



Oregon

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NOTICE OF ADOPTED CHANGE TO A COMPREHENSIVE PLAN OR LAND USE REGULATION

Date: 12/01/2014
Jurisdiction: City of Rivergrove
Local file no.: PA 14-01
DLCD file no.: 001-14

The Department of Land Conservation and Development (DLCD) received the attached notice of adopted amendment to a comprehensive plan or land use regulation on 11/25/2014. A copy of the adopted amendment is available for review at the DLCD office in Salem and the local government office.

Notice of the proposed amendment was submitted to DLCD 59 days prior to the first evidentiary hearing.

Appeal Procedures

Eligibility to appeal this amendment is governed by ORS 197.612, ORS 197.620, and ORS 197.830. Under ORS 197.830(9), a notice of intent to appeal a land use decision to LUBA must be filed no later than 21 days after the date the decision sought to be reviewed became final. If you have questions about the date the decision became final, please contact the jurisdiction that adopted the amendment.

A notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR chapter 661, division 10).

If the amendment is not appealed, it will be deemed acknowledged as set forth in ORS 197.625(1)(a). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

DLCD Contact

If you have questions about this notice, please contact DLCD's Plan Amendment Specialist at 503-934-0017 or plan.amendments@state.or.us



NOTICE OF ADOPTED CHANGE TO A COMPREHENSIVE PLAN OR LAND USE REGULATION

FOR DLCD USE

File No.: 001-14 {22418}

Received: 11/25/2014

Local governments are required to send notice of an adopted change to a comprehensive plan or land use regulation **no more than 20 days after the adoption.** (See [OAR 660-018-0040](#)). The rules require that the notice include a completed copy of this form. **This notice form is not for submittal of a completed periodic review task or a plan amendment reviewed in the manner of periodic review.** Use [Form 4](#) for an adopted urban growth boundary including over 50 acres by a city with a population greater than 2,500 within the UGB or an urban growth boundary amendment over 100 acres adopted by a metropolitan service district. Use [Form 5](#) for an adopted urban reserve designation, or amendment to add over 50 acres, by a city with a population greater than 2,500 within the UGB. Use [Form 6](#) with submittal of an adopted periodic review task.

Jurisdiction: City of Rivergrove

Local file no.: **PA 14-01**

Date of adoption: 11-10-14

Date sent: 11/25/2014

Was Notice of a Proposed Change (Form 1) submitted to DLCD?

Yes: Date (use the date of last revision if a revised Form 1 was submitted): 8-7-14

No

Is the adopted change different from what was described in the Notice of Proposed Change? Yes No

If yes, describe how the adoption differs from the proposal:

Yes. Clackamas County's comments were incorporated. Objective 2a was deleted. Objective 3b and 3c were amended. Policies item A was deleted and item G was amended.

Local contact (name and title): Sheri Richards, City Manager/Recorder

Phone: 503-970-5858

E-mail: sheri@cityofrivergrove.com

Street address: PO Box 1104

City: Lake Oswego

Zip: 97035-

PLEASE COMPLETE ALL OF THE FOLLOWING SECTIONS THAT APPLY

For a change to comprehensive plan text:

Identify the sections of the plan that were added or amended and which statewide planning goals those sections implement, if any:

Comp Plan Goal 12-Transportation was completely replaced with the new revision. All other Comp Plan Goals remain the same.

For a change to a comprehensive plan map:

Identify the former and new map designations and the area affected:

Change from	to	acres.	A goal exception was required for this
change.			
Change from	to	acres.	A goal exception was required for this
change.			
Change from	to	acres.	A goal exception was required for this
change.			
Change from	to	acres.	A goal exception was required for this change.

Location of affected property (T, R, Sec., TL and address):

The subject property is entirely within an urban growth boundary

The subject property is partially within an urban growth boundary

If the comprehensive plan map change is a UGB amendment including less than 50 acres and/or by a city with a population less than 2,500 in the urban area, indicate the number of acres of the former rural plan designation, by type, included in the boundary.

Exclusive Farm Use – Acres:	Non-resource – Acres:
Forest – Acres:	Marginal Lands – Acres:
Rural Residential – Acres:	Natural Resource/Coastal/Open Space – Acres:
Rural Commercial or Industrial – Acres:	Other: – Acres:

If the comprehensive plan map change is an urban reserve amendment including less than 50 acres, or establishment or amendment of an urban reserve by a city with a population less than 2,500 in the urban area, indicate the number of acres, by plan designation, included in the boundary.

Exclusive Farm Use – Acres:	Non-resource – Acres:
Forest – Acres:	Marginal Lands – Acres:
Rural Residential – Acres:	Natural Resource/Coastal/Open Space – Acres:
Rural Commercial or Industrial – Acres:	Other: – Acres:

For a change to the text of an ordinance or code:

Identify the sections of the ordinance or code that were added or amended by title and number:

For a change to a zoning map:

Identify the former and new base zone designations and the area affected:

Change from	to	Acres:
Change from	to	Acres:
Change from	to	Acres:
Change from	to	Acres:

Identify additions to or removal from an overlay zone designation and the area affected:

Overlay zone designation:	Acres added:	Acres removed:
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Location of affected property (T, R, Sec., TL and address):

List affected state or federal agencies, local governments and special districts: Metro, Clackamas County, Washington County, City of Lake Oswego, City of Tualatin

Identify supplemental information that is included because it may be useful to inform DLCD or members of the public of the effect of the actual change that has been submitted with this Notice of Adopted Change, if any. If the submittal, including supplementary materials, exceeds 100 pages, include a summary of the amendment briefly describing its purpose and requirements.

Ordinance 87-2014

ORDINANCE NO. 87-2014

AN ORDINANCE AMENDING THE CITY OF RIVERGROVE'S COMPREHENSIVE PLAN BY DELETING THE EXISTING GOAL 12 TRANSPORTATION ELEMENT (Adopted by Ordinance 79-2011 which repealed the Rivergrove Comprehensive Plan [Attachment B to Ordinance 54-89]) AND ADOPTING A NEW GOAL 12 TRANSPORTATION ELEMENT AS SET FORTH IN EXHIBIT A TO THIS ORDINANCE

WHEREAS, a City-wide survey coupled with a series of public meetings provided the overall vision, policies and goals for the future growth and development within the City; and

WHEREAS, The Rivergrove Comprehensive Plan is intended to guide the growth and management of the City, to support natural, recreational, and economic benefits for the community, and to provide a framework for implementation of identified goals and policies; and

WHEREAS, the Rivergrove Comprehensive Plan complies and is consistent with Statewide Planning Goals and other applicable law; and

WHEREAS, notice was mailed to all City property owners in conformance with Measure 56 requirements and notice was published in the local newspaper. Public meetings and workshops were held where the objectives and concepts of the Comprehensive Plan Goal #12 were presented and discussed; and

WHEREAS, the Planning Commission and the City Council both held publicly noticed meetings on the proposed amendments; and

WHEREAS, further amendments to the Rivergrove land use regulations may be necessary in order to implement the Rivergrove Comprehensive Plan, and these amendments, if necessary, will be considered and reviewed in duly noticed public hearings before the Planning Commission and City Commission; and

WHEREAS, adopting the Rivergrove Comprehensive Plan Goal #12, based on the findings in the City Staff Report dated 10-27-14, is in the best interest of Rivergrove to ensure that the goals and policies of the City can be realized;

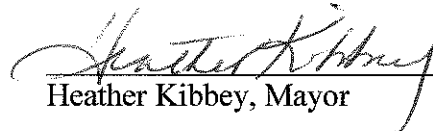
NOW THEREFORE, THE CITY OF RIVERGROVE ORDAINS AS FOLLOWS:

Section 1. The Rivergrove Comprehensive Plan Goal #12 adopted on June 13, 2011 by Ordinance 79-2011 is hereby repealed.

Section 2. A new Rivergrove Comprehensive Plan Goal #12, located as Attachment A to this Ordinance No. 87-2014, is hereby adopted and shall serve as the Comprehensive Plan Goal #12 for the City of Rivergrove.

Submitted to the Rivergrove City Council on November 10, 2014

Adopted by the Rivergrove City Council on November 10, 2014


Heather Kibbey, Mayor

November 10, 2014
Date


Sheri Richards, City Recorder

November 10, 2014
Date

ATTACHMENT A

COMPREHENSIVE PLAN GOAL # 12: TRANSPORTATION

GOAL:

To provide and encourage a safe, convenient and economical transportation system.

CONTEXT:

The principle streets in Rivergrove are Childs Road and Pilkington Road, which are classified as “urban collectors” by the City and by Clackamas County, which has jurisdiction over most Rivergrove streets. Clackamas County 2011 traffic counts show that Childs Road between Pilkington Rd and Bryant Road has 3260 average daily trips with Pilkington Road at 2670 average daily trips. The City's streets are adequate for present traffic volumes, and should have adequate capacity through the planning period. However, City residents have expressed concern about traffic safety on Childs Road.

In recent years, when Childs Road properties were partitioned or subdivided, Clackamas County required a 10-foot dedication for the eventual widening of the road. Since the creation of several new subdivisions along Childs near Pilkington, the roadway in that area has become significantly wider¹ than the remainder of Childs and concerns about speeding and safety have increased. Rivergrove citizens are not in favor of widening any more sections of Childs Road and have recently taken a more active role in the planning process.

All other streets are “local streets.” Clackamas County maintains all public roads within Rivergrove, except Childs Road west of 65th and West Road. In the past decade, Clackamas County has declined to accept responsibility for maintenance of new roads. Therefore, since that time, all streets in new subdivisions are privately owned by the individual property owners. These streets are open for public access, but not public parking.

The automobile is and will continue to be the major source of transportation for residents of Rivergrove, because other available transportation modes offer only limited access to their employment, shopping and recreation destinations. A recent survey indicated that, as their primary means of transportation to work, 75% of Rivergrove residents drove their car alone, while 9% carpooled, 8% rode the bus, 1% walked, and 7% worked at home. Median travel time is 20-24 minutes.²

Rivergrove conducted a city-wide transportation survey in 2013. Citizen input was received about active, safe transportation, pedestrian/bicycle access, street connectivity and public transportation. This data

¹ County standards for Childs Road and Pilkington Road are shown in Clackamas County's TSP, Figure 5-1c - and call for a two-lane road with sidewalk, bike lanes and parking – with an optional median, constructing these roads to this cross section would result in a paved width of 48' to 69' depending upon the improvements with a ROW of 60' to 107' This cross section would meet the needs of all travel modes on these streets.

² City-Data.com, Travel Time to Work (City of Rivergrove) 2008.

has been incorporated into the following objectives and policies with the purpose of developing Rivergrove's own Transportation Plan.

TRANSPORTATION OBJECTIVES

Objective #1 – Encourage Safe, Active Transportation.

- a. Establish a system of safe, connected bicycle/pedestrian paths.
- b. Conduct a feasibility study that identifies areas for improvement in existing pathways and areas to add or extend bicycle/pedestrian paths; this would include research into the possible addition of a bicycle/pedestrian path connecting the two sections of Dogwood Drive, considering cost and feasibility for current homeowners and implications for future land development.
- c. Investigate traffic calming devices where appropriate in support of safer roads as well as bicycle/pedestrian paths.
- d. Seek grant funding to make the above improvements and identify funding mechanisms to maintain the system.
- e. Public and private roadways, bicycle paths and pedestrian walkways within Rivergrove shall be constructed in accordance with the Clackamas County Transportation Systems Plan, Chapter 5, Section 5.0 Functional Classification and Design Policies.³
- f. Continuously participate in transportation and circulation systems planning for the East Washington County and West Clackamas County areas to maintain a safe transportation system based on a functional mix of automobile, mass transit, bicycle, and pedestrian modes of travel for local and regional transportation requirements.
- g. Require that all roads within Rivergrove be paved to enhance safety of vehicular and non-vehicular traffic.

Background:

Metro defines Active Transportation as non-motorized transportation modes, such as bicycling and walking, that are well integrated with public transportation.⁴

Safety remains a concern on Childs Road. A Clackamas County study (November 1993) gave Childs Road the dubious distinction of "the most dangerous road to walk on in Clackamas County ." The bicycle/pedestrian path which runs along the eastbound lane of Childs Road, completed during the 1990s, has provided a smoother and safer place to walk and bicycle.

³ <http://www.clackamas.us/planning/documents/compplan/Chapter%205%20Transportation.pdf>

⁴ <http://www.oregonmetro.gov/index.cfm/go/by.web/id/30078>

Because of Rivergrove's distance from its major employment and service centers, walking to a commercial or retail destination is not a normal transportation mode for its residents. However, walking for fitness and sheer enjoyment has increased since the construction of the bicycle/pedestrian path. Walking safety is likely to improve as planned subdivisions are constructed, bringing sidewalks to replace the bicycle/pedestrian path and quieter connecting streets through which to stroll.

Bicycling, though, will become an increasing concern on Childs Road, as the bicycle/pedestrian path has become intermittent and is replaced in certain areas by pedestrian-only sidewalks. The City must address this issue and encourage Clackamas County to provide a safe route for bicycles.

Objective #2 - Study Inter-City Bicycle/Pedestrian Access

- a. Work with other jurisdictions to improve bicycle/pedestrian access and connectivity to adjacent neighborhoods and commercial zones, avoiding disruption of neighborhoods and considering flood issues when planning transportation routes.

Background:

According to the 2013 Rivergrove Transportation Survey, there is strong community support for bicycle/pedestrian paths. Citizens have been increasingly outspoken about non-vehicular connections and maintaining quiet streets.⁵

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

- a. Promote safe and efficient vehicular and active (bicycle, pedestrian, etc.) transportation.
- b. Provide street and bicycle/pedestrian path connectivity wherever practical and beneficial, including the continuation of the pedway along Childs Road between 65th and Terry Ave.
- c. Continue to have Childs Road designated as a preferred location for a pedestrian/bicycle path from Sycamore to 65th Ave.
- d. Continue to work with Metro, Lake Oswego, and Clackamas County to provide a safe bicycle route into Rivergrove along Childs and Pilkington Roads.

Background:

In order to promote efficient vehicular and pedestrian circulation throughout the city, subdivisions and site developments of more than one acre should provide street connectivity where it is practical and beneficial. Rivergrove supports active transportation and supports connectivity of bicycle/pedestrian paths where it is practical and enhances the quality of life in the city. This supports Metro's Active Transportation Plan (ATP) goals and guiding principles and evaluation criteria, which states:

⁵ 2013 Rivergrove Transportation Survey, results online at <http://cityofrivergrove.com>

“A vision for the future that includes active transportation as a real transportation option helps us achieve our shared values – clean air and water, vibrant communities, transportation choices for everyone, equity, economic prosperity and addressing climate change.”⁶

- 1. Cycling, walking, and transit routes are integrated and connections to regional centers and regional destinations are seamless.*
- 2. Routes are direct, form a complete network, are intuitive and easy-to-use and are accessible at all times.*
- 3. Routes are safe and comfortable for people of all ages and abilities and welcoming to people of all income levels and backgrounds.*
- 4. Routes are attractive and travel is enjoyable.*
- 5. Routes are integrated with nature and designed in a habitat and environmentally sensitive manner.⁷*

Transportation facility designs are context-sensitive and seek to balance all transportation modes. Bicycles have predominantly been used by Rivergrove residents for recreation rather than for transportation. However, as fuel prices continue to climb the bicycle will become a more attractive alternative to the automobile. Walking and biking on Childs and Pilkington Roads have always been a safety concern, since enforcement of the speed limit is not consistent.

While the 25-mph speed limit on Childs Road is generally considered appropriate by residents, the 35-mph speed limit on Pilkington Road is considered too high, especially since there is a school crossing zone one short block north of Childs on Pilkington. The City has formally requested a speed limit change to 25 mph.

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 which provides excellent connectivity to the Childs Road bicycle/pedestrian path and enhances safety for school children, cyclists, runners and walkers.

Objective #4 - Support Public Transportation

- a. Work with Tri Met to improve public transportation service for Rivergrove residents.

Background:

⁶ Metro Regional Active Transportation Plan – August 2013, p. 12
http://library.oregonmetro.gov/files/atp_augdraft_clean.pdf

⁷ Metro Regional Active Transportation Plan – August 2013, p. 36,
http://library.oregonmetro.gov/files/atp_augdraft_clean.pdf

Tri-Met services Rivergrove with line #36, the Oregon City-South Shore bus route. Tri-Met has no plans to increase bus service to Rivergrove, but has taken actions to increase the number of areas transit-accessible from Rivergrove. The development of a Transit Center in Tualatin has connected Rivergrove to Tualatin, Tigard and Legacy Meridian Park Hospital, with express service to downtown Portland. Residents presently have access to Lake Oswego and Oregon City. As service continues to improve and as automobile travel increases in cost, Tri-Met bus service will become an increasingly important mode of transportation for residents of Rivergrove.

Tri-met also supplies a necessary and important transportation service for disabled citizens of Rivergrove⁸. Regular bus service is an important means of travel for these citizens who cannot own or operate a private automobile. All buses are now fully accessible, and are equipped with either a boarding ramp or power lift to offer service to citizens confined to wheelchairs. Most buses have automatic systems that announce or illuminate the names of stops. Tri-Met operates the LIFT service for those unable to use standard buses.

Objective # 5 – Explore Street Maintenance and Jurisdiction

- a. Manage the existing public street system to support public safety, service, access and connectivity.
- b. Investigate the cost and benefits of accepting city jurisdiction of some or all of Rivergrove's public streets to ensure adequate long-term sustainable maintenance.
- c. Private streets that allow public access shall continue to be maintained by the correlating homeowner's associations unless there is some other means acceptable to the City. The City will require the private streets to be designed and constructed according to the Clackamas County Road Standards.

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. 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.

TRANSPORTATION POLICIES

- A. Transportation facilities, such as bridges or overpasses, should avoid dividing existing urban social units which would create physical barriers between neighborhoods. Continuity of existing residential neighborhoods is important.

⁸ TriMet, Information for Seniors & People with Disabilities, <http://trimet.org/access/index.htm>

- B. The character of neighborhoods should be maintained to enhance social units and encourage safe and active transportation.
- C. For active transportation routes, such as Rivergrove's current plan for a bicycle/pedestrian path between the two city parks, the city shall require an easement not wider than 15' for the installation of a path across any property proposed for a partition or subdivision.
- D. Vehicular roads or bridges shall not be placed within the Tualatin River Floodway.
- E. Cooperate with Tri-Met to increase mass transit ridership within the City and publicize the availability of programs for citizens of Rivergrove who are transportation disadvantaged.
- F. For any new partition or subdivision, the main access road shall be paved.

CITY OF RIVERGROVE
PROPOSED ADOPTION OF THE TRANSPORTATION PLAN
STAFF REPORT

To: Rivergrove Planning Commission & City Council

From: Carole Connell, AICP Contract Planner

Date: October 27, 2014

File#: PA 14-01 Amendments to the Rivergrove Comprehensive Plan Goal 12 Transportation

Purpose of the Amendment

The purpose of the proposal is to amend the Transportation Element of the Rivergrove Comprehensive Plan and adopt a Transportation Plan (TP). The amendment replaces the existing Transportation Element in its entirety, which was originally adopted in 1979 and was most recently amended in 2011.

A. Applicable Zoning Code Sections

An amendment to the Rivergrove Comprehensive Plan may occur in compliance with the following Rivergrove Land Development Ordinance provisions:

1. Section 4.120 Type IV Procedures
2. Section 8.030 – 8.050 Hearing Procedures
3. Section 6.225 Legislation

B. Findings in Support of the Amendment Criteria

An amendment to the Rivergrove Comprehensive Plan may be approved in accordance with the Rivergrove Land Development Ordinance (RLDO) Type IV procedures and in compliance with the Legislative amendment approval criteria.

1. RLDO Section 4.120 Type IV Procedure

This type of procedure is intended for use in reaching decisions on ordinance amendments. Street vacations and other similar issues that are characterized by the establishment or revision of City land use policy and it is not intended for use in processing development permit applications.

The Planning Commission shall schedule a public hearing, provide notice to persons entitled to be notified and conduct the hearing pursuant to Article 8 Sections 8.030 – 8.050. A written report with findings and a recommendation from the Commission shall be provided to the City Council. The City Council shall then conduct a public hearing in accordance with the same procedures of Article 8. The Council shall make a finding for

each approval criteria and may reverse, modify or sustain the findings of the Commission. The Council decision shall be enacted by ordinance.

FINDINGS: The City finds that the proposed amendment is a legislative land use decision affecting all property in the city. Extensive citizen involvement and public notice of the proposed amendments was provided as follows:

Notices:

June 5, 2014 - Initial Draft submitted to Jennifer Donnelly at DLCDC

July 28, 2014 – J. Donnelly emailed Rivergrove the comments from Clackamas Co.

August 7, 2014 – Submitted final draft to DLCDC with attached plan amendment forms

August 13, 2014 – Hearing dates submitted to DLCDC; DLCDC completed review of Comp Plan Goal #12 with “[no] substantial comments.” Plan was submitted to Metro, Clackamas County and ODOT which also did not have any “substantial comments.” J. Donnelly sent Rivergrove the comments from Clackamas County.

September 24, 2014 – Public notice mailed out to entire city population

October 16, 2014 – Published notice appeared in Lake Oswego Review

October 20, 2014 – Published notice appeared in Rivergrove Report

October 21, 2014 – Posted public notice at two locations and city hall

October 23, 2014 – Published notice appeared in Lake Oswego Review

November 3, 2014 – Scheduled First Public Hearing for Planning Commission consideration to Adopt of Ordinance 87-2014 Amending Comp Plan Goal #12

November 10, 2014 – Scheduled Second Public Hearing for City Council consideration and Adoption of Ordinance 87-2014 Amending Comp Plan Goal #12

Citizen Involvement:

Prior to the required public hearings, the City conducted a resident survey and held several public meetings and workshops to discuss the proposed amendments as follows:

June 2013 – Survey finalized and distributed to entire city population via paper copies and on-line survey

Meetings of the Transportation Citizens Advisory Committee were held on May 7, June 4 and August 12, 2013

Meetings of the Planning Commission where the Comp Plan Goal #12 was discussed and refined were held on May 5, June 2, July 7 and August 4, 2014.

Meetings of the City Council where the Comp Plan Goal #12 was discussed were held on May 12, June 9 and July 14, 2014.

2. RLDO Section 6.225 Legislation

Approval Criteria:

a. Identify the provisions of the Comprehensive Plan that are relevant to the decision and prepare findings on how the proposal does or does not comply with each provision.

- Goal 1 Citizen Involvement Policies:

(1).The City shall involve other governmental agencies and districts in the local planning process, and shall give them the opportunity to propose plan changes or review and comment on any proposed plan changes.

(2). The citizens of Rivergrove shall be given the opportunity to propose plan changes or review and comment on any proposed plan changes.

FINDINGS: The City finds that extensive citizen and agency involvement was offered for about two years as described in this report. The Goal 12 Transportation Element of the Comprehensive Plan was last updated in 2011.

- Goal 2 Land Use Planning Policies:

(1). Encourage and support other agencies to help implement the City's Comprehensive Plan.

(2). Encourage and facilitate the exchange of information, data and assistance with neighboring and affected governmental units.

FINDINGS: The City coordinated the amendment process with Rivergrove residents, Metro and Clackamas County as described in this report and in support of the Goal 12 policies.

- Goal 12 Current Transportation Policies

(1). The City shall continuously participate in transportation and circulation systems

planning for the East Washington County and West Clackamas County areas to maintain a safe transportation system based on a functional mix of automobile, mass transit, bicycle, and pedestrian modes of travel for local and regional transportation requirements.

(2). Roadways within Rivergrove shall be classified as and meet the specifications as described in the Standards Document and the classification shall be coordinated with the Interim Transportation Plan and plans of abutting jurisdictions.

(3). The City shall cooperate with Tri-Met to increase mass transit ridership within the City and shall publicize the availability of programs for the transportation disadvantaged citizens of Rivergrove.

(4). The City should work with Metro, Lake Oswego, and Clackamas County to provide a safe bike route into Rivergrove along Childs and Pilkington Roads.

(5). Childs Road is designated as a preferred location for a pedestrian/bicycle path from Lake Oswego Canal to 65th Street.

(6). The City of Rivergrove will address bicycle issues through a bike & pedestrian plan for the City that connects with neighboring communities.

(7). The City should embark on a study of its roads, including jurisdiction and maintenance agreements, to determine the best solution for long-term care and upkeep. Pending a best solution determination for maintenance, the City will consider private street approval that allows public access, with road maintenance provided by a homeowner's association or other means acceptable to the City. The City will utilize the private street design and construction standards adopted for Clackamas County.

(8). The City should develop a Transportation System Plan (TSP) to define the City's needs and requirements for its roads.

(9). The City should encourage and/or implement traffic control improvements or alterations aimed at improving pedestrian and bicycling safety.

(10). The City should promote street connectivity as a principal design guideline in approving new subdivisions and site developments of more than one acre.

(11). Improvements to transportation facilities should adequately and attractively transition to existing facilities.

(12). Rivergrove's position is that the portions of Childs Road and Pilkington within the city limits should continue to be classified as neighborhood collectors.

FINDINGS: The amendments to this section of the Plan were initiated to develop a Transportation Plan (TP) as directed by existing policy # 8 above. The City circulated a survey to residents and used the feedback to re-work existing policies. The draft plan provides discussion of issues centered on five Transportation Objectives and deletes

policies that have been fulfilled. The amendments provide transportation-related objectives and policies that are more specific to the particular needs of Rivergrove, replacing many of the current more generic transportation policies listed above. For example, prior development actions to require wider streets are now discouraged due to the resulting increase in vehicle speeds that occur on wider streets. The amendments address a possible pedestrian bridge but cite disruption to existing neighborhoods and flood risk in the Tualatin River floodway. A new policy designates a specific easement for a bike path between the two city parks, and another policy requires that access roads into new developments must be paved.

Continuation of Approval Criteria

- b. Review the nature of the proposal and state whether the proposal is appropriate for processing as a legislative matter.

FINDINGS: The City finds that amending the Goal 12 Transportation Element of the Rivergrove Comprehensive Plan is a legislative amendment.

- c. Make appropriate recommendations, along with the reason for each.

FINDINGS: Subsequent to the extensive review period and opportunities, staff does not have any further recommendations to include with the amendments.

C. Conclusion

Based on the findings in this report, Staff recommends Planning Commission recommend to City Council approval of the Goal 12 Transportation amendments to the Comprehensive Plan.

D. Sample Motion

I move that based on the findings in the City Staff Report dated October 27, 2014 we recommend approval of the proposed Goal 12 Transportation amendments to the Rivergrove Comprehensive Plan, identified as Exhibit A.