
ONE OR MORE PERSONS UNDER 18:	1,136	28%	39,514	38%
NO PERSONS UNDER 18:	2,970	72%	64,016	62%
TOTAL	4,106	100%	103,530	100%
HOUSEHOLD TYPE AND RELATIONSHIP (PERSONS 65 YEARS AND OVER):				
IN FAMILY HOUSEHOLDS:				
HOUSEHOLDERS	532	26%	11,573	36%
SPOUSES	409	20%	8,120	25%
OTHER RELATIVES	45	2%	1,579	5%
NONRELATIVES	19	1%	337	1%
FAMILY SUBTOTAL	1,005	49%	21,609	68%
IN NON FAMILY HOUSEHOLDS:				
MALE HOUSEHOLDER:				
LIVING ALONE	122	6%	1,643	5%
NOT LIVING ALONE	7	0%	143	0%
FEMALE HOUSEHOLDER:				
LIVING ALONE	705	34%	6,628	21%
NOT LIVING ALONE	23	1%	227	1%
NONRELATIVES	27	1%	412	1%
NON - FAMILY SUBTOTAL	884	43%	9,053	28%
IN GROUP QUARTERS:				
INSTITUTIONAL	160	8%	1,327	4%
TOTAL	2,049	100%	31,989	100%

OAK GROVE TRANSPORTATION AND GROWTH MANAGEMENT PLAN

1990 CENSUS DATA FOR OAK GROVE AREA

	OAK GROVE CENSUS TRACTS 212.00 AND 213.01	OAK GROVE PERCENT	CLACKAMAS COUNTY	CLACKAMAS COUNTY PERCENT
HOUSEHOLDS WITH 1 OR MORE PERSONS 65 YEARS OR OVER:				
ONE PERSON	827	20%	8,271	8%
TWO OR MORE PERSONS:				
FAMILY HOUSEHOLDS	588	14%	13,523	13%
NONFAMILY HOUSEHOLDS	39	1%	501	0%
SUBTOTAL	1,454	35%	22,295	22%
HOUSEHOLDS, NO PERSONS 65 & OVER				
ONE PERSON	605	15%	12,993	13%
TWO OR MORE PERSONS:		8%	#REF!	
FAMILY HOUSEHOLDS	1,803	44%	63,181	61%
NONFAMILY HOUSEHOLDS	244	6%	5,061	5%
SUBTOTAL	2,652	65%	81,235	78%
TOTAL HH	4,106	100%	103,530	100%

HOUSEHOLD TYPE (HOUSEHOLDS):				
HOLDS WITH 1 OR MORE NONRELATIVES	400	10%	9,417	9%
HOUSEHOLDS WITH NO NONRELATIVES	3,706	90%	94,113	91%
TOTAL HH	4,106	0%	103,530	100%

HOUSEHOLD TYPE AND HOUSEHOLD SIZE (HOUSEHOLDS):				
FAMILY HOUSEHOLDS:				
2 PERSONS	1,146	28%	31,749	31%
3 PERSONS	546	13%	17,464	17%
4 PERSONS	436	11%	17,170	17%
5 PERSONS	175	4%	6,759	7%
6 PERSONS	58	1%	2,220	2%
7 OR MORE PERSONS	30	1%	1,342	1%
SUBTOTAL	2,391	58%	76,704	74%
NONFAMILY HOUSEHOLDS:				
1 PERSON	1,432	35%	21,264	21%
2 PERSONS	237	6%	4,559	4%
3 PERSONS	27	1%	658	1%
4 PERSONS	15	0%	215	0%
5 PERSONS	2	0%	77	0%
6 PERSONS	1	0%	37	0%
7 OR MORE PERSONS	1	0%	16	0%
SUBTOTAL	1,715	42%	26,826	26%
TOTAL	4,106	100%	103,530	100%

GROUP QUARTERS (PERSONS):	160		2,750	
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Table 4

OAK GROVE TRANSPORTATION AND GROWTH MANAGEMENT PLAN
1990 CENSUS DATA FOR OAK GROVE AREA

	OAK GROVE CENSUS TRACTS 212.00 AND 213.01	OAK GROVE PERCENT	CLACKAMAS COUNTY	CLACKAMAS COUNTY PERCENT
HOUSING UNITS (HOUSING UNITS):				
OCCUPIED	4,106	97%	103,530	95%
VACANT	137	3%	5,473	5%
TOTAL	4,243	100%	109,003	100%
TENURE (OCCUPIED HOUSING UNITS):				
OWNER OCCUPIED	2,276	55%	74,207	72%
RENTER OCCUPIED	1,830	45%	29,323	28%
TOTAL	4,106	100%	103,530	100%
PERSONS IN UNIT (OCCUPIED HOUSING UNITS):				
1 PERSON	1,432	35%	21,264	21%
2 PERSONS	1,383	34%	36,308	35%
3 PERSONS	573	14%	18,122	18%
4 PERSONS	451	11%	17,385	17%
5 PERSONS	177	4%	6,836	7%
6 PERSONS	59	1%	2,257	2%
7 OR MORE PERSONS	31	1%	1,358	1%
TOTAL	4,106	100%	103,530	100%
PERSONS PER HOUSING UNIT	2.29		2.69	
AGGREGATE PERSONS (PERSONS IN OCCUPIED HOUSING UNITS):				
OWNER OCCUPIED	5,635	61%	207,576	75%
RENTER OCCUPIED	3,563	39%	68,524	25%
TOTAL	9,198	100%	276,100	100%

Table 5

OAK GROVE TRANSPORTATION AND GROWTH MANAGEMENT PLAN

1990 CENSUS DATA FOR OAK GROVE AREA

	OAK GROVE CENSUS TRACTS 212.00 AND 213.01	OAK GROVE PERCENT	CLACKAMAS COUNTY	CLACKAMAS COUNTY PERCENT
VALUE (SPECIFIED OWNER OCCUPIED HOUSING UNITS):				
\$15,000 TO \$29,999	33	2%	646	1%
\$30,000 TO \$44,999	151	9%	2,771	5%
\$45,000 TO \$74,999	842	49%	18,691	33%
\$75,000 TO \$99,999	418	24%	15,005	27%
\$100,000 TO \$149,999	181	11%	11,039	20%
\$150,000 TO \$199,999	47	3%	4,198	7%
\$200,000 TO \$299,999	24	1%	2,532	4%
\$300,000 TO \$399,999	11	1%	738	1%
OVER \$400,000	6	0%	704	1%
TOTAL	1,713	100%	56,324	100%
VALUE (SPECIFIED OWNER OCCUPIED HOUSING UNITS):				
LOWER QUARTILE	\$ 53,850		\$ 64,300	
MEDIAN	\$ 67,700		\$ 85,100	
UPPER QUARTILE	\$ 88,100		\$ 119,300	

Table 6

OAK GROVE TRANSPORTATION AND GROWTH MANAGEMENT PLAN

1990 CENSUS DATA FOR OAK GROVE AREA

	OAK GROVE CENSUS TRACTS 212.00 AND 213.01	OAK GROVE PERCENT	CLACKAMAS COUNTY	CLACKAMAS COUNTY PERCENT
POPULATION (PERSONS):	9,358	100%	278,850	100%
FAMILIES (FAMILIES):	2,391	100%	76,704	100%
HOUSEHOLDS (HOUSEHOLDS):	4,106	100%	103,530	100%
POPULATION BY GENDER (PERSONS):				
MALE	4,261	46%	136,996	49%
FEMALE	5,097	54%	141,854	51%
POPULATION BY RACE (PERSONS):				
WHITE	8,952	96%	268,479	96%
BLACK	33	0%	1,134	0%
AMERICAN INDIAN, ESKIMO & ALEUT	57	1%	1,971	1%
ASIAN & PACIFIC ISLANDER	201	2%	4,827	2%
OTHER RACE	115	1%	2,439	1%
POPULATION BY HISPANIC ORIGIN (PERSONS):				
HISPANIC ORIGIN	295	3%	7,129	3%
NOT OF HISPANIC ORIGIN	9,063	97%	271,721	97%
POPULATION BY AGE (PERSONS):				
<9 YEARS	1,170	13%	40,734	15%
10 TO 19 YEARS	1,064	11%	40,571	15%
20 TO 39 YEARS	2,762	30%	83,385	30%
40 TO 59 YEARS	1,998	21%	71,119	26%
60 TO 74 YEARS	1,092	12%	29,723	11%
75+ YEARS	1,272	14%	13,318	5%
TOTAL	9,358	100%	278,850	100%

C. Existing conditions in Transportation

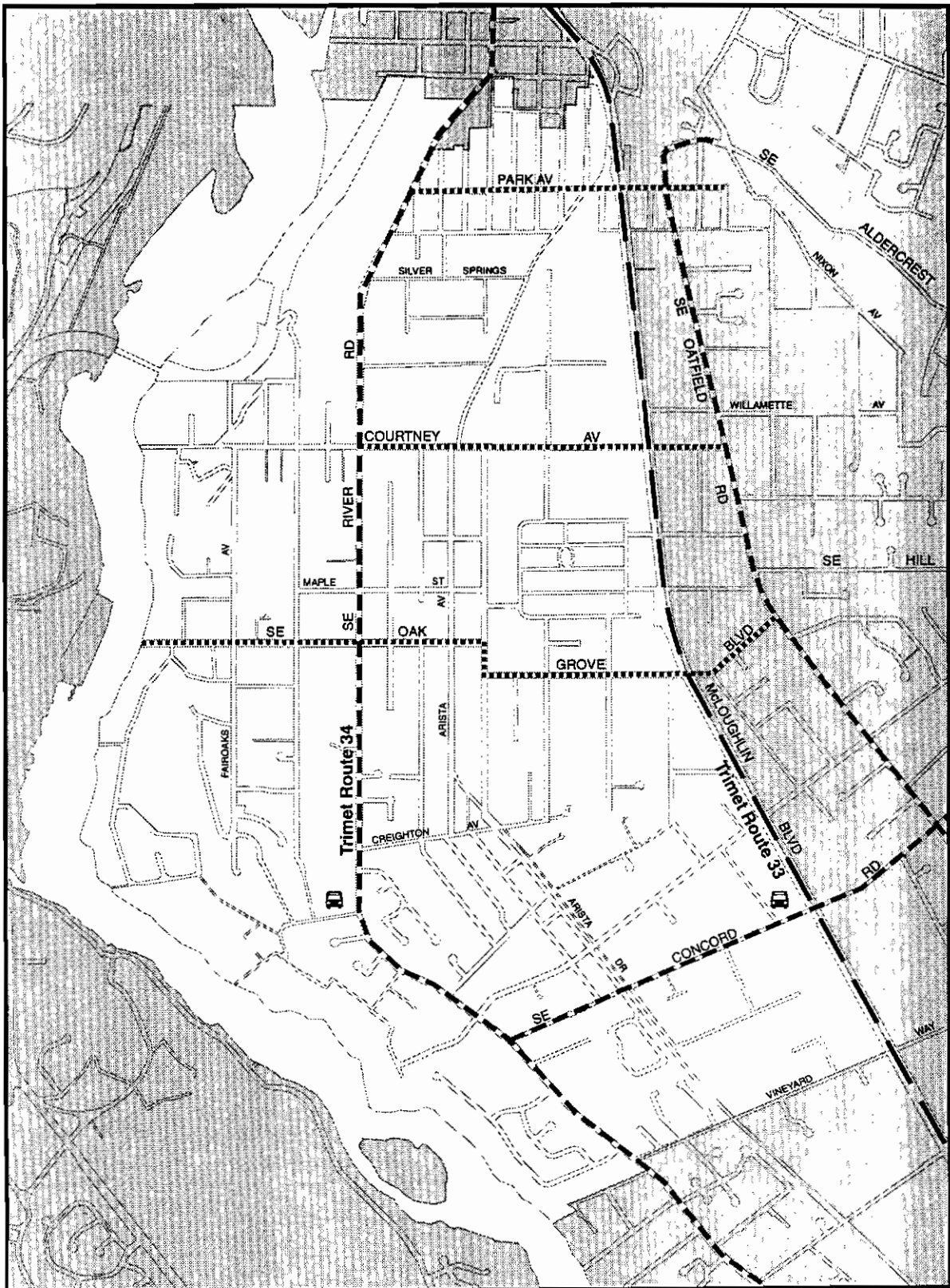
The existing transportation network in Oak Grove is made up of the highway and street network show on Map 5. It can be generalized as primary an auto oriented network, with few sidewalks or bike paths. Streets are rarely built to county standards, and local streets are often in relatively poor conditions, with potholes and similar problems. This stems in a large part from the situation where many of the local streets are old gravel roads that have simply been paved over, without developing a road base or storm drainage. Never the less, this local street network works very well for the current driving population, as there is a great deal of extra capacity on most roads, and the poor surface conditions serve to slow down cars.

Existing conditions for transit users are not so favorable. Currently there is bus service on River Road (1 hour intervals, no service on Sundays) and McLoughlin Blvd. (30 minute intervals workdays, 1 hour intervals on weekends). There is no east west service currently -- service going east west on Oak Grove Blvd. was discontinued in (1985). Bus riders have very few separated sidewalks for the pedestrian leg of their trip, and in some cases have to go long distances out of their way to get to McLoughlin Blvd., since there are places in the neighborhood where there are distances of 1000-1600 feet between side streets leading to McLoughlin. In a few places, informal accessways have been created to get to and from McLoughlin.

Pedestrian facilities in the neighborhood are very limited. Many community residents feel this does not equate to poor walking conditions, however, since it is quite easy to walk on the extremely low traffic volume local streets even without sidewalks. However, key pedestrian problems areas have been identified on major streets, near schools, and on and leading to McLoughlin Blvd.

The former Portland Traction Company railroad right of way is used informally by many in the community as a trail. It is currently in private ownership, and such use is technically trespassing.

The Southern Pacific Railroad "Tillamook Line" passes through the northernmost part of the neighborhood, and crosses the Willamette River to Lake Oswego on a bridge structure. The bridge is a major landmark from the river. The bridge attracts young daredevils, but otherwise the railroad seems to have little importance to the neighborhood. Trains use the bridge generally two times per day.



EXISTING CONDITIONS

- | | |
|-----------|----------------|
| ————— | Major Arterial |
| - - - - - | Minor Arterial |
| | Collector |

D. Existing Conditions in the Downtown Core

The area between River Road and Rupert Street along Oak Grove Blvd in the "downtown core" studied in this plan. Currently the business district is divided into two parts, a cluster around the intersection of River Road and Oak Grove Blvd, and a cluster at the intersection of Arista (the old trolly line) and Oak Grove Blvd, divided by the school and some houses. The downtown historically was a strip of stores one lot deep on Oak Grove Blvd containing a a full service grocery, liquor store, drug store, restaurant, post office, hardware store and various other businesses typical of a small community center during the first half of this century.

The neighborhood was served by the Portland Traction Company Interurban Rail line which connected Oak Grove to the jobs in Portland, affording its residents the luxury of living in a suburban environment. Services were accessed by walkers, drivers, and people using the trolley. Oak Grove was a small community where everyone knew each other. Its residents attended the same school, churches and participated in many of the same social activities. Downtown was a social as well as a services center.

The old trolley station was located on the corner of Oak Grove Boulevard and Arista where Ace Iron Works is located today. Because of this stop this small community thrived. People were able to shop, and go to work and tend to the business of everyday life all within easy walking distance of their homes and businesses.

After the street car discontinued service in 1958 the business area began to change. Services shifted to McLoughlin Boulevard. Like many suburban communities, the automobile became the dominant mode of transportation.

A feeling of small town cohesiveness still permeates Oak Grove's downtown. Although the remaining businesses are mostly supported by workers in the downtown or nearby residents, local residents feel an attachment to their downtown, and old-timers speak of its heyday with affection. However, most of Oak Grove's residents drive to McLouglin Blvd or other regions in the

Portland Metropolitan Area for shopping and jobs.

Current day Oak Grove businesses include a few shops, a tavern, medical offices and some small industrial uses. Cranston Machinery is the core's largest employer, employing up to 100 machinists and engineers. Its presence is pronounced. The Oak Grove Methodist Church is the visual focus of the downtown area and hopes to become more of a community services focus in the future. The Oak Grove elementary school anchors the core to the west. On the corner of River Road a vacant Thriftway store is a major landmark. Oak Lodge water and sanitary service districts have offices near the old core. (Both the fire district offices and the library are located on McLoughlin Blvd).

Area residents involved in the issue identification process, action planning committees and scientific survey tend to perceive the commercial area as more negative than positive. Residents no longer see the commercial core as a vital business district.

A number of the businesses in the Oak Grove downtown manage to stay healthy, however. Oak Grove Station attracts business from neighboring communities, offering classes, crafts and novelties. The medical offices, tavern, beauty parlor, and other successful businesses that there may be a market for complementary businesses in Oak Grove's community center.

E. Existing Conditions in Land Use

Land uses in Oak Grove are somewhat varied, as is to be expected in an area with a century and a half of development history and some very distinctive physical and cultural features. However, the vast majority of the land area in the study area is single family residential. Map 6 illustrates the existing land uses in Oak Grove.

Oak Grove's land use can best be described linearly, as if one were traversing the major roads or the river.

The strip of land use directly on McLoughlin Blvd. is mostly large scale commercial. The lots tend to be deep, and the uses varied. North of Oak Grove Blvd. is one of the least prosperous areas of McLoughlin, although it contains many thriving business. This is where remnants of the small motels and drive-in restaurants of the early highway era are most likely to be found. There is a tremendous variety, ranging from mobile home sales lots to small offices. A major landmark is "the bomber", a World War II airplane that was placed there by a returning airman, and marks the restaurant still run by his family.

The area around Oak Grove Blvd. and south to Concord is one of the most thriving parts of McLoughlin's commercial strip, with a Fred Meyer super store, shopping centers of various sizes, and free-standing businesses. However, a large shopping center anchored by a "Food for less" supermarket was built in the last 5 years on one corner of Oak Grove Blvd. and McLoughlin, and the supermarket has recently closed.

McLoughlin has not fared well as a major commercial area in the past decade, experiencing much competition from the Clackamas Town Center and 82nd Avenue. It has lost much of the comparative shopping, and is not attracting many of the national chain stores that are currently locating in booming suburban commercial areas. However, it continues as a bustling mixture of retail and services, providing for local residents and local employees, as well as still providing for

much of southeast Portland. It may be that McLoughlin is a better venue for locally owned businesses and start-up businesses than other commercial areas because of its variety of types, sizes, and prices of commercial facilities.

The land uses on McLoughlin Blvd. are best characterized by their clutter, disconnectedness, rather frantic competition for the attention of the motorist via signs of all shapes, colors and sizes, flapping pendants, giant hot air balloons, and other eye catchers. It is unabashedly development at the auto scale for access via automobile, with large parking lots located in front of buildings, no continuous sidewalks, and no comfortable way for a pedestrian to cross the street.

Directly behind (west) of McLoughlin Blvd. is a parallel strip of mobile home parks and apartment complexes. Again, the area to the north of Oak Grove Blvd. is less prosperous, with older, more run down complexes than are found in the area around Vineyard and Concord. The older mobile home parks are often beautifully maintained, however, being largely occupied by seniors who seem to love flowers. The apartment complexes are often "barracks style" wood frame 2-story complexes, with little if any relation to the street and poor recreation facilities for children and young people.

Going west from McLoughlin Blvd. one comes very quickly to single family houses, ranging from small, modest homes in some areas, to large, beautiful homes in others. Often very nice and very modest houses are located right next to each other. This typifies the area between McLoughlin and River Road. The old Portland Traction Company line cuts through areas that are almost all single family residential now, except for Oak Grove's "downtown". There are many beautiful old houses on this line. Lot sizes also vary widely, although they tend to be small (5,000 square ft to 7,000 sq ft) close to the old trolley line, and larger to the south (Vineyard and Concord areas).

The area west of River Road is almost all single family residences, with the very significant exception of the Willamette Falls Manor and Rose Villa senior centers. These high density complexes perch on a cliff overlooking the Willamette and adjacent to River Road. Other houses

Oak Grove

Existing Zoning

- C2
- C3
- NC
- HDR
- MK1
- R7
- R8.5
- R10
- R20
- OSM

Study Area Boundary

Oak Grove City
Oregon City, OR 97146
(503) 856-8821

OUR MAP DISCLAIMER:
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Scale: 1 in. = 400 ft.

west of River Road tend to be perched in a variety of ways on the narrow streets that wind around River Forest Lake, over the exposed basalt, and up and down the steep slopes leading to the river. Generally speaking, these tend to be beautiful houses in beautiful settings, with locations on the Willamette River being some of the most desirable housing sites in the Portland area.

There are three elementary schools in Oak Grove; North Oak Grove, Oak Grove Elementary, and Riverside Elementary. The schools are important community centers, and highly valued by the residents.

There are currently three parks in the study area, only one of them developed at this time. A 5 acre park located at the river's edge on Courtney will be developed in 1995, and a small park on Walnut and Pine will be developed soon. Risley park provides ball fields and play structures in the southern part of the study area. Residents also use the play fields at the 3 elementary schools for recreation. Many residents use the bike path on River Road for recreation. There is a boat ramp of sorts at the Willamette River at the end of Oak Grove Blvd. This has been used by the community for years, but has never been developed with a good ramp or parking for boat trailers.

The Oak Lodge Sanitary Sewerage Treatment facility, located right next to the Southern Pacific Tillamook line railroad bridge is the only concentration of institutional uses in the area. A large greenhouse operation is located north of the railroad bridge, this is the area's only significant agricultural uses.

There are several small industrial uses scattered throughout the study area, mostly concentrated in the historic core. Cranston Machinery, with over 100 employees, is the most significant. It should be noted that there is a much larger industrial employment center located about one mile south of the study area.

F. Programs affecting study area

A number of projects and programs are underway or in effect that had to be considered or addressed in the Oak Grove Community TGM Plan. These are as follows:

- **Regional 2040 Planning:** The Portland Metropolitan area Urban Growth Boundary is maintained by the region's elected regional government, commonly called "Metro". Since 1993 Metro has been involved in the "2040 Plan", which is a 50 year vision of the region. The major purpose of the plan is to determine what adjustments will be needed to the Urban Growth Boundary, and also determine any regional rules that must be developed to support the boundary. Through and extensive public process throughout the region, Metro has determined that the region should grow "up, not out".

Second step of regional 2040 planning is applying the concepts at the local level. Ideas that have come out of the 2040 plan that have been addressed in Oak Grove include the idea of a "town Center", a concentrated mixed use area of employment and housing much like the historic downtown of Hillsboro, higher intensity land uses along transit corridors, and the probability that "growing up, not out" means that existing neighborhoods like Oak Grove will have to become more intense, with apartments and small lot single family residential, therefore reducing sprawl out onto the agricultural lands.

- **Statewide Transportation Planning Rule.** The State of Oregon has adopted a new Transportation Planning Rule as part of statewide planning administrative rules. This new requires local jurisdictions to plan for pedestrian, bicycle, and transit modes of transportation, and doesn't allow much of the auto orientation that previously existed in local zoning and other codes. The Transportation Planning rule encourages (but does not require) sidewalks on all streets, and other new ways of doing business in Clackamas County. In 1994 Clackamas County revised its Zoning and Development Ordinance (ZDO) to meet the rule,

and since that time all new subdivisions or partitions in Oak Grove have been required to provide curb and sidewalk on the street.

- **South/North high speed transit planning.** The "South/North" transit study has addressed several alternative routes for building a high speed transit facility, probably a light rail line, from the south to the north ends of the Metropolitan area. In 1994 TriMet was actively looking at potential alternative alignments along both McLoughlin Blvd. and the old Portland Traction line. Since that time the alternative along the Portland Traction line has been dismissed as not feasible and not to be studied any longer. The McLoughlin alignment is still a possibility for Phase II, which is more than 10 years away.
- **North Clackamas Park and Recreation District neighborhood park planning** The North Clackamas Parks and Recreation District, formed in 1991, has developed plans for neighborhood parks, and is now in the process of building parks and acquiring land. Several of their activities have been addressed in this plan; the proposal to do feasibility research for the Portland Traction Company Trail in 1995-96, and planned improvements to two existing publicly owned future park sites in the neighborhood.
- **Clackamas County Cultural Resources Inventory.** Clackamas County has inventoried historic and cultural resources throughout the county, including Oak Grove. The most significant of these have been zoned "historic landmarks" with some special provisions, such as allowing offices and Bed and Breakfast Inns. More important buildings have been identified but have not yet been zoned.
- **Surface water quality planning.** The Oak Lodge Sanitary District is preparing a plan for storm drainage and surface water quality to be completed in 1996. Except for drainage on county and state roads, the service district will be responsible for all drainage.

- **Planning and operations for McLoughlin Blvd. by Oregon Department of Transportation.** The state of Oregon Department of Transportation (ODOT) plans for and maintains McLoughlin Blvd., which has an enormous impact on Oak Grove. ODOT is experimenting with some pedestrian crossing facilities at Vineyard in the study area, and several other places on McLoughlin. The purpose is to increase pedestrian safety. Other improvements on McLoughlin that are being considered that will impact the neighborhood if they occur include possible continuous sidewalks, and a possible bikelane.

Strengths, Weaknesses, and Opportunities

The strengths, weaknesses and opportunities for Oak Grove were gathered in community meetings, the scientific survey, interviews, and throughout the action planning process. The Strengths, Weaknesses, Opportunities, Threats (SWOT) model provided a quick description of the greatest concerns in Oak Grove.

Oak Grove's Strengths

Location

- Close to Portland and metropolitan area's urban facilities and services
- Good access to shopping and services on McLoughlin
- Variety of businesses
- Weather -- mild micro climate with no east wind and warmer winter temperatures.
- Natural resources such as River Forest Lake, stream corridors, the Willamette river.
- Natural beauty

Identity

- Not a city -- no politics, Mayor, city taxes, etc sanitary
- Local services (sewer, water, fire) are locally controlled
- Easygoing -- a place I can "let my dog run without being on a leash.
- Independent spirit, community spirit
- Service Districts' newsletter

- Community involvement and support
- Oak Lodge Community Council
Neighborhood Citizen Planning organization

Character/Image

- Relatively quiet
- Interesting and evident history
- Diversity -- It is a mix of everything
- Suburban living and beauty (big lots and trees.)
- Country atmosphere, rural image
- Small town atmosphere

Housing

- Nice older homes
- Affordable housing

Services

- Good schools, responsible school programs
- Quality emergency services, quick emergency response

Oak Grove's strengths, continued

- Well served by utilities: Fire, water, sanitary sewer
- Cooperative atmosphere among public agencies

Downtown Oak Grove

- "Cute" historic buildings
- Prime for redevelopment
- Easy to walk in due to the short blocks and grid pattern
- Businesses like the Oak Grove Station are drawing people into the downtown

- The historic aspects of the community are appealing
- The downtown has low traffic volume because it is difficult to get to
- Oak Grove feels more like a place in comparison to other unincorporated areas within the county because of its historic "heart".
- Oak Grove Elementary school adds to the character and identity of downtown Oak Grove

Weaknesses

- **Location**
- There is no physical place you can call the community center, no place for high school rallies and that sort of thing.
- Lack of public access to Willamette River
- Lack of parks

The Economy

- Customers from outside the neighborhood don't know where Oak Grove is
- Loss of local businesses to more successful commercial areas like McLoughlin Blvd. Lack of industrial zoned land
- Lack of jobs

Governance

- -The area is subject to annexation by the cities of

Milwaukie and Gladstone (north and south)

- Concern that regional government and planning will eliminate local control
- Lack of focus from the County, which spends its energy on the Sunnyside area

Transportation

- Lack of walking areas along main arterial to McLoughlin and River Road Speeding traffic on River Road, few stop signs
- Not enough (sidewalks) walkways
- Too much traffic on McLoughlin, concern about safety on McLoughlin
- Don't want light rail
- Need east/west transit (Lake Oswego to I-205)
- Need east/west transit between River Road and McLoughlin

Oak Grove's Weaknesses, continued

- Speeding traffic on River Road, few stop signs
- Cars on River Rd. use the bike lanes to pass on the right to get around left turning traffic.
- Too many vehicles use River Rd. to avoid McLoughlin
- There is a need for more street lights to make walking more convenient and safe
- There is great difficulty for pedestrians crossing McLoughlin at any Oak Grove location
- Many areas where no sidewalks exist, pedestrians must use the shoulder areas which also handle drainage. Water, leaves and other debris force pedestrians and cyclists into the vehicle travel lanes
- Badly repaired utility cuts impede bike and pedestrian travel
- It is hard for local residents to enter traffic on arterial roads such as Concord
- Transit: buses don't run late enough or on weekends, and an east-west route is needed

Housing

- People at public meetings don't like the idea of high density housing or existing apartments
- Apartments are being built right among houses
- Renters can be a problem in the community, even in single family houses
- Mixing apartments with single family housing
- Some older homes are starting to run down

Identity

- Many residents aren't involved and committed to the area -- especially renters
- The local community does not have control of mechanisms like planning and zoning which

on River Rd. to slow down traffic

could maintain Oak Grove's character.

- Other than the Service Districts' new, there is no information published about the area
- **Character/Image**
- The community has a muddled image, (to outsiders)
- McLoughlin Boulevard is ugly
- **Services**
- Drainage and surface water quality is currently a problem (a plan is underway to address this)
- There is no comprehensive street lighting throughout the neighborhood
- Not enough street sweeping, especially in the fall and winter
- Difficult to get street repaired.
- **Weaknesses in downtown Oak Grove**
- The Main Street area needs to be revived
- Downtown Oak Grove is a mixture of crusty and cute
- The downtown is overshadowed by McLoughlin and River Road and some question if this ever could be resolved
- Lacks Identity
- Muddle of uses.
- Current zoning is in conflict with neighborhood goals - MR-1
- No Transit in downtown core
- Owners do not maintain their buildings or provide good rental space
- Potholes- make walk-in to downtown difficult

Oak Grove's Weaknesses, continued

- Teenagers hang out in front of the Buy-Rite store
- The tavern is too close to an elementary school
- Inadequate street lighting

Members of the community voiced a strong concerns about the impact of increased density and infill development on the community. The community's are as follows:

- You get too much traffic with redevelopment and infill because of too many people in too small of an area.
- You get higher crime rates with redevelopment and infill. People are just passing through (people are just living there for a short time) rather than permanent residents.
- Infill looks awkward, especially apartments amongst houses.
- With redevelopment and infill you a net greater need for services.
- Redevelopment and infill would make it cheaper to provide infrastructure services in Oak Grove because the services are already in place and they would be spread amongst a greater number of people.
- Redevelopment and infill would get rid of the shacks in some of the areas of Oak Grove where there is really poor quality housing.
- A major theme of discussion was the impact of bringing a lot of new people into the community on community cohesiveness in the sense of community, as follows:
 - Redevelopment and infill and an increase in density could make the community less cohesive
 - Apartment dwellers don't vote.
 - Redevelopment and infill will bring in newcomers with no sense of community who won't participate in the community.
 - Redevelopment and infill will make Oak Lodge feel like a city. People moved out to Oak Lodge to get out of the city and away from city taxes.
 - How can we change the existing community of Oak Grove to neo-traditional style grid streets from our existing street pattern?

Oak Grove's Opportunities

The greatest opportunities identified by the community for Oak Grove are as follows:

- The opportunity to have a say in what type of development happens.
- To have a separate Oak Grove Community plan as part of the County Comprehensive Plan.
- Chance for locally tailored design guidelines instead of County standards.
- The Portland Traction line right of way
- Better design could improve McLoughlin

- Quality of life (opportunity for a good life)
- Preserving quality of life will allow growth and development
- Community focus with commercial center
- Obtain open space now for parks before it is gone
- Develop open spaces that are currently publicly owned
- Tie into Willamette River planning.
- Being a pedestrian could be more fun, with interpretive signage, paths
- Redevelopment

Opportunities for the specific Action Plan areas are as follows:

Transportation

Changes that could be made to Oak Grove's Transportation network might include:

- More sidewalks and walkways
- Separation of pedestrians and bicycles from traffic
- Expand the grid pattern for greater connectivity
- More street lighting
- Remove encroaching vegetation, debris, provide dry walking areas
- Make the Portland Traction line right of way into a walking and bike path. This path could have historical /interpretive signs and become part of a historic walk through the area
- Make walking more fun with historical society plaques, interpretative signage such as "the first interurban railroad and connect it with a historic home tour. Mark drainage ways, creeks, wetlands, and identify vegetation of interest (historic trees, unusual plants)
- Provide walkways with things that entice people to walk: flowers, greenways, nature trails. Provide pedestrian amenities in these locations such as park benches, shade, drinking fountains
- Provide routes to attractions in the Oak Grove area such as the Boat Ramp which could be a small pedestrian oriented park.
- Provide walkway surfaces that are more friendly than concrete and asphalt such as a forested bark type surface, packed gravel, recycled tire material.
- Set up a linked pedestrian system to make access to McLoughlin easier and safer. Have walks and bike lanes that are lighted, dry, and clean with lighting.
- Improve pedestrian access to the Library - lighting, sidewalks, etc.
- Provide better crossings on McLoughlin and continuous sidewalks.
- Provide better pedestrian access to large stores - on McLoughlin -- people don't like walking through large parking lots
- Start community walking groups - meet neighbors, walking tour of historic homes and advertise walks in a community newspaper
- Encourage community "NO DRIVE" days to reduce vehicle traffic and making walking and cycling more pleasant

Oak Grove's Opportunities, continued

- Place goods and services in closer proximity to housing and link with sidewalks.
- Prevent apartment complexes and mobile home parks from putting fences around them that reduce pedestrian connectivity
- More interconnection between pedestrian ways and bike ways/path
- Keep bike paths clean
- Improve signage on the River Rd. bike path to keep parking out of the bike path.
- Educate drivers about cyclists having to weave in and out of the Bike Lanes due to seasonal debris (mostly leaves). Bike lane sweeping should occur strategically in the Spring and Fall.
- Street lighting along Courtney and Park Ave. where it's so dark walking is a real problem
- More signs (larger and more aggressive) to remind drivers to stay out of Bike Lanes. Signage stating "Bikes Only" may not be clear enough.
- Recreational Walking: paths are preferable to sidewalks and should go through natural areas

Oak Grove Downtown Core Opportunities

- Slow traffic down through the downtown to make safer and more attractive pedestrian areas
- Develop Niche businesses -- specialty markets like antiques in Sellwood
- Make Oak Grove a historic district -- enhance downtown by taking advantage of historic buildings
- Revitalize downtown
- Large population in the neighborhood to draw form as a market for downtown businesses
- More interesting businesses in downtown Oak Grove
- Develop a theme around the history of the community
 - Donation Land Claims
 - Interurban
- Greater separation of vehicles
- Let the community participate in the history of the neighborhood by greater interpretation of the history
- Organized community events such as "Cycle Oak Grove"
"The Oak Grove Walk" or something similar to "National Night Out"
- More mix-use development similar to the Jennings Lodge store
- Wide right of way of Oak Grove Blvd. could provide for planting, trees etc..
- Encourage more locally owned, community businesses, like the old Thriftway and Kienows
- Move the library downtown

- Oak Grove's Opportunities, continued
- Establish a community center or museum (senior citizen volunteers)
- Improve the downtown for the existing community, do not try to attract newcomers
- Community is split due to multiple elementary schools. Provide a community gathering place where classes could be taught

Land Use Planning Opportunities

Neotraditional concepts

- Make a trade off between putting houses on smaller lots and providing places for safe recreation, especially for kids who would otherwise be playing in their own safe backyard.
- Neo-traditional provides many more opportunities for neighborhood based businesses.
- Neo-traditional creates many more opportunities for community involvement and interaction between community members.
- Neo-traditional would make it easier for police to get out of their cars and into the community, more community based policing
- We need a different kind of zoning for downtown Oak Grove that would allow for mixed uses, eliminate setback requirements, etc.
- We need to maintain the current character and standards of the neighborhood (e.g. R-10).
- The existing plan seems to require a Conditional Use action for just about all activity. We need to change that we se don't have as many conditional use processes.

Based on knowledge of the strengths, weaknesses and opportunities of the community, staff and committee member decided to develop three action plans for Oak Grove; for the major areas that had been addressed, i.e., Transportation, Downtown, and Land Use. The three action planning areas complemented each other. The Downtown action plan is short term and immediate, a quick fix that is needed to turn the area around. The transportation concepts are both short and long term, ranging from simple immediate activities, to those that will not occur until the 50 year vision. The land use concept is long term -- a 50 year vision, and an immediate Comprehensive Plan recommendation that would be in place for up to 20 years.

Action Plan I: Transportation

The Oak Grove Community Transportation Action Plan consists of four elements

- Pedestrian ways
- Street Plan
- Bicycles
- Transit

These four Transportation Action Plan elements are designed to support the other two action Plans (Land Use and Zoning, and Downtown Design and Revitalization) and meet the requirements of the State Transportation Planning Rule

The Transportation Planning Rule (OAR Chapter 660, Division 12) states that local governments in urban areas shall prepare plans that consider:

- increasing residential densities within one-quarter mile of transit lines
- designating lands for neighborhood shopping centers within convenient walking and cycling distance of residential areas
- designating land uses that provide housing opportunities in close proximity to jobs
- the provision of affordable housing in the area
- reduce principle reliance on the automobile by providing alternatives (walking, cycling, transit, ridesharing)

The proposed Metro 2040 Town Center Designation and McLoughlin Blvd's designation as a High Capacity Transit corridor coincide with and support the application of these Transportation Planning Rule requirements to the study area.

Each of the Transportation Action Plan elements has the following components:

Existing Conditions: Describes the existing facilities and services, their strengths and

weaknesses, what improvements are currently planned, applicable legislation and ordinances

Action Plan: Lists goals as they relate to other plan components and legislation; planning staff recommendations; Oak Grove Subcommittee recommendations (their support or dissent with staff recommendations); projects lists and their funding mechanisms

A. PEDESTRIANWAYS:

Existing Facilities and Amenities:

Walkways

The County's recent urban Sidewalk Inventory indicates there is very little sidewalk or other type of pedestrianway facilities (i.e., paths, designated road shoulders) serving the Oak Grove area's neighborhood activity centers. Neighborhood activity centers include schools, transit stops, businesses in Oak Grove's historic core, and shopping centers on McLoughlin. On the few streets where sidewalks do exist, they are disconnected and alternate from one side to the other (Map 7).

Pedestrians use the designated bike lanes on River Rd for walking, and the stripped wide shoulders along the east end of Oak Grove Blvd. and Courtney near McLoughlin.

Because there are so few pedestrian facilities, pedestrians in the study area share the existing streetways with other travel modes (autos, trucks, bikes, transit, school buses). This is a problem on heavily traveled streets.

Street Lighting

Street lighting is an important amenity for safe and convenient pedestrian access. The Pedestrian Inventory (Map 7) illustrates that most study area streets are served by the County's Street Lighting District.

Critical areas without street lighting include:

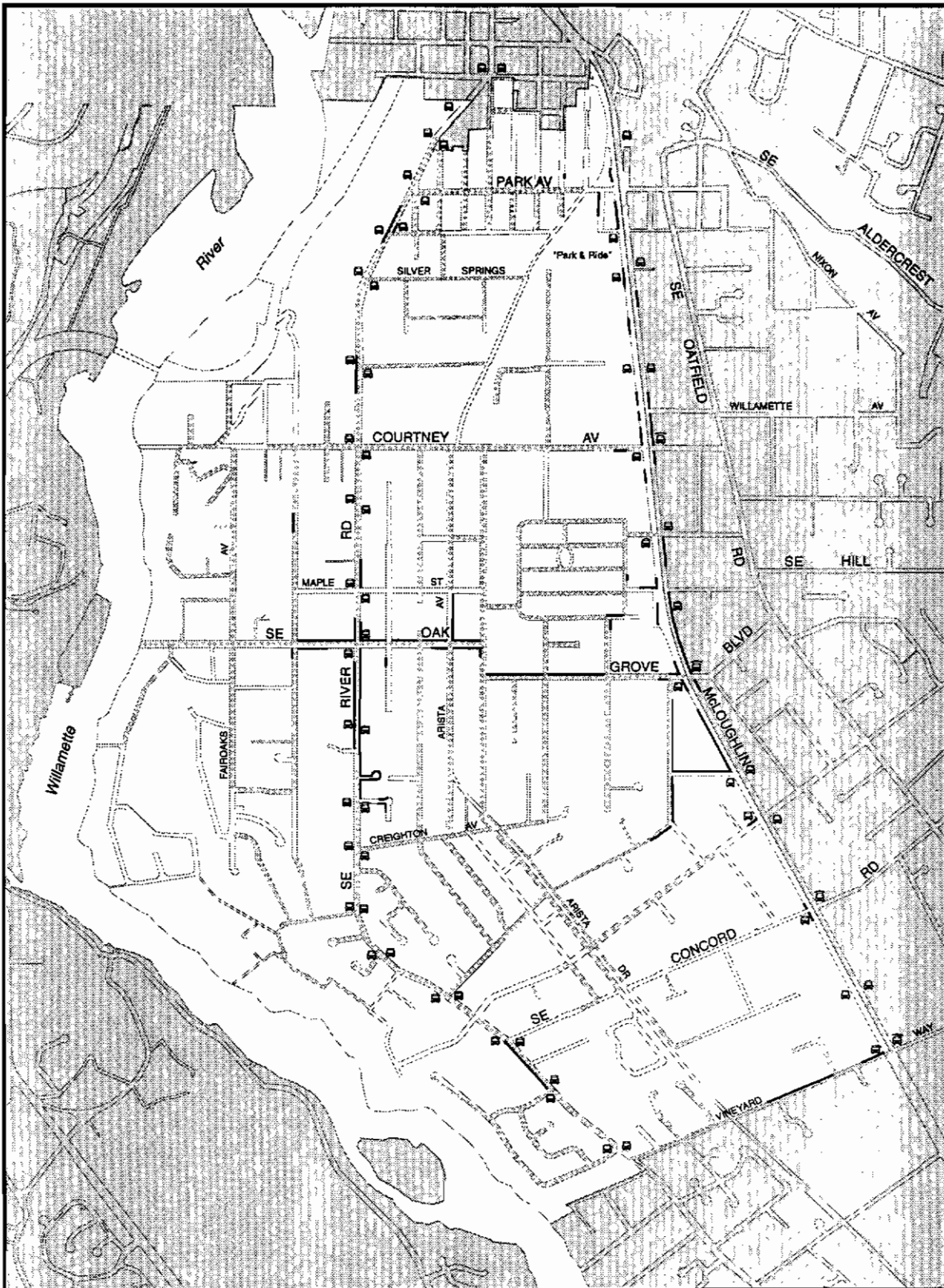
Near Schools and/or Parks/Proposed Trail :

Maple St., Cedar Ave., and Arista Dr. bordering Oak Grove School: Only the front of Oak Grove School on Oak Grove Blvd. has lighting. Residents have reported unlawful activities in the dark areas around the school grounds

- Concord Rd. between McLoughlin and River Rd. Concord is a Minor Arterial which also provides access for students attending Riverside School at its junction with River Rd.
- Risley Ave. between River Rd. and Arista Dr. This local street section fronts the south side of Risley Park, the largest and most developed neighborhood park in the study area, and it connects to the proposed multi-use trail along the Portland Traction Right of Way on Arista.
- Arista Dr. between Concord Rd. and Vineyard Rd.: Lighting along Arista would serve the proposed multi-use trail along the Portland Traction Right of Way on this street.
- Evergreen Ave. between the proposed multi-use trail along the Portland Traction Right of Way and 21st Ave.

Connections to Shopping and Transit on McLoughlin:

- Southview and Westview: These local streets connect adjacent multi-family and mobile home parks with Concord Rd. and shopping on McLoughlin.
- Orville Rd between Concord and Risley.: A north-south local street (one block west of McLoughlin) which connects adjacent multi-family housing with McLoughlin.



EXISTING PEDESTRIAN FACILITIES



BUS STOP



SIDE WALK



BUS STOP (SHELTERED)



STREET LIGHTING

OAK GROVE COMMUNITY TRANSPORTATION AND GROWTH MANAGEMENT PLAN

Map no. 7

- Silverleaf Lane: A short east-west local street connecting residents along East Ave. with McLoughlin (it forms the south block of a shopping center).
- Maple St. between Woodland Way and McLoughlin: A short east-west local street connecting residents in a higher density single family neighborhood to McLoughlin.

Planned Pedestrian Improvements:

- The following pedestrian improvements are currently underway in the Oak Grove study area: McLoughlin Blvd.: Because of the difficulties in pedestrians crossing McLoughlin and the wide spacing of signalized intersections with pedestrian crosswalks, the Oregon Department of Transportation (ODOT) is currently constructing four Pedestrian Refuge Islands, two of which are in the study area at the junctions with Risley Ave. and Vineyard Ave. Rissole and Vineyard are stop sign controlled. The 8 foot wide refuge islands are located mid-street to provide a safe zone for crossing pedestrians.

Clackamas County does not currently have any pedestrianway improvements planned for the study area other than bike lanes on Courtney and Concord (refer to Bicycle section). Sidewalk is currently being considered for the north side of Concord Rd. between River and Arista to meet Riverside School's needs. The narrow 40 foot right-of-way on Concord makes the addition of sidewalks more complex.

Current Pedestrian Usage of the Street System:

The Oak Grove Survey found that children, compared to adults, are the more frequent walkers with the primary purposes of recreation and visiting neighbors. The streets most used by all pedestrians were River Rd. and Oak Grove Blvd.

Actual walking destinations for children were the homes of friends followed by schools, then stores like the 7-11 on McLoughlin. Recreation with no real destination was the primary purpose of walking for adults. The primary walking destinations for adults were businesses along McLoughlin.

Forty percent of the adults that walked considered "not enough sidewalks" a "Major Problem" when walking in the study area. (the Subcommittee feels the question results are unclear as to whether this means there is a lack of sidewalk or the need to connect intermittent sidewalks in areas they are most needed). Seventeen percent considered crossing major streets a problem.

Walking to transit stops or work were not considered primary walking purposes or destinations. This corresponds with census data which indicates only 1.7% of Oak Grove residents walk to work and 4.2% take the bus.

COMPARISON OF ADULT AND CHILDREN PEDESTRIAN USAGE

Survey Data

Adult	Children
(>20 yrs)	(6-19 yrs)

- Percentages will not add to 100% because only the most frequent responses are reported here to provide highlights of the transportation survey.

How often do you walk around the neighborhood?

At Least Once a Day	27%	42%
Several Times a Week or More	32%	25%
Don't Walk	12%	13%

Purpose of walking? (Two responses)

Recreation	34%	58%
Shopping	3%	7%
Visiting Neighbors	2%	54%
Work	2%	4%

Streets you walk on most frequently? (each respondent was asked for two street names)

Courtney	6%	5%
River Rd.	31%	27%
Oak Grove Blvd.	13%	16%
McLoughlin Boulevard	9%	6%
Concord Rd.	5%	9%
Risley Ave.	6%	9%
Arista Dr.	9%	5%
Swain	4%	8%

Pedestrian Action Plan:

Goals:

- Provide a network of safe and convenient pedestrian ways that:
 - directly connect with Oak Grove activity centers (schools, shopping, parks, employment)
 - are integrated with other transportation modes (transit and bicycle)
- Complete all sidewalk connections to schools first then add new pedestrian facilities on important connecting streets
- Increase the use of walking for all travel purposes

County Staff Recommendations:

County Staff Recommendations supported by the Oak Grove Transportation Subcommittee are in *italic font*.

- **Street Lighting:** Ensure that street lighting is placed at the critical areas currently without lighting described above. Contact all residents at these locations (including the school district for locations around Oak Grove School) and invite them to take advantage of this low cost service. The residential cost ranges from \$35.17 per lot per year to \$47.72. The lower of the costs is where overhead poles currently exist that a light could be mounted upon.

Portland Traction Company Trail: *Develop the Portland Traction Company right-of-way into a multi-use trail with a hard surface for bikes and pedestrians, and a soft surface equestrian way.* In the Survey, 65% of the residents favored the construction of a trail for walking and biking on the old Portland Traction Line right-of-way. Sixteen percent of those in favor of the trail indicated they would like to see “good lighting” on the trail to deter crime and this recommendation will be forwarded to the Parks District for consideration in their planning.

Funding Source: Metro Parks and Open Space bond measure recently passed by Metro voters.

Essential Sidewalk Network:

Objective: To determine the street locations in Oak Grove where sidewalk is considered essential to make safe and convenient connections to area activity centers thereby meeting the goals and intent of the Transportation Planning Rule.

The Essential Sidewalk Network recommendation described below is a County Staff recommendation that was not reviewed by the the Oak Grove Subcommittees at the time of this writing. It was developed in response to the Oak Grove Subcommittee’s request to not have sidewalk required on all streets and the County’s obligation to meet the requirements and intent of the Transportation Planning Rule. The essential sidewalk network is preferred by County staff because it provides one method for addressing sidewalk needs for the County’s entire urban area rather than one area like Oak Grove. There will be ample opportunity for public comment on this proposal during the upcoming TSP Pedway public involvement process. To consider the Transportation Subcommittee’s response, refer to Subcommittee Recommendations below and Map 9 “Subcommittee Recommended Pedestrian Circulation Map” which is not in compliance with the Transportation Planning Rule.

The County is currently developing a map of the essential sidewalk network within the unincorporated urban area. A prioritization method is also being developed which will rank the essential network needs for inclusion into the pedestrian capital improvement section of the Transportation Systems Plan (TSP).

The Essential Sidewalk Network (Map 8) for the urban area consists of all arterial roads, collectors (whether major collectors or neighborhood collectors), and selected local streets. The significance of roads on the Essential Sidewalk Network is that while these roads may not have been initially developed with sidewalks, it is now essential under the Transportation Planning Rule to add or complete sidewalks along them. Under this proposal, sidewalks will not be waived along these roads in the development process.

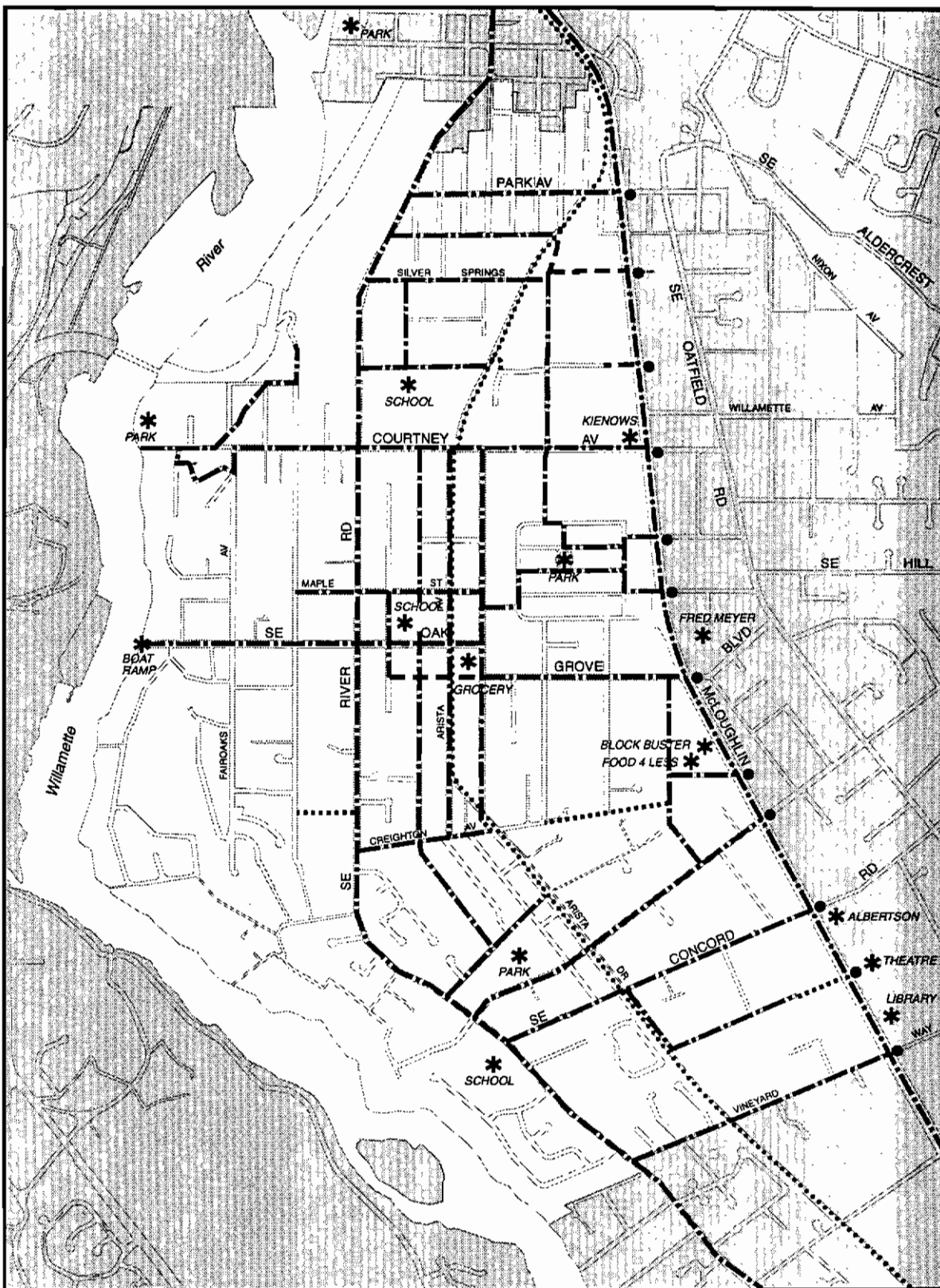
The following draft criteria were used for selection of the **existing local** streets appearing on this list:

- 1) Streets having commercial or industrial frontage. Extend Essential Network designation at least 1/4 mile from commercial or industrial zoning*
- 2) Streets with frontage that is more than 25% vacant.*
- 3) Streets connecting to collectors or arterials and within 1/4 mile of an existing or planned school or park.*
- 4) Streets connecting two or more collectors, or arterials.*
- 5) Streets connecting transit stops to neighborhoods. Extend Essential Network designation at least 1/4 mile from transit stop.*
- 6) Streets where filling in small gaps in the existing or planned network of sidewalks would result in continuity.*
- 7) Streets are in a Metro designated 2040 Regional Center or Town Center.*

Existing local streets meeting the above criteria are listed below. Street extensions and new accessways are underlined for emphasis and are to provide convenient pedestrian access to support the proposed land uses under the Land Use and Zoning Action Plan (refer to the New Streets and Accessways Map No. 12).

- Evergreen St., (River Rd. to PTC ROW)
- Silver Springs Rd., (River Rd. to Oatfield Rd.) push street through across McLoughlin Blvd.
- Wabash Ave., (Silver Springs Rd. to Torbank Rd.)
- Torbank Rd., (River Rd. to McLoughlin Blvd.) push street through
- Linden Ln., extend north to connect with 26th Ave. to access Park Ave. and the extension of Silver Springs to McLoughlin Blvd.
- Linden Ln., Chestnut St., Park Rd., (Courtney Ave. to Bunnell Park)
- Courtney Ave., Fair Oaks Ave., Fair Oaks Way, (River Rd. to Cottonwood Park)
- Bluff Rd., Denny St., Laurie Ave., (Courtney Ave. to Cottonwood Park)
- Cedar Ave., (Oak Grove Blvd. to Maple St.)
- Chestnut St., (McLoughlin Blvd. to Oatfield Rd.)
- Chestnut St., Woodland Way, Pine Ln., (McLoughlin Blvd. to Bunnell Park)
- Maple St., (McLoughlin Blvd. to Oatfield Rd.)
- Maple St., (Woodland Way, Walnut St., (McLoughlin Blvd. to Bunnell Park)
- Maple St., (Laurie Ave. to Rupert Dr.)
- Walnut St., Bunnell Ave., Park Entrance, (Rupert Dr. to Bunnell Park)
- Lee Ave., (Courtney Ave. to Oak Grove School)
- Arista Dr., (Courtney Ave. to Oak Grove Blvd.)
- Rupert Dr., (Courtney Ave. to Oak Grove Blvd.)
- River Forest Rd., (River Rd. to intersection with River Forest Place)
- Lee Ave. and Ruby Dr., (Oak Grove Blvd. to Risley Park)
- Arista Dr., (Oak Grove Blvd. to Creighton Ave.)

- Rupert Ave., (Oak Grove Blvd. to Creighton Ave.)
- Creighton Ave., (River Rd. to Rupert Dr.)
- Swain Ave., (River Rd. to Arista Dr.)
- East Ave., Risley Ave., Orville Ave., (Oak Grove Blvd. to Concord Rd.)
- Risley Ave., (River Rd. to Garland Ln.)
- Westview Ave., (Arista Dr. to McLoughlin Blvd.) require accessway through to McLoughlin Blvd.
- *Vinyard Rd., (River Rd. to Harold Ave.)*



ESSENTIAL SIDE WALK NETWORK

- PTC Trail
- Sidewalk Required on Existing Streets
- . - . - Sidewalk Required on Proposed New Street
- Proposed New Accessways
- Optimal Crossing Island Locations on McLoughlin

OAK GROVE COMMUNITY TRANSPORTATION AND GROWTH MANAGEMENT PLAN

- **Sidewalk Project Prioritization:** Map 8 “Essential Sidewalk network” does not prioritize, but lists streets where sidewalk is essential for safe and convenient access to activity centers as required under the Transportation Planning Rule. Both the Subcommittee and County staff recommend that the *Pedway improvements serving Oak Grove’s schools are priorities for consideration in the County’s pedestrian capital improvement plan directing the expenditure of future Pedway setaside funds in the new Transportation System Plan (TSP)*. However, the Subcommittee does not agree that the local streets serving schools should have sidewalk, but rather widened street shoulders.

Funding Sources: The County will build a select few sidewalks or bike lanes on the County’s entire network annually as the State Gas Tax funded Pedway Capital Improvement Program allows. Pedway Setaside funds are approximately \$1 Million of the total State Gas Tax road funds distributed to the county annually. The Original intent of the Pedway Setaside funds is to provide safe access to schools. Oak Grove’s sidewalk priorities will be ranked against other pedestrian and bike projects as the capital improvement plan is developed.

The County may consider encouraging the formation of voluntary Local Improvement Districts (LIDs) for property owners to build sidewalks. If the Essential Sidewalk Network becomes law, property owners partitioning or subdividing their property will be required to provide sidewalk improvements on essential streets.

Subcommittee Recommendations:

The Recommendations for pedestrianways made by the Transportation Subcommittee are listed below with staff comment.

- Because the Essential Sidewalk Network concept was developed after the end of the Oak Grove Subcommittee meetings, the Subcommittee never reviewed or agreed to the Essential Sidewalk Network.

- The Subcommittee favored side walks or pedestrian walking areas on all arterials and collectors and a few local streets (refer to Map 9, "Subcommittee Recommended Pedestrian Circulation Map)."
 - The focus was safer walking areas, not necessarily sidewalks. The Subcommittee feels that sidewalk should not be the only alternative for safe and convenient access. Widened road shoulders should be considered as an inexpensive option.
 - The Subcommittee did not recommend "walking improvements" on all arterials and collectors - it named only five streets for improvements (between River Rd. and McLoughlin Blvd.): Park Ave., Courtney Ave., Oak Grove Blvd., Concord, and Vineyard. Extensions of these improvements on Courtney Rd. and Oak Grove Blvd. west of River Rd. were considered optional and for future consideration.

Staff Comment: The Transportation Planning Rule requires sidewalks "along arterials, collectors, and most local streets in urban areas" OAR 660-12-045. Therefore, River Rd., McLoughlin Blvd., and Oak Grove Blvd. (even west of River Rd.) are required to have sidewalk under the Transportation Planning Rule.

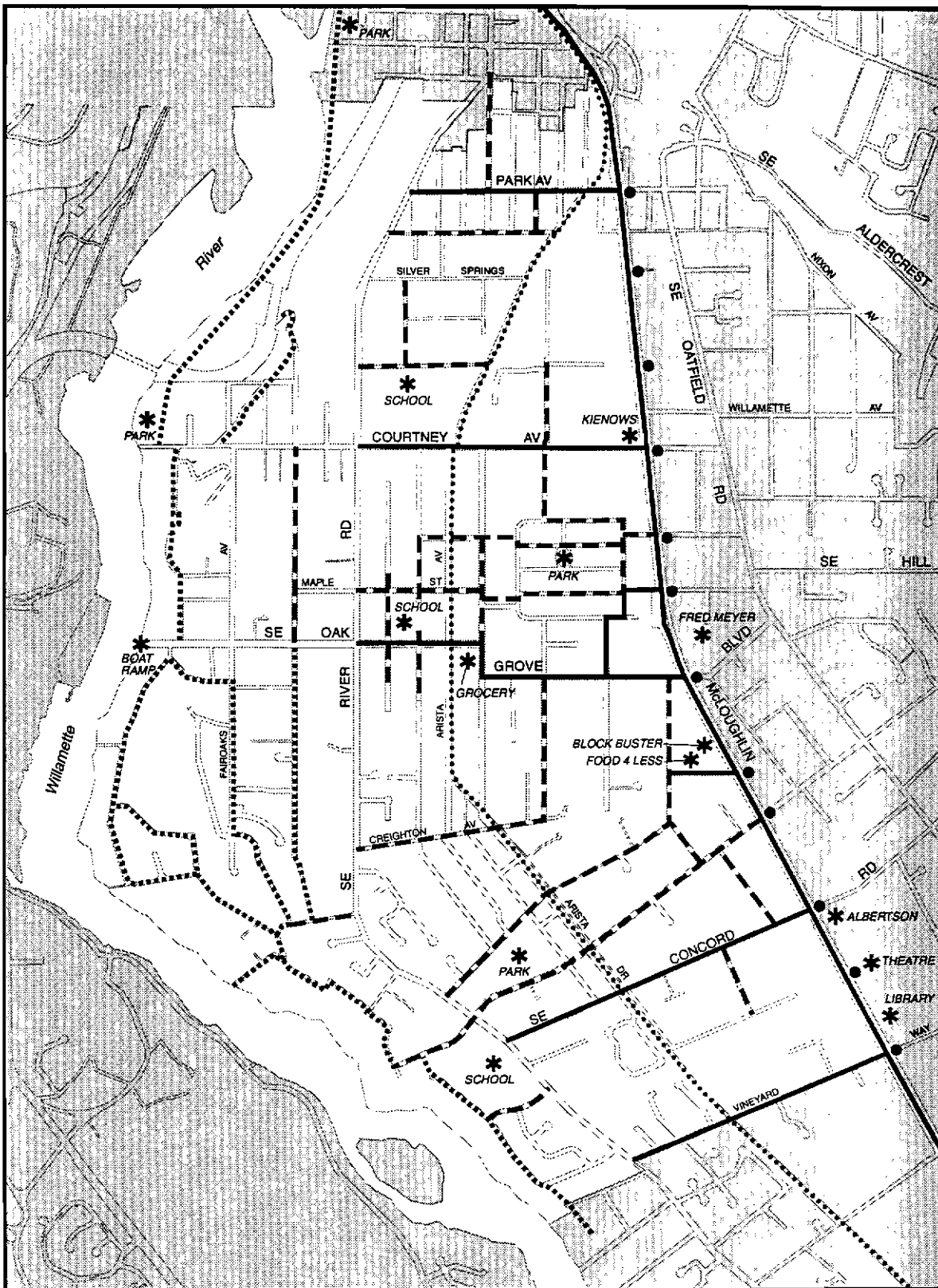
- The Subcommittee specifically excluded River Rd. from pedestrian improvements on the basis that the existing bike lanes (if properly maintained) would provide adequate service.
- The Subcommittee stated its preference for walking improvements on one side of more of these streets rather than both sides of fewer of these streets. The point is that with limited County funds, the public would be better off having more streets with sidewalk (or other walking improvements) on one side of the street compared to having fewer streets with improvements on both sides.

The Subcommittee bases its recommendations on the Survey results to the question on “the best approach to improving walking in Oak Grove”:

- 17% - build sidewalks on all streets
- 30% - build sidewalks on major streets
- 36% - Widen shoulders of existing streets for more walking space

The subcommittee has stated that **the County’s current ordinance requiring sidewalk on all streets is not effective for a developed residential area like Oak Grove** because it results in disconnected sidewalk/curb fragments that are unlikely to be connected over a long period of time.

- The Subcommittee favored making traffic calming devices available to neighborhoods (with local decision-making as to appropriate methodology) to slow down cars rather than require sidewalks.
- The Subcommittee favored no street extensions, and particularly any new streets to implement the proposed Land Use plan.



SUBCOMMITTEE RECOMMENDED PEDESTRIAN CIRCULATION MAP

- PTC Trail
- Most Important Pedestrianways
- - - - - Less Important Pedestrianways
- . - . - Recreational Pedestrianways
- Optimal Crossing Island Locations on McLoughlin

OAK GROVE COMMUNITY TRANSPORTATION AND GROWTH MANAGEMENT PLAN

B. STREET NETWORK AND STREET STANDARDS:

Existing Conditions and Facilities:

Street Network:

The current street classification system (arterial, collector, local) will be re-evaluated in the TSP planning process over the next year. The following discussion of existing conditions pertains only to the current classification system (refer to County Comprehensive Plan section 5 Transportation) and will not pre-suppose any future changes that may occur during the TSP planning process.

Arterials serve the movement of through traffic with limited access and higher travel speeds. River Rd. (minor arterial) and McLoughlin Blvd. (major arterial) provide regional access from Oak Grove to north-south destinations. McLoughlin also provides access to strip commercial while River Rd. is predominantly residential with some schools, churches, and higher density retirement residential.

Concord, with residential adjacent land uses, is the only east-west arterial in the study area providing access to the regional facilities of River Rd. McLoughlin Blvd. and Oatfield Rd. (all north-south arterials). Traffic volumes on Concord (4,400 vehicles/day) are lower than Oak Grove Blvd. (6,550) and Courtney Rd. (5,700) which are both collectors (refer to Traffic Volume Map 11).

Collectors: Park Ave., Courtney Ave., and Oak Grove Blvd. are east-west collectors connecting to the arterial system and internal Oak Grove destinations. No north-south collectors are needed because River Rd. and McLoughlin provide north-south access.

Through Traffic: With the Willamette River as a barrier to all east-west traffic and McLoughlin and Oatfield providing parallel north-south regional access, regional through traffic is minimized

in the study area. River Rd. does have traffic traveling from Milwaukie to Oregon City and I-205, but its more westerly course away from activity centers reduces its attractiveness resulting in 60% less traffic than Oatfield to the east. Future congestion on McLoughlin may increase River Road's traffic as an alternative route. The primary complaint of residents is vehicle speeds on River Rd. where the most recent traffic count data indicated the majority of vehicles were over the 35 mph speed limit (72% between 35-45 mph).

Capacity: The road system has ample capacity for existing conditions with some congestion occurring along McLoughlin in the afternoon peak hour. McLoughlin's signalized intersections at the gateways of Park Ave., Courtney, Oak Grove Blvd., and Concord provide good access into the study area however, residents have some frustration with access onto McLoughlin because of the green time given that large volume facility.

Comparison with the Neo-Traditional Neighborhood Design (NTND) street Network:

Oak Grove was selected as a study area based on its potential revitalization as neighborhood activity center having some of the attributes of the Neo-Traditional Neighborhood Design (NTND). The State Transportation Planning Rule guidelines promote the NTND concepts for the development of neighborhood centers containing mixed retail and other uses within walking distances of residences. The goal is to reduce auto dependence by having some daily needs within walking distance and jobs and housing in closer proximity.

For streets, NTND means street designs for all users, not just autos. The NTND street network attributes are listed below:

- **Connectivity to Activities:** Good pedestrian connectivity to neighborhood centers and activities
- **Informal Street Hierarchy:** The traditional street hierarchy of arterial, collector, local is replaced by highway, street, road and lane to avoid design criteria preconceptions for suburban street "feed-up" systems. This allows traffic streets to be more accurately tailored to volume and user.
- **High Density Grid Pattern:** More intersections offer multiple route choices

- Elimination of cul-de-sacs and dead-ends to improve connectivity
- **Streets Are Public Space:** with traffic, parking, walkways, trees, lighting, buildings
- **Narrow Local Streets:** Compared with a modern suburban design, there is a greater proportion of narrow local streets in the network, allowing easier crossing with slower vehicle speeds (safety)
- **On-Street Parking:** to provide a protective buffer for pedestrians on sidewalks and to slow vehicles by narrowing the travelway

Oak Grove Street Network Attributes Compared with NTND are as follows:

- **Connectivity to Activities:** Although street connectivity to the historic neighborhood center is good, there are not currently many businesses and services to support daily needs. Connectivity to McLoughlin activities is barred by long blocks north of Courtney and Concord.
- **Informal Street Hierarchy:** Design standards for Oak Grove streets are more informal like the neo-traditional due to development occurring before modern street cross-section designs.
- **High Density Grid Pattern:** The Street grid pattern is medium density, not NTND high density, due to the longer deeper block configuration. NTND designs would have more intersections in the grid.
- **Streets Are Public Space:** Oak Grove streets have most of the elements for being a public space with the exception of walkways (very little sidewalk or separated walkways exist). There are many existing trees near or in the right-of-way.
- **High Connectivity:** Very few cul-de-sacs or dead-ends exist with the exception of a few newer subdivisions.
- **Narrow Local Streets:** The paved width of most Oak Grove streets is narrow and below current design standards. Many of the local streets are narrow country lanes without curb and sidewalk.
- **On-Street Parking:** All streets in the study area have on-street parking. Where streets are very narrow, residents park off the pavement in the right-of-way.

Although not neo-traditional, Oak Grove's grid pattern allows generally good accessibility and the narrow local streets with on-street parking permit easy crossing while deterring vehicle speeds. The blocks are long and some new streets and accessways are necessary to provide connectivity to activity centers along McLoughlin

Street Standards:

The basic NTND street has two lanes, one for each direction and space for parking on at least one side. The width of NTND streets is determined by the projected volumes and types of users.

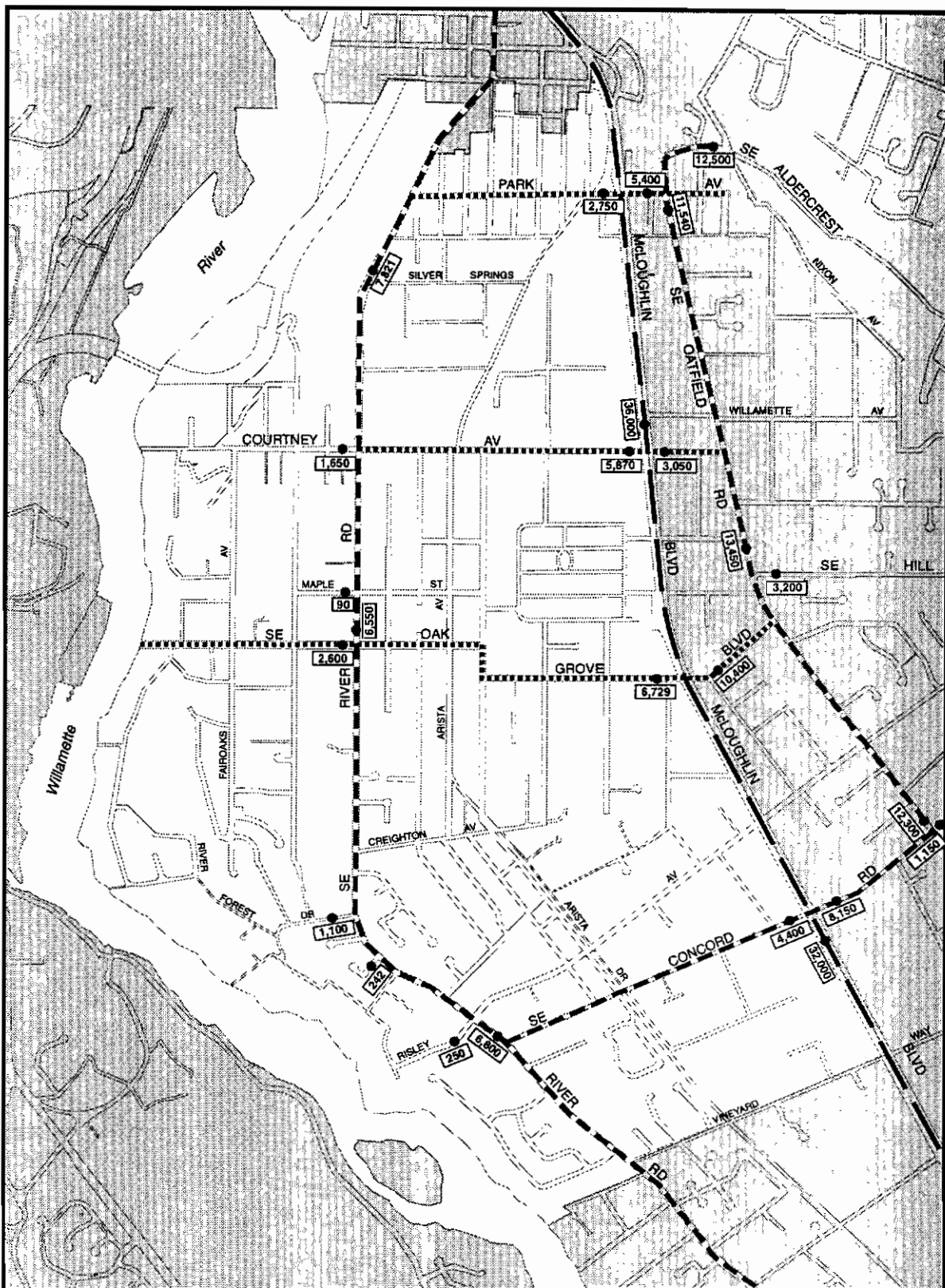
Most of Oak Grove's streets meet these criteria. The Collectors are wide enough for their lower to moderate traffic volumes. The country lanes on the less traveled residential streets are very skinny, sometimes below typical NTND minimums (refer to Map 10 "Inventory of Street Paved Widths and Right-of-Way Widths").

INVENTORY OF STREET PAVED WIDTH AND RIGHT OF WAY WIDTH

18 Paving Width

() Right of Way Width

OAK GROVE COMMUNITY TRANSPORTATION AND GROWTH MANAGEMENT PLAN



EXISTING (1994) AVERAGE DAILY TRAFFIC (ADT)

35,800 1990 Counts
32,000 1994 Counts

ADT The estimated average number of vehicles crossing a specific point in a 24 hour period

— Major Arterial
- - - Minor Arterial
..... Collector

COMPARISON OF STREET STANDARDS BY FUNCTIONAL CLASSIFICATION

		RIGHT OF				
	DESIGN	WAY	PAVED	PARKING	NO. OF	SIDEWALK
COLLECTOR	SPEED	WIDTH	WIDTH	ALLOWED?	LANES	REQUIRED?
CLACKAMAS COUNTY	35	60	24-36	Y	2	Y
ITE NEO-TRADITIONAL	25-35	55-60	24-36	Y	2	Y
E. SUNNYSIDE VILLAGE	20	50-58	24-32	Y	2	Y
CURRENT OAK GROVE STs	30-35	60-80	22-44	Y	2	Y
LOCAL						
CLACKAMAS COUNTY	25	40	28	Y	2	Y
ITE NEO-TRADITIONAL	20	21-34	20-36	Y	2	Y
E. SUNNYSIDE VILLAGE	15-20	42	24-32	Y	2	Y
CURRENT OAK GROVE STs	20-25	12-80	12-38	Y	2	Y

East Sunnyside Village is a Neo-traditional Designed Development currently under construction . Collectors are called "Connectors" in this development because they function to carry local traffic to activity centers within the development, and connect to the arterial, Sunnyside Rd.

Oak Grove right-of-ways are typically wide (Refer to Street Width Inventory, Map) and the paved widths narrow resulting in many yards and trees being planted within the right-of-way. Residents now wish to preserve these trees and preserve the country lane feeling of not having curb or sidewalks. Current County design standards require curbing and sidewalk for urban areas and a minimum 28 foot paved width curb to curb for local streets. The County's current minimum local street standard does meet the "skinny street standards of the Transportation Planning Rule

Street Network/Standard Action Plan:

Goals:

- Provide a network of streets that:
 - offer multiple automobile and pedestrian route choices and are “reasonably direct” (as defined in the Transportation Planning Rule) to Oak Grove activity centers (schools, shopping, parks, employment) and regional road facilities
 - reduce dependence on the automobile by improving the pedestrian environment (slower vehicles speeds, narrow street crossings, diffusing traffic to reduce volumes on over-used streets)
 - minimize travel distances even though automobile speeds may be slower
 - discourages regional through traffic in residential areas
- Implement street standards that:
 - preserve existing skinny local streets and lanes when development (partition or subdivision) or street reconstruction occurs
 - meet the needs of traffic volumes and users
 - reduce auto speeds for safety
 - provide on street parking as a buffer for pedestrians
 - Preserves existing trees along or within the right-of-way of existing streets

Staff Recommendations:

Staff Recommendations that have the support of the Transportation Subcommittee are in ***bold italic*** print. Subcommittee recommendations are in its own section after Staff Recommendations.

- **Street Extensions:** To meet the network goals of providing “reasonably direct connectivity” to activities, the following street extensions are recommended (refer to New Streets Map 12 and the Essential Sidewalk Network Map 8):
 - Silver Springs Rd., (River Rd. to Oatfield Rd.) push street through to McLoughlin Blvd.
 - Torbank Rd., (River Rd. to McLoughlin Blvd.) push street through to McLoughlin Blvd.

- Linden Ln., (Courtney Ave. to Park Ave.) push street through to 26th Ave. to Park Ave

The three street extensions listed above provide improved connectivity for all modes accessing McLoughlin through the long block between Courtney Rd. and Park Ave. These extensions will be essential for access to the adjacent Town Center Residential zoning envisioned in the 50 year plan.

- **New Streets:** New streets are needed to accommodate the 50 yr. vision for land use. A new street would be considered west of Oak Grove Boulevard's junction with Rupert to form a south edge of the town center. This extension would end at Cedar Ave., stopping short of connecting with River Rd., thus providing access without creating a through street that would compete with Oak Grove Blvd. businesses. Several other small street extensions would be required close to McLoughlin Blvd. to support the "corridor" land use concept.

Street Extensions and New Streets are not favored by the Subcommittee, particularly those that support the Land Use Plan (eg, Oak Grove Blvd. new street section to provide access to the revitalized neighborhood center).

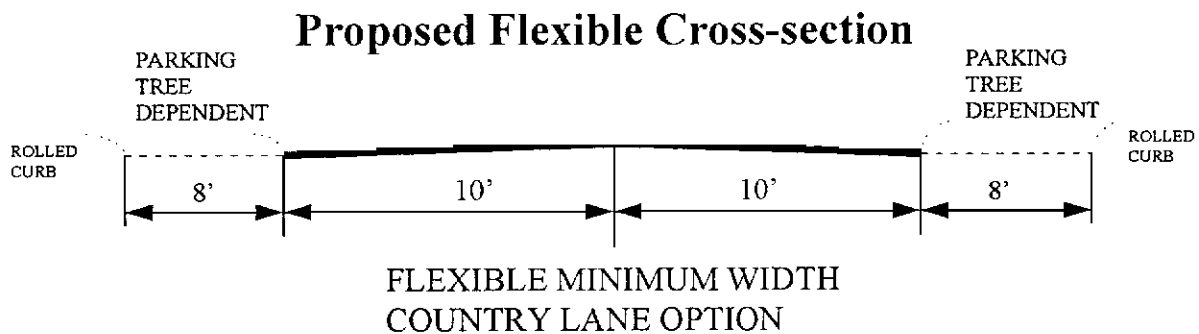
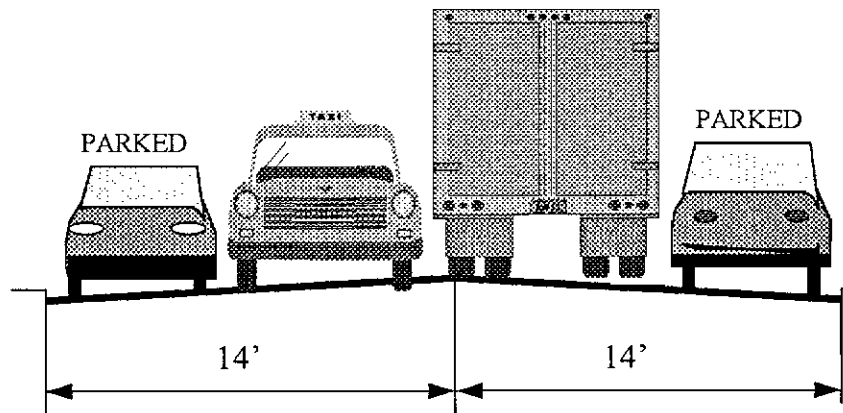
- **Street Standards:** *To meet the Transportation Planning Rule objective of narrow streets, and the subcommittee's recommendations for flexible standards that would preserve the existing narrow lanes with street trees, staff is recommending a more flexible local street cross-section.* This cross-section would not apply to new streets or streets on the "Essential Sidewalk Network" being developed for the County's Pedway Plan which is not supported by the Subcommittee .

The Proposed flexible cross-section accommodates existing trees within or adjacent to the right-of-way by extending the road width for parking only when trees are not present. The travelway narrows to only 20 feet when trees are on both sides of the road. This proposed cross-section is still under discussion to deal with the related complexities of drainage, cleaning, safety and other issues to be resolved such as what comprises a "tree." The Subcommittee also did not want curb or sidewalk required with this cross-section. Staff is

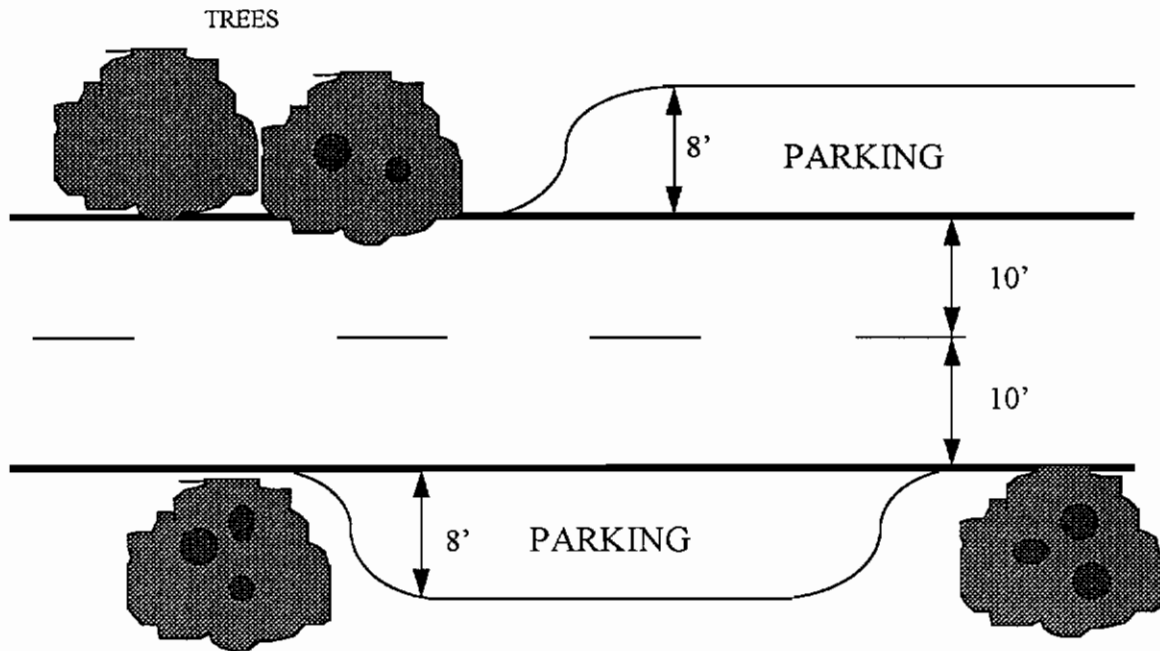
recommending a rolled curb at the edge of pavement to control run-off, permit street sweeping, and protect the edge of the road surface from unraveling.

The flexible cross-section works similar to the “tree bulbs” in the East Sunnyside Village design where vegetation becomes closer to the edge of the travel lanes where parking ends. This makes the street appear more narrow to drivers which has a tendency to reduce vehicle speeds. Also, pedestrians find it easier to cross the narrow travel lanes.

CLACKAMAS COUNTY’S CURRENT LOCAL STREET STANDARD



FLEXIBLE LOCAL STREET CROSS-SECTION



APPLIES ONLY TO EXISTING ROADWAY THAT IS UNDER CURRENT MINIMUM ROAD STANDARD, IN SINGLE FAMILY ZONING WHERE 80% OF PLATTED LOTS FRONTING THE STREET ARE DEVELOPED ON THE BLOCK

ADVANTAGES: Takes less right of way near trees

DISADVANTAGES: What is a Tree ? Not good for areas that may increase in Density in the Future

Note: This schematic and its criteria is conceptual and very preliminary. As previously stated, this conceptual cross-section would not be applied to Essential Sidewalk Streets.

Subcommittee Recommendations:

The Subcommittee states it recommends pedestrian and bicycle connectivity over automobile connectivity and feels that the County's recommendations give comparatively more preference to the automobile. This statement is made on the premise that staff recommendations add streets for the connectivity of autos to the detriment of pedestrians. The Subcommittee also states that street connections will result in more crime compared to cul-de-sacs or dead-end streets where criminals won't go because of their fear of entrapment in an area with only one way out. The Subcommittee believes that citizen safety in their homes is more important than street connectivity.

Staff contends that the proposed street extensions favor all modes and that there are safety concerns for very long accessways. To handle the increased density along the proposed McLoughlin Blvd. High Capacity Transit Corridor more street access would be needed over the next 50 years, and the proposed street extensions would divert traffic from using internal Oak Grove streets to reach McLoughlin Blvd.

C. OAK GROVE BICYCLE ACTION PLAN

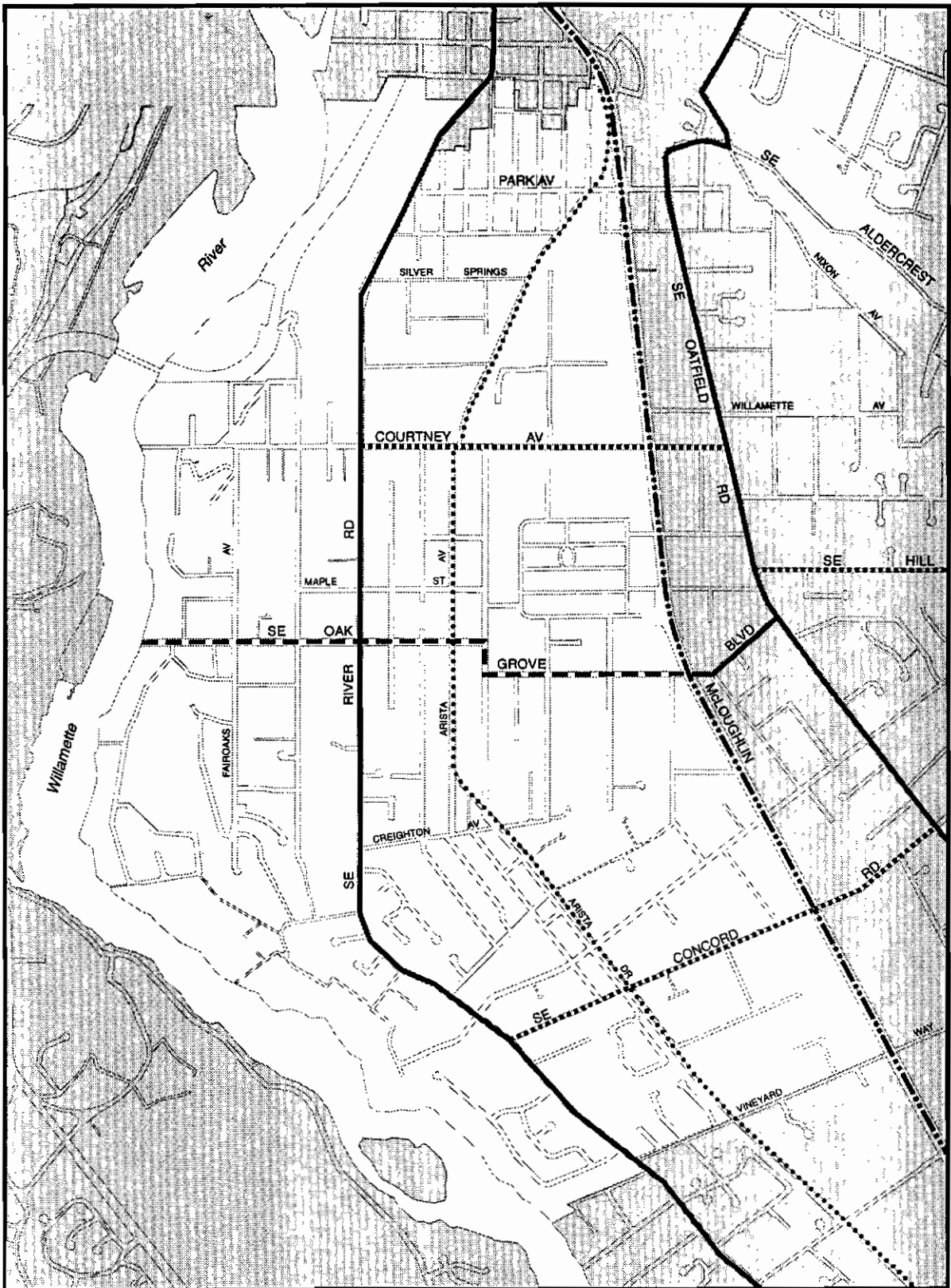
Existing Bicycle Facilities:

Currently, bicycle transportation facilities are very limited with the Oak Grove Study area resulting in bicyclists sharing existing travelway with motor vehicles. Bicycle safety and convenience are less of a factor on the local streets, but more of an issue on arterials and collectors where vehicle volumes and speeds are higher, and turning movements more likely to be in conflict with the cyclist's travel. (Map 13)

The only complete bicycle facility traversing the Oak Grove study area is River Rd. which has 6-8 foot stripped bike lane on both sides of the road. River Rd. is classified as a minor arterial which carries over 7,000 vehicles a day with a speed limit of 35 mph and vehicles often traveling over 40 mph. The bike lanes on this facility start at the junction of McLoughlin and River Rd. and continue south beyond the study area to the junction with Glen Echo Rd.

The only break in delineated bike lanes on both sides is a narrow steep grade section of road south of Oak Grove Blvd. On this hill, cyclists must merge into the traffic stream which is mostly a problem for slower north bound cyclists going uphill. Some cyclists will actually pull onto the adjacent sidewalk to avoid fast moving traffic. Because there is no sidewalk on most of River Rd., the bike lane also provides a pedestrianway which occasionally causes some cyclists to swing into traffic to avoid slower moving pedestrians.

Courtney Ave. has a short section of stripped bike shoulder on both sides from Linden Lane east to McLoughlin. The north bike shoulder extends one more block west to Rupert which is an important north-south street within Oak Grove. There is a cross-walk at the junction of Rupert and Courtney.



EXISTING AND PLANNED BIKEWAY FACILITIES

- Existing Bike Lanes
- Planned Multi-Use Trail
- Planned County Bike Lanes
- Planned and Funded County Bike Lanes
- - - - - Proposed State Bike Lanes

OAK GROVE COMMUNITY TRANSPORTATION AND GROWTH MANAGEMENT PLAN

Oak Grove Blvd. has a bike route sign and an unstripped wide shoulder on the north side from Woodland Way one block east to McLoughlin. West of Woodland Way, cyclists must share the road with automobiles as they proceed westward into Oak Grove's neighborhood business district.

McLoughlin has a wide shoulder which functions as a wide shoulder for bicycles allowing some separation from high speed arterial traffic. This undelineated shoulder combined with vehicle movement in and out of adjacent parking lots creates a dangerous environment for cyclists.

With only one regional north-south facility (River Rd.), and two incomplete east-west facilities (Courtney Ave. and Oak Grove Blvd.), there is no current bikeway network connecting internal activity centers and other regional bike facilities.

East-west bikeways are necessary to connect the River Rd. bikeway and internal streets with activities on McLoughlin, and to extend eastward beyond the study area to connect with Oatfield Rd., a regional north-south bikeway with designated bike lanes on both sides.. Bikeways are needed on McLoughlin to access adjacent activities.

Planned Bicycle Facility Improvements:

The following bicycle facility improvements are currently underway:

- Concord Rd. and Courtney Ave.: Six foot wide designated bike lanes on both sides of the road between McLoughlin Boulevard and River Rd. 1996 Construction Season.
- Funding Sources: County Pedway Setaside and Grant Funds.
- McLoughlin Boulevard: ODOT is planning to strip the wide shoulders for bike lanes.

Current Bicycle Usage in Oak Grove:

39% of the residents that biked indicated that "not enough shoulder area or bike lanes" was a "Major Problem in Oak Grove.

	<u>Adult</u>	<u>Children (6-19 yr.)</u>
How often do you bicycle around the neighborhood?		
Several Times a Week or More	13%	48%
Don't bicycle	63%	21%
Purpose of bicycling?		
Recreation	34%	84%
Shopping	3%	11%
Visiting Neighbors	2%	35%
Work	2%	4%
Streets you bicycle on most frequently?		
Courtney	2%	2%
River Rd.	22%	32%
Oak Grove Blvd.	7%	14%
McLoughlin Boulevard	5%	8%
Concord Rd.	2%	8%

Current Ordinances and Legislation:

In 1994, Clackamas County passed pedestrian and bicycle ordinances required by the State Transportation Planning Rule (TPR). These mandated ordinances have the objective of improving access, convenience, and safety of pedestrian, bicycle, and transit modes. For bicycles, the County's new ordinances require:

- Bike lanes to be built with any newly constructed or reconstructed street designated as a: 1) bikeway in the County's Bikeway Plan; or 2) collector or arterial.
- Minimum required bicycle parking spaces for various types of non-residential developments and redevelopment's.

- Efficient street connectivity for all modes and where streets cannot provide connections, developments may be required to provide on-site accessways or contribute to off-site accessways making important pedestrian/bicycle connections.

The TPR legislation also requires Clackamas County to develop a county-wide bicycle plan. The county-wide bikeway planning process has been occurring simultaneously with the Oak Grove transportation/growth management planning process. The County bikeway plan's principle objective has been to provide an efficient grid of bikeway facilities connecting neighborhoods, transit stops, schools, parks, libraries, churches, day care, employment, other major destinations, regional bikeways, and other transportation modes.

Bicycle Action Plan:

Bicycle Goals:

- Create an environment which encourages people to bike in a networked system and promotes the enjoyment of bicycling as a safe and convenient transportation mode.
- Develop a bicycle route network that connects to local and regional destinations, activity centers, to other transportation modes and the regional bicycle network.
- Increase the use of bicycles as a mode of transportation

These goals are in compliance with the County's Transportation Planning Rule ordinances and the current Comprehensive Plan.

Staff Recommendations:

The Subcommittee is in favor of the following staff recommendations that are in *bold italic* font..

Construct bike lane on the following streets:

- ***Oak Grove Blvd.: The right-of-way on Oak Grove Blvd. is 80 feet which provides adequate room for both future sidewalk and bike lane improvements. Potential Funding: County Road fund and state/Metro grants***

- ***Portland Traction Company Trail: Develop the Portland Traction Company right-of-way into a multi-use trail with a hard surface for bikes. Funding Source: Metro Parks and Open Space bond measure***

With the completion of bike lanes on Oak Grove Blvd. and the completion of the planned bike lanes and trail, the Oak Grove network will be able to meet the needs of the next twenty years.

Subcommittee Recommendations:

- Agreement with the County Bike Planning Committee's recommendation to designate Courtney, Oak Grove Blvd. and Concord Rd. as bike routes with bike lanes on both sides
- Deter bikes from the proposed Portland Traction Company Trail by omitting it from future County Bike Route Maps

Staff Comment: With Metro and the Park District investing in a multi-purpose trail, it would be unlikely that they would exclude it from regional bike network maps. The County would add this trail to the County bike map system to meet transportation goals of providing alternatives to driving automobiles.

- Place quiet local streets parallel to bike routes on the County Bike Map as route alternatives.

Staff comment: The County's bike map is regionally oriented and the map would become too cluttered with local parallel streets which most local cyclists would already be aware of by experience.

D. TRANSIT PLAN:

Existing Transit Services and Facilities -- Bus Lines:

The Oak Grove study area is served directly by two regular Tri-Met Lines (No. 33 McLoughlin Boulevard and No. 34 River Rd.) and a rush hour express bus on McLoughlin Boulevard (No. 99X). Some residents on the east side of Oak Grove may also use Line No. 32 on Oatfield Rd. which is just east of the study area (from 400' east of the study area's north end at Park Ave. to 1/4 mile east at the south end at Vineyard). The table below describes the services provided by these lines:

EXISTING TRI-MET SERVICE TO OAK GROVE

Line #/Name	Weekdays		Weekend		Primary Destinations
	Schedule	Approx. Frequency Minutes	Schedule	Approx. Frequency Minutes	
33 - McLoughlin	5:00 - 6:30AM	30	Sat: 6:30AM - 7:00PM	30	Milwaukie Transit Center
	6:30 - 8:30AM	15	7:00 - 11:00PM	60	Downtown Portland
	8:30AM - 7:00PM	30	Sun: 7:00AM - 10:00PM	60	Oregon City Transit Center
	7:00 - 11:00PM	60			Clackamas Community College
34 - River Road	6:00 - 8:30AM	30	Sat: 9:00AM - 7:00PM	60	Oregon City Transit Center
	8:30AM - 3:30PM	60			Milwaukie Transit Center
	3:30 - 7:00PM	30			
99X - McLoughlin To Portland	7:00AM - 8:00AM	15			Downtown Portland
99X - McLoughlin To CCC & Ore. City	3:30PM - 5:15PM	30			Clackamas Community College
	5:15PM - 6:15PM	15			Oregon City Transit Center
32 - Oatfield Rd.	6:00 - 8:30AM	30			Milwaukie Transit Center
	8:30AM - 3:30PM	60			Downtown Portland
	3:30 - 6:30PM	30			Gladstone
	6:30Pm - 9:45PM	60			Oregon City Transit Center Clackamas Community College

The existing Bus Lines provide good weekday commuter service to downtown Portland, Milwaukie, and Oregon City. Therefore it is no surprise that the 1990 Census indicated over two-thirds of all commuter transit trips made by Oak Grove residents went to these three locations. Downtown Portland was the highest with nearly half of all transit commuter trips.

Transit commutes by Oak Grove residents to Milwaukie's downtown were very low considering the bus service is quite good (refer to the table below). Ninety-one percent of Oak Grove's 290 daily commute trips to Milwaukie were single occupant automobile trips. Portland's downtown congestion and parking restrictions are probable factors for its higher commuter transit usage.

The percentage of all metro area commute trips using transit as a mode is about 4% which was also the same for all Oak Grove workers. The mode split to transit for Oak Grove residents was the highest to downtown Portland (15%) and Oregon City (14%).

Best Transit Served Work Destinations for Oak Grove Residents

Work Destination	Transit Trips as a % of all modes	Percent of <u>all</u> Transit Work Trips
Downtown Portland	15%	49%
Oregon City	14%	11%
Milwaukie	5%	8%
Other Destinations	1%	32%
All Destinations	4%	100%

Weekend service is limited particularly for Downtown Portland events that occur after 7:00 PM when frequencies are only 60 minutes and service ends after 11:00 PM (too early for returning from many downtown evening events).

Currently, there is no east-west transit service within the study area to serve interior residents, or the businesses and industry within the Oak Grove historic core. Due to poor ridership, Tri-Met dropped a previous Line extension that entered Oak Grove from McLoughlin onto Oak Grove Blvd., to Maple, then onto River Rd.

Current County Tri-Met Service Requests:

- The only formal service request for the study area is the addition of a new Line to meet the Comprehensive Plan policy of having more east-west transit connections. Currently there is no east-west service between Milwaukie and Oregon City. The requested new line would be a "River Rd. / Thiessen" - Milwaukie Transit Center to Clackamas Town Center via River Rd., Oak Grove Blvd., Thiessen Rd., 82nd Drive, Lawnfield Rd., and 97th.

Transit Stops and Access (Refer to Sidewalk Inventory Map):

Transit stops exist at all intersections and a few mid-block locations along the current Lines serving the Oak Grove area. Both McLoughlin Boulevard and River Rd. have street lighting however it is not directly illuminating some stops, but overall, lighting is adequate. There are not many sheltered stops in the study area: four on the east side of McLoughlin Boulevard and one on River Rd.

Oak Grove's only Park & Ride facility is on the west side of McLoughlin Boulevard just south of Park Ave. in the Elks Club parking lot. The problem with this location is that transit users must walk 500' north to Park Ave. for a signalized pedestrian crossing to catch northbound buses toward Milwaukie and Portland. Some Park & Ride users risk jay-walking.

A major problem for most transit users is the lack of pedestrianway facilities within Oak Grove that connect to both River Rd. and McLoughlin Boulevard Lines. On McLoughlin, Boulevard, sidewalk is sparse and discontinuous and bus riders have the obstacle of crossing a wide, busy arterial where signalized intersections are more than 2000' apart. The new pedestrian refuges being constructed by ODOT at the McLoughlin intersections with Risely and Vineyard (stop sign controlled intersections) will reduce these crossing gaps.

Transit users on River Rd. have the availability of the current bikelanes for accessing transit stops without entering the auto travelway. However, River Rd. transit users have indicated that accumulations of fallen tree leaves and standing water are occasional winter time obstacles. St. sweep & drainage

One-quarter mile is the typical maximum distance most people find convenient for walking to transit. Residents in the west side of the study area are more than one-quarter mile from the best rush hour commute service which is on McLoughlin Boulevard. The walk is also more than one-quarter mile for many Oak Grove residents living mid-way between Oak Grove Blvd. and McLoughlin Boulevard.

The study area's rectangular street grid provides relatively good connectivity to transit stops with the exception of lacking access:

- To McLoughlin between
 - Park Ave. and Courtney.
 - Concord and Vineyard
- To River Rd. between
 - Oak Grove Blvd. and River Forest Rd.

Transit Action Plan:

Goals:

- Encourage transit ridership for Oak Grove residents through the development of a fast, comfortable, low cost system that:
 - serves the dwellings, businesses and industries in the Oak Grove historic neighborhood center and surrounding residential area
 - is safely and conveniently accessed by all travel modes
 - provides mobility for those persons that do not have adequate personal transportation
 - provides direct connections to local and regional activity/employment centers
- Develop land uses along McLoughlin Boulevard which support the proposed High Capacity Transit Corridor designation.

These goals are compatible with the Current Comprehensive Plan goals, the Transportation Planning Rule (TRP), and County Zoning and Development ordinances.

Staff Recommendations:

Staff recommendations supported by the Subcommittee are printed in bold italic font.

- The development of three major transit stops on McLoughlin Boulevard at:
 - Courtney
 - Oak Grove Blvd.
 - Concord

These Major stops would support proposed neighborhood nodes along the proposed 2040 High Capacity Transit Corridor. These stops would be sheltered and lighted on both side of the street with concrete sidewalk. Building construction within 250' of these stops will follow the County's recently passed Transportation Planning Rule ordinances controlling setbacks and entrances

- *A new east-west line* which would require transit supportive amenities and road improvements on Oak Grove Blvd., (i.e., larger turn radius for the curbs at the offset intersections of Oak Grove Blvd. and Rupert Ave.
- The completion of sidewalk on McLoughlin Boulevard
- Weekend Service: extend Friday and Saturday evening service on McLoughlin Boulevard Line 33 from 11:00 PM to midnight and shorten evening frequencies from 60 to 30 minutes.
- Until sidewalks are constructed along River Rd., make sure existing bikelanes are clear of Fall leaves and debris so that transit users will have unobstructed access to stops. *Assess locations of the bikeway that have drainage problems, then estimate and prioritize repair in the Capital Improvement Plan.*
- Extend Torbank east to McLoughlin Boulevard to improve access to transit.
- Construct a lighted accessway from Laurie to River Rd. near the junction with Anspach St. to improve transit access. Construction would be a condition of approval as adjacent properties develop
- Drop the Comprehensive Plan requirement for Concord Rd. being "appropriate as a transit route and replace with Oak Grove Blvd. The preferred east-west bus route through the study area should be on Oak Grove Blvd. to support the revitalized historic neighborhood center.

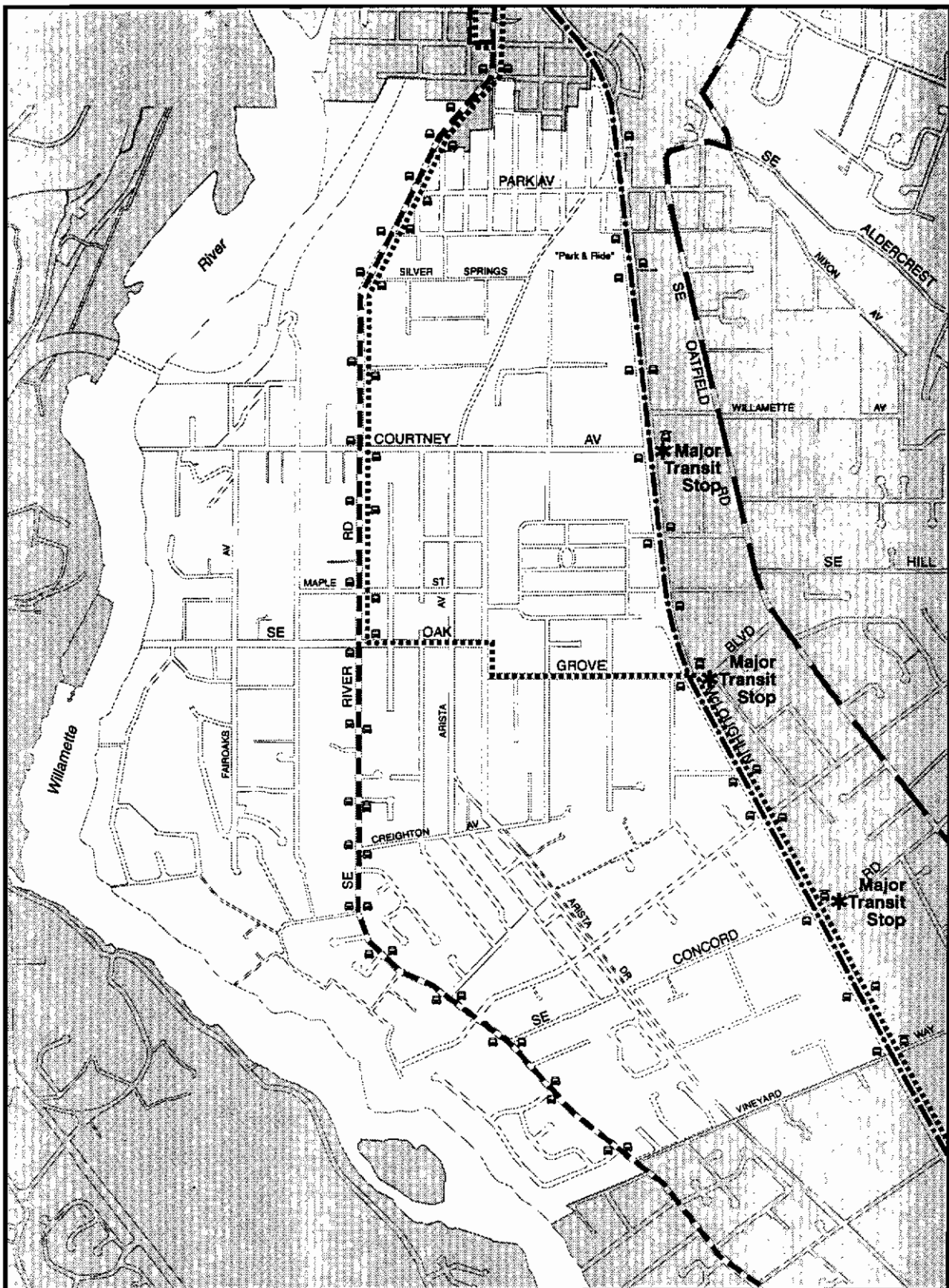
The Oak Grove Blvd. route will be required to have pedestrian and transit-supportive features and amenities through review process of developments and approval of subdivisions. Such amenities include ped/bikeway facilities, street trees, outdoor lighting and seating, landscaping, and shelters.

Oak Grove Subcommittee Recommendations:







The Subcommittee does not support the proposed accessway from Laurie Ave. to McLoughlin Blvd. feeling that it is unnecessary for connectivity to transit.

The subcommittee made the additional recommendations that it would like staff to investigate and consider:

- A local Oak Grove area rubber tired trolley to improve connectivity to McLoughlin Boulevard shopping areas and regional bus lines. Oregon City has recently has recently acquired a Trolley/shuttle bus. The Trolley/shuttle bus would play off the historical Portland Traction Line theme and zigzag through Oak Grove in various figure 8 patterns to serve more than major streets, like the area west of River Rd north of Oak Grove Blvd which has trouble accessing transit. The Survey indicated these residents had more difficulty in accessing transit because of hills and distance. It would have all day service with increased rush hour frequency. Their proposed funding sources would be:
- Local Senior Retirement Centers which currently run their own shuttles independently on fixed schedules and routes
- McLoughlin Boulevard based businesses
- Tri-Met
- Comp Plan urban arterial policy 26.0 Establish the following long range policies for urban arterials:



EXISTING AND PROPOSED TRANSIT FACILITIES AND SERVICES

- | | | | |
|---|-------------------------------|---|---|
|  | EXISTING BUS STOP |  | BUS LINE # 33 AND # 99X |
|  | EXISTING BUS STOP (SHELTERED) |  | BUS LINE # 34 |
|  | PROPOSED MAJOR TRANSIT STOP |  | PROPOSED BUS LINE
(Milwaukie to Clackamas Town Center) |
| | |  | BUS LINE 32 |

OAK GROVE COMMUNITY TRANSPORTATION AND GROWTH MANAGEMENT PLAN

ACTION PLAN II: Downtown Design and Revitalization

The downtown design and revitalization component of this plan attempts to facilitate revitalization and future redevelopment within the historic core of Oak Grove by providing some short term vises to economic decline in the downtown. The primary focus is a strategy for future community involvement in short term projects aimed at cleaning up the downtown.

Over time the revitalized commercial area will provide neighborhood services within a pedestrian friendly environment. Oak Grove Boulevard will meet the basic shopping needs of the surrounding neighborhood and provide a small employment base. It will evolve into a core of services central a strong neighborhood pedestrian network transportation system with accessible transit connections and bicycle facilities, while still providing for autos and parking.

The Downtown Design and Revitalization component of the plan also identifies conceptual land use and urban design

The Downtown Design and Revitalization Plan includes the following:

- **Existing conditions in the Downtown Core** describes the conditions, including strengths, weaknesses, issues and opportunities identified in the planning process.
- **The Vision for the Commercial Core** which describes the future role the downtown will play in the Oak Grove Area;
- **Marketing Strategy** determines which types of services would be compatible with the neighborhood and existing market conditions in the area;
- **Projects and programs to revitalize downtown**, including design considerations, a concept to reconfigure parking and improve pedestrian facilities financing methods and short term community initiated projects.

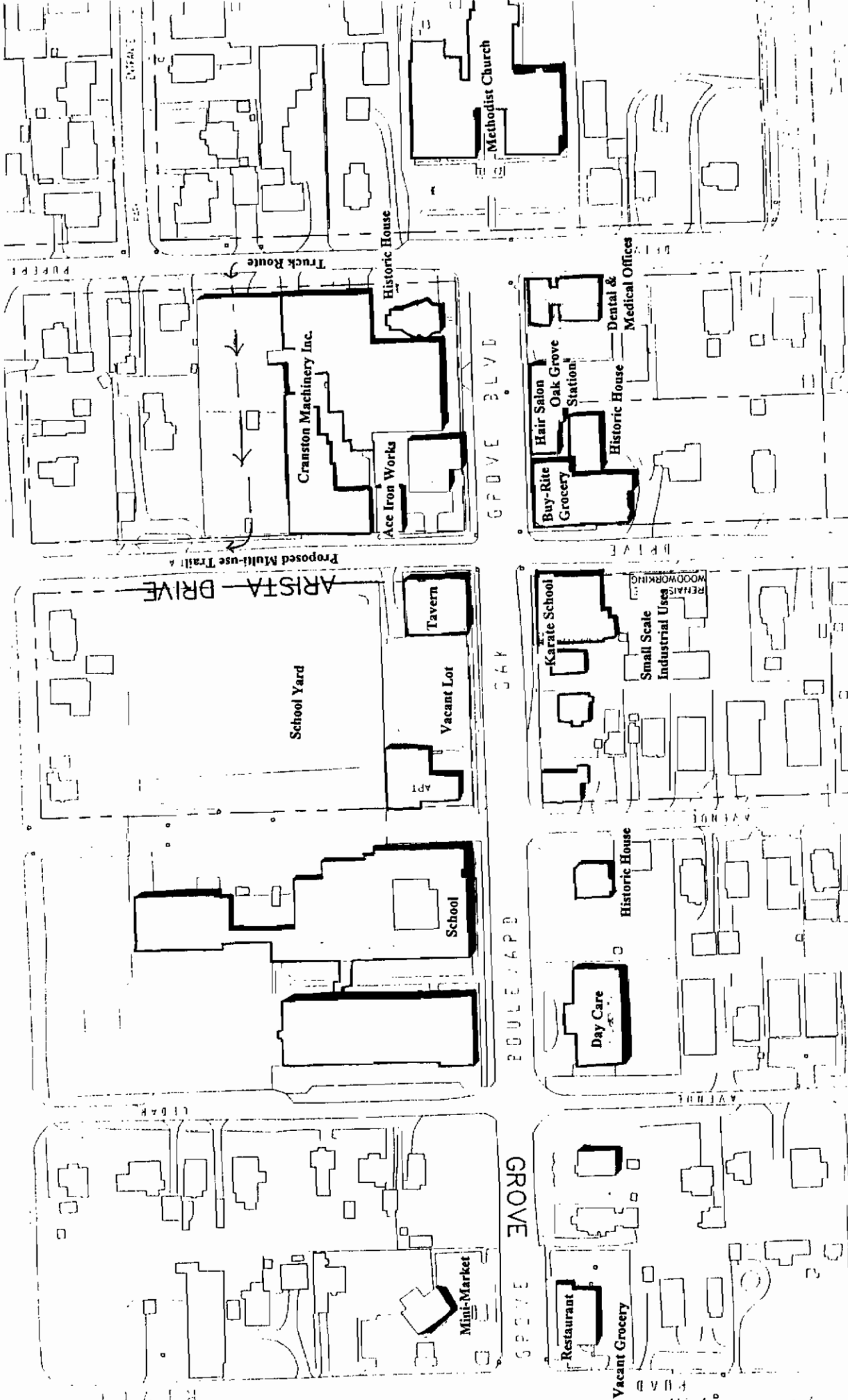
A. Existing conditions in the downtown core

The area between River Road and Rupert Street along Oak Grove Boulevard in the “downtown core” studied in this plan. In addition this section of the plan also addresses adjacent streets of Rupert, Arista, Lee and Cedar Avenue. The Oak Grove Boat Ramp which is located at the terminus Oak Grove Boulevard is addressed separately in this section of the plan.

Currently the commercial core is divided into two parts, a cluster around the intersection of River Road and Oak Grove Boulevard, and a cluster at the intersection of Arista (the old trolley line) and Oak Grove Boulevard. In the 20’s the commercial core supported 3 grocery stores, 2 meat markets, a drug store, a confectionary, a liquor store, a shoe repair store, etc.

Strengths of the commercial area include:

- **Oak Grove's scale and historic setting;** Oak Grove development pattern reflects an early 20th century street car main street. This provides for a pedestrian friendly environment while maintaining easy neighborhood access.
- **The old timer's love and support of the commercial core;** Many of the property owners and business owners in downtown have a direct tie to Oak Grove's past. Most of the people who remember the street car remember it with adoration as the life blood of the community. Many recall the street trees (Chestnut trees) and wish to see some green along Oak Grove Boulevard once again.
- **The market generated by existing businesses and industries;** Each day 150 to 200 employees come to Oak Grove to work. This employment base in turn generaltes a market for commercial services. Many of the existing employees are industrial uses that are only able to be located in the area because they predate the existng zoning..



Location Map Oak Grove Downtown Design & Revitalization Plan

- **Easy neighborhood access;** Located in the heart of the neighborhood, the Oak Grove. Commercial area currently is a destination for many of the residents. The scale and layout of the area makes an accessible destination from all parts of the area either by car, foot or bike. Its location particularly appeals to those who do not rely on cars for transportation, namely children and senior citizens.
- **Infrastructure is already in place;** Buildings, streets, lighting, sewer and proximity to established neighborhood will provide the foundation for the town center concept.
- **Weaknesses associated with Oak Grove's commercial core include:**
- **Oak Grove's natural market has been captured by McLoughlin Boulevard;** McLoughlin Boulevard offers a broad variety of services. It convenience and accessibility is a difficult market to compete with. It will be necessary for Oak Grove's historic commercial core to offer unique services and products. Oak Grove may not be able to compete with McLoughlin type services but the downtown action planning committee felt the core area has the opportunity to offer a different experience.
- **Oak Grove is viewed negatively as a source of goods and services.** The scientific survey may have reflected the community current sentiment towards the downtown area. In the recent past many of the businesses have been of lesser quality than those along McLoughlin. However, the committee discussed the need for quality goods and services to attract people from the neighborhood.
- **Parking is inadequate especially during peak hours;** Parking is constrained during certain hours, depending on class and work schedules. The Methodist Church parking lot acts overflow parking during the week. Maintaining the current level of parking is an important consideration for business owners.
- **Sidewalks are inadequate, non-existent, or obstructed by vehicles;** Existing sidewalks are narrow, broken, and may not meet ADA requirements.

- **Parking is poorly marked and interups pedestrian flow;** In areas where ther are no curbs, cars to pull up on the sidewalk obstructing pedestrian movement. Across from the school the parked cars force the walkers into the street which is especially dangerous when children are present.
- **Pedestrian crossings are hazardous;** The current arrangement of pull-in parking makes crossings difficult at key interesections. This problem is compounded by speeding traffic along Oak Grove Boulevard. Because Oak Grove Elementary School is located in the core, the lack of safe pedestrian crossings is a particular community concern.
- **The existing buildings are run down;** Many of the buildings need substantial repairs. Many are old and have not been maintained. Currently there is no profit incentive to maintain the buildings. The community is very private market oriented, and wants little public interference. Yet the building owners in downtown, who in a market driven environment would be the ones to revitalize the area, are investing nothing in the buildings and letting them get extremely run down. However, the tendency to invest in the buildings is dependent upon the market.

Opportunities in Oak Grove's historic downtown include:

- **Conversion of the old street car line to a path;** The North Clackamas Parks and Recreation District is pursuing funding for a feasibility study to make this a trail a reality. If successful the path would provide a unique connection to Milwaukie and Oregon City and points beyond
- **The opportunity to reconfigure properties and land;** In reality the core is owned by a handful of people. Opportunities will arise in the future as property owners either want to sell or redevelop their properties to make use for greater use of development patterns.
- **Potential funding sources and the large right-of-way may allow for landscaping and other amenities;** The right-of way along Oak Grove Boulevard is 80 feet. Currently, this wide right-of-way supports speeding cars, increases the distance pedestrian have to cross and facilitates parking in an unorganized manner. However the road right of way is large enough

to provide improved street amenities, landscaping, and parking with curbs. The Oak Grove commercial area is eligible for Community Development Block Grants for street improvements.

- **The colorful history could provide a draw or theme for the area;** Oak Grove's association with the trolley and the past development of a pedestrian scale streetscape will provide a unique setting for the downtown. Preservation of remaining historic buildings and other historic elements is imperative. Interpretation of the history will create a unique setting for the revitalized town center.

Development Opportunities

The Downtown Design and Revitalization Committee explored different development opportunities within the core area. These opportunities usually include larger parcels of land which could be reconfigured or consolidated to facilitate redevelopment of the downtown. The development opportunities include:

- **Portland Traction Company Line (PTC)** The Oak Grove community sees this as a great opportunity to develop a backbone to a pedestrian network. Making the Portland Traction Company line a recreational trail will increase the activity on spring/summer evenings and weekends. It will help create a customer base for the businesses. With attractive streetscape improvements and trail head to the PTC line the Oak Grove Commercial Area could become a recreational destination. Neighborhood people will divert through the commercial core as they use the trail for walking.
- **Cranston Machinery Inc.** Cranston Machinery is located on a site with a zoning designation that doesn't allow the industrial use. Their ability to expand is very limited by the current zoning designation. Presently the Manufacturing and engineering departments are located in downtown, while the administration division is located on McLoughlin Boulevard. The action planning committee suggested that the consolidation of the office and manufacturing division in downtown Oak Grove would greatly benefit the area. However, conflicts with residential uses and limited space to expand may hinder the company's long term commitment to staying

within the Oak Grove Commercial Core.

- **The Oak Grove United Methodist Church** Presently the church owns approximately 5 acres in the downtown. The Church recently has acquired properties adjacent to the downtown core. As an active force in the community, the church sees this role increasing in the future. The church is in the process of a "a dreams program", planning the future for the site. This planning process will determine what the church would like to see happen on this site
- This church currently is involved in many community services, such as the Educational Resource Center, social services support, and an Hispanic Program. They have a special focus on older children and after school programs.

The church is very interested in becoming the focal point of the community continuing to provide social services and special programs. The church visionary attempts, large ownership and willingness to become more of a visual in addition to social focal point is seen as an opportunity for the downtown area.

Opportunity Sites and Underutilized Properties:

Development opportunity sites are vacant and underutilized parcels and buildings that could be changed or redeveloped to create new focus area in the historic core. In many cases these parcels can be developed, combined, remodeled or undergo adaptive reuse to increase economic viability. Opportunity sites identified in the study area include:

- **Vacant Grocery on River and Oak Grove Boulevard** The site of the former Oak Grove Thriftway grocery store, zoned C-2, is zoned currently vacant. Because of its location as a gateway into the downtown from River Road, this property and its future tenants will play a vital role in the revitalization of the commercial core.

The Oak Grove Tavern Building The tavern building has at least two additional store fronts which could be developed into commercial or office uses. It has an upstairs which is not currently being used

- **The Buy-Rite Grocery** Currently this building is not used to capacity. This building was once housed a large grocery store and meat market. Presently it is being used only as a convenience store. There is room for expansion within this building.
- **The Old Hardware Store and Lumber Yard;** This building has potential of becoming a series of pedestrian scale storefronts. Facade improvements twould increase this buildin's importnace to the downtown streetscape.
- **The Vacant Lot Adjacent to the Tavern;** This property is one of the remaining vacant lots along Oak Grove Boulevard. This lot will play a key role in the development of the commercial core.
- **The Oak Grove Community Club;** This club serves the community in many different ways. Presently it is the home to several square dancing clubs who occupy the club several evenings during the week. Other clubs and meetings gather here. It will be important to further stress the community and use this building to it maximum potential. It could become more of a focus within the community.

- **Historic Properties;** Oak Grove is rich with buildings from the historic period of the street car days. Remaining from this time are two commercial buildings, and many houses which maintain the form and character of a historic community center. Because its is hard to imagine what Oak Grove must have been like at the time, it magnifies the need to preserve what little remains.

There are presently six designated county landmarks close to the historic core.. However, 21 properties close to the downtown commercial area are only inventoried and not yet designated, and so don't fall under any protection or have the special opportunites available for landmark properties.

Restoration and preservation of Oak Grove's old houses will provide the commercial core of Oak Grove with a visually interesting framework for new development.

B. The Vision for the Commercial Core

The Downtown Design and Revitalization Committee developed the following vision for Oak Grove's downtown:

Some residents in Oak Grove community have expressed the desire for a walkable neighborhood with a strong sense of community identity and easy access to local shops and services on both McLoughlin Boulevard and neighborhood convenience centers. One of the keys to encouraging this type of development is the revitalization of the commercial core along Oak Grove Boulevard.. This improved center will provide a quality community service and employment base for the community.

Downtown Oak Grove will become the heart of the community, the front door to the neighborhood and representative of the community as a whole.. A vital downtown will deter crime, increase property values and improve the quality of life for the residents of Oak Grove.

As the area revitalizes downtown Oak Grove will become a more pedestrian friendly service and retail center, better serving the residents and employees of the businesses with basic day to day services and products. However, residents have expressed the need to retain the existing character of the town while improving its image and accessibility. The plan attempts emphasize the "small town" character of the neighborhood.

Development of a Vital Downtown

"Livable communities are characterized by a clean, healthy environment, accessible services and involved citizens, as well a vital downtown of culture, employment, government, education, shopping, services and housing." (Step by Step Market Analysis, Livable Oregon)

The commercial core of Oak Grove offers its residents these characteristics of a healthy downtown on a much smaller scale. These components include:

Employment: Oak Grove industrial uses especially Cranston Machinery brings employees to the core during the week. The presence of the school and offices in addition contributes to the week

day energy of the small core area.

Government: Oak Grove is the quasi-governmental seat of the Oak Lodge Area. It is home to the Sanitary district, the Water District and school district offices. The fire district is nearby as well as the Methodist Church which offers a variety of community services.

Education: The Oak Grove Elementary School is located in the core area and is also an activity generator. The Oak Grove Day Care Center and Pre-School is located across the street from the school.

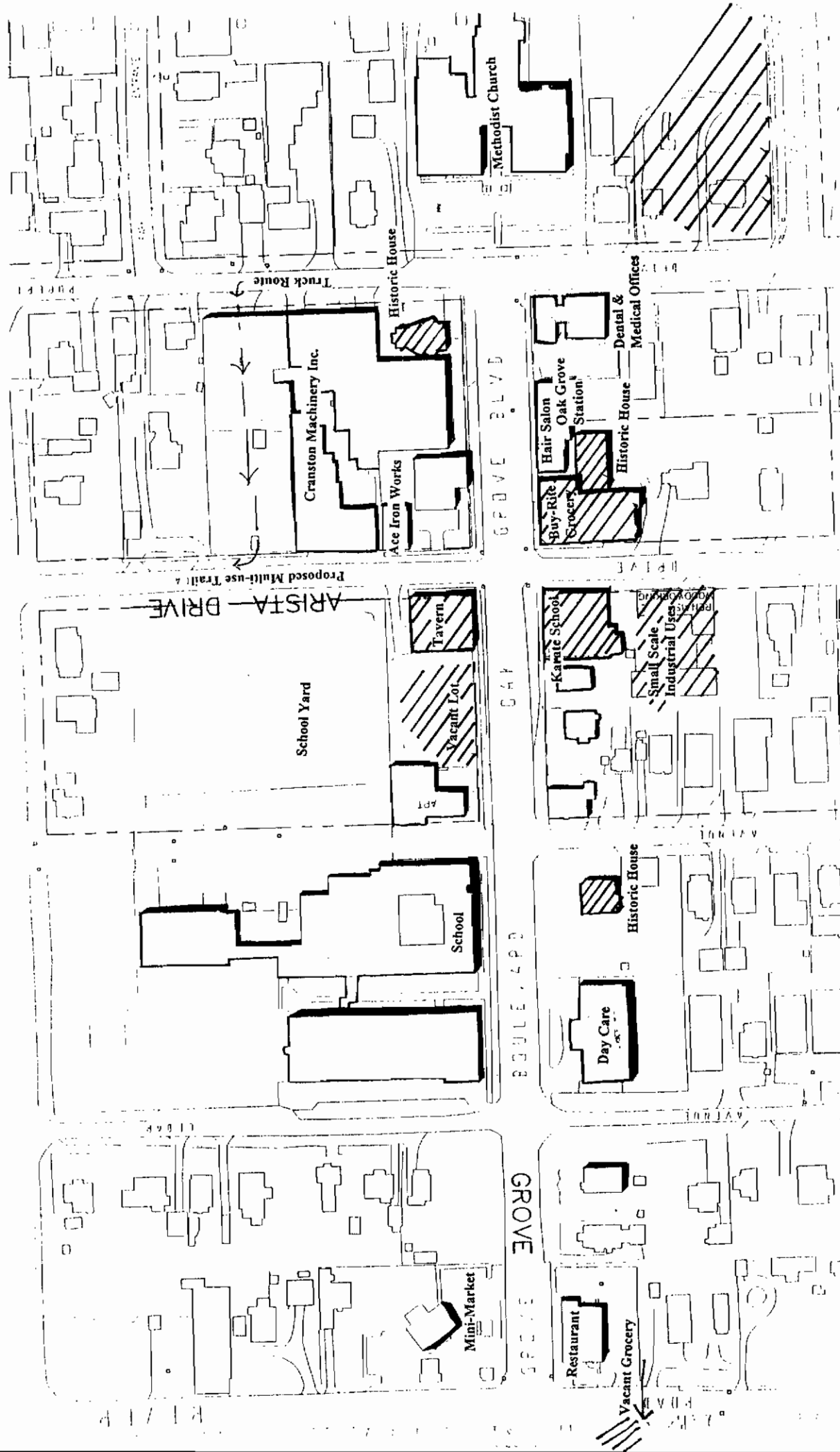
Shopping: The Oak Grove Station is an destination for many shoppers other than that there is no place to shop. Buy-rite is primarily used because of its convenience. The Oak Grove Tavern provides lunch to those who you use the commercial area.

Services: The Medical and Dental offices and Hair Salon provide personal services to the community.

Housing: After reviewing the existing land use and residential densities in the area of influence (1/4 mile) around the core, in was concluded densities would have to be increased where appropriate to improve the current level of activity in the downtown.

Recreational Opportunities: Access to the river, the development of the Portland Traction Company line, and park improvements, (the lower playground serves as the green focal point within the community) will provide recreational opportunities for the community. Currently the school play ground is the site of impromptu soccer games and pick up basketball after the school hours.

Map No. 16



Opportunity Sites Map

Oak Grove Downtown Design & Revitalization Plan

C. Market Strategy

Existing businesses in downtown Oak Grove can be roughly characterized as businesses that serve immediate residents/employees, the neighborhood, the broader community, and not Customer Serving, as follows:

Businesses which serve immediate residents/employees of local businesses:

- **Buy Rite Grocery.** Customers primarily come from the local area. Most of them are employees and residents of the immediate area and stop here because of its convenience. Many of the store's customers walk or drive.

Business which serve neighborhood:

- **Oak Grove Tavern-** Approximately 85% of the Oak Grove Tavern customers come from the Oak Grove Community. Many of the customers walk, bike, however the majority of them drive.
- **Oak Grove Hair Design** Customers come from the Milwaukie, Gladstone, Clackamas areas. Approximately one third of the customers live within walking distance of the beauty shop. Many of them do walk or ride a bike regularly. This shops serves primarily an older clientele who prefer driving. Handicaps accessibility is important.

Serves the broader community

- **Oak Grove Station** Many of the customers are from the East Portland metropolitan area (Milwaukie, Clackamas, Sunnyside). More customers are dropping in as they discover the shop's location. Oak Grove Station offers both retail and arts and craft classes.
- **Oak Grove Dental Center** Approximately 50% of the dental center's patients come from within 1 mile radius. Some patients walk however, most patients drive.
- **Medical offices** One can expect these office have a similar customer base as the dental center.

- **Oak Grove United Methodist Church** Serves two-part congregation; local neighborhood residents are primarily elderly from the two retirement centers (Rose Villa and Willamette View), and younger families from Milwaukie and Gladstone. The church also provides social services to the local area including an Educational Resource Center for high school students, an active youth group and an Hispanic Program.
- **Oak Grove Day Care and Preschool** most of the customers are local and come in from approximately a three mile radius. 95% of the customers drive.
- **Oak Grove Community Club** Serves a broader community. Many of the events revolve around dance club. Square Dance come from the greater Portland Metropolitan Area. In addition, more local groups use this facility to meet or have classes.
- **Oak Lodge Water District** People come from the Oak Lodge area to pay bills etc.
- **Oak Lodge Sanitary District.** People come from the Oak Lodge area to pay bills etc.
- **Oak Grove Karate** Serves many children from the neighborhood

Serves convenience market on River Road:

- **New World Chinese Restaurant** Serves Traffic on River Road
- **Vista Market- convenience store** Serves Traffic on River Road

Not customer serving -- office or manufacturing uses:

- **Ace Iron Works** -- 2 employees. New building in C-2 zone Allowed as expansion of a preexisting use. This company manufactures gates, brackets, and iron equipment.
- **Cranston Machinery Inc.** -- metal working/mfg 70-100 employees with 55 to 60 working in the downtown during the day.
- **Renaissance Woodworking** -- Rented space, one employee
- **Ace Heating and Cooling** -- 11 employees, leased space on a residential lot. This is a

heating and air conditioning repair and installation company. It also has a small retail component.

- **Dental Lab** -- Located in leased space
- **Abrasive Services** -- do not spend much time in the Oak Grove Area.

Identifying target markets

The current activity in the commercial core is mostly caused by the following users; employees, students at the school, Oak Grove Station, residents, people going to church, drivers using Oak Grove Boulevard as a thoroughfare to McLoughlin. This demand for services is largely made up of people who work or live nearby (studies have shown that 1/4 mile is the distance people are willing to walk for services). Daily car trips along Oak Grove Blvd also provide some measure of demand in Oak Grove today.

Average Daily Trips by Automobile

6550 ADT along Oak Grove Boulevard

7800 ADT along River Road

35,800 ADT along McLoughlin Boulevard

The committee recommendation in regard to future markets in the Oak Grove Area is the following;

- *Strengthen existing businesses by improving the community's pedestrian and bike access to the downtown, and by making the streetscape of the downtown more attractive, safe and functional.*
- *Preserve the industrial uses in the downtown for their value as market for the other business uses in the downtown, as well as employment opportunities in the community.*
- *Build upon the existing and potential auto traffic while maintaining pedestrian security*

- *Future markets should complement the existing businesses and target residents of the Oak Grove Community*

D. Projects and programs to revitalize downtown

The Oak Grove community has expressed interest in the revitalizing of the commercial core. The small conglomeration of shops and businesses would provide a pedestrian scaled destination for the community. The Oak Grove Downtown Design and Revitalization component addresses the following program areas:

- **Continued Community Involvement;**
- **Downtown Design Plan;**
- **Compatible future development through Land Use Review.**

Continued Community Involvement

Historic evidence indicates that significant community development takes place only when local community people are committed to investing themselves and their resources in the effort. The committee who formulated this plan had excellent ideas of what the Oak Grove's commercial core might look like in the next century. The ideas are creative solutions and may help Oak Grove become a stronger community center in the future and therefore should not be lost in the shuffle despite their ability to be publicly funded. A Downtown Action Group has been established and will work together to enhance the community from the inside out. This group will work at establishing partnerships between business owners, residents, and community groups. Together these people may have the most direct and efficient mode to improve the commercial core of Oak Grove.

- As a result of this plan, a short term list of projects was developed. These projects would show the most immediate improvements in the commercial core. Implementation of these projects could be taken on by community groups through the Adopt-a Project concept.
- The Downtown Action Committee will present the concepts to community leaders and

stakeholders. By talking to business owners, large property owners, and residents a greater appreciation of the neighborhood history, buildings and cohesiveness between neighbors will be established.

- Contact potential donors and community groups who may have an interest in improving the historic commercial core.

Short term list of Projects

The following is a list of projects the Oak Grove Downtown Design and Revitalization committee generated as the result of visioning what the downtown could become with a little help from the community. Many of the projects were simple in nature and could be taken on by a community group or even individuals. These ideas are just a jumping off point and is expected that the list will grow over time.

- **Hold community events** such as community wide garage sales and historic walking tours.
- **Encourage building improvements and maintenance by property owners**
- **Purchase and maintain street amenities** such as, planters, trash cans, bike racks, benches, etc.
- **Build interpretive panels** to be placed along the traction company path at the historic stations. The stations were located at major street connections and would give the user a better sense of history and how the trolley was once used.
- **Write a Historic Walking Tour Brochure** by utilizing the Clackamas County's Historic Building inventory and interviewing the old timers. An interesting walking tour of the neighbor could help the residents of Oak Grove interpret the community's colorful history.

Downtown Design Plan:

Oak Grove Boulevard, because its 80 foot right of way, facilitates speeding cars. This is in conflict with pedestrian usage the plan is encouraging. The scale of the commercial buildings, its town center designation and proximity to an elementary school cries out the need for a design plan for the street which will facilitate parking, provide comfortable and safe paths for walking and insure historically compatible development in the future.

The street plan as proposed in this plan will provide continuous sidewalks on both the North and South sides of Oak Grove Boulevard, an organized parking situation by installing curbing to better separate the vehicles from the pedestrian ways, provide access for handicapped persons in accordance with the ADA, and provide areas for trees and outdoor furniture.

The Design plan has the achieves the following:

- **Improved Sidewalks and Pedestrian Access by providing sidewalks and slowing traffic;**
- **Organizes the existing parking and Separates the sidewalk and road with a curb;**
- **Provides trees and plantings which adds visual interest to the commercial core and visually separates sidewalk from parking;**
- **Provides a safe place for bicyclists.**

Despite the improvements to the commercial core a number of issues would need to be resolved before the designs are finalized. These issues include;

- Plan would reduce the total number of parking spaces:
- Making the street more pedestrian friendly would make it slower and less convenient for the auto traffic who presently use Oak Grove as a connector between River Roads and McLoughlin Boulevard
- Installation of curbing and sidewalks would conflict with the current parking arrangement at

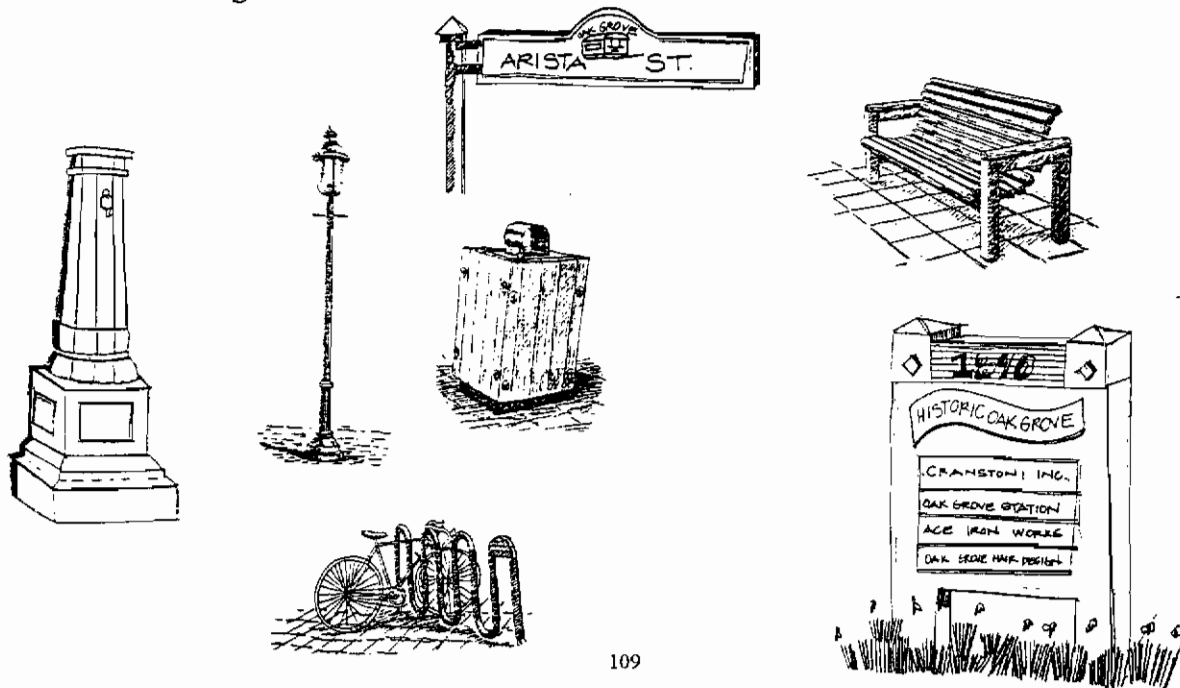
Cranston Machinery therefore sidewalks would need to be modified as not to conflict with the Cranston's parking.

- A plan for landscape maintenance would needs to be considered.

Other Considerations

It is hoped that the improved street design will encourage adjacent property owners to maintain their buildings and improve the overall appearance of the downtown core. A continuous sidewalk connecting River Road to McLoughlin Boulevard is important to draw people into the core area and to transit connections on those roads.

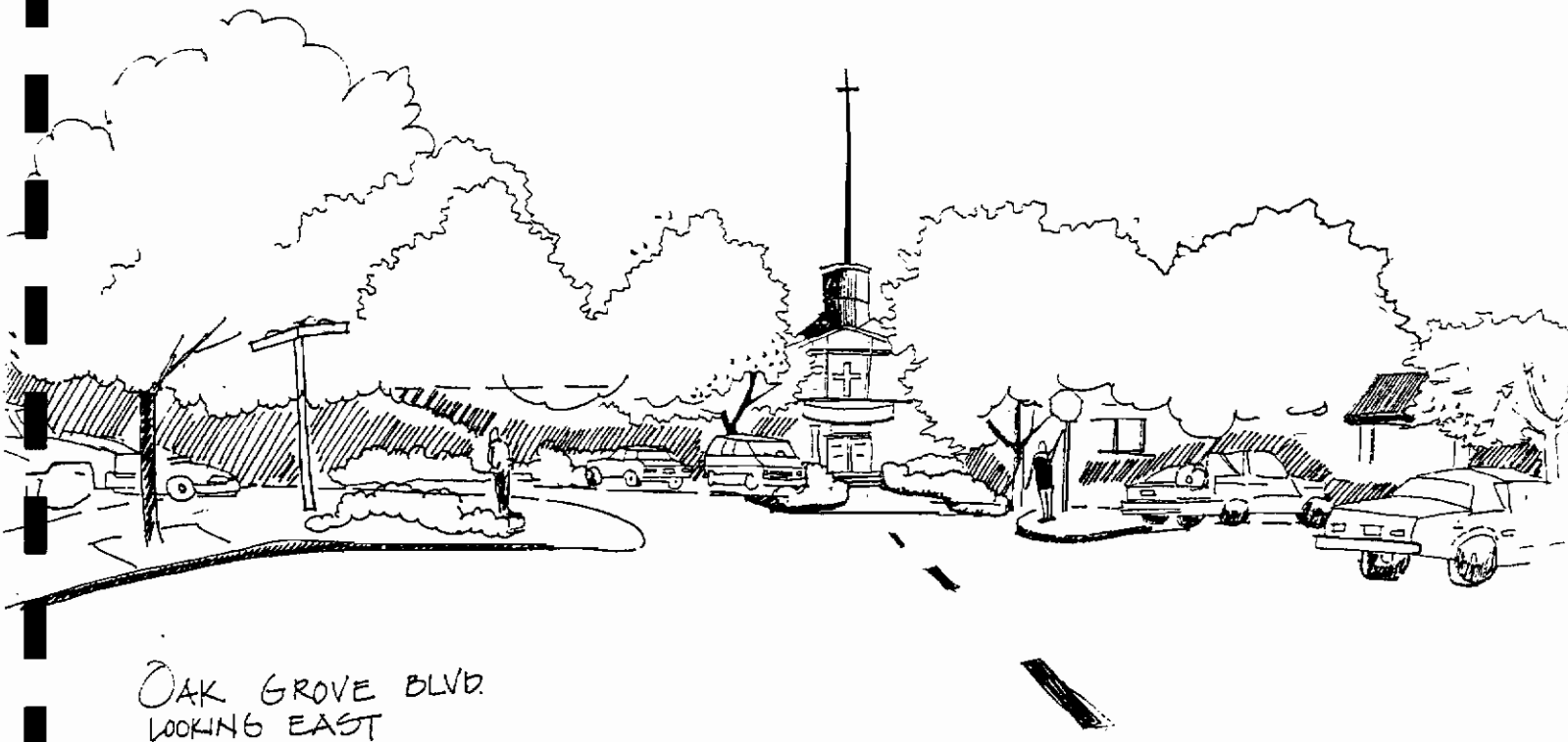
To have a productive base to the downtown a system of integrating truck traffic and pedestrian movement needs to be facilitated. Currently trucks entering Cranston Machinery enter by way of Rupert Avenue and continue through the property and exit onto Arista Drive and head north to Courtney Avenue. Cranston uses loading docks along Oak Grove Boulevard. These docks would need to unobstructed. Trucks Associated with Ace Iron Works back out onto Arista drive. There is some concern of mixing bicycle traffic, pedestrian traffic and trucks. The pedestrian bump out solution would need to address the appropriate turning radii for large trucks. The store and tavern have trucks drop off supplies, these trucks should have no problem with the proposed street improvement plan. These considerations need to be agreed upon by the committee before finalization of designs.

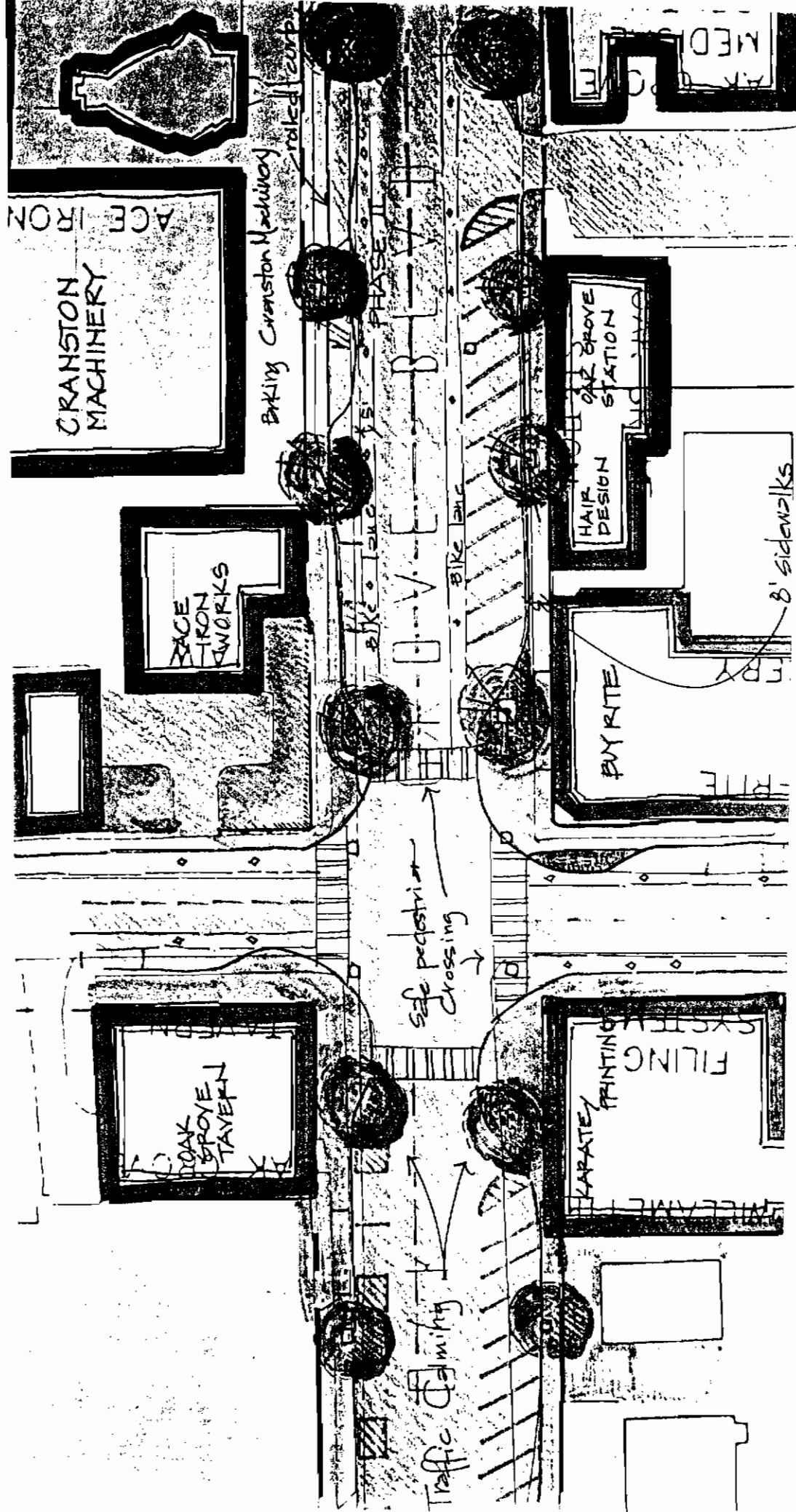


Implementation Strategy for the Downtown Design Plan:

Apply for Community Development Block Grants for sidewalk and parking component:

From Arista Drive east the commercial core is classified as a low and moderate income neighborhood qualifying the downtown for potential Community Development Block Grant Funding. This probable source of income may finance some improvements in the downtown core area. The remainder of the strip, west of Arista to River Road will mostly likely qualify for the same funding as a blighted area. "Blighted area" means areas which, by reason of deterioration, faulty planning, inadequate or improper facilities, deleterious land use or the existence of unsafe structures, or any combination of these features, or any combination of these factors are detrimental to the safety, health and welfare of the community. (ORS 457.010)





Downtown Design Plan Oak Grove Downtown Design & Revitalization Plan

Oak Grove Boat Ramp- Future Design Considerations

Staff Recommendations

Access to the Willamette River is important to the community Oak Grove. The river is seen as an community strength. Currently, views of the river and entry points to the water are reserved for those who own river front property. The terminus of Oak Grove Boulevard is presently one of the few public river access points in the study area. The undeveloped River Villa Park would be the other exception. The County right-of-way along Oak Grove Boulevard continues to be 80 feet as it approaches the River, however, the paved portion is approximately 24 ft.. The terminus, originally built for fire trucks to back fill up with water from the river is , is presently being used as a boat ramp maintained by Clackamas County.

In the past security had been a problem. The sheriff has on occasion pulled out stolen cars from the River which were driven off the end of the ramp. A gate was installed to prevent loiters and trespassers after hours. Despite its proximity to residences the ramp poses a security problem for the neighborhood.

Another problem with the boat ramp is the lack of space for parking and inadequate turning space for trucks with boat trailers. Presently trucks with trailers park along the side of the road. The added activity, and parked cars is not the always pleasant for those who live adjacent to the ramp.

One solution would include discontinuing motor boats usage at this location thus reducing the need for parking and disruption to the surrounding residents. The committee suggested the county explore the feasibility of making the ramp into a canoe launching/non-motorized boat launching area. Acquisition of the ramp could then be taken over by the North Clackamas Parks and Recreation District, who would then would be responsible to maintain the ramp as a community park and river access point.

Destinations by canoe could include Lake Oswego or other points up or down River including Elk Rock Island. This small park then could provide a destination for the many walkers in Oak Grove, a spot to rest and take in the wildlife along the river before continuing on throughout the

neighborhood.

Historically, a beach was located at this location even a dance hall. Over time the beach has been washed away along with its canoe rentals and changing rooms. Designs for the new park should be small scale keeping in character with the surrounding neighborhood. the park may include a handicapped accessible viewing deck/ gazebo/fishing dock along with an area where canoes or row boats could be launched. Parking would be signed and limited. The landscaping would be native, cottonwoods and to attract wildlife and to buffer the neighbors. The hours the park is to be open would posted and perhaps the gate would remain to prevent after hour parties. As a result the area would be used less intensively used but could serve as a small community park for the neighborhood of Oak Grove.

Another option is to maintain boat ramp but provide parking and adequate docking facilities. Additional property would need to be acquired to facilitate the trailer parking. Funding for the improvements may be available through the Marine Board. This funding would only be available if the ramp continued to be used as a ramp for motor boats.

The Oak Grove Boat ramp was considered a community river access as part of the 50 Year Vision for Oak Grove as part of the land use component of this plan.

ACTION PLAN III: Land Use and Zoning

The relationship between the way land is used and transportation facilities is a matter of public debate in the Portland area at this time. Two architect/planners of national reput, the Calthorpe team on the west coast and the Duany/Zybeck team on the east coast have reminded the nation's planners of the advantages of "traditional" community planning. This has entered into debate at the same time as the region faces up to of having to expand its urban growth boundaries or find some other way to accommodate expected population and employment growth, and a dawning realization that we can't keep building roads fast enough to handle all the traffic congestion that comes from our current way of arranging our lives and our space.

"Traditional" (i.e., pre-war) communities had strong centers, with a mix of uses, especially a mix of retail with apartments above. These core areas were surrounded by higher density housing -- both apartments and small lot single family. On the fringes were located large lot single family, and, of course, on the far fringes were farms and forests. The "traditional" community was dotted with parks and open space, used as a design focal points as well as for recreation. Streets in traditional communities also served to some extent as open space, being tree-lined and attractive, having sidewalks (separated from auto traffic by planting strips and parking) where neighbors could walk, socialize, and children could play safely. Street networks were set up on small grids so the pedestrian could easily plan a short trip, and auto and bike traffic also had a number of alternative routes. In traditional communities, streets are important for more than moving cars -- they are social places, "the living room of the neighborhood," pedestrian places, children's play spaces, and green spaces.

Planners at Clackamas County applied for grant funding to do a community transportation and growth management plan for Oak Grove because the neighborhood already has the beginnings of a grid style street, mixed use commercial center, and other elements of "neotraditional" planning. Oak Lodge was identified as a "Town Center" in the Metro 2040 plan, and there was a need in the region to better identify where this could be and what it could look like. The community

TGM plan took this opportunity to refine the Town Center concept. Finally, the 2040 plan will require that new, more intensive development be located in existing neighborhoods all over the region. This was an opportunity for Oak Grove to shape its own future, rather than just have the 2040 concepts applied from a distance, and also for the region to see how already developed communities respond to proposed changes.

The Metro 2040 Plan has two recommendations that will affect the Oak Grove Community. One is to create a "town center" somewhere in Oak Lodge, and the other is to make McLoughlin Blvd. a "transit corridor". Both concepts were addressed in the Oak Grove TGM plan, with a proposed location for the town Center identified, and the impacts of the transit corridor also addressed in the 50 year vision.

The action plan for land use and redevelopment was created by a sub-committee of Oak Grove stakeholders. They reviewed several overall models of land use and redevelopment, developed criteria for selection and review of land use concepts, reviewed existing land use, densities and land values, and finally developed a 50 year vision of development in Oak Grove. From this 50 year vision they developed a recommendation for changes to the area's current Comprehensive Plan (sometimes called the 20 year vision).

The Comprehensive Plan recommendation was designed to step the area toward the overall vision, but at the same time recognize the impacts of comprehensive Plan and zoning changes on current residents and land uses. Three new zoning and development ordinances were developed for the Comprehensive Plan recommendation, again, meant to step towards the ultimate vision of the community in 50 years with a minimal detrimental impact on the current property owners and residents.

A. Models and Paradigms

Four very general models of land use were reviewed by the committee at the beginning of the planning process (see Figures 1 through 5). These were an attempt to understand the current patterns of land use and regulation and also step back and look at what might be in Oak Grove.

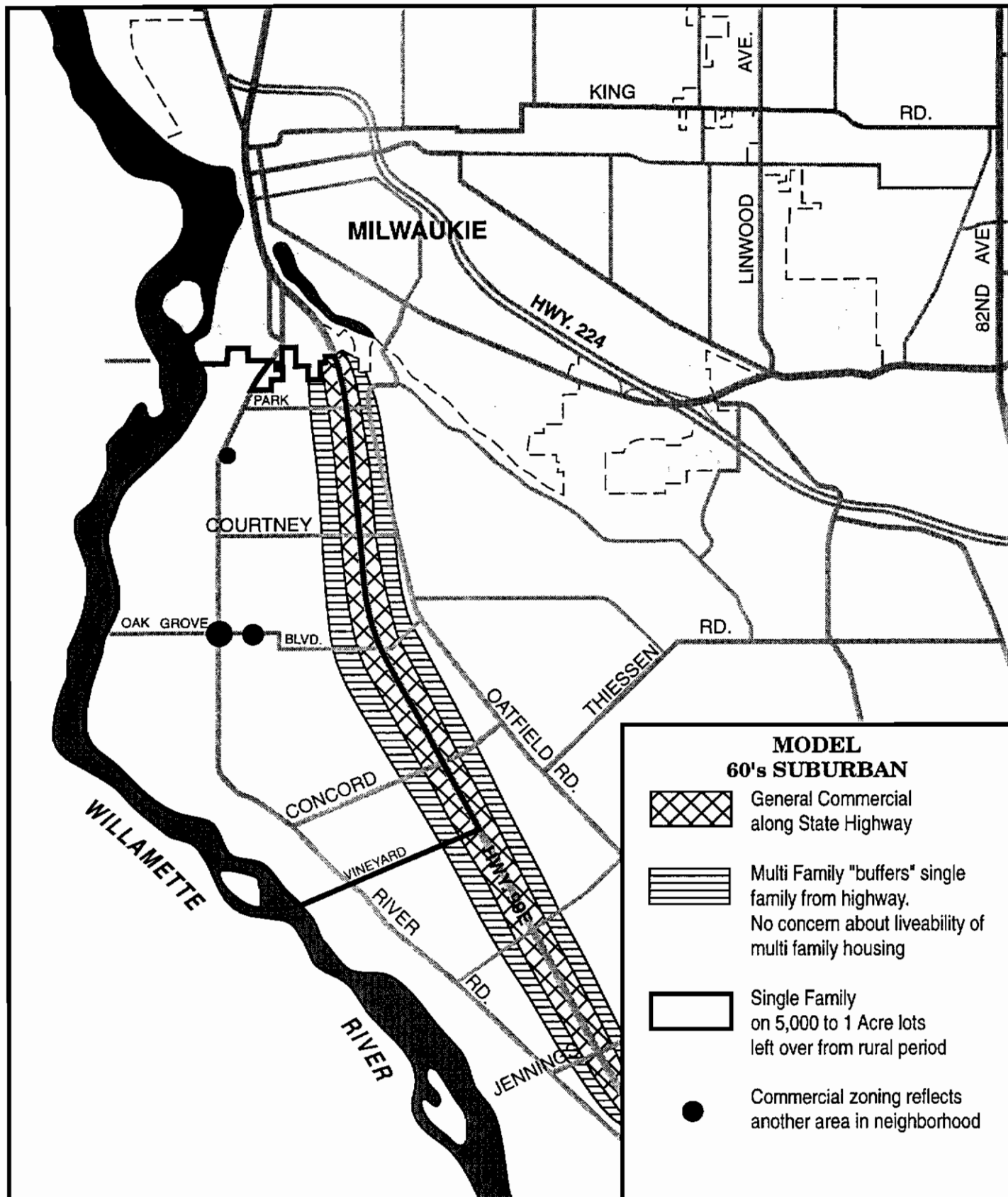
Figure 1 shows a typical post war model of planning -- actually, the current comprehensive plan in the area. It shows a field of single family development with a strip of commercial along the major highway. The commercial is "buffered" from the single family by a strip of multifamily. The major concern appears to be separating the desirable single family areas from the undesirable commercial and multifamily. There is no integration of uses, no concern about making it easy for the community to get to commercial services by foot, no attempt to integrate the apartment dwellers into the broader community.

Figure 2 shows a pure "neotraditional" model, where development is clustered around little commercial centers within easy walking distance -- 1/4 mile. This would create a great many clusters in the neighborhood. Each cluster has a mixed use core, surrounded by apartments, then small lot single family houses, then larger lot single family. Such a model would be a major change in the development pattern of Oak Grove.

Figure 3 shows one model of a Metro 2040 "town center" in Oak Grove. This is oriented on Oak Grove Blvd., an area that includes the old streetcar era "downtown". An intensified and much enlarged downtown of mixed commercial, services and residential uses would be surrounded by apartments (same as the neotraditional model), and then by small lot single family. There would be only one town center, much larger than the 1/4 radii neotraditional centers, but the rule of thumb that people will walk about 1/4 mile would still be observed. Most of the neighborhood would remain as it currently is under this model.

Figure 4 shows a second model of a Metro 2040 “town center” in Oak Grove, this time oriented around the most intense area of McLoughlin Blvd., from Oak Grove Blvd. to Concord. This would extend out of the study area to the Oatfield Road neighborhood, and would still have very little impact on the bulk of the neighborhood.

Figure 5 shows a second Metro 2040 plan concept as it might be applied in Oak Grove. The “transit corridor” concept puts mixed use services and apartments directly on a major transit corridor, with more intense development at major transit stops. Again, the intense mixed use area is rimmed by multifamily, small lot single family, and then large lot single family at some distance from the transit line. Much better connections between the neighborhoods and the transit corridor are created than exist currently.



LANDUSE ALTERNATIVE • MODEL "60's SUBURBAN"

Study Area

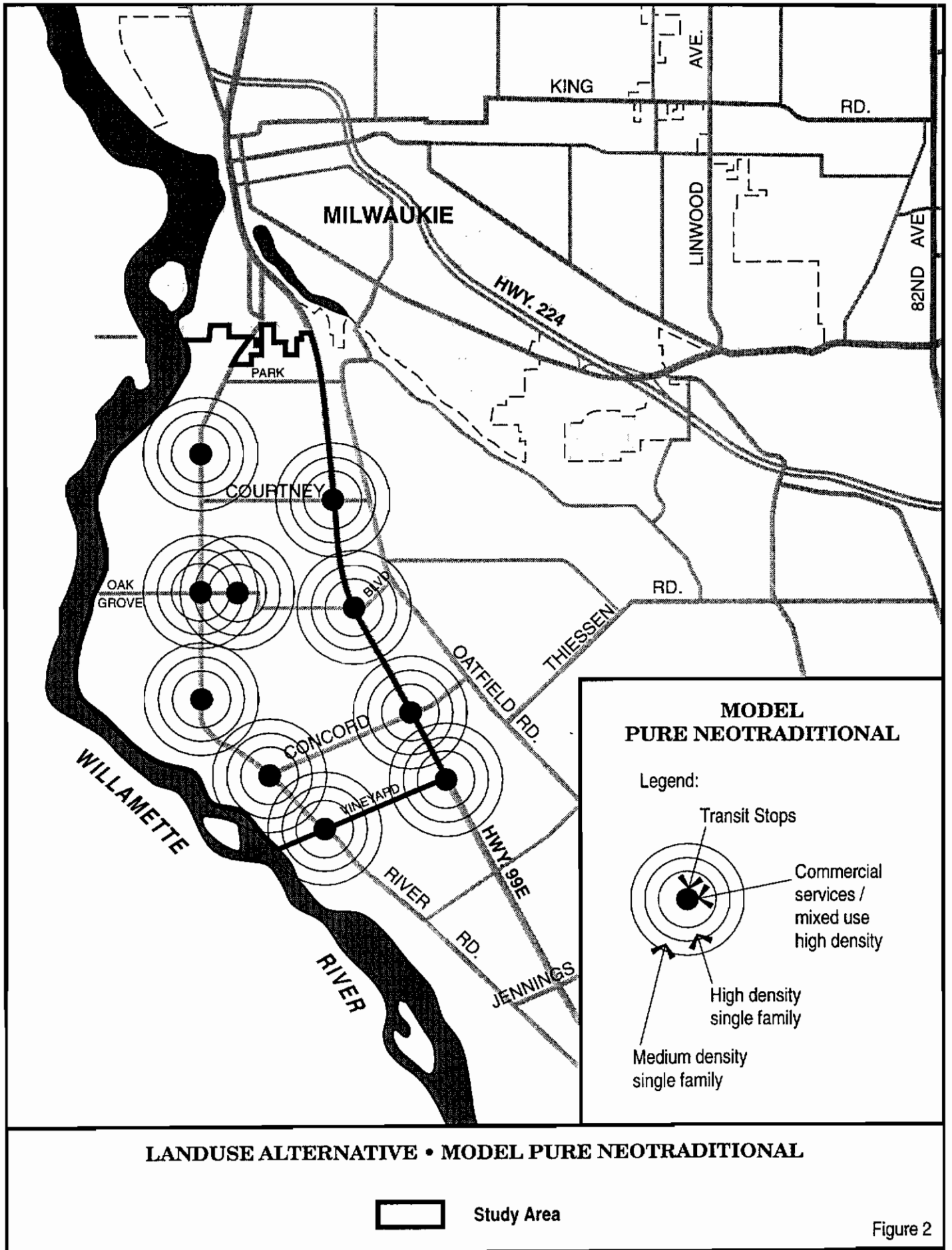


Figure 2

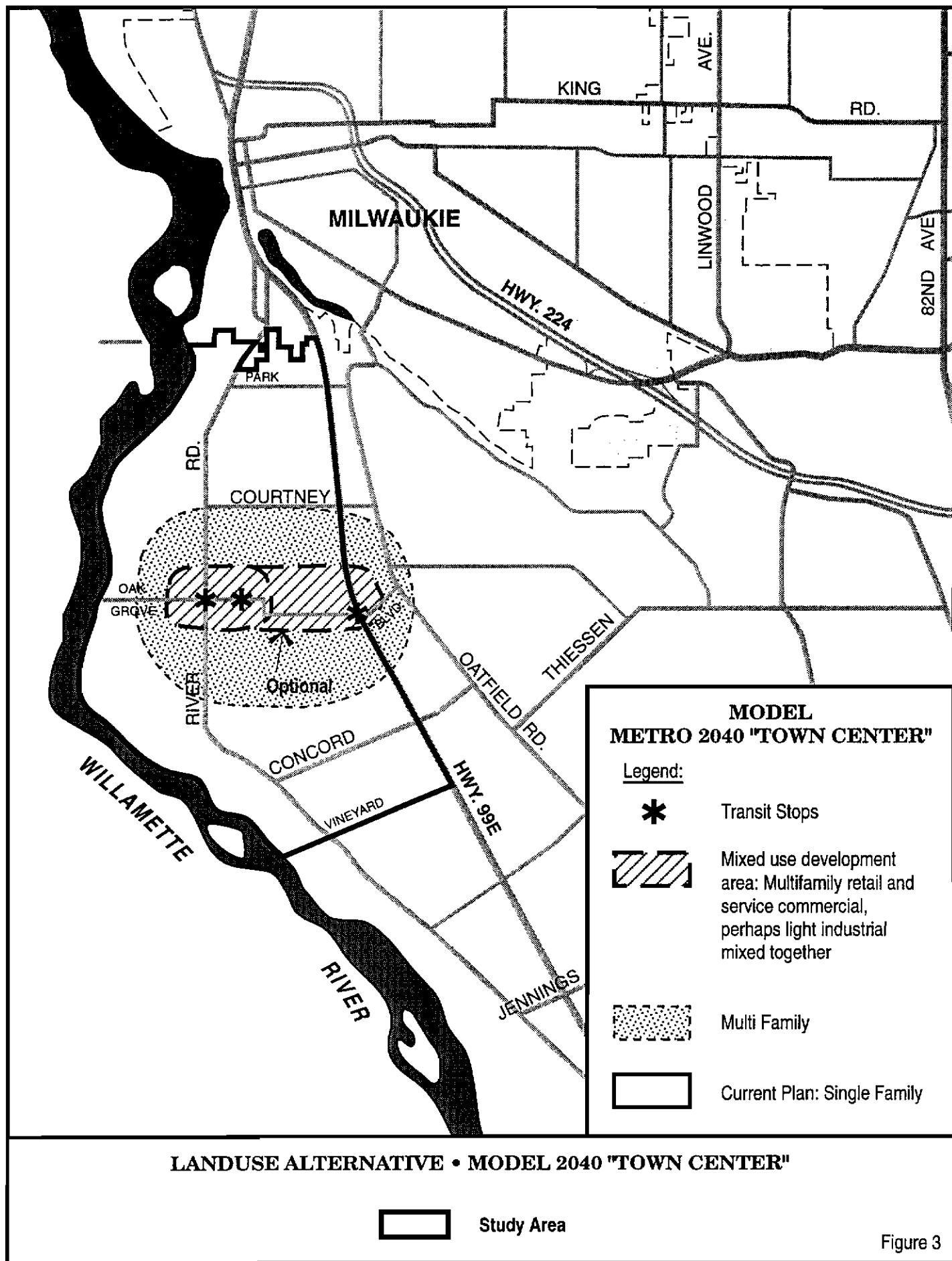


Figure 3

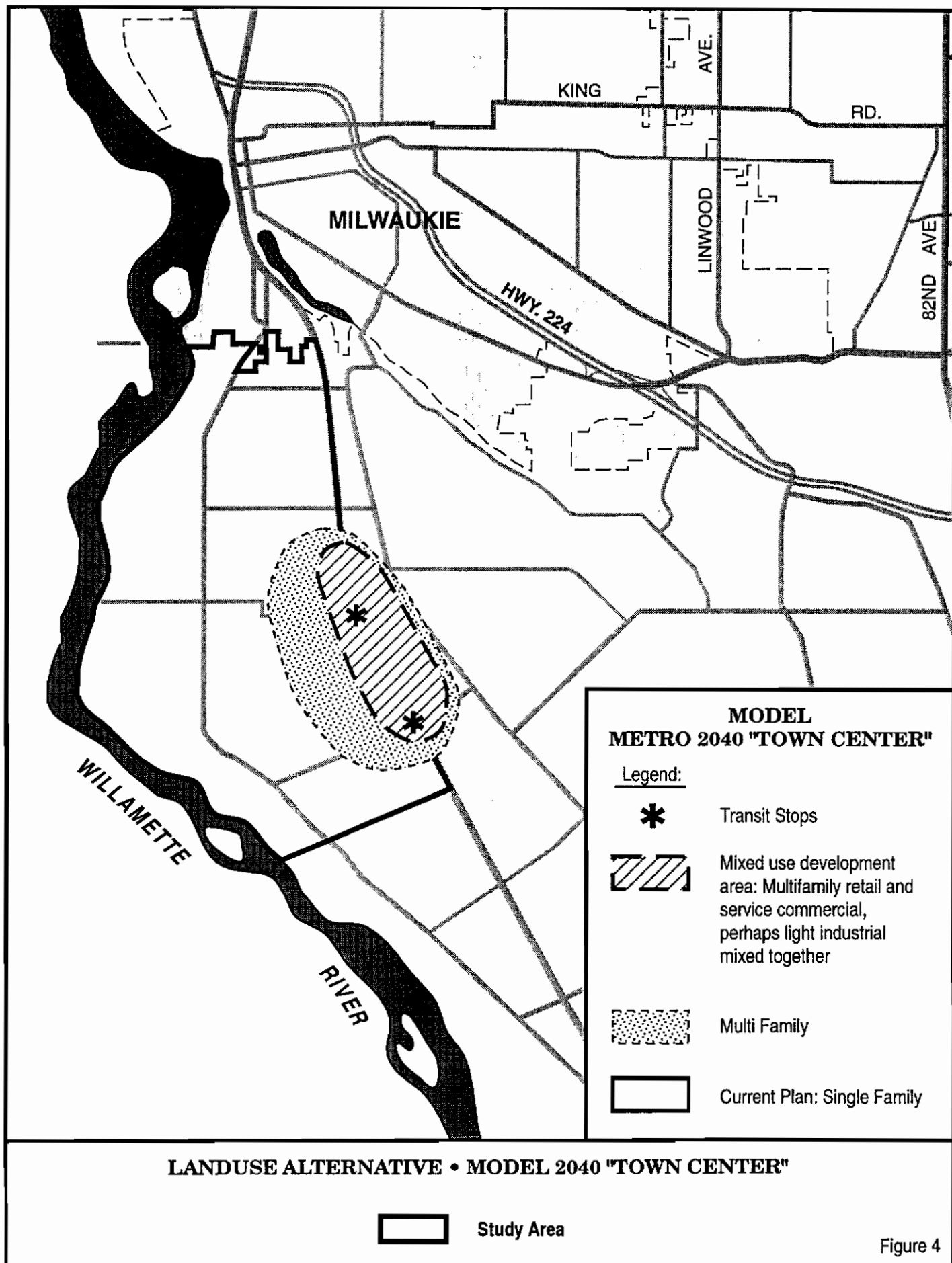
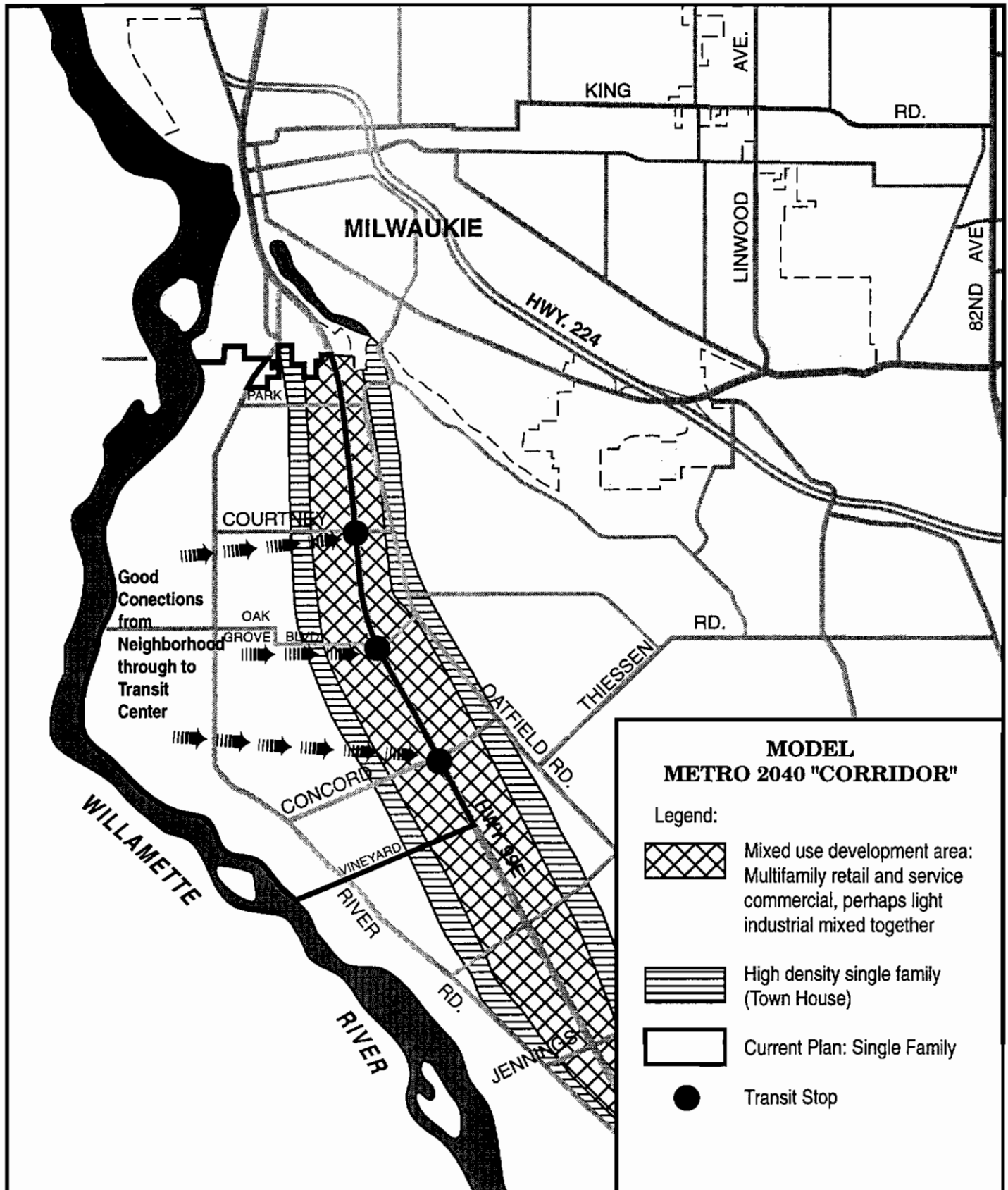


Figure 4



LANDUSE ALTERNATIVE • MODEL METRO 2040 "CORRIDOR"

Study Area

B. Criteria for selection of preferred land use alternative

The land use and redevelopment sub-committee attempted to summarize the community's values and needs with regard to land use in a set of criteria developed to review the land use models.

They are as follows²:

- *Consider market economic is determining where to plan for different development patterns. If it doesn't look like the market can support the redevelopment, identify a strategy to achieve redevelopment.*
- *Try to achieve Metro 2040 goals for mixed use and a higher share of multifamily in areas with excellent transit service.*
- *The Land Use concept should be in harmony with efficient use of infrastructure.*
- *When the current street network or connectivity can't support the model, identify a strategy to make the needed changes.*
- *The needs of the current residents -- to preserve the value of their property, the short-term livability of their house -- will be respected. Consequences of redevelopment on the current residents will be identified and considered.*
- *Value, and be sensitive to the historic downtown core's design features and the corridor of historic houses along Arista.*
- *Value, and be sensitive to the need for low income housing, especially in the mobile home parks.*
- *Land use (plan/zoning) addresses identified concept goals.*

The committee reviewed existing conditions in Oak Grove. Maps that are too small in scale to be reproduced in this plan were developed which showed current land use, current land values, and current residential densities. These helped the committee identify opportunity areas for greater redevelopment. The current land use plan was overlaid on current land uses to identify areas where the plan and uses don't match well (due to development previous to zoning regulation in 1960).

² Approved by the Land Use and Redevelopment committee 3/9/95.

The major issues and opportunities addressed by the committee include:

- Land use Planners normally view the following as redevelopment opportunities:
 - vacant land
 - old commercial areas
 - old mobile home parks
- The old mobile home parks located on McLoughlin are viewed by many as a reservoir of low income housing. Redeveloping these parks would also present a social problem, in that the units are very hard to move when the parks are redeveloped.
- Will the older, run down wood frame apartment complexes in Oak Grove redevelop? Is there a way to either encourage them to redevelop into something much nicer, or achieve much more graceful aging?
- What are the economics of redevelopment? What does it take to redevelop a property? Can multifamily or mixed use take out nice single family houses? Given the current prices for single family houses, can it even take out run down houses?
- How would we get the street network to establish a new development pattern? How would the new network relate to the old network?
- What happens when you apply new development concepts/zoning districts on existing developed areas? Can the problems be resolved, or do they create untenable problems?
 - impacts on property values
 - Problem of living in a house next door to an apartment complex
- How can we protect the historic houses and historic commercial district?
- Development/planning problems, dilemmas, and conundrums in present day Oak Grove:
 - Flag lots
 - Lots along the river -- need to keep them big to protect Willamette River Greenway values
 - The rural tradition, "we live in the country"
 - The complicated market for mixed use
 - Big box scale of development on McLoughlin
 - Relationship between ownership patterns and development rather than human scale and design
 - Apartment complexes and mobile home parks block connectivity
 - Storm drainage planners would prefer to minimize density
- There is a strong sense of independence in Oak Grove. People don't like change, to be told what to do, or to incur personal costs for public purposes.

The final determining element behind the 50 year vision is the opportunity created by the Portland Traction Company line as a trail and greenway. It was recognized by the committee as a potential amenity that an unusual and very attractive community could be built around in 50 years, when a strong amenity would be as important a determinant of commercial location as traffic counts are today, in the committee's eyes. This greenway trail was recognized for its ability to be a central core for the community itself, and a tie to other parts of Oak Lodge, most especially the industrial employment center located about 1 mile south of the study area on Roethe Road.

C. 50 year vision for Oak Grove

The 50 year vision for Oak Grove is of an intense, mixed use center oriented to Oak Grove Blvd. and a greenway trail F (Portland Traction Company trail). The vision is in many ways a combination of figures 3 and 5, the "town center" oriented to Oak Grove Blvd. and the "corridor" on McLoughlin. The result is a horseshoe shape, with a focus on Oak Grove and Arista, and gateways on McLoughlin at major transit stops located at Courtney and Oak Grove Blvd. There is also a major transit stop assumed at Concord, with commercial and apartment development centered around it. East west transit service is also assumed in the neighborhood, on Oak Grove Blvd. and also Courtney, with a major transit stop at Oak Grove and Arista.

Land uses along the central horseshoe of the vision are assumed to be mixed use commercial and residential. The area on Oak Grove Blvd. is envisioned as the most intense, with a mix of office and services. The area along the Greenway Trail and Courtney were assumed to be slightly less intense because of limitations on development due to wetlands in the area and current uses. The horseshoe "core" was rimmed with multi family and small lot single family uses.

The 50 year vision is based on the assumption that a network of greenways and open spaces will be developed to support the more intense uses. The Portland Traction Company Trail is a key element, providing continuity and connection with the broader neighborhood, and indeed, the broader community. However, in the most intense area, between Courtney and Oak Grove Blvd., this trail will be on the street, and simply look like a tree-lined sidewalk. The area already has open spaces in two school yards very close to the Greenway Trail. Oak Grove school may someday convert to another use, but if it does a portion of its school yard is assumed to remain an open space. North Oak Grove School is expected to remain and perhaps expand, and its playfields will continue to provide recreation facilities for the residents of the core area. In addition, a new park is proposed on an existing wetland area at Courtney and Arista³. Along with

³ The land proposed for a park at Courtney and Arista is privately owned at this time. This recommendation that it become a focus of the 50 year vision is not in any way binding on the current property owner. Clackamas County's policy is to only show properties as "park" in the comprehensive Plan that are publically owned.

the open space at North Oak Grove school, this is expected to provide a “green focus” to balance the more intense office uses at Oak Grove Blvd.

Several other parks are recommended in the 50 year vision to balance the intensity of the town center. These include an existing park at the river’s edge on Courtney, an improved river access at the river’s edge on Oak Grove Blvd., and development of small parks such as Bunnell Park inside the residential areas..

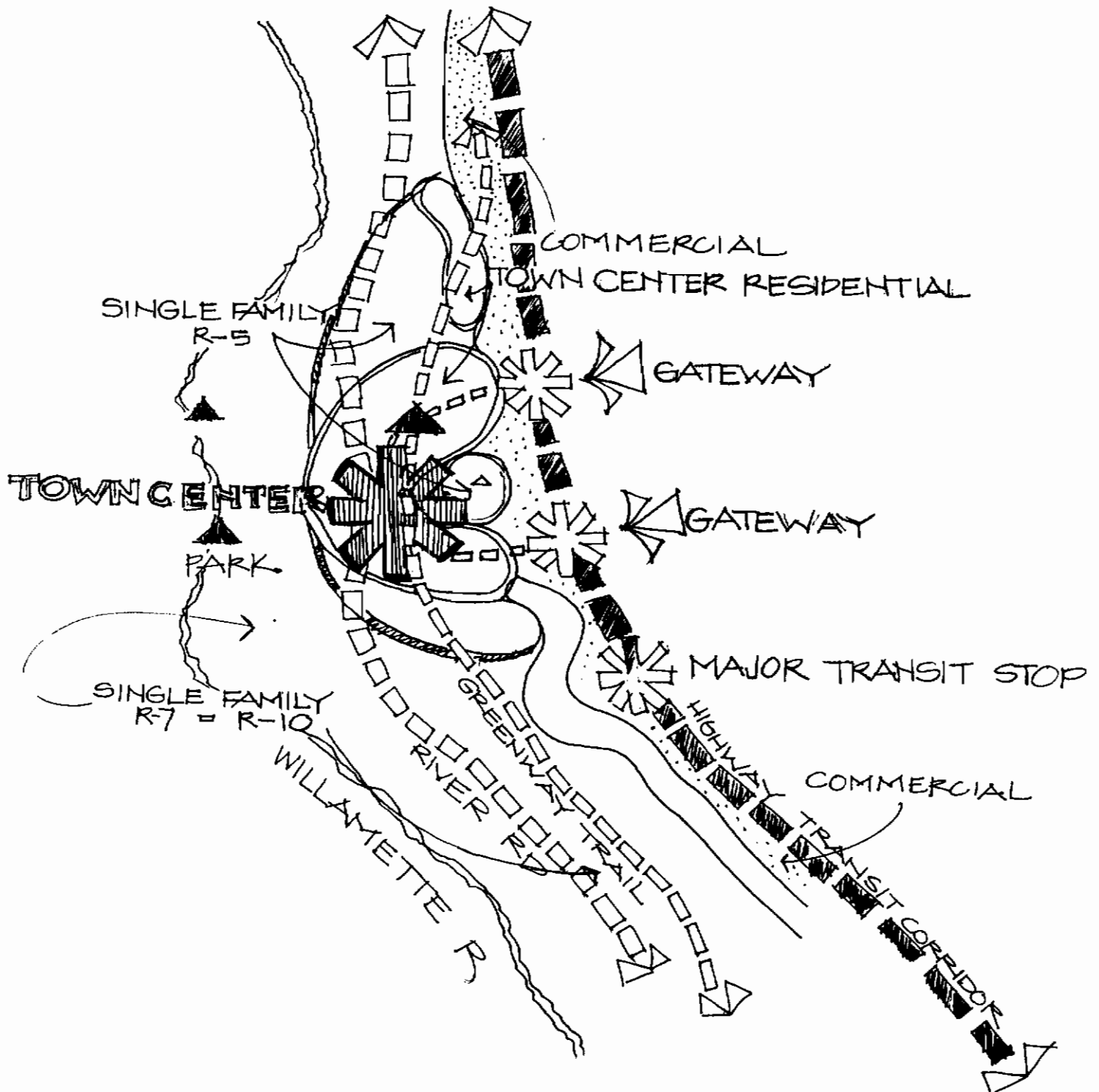
A key part of the 50 year vision is recognition that to meet the region’s goal to “grow up, not out”, we need more small lot single family areas as well as more multifamily areas. Consequently, small lot single family areas are identified around the Town Center core and into the currently more instance area around Park Avenue

A final part of the 50 year vision is new road connections that will support more intense land development.

The Land Use and Redevelopment committee made some assumptions about what would be the driving force behind development in 50 years, which are somewhat different that current day development assumptions:

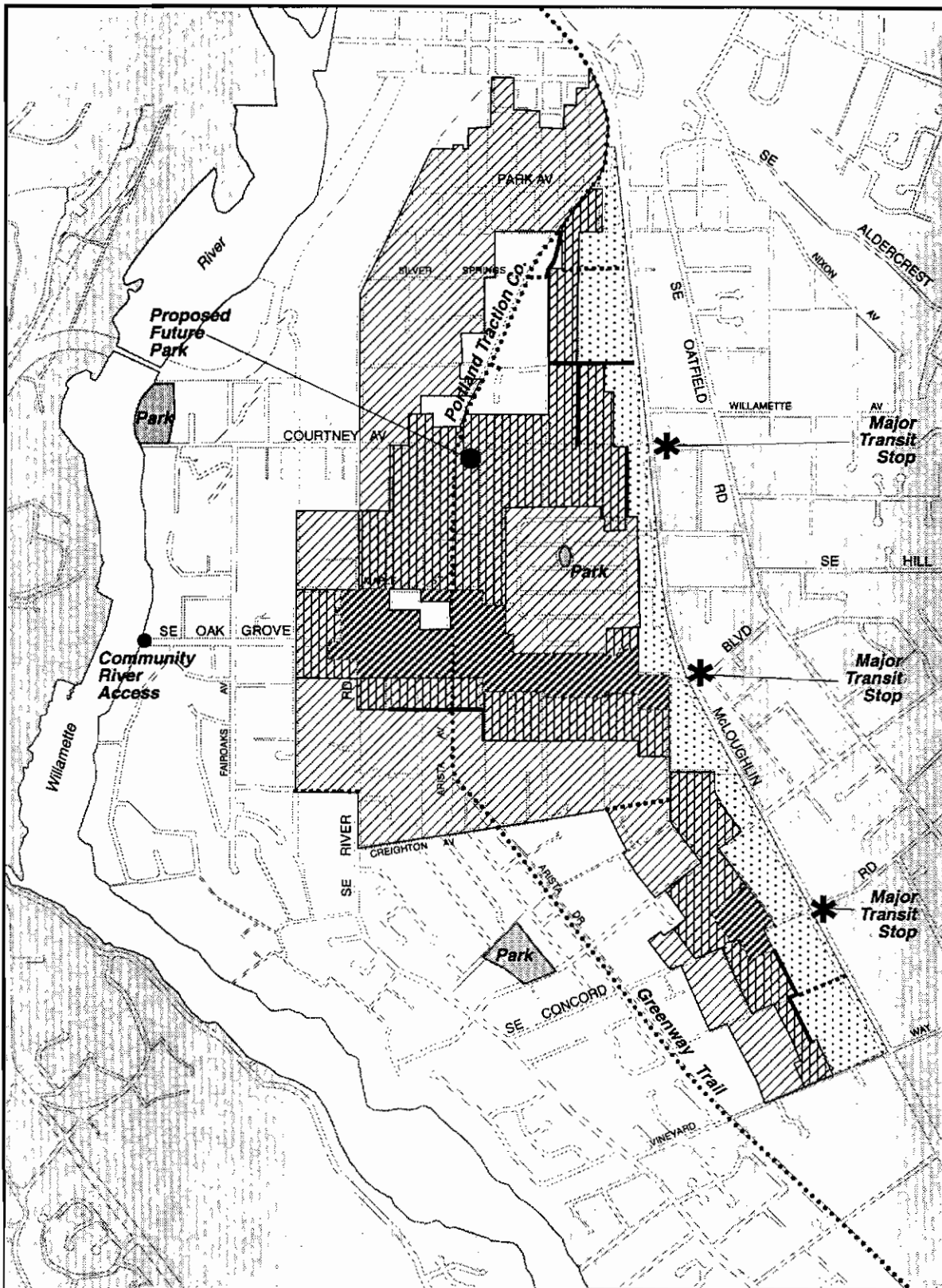
- Commercial and apartment uses will cluster around a major community amenity like the Portland Traction Company line trail -- it will be as important in attracting development as the traffic on McLoughlin is today.
- The market realities of 50 years from now will allow redevelopment on properties that are now perfectly suitable for their current use
- We can stage redevelopment to achieve the 50 year vision without creating a hardship for current property owners or damaging properties for their current use.

The 50 year vision is best portrayed in Figure 6. Map18 shows the 50 year vision with a great deal of specificity. This is a vision, however, and the one thing that is certain is that the final development pattern will not be exactly as shown on this or any other contemporary map.



A 50 YEAR VISION

OAK GROVE
CONCEPT DIAGRAM



OAK GROVE AS A TOWN CENTER Vision For The Year 2040

- | | | | |
|---|----------------------------|---|------------------------|
|  | MIXED USE COMMERCIAL |  | TRANSIT COMMERCIAL |
|  | HIGH INTENSITY RESIDENTIAL |  | NEW ROADS |
|  | SMALL LOT SINGLE FAMILY |  | PEDESTRIAN ACCESS WAYS |

OAK GROVE COMMUNITY TRANSPORTATION AND GROWTH MANAGEMENT PLAN

Figure 2



D. Comprehensive Plan Recommendation

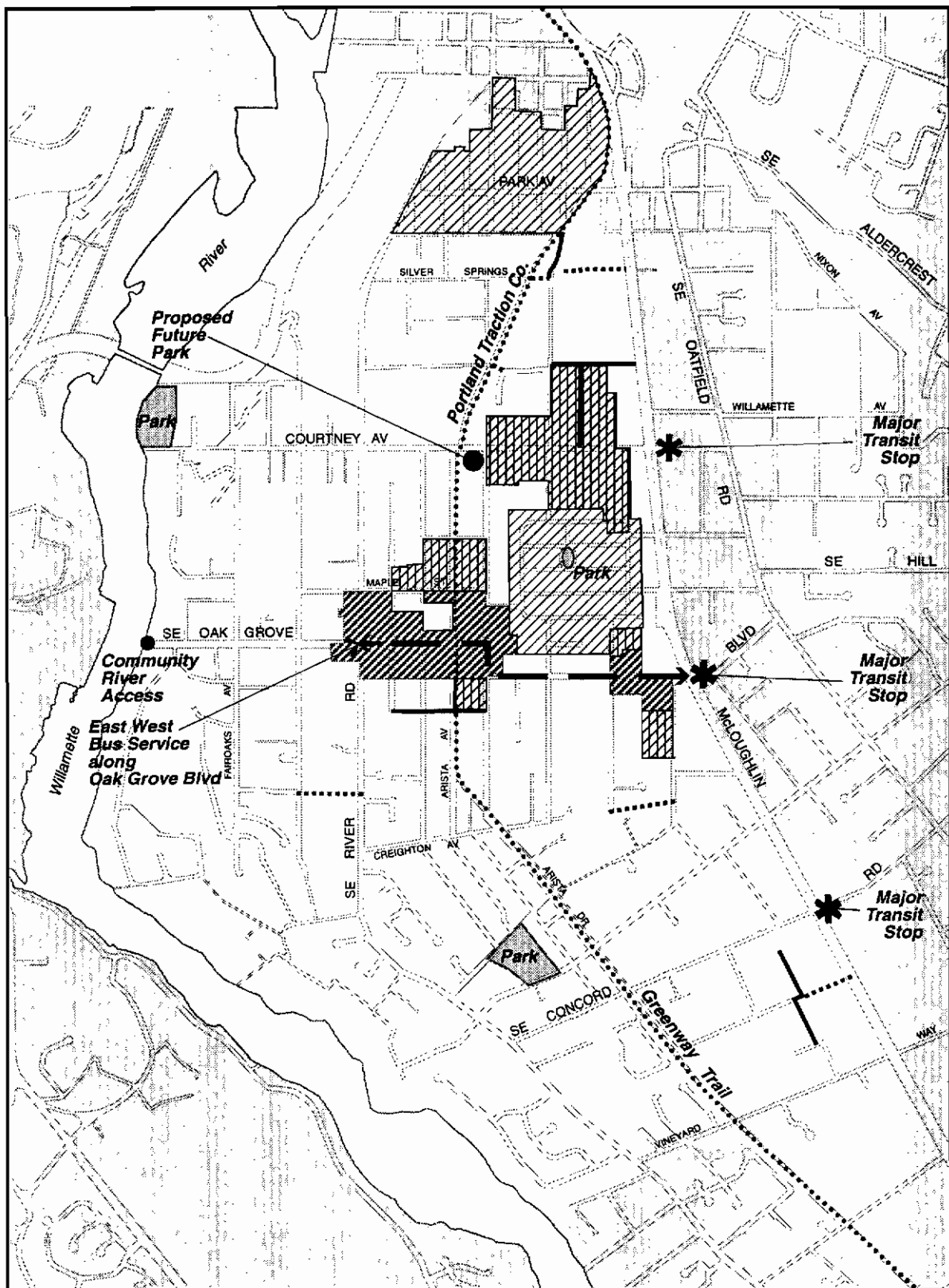
A recommendation for change to the Comprehensive Plan and zoning map which leads to the 50 year vision is shown in map 19. This recommendation introduces three new zoning districts that encourage mixed use development in the core and allow front yard setbacks and other design elements that emulate the historic core. However, the areas proposed for the new zoning districts are for the most part currently either zoned multifamily or commercial at the present time, or are presently subdivided in 5,000 square foot lots and can develop at that density as lots of record.

The Comprehensive Plan attempts to make the historic downtown of Oak Grove a successful community center, while minimizing the change surrounding single family areas. It creates a new zoning district for the multifamily areas which is more compatible with the goals of pedestrian orientation and mixed use. One of the purposes of the new multifamily ordinance is to make it desirable to redevelop some of the existing poor quality multi-family complexes. The higher number of units per acre allowed under the proposed new "town Center residential" ordinance is aimed at this. The Comprehensive Plan proposal also creates a smaller lot size single family zone, which allows single family houses on 5,000 square foot lots, and also allows accessory apartment units, or "granny flats" as a way to increase density in the neighborhood without losing the qualities of home ownership.

Figure 7 summarizes the new Zoning and Development ordinances recommended for the Comprehensive Plan, and compares them to existing ordinances applied in the neighborhood at this time. Appendix H, I and J give the draft language of the proposed new Town Center Commercial, Town Center Residential, and R-5 single family ordinances.

The comprehensive plan recommendation makes relatively few changes to existing single family zoned properties in the neighborhood. If successful it would intensify existing commercial and multifamily areas, and allow development of some accessory apartment units that would not have occurred otherwise in the proposed R-5 areas.

Map 18



OAK GROVE AS A COMMUNITY CENTER

Recommended Changes to the Comprehensive Plan, 1995

-  TOWN CENTER COMMERCIAL
-  TOWN CENTER RESIDENTIAL
-  R-5 SINGLE FAMILY

 PEDESTRIAN IMPROVEMENTS

OAK GROVE COMMUNITY TRANSPORTATION AND GROWTH MANAGEMENT PLAN

• Current number of housing units	4,006	
• Current estimated population	9,174	
• Maximum number of housing units that can be built under current zoning		5,492
• Maximum number of housing units that can be built under proposed plan		5,739
• Percent difference		4.5%

- | | | |
|--|-------|-------|
| • Current number of housing units | 4,006 | |
| • Current estimated population | 9,174 | |
| • Maximum number of housing units that can be built under current zoning | | 5,492 |
| • Maximum number of housing units that can be built under proposed plan | | 5,739 |
| • Percent difference | | 4.5% |

To determine the maximum number of units that could be built under current zoning (5492), the assumption was made that lots large enough to be divided would be partitioned and built with one single family structure per new lot. For example, under current R-7 zoning (minimum 7000 square foot lot) , a 21,000 square foot lot with one house could be divided into three lots and a house could be built on each of the new lots. Also, currently vacant lots in the residential zones would be considered built. Lots in Class A flood zones were excluded from this projection since new dwellings in these areas are prohibited by the County's Zoning and Development Ordinance. Availability of sewerage and other constraints on residential development were not considered in this projection.

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Oak Grove

Existing Land Use

Legend

-  Single-Family Residential
-  Multi-Family Residential
-  Commercial
-  Mobile Home Park
-  Industrial
-  Institutional
-  Vacant
-  Park, Playground, Open Space, etc.
-  Agricultural

Study Area Boundary

Proposed Zoning

TC - Town Center

TCR - Town Center Residential

R5 - Residential - 5000 s.f.

Clatsop County GIS
Oregon City, OR 97146
(503) 968-4421

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Scale: 1 in. = 400 ft.



Oak Grove

Existing Zoning

- C2
- C3
- NC
- HDR
- MRM
- R7
- R8.5
- R10
- R20
- DSM

Study Area Boundary

Proposed Zoning

TC - Town Center

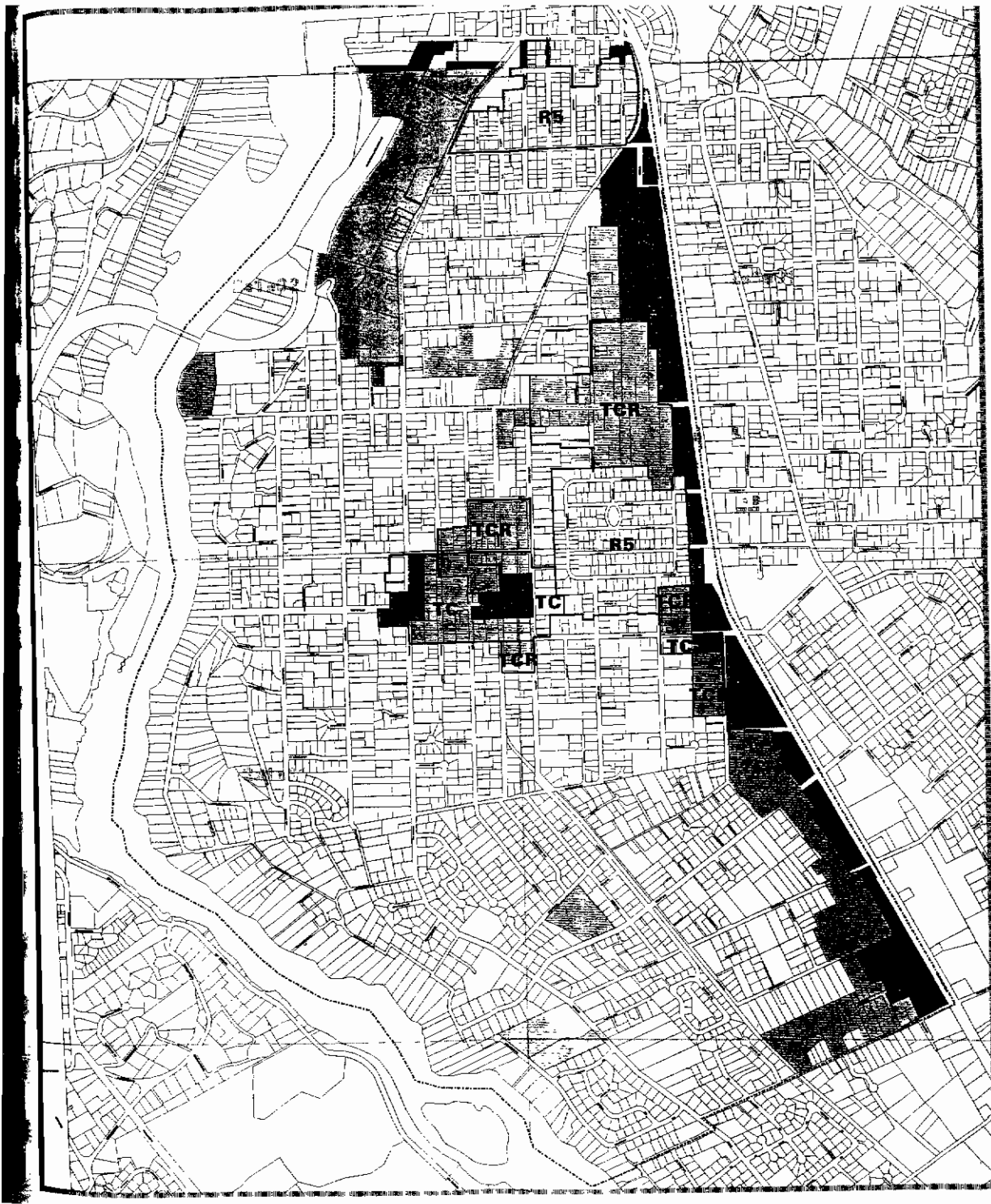
TCR - Town Center Residential

R5 - Residential - 5000 s.f.

Oregon County GIS
Oregon City, OR, 97045
(503) 666-4821

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Scale: 1 in. = 400 ft.



The Oak Grove Community Transportation and Growth Management Plan

	Existing Zoning	Comparable Proposed under Plan
	C-2 (commercial)	Town Center Commercial (mixed-use)
Primary Uses	Retail commercial, offices and services, graphic arts, drive through windows	Same retail commercial as C-2, Offices and services, Hospitality/public use, Town Center Residential (see below), educational
Conditional Uses		Industrial meeting certain criteria and performance standards, Churches
Prohibited uses	New Single family houses (existing houses may remodel and expand)	New Single family houses (existing houses may remodel and expand), outdoor sales and services, auto oriented commercial, outdoor storage
Front Yard Setback	15 feet Minimum	0 foot setback, 0-10 feet maximum
Other setbacks	Not required except when abutting a less restrictive district (15')	Not required except when abutting a less restrictive district or existing single family house
Building height limit	Not required except when abutting a less restrictive district (35')	None except when abutting less restrictive district or single family house, then 35 ft
Parking	Standards	Behind buildings, can count street and shared parking, community services requirements reduced by half
Entries, Facades	No requirements	Entries on public street/sidewalk, separate entries, no undifferentiated walls,
Landscaping	15% of total site area, buffer parking, etc.	Purpose to orient to the street, integrate with ped facilities, buffer parking, etc.-- 15% of area not building footprint

The Oak Grove Community Transportation and Growth Management Plan

	Existing Zoning M-R 1 (Multifamily)	Comparable Proposed under Plan Town Center Residential (apartments, mixed-use)
Primary Uses	Apartments @12 units per acre, mobile home courts	Apartments @ 18 units per acre, townhouses, row houses, duplexes, etc.
Limited Uses	None	Office, retail, service uses if developed in conjunction with apartments -- 50/50
Conditional Uses	Churches, other usual CU uses	Churches, other usual CU uses
Prohibited uses	New Single family houses, existing single family may remodel and expand, other uses not specifically allowed	New Single family houses, existing single family may remodel and expand, other uses not specifically allowed
Front Yard Setback	20 ft minimum	0 - 18 foot front yard setback,
Other setbacks	20 ft	Not required except when abutting a existing single family house, then 15 feet, building separation of 20 ft required otherwise
Building height limit	None	None except when abutting less restrictive district or single family house, then 35 ft
Parking	1.5 per unit	1.5 per unit, can count on-street parking, rear or side of building, landscape buffer, except row houses who can park in driveway
Entries, Facades	No requirements	Entries on public street/sidewalk, separate entries, no undifferentiated walls
Roofs, materials	No requirements	Hipped or gambrel roofs, no T1-11 siding
Long, large lots	No requirements, can block off community access	All structures visible from street or posted, orient to street or courtyard visible from the street, new streets if possible
Landscaping	Purpose is buffering, variety, outdoor activity areas, 25% of total land area	Purpose to transition from public space, recreation area, visual variety, buffer existing single family houses, 25% of total land area

The Oak Grove Community Transportation and Growth Management Plan

	Existing Zoning	Comparable Proposed under Plan
	R-7, R-8.5, R-10	R-5
Primary Uses	Single family houses, comonwall up to 20%, manufactured houses, parks, etc.	Single family houses, comonwall up to 20%, manufactured houses, parks, etc.
Accessory Uses	Garages, etc.	Garages, etc., accessory residential units (Granny flats)
Conditional Uses	Duplexes, triplexes, churches	Same as other low density residential zones
Densities	7,000 sq. foot to 10,000 sq. ft lots	5,000 square foot lots
Front Yard Setback	22-25 foot minimum	10 ft minimum for house, 20 ft min for garage
Other setbacks	vary -- see ordinance	proportional to other low density residential zones
Building height limit	35 feet	35 feet
Parking	1 per house	1 per house, 1 per accessory unit located near unit
Special requirements of Accessory units	Not allowed	50% to 720 ft, garage or house structure only,
Flag lots	Allowed, no design requirements	Allowed, required to be visible from the street or addresses posted, connected to street with sidewalk

OAK GROVE TOWN CENTER PROPOSAL ADDITIONAL PROJECTED HOUSEHOLDS AND EMPLOYMENT BY 2040

The Table below compares the estimated household and employment growth on existing vacant and redevelopable land in Oak Grove's proposed Town Center Commercial (TCC) and Town Center Residential (TCR) zones.

COMPARISON OF 2040 TOWN CENTER CONCEPT AND PROPOSED OAK GROVE TOWN CENTER ZONING CAPACITIES WITH CURRENT ZONING CAPACITIES

	ESTIMATED ADDITIONAL HOUSEHOLDS BY 2040	ESTIMATED ADDITIONAL EMPLOYMENT BY 2040
Growth Under Current County Zoning	170	98
Growth Expected with 2040 Concept Zoning	310	903
Growth Expected with Oak Grove Subcommittee Proposal	437	320

Developed properties are excluded from this table and their densities are assumed not to change between now and 2040. Vacant properties are assumed to develop to the zoning capacity.

Revelopable properties are those parcels where the ratio of improved land value to total property value is low in relation to surrounding properties. Because these properties are undervalued in relation to their neighbors, there are likely to redevelop.

CAPACITY ON VACANT AND REDEVELOPABLE ACRES

TOWN CENTER COMMERCIAL

	ACRES		DENSITY (/acre)		CAPACITY	
	VACANT	REDEVEL	HH	EMP	HH	EMP
Existing Zoning *	1	2.1	6	78	20	21
2040 Proposed Density	1	2.1	12	35	37	109
Oak Grove Plan Density	1	2.1	9	30	28	93
*existing zoning assumed 70% single family, 25% Multi-family, and 5% Commercial						

TOWN CENTER RESIDENTIAL

	ACRES		DENSITY (/acre)		CAPACITY	
	VACANT	REDEVEL	HH	EMP	HH	EMP
Existing Zoning *	9.3	13.4	6	56	1.6	149
2040 Proposed Density	9.3	13.4	12	35	35	272
Oak Grove Plan Density	9.3	13.4	18	10	409	227
*existing zoning assumed 60% single family, 35% Multi-family, and 5% Commercial						

APPENDIX A

GLOSSARY OF ADDITIONAL MATERIALS DEVELOPED WITH THIS PLAN

As part of the planning process, a number of additional materials have been produced which, due to their volume or physical size, cannot be included in these plan document. These materials include:

ISSUES REPORT

The issues Report is a documentation of the community issues identified at the "Issues Jam" on November 3 , 1994. Additional community issues that arose during the action planning process and at the public meeting are included in the "Issues and Opportunities" section of the Plan.

INTERVIEW SUMMARIES

A summary of the 16 interviews conducted of businesses in the business district and other key institutions in the area during the months of January through March, 1995.

SCIENTIFIC SURVEY

A scientific telephone survey was completed of residents of Oak Lodge in February, 1995. Highlights from this survey are included in Appendix C.

MAPS

The following maps were produced at a large scale:

- Land Use in Oak Grove, Spring, 1995
- Land Values per Acre, based on County Assessor Records, Spring, 1995
- Housing Units per Acre, Spring, 1995
- Current Comprehensive Plan/Zoning, Spring, 1995
- 50 year Vision
- Proposed changes to the Comprehensive Plan, Spring, 1995
- Tax lots currently zoned Single Family which are proposed for change to TCC or TCR in the proposed plan, Spring, 1995
- Downtown Issues Map

APPENDIX B -- PROJECT SCHEDULE

October 1994	Kicked off the plan with two broad community meetings. We had already done a series of coordination meetings with agencies and CPO.
January 1995	Staff completed a series of interviews of businesses in the downturn.
February 1995	Began a series of 5 subcommittees meetings to develop "action Plans" for Transportation, Downtown, and Land Use. Subcommittee memebbers were community residents and stakeholders who had participated in the earlier public process.
February 1995	A professional survey firm completed a telephone survey of a 340 randomly selected households, asking various questions, mostly relating to walking and bike usage.
March 1995	An article on Oak Grove was published in the Oregonian Neighbors section, including a discussion of this plan
May 11, 1995	Took the "action plan" concepts to the general public at a public meeting
May 25, 1995	Meeting of the action planning sub-committees to incorporate ideas and concerns from the broader public.
June 1, 1995	Second broad public meeting to hear about and explain the plan
June 22, 1995	Meeting of Action Planning committees to review draft plan document, incorporated citizen concerns/ideas.
June 30, 1995	We are required to send a plan document to the granting agency. If we don't have community concensus, this will be a draft plan.
Summer, 1995	If there is controversy, we will continue meeting with the public until we come to some resolution
Fall, 1995	Take the Plan, and especially the Comprehensive Plan/ZDO components to the Planning Commission for public hearings and adoption. We hope to take the plan through the forum provided by the Oak Grove Community Council at the same time.

APPENDIX D -- SUMMARY OF CITIZENS COMMENTS

- *Summary of the May 11, 1995 Public Meeting Comments*
- *Summary of the June 8, 1995 Public Meeting Comments*
- *Detailed notes from June 8, 1995 Public Meeting*

The Oak Grove Transportation and Growth Management Plan

Summary of Written Comments from the Public Meeting May 11, 1995

The Good	The Bad	The Other
Fixing up the Downtown	Unwillingness of county staff to listen to the community	Control speeding cars not build sidewalks
Sidewalks in Downtown	Subcommittee members are nonresidents	Explore tradable development credits
Defined parking in downtown	Increase in apartment zoning in Oak Grove is inappropriate and does not enhance the community	What is it going to cost the individual tax payer
Fixing up the buildings in an historical manner	High density would increase crime	Slow traffic down
The trolley concept	Parcelling out Oak Grove into cheap T1-11 clad subdivisions	Do not cut down large valuable specimen trees
The possibility for a better community	Do not rezone because it may devalue existing property values of single family homes	Incorporate native plants along the trolley line
Sidewalks on the East West Streets between McLoughlin and River Road	Suspicious of Real Estate/ Development Motives	Assessments of large yards will be considered Multifamily and raise the tax bill
Access ways rather than new streets	Large scale apartments on the West Side of River Road	Existing Multi Family units in the area is why people are scared of apartments
Walkways along major arterials	Smaller lots along Laurie Avenue	Retention of the country atmosphere
Recreational trail along the trolley line	Sidewalks and curbs which do not allow water to filter	No more than two story buildings in downtown
	Do not need more sidewalks	No adult video stores or illicit dancing establishments
	Do not need more apartments	Plan for wildlife along the trolley line
	Do not connect McLoughlin to River Road	Where are the options and \$\$ amounts?
	Oak Grove residents do not want High density development in contrast with the "business leaders"	More shade trees
		Consider a Skill center class for helping with planting etc.
		Oak Grove just the way it is

The Good

The Bad

The Other

This plan needs to be based on something more substantial than a request of the "Oak Grove Business Leaders"

Overgrown hedges and gravel drives
Control the speeding on Concord Road

The focus for greater intensity should be Milwaukee not Oak Grove

Provide good paying jobs in the downtown

Not a large enough attempt to inform the home owners

Sidewalks along Laurie and Fair Oaks

Like more than 15 minutes to comment

No sidewalks and widening less on travelled streets

Preserve the open space of the large back yards in Oak Grove rather than maintaining the urban growth boundary which mainly preserves privately owned farmland

Keep the area as unpopulated as possible

NO DEVELOPMENT

Why not leave Oak Grove alone?

OAK GROVE COMMUNITY TRANSPORTATION AND GROWTH MANAGEMENT PLAN
PUBLIC MEETING HELD JUNE 1, 1995

THE FOLLOWING IS A SUMMARY OF THE COMMENTS, QUESTIONS OR CONCERNS
MADE BY THE COMMUNITY RESIDENTS, BUSINESS OWNERS OR OPERATORS.

1. WE DO NOT WANT MORE TRANSIENT POPULATION IN OUR COMMUNITY.
2. WE WANT TO TAKE A VOTE OF THE COMMUNITY TO SEE IF WE WANT TO
EVEN CONTINUE THE PLAN IN ANY FORM AT ALL.
3. DO WE GET TO VOTE AT ALL?
4. WHO ARE THE COUNTY STAFF, AND WHAT QUALIFIES THEM TO PLAN OAK
GROVE? THEY WORK FOR CLACKAMAS COUNTY.
5. WHO STARTED THE PLAN? ANS: CLACKAMAS COUNTY
6. HOW MANY OF THE COMMITTEE LIVE IN OAK GROVE? ANS: 15 OUT OF 20
(APPROX.)
7. WHERE IS THE MONEY COMING FROM, AND CAN WE BETTER UTILIZE THIS
MONEY IN AREAS WE WANT TO SEE IMPROVED?
8. THE COUNTY DID NOT GET A FAIR REPRESENTATION FROM THE
COMMUNITY FOR INPUT?
9. OAK GROVE HAS BEEN A CASE STUDY BEFORE WITH R-7, NOW YOU WANT
US TO BE ANOTHER CASE STUDY FOR R-5.
10. IF ENOUGH PEOPLE SAY "NO" TO R-5, WILL YOU PROCEED WITH THE
PLAN?
11. WHAT TIME FRAME ARE WE LOOKING AT BEFORE METRO DETERMINES
REGULATIONS? ANS: 8 MO. TO 1.5 YRS.
12. WHAT IS THE PROCESS FOR CONVERTING EXISTING SINGLE FAMILY
DWELLINGS TO THE PROPOSED ZONE OF MULTIPLE FAMILY DWELLINGS?
ANS: IF THE CURRENT OWNER WANTS TO CONVERT THEY MAY DO SO.
13. WHY OAK GROVE? WHY NOT LAKE OSWEGO, GLADSTONE, MILWAUKIE?
14. IT SHOULD BE MANDATORY FOR THE COUNTY TO DO A COMPLETE
MAILING TO ALL CONCERNED RESIDENTS AND BUSINESS OWNERS.
15. PLEASE DO NOT FIX SOMETHING THAT IS NOT BROKEN.
16. WHAT WILL THIS DO TO OUR TAXES, AND COST OF LIVING?
17. LETS TALK TO OUR LEGISLATORS, WE WANT MORE TIME THEN JUNE 30,
1995 TO FIND OUT WHAT OUR COMMUNITY REALLY WANTS. WE SHOULD ALSO
USE A LARGER STUDY AREA.

18. COULD WE DO A PRESENTATION AND SURVEY THAT IS MORE SPECIFIC TO THE PLAN AND THE CHANGES THEN THE ONE DONE BY THE COUNTY?
19. ON TWENTY YEAR VISION THEIR IS R-5 AND ON THE FIFTY YEAR PLAN THEIR IS EVEN MORE R-5.
20. HAS THERE BEEN A COST STUDY FOR SEWER, SCHOOLING, ETC. FOR THE NEW PROPOSED DENSITY.
21. WE ARE ALREADY AT CAPACITY FOR OUR SCHOOLS. WE DO NOT WANT MORE.
22. WHAT'S UP WITH THE BOAT RAMP.
23. WHAT WAS THE POPULATION 50 YEARS AGO.
24. WHY MAKE A PLAN FOR PEOPLE WE DON'T WANT. LET US HAVE A SAY.
25. MORE PEOPLE THAT ARE NOT "VESTED" IN OAK GROVE ARE NOT WANTED.
26. WE WANT TO MAKE OUR OWN PLAN.
27. IS THIS PROGRAM GENERATED FOR BUILDERS TO MAKE MORE MONEY?
28. WE DO NOT VIEW THIS AREA AS URBAN, AND WE DO NOT WANT TO BECOME URBAN WITH INCREASED POPULATION.
29. AS A BUSINESS OWNER, WE HAVE NOT GIVEN OUR APPROVAL AND SUPPORT TO THIS PLAN, AND DO NOT APPRECIATE THE ILLUSION THAT WE HAVE.
30. DO NOT TAKE AWAY OR REDUCE OUR PARKING IN DOWN TOWN, IT IS HARD ENOUGH FOR CLIENTS TO GET IN AND OUT NOW.
31. DO NOT PUT IN MORE LOW INCOME RESIDENTS.
32. INCREASING DENSITY IS NOT GOING TO DECREASE AUTO TRAFFIC, SO HOW DO YOU PLAN TO GET RID OF THOSE NEW ADDITIONAL CARS.
33. WE DO NOT WANT "NEO-TRADITIONAL STYLES" WE DO NOT WANT TO GO BACK IN TIME, BUT RATHER FORWARD.
34. HOW CAN WE SOLVE OUR URBAN PROBLEMS WITH OUT RUINING OAK GROVE? WE WANT THE CHANCE TO DECIDE.
35. WE DON'T WANT MULTIPLE DUPLEXES.
36. R-5 WILL ALLOW GRANNY FLATS, SO ITS REALLY R-2 1/2. WE DON'T WANT GRANNY FLATS.
37. WE DO NOT WANT RESIDENTIAL ABOVE COMMERCIAL.
38. IF WE DON'T WANT THE PLAN, WE HAVE TO TELL THE COUNTY.

39. WE "THE COMMUNITY" STILL DO NOT UNDERSTAND ENOUGH ABOUT THE PLAN. PLEASE HELP US BY PROVIDING DETAILED INFORMATION THAT WE CAN UNDERSTAND.

40. WILL THERE BE A TRAFFIC ENGINEER REVIEWING THE PLAN.

41. IF WE IMPLEMENT THIS PLAN CAN WE STOP METRO FROM COMING IN AND MAKING THEIR PLANS FOR OUR COMMUNITY.

42. WILL THE CPO GET A COPY OF THE PLAN.

43. WILL THE CPO TELL US WHEN WE CAN TESTIFY AGAINST METRO.

44. MASS TRANSIT WILL STILL NOT PROVIDE SAFE, EFFICIENT, AND EFFECTIVE TRAVEL FOR WHERE WE WANT TO GO. WE WANT TO USE OUR CARS.

45. WE NEED SAFETY FOR OUR CHILDREN.

46. WE NEED MORE PARKING IN DOWNTOWN NOT LESS.

47. WE DO NOT WANT 8' SIDE WALKS ON OAK GROVE BLVD.

48. WE DO NOT WANT SIDE WALKS ON OUR RURAL STREETS, WE LIKE THE COUNTRY ATMOSPHERE, THAT'S WHY WE LIVE HERE.

49. WE NEED TO PUT IN A PARKING AREA.

50. WE NEED TO LET DON MORISSETTE KNOW HOW WE FEEL, WE ARE NOT IN AGREEMENT WITH THE COUNTY AND WE WANT MORE INPUT IN THIS PLAN.

51. SPEED BUMPS ARE LESS EXPENSIVE THAN A COMPLETE CHANGE, AND MORE EFFECTIVE.

52. NO CHOICE-WE DON'T HAVE TO CONVERT BUT WE HAVE TO PAY THE CONSEQUENCES IN INCREASED TAXES AND COST OF LIVING.

Oak Grove Meeting

Minutes

June 1, 1995

Maggie Dickerson gave a recap of the subcommittee and meetings. About 20 percent did not attend the May 11th meeting, so we have some without previous knowledge.

Introduction of Committees.

Introduction of Bob Woldt. Oak Lodge CPO meets every fourth Wednesday.

Introduction of staff.

Introduction of Don Morisette's representative.

Kristen Stallman: Reviewed comments from last public meeting on May 11th. Agreement - PTC line s a trail. Control speed not sidewalk building. Unwillingness of staff to listen to residents. Fear high density. Large apartments - or apartments in general. No new development.

Public can add comments via comment sheets at back of room.

Other comments: save trees, no changes to Oak Grove.

Maggie will clarify Plan Elements:

There was general agreement with: the Town Center revitalization and the transportation committee's recommendations. Fear of growth and increase of density via apartments or confusion over Comprehensive Plan vs. 50-year Vision. Maggie comments that proposed R-5 single family probably develop so slowly that for the time most residents live in Oak Grove, it wouldn't be noticeable. Also, the County is required to plan for a 20-year housing supply.

Maggie gives a 50-year Vision description. More intense horseshoe zone with 99E gateways. She described proposed zoning on wall maps.

20-Year Plan Summary

1. Revitalize Central Commercial
2. Trolley Line Trail may be under construction
3. A pedestrian network that connects to the core.
4. Transit East-West on Oak Grove Boulevard.

5. McLoughlin major transit stops on Concord, Courtney, and Oak Grove Blvd.
6. Zero setbacks for Town Center commercial and apartments
7. Three new zone categories.

Orange - TCR - 25 units/acre reduced to 18 units/acre

Yellow - R-5 Single Family Residential

Maroon - TCC new commercial closer to street with apartments above

Summary: No major changes over current zoning for next 20 years. The proposed Town Center Commercial zoning overlays on current commercial apartment zoning and only a very small amount of single family. The R-5 proposed zones are currently R-7 zoning which has lots platted at 5,000 square feet, so there's no difference in density. There is confusion on the current number of units. 4006 existing units. Maggie stated that the 20-year Comp. Plan changes would result in only a small increase over current zoning.

Changes made since last meeting:

Subcommittee recommendations - 25 units/acre reduced to 18; and 2-3 story height limit. Mother-in-law apartments allow in R-5 zone - not resolved. Only in owner occupied housing.

Resident: Show existing zoning. Maggie reviews existing on color map. Commercial along 99E. MR-1 and R-7 predominant residential with R-10 along River and R-20 area. Old Historic Core. Zoning doesn't match what's there now.

Changed MR-1 to get more apartment intensity.

Resident: High Density not wanted and don't want to live in high density. Fix Oak Grove okay, as long as you have anything that people would want. 70-year resident. Crime, violence, dopers--apartment people, poor parents--put them somewhere else...much applause. Says it's run down--Esther Olsen at Silver Springs and Arista Drive.

Question: Make River Road the boundary for proposed changes. Maggie says where radiator shop is.

Maggie - What's next? Will meet with citizens until consensus is reached.

Comment - Why continue with meetings? Take a vote - don't want government on their necks. Numerous comments that more meetings won't change residents' minds.

Residents wants to know Clackamas County staff -

- a. Qualifications
- b. Experience
- c. Employer - our boss.

Who started project?

Maggie: Clackamas County took advantage of ODOT and Metro grant monies.

Loses control - Brenda asks to slow down.

Where is the money coming from to do this plan, if you can't pave existing streets?

Local business owner - Maggie explained Plan too fast. Felt survey was skewed from where the plan was heading.

Any case studies?

Maggie - No, this is pretty new. R-7 case study. Maggie maintains that we don't have one. Pat wants to do a vote and see if County would avoid R-7 - if people in room voted no!

Norm Scott - If public doesn't want it, we won't continue with the plan. But Metro planning process is currently going on. You may have to go to Metro. You can kill it now, but further down the road you'll have to deal with Metro regulations. We won't have a legal choice then. Growth will happen somewhere.

Question: Metro time frame. Starts first of year and continues another 18 months. (Metro rule adoption process).

Question: What has Metro done up to this point? Over the last year, Metro has been doing public process. They made a great effort - public has agreed that we don't use more farm land, we add more density. Metro spent 1/2 million on public campaign. Public agreed to more density in urban area.

Resident: Can we vote on it?

Norm - not directly. There is a public process for input, however.

Explains Comp. Plan process in 1979 was contentious - state law requires us to plan.

One person wants moderator to have one person talk at a time. Norm wants to discuss Plan changes - Explains single family - in 90 percent of area there is no change at all. R-7's are where R-5 was platted long ago. This zoning recognizes the plat density - just acknowledges what is there. Norm reiterates that the 50-year vision is not adopted. Only the 20-year zoning changes would become part of the County's Comp. Plan.

Other proposed multifamily and commercial are multifamily and commercial now. These changes are not radical and may be easier than Metro proposals.

Norm shows net change map - only a handful of lots are going to higher density.

Question: On the change map, where will density go up? Norm provides more detail. Resident says three-story height limit is too high.

Question: What about single family homes currently in MR-1 and C-2? Won't the proposed changes affect them? What's the process for conversion?

Maggie says these homes might convert and can convert now. These are private properties - only property owner can make the choice.

Resident says zoning is insidious and can spread. Even though we say there's no change there will be.

Norm - that zoning was done in 1978, was not secret, and was loud and contentious.

Question: Why is Gladstone, West Linn, and Oregon City ? Says we're dumping 9,000 persons into his back yard that have no ownership in the area.

Question: How can we be urban when we're unincorporated?

Maggie - 80,000 persons live in the County's urban unincorporated area.

Question: Group wants a mass mailing to all residents.

This plan is an experiment on guinea pigs in this area. Got the money to do fancy maps - wants us to give back money and not fix something that's not broke.

Question: People are concerned this plan will increase the cost of living. What is the cost of living for not converting?

Question: Prepared speech: Person was involved in 1978 Comp. Plan effort. Feels it is off center because of too many layers of government. Feels public is at the bottom. Recommends legislative meetings once a month. Feels Metro is sneaking the TPR (anti auto) flows down to local government. Mentions ODOT study. Money from Washington DC to Salem to Clackamas County. Says we're the victims. Feels we need more time before giving anything to ODOT for their money. Says Oak Grove doesn't want any more density. He wants study to improve Oak Lodge area. Wants these Washington monies to go to where they should in Oak Grove - Rattle saber with politicians.

Question: Wants to present survey to Clackamas County and wants more scientific, specific questions than what we had. Wants to do another poll for where bike money should go.

Committee formed and will meet at Oak Lodge Council, 7:30 June 28th (Wednesday), Sanitation District Building.

Question: Wants to know if 20-year plan still has the R-5? Said this was backed off from 50-year plan. Mentions 50-year Plan - was a cost analysis done? What is impact of sewer/water?

Maggie: Sewer and water providers say they can serve.

Schools?

Not a problem because proposal is not that much over the existing zoning. Schools say they have more land for expansion.

Question: North Clackamas School District person says schools are too full. Says schools bulging at the seams and not enough teachers. How will this plan make it easier to live?

Boat ramp - what's happening - it's a County park - no plans for it now. It's an inadequate facility. We propose just a cleanup. Maggie mentions it's 80 feet wide which residents dispute.

Question: One resident says we're making plans for new people whether Oak Grove wants them or not. What was the population in Oak Grove 50 years ago. Staff: Don't know, was much smaller.

Question: More people means more problems. Non-property owners won't care as much - apartment dwellers. Where's our protection to have input on a continuing basis when there's no direct government? Wants locals to have an apparatus to make plans for themselves. Maggie says Oak Lodge Community Council does this--Bob Woldt. Is the forum (CPO)? They know what their children want and these children don't want urban. Says this is a plan for developers.

Question: Lady fears plan having commercial area in contact with a school.

Question: Hairdresser - initially thought this was just a plan for walk trails and promoting business. Lady moved here because it's small. Mentions her interview in paper. Feels she was misrepresented in article. Says she's not in favor of plan and doesn't want apartments like the one that burned down behind her. Concern about what will happen behind her like a mobile home park. She'd like a nice historic home. She hates boxy little duplexes. Never should have cut down oak trees. She has concerns about 8-foot sidewalks in front of her business. Dislikes loss of parking and that it affects her business. No more apartments. In favor of beautification.

Question: Alternative to auto - transportation - how will we discourage autos with this plan? More density means more traffic? How to slow traffic on Oak Grove Boulevard?

Question: This plan offers just one alternative - one vision. He asked for other visions and alternatives. The plan is based on neotraditional concept done by California architect, which designs cities the way they used to be. Back then, people walked because they didn't have cars. Low density means low traffic. Wants 20-year plan to achieve low density design. Says we can solve it while not affecting Oak Grove.

Question: Monitoring the Plan: What we can do after County does their own thing? Apparatus is the Oak Lodge Community Council (CPO), which has recognized a subcommittee for monitoring and helping locals keep involved and give input. Discusses need for residents to make their own plan and giving it back to the County.

Question: Boundaries: River Road was mentioned as a boundary with exception of radiator company (where changes would end). There's been a proposal for multiple duplexes between River Road and SW Laurie. Why weren't people told - who's the company doing these several duplexes?

Maggie: It's not yet an official proposal. This proposal hasn't gone formal and to the CPO. It wouldn't be allowed under the TCC proposed zone - it was changed since the last meeting per committee request. Maggie explains the 3 zone types again.

Question: Resident wants to make sure people leave tonight with sense of how people feel about the plan.

Issues - downtown design, required street curbs and sidewalks.

Resident agrees we want safe pedestrian and to have alternative modes of travel, but he doesn't want R-5 near him. Mentions TCR zoning in fore of downtown with living units above commercial. He feels Metro will push this hard. Resident discussed densification. Says that R-5 granny flats is really R-2.5.

Solution - Norm said no Town Center Design standards if it's not wanted. Mentioned the June 28th meeting at Oak Lodge Community Council at Sanitation District.

Laurie Avenue Resident: Confused about what plan is. Seems to trade sidewalks for getting downtown fixed up. Some discussion of current requirements. Norm describes that meeting this week investigating new standards for local streets and sidewalks. Norm states we have listened to public on local sidewalks and are investigating alternatives for low volume streets.

Discussion of requirement for sidewalk and frontage on Oak Grove Boulevard. Wants methods to slow down traffic near schools.

County: We had no plans for parking reduction in the downtown plan. May lose a couple of spaces where pedestrian bulbs occur. It doesn't have to put it in. Slows down traffic and adds to safety.

For the next meeting information package - should we do a mailing or fliers? Norm says we may just not have another meeting and drop it.

Would this stop Metro? No, but a compromise plan may help. This community would be the last one we would implement new Metro regulations - if we recently passed a plan. This could delay something much worse coming down the line - from Metro decision.

Question: Resident that's an engineer says necking down travel lanes does slow down traffic - favors other alternatives like speed bumps and 5-6 foot sidewalks. Parking - says we lost 20 percent of current spots when it's already too short. Says businesses need more.

Norm: We'll look more into this.

One resident wants a parking lot where the burned out house is now.

Question: Metro wants to stop us from driving, but mass transit takes too long to get to Canby and outer areas.

Norm mentions discussions at State and DEQ using alternatives such as employee regulations: car pooling, parking restrictions, etc.

Question: Does Metro have authority over the County

Yes:

1. State legislature gave it to them.
2. Public voted for Metro charter.

Can we vote Metro out of existence?

Resident wants to send copy to Don Morissette at Metro Council.

Explain 2040 Business Committee. Resident says Metro has 20 members chosen for committee to study proposed 2040 plan and write to commissioners.

Question: Lady argues we need sidewalks on main roads to keep children safe, and we need methods to slow east-west traffic.

Question: Downtown subcommittee member: Cranston Machinery's concern is for narrowed sidewalk and bump outs on ends of blocks. They have 3 shifts, 113 employees - 7 a.m. is the first shift. Cranston apologizes to the businesses that lose parking. Propose garbage cans, benches for elderly walkers - let's not lose these parts of the plan.

Question: Parking issue - Need more parking lots - should be part of plan instead of multifamily.

Question: Parking - Downtown Oak Grove is dead. This area's businesses will all go to 99E. Wonders why people don't park on Maple instead of Oak Grove Boulevard all the time. Says River Road should be of concern.

Question: Everyone should read Metro write-up and deal with growth. Says Oak Grove council good but need to do more research. Europe exchange students - so dense they had to use transit. Can't stop growth unless we institute stiff birth controls. Need to find out what will work best - do some thinking and not just express emotions.

Question: Lady has phone number for Don Morisette.

Question: Business owner wants to say we hope we heard the feelings and what people said.

Bob Woldt, CPO: June 28th meeting - Agenda will give 10 minute to development by fire department. Oak Lodge Community Council is 3 times larger than Oak Grove study area. Proud of public showing interest. 18 years and very poor participation.

APPENDIX E - CITIZEN'S PLANNING ALERT

- *Distributed door to door before May 11, 1995 Public Meeting.*

Oak Grove Planning Alert

Clackamas County is preparing an "Oak Grove Transportation and Growth Management Plan." Among other things, the plan may call for:

- Turning Oak Grove into a *high-density, mixed-use urban development* so that the population can increase from 11,000 today to as high as *50,000 people*. This means:
- Zoning much of the area around downtown Oak Grove to *multifamily dwellings—meaning no one would be allowed to build new single-family homes in this area.*
- Zoning a larger area to R-5 (5,000-square-foot lots), *allowing many properties in Oak Grove to be subdivided into 50-by-100 foot lots.*
- Rezoning Oak Grove Boulevard between McLoughlin and Rupert to "mixed-use," *encouraging more commercial development of this historic area.*
- Building new streets or pedestrian ways through *existing properties.*

A Public Meeting on May 11, 1995

may be your *only* chance for input before the plan is presented to county commissioners on May 25.

Please come to the public meeting at 7:00 pm, Thursday, May 11, in the Oak Grove Elementary School Auditorium.

Dear Neighbors,

When we first heard about a transportation and growth management plan for Oak Grove, we thought, "That's a good idea. We need to protect this area from too much growth." But our neighbor, Jeanne Johnson, talked us into going to a planning meeting where we were stunned to find that the planners' idea of "growth management" was very different from our own.

At the meeting, planners talked a lot about "densifying" Oak Grove. Planners seemed to think that if they pack more people in, more people will walk or take the bus and fewer will drive. But with double or quadruple the cars, we won't want to walk the streets as much as we do today. Planners cited Portland's Hawthorne district as an example of what they thought a neighborhood should look like. *Do you want Oak Grove to look like this?* We sure don't.

We don't object to the current zoning; only to higher density zoning. Please come to the meeting on May 11 and *just say no* to a higher density Oak Grove. If you have any questions, feel free to give one of us, your neighbors, a call. Or, if you want to talk to one of the planners, call Maggie Dickerson at her office, 650-3358. She says she will be glad to answer questions.

Mark May 11 on your calendar now. See you at the meeting!

Randal O'Toole and Vickie Crowley
652-7049

John Adams and Diana Thompson
653-8269

APPENDIX F -- HIGHLIGHTS OF TRANSPORTATION SURVEY

- *Conducted in February, 1995 to 340 residents by Moore Information.*

SUMMARY

A majority (59%) of Oak Grove adult residents walk in their neighborhood several times a week or more often. Recreation is the primary reason for walks, and almost half the walkers have no regular destination.

- The major problem encountered for walkers in Oak Grove is a lack of sidewalks and/or walking space on major streets.
- A majority (57%) say walking to shopping areas on McLoughlin Boulevard is easy for them.

By contrast, just 13% of Oak Grove adult residents bicycle in their neighborhood several times a week or more often, and 63% never ride bikes. Recreation is the primary reason for bicycling, and a plurality of bikers don't have a regular destination.

- Lack of shoulders and/or bike lanes are the major problems encountered by bikers in Oak Grove.
- Bicycling to shopping areas on McLoughlin Boulevard is easy for most (66%) bikers in Oak Grove.

On other issues,

- Construction of a trail for walking and biking on the old Portland Traction Line was favored by 65%.
- Oak Grove is perceived as a "suburban area" by a solid majority (63%) of area residents, but others are more likely to consider it a "small town" (22%) or "the country" (5%).
- Most Oak Grove residents (72%) are not concerned about crime while walking or biking, but 28% do have concerns.
- A majority of Oak Grove residents would like to see a community activity center in downtown Oak Grove, but a plurality opposed a coffee shop/deli, and solid majorities opposed a supermarket, laundromat, dry cleaner, video rental store and a hardware store.

WALKING IN OAK GROVE

Walking Patterns

In Oak Grove, 27% of the adult population walk around their neighborhood at least once a day. Another 32% does so several times a week, meaning that almost six-in-ten adult residents (59%) walk around their neighborhood several times a week or more often. At the same time, 16% said they walk in their neighborhoods once a week, while 13% walk less often, and 12% said they don't walk at all. Interestingly, men are more likely to be frequent walkers (34% once a day or more often) than women (22%). But not surprisingly, the incidence of area residents who don't walk was higher among those age 55 and older than it was among younger area residents.

By contrast, more than four-in-ten (43%) children age 6-19 walk around their neighborhood at least once a day, while another 24% walk several times a week.

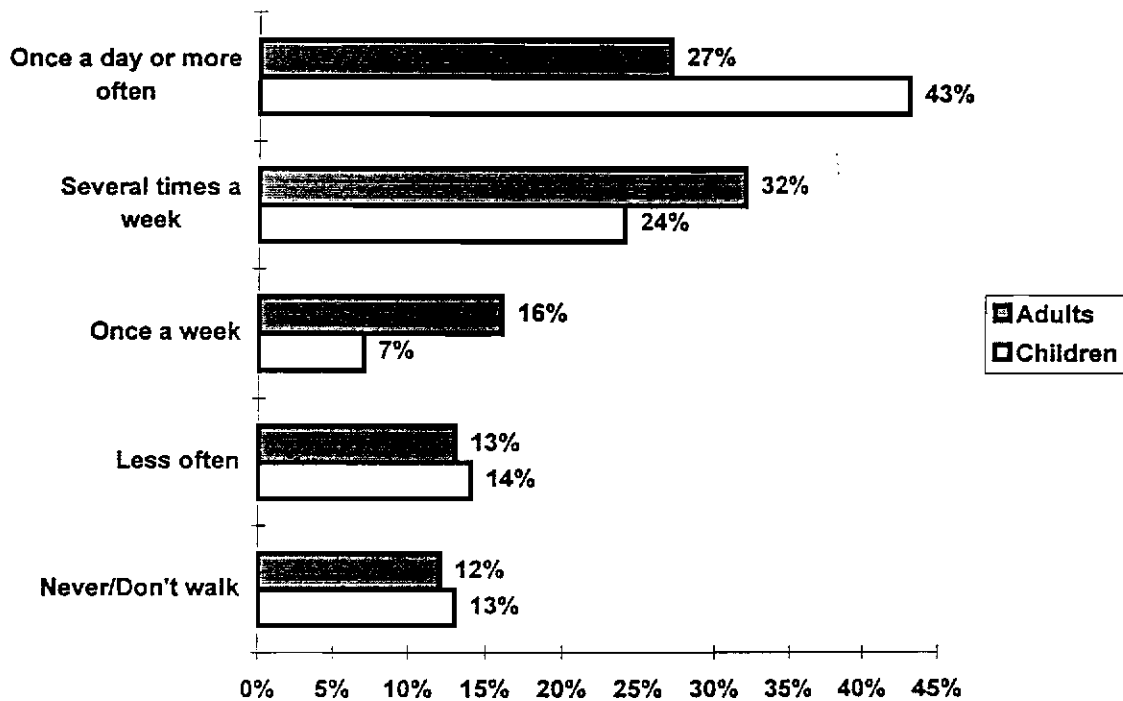
Recreation is the primary purpose for neighborhood walks in the Oak Grove area. Almost three-in-four (72%) adult walkers said they did so for recreation. That was distantly followed by walking for exercise/health (15%), shopping (14%) and to visit neighbors (11%). Children also walk for recreation (58%), but they walked more often than adults to visit neighbors (54%) or to go to school (47%). Recreation was the primary purpose for walking among all adult age groups and among both men and women who walk in the Oak Grove area.

A plurality of the adult walkers in the Oak Grove area (41%) had no regular destination in mind when they walked, but for a quarter (26%) the local grocery store was the most frequent destination. Other adults were destined for other stores or the mall (8%), neighbors and friends (6%), the Willamette River (4%) or school (4%). The most frequent destination for children was school (42%), to see friends or neighbors (29%) or to go to the store (27%).

River Road was the street (31%) most frequently walked by adults, followed by Oak Grove Boulevard (13%), McLoughlin Boulevard (9%), Arista (9%), and River Forest (7%). Others walked on Park Avenue (6%), Risley (6%), Courtney (6%), or Concord (5%). Children preferred River Road (27%), followed by Oak Grove Boulevard (16%), Concord (9%) and Risley (9%). Others walked on Swain (8%) and McLoughlin (6%).

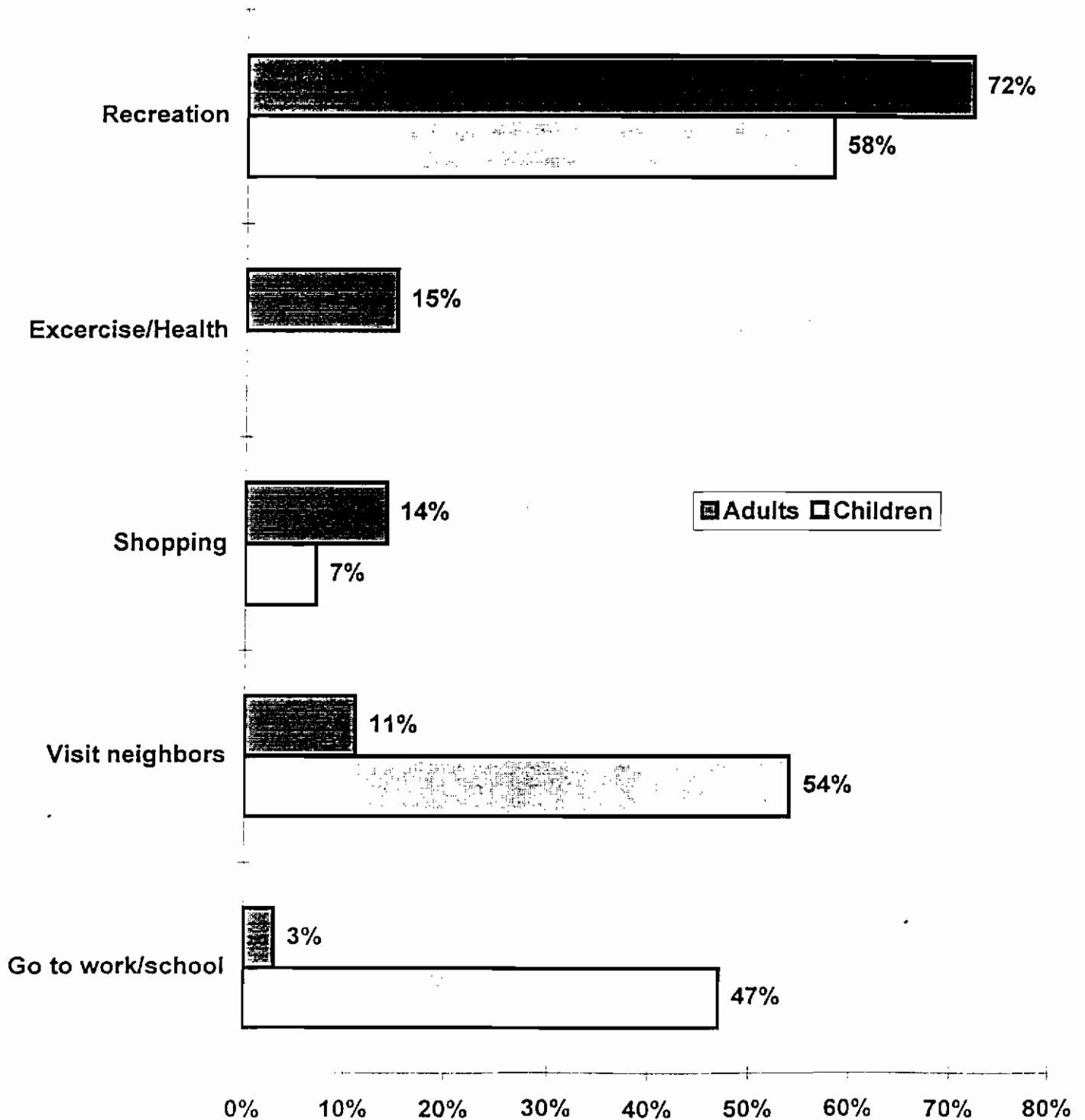
WALKING PATTERNS IN OAK GROVE

"How often do you/your children walk around your neighborhood, outside your own yard?"



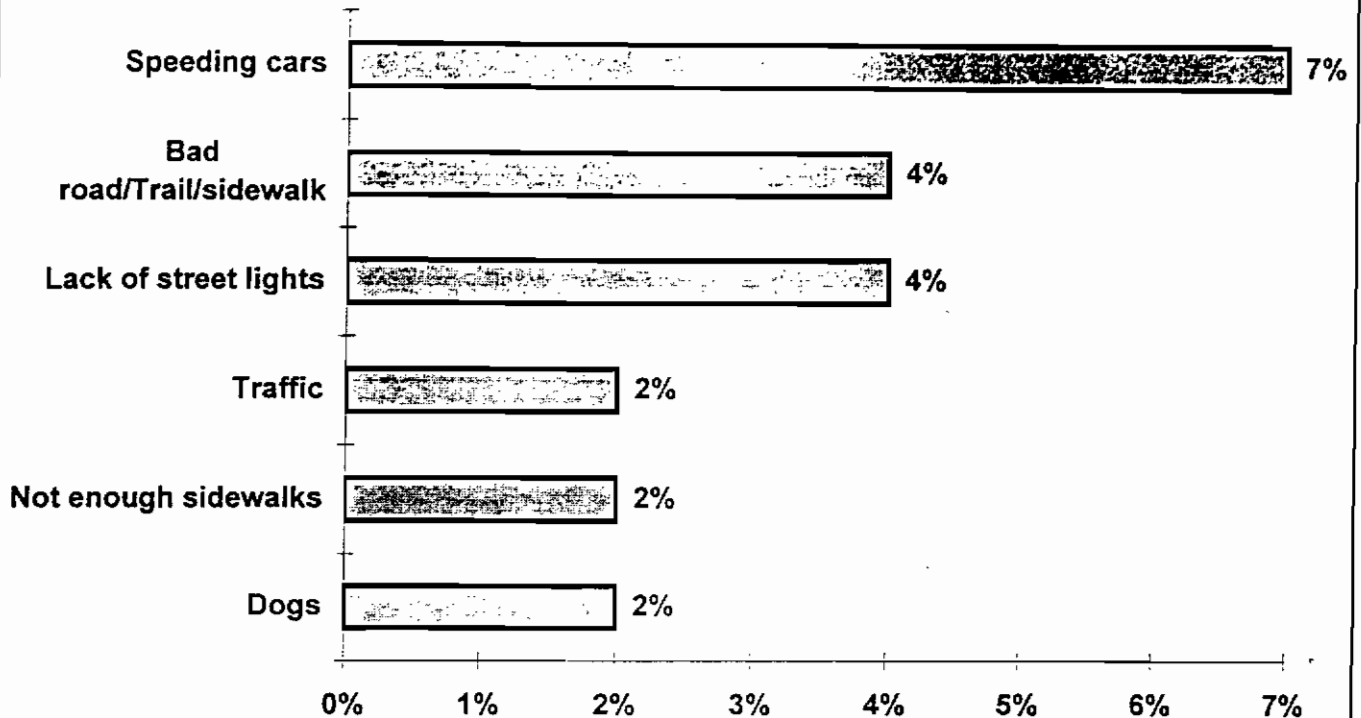
WALKING PATTERNS IN OAK GROVE

"When you/your children or other adults in your household walk, is it primarily for..."



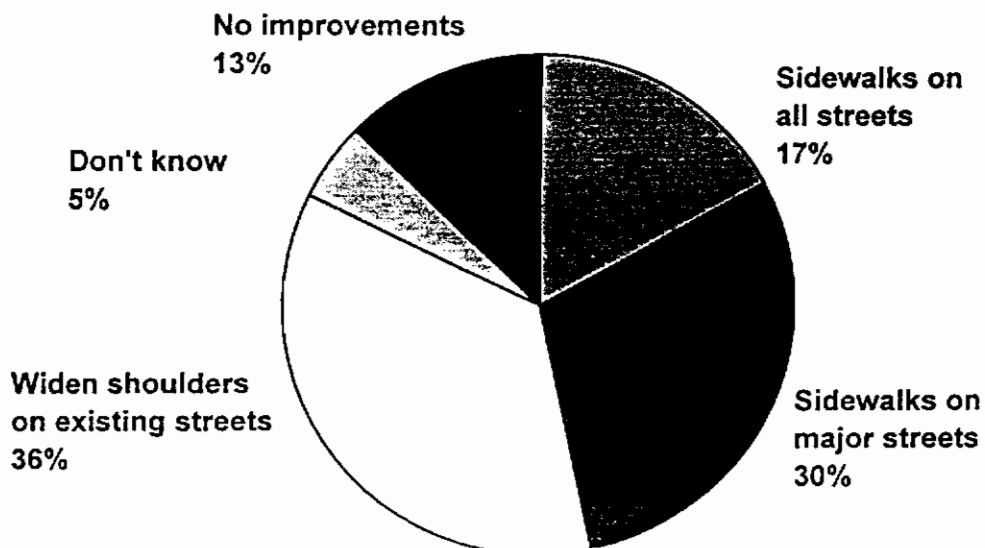
WALKING CONDITIONS IN OAK GROVE

"Is anything else a problem for you when walking?"



IMPROVING WALKING CONDITIONS

"Which one of the following do you think is the best approach to improve conditions for walking in Oak Grove?"



BICYCLING IN OAK GROVE

Bicycling Patterns

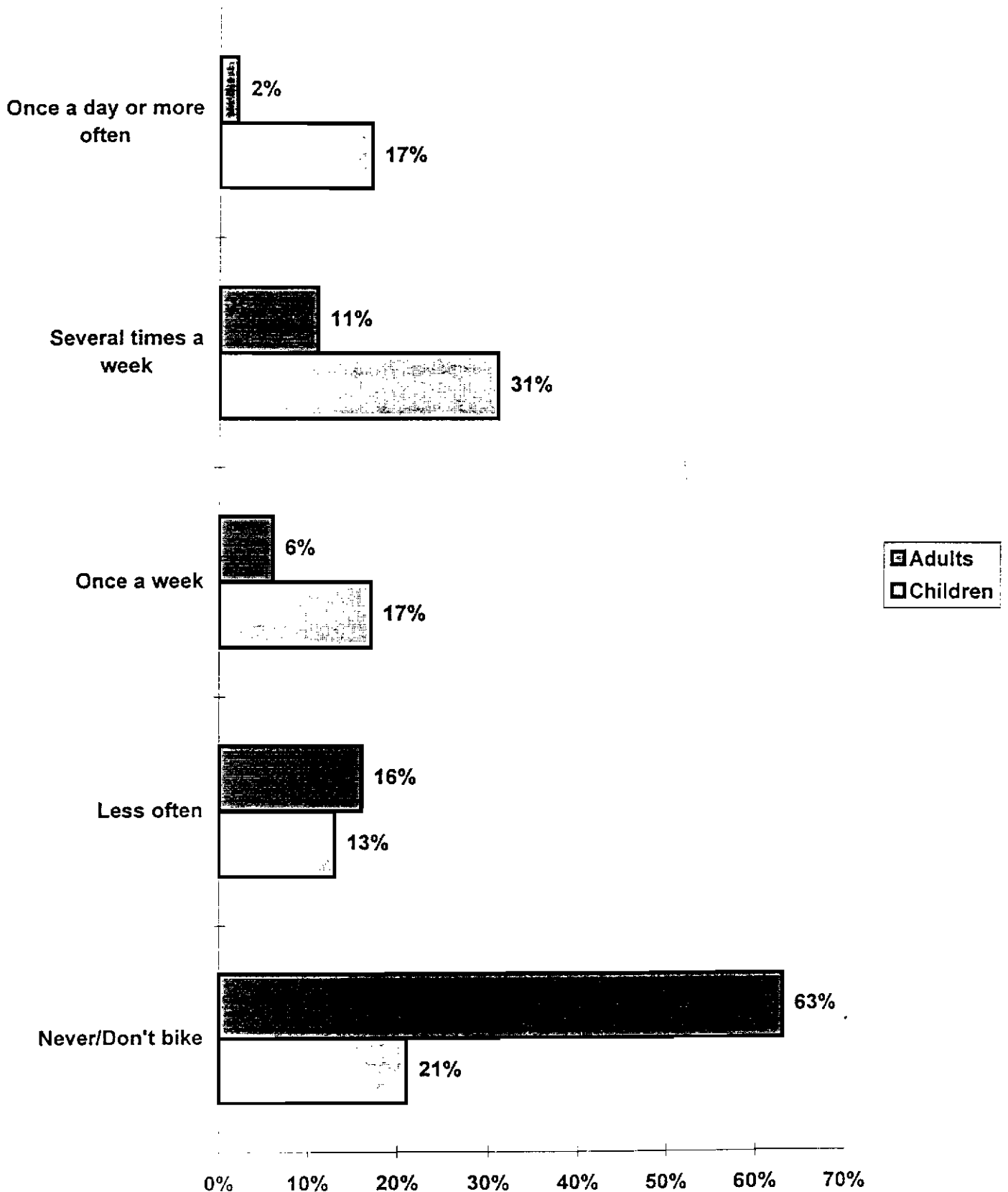
Just 37% of Oak Grove's adult residents bicycle around their neighborhood, but 79% of children age 6-19 do.

Both adults and children bicycle for recreation, but children are more likely to bicycle to visit neighbors or go to school than adults are.

River Road and Oak Grove Boulevard were the two primary streets used for bicycling. Among adult riders, River Road was most frequently used (by 22%) with 7% frequenting Oak Grove Boulevard, 5% McLoughlin and 3% River Forest Drive. Among children, River Road was the most frequent choice for 32%, followed by Oak Grove Boulevard (14%), Risley (10%), Concord and McLoughlin Boulevard (both 8%).

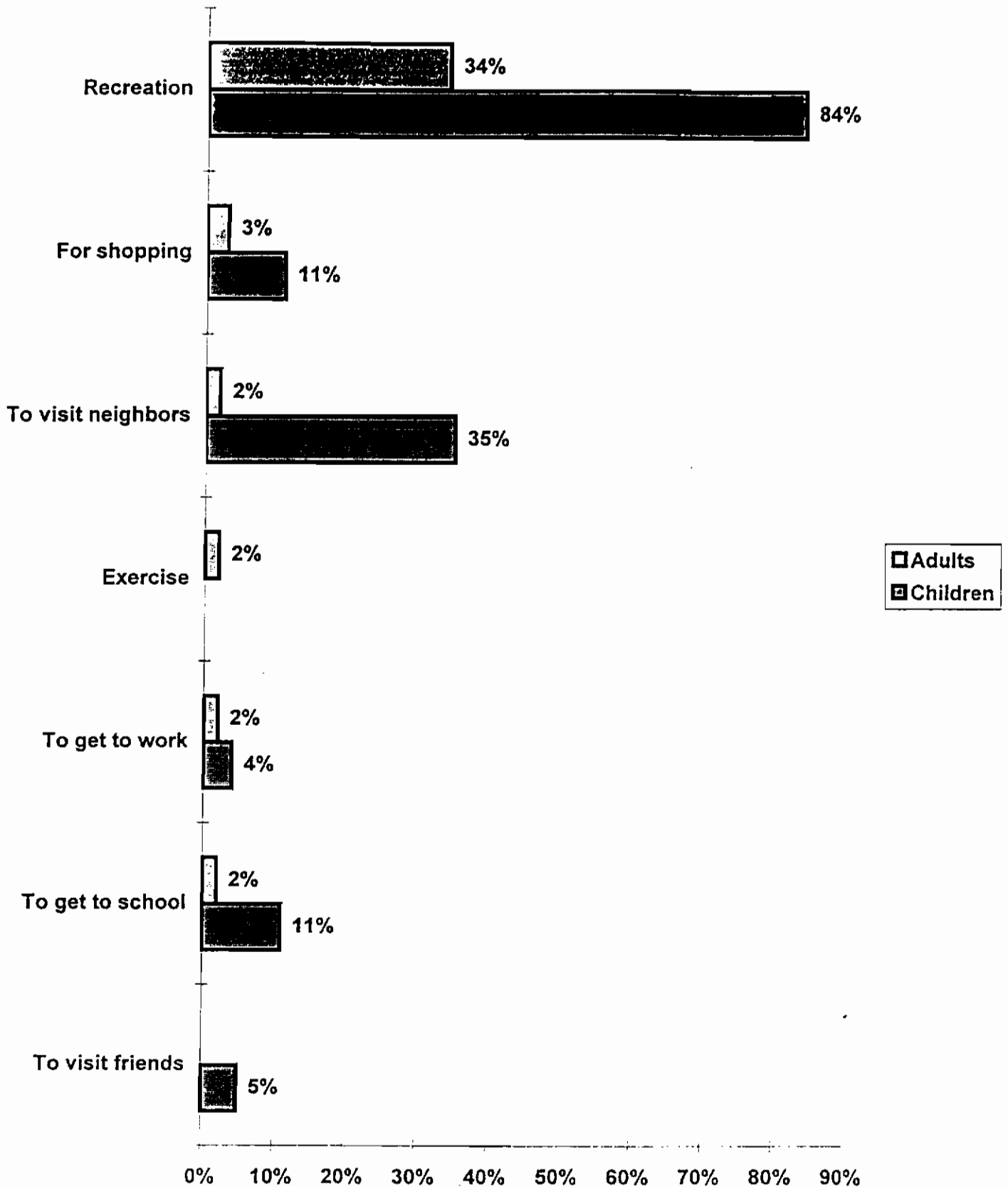
BICYCLING PATTERNS IN OAK GROVE

"How often do you/your children bicycle around your neighborhood?"



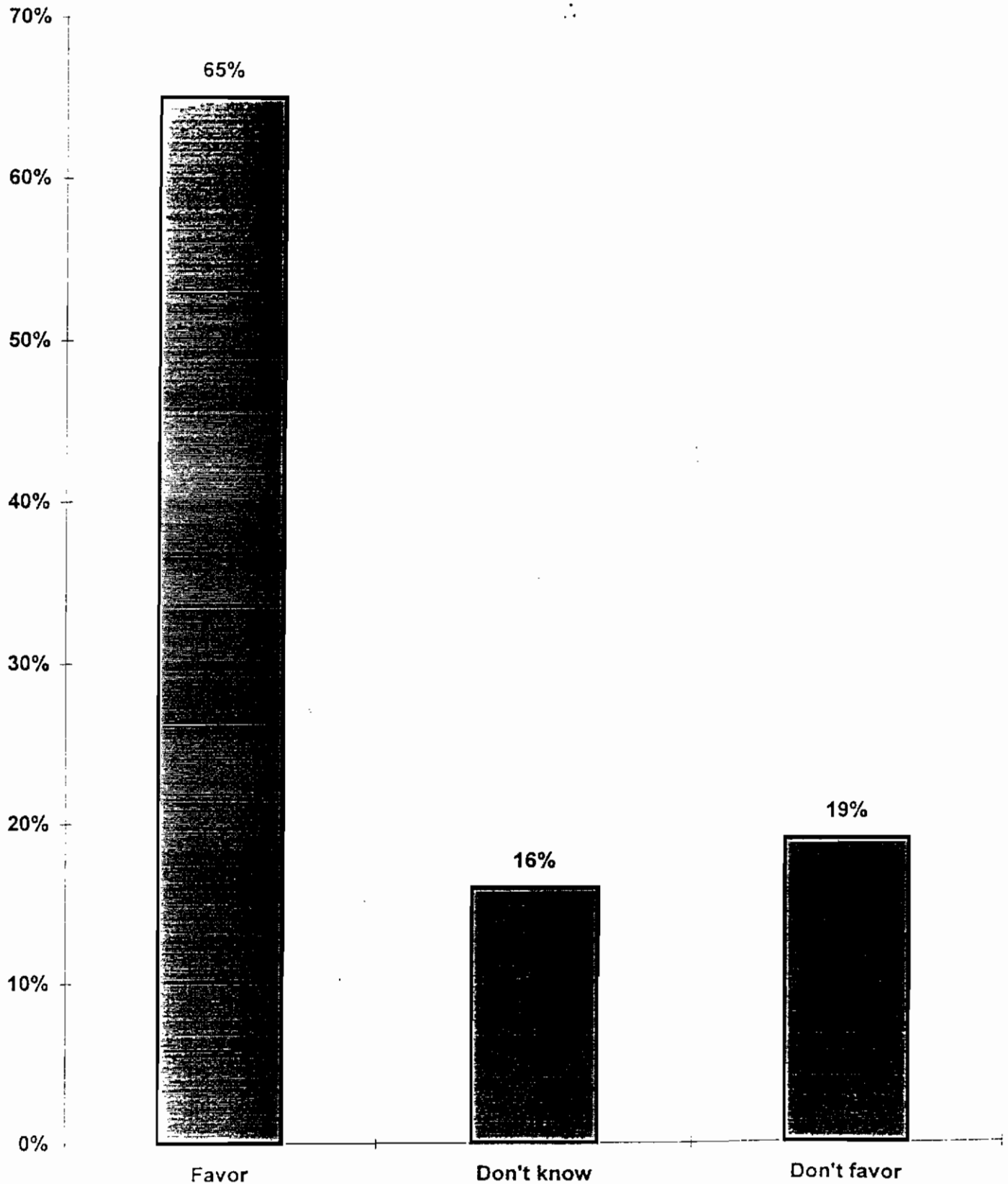
BICYCLING PATTERNS IN OAK GROVE

"When you/your children or other adults in your household bicycle, is it primarily for..."



PORTLAND TRACTION LINE TRAIL

"Would you favor construction of a trail for walking and biking on the old Portland Traction Line right-of-way, essentially along Arista Street?"



POTENTIAL SERVICES FOR DOWNTOWN OAK GROVE

The most popular of the seven businesses and services tested in the survey was a community activity center for children and seniors, which 61% favored and 47% said they would be somewhat or very likely to use.

The next most popular item was a coffee shop/deli, which 48% said they would like to see in downtown Oak Grove and 40% would be somewhat or very likely to use. Still, 41% said they did not want to see a coffee shop or deli in downtown Oak Grove and 11% had no opinion. Interestingly, a majority of men favored the coffee shop/deli while women were divided. At the same time, people who have lived in Oak Grove less than 10 years were supportive, while people who have lived in the area longer opposed the idea. Further, people who found it difficult to walk to shopping areas on McLoughlin were more supportive than those who felt it was easy to get to McLoughlin. Finally, regular walkers and bikers were more supportive of the coffee shop/deli than infrequent walkers or people who never bike.

By contrast, the other five potential services tested in the survey met with opposition from a majority of residents. Those included:

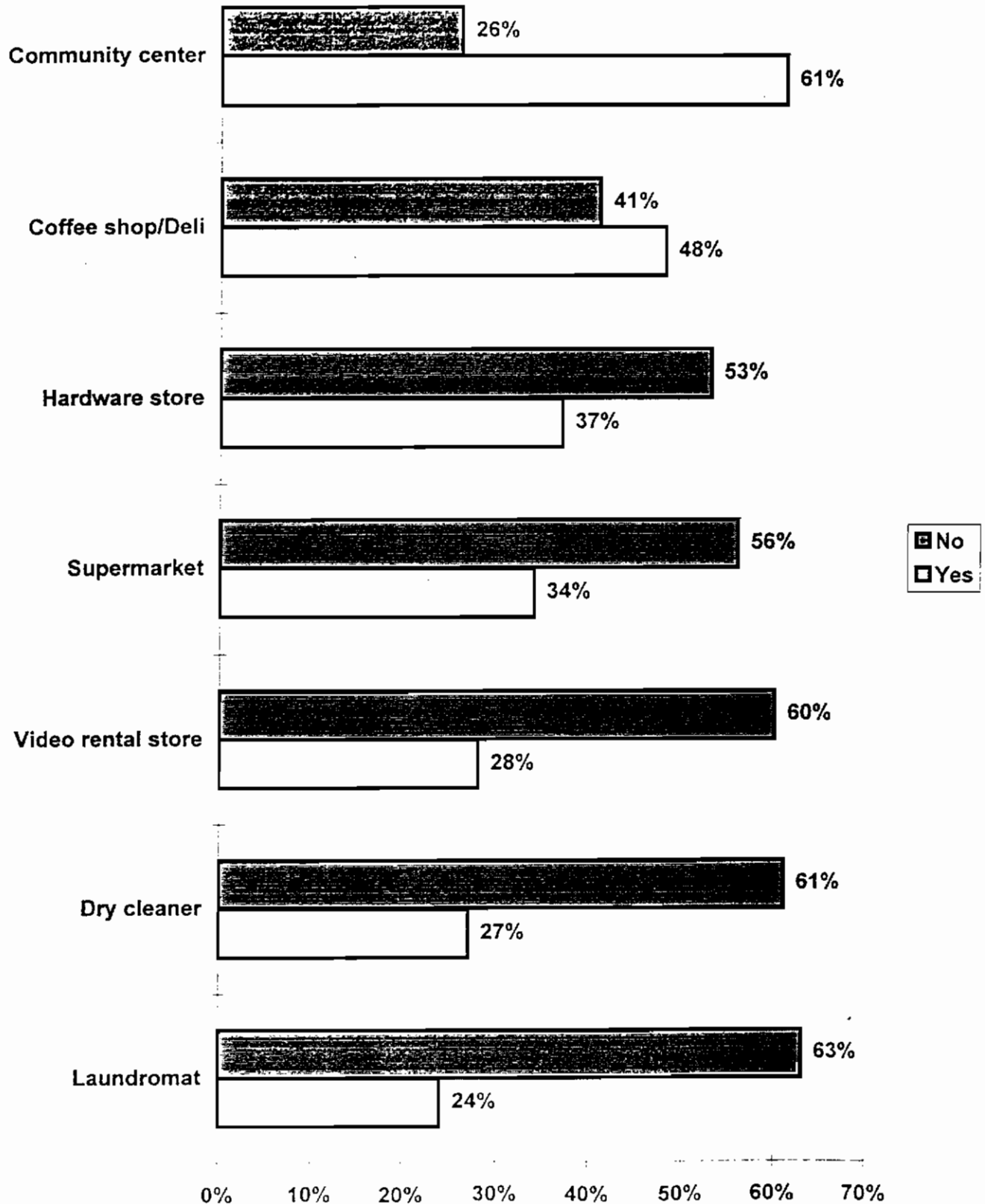
- a hardware store (53% opposed),
- supermarket (56% opposed),
- video rental store (60% opposed),
- dry cleaner (61% opposed), and
- laundromat (63% opposed).

"Here is a list of businesses and services. Please tell me if you would like to see each located in downtown Oak Grove or not? IF YES: Would you be very likely or somewhat likely to use a _____ in downtown Oak Grove?"

<u>Business or Service</u>	<u>No</u>	<u>Don't know if want</u>	<u>Total Yes</u>	<u>YES</u>		
				<u>Very Likely</u>	<u>Smwht. Likely</u>	<u>Don't know if would use</u>
Community activity center for children and seniors	26%	13%	61%	30%	17%	13%
Coffee shop or deli	41%	11%	48%	23%	17%	8%
Hardware store	53%	11%	37%	16%	19%	2%
Supermarket	56%	11%	34%	22%	10%	2%
Video rental store	60%	12%	28%	17%	8%	3%
Dry cleaner	61%	13%	27%	12%	9%	5%
Laudromat	63%	13%	25%	6%	4%	15%

POTENTIAL SERVICES FOR DOWNTOWN OAK GROVE

"Here is a list of businesses and services. Please tell me if you would like to see each located in downtown Oak Grove or not?"



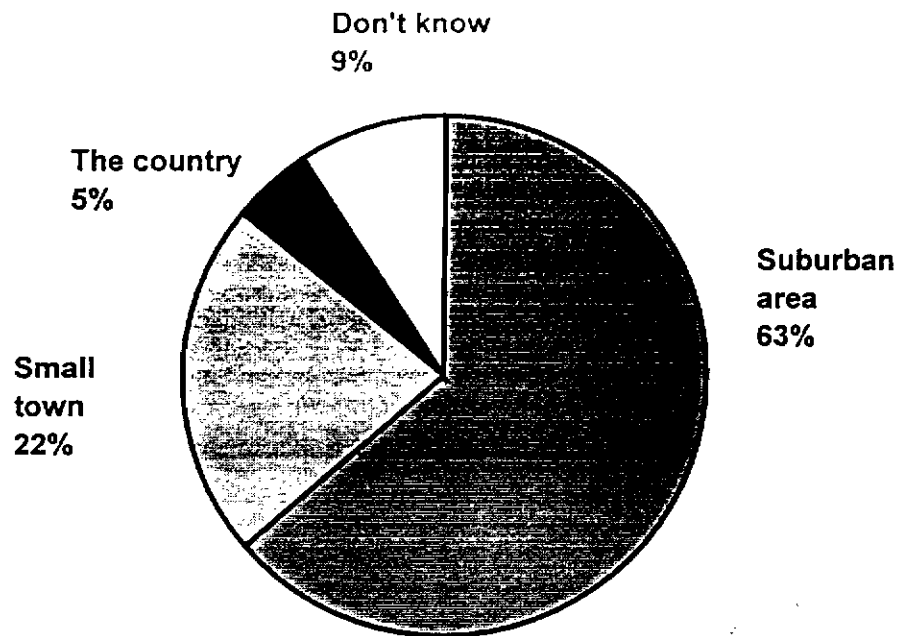
PERCEPTIONS OF OAK GROVE

Oak Grove residents largely perceive the area as being suburban (63%), although a few perceive the area to be more like a small town (22%) or the country (5%). Solid majorities among all subgroups perceived Oak Grove to be suburban.

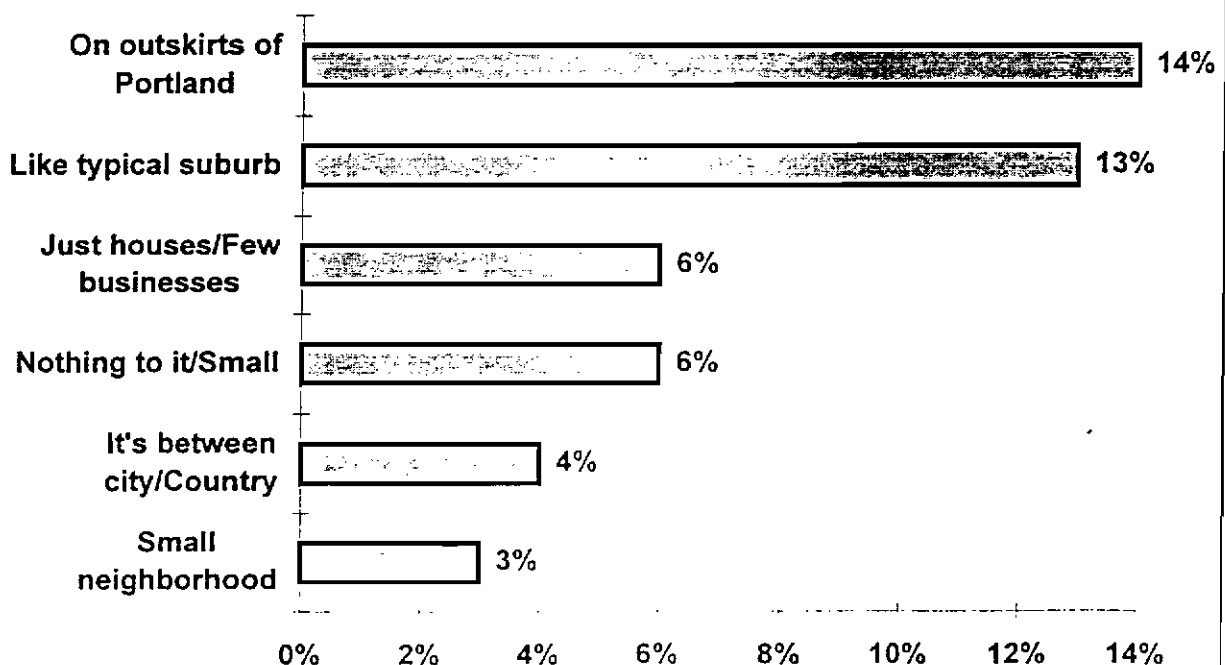
Oak Grove was perceived as a suburban area because it is "on the outskirts of Portland" (by 14%), and "like a typical suburb" (13%). By contrast, those who felt Oak Grove was a small town said, "it's a small neighborhood/cozy" (20%) or "a self-contained area" (16%).

PERCEPTIONS OF OAK GROVE

"How do you think of Oak Grove, as ..."



"Why do you say suburban area?"



APPENDIX G -- OAK GROVE'S TRANSPORTATION HISTORY

The people and events which shaped the history of Oak Grove weave an extraordinarily colorful story and reflect on a smaller scale what was happening throughout the Portland Metropolitan area and within cities across the nation.

Since the time Oak Grove was incorporated the community has responded like a microcosm to many of the trends neighborhoods and communities were experiencing throughout the country.

Communities tend to develop as a result of their transportation systems. Transportation systems effecting the Oak Grove Area include the river, the territorial road (now River Road), the interurban line, and the construction of McLoughlin Boulevard, Oregon's first four lane "super" highway. Transportation systems have always been a major factor in the development of community. Oak Grove provides a good model for this theory.

The river was the original transportation system used for many years by the native Americans and early settlers. The rivers of Clackamas County were traveled by Native-American canoes long before fur trappers and pioneers ventured into the area. Except for the river and smaller streams, the heavily forested and wild terrain was traversed only by narrow animal trails. Transportation of goods and people by water was often the most efficient method of travel before large numbers of settlers arrived in the Willamette Valley and began to develop alternate means of transportation.

The early settlement era is evident in names of the streets today, such as Risely and Creighton and Breotje named after early land claims. During this time River Road, an Indian trail, became known as a territorial road.

In the mid 1800's steam boats played a role in the transportation system of the region. Oak Grove Landing was a destination became a destination of the steamboats from the region. As quoted from an interview with Olive Risley Gilbert, daughter of Charles Risley (early Oak Grove settler), "despite the road in front of the two houses most of the travel still was by river, especially in the rainy, muddy winter months." Olive reported to **The Review**, that she remembered "her father giving her mother a gold piece for a shopping expedition to downtown Portland; early in the

morning she would board a steamer at Risley Landing on the Willamette River and return by boat that afternoon" (Supplement to the Review 1977: 27). Olive was a child at the turn-of-the-century.

The important transportation system which effected the initial development of Oak Grove was the Interurban rail line. This formerly remote area filled with houses churches public and commercial buildings. The new railroad system provided the opportunity for people ability to work and downtown Portland and within one half hour get off the train and walk no less than one quarter of a mile to their front door. All stops along the interurban line were placed at quarter mile intervals.

The Portland to Oregon City rail corridor, formerly operated by Portland Traction Company, was one of the first interurban railways built in this country. In 1892 the East Side Railway Company, using a subsidiary company, the Oregon City and Southern Railway, built southward from Hawthorne Avenue in order to connect the communities of Portland, Brooklyn, Sellwood, Milwaukie and Oregon City. Passenger service from Portland to Oregon City began on February 16, 1893.

This rail line is of national significance because it is one of the first interurban railroads in the country. An interurban rail line connects to two urban areas in this case Portland and Oregon City. Power generated to operate the rail cars was tapped from the energy released at the Oregon City Falls. Nursery and farm produce as well as people were transported in and out of Oak Grove.

Electric interurban passenger service between Portland and Oregon City was operated continuously between 1893 and 1958. Until the coming of the automobile, the street railways provided the primary means of transportation. With the increased popularity of the automobile and the resulting "Good Roads Movement," paved streets began to extend far beyond the city limits, and the street railways began die out.

In 1939 the Portland Traction Company made its first attempt to abandon the Oregon City interurban operation but officials and employees of the company campaigned to solicit new patronage. These efforts were successful and the lines again began to show a profit. The

company again tried to discontinue interurban passenger service in the early 1950s but this time Clackamas County transit patrons formed a group called the "Transit Savers" and the efforts to abandon service were blocked again for a short period of time. However, in 1958, despite a PUC order to maintain service, Portland Traction Company, without advance notice, discontinued its interurban passenger operations. In 1962, Portland Transit sold the interurban lines to the Southern Pacific and Union Pacific Railroads.

As demonstrated, the interurban railway managed to survive well into the 1950s despite the increasing focus on the automobile and highways such as McLoughlin Boulevard, also known as the Superhighway or Highway 99E. McLoughlin Boulevard was constructed in the 1930s as the major route between Oregon City and Portland. It was the first four-lane highway in Oregon and it greatly stimulated the development of an auto-oriented commercial strip unrelated to the older commercial areas of the community. Since the demise of the interurban, this strip has become the focus of commercial activity in the area and reflects the powerful influence of the automobile on the environment.

Today, the link between our transportation system and its land uses what community looks like continues to be to develop in the future. This plan will provide a strategy for redevelopment to integrate transportation and land use more effectively. It looks at the existing transportation systems which may no longer be the interurban line, but our automobiles, bicycles, buses, and or feet, and examines these systems, identifies where they work, where they don't work, and provides development alternatives for the future.

APPENDIX H - DRAFT ZONING AND DEVELOPMENT ORDINANCES

- *Town Center Commercial*
- *Town Center Residential*
- *R-5*

TOWN CENTER (TC) (2nd discussion draft, 5/24/95).01 PURPOSE

This section is adopted to implement the policies of the Comprehensive Plan for mixed use development in designated Town Centers. The intent of these provisions is to provide for the local shopping and service needs of a radius of approximately 2.5 miles in locations designated in the Comprehensive plan as Town Centers, and to provide opportunities for housing development in mixed use complexes.

.02 GENERAL PROVISIONS

All development within the Town Center district is subject to the requirements of Section 1000, unless different standards are stated in this section, in which case these standards shall prevail.

.03 AREA OF APPLICATION

This district is to be applied to those areas suited for intense mixed use development to serve as a central focus for a local community. Property may be designated Town Center when all of the following criteria are satisfied:

- A. The site has been designated Town Center on the Comprehensive Plan.
- B. The property and affected area is presently provided with adequate public facilities, services and transportation networks to support the use, or such facilities, services and transportation networks are planned to be provided concurrently with the development of the property.

.04 PRIMARY USES

The following uses shall be allowed as primary uses in the Town Center zone.

- A. Retail Commercial: All Community Commercial uses allowed under section 502.03 A. Auto oriented uses listed under section 502.03 B shall be prohibited.
- B. Office and Services:
 - 1. Business and professional offices, including legal, financial, architectural, engineering, governmental, manufacturer's representatives, property management, corporate and administrative offices.

2. Medical and dental services, clinics or community health care programs, counseling services, and associated pharmacies.
3. Testing laboratories and facilities, provided no operation shall be conducted or equipment used which would create hazards and/or noxious or offensive conditions.
4. Graphic arts, printing, blueprinting, photo processing or reproduction labs, publishing and bookbinding services.
5. Light manufacturing, assembly, artisan, research and development uses which have physical and operational requirements which are similar to other office uses allowed in this district.
6. Banks, credit unions, and savings and loan, brokerage, and other financial institutions, but not drive-in windows or drive through services.
7. Business services such as duplicating, photocopying, mailing and stenographic services, fax and computer facilities, employment agencies, office management services, notary public, business and communications equipment and service, and real estate offices.
8. Personal services: answering service, travel agent.
9. Other similar uses as determined by the Planning Director.
10. Day care services, subject to the provisions of section 807 <Day care centers> or <<<?? at home day care>>>

C. Hospitality/Public Use:

1. Restaurants, cafeterias, delicatessens, and other such facilities provided no drive-through service is offered.
2. Health, recreation and exercise facilities, including health clubs, swimming pools, spas, tennis, racquetball, handball courts, golf courses and driving ranges and similar uses.

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3. Public use facilities such as offices for public utilities, libraries, public health services for local area, public education institutions, public transit center, public parks and plazas, public recreation facilities such as swimming pools, and public youth or senior service centers.
 4. Privately owned public use facilities such as galleries, museums and movie theaters; and other public use gathering places of similar nature.
 5. Bed and breakfast Inns, hotels, motels, guest lodges and associated convention facilities; gift shops, newsstands and eating and drinking establishments located within the same building with a motel, hotel, or public use facility; tourist facilities and information services.
- D. Residential: Town Center Residential primary uses (TCR), subject to Section _____.03.
- E. Educational: Trade and craft schools; private schools pre-school through grade 12; specialty schools in the arts, music, business, counseling, etc.; colleges, universities or graduate centers; and rehabilitation and worker training/retraining centers and facilities.

_____.05 ACCESSORY USES

The following uses may be provided in conjunction with any category of use, or uses, approved under _____.04.

- A. Temporary buildings for uses incidental to construction work, which buildings shall be removed upon completion or abandonment of the construction work.
- B. Transit stations, bus shelters, bike racks, street furniture, drinking fountains, and other pedestrian and transit amenities.
- C. Parking areas and structures.
- D. Utility carrier cabinets.
- E. Solar collection apparatus and co-generation facilities.
- F. Radio and television earth stations and dishes.
- G. Recycling collection containers, provided all materials are presorted, no processing occurs on-site, and all materials are stored within an enclosed structure or area between pickup days.

- H. Private recreational facilities as part of a multifamily residential complex.
- I. Helistops.
- K. Other uses and structures customarily accessory and incidental to a primary use, as determined by the Design Review Committee.

.06 CONDITIONAL USES

Conditional uses may be established in a Town Center district pursuant to Section 1300, or review procedures provided under the specific 800 section (11-15-82). Approval shall not be granted unless the proposal satisfies the criteria set forth in Section 1203, and the special use requirements under Section 800, as well as the following special criteria:

Uses allowed subject to the above provisions are:

- A. Telephone exchanges, utility substations, public utility structures including shops and garages.
- B. Industrial uses listed under 606.03 which meet the criterial listed under below and the perfomande standards under below.
 - 1. Criteria. Industrial uses may be established in a Town Center District subject to review and action on the specific proposal meeting the requirements lisited above, and in addition:
 - a. The proposed use shall conduct no operation or use equipment or chemicals which would create a hazard or offensive noise, odor, fumes, glare, vibration, smoke, dust, or other similar conditions.
 - b. The proposed use shall not create truck traffic <<<above some sort of standard>>> and shall demonstrate in the development plan that truck traffic serving the site will have a minimal adverse impact on the appropriate development of primary uses on abutting properties and the surrounding area, considering pedestrian safety, access and circulation, building orientation to the street, and <<<???>>>...
 - c. The proposed use will have minimal adverse impact on the appropriate development of

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primary uses on abutting properties and the surrounding area, considering location, size, design and operationg characteristics of the use.

- d. The proposed use will be located in a structure which is compatible the character and scale of uses allowed as primary uses in the district.
 - e. The proposed use will have no outdoor processes. Limited outdoor storage may be allowed (see _____)
2. Performance standards. Structures, curculation, parking, loading and landscaping of industrial uses established as a Conditional Use in a Town Center District shall be designed to:
- a. Orient primary public and customer entrances toward the street as if the use were a commercial or office use. If the development fronts two or more streets, it shall not present a blank wall to any street. Facades on all streets shall inculde windows and architectural detailing. No aspect of the industrial use shall interfere with pedestrian flow on the sidewalk in front of the business, including auto and truck parking and circulation areas.
 - b. Project a positive image as viewed from public, county and state streets. Fences, gates and other security devices adjacent to the public right of way shall be of brick, wrought iron, or have decorative or architecural features, or or be screened with decroative landscaping materials. Blank concrete walls or chain link fences adjacent to the public right-of-way will not be allowed.
 - c. Buffer adjacent residential areas. The effects of glare, noise, fumes or emissions, and outdoor storage on adjacent residential uses must be redeuced by building design, and placement of fences and landscaping.
 - d. Provide for efficient truck circulation on and off and within the site.
 - e. Building materials and facade design include exterior materials such as concrete, masonry or stuco, which are painted, textured or

trimmed to enhance the appearance from the perimeter of the site. Metal siding material shall not be used, except as approved under design review for specified high image materials, or for use as canopies, screening of roof-mounted fixtures, and other architectural features.

- f. Outdoor storage;
 - i. Shall be located behind the building, to the rear of the site and not adjacent to front property lines,
 - ii. Shall be screened with a sight-obscuring fence at least six (6) feet in height which is located behind any sidewalk, or required perimeter landscaping,
 - iii. Shall be buffered from any adjoining residential uses, and
 - iv. Any equipment, vehicles, materials, and other items located within outdoor storage areas shall be maintained in an orderly fashion and, except large industrial or commercial vehicles and equipment, shall be no higher than the height of the fence.
- g. Parking shall satisfy the parking requirements under 1007.07 and the parking and landscaping requirements under 1009.04. Parking requirements may be met on site, with shared parking agreements with adjoining properties, and considering parking spaces available on adjacent streets.

C. Churches and related religious and community service facilities.

.07 PROHIBITED AND PREEXISTING USES

All other uses not allowed under the provisions of this section shall be prohibited. Except for dwellings, preexisting uses not otherwise allowed shall be considered nonconforming uses and shall be subject to the provisions of Section 1206.

- A. Preexisting dwellings may be allowed to remodel or expand and shall not be subject to the provisions of Section 1206. In addition, the following provisions shall apply:
 - 1. Change of Use: A preexisting dwelling may be converted to house any primary use in the district, subject to all requirements of this

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ordinance for new development and to the standards of the Oregon Structural Specialty Code.

2. Lot divisions, Adjustments and Setbacks: No minimum lot size shall be required for lots created for preexisting dwellings by partition or lot line adjustment. However, parking requirements and setback and or fire wall requirements of the Oregon Structural Specialty Code shall be satisfied.

B. The following are prohibited uses in Town Center districts:

1. Uses of structures and land not specifically permitted in Section ____ are prohibited in all Town Center districts.
2. New single family residences, trailers, mobile homes, or mobile home or trailer parks. However, if such dwellings legally existed at the time of adoption of this Ordinance, they shall not be classified as a nonconforming use.
3. Outdoor sales and services including sales lots and repair services for automobiles, trucks, boats, motorcycles, recreational vehicles, trailers, mobile homes, farm or construction equipment and other heavy machinery; lumber yards, fuel yards, carpentry or sheet metal shops; mini-storage and vehicle storage facilities, moving equipment rental; gasoline service stations, and similar uses.

Outdoor sidewalk cafes and temporary sidewalk sales associated with an adjacent retail establishment not selling any of the above merchandise are allowed provided that at least five (5) feet of sidewalk remains clear for pedestrians.

4. Auto oriented uses such as automobile service stations, drive-thru window service, except those associated with a bank, credit union, or other financial institution, car wash, or any other drive through service.
5. Outdoor storage of materials and products except as allowed under <<<(CU for indus))>>>
6. Industrial uses listed as Conditional Uses in the General Industrial (I-3) district under 603.05A.

____.08 DIMENSIONAL STANDARDS

- A. The purpose of these requirements and limitations are to:
1. Encourage coordinated development and the most efficient and maximum use of high intensity areas.
 2. Assure the orientation of buildings and especially of limited commercial use to the street.
 3. Create a pedestrian friendly environment.
 4. Provide for coordinated, pleasing and efficient utilization of Town Center areas.
 5. To insure compatibility of Town Center developments with the surrounding area and minimize off-site impacts associated with the development.

- B. The following dimensional standards shall apply to sites zoned Town Center:

1. Maximum Front Yard Setback, new structures: In this district, buildings shall be built to the street right-of-way (no setback allowed). Arcades and continuous display windows are encouraged and shall be placed at the street right-of-way. Awnings may overhang the sidewalk.

Exceptions to the maximum setback shall be allowed as in _____.08B1 a to c below. In no case shall parking or vehicular circulation be allowed in the front yard setback. Any additional front yard setback allowed shall be treated as additional sidewalk area or landscaped.

- a. Additional setbacks may be provided for continuous extensions of sidewalks on private property, small plazas and outdoor seating.
- b. Additional front yard setbacks of up to ten (10) feet may be allowed to provide for architectural detailing such as balconies, bays, porches, and building facade offsets. Such architectural detailing will not be allowed to overhang the public right of way.
- c. Structures on corner lots shall observe the minimum corner vision requirements on both streets.

2. Maximum Front Yard Setback, pre-exisnting structures: No front yard setback allowed, with the following exception:

Preexisting buildings with nonconforming front yard setbacks may be remodeled and expanded without being brought into conformance with this maximum setback. However, new parking or vehicular circulation will not be allowed within the front yard setback of these buildings.

3. Minimum Rear Yard Setback: None required except when rear yard abuts a more restrictive district or pre-existing single family house, when the rear yard setback shall be fifteen (15) feet.
4. Minimum Side Yard Setback: None required except when the side yard abuts a more restrictive district or pre-existing single family house, when the minimum setback shall be fifteen (15) feet.
5. Minimum street Frontage: No limitation.
6. Minimum Lot Size: No limitation.
7. Maximum Lot Coverage: No limitation.
8. Minimum Landscaping: Fifteen (15) percent of total site area.
9. Building Height: No limitation except when abutting a more restrictive district or pre-existing single family house, when maximum building height shall be thirty-five (35) feet.
10. Corner Vision: No sight-obscuring structures or plantings exceeding thirty (30) inches in height shall be located within a twenty (20) foot radius of the lot corner nearest the intersection of two public, county or state roads, or from the intersection of a private driveway or easement and a public, county or state road. Trees located within a twenty (20) foot radius of any such intersection shall be maintained to allow ten (10) feet of visual clearance below the lowest hanging branches.

- C. Exceptions to General Requirements: The requirements under subsection _____.07B above are subject to modification under the provisions of Section 900. Proposed variations in diminsional requirements which exceed twenty (20) percent of the requirement of the district shall be subject to staff review with notice procedures set forth in subsection 1305.02.

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.09 DEVELOPMENT STANDARDS

All development within this district is subject to the requirements prescribed under Section 1000 and to the procedures and application requirements under Section 1100.

In addition to the above standards, all developments within Town Center district shall meet the following design objectives:

A. ENTRIES

1. Primary entries shall face a public street or walkway and shall be accessed from a public sidewalk. This entry shall be designed to be attractive and functional, and shall be open to the public during all business hours. Secondary entries may face parking lots or loading areas.
2. Buildings housing multiple businesses shall have separate entries on the street for each street level business. Exceptions to this shall be allowed only for businesses that are wholly located to the rear of the building without access to a public street or alley, and for pre-existing buildings with established interior corridor entrances. Upper story uses may have shared entries.

B. FACADES

1. For storefronts facing public streets or pedestrian connections, building facades shall be designed with windows, entries, and/or bays.
2. Display windows shall line facades facing public streets and accessways with no more than 6 feet of blank non-window wall space in every 25 feet of storefront. Windows shall be coordinated with bays and balconies. Continuous arcades are strongly encouraged.
3. Consistent design elements shall be used throughout the district to ensure that the entire area is visually and functionally unified.
4. Sides or rears of buildings shall not consist of an undifferentiated wall when facing a public street, accessway, or a residential area.
5. Windows shall not be flush with exterior wall treatment. Windows shall be provided with an

architectural surround at the jamb, head and sill. All windows shall be placed so that their sills are at least two feet above floor level. Glass walls and reflective glass are prohibited.

- C. ILLUMINATION: Street lights shall be required pursuant to subsection 1006.
- D. MATERIALS: Exterior finishes of buildings shall be primarily of materials such as masonry , wood siding or shingles, stucco (or similar material). Sheet metal, cinder block, and T1-11 are prohibited as exterior wall material.
- E. LANDSCAPING: The function of landscaping in the Town Center district shall be to orient the development to the street, visually and functionally integrate all portions of the district, buffer adjacent residential uses from the district, facilitate traffic control, and support the pedestrian orientation of the development. Developments shall comply with the provisions of Section 1009, and in addition:
 - 1. Landscaped buffer strips separating the sidewalk from the street, or other landscape treatment in the right of way such as street trees and planters in an extra-wide sidewalk shall be provided.
 - 2. Landscaping materials shall be complementary to the surrounding neighborhood. Large- and medium-scale deciduous and evergreen trees, shrubs, annuals, bulbs, or materials to provide autumn color or spring bloom may be required.
 - 3. Parking and service areas shall be screened from adjacent residential districts using one of the landscaping techniques described under Subsection 1009.05D. This requirement may be modified during Design Review to accommodate required pedestrian access to the site. In no case shall pedestrian access be eliminated.
 - 4. Parking lots shall have at least one tree for every 6 parking spaces, distributed throughout the interior of the parking area to provide maximum shading.
 - <<<5. A minimum of fifteen (15) percent of the developed site area exclusive of the building footprint shall be used for landscaping.>>>>
- F. ACCESS, ONSITE CIRCULATION AND PARKING
 - 1. Pedestrians. Pedestrian circulation shall be planned to provide access and movement through the

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site in a manner that maximizes foot traffic exposure to goods and services, and minimizes conflicts with vehicle circulation areas.

- a. Sidewalks in the public right of way shall be the primary focus of pedestrian circulation. Other circulation facilities, architectural features, signing and landscaping shall be designed for pedestrian safety and convenience within and between developments.
 - b. Landscaping, crosswalks, street lighting, signalizing, or similar improvements may be required to create safe and inviting places to cross streets.
2. Bicycles. Bicycle circulation and parking facilities shall be provided pursuant to section 1007.07.
 3. Motor vehicle circulation and parking. In addition to the provisions of Section 1007, the location, design, and development of access and onsite circulation shall comply with the following. When Section 1007 conflicts with specific parking standards of this section, the standards in this section shall prevail.
 - a. Shared driveway entrances, rear-yard parking, shared parking and maneuvering areas, and driveways between parking lots shall be required for all nonresidential uses. The maximum width for a single use driveway shall be twelve (12) feet; the maximum width for a shared driveway shall be twenty (20) feet.
 - b. Office developments shall provide carpool/vanpool spaces. A minimum of five percent, but not fewer than one space, of the employee parking spaces shall be marked and signed for exclusive use as carpool/vanpool spaces. These spaces shall be the closest employee motor vehicle parking spaces to the building entrances normally used by employees, except for any handicapped spaces provided.
 - c. In order to provide a continuous streetscape of building facades, parking lots shall be placed behind buildings, with the following exceptions:

One row of head-in parking or parking that is parallel to a driveway or access may be placed to the side of the building if separated from

the sidewalk with a ten (10) foot landscaped buffer and when the side yard parking area is no more than forty-five (45) feet wide, including access road and landscaping.

On corner lots, parking lots may be placed adjacent to the more secondary street if separated from the street by a 10 foot landscaped buffer.

- d. Required parking spaces for disabled shall be as close as possible to an entrance.
- e. The following may be counted toward required parking standards under section 1007:

Adjacent onstreet parking spaces, and

Shared parking opportunities located within one block of the development. The time of use of shared parking spaces may be estimated, and spaces may be counted more than once or for more than one development if they will be occupied at different times, and

Retail services that primarily serve the surrounding community, such as convenience stores and restaurants may developed with only fifty (50) percent of the parking standard listed in section 1007, and

<<<Buildings constructed prior to ____<1950>>> may be allowed to expand without providing additional parking spaces.>>>

G. SCREENING

- 1. All primary uses, including storage of materials, products, or waste, shall be wholly contained within an approved structure.
- 3. Parking and service areas shall be screened from street by a 3 foot high hedge or wall.
- 4. Loading areas and dumpsters shall be screened from public streets and walkways by walls, trellises, fences, or landscaping.
- 5. Mechanical equipment and satellite dishes shall be screened from public view.

H. SIGNS

- 1. Signs shall have a maximum of two colors in addition to black and white.

2. Only hanging, onbuilding, or monument signs shall be used.
 - a. Hanging signs, 8 sq. ft. maximum, with 8' pedestrian clearance.
 - b. Monument and onbuilding signs 24 sq. ft. maximum.
3. Except for neon signs, all illumination shall be external.
4. Street addresses shall be clearly displayed on or in front of each separate building or commercial tenant space.

I. OTHER

1. Processes and equipment employed and goods processed or sold shall be limited to those which are not objectionable, as determined by the Hearings Officer, by reason of odor, dust, smoke, cinders, gas, fumes, noise, vibration, refuse matter or water-carried wastes.
2. Storage of materials and merchandise shall be confined and contained within completely enclosed buildings.

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TOWN CENTER RESIDENTIAL (TCR) (2nd discussion draft, 5/24/95)

.01 PURPOSE

This section is adopted to implement the policies of the Comprehensive Plan for high density residential development in areas designated as "town centers", "corridors", "nodes" and "regional centers" in the Metro regional plan. It provides for residential development mixed with office and retail uses at densities which support public transit service and other intensified public services and private development in locations with good access to employment, shipping areas, open space, and public transportation. These areas are meant to be applied in conjunction with Town Center (TC), and R-5 zoned areas.

.02 AREA OF APPLICATION

This district is to be applied to areas which are suited for intense development of residential and mixed uses. Property may be designated Town Center Residential (TCR) when the following criteria, and criteria under Section 1202, are satisfied:

- A. The site has been designated Town Center Residential on the Comprehensive Plan.
- B. The property and affected area is presently provided with adequate public facilities, services, and transportation networks to support the use, or, such facilities, services and transportation networks are planned to be provided concurrently with the development of the property.

.03 PRIMARY USES

- A. Low- and mid-rise multifamily residential structures, including apartments, two- and three-family dwellings, town houses, row houses, and common-wall dwellings.
- B. Condominiums.
- C. Congregate housing facilities and nursing homes (see Section 810).
- D. Utility carrier cabinets, subject to Section 830.
- E. Bed and Breakfast Residences or Inns, subject to the provisions of Section 832.
- F. Public parks, playgrounds, recreational and community buildings and grounds, tennis courts, and

similar recreational uses, all of a noncommercial nature, provided that any principal building or swimming pool shall be located not less than thirty (30) feet from any other lot in a residential district. These uses may be designated Open Space Management under Section 702 when the criteria under Section 1011 are satisfied.

.04 ACCESSORY USES

- A. Indoor and outdoor recreational facilities, such as swimming pools, saunas, game and craft rooms, exercise and dance studios, community meeting rooms, lounges, playgrounds, tennis and other courts, bike and walking trails, and pedestrian plazas and courts, which are provided in association with a primary or limited use within the same development.
- B. Parking and loading structures and areas provided in conjunction with a primary or limited use, subject to the limitations of Subsection 303.09 and Section 1007.
- C. Bus shelters, bike racks, street furniture, drinking fountains, kiosks, art sculptures, and other pedestrian and transit amenities.
- D. Rental and development information offices.
- E. Handyman and maintenance services in association with primary, accessory, or limited uses in the development.
- F. The temporary storage within an enclosed structure of source-separated recyclable/reusable materials generated and/or used on site prior to onsite reuse or removal by the generator or licensed or franchised collector to a user or broker.
- G. Self-service laundry facilities.
- H. Solar collection apparatus.
- I. Family day-care provider home facilities, as defined in Section 202.

303.05 LIMITED USES

Office, retail, and service uses may be included in a Town Center Residential development subject to the provisions set forth below:

- A. Office, retail, and service commercial uses, itemized under B and C below, may be allowed as part

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of a development when developed concurrently with or after the primary residential uses (____.03 A, B, C), subject to the following limitations and conditions:

1. All limited uses shall be part of a planned development.
2. The total combined floor area occupied by all limited uses shall not exceed one hundred (100) percent of the total floor area occupied by primary residential uses.

Formula: $1.0 \times \text{primary use floor area} = \text{limited use floor area}$

3. Limited Retail and Service uses (itemized under C below) shall be located on the street floor of the building and be situated fronting the public street. Drive through window service will not be allowed.
4. No outdoor storage of materials associated with the limited use shall be allowed.
5. Uses shall not be of a type or intensity which produce odor, smoke, fumes, noise, glare, heat, or vibration which are detectable outside of the premises and are incompatible with primary uses.
6. All limited uses shall comply with the site orientation requirements and development standards under Subsections ____.

B. Limited office uses may be as follows:

1. Offices or studios of the following professions or occupations:
 - a. Accountants, investment counselors, management consultants
 - b. Attorneys
 - c. Architects, landscape architects, and engineers
 - d. Artists, designers, draftsmen, authors, or writers
 - e. Photographers, musicians, and dancers
 - f. Physicians, surgeons, dentists, psychologists, and counselors

2. Any other office use similar to the above uses and consistent with the Comprehensive Plan and the purposes of this section, as determined by the Planning Director or designate.

C. Limited retail and service commercial uses may be as follows:

1. Laundry pickup agency, dry cleaners, and pressing and dry cleaning services which do not require a fireproof vault;
2. Barber or beauty shop, tailor, dressmaker, shoe repair, or similar personal service business;
3. Coffee, pastry or sandwich shop, cafeteria, delicatessen, restaurant, drinking establishment, or pedestrian-oriented fast-food service. Sidewalk cafes and sidewalk sales are allowed provided at least five (5) feet of sidewalk remains clear for pedestrians;
4. Confection, newspaper, magazine, book, gift, stationary, or flower and plant sales;
5. Pharmacy;
6. Grocery and variety stores emphasizing convenience rather than bulk merchandise sales;
7. The sale or rental of art, craft, musical, dance, recreation, or minor office supplies and equipment in association with primary, accessory, or limited uses;
8. Duplicating services;
9. Self-service postal facilities;
10. Daycare centers, preschools and nursery schools, private kindergartens, private schools K-8;
11. Any other convenience or service commercial use similar to the above uses and consistent with the Comprehensive Plan and the purposes of this section, as determined by the Planning Director, or designate.

____.06 CONDITIONAL USES

- A. Conditional uses may be established in a Town Center Residential district subject to review and action on

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the specific proposal, pursuant to Section 1300 or as provided under the specific 800 section (7-26-82). Approval shall not be granted unless the proposal satisfies the criteria set forth in Section 1203, the special use requirements under Section 800, and, in addition, the proposed use:

1. Will be located in a structure occupied by a primary, accessory, or limited use, or if detached, in a structure which is compatible with the character and scale of such structures in the vicinity, and on a site no larger than necessary for the use and the operational requirements of the use.
3. Will provide vehicular and pedestrian access, circulation, parking, and loading areas which are compatible with similar facilities for uses on the same site or adjacent sites.
4. Will not create offensive odor, dust, smoke, fumes, noise, glare, heat, or vibration which can be detected outside the premises of the use.

B. Uses allowed subject to the above conditions are:

1. Churches
2. Service recreational uses except Recreation Vehicle Camping Facilities (Section 813.01A-C, E, F).
3. Public or private health clubs and recreational uses exceeding an accessory or limited use, or service recreational use
4. Multi-Use Developments, subject to the procedures and standards set forth in Section 1016.
<<NOTE TO MAD; WILL REQUIRE A MODIFICATION TO 1016)

____.07 PROHIBITED AND PREEXISTING USES

- A. Uses of structures and land not specifically permitted in Section ____ shall be prohibited in all Town Center Residential districts.
- B. Preexisting commercial uses may be remodeled or expanded subject to staff review with public notice pursuant to Subsection 1305.02, when the following conditions are satisfied:

1. Impact: The remodeled or expanded use and operational characteristics of the use will not be detrimental to the area or to adjacent properties.
 2. Limited Area: The remodeled or expanded use or structure will not require an expansion of the site area occupied by the preexisting use.
 3. Compatibility: The remodeled or expanded use or structure and associated operational requirements are integrated into the residential development on surrounding properties through building design, exterior materials and colors, landscaping, orientation of building entrances and service areas, vehicle and pedestrian circulation, and signing.
- C. Preexisting single family residences or residential homes may be allowed to remodel or expand without public hearing review. In addition, the following provisions shall apply:
1. Density: A preexisting dwelling shall be one (1) dwelling for purposes of calculating density for a multifamily development under Subsection ____ .08D unless:
 - a. The single family residence will be converted into a multifamily structure, or
 - b. The structure will be removed prior to occupancy of the new development on the same property, or
 - c. The dwelling will be used for another allowed use incidental to the primary use of the property.
 2. Lot Divisions, Adjustments and Setbacks:
 - a. A new lot created for a preexisting dwelling shall be a minimum of 3,000 square feet.
 - b. Lot line adjustments may be allowed under the provisions of Subsection 902.03.
 - c. The lot created for the preexisting dwelling shall not be included in the land area used to determine the allowed density for the remaining lot.

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- D. All other preexisting structures and uses not specifically permitted as a primary use in Subsection 303.03 shall be nonconforming uses subject to the provisions of Section 1206.

.08 DENSITY, SITE, AND BUILDING ORIENTATION REQUIREMENTS

- A. The purposes of these requirements and limitations are to:
 - 1. Encourage coordinated development and the most efficient and maximum use of high intensity areas.
 - 2. Assure the orientation of buildings and especially of limited commercial uses to the street.
 - 3. Create safe, convenient pedestrian access to the development from the street, between developments, and between the development and the nearby community.
- B. Density Calculation. The base density for residential development is eighteen (18) units per acre, or 2,420 square feet per unit, modified pursuant to the provisions of Section 1012.
- C. Orientation to the street: Development facades and primary entrances shall be oriented towards the street with parking, recreation facilities, and automobile circulation located to the rear, as follows:
 - a. Building orientation. Buildings shall orient to and line the streets, with the following exceptions:

On major arterials, buildings may be primarily oriented towards internal walkways, public accessways, or courtyards, or

On lots deeper than <<<100>> feet, when additional public streets cannot be provided, buildings should orient as much as possible to the public street or to a courtyard visible from the public street. All residential structures shall be visible from the public street, or addresses shall be posted at the primary entrance. Each residential structure, and each unit with a ground floor entry, shall be connected to the public street by a sidewalk or walkway.

b. Front yard setbacks.

Buildings shall be set back a maximum of 18 feet from the property line.

Zero front yard setbacks are allowed when an eight (8) foot planted buffer strip with street trees is located between the public street and the sidewalk. Otherwise, a minimum ten (10) foot front yard setback is required.

No portion of the building (balconies, bays, porches or similar structures) may protrude into the street right of way. Awnings may extend into the street right of way.

Parking may be located in the front setback only for rowhouses, townhouses, or common wall houses with individual garage entries and individual driveways, in which case parking may be provided in the front yard setback only in individual driveways.

- b. Entries. Primary entries shall be accessed directly from a public street and must be visible from the street. Secondary entries may face parking lots or loading areas. Ground floor units should have entries directly from the street; upper story units may share one or more entries.

- c. Facades. Building facades must be designed at a minimum with windows and entries. Facades facing a public street or pedestrian path shall not consist of a blank wall.

Windows shall be frequent and coordinate with bays and balconies.

Rowhouses, townhouses, or common wall houses with individual garage entries and individual driveways must locate the garage flush with or behind the facade of the building.

- d. Side and Rear Yard setbacks. Side and rear yard setbacks shall be used to create buffers between Town Center Residential developments and adjacent developments when needed. Setbacks shall be as follows:

Corner lot: sideyard setback shall be the same as front yard setback on both streets

When the adjacent property is an apartment

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complex, commercial building, mobile home park or similar use: A minimum 20-foot separation shall be provided between the primary, limited or conditional use structures and existing structures on the adjacent lot.

When the adjacent property is a single family house: a minimum 15 ft setback shall be provided between structures and adjacent property lines with the following exception: if the primary use is a rowhouse, townhouse or commonwall house, or if the primary, limited or conditional use structure is no higher than one story (16 feet) adjacent to the affected property line, the sideyard setback may be reduced to 10 feet.

- D. Minimum site area: The development shall have sufficient land area to accommodate all the development standards without compromising orientation to the street.
- E. Corner Vision. No site-obscuring structures or plantings exceeding thirty (30) inches in height shall be located within a twenty (20) foot radius of the lot corner nearest the intersection of two public, county or state roads, or from the intersection of a private driveway or easement and a public, county or state road. Trees located within a twenty (20) foot radius of any such intersection shall be maintained to allow eight (8) feet of visual clearance below the lowest hanging branches.

____.09 DEVELOPMENT STANDARDS

All development within this district is subject to the review procedures and application requirements under Section 1100, and the Development Standards of Section 1000. In addition, the following specific standards, requirements and objectives shall apply to development in this district:

- A. Development occurring in this district which is also located within a Design Plan area must comply with the adopted overall design plan/standards for that area. When any provision of Section ____, as applied to a specific property or area, conflicts with the implementation of the adopted design plan, the design plan shall govern.
- B. Access and onsite Circulation: In addition to the provisions of Section 1007, the location and design of onsite circulation networks shall:

1. Provide for continuous, safe and convenient pedestrian access to primary, accessory and limited uses within and between developments, with pedestrian connections to all adjoining streets, and to adjoining properties pursuant to section 1007.05.
 2. Provide for joint access and circulation drives to and through developments.
 3. Provide for continuous bicycle access to primary, accessory and limited uses within and between developments, and conveniently located bicycle storage facilities.
 4. Minimize barriers to handicapped or elderly persons.
 5. Minimize barriers to pedestrian and auto traffic to and between areas in the community by providing additional public streets or public accessways through developments with a depth or width of <<<400 feet?? 600??>>>
- C. Offstreet Parking and Loading: No parking or loading space required under Section 1007 shall be used for storing a recreational vehicle, camper or boat.
1. One and one-half (1½) automobile parking spaces per residential unit are required. Parking for non-residential uses shall be as provided in section 1007.____. Parking that is provided in the street directly adjacent to the development may be counted as part of the required parking.
 2. Bicycle parking shall be provided as set forth in 1007.____
 3. In order to provide a continuous streetscape of building facades, parking lots shall be placed behind buildings, with the following exceptions:

Rowhouses, townhouses, or common wall houses with individual garage entries and individual driveways may provide off-street parking in the driveway, and;

One row of head-in parking or parking that is parallel to a driveway or access may be placed to the side of the building if separated from the sidewalk with a ten (10) foot landscaped buffer and when the side yard parking area is no more than forty-five (45) feet wide, including access road and landscaping.

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D. Landscaping and Buffering: A minimum of twenty-five (25) percent of the net site area shall be used for landscaping, buffering and outdoor recreation and activity areas subject to Section 1009. Particular objectives for landscaping and buffering in this district shall be:

1. To define and provide transitions between semipublic, semiprivate, and private areas within the site.
2. To tie together buildings on the site and better integrate the development with pedestrian activity on the street.
3. To create outdoor recreation areas, shared public spaces, and visual relief for residents, and public plazas and similar amenities for limited and conditional uses.
4. To provide outdoor soft-surface activity areas and children's play areas.
5. To provide a variety of plant sizes, shapes, textures and colors, including seasonal color changes, to create an interesting outdoor environment.
6. When the development is adjacent to a pre-existing single family house, to provide a soft edge and visual buffer between the more intense apartment and mixed use development and the pre-existing house.

E. Fences, Screening, and Buffering

Fences, screens, and sight-obscuring plantings shall meet the intersection sight distance requirements as established by Clackamas County Engineering Department.

The maximum height of a fence, screen, or sight-obscuring plantings shall be 6 feet, along the side and rear yards back from the front building line and 4 feet, forward of the front building line.

G. Additional standards applying to all development in the Town Center Residential District::

1. Building Height: No limitation except when abutting a more restrictive district or pre-existing single family house, when maximum building height shall be thirty-five (35) feet.

2. Roofs: Hipped, gambrel or gabled roofs are required. Flat roofs are not permitted except for mechanical equipment areas.
3. Building Materials: Exterior finishes shall be primarily wood and/or masonry. T1-11 siding will not be allowed. Human-scaled building elements and finishes are encouraged.

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301 URBAN LOW DENSITY RESIDENTIAL (R-7, R-8.5, R-10, R-15, R-20, R30) (06-02-94), R-5 (3rd discussion draft, 6/22/95)

301.01 PURPOSE

This section implements the policies of the Comprehensive Plan for existing and future Low Density Residential areas, which include:

- A. Provide and protect residential land for families who desire to live in a low density environment.
- B. Protect the character of existing low density neighborhoods.
- C. Provide for development within the carrying capacity of hillsides and environmentally sensitive areas.

301.02 AREAS OF APPLICATION

One or more of the following factors shall guide the determination of the most appropriate district to apply to a specific property or area:

A. Physical Site Conditions:

- 1. Land with soils subject to slippage, compaction, or high shrink-swell characteristics shall be zoned R15 or R-20.
- 2. Land with slopes of:
 - . 0 to 10 percent shall be considered for zones R-5, R-7, R-8.5, and R-10
 - . 10 to 20 percent shall be considered for zones R-7, R-8.5, R-10, R-15 or R-20
 - . 20 percent and over shall be considered for zones R-15 and R-20
- 3. Land with hydrological conditions such as floodplains or wetlands shall be zoned R-10, R-15 or R-20.

B. Capacity of Facilities: Land shall be zoned to maximize the capacity of facilities such as streets, sewers, water and storm drainage systems.

C. Availability of Transit: Land within walking distance (approximately 1/4 mile) of transit service shall be zoned R-5, R-7, R-8.5 or R-10.

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- D. Proximity to Trip Generators: Areas in close proximity to jobs, shopping, cultural and activity centers shall be zoned R-5, R-7, R-8.5 or R-10.
- E. Neighborhood Preservation and Variety: Areas which have historically developed on large lots where little vacant land exists shall remain zoned consistent with the existing development pattern.
- F. Vacant Lands: Unless otherwise dictated by the preceding criteria, areas of mostly vacant and sparsely developed land shall be zoned R-5, R-7, R-8.5, or R-10. To achieve an average of 9,000 square feet or less per lot in Low Density Future Urbanizable areas when conversion to Immediate Urban Low Density Residential occurs, the R-10 zone shall be limited to areas of from 10% to 20% slope and to Resource Protection areas. Flexible lot size subdivisions and other buffering techniques shall be encouraged in those areas immediately adjacent to developed subdivisions with lots of 20,000 square feet or more to protect neighborhood character, while taking full advantage of allowed densities. (7-15-81)

301.03 PRIMARY USES

- A. Detached single-family dwelling units or residential homes or manufactured homes. (06-02-94)
- B. Commonwall dwelling units up to twenty (20) percent of the total number of units in a subdivision, or up to 100 percent of the units in a Planned Unit Development, not exceeding the density allowed for the property, subject to the special provisions in Section 828. (8-5-82)
- C. Manufactured homes, subject to Section 824, on lots within manufactured home subdivisions approved pursuant to Section 826 or within mobile home parks approved pursuant to the provisions of Subsection 301.05A and Section 825. (6-24-92)
- D. Public parks, playgrounds, recreational and community buildings and grounds, public golf courses, tennis courts, and similar recreational uses, all of a noncommercial nature, provided that any principal building, swimming pool, or use shall be located not less than forty-five (45) feet from any other lot in the residential district. These uses may be designated Open Space Management under Section 702 when the criteria under Section 1011 are satisfied.
- E. Propagation, management, and harvesting of forest products. Commercial timber harvesting shall be reviewed pursuant to Forest Policy 6.4 of the Comprehensive Plan. (6-17-87)

- F. Utility carrier cabinets, subject to Section 830. (2-29-84)

301.04 ACCESSORY USES

- A. Accessory uses, buildings, and structures customarily incidental to any primary use located on the same lot therewith. Subject to the provisions of Subsections 301.08C and 301.09D. (11-7-84)
- B. A guest house, as defined in Section 202. (Adopted 1115-82)
- C. Home occupations, subject to the provisions of Section 822. (Adopted 2/4/81).
- D. A private garage or parking area. Garages in R-5 zones shall satisfy the provisions of subsection 301.08F.
- E. Keeping of not more than two (2) roomers or boarders by a resident family.
- F. Bed and breakfast homestays, subject to the major home occupation provisions under Section 822. (7-15-87)
- G. Keeping of livestock and farm animals subject to the provisions of Section 821. Growing of vegetables, fruits, flowers, bulbs, herbs, and other plants primarily for personal use or aesthetic purposes, but not for commercial profit except as approved under a Home Occupation permit under Section 822 or conditional use under Subsection 301.05A13. (6-17-87)
- H. Signs, as provided under Section 1010. (8-6-81)
- I. Temporary buildings for uses incidental to construction work, which shall be removed upon completion or abandonment of the construction work.
- J. Bus shelters, subject to the provisions of Section 823.
- K. Solar collection apparatus. (8-5-82)
- L. Family day-care provider home facilities, as defined in Section 202.
- M. Accessory residential units meeting the requirements set forth the in 301.08 G in R-5 zoned areas only. Accessory residential units shall be located either above a garage, or integral to the primary dwelling unit, provided all setbacks and height limits are met.

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301.05 CONDITIONAL USES

- A. The following conditional uses may be allowed in a Low Density Residential District subject to review by the Hearings Officer, pursuant to Section 1300, or the review procedures provided under the specific 800 Section. (11-15-82). Approval shall not be granted unless the proposal satisfies the criteria under Section 1203, the applicable provisions of Section 800, and all other requirements of this Ordinance. (01-27-94)
1. Two- and three-family dwellings, and the conversion of single-family dwellings into duplexes, see Section 802
 2. Condominium conversions, see Section 803
 3. Churches, see Section 804
 4. Public schools and private and parochial schools offering curricula similar to public schools, see Section 805
 5. Schools: Parochial and private, see Section 806
 6. Daycare centers, see Section 807
 7. Cemeteries, crematories, see Section 808
 8. Hospitals, see Section 809
 9. Nursing homes, see Section 810 (5-29-91)
 10. Service recreational uses, subject to the requirements under Section 813. However, recreational vehicle facilities shall not be allowed in Low Density Residential districts. (6-17-87)
 11. Horticultural, nurseries, hydroponics and similar type uses which are deemed to exceed an accessory use, see Section 815.
 12. Helistops for emergency use in conjunction with a hospital, see Section 816.
 13. Surface mining, see Section 818
 14. Sanitary landfills and debris fills, see Section 819
 15. Hydroelectric facilities, subject to the procedures and standards set forth in Section 829. (7-26-82)
 16. Mobile home parks, subject to Section 825. (6-18-86)

17. Multi-Use Developments, except in Future Urbanizable areas, subject to the procedures and standards set forth in Section 1016. (10-29-86/6-17-87)

18. Bed and Breakfast Residences or Inns, subject to the provisions of Section 832. (7-15-87)

301.06 PROHIBITED USES

- A. Uses of structures or land not specifically permitted in Section 301 are prohibited in all Low Density Residential Districts.
- B. The use of a trailer house as a residence unless specifically authorized under the provisions of Section 1204 for Temporary Permits.
- C. Outdoor advertising displays, advertising signs or structures, except as provided under Section 1010.

301.07 LOT SIZE AND DENSITY REQUIREMENTS

- A. Primary Use Dwellings: The minimum average lot area per dwelling, detached or commonwall, in the Low Density Residential districts shall be as follows, except as modified below under Subsection 301.07B:

<u>District</u>	<u>Lot Area</u>
R-5	5,000 square feet
R-7	7,000 square feet
R-8.5	8,500 square feet
R-10	10,000 square feet
R-15	15,000 square feet
R-20	20,000 square feet
R-30	30,000 square feet

- B. Density Calculation: The number of dwelling units allowed within a Low Density Residential development shall be determined pursuant to Section 1012. (4-12-82)

Accessory residential units shall not be considered when calculating density.

TABLE NO. I

301.08B Minimum Lot & Structure Design Requirements*

	<u>R-7</u>	<u>R-8.5</u>	<u>R-10</u>	<u>R-15</u>	<u>R-20</u>	<u>R-30</u>	<u>R-5</u>
MINIMUM STREET FRONTAGE	50 Ft.	55 Ft.	60 Ft.	65 Ft.	70 Ft.	N/A	40 Ft.
MINIMUM LOT DEPTH	85 Ft.	90 Ft.	95 Ft.	100 Ft.	110 Ft.	120 Ft.	80 Ft.
MINIMUM SETBACK-FRONT <u>From front property line</u> <u>to residential structure</u>	20 Ft.	22 Ft.	25 Ft.	25 Ft.	30 Ft.	30 Ft.	10 Ft.
<u>From front property line</u> <u>to Garage entrance</u>	20 Ft.	22 Ft.	25 Ft.	25 Ft.	30 Ft.	30 Ft.	20 Ft.
MAXIMUM SETBACK-FRONT	N/A	N/A	N/A	N/A	N/A	N/A	18 Ft.

From centerline of any public,

county, or state road,

whichever is greater

(45 Ft.) (47 Ft.) (50 Ft.) (50 Ft.) (55 Ft.) (55 Ft.) (30 Ft.)

MINIMUM SETBACK-REAR

20 Ft. 22 Ft. 25 Ft. 25 Ft. 30 Ft. 30 Ft. 15 Ft.

MINIMUM SETBACK-SIDE

5 Ft. 6 Ft. 7 Ft. 10 Ft. 10 Ft. 10 Ft. 5 Ft.

MAXIMUM BUILDING HEIGHT

35 Ft. 35 Ft. 35 Ft. 35 Ft. 35 Ft. 35 Ft. 35 Ft.

MAXIMUM LOT COVERAGE

Dwells. 35% Dwells. 30% Dwells. 30% Dwells. 25% Dwells. 20% Dwells. N/A
Bldgs. 40% Bldgs. 35% Bldgs. 35% Bldgs. 30% Bldgs. 25% Bldgs. 25% Bldgs. 50%

CORNER VISION

No sight-obscuring structures or plantings exceeding thirty (30) inches in height shall be located within a twenty (20) foot radius of the lot corner nearest the intersection of two public, county or state roads, or from the intersection of a private road or easement and a public, county or state road. Trees located within a twenty (20) foot radius of any such intersection shall be maintained to allow eight (8) feet of visual clearance below the lowest hanging branches.

* See Subsection 301.08C and Section 900 for general exceptions and modifications of these requirements as they apply to (1) accessory structures, (2) flexible lot size subdivisions, (3) Planned Unit Developments, (4) commonwall dwellings, (5) corner lots, (6) cul-de-sac lots, (7) flag lots, and nonconforming structures.

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301.08 MINIMUM LOT AND STRUCTURE DESIGN REQUIREMENTS

- A. Purpose: The setback, lot frontage, coverage, depth, and structure height requirements of these districts are intended to:
1. Provide consistent standards insuring a stable pattern and intensity of development for new and existing neighborhoods;
 2. Provide for fire safety and protection of all structures;
 3. Protect the privacy and livability of dwellings and yard areas;
 4. Provide for adequate light and air circulation between structures;
 5. Provide for, and protect the unique character and livability of each district;
 6. Ensure suitable access to each lot with minimum impact on adjacent lots or dwellings;
 7. Ensure consistency in the scale of structures, both vertically and horizontally.
- B. General Requirements: The minimum requirements for frontage, setbacks, corner vision, lot coverage and depth, and building height are illustrated on Table No. I, except as provided below under Subsection 301.08C.
- C. Exceptions to General Requirements: The general requirements of these districts shall be subject to the provisions under Sections 900 and 1000. Further, exceptions and modifications of these requirements set forth on Table No. I shall be as follows:
1. Accessory Structures: All accessory structures shall be consistent with the purposes under Subsection 301.08A. A maximum of four accessory structures in addition to the residence may be permitted subject to lot coverage limitations. Setbacks may be modified as follows:
 - a. Structures 100 square feet or less in area: No side or rear yard setback behind the front building line shall be required for any detached accessory structure which is one hundred (100) square feet or less in area and does not exceed a height of eight (8) feet. No portion of any such structure shall project across a lot line.

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- b. Structures 101 - 200 square feet in area and structures up to ten (10) feet in height: A side or rear yard setback behind the front building line may be reduced to three (3) feet for any detached accessory structure and its projections.
- c. Structures 201 - 500 square feet in area and structures up to fifteen (15) feet in height: The side and rear yard setbacks may be reduced to three (3) feet for one accessory structure, and its projections, within this category when located behind the front building line of the dwelling. The three (3) foot setback requirement shall be increased one (1) foot for each foot of height over ten (10) feet to a maximum of fifteen (15) in height. This setback need not exceed the setback requirements listed under Section 301.08B. The structure and its projections shall be detached and separated from other structures by at least three (3) feet.
- d. Structures sixteen (16) feet in height and over shall meet the setback requirements listed under Section 301.08B.
- e. Structures in excess of 500 square feet: One accessory structure in excess of five-hundred (500) square feet in area may be approved by the Planning Director subject to the setback requirements of the district and the following provisions:
 - 1. The lot is in excess of 10,000 square feet in area.
 - 2. The proposed accessory structure will be constructed with the same exterior building materials as that of the dwelling, or an acceptable wood or metal substitute. Metal buildings shall include roof overhangs, gutters and downspouts, with a painted steel exterior similar in color to that of the dwelling.
 - 3. The square footage of the accessory structure shall not exceed the square footage of the ground floor of the dwelling.
 - 4. The proposed accessory structure shall not be used to house a home occupation.
 - 5. The proposed accessory structure shall not exceed the height of the dwelling.

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6. The proposed accessory structure shall satisfy the provisions of Subsection 301.01.
- f. Swimming pools may extend within three (3) feet of a side or rear lot line, and within ten (10) feet of a front lot line. Lot coverage limitations do not apply to swimming pools.
- g. Detached garages and optional accessory residential units located in R-5 zones only. Detached garages of up to six hundred (600) square feet in area on the first floor and up to two stories (24 feet) in height may be constructed with no side or rear yard setback subject to the following conditions:
 1. When the structure is adjacent to a lot with a pre-existing single family home, the structure must be separated from the adjacent primary residential structure by at least ten (10) feet.
 2. When the structure is adjacent to a lot with a pre-existing single family home, no windows shall face from the optional accessory residential unit on the side or rear wall directly into the adjacent lot.
2. Flexible Lot Size Developments: The general requirements for the R-7 district, as illustrated on Table No. 1, shall apply to structures and lots within Flexible Lot Size developments in any Low Density Residential district.
3. Corner Lots: When a corner lot is in an R-7, R-8.5 or R-10 district, one of the required front yard setbacks may be reduced to fifteen (15) feet when abutting a local street. The side and rear yard areas on corner lots shall be designated by the applicant with the setback distance as identified in Table 1.
4. Undersized Legal Lots of Record: The rear yard may be reduced to one-half (1/2) the required setback and one side yard may be reduced to zero for any detached dwelling structure, and the maximum lot coverage increased to fifty (50%) percent, on preexisting legal lots of record which are 6000 square feet or less in size, subject to the following conditions: (6-22-81)
 - a. The proposed construction satisfies the provisions of the Uniform Building Code, and

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- b. The development occurring within the yard setback area will not block solar access to an existing window or solar collecting panel or area located on the adjacent properties.
- D. Variances: The requirements of Subsection 301.08 may be modified, subject to staff review with notice pursuant to Subsection 1305.02, when the modification is consistent with the purposes set forth under Subsection 301.08A, and satisfies the criteria for a variance under Section 1205. The effect of the proposed modification on the natural features of the site and the use and preservation of solar access shall be considered, when applicable.
- E. ~~Additional standards applying to all dwellings in an R-7 through R-30 zones:~~ Structure and facade detailing applying to all dwellings in R-5 through R-30 zones: All dwellings must include at least three of the following features visible to the street (if on a corner lot, visible to the street where the dwelling takes access):
 - 1. A covered porch at least 2 feet deep.
 - 2. An entry area recessed at least 2 feet from the exterior wall to the door.
 - 3. A bay or bow window (not flush with the siding).
 - 4. An Offset on the building face of at least sixteen (16) inches from one exterior wall surface to the other.
 - 5. A dormer.
 - 6. A gable.
 - 7. Roof eaves with a minimum projection of twelve (12) inches from the intersection of the roof and the exterior walls.
 - 8. Roof line offsets of at least sixteen (16) inches from the top surface of one roof to the top surface of the other.
 - 9. An attached garage.
 - 10. Orientation of the long axis and front door to the street.
 - 11. Cupolas. (06-02-94)
 - 12. Tile or shake roofs. (06-02-94)
 - 13. Horizontal lap siding. (06-02-94)

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- F. R-5 zone standards applying to attached garages:
Attached garages and carports for dwellings located in R-5 zoned areas shall be recessed at least five (5) feet behind the front facade wall of the dwelling. If the dwelling is located on a corner lot, the garage shall be recessed relative to the street where the driveway takes access. If the dwelling contains a front porch at least six (6) feet in depth, the garage may be located flush with the front facade wall of the dwelling. The front facade wall must include the major entrance into the front hall or living room of the unit.
- G. R-5 zone standards applying to Accessory residential units: Not more than one (1) accessory residential unit per primary dwelling unit shall be permitted. Approval of the development or conversion of an accessory units shall satisfy all the following criteria:
1. An accessory residential unit may be built only when the primary dwelling is occupied by the owner, contract buyer or mortgage holder of the primary dwelling.
 2. An accessory residential unit must be a structural part of a new or existing single family dwelling or detached garage. No separate, freestanding units will be permitted.
 3. An accessory residential unit may not exceed the lesser of fifty percent (50%) of the existing gross floor area of the primary dwelling unit (excluding garage, carport, patio, deck, porch or similar items) or seven hundred and twenty (720) square feet.
 4. All accessory residential units shall have separate entrances.
 5. One (1) additional off-street parking space shall be provided for the accessory residential unit in a location convenient to that unit.

301.09 DEVELOPMENT STANDARDS

All development in these districts shall be subject to the applicable provisions of Section 1000, as specified under Subsections 1001.02 and 1001.03. In addition, the following specific standards shall apply:

- A. Fences, Screening, and Buffering: Fences, screens, and sight-obscuring plantings shall observe the corner vision requirements on Table I. In addition, any such use located within a twenty (20) foot radius of the intersection of a private driveway and a county, state, or public road shall also observe the corner vision requirements on Table No. I.

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B. Off-Street Parking:

1. At least one (1) offstreet parking space located behind within or behind the front yard setback line shall be provided for each dwelling unit.
2. Offstreet parking for other permitted uses shall be as specified in Subsection 1007.07.

C. Subdivisions and Partitions

1. Developments and land which meet the criteria set forth in Subsection 1013.02B shall be required to develop as Planned Unit Developments, subject to the provisions of Section 1013.
2. All subdivisions and partitions in these districts shall comply with the Development Standards of Section 1000 and the procedures set forth in Section 1100 (10-11-82).
3. Flag lot exceptions as allowed under section 903.07 shall be allowed in areas zoned R-5 only under the following additional conditions:
 - a. If only one unit takes access off a flag lot driveway, the unit shall be located so the residence is visible from the street, including street numbers and entrance, and the unit shall be connected to the street by a sidewalk or paved walkway separate from the driveway. A pre-existing house may be exempted from the requirement that the residence be visible, but in that case the street numbers shall be clearly posted at the entrance of the driveway.
 - b. If two or more units take access off adjoining flag lot driveways, at least one residence shall be visible from the street, including street numbers and entrance, each unit shall be connected to the street by a sidewalk or paved walkway separate from the driveway, and the addresses of the units located on the flag lot driveway shall be clearly posted at the entrance of the driveway. A pre-existing house may be exempted from the requirement that the residence be visible.

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