

Proposed Ordinance 90-2016 (text)

Comprehensive Plan Amendments to Intro, Housing and Transportation

Current Introduction reads as follows:

INTRODUCTION

Rivergrove is located in the lower Tualatin Valley in northwestern Oregon. It is bordered on the south by the Tualatin River, on the west by Interstate 5, on the east by the Oswego Canal, and for the most part by Childs Road to the north.

Rivergrove is flat in topography and is dominated by the Tualatin River which gives the City a rural and scenic character. It is a linear city about two miles in length with an average width of about .04 of a mile. Portland, which lies to the north, has a very strong influence over the lives of the residents of Rivergrove supplying them with jobs and a wide variety of services and consumer goods. Lake Oswego, Tualatin, Lake Grove, Tigard and Beaverton are also important employment and commercial centers servicing Rivergrove residents.

Rivergrove lies within the Metropolitan Service District (Metro) and Metro serves as the primary coordinator of land use plans in the region. Rivergrove is also situated in both Washington County and in Clackamas County. The City was incorporated in 1971 with a population of 319 residents. Preservation of the City's residential character was and continues to be one of the primary desires of the City and its residents.

The Comprehensive Plan of Rivergrove describes the intentions of the City to shape its future development. The plan expresses the desired patterns of land use and sets out provisions for supplying the support services necessary for future urban development. This plan should be considered by the citizens, developers and affected governments and agencies as the intent of public officials for the development of Rivergrove. It should guide officials in their administration of all applicable ordinances.

The plan is divided into a series of elements, each addressing one of the Statewide Goals. Within each element there is a discussion of the particular issues of concern and the relevant factual information. These discussions offer a summary of the background information which led to the formation of policies. The policies, which appear at the end of each element, are the City's attempt to achieve the Statewide Goals while meeting the special needs and expectations of the residents of Rivergrove.

The Rivergrove Comprehensive Plan is a city limits plan, meaning that the Urban Planning Area is contiguous with the present city limits of Rivergrove. Rivergrove's comprehensive plan does not cover any land outside City limits, because Rivergrove does not have its own Urban Growth Boundary (UGB). Rivergrove, 23 other cities, and three counties are within the Metropolitan Service District (Metro) UGB.

All land within Rivergrove is urban. Unincorporated land lies to the north of Rivergrove, while the City's east and west limits are contiguous with those of the Cities of Lake Oswego and Tualatin respectively. Rivergrove has entered into an Urban Planning Area Agreement with Clackamas County.

Proposed new language for those paragraphs:

The Rivergrove Comprehensive Plan is a city limits plan, meaning that the Urban Planning Area is contiguous with the present city limits of Rivergrove. Rivergrove's

*comprehensive plan does not cover any land outside City limits, because Rivergrove does not have its own Urban Growth Boundary (UGB). Rivergrove, 23 other cities, and three counties are within the Metropolitan Service District (Metro) UGB. **When the City annexes land, it will adopt appropriate plan and zoning designations for the annexed land.***

All land within Rivergrove is urban. Unincorporated land lies to the north of Rivergrove, while the City's east and west limits are contiguous with those of the Cities of Lake Oswego and Tualatin respectively. Rivergrove has entered into an Urban Planning Area Agreement with Clackamas County.”

The remainder of the Introduction would remain unchanged as follows:

This plan, each of its elements, and the zoning ordinance shall be opened for amendments that consider compliance with the Goals and Objectives and Plans of Metro or its successor, on an annual basis and may be so amended or revised more often than annually if deemed necessary by the City Council. Annual amendment and revision for compliance with the above regional goals, objectives and plans shall be consistent with any schedule for re-opening of local plans approved by the Department of Land Conservation and Development (DLCD).

This provision is not to be construed as waiving any legal rights which the City may have to challenge the legality of a regional goal, objective or plan provision.

Proposed change —GOAL 10-HOUSING-9-2016:
Current plan reads:

FUTURE GROWTH:

With the exception of two very small parcels of developed land, Rivergrove has now annexed all pockets of land within its city limits. Since it is bounded by the Tualatin River on the south, and the cities of Lake Oswego and Tualatin, or unincorporated land within the Metro urban growth boundary on all other sides, there is no room for future growth outside its existing city limits.

Therefore, growth in population must be accommodated through development of vacant land, infill and duplexes or triplexes as currently allowed under the Rivergrove Land Development Ordinance.

Replace with:

Rivergrove does not intend to dramatically increase its geographic size through annexation. Small annexations may be considered to allow for more efficient provision of services and when the City Council otherwise finds it appropriate to expand the city limits.

ADDRESSING HOUSING NEEDS:

DLCD's State Housing Goal discusses the need for affordable housing and the provision

of diverse housing which meets the characteristics of statewide housing demand while satisfying local housing demand.

The location of new residential development in Rivergrove is severely limited due to the lack of vacant, buildable land, and the small size of the City. Thus, new residential development in Rivergrove is basically an in-fill situation and this restricts the degree to which the methods to promote lower housing costs and housing diversity can be applied.

There is little a small jurisdiction such as Rivergrove can do to affect the major determinants of housing costs: prime interest rate, labor costs and state and local regulations. However, until urban conditions develop, there are some things Rivergrove can do to reduce housing costs.

Strategies, actions and measures that Rivergrove has adopted or may consider, to encourage infill housing development that will meet the City's future housing needs analysis include:

- allowing accessory dwelling units (currently allowed by the RLDO);
- allowing duplexes and triplexes (currently allowed by the RLDO);
- allowing for smaller than 10,000 square foot lots where urban services are available (currently allowed on private streets);
- permitting outright, through a site plan review or conditional use, townhouses and cottage housing.
- - Targeted annexations as requested by contiguous property owners

Proposed Change -- GOAL 12 - TRANSPORTATION:

proposed changes in red

Objective #3 - Establish and/or Maintain Reasonable Street Connectivity

Background: (last paragraph)

There is a bicycle/pedestrian path along the south side of Childs Road, from Sycamore to Terry Ave. The Safe Routes to Schools program has provided the funding for Lake Oswego to construct a bicycle/pedestrian path along the west side of Pilkington from Boones Ferry to Dawn, which provides excellent connectivity to Rivergrove's existing Pilkington Road and Childs Road bicycle/pedestrian paths and enhances safety for school children, cyclists, runners and walkers.

Objective #5 Explore Street Maintenance and Jurisdiction

Background:

The City of Rivergrove has no tax base and therefore has very limited funds for street maintenance

and/or improvements. The city has sought grants for repaving projects but must have jurisdiction of a street in order to obtain such a grant. **The City expects to enter into a discussion about jurisdiction with Clackamas County in the near future.** In partnership with Clackamas County, Rivergrove has achieved projects such as restriping stop bars, creating a crosswalk at a school bus stop intersection and erecting traffic safety signs. Due to Rivergrove's and Clackamas County's limited funds, however, some roads continue in a state of disrepair. There is citizen support for road maintenance but funding remains the largest obstacle to achieve it.