

Lowell Downtown Plan Update Technical Memorandum 2:

Physical Analysis of Downtown Study Area

I. Introduction

The City of Lowell secured grant funding through the Oregon Department of Land Conservation and Development (DLCD) to pursue a Downtown Master Plan (Plan). As part of the planning process, LCOG and The Urban Collaborative conducted a physical analysis of existing conditions in the Lowell downtown study area.

II. Study Area for the Downtown Master Plan

The study area, defined in Technical Memorandum 1, is depicted in Figure 1, which is the base map for the physical analysis.

III. Methodology

The physical analysis was conducted through a guided site visit, measurements, field verification, photography, using data from Geographic Information Systems (GIS), and reviewing satellite maps of the area.

IV. Physical Analysis

a. Figure 2: Current Land Use

The current land use map differs from the Zoning Code map depicted in Technical Memorandum 1 in that it focuses on the current, specific uses of each tax lot. The tax lots in Lowell are primarily used for single-family housing, with some mobile homes. A small number of tax lots in the study area are used for multi-family housing.

Outside of residential uses, the majority of land within the downtown area is currently used for public and civic use, shown in blue. This includes public parks, religious property, Lowell Grange, and Lowell Elementary and High Schools. There is some light industrial use along North Shore Drive and Main Street as well as a small amount of commercial use mostly along N Moss Street, which includes Lowell's grocery market.

More intense land uses are focused around busier roads and intersections and there is ample opportunity for further development along these roads and intersections, especially commercial, retail, and other services, without disturbing residential areas.

b. Figure 3: Access to Public Amenities

The downtown study area is rich in public amenities and resources, all within a five-minute walk from Rolling Rock Park, which is often characterized as the center of the downtown area. The Walk Circles shown on the map indicate a quarter mile, or five-minute walk, from both Rolling Rock Park and City Hall. This illustrates that downtown Lowell is very walkable and public amenities are accessible to residents of all ages and abilities. Both the elementary and high schools are very close to downtown and Main Street, and community gathering places, such as the market, churches, and the grange all, are easily accessible throughout the surrounding neighborhood.

Access to food and beverage options are limited in the area. Year-round food establishments are few and spread out. Armando's Mexican Restaurant, shown below, stands out as a restaurant by itself on South Moss Street. The farmer's market offers an additional source of food items in downtown, but is only available once a week during summer months.



Armando's Mexican Restaurant

c. Figure 4: Existing Gateways and Markers

Distinct gateways help define an area and are an important way for a town to establish a sense of place. Currently, the only significant marker for downtown Lowell is the "Welcome to Lowell" sign placed at the northwest corner of Rolling Rock Park, shown below.

While the sign is a distinct marker when approached from the north, one of the main entrances to Lowell is from the south, as cars come across the bridge on Dexter Lake. Another marker or gateway along S Pioneer Street would help to define the southern entrance to Lowell and the downtown area.



d. Figure 5: Building Condition Analysis

All buildings, except residences, were rated for their physical condition. Buildings are judged to be of good condition if there is no sign of physical damage or aging on the façade. Buildings are judged to be of fair condition if there is a sign of slight ageing of the façade. No buildings within the study area are judged to be of poor condition. In general, nonresidential buildings in the downtown area are in good condition; however, more could be done to beautify the neighborhood.

e. Figure 6: Building Height Analysis

Buildings within the study area that are one story were indicated in orange; buildings that are two stories were indicated in green. The study area features primarily one-story buildings, indicating design pattern of low-rise buildings in Lowell.

f. Figure 7: Sidewalk Condition Analysis

The sidewalks were evaluated based on their quality. Sidewalks of good quality, indicated in green, feature accessible ramps and tactile paving for the visually impaired. The good quality sidewalks also have even paving. The sidewalk running through Rolling Rock Park, shown below, is an example of a good quality

sidewalk in the downtown area. Fair quality sidewalks have rougher paving with no curb ramps on some intersections. Poor quality sidewalks have cracks, holes, and/or are slanted.



Walkability is essential to a successful downtown and sidewalk and road crossings are an important part of walkability. Recently, Lowell has installed several new pedestrian road crossings which greatly improves pedestrian circulation. Over time, all of the sidewalks in the downtown area should be improved to good quality, connected sidewalks with accessible ramps.

g. Figure 8: Streets and Parking Condition Analysis

The team analyzed street and parking lot condition in the downtown study area. Good quality streets and parking lots have even paving, crosswalks, and clear markings. The intersection of North Shore Drive and Moss Street is an example of a good quality street and crosswalk. There were no streets deemed fair quality. Gravel roads were designated poor quality; however, this does not necessarily mean they need to be changed. Figures 8-A through 8-G are street sections of specific streets in the study area, indicated on the Streets and Parking Condition map. These help to indicate the current streetscape in the downtown area and will help with future planning efforts. Please note the street width measurements still need site verification.

The majority of parking lots in the study area are in good condition, such as the parking lot in front of Bridge Town Market, shown below. While the parking lot next to City Hall is paved, it was determined to be of fair condition because it lacks parking lines to differentiate between parking spots. The parking lots in poor condition are gravel parking lots.

h. Figure 9: Undeveloped Land

This map highlights the tax lots within the study area on which there is no permanent development. There are several undeveloped parcels of land close to Main Street and North Shore Drive, the center of downtown Lowell, which indicates a great opportunity for future development to be centered in this area.



i. Figure 10: Redevelopment Potential

This map identifies the undeveloped land, as well as parking lots and open spaces as potential areas for redevelopment of some form. While there are no current plans to build on open spaces, the parks within the study area are highlighted because parks can be important areas that promote development in their surrounding context. The open spaces within the school tax lots are similarly highlighted because they are open to all members of the public during non-school hours, and therefore could be further enhanced to provide significant support to surrounding development in the downtown area. Parking lots are highlighted to indicate parcels of land that are easy to develop, as parking could be moved nearby or onto the street.

j. Bicycle Connectivity

In the study area and in surrounding areas of Lowell, there are no separate bicycle lanes or shared lane markings, “sharrows,” on roads. In general, road traffic is slow on most streets except North Shore Drive and South Pioneer Street, which explains the lack of bicycle-related infrastructure. However, as bicycle tourism increases throughout Oregon, especially on designated routes such as the covered bridge loop, it will be important to plan for bicycle infrastructure with future development and growth.

k. 100 Year Floodplain

All of Lowell sits within the 100-year floodplain according to 2016 data from the Federal Emergency Management Agency (FEMA). This indicates that property within the downtown master plan site must have proper flood insurance for future development. Buildings built on this property should follow the building standards of the International Building Code (IBC) and meet standards indicated in the American Society of Civil Engineers (ASCE) reference ASCE 24.

V. Attachments

Figure 1- Downtown Study Area

Figure 2- Current Land Use

Figure 3- Public Amenities and Walk Circles

Figure 4- Existing Gateways and Markers

Figure 5- Building Condition Analysis

Figure 6- Building Height Analysis

Figure 7- Sidewalk Condition Analysis

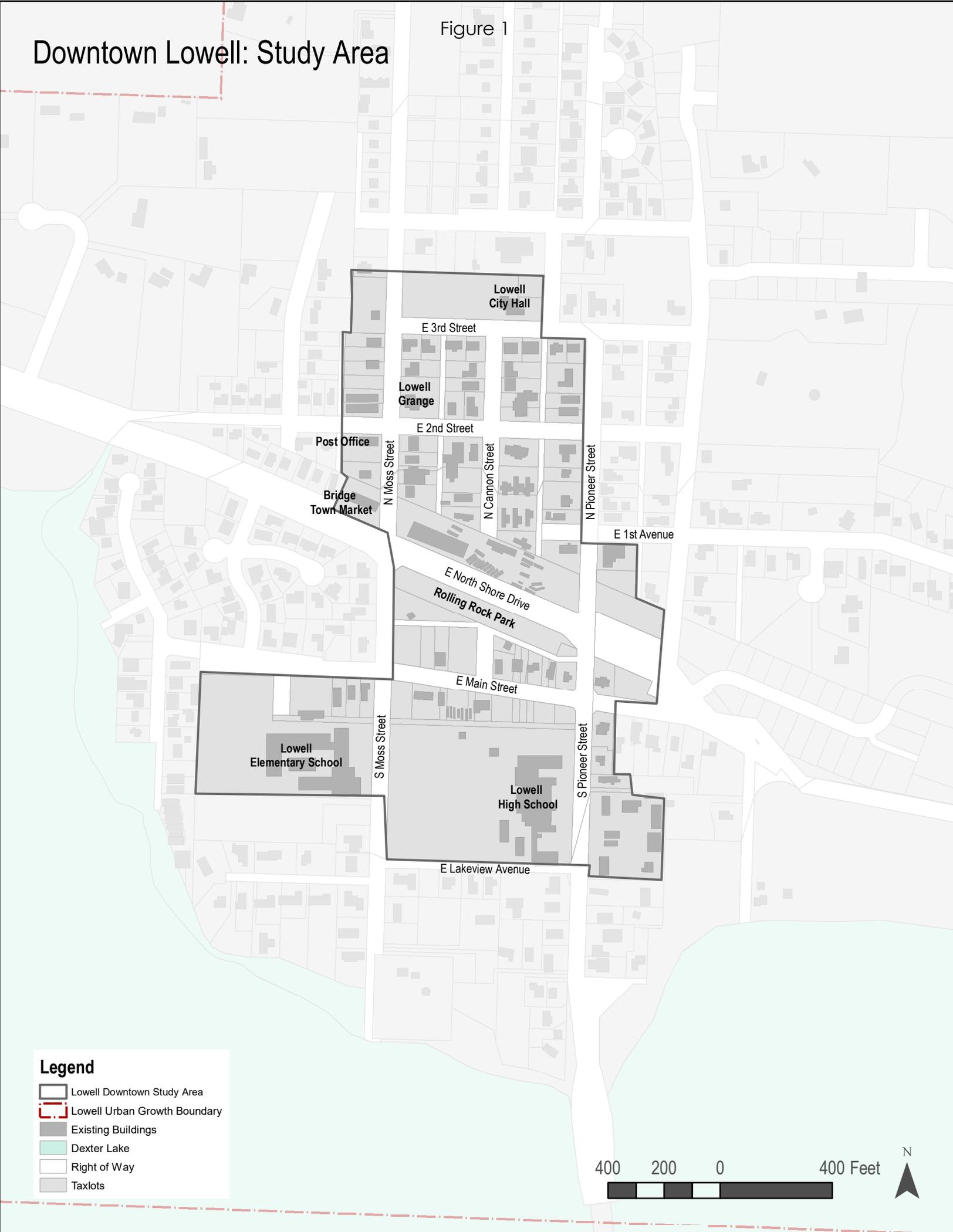
Figure 8 (including streetscapes) - Streets and Parking Condition Analysis

Figure 9- Undeveloped Land

Figure 10- Sites with Redevelopment Potential

Downtown Lowell: Study Area

Figure 1



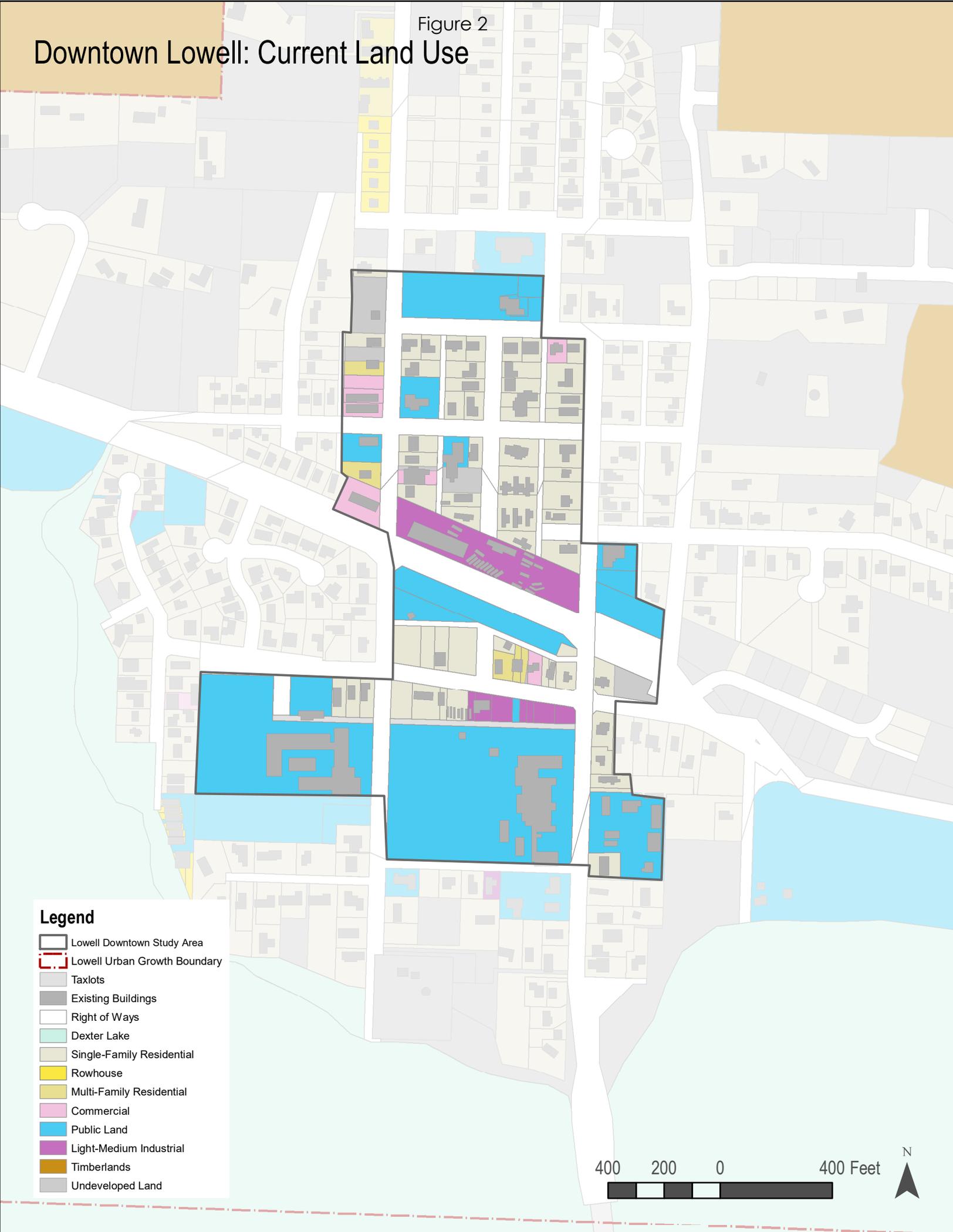
Legend

- Lowell Downtown Study Area
- Lowell Urban Growth Boundary
- Existing Buildings
- Dexter Lake
- Right of Way
- Taxlots

400 200 0 400 Feet



Figure 2
Downtown Lowell: Current Land Use



Legend

- Lowell Downtown Study Area
- Lowell Urban Growth Boundary
- Taxlots
- Existing Buildings
- Right of Ways
- Dexter Lake
- Single-Family Residential
- Rowhouse
- Multi-Family Residential
- Commercial
- Public Land
- Light-Medium Industrial
- Timberlands
- Undeveloped Land



Figure 3

Downtown Lowell: Public Amenities and Walk Circles



Legend

- Lowell Downtown Study Area
- Lowell Urban Growth Boundary
- Dexter Lake
- Right of Way
- Taxlots
- Existing Buildings
- Lane Transit District Stop
- Quarter Mile Walk Circles
- Parks
- City Hall
- Seasonal Produce
- Lowell Grange
- Year-Round Food Establishments
- Schools
- Religious Buildings
- Fire Station

400 200 0 400 Feet

A scale bar showing 400, 200, 0, and 400 feet. To the right is a north arrow pointing upwards.

Figure 4

Downtown Lowell: Gateways and Markers



Legend

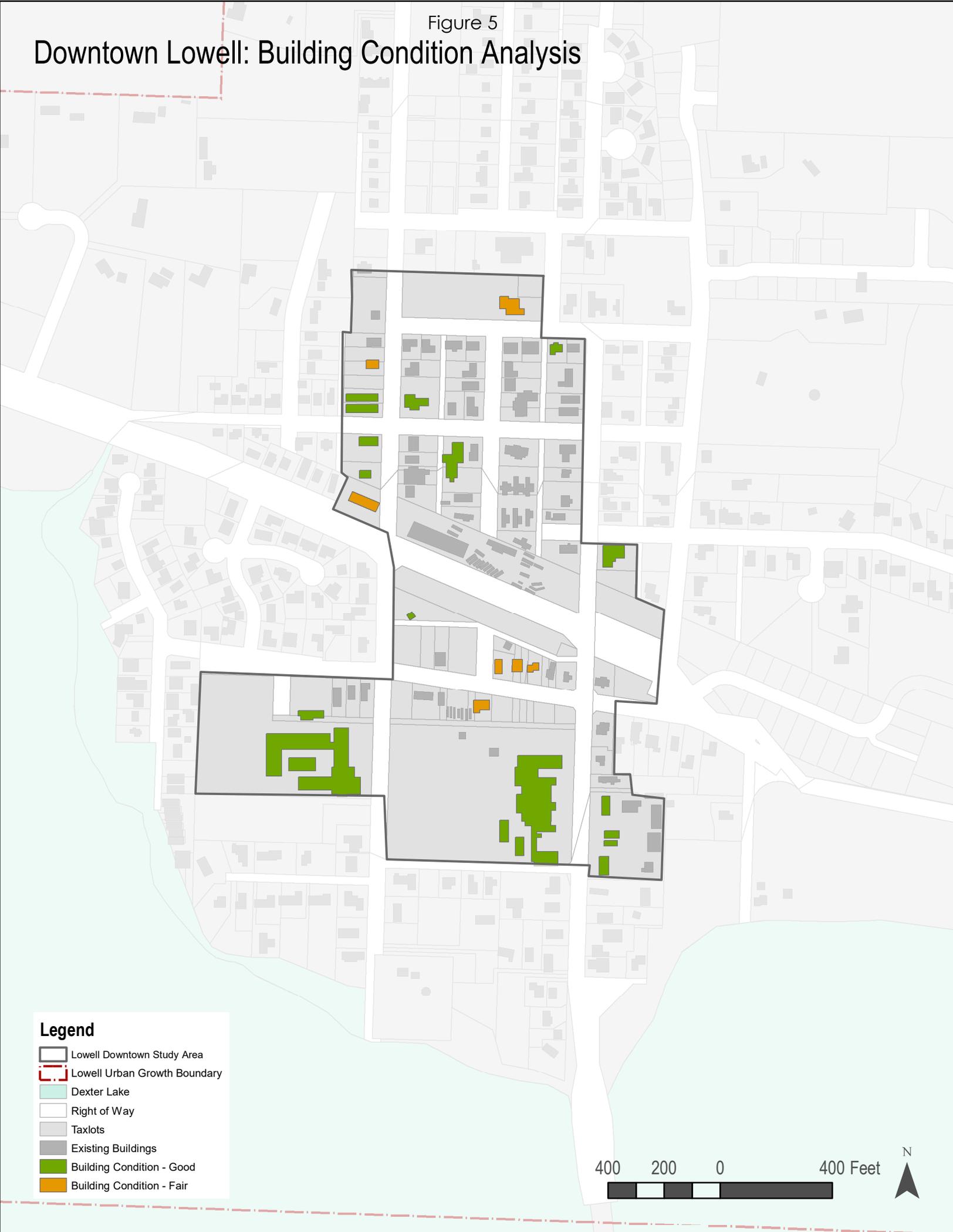
- Lowell Downtown Study Area
- Lowell Urban Growth Boundary
- Dexter Lake
- Right of Way
- Taxlots
- Existing Buildings
- Existing Gateways and Markers

400 200 0 400 Feet

A scale bar with markings at 400, 200, 0, and 400 feet. To the right of the scale bar is a north arrow pointing upwards, labeled with the letter 'N'.

Figure 5

Downtown Lowell: Building Condition Analysis



Legend

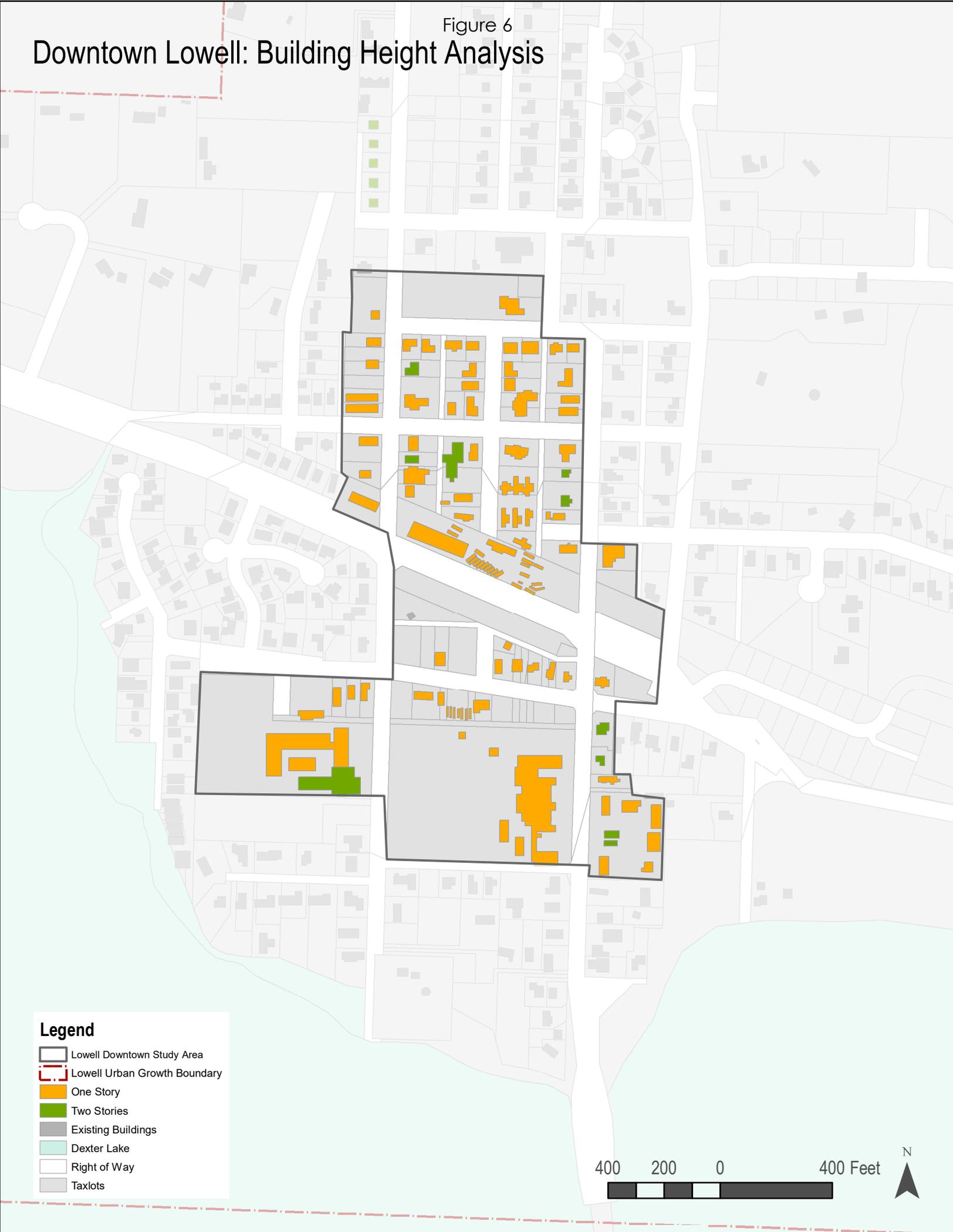
- Lowell Downtown Study Area
- Lowell Urban Growth Boundary
- Dexter Lake
- Right of Way
- Taxlots
- Existing Buildings
- Building Condition - Good
- Building Condition - Fair

400 200 0 400 Feet



Figure 6

Downtown Lowell: Building Height Analysis



Legend

- Lowell Downtown Study Area
- Lowell Urban Growth Boundary
- One Story
- Two Stories
- Existing Buildings
- Dexter Lake
- Right of Way
- Taxlots

400 200 0 400 Feet

N

Figure 7

Downtown Lowell: Sidewalk Condition Analysis



Legend

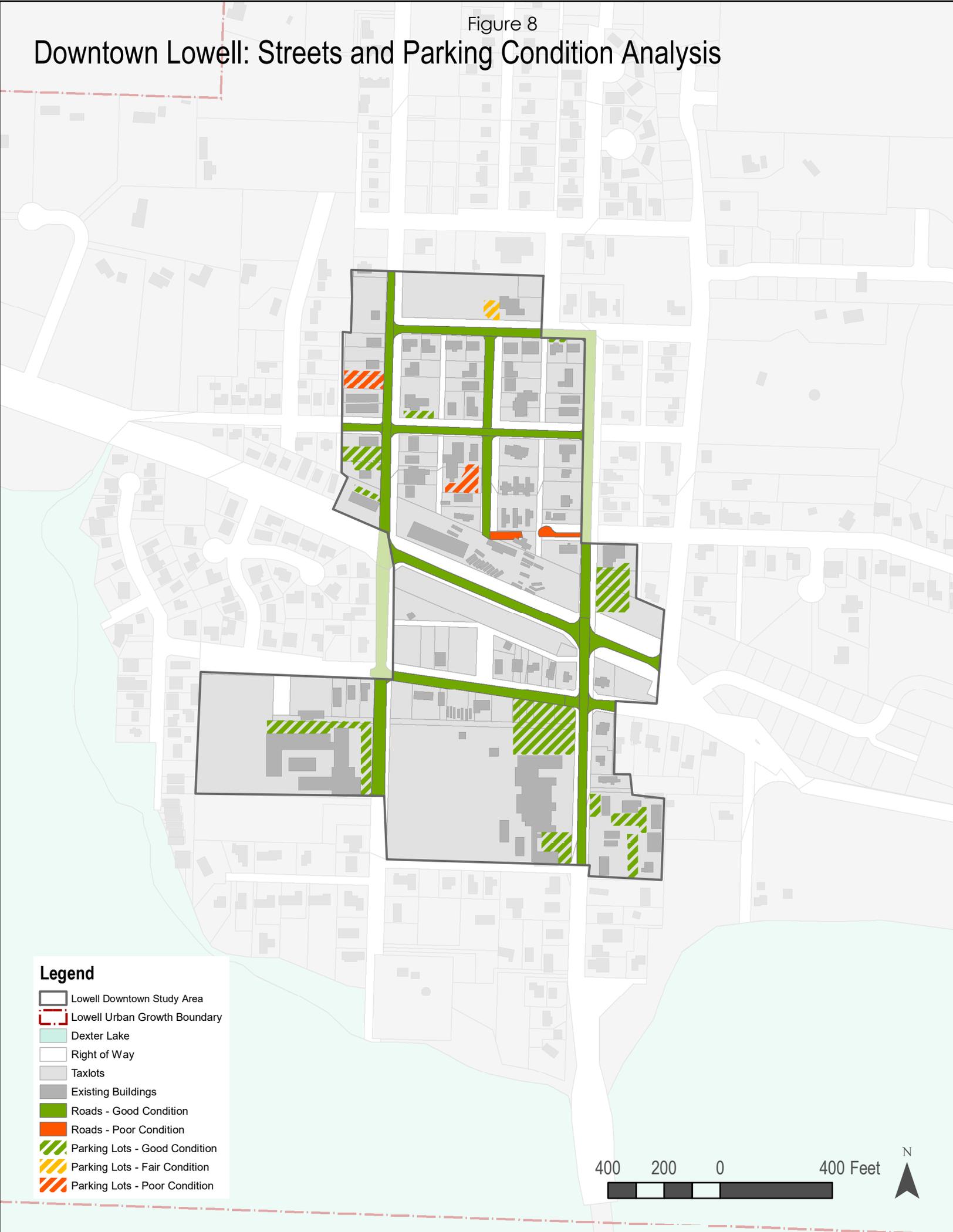
- Lowell Downtown Study Area
- Lowell Urban Growth Boundary
- Dexter Lake
- Right of Way
- Taxlots
- Existing Buildings
- Sidewalks - Good Condition
- Sidewalks - Poor Condition
- Sidewalks - Fair Condition

400 200 0 400 Feet

A scale bar showing 400, 200, 0, and 400 feet. A north arrow pointing upwards.

Figure 8

Downtown Lowell: Streets and Parking Condition Analysis



Legend

- Lowell Downtown Study Area
- Lowell Urban Growth Boundary
- Dexter Lake
- Right of Way
- Taxlots
- Existing Buildings
- Roads - Good Condition
- Roads - Poor Condition
- Parking Lots - Good Condition
- Parking Lots - Fair Condition
- Parking Lots - Poor Condition

400 200 0 400 Feet



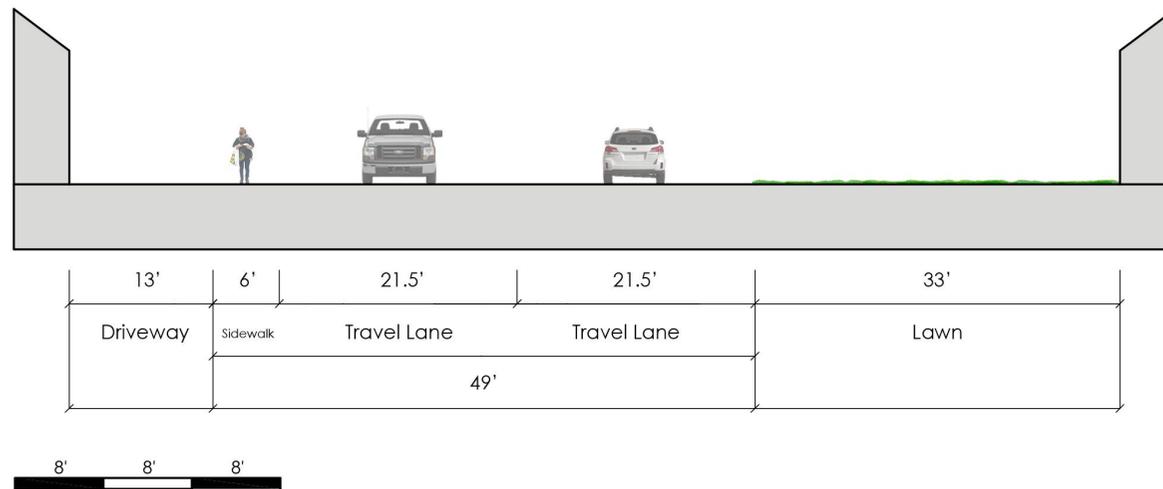


Figure 8-A: North Moss Street

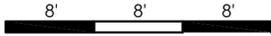
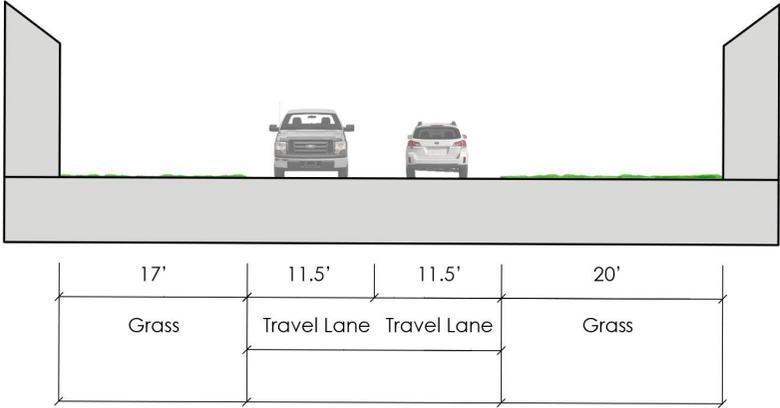


Figure 8-B: East 2nd Street

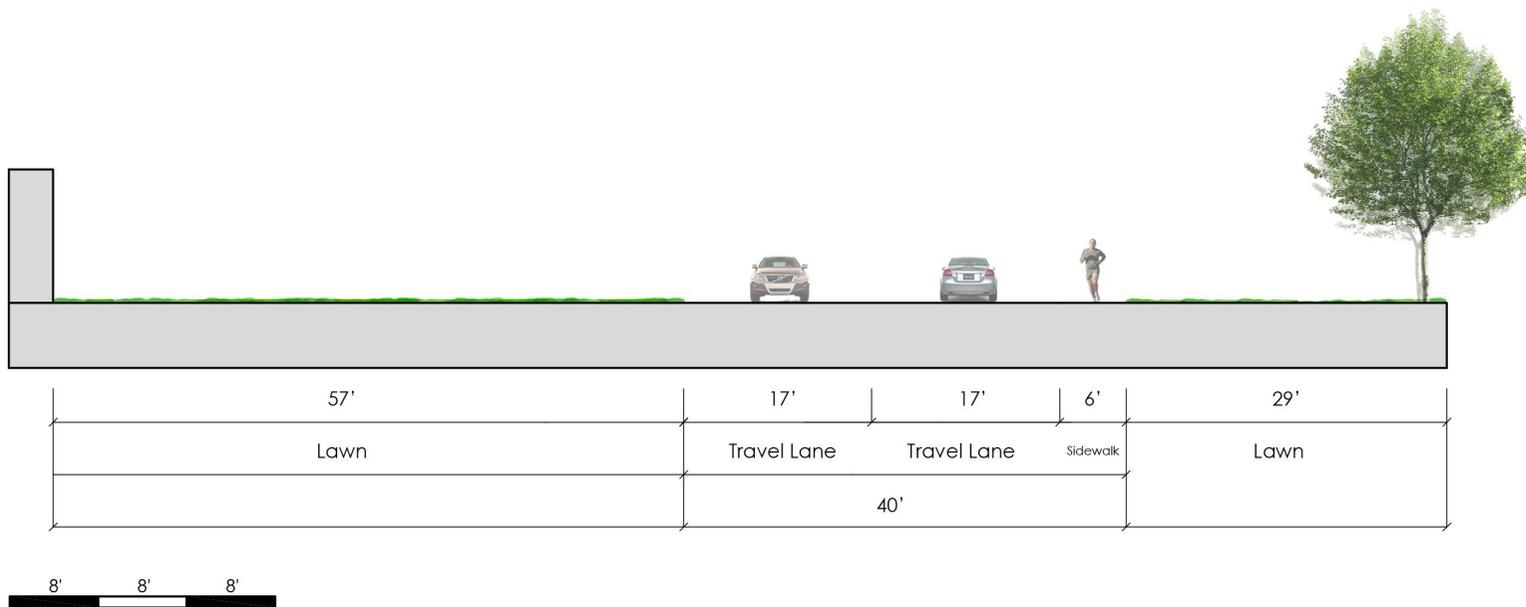


Figure 8-C: North Pioneer Street

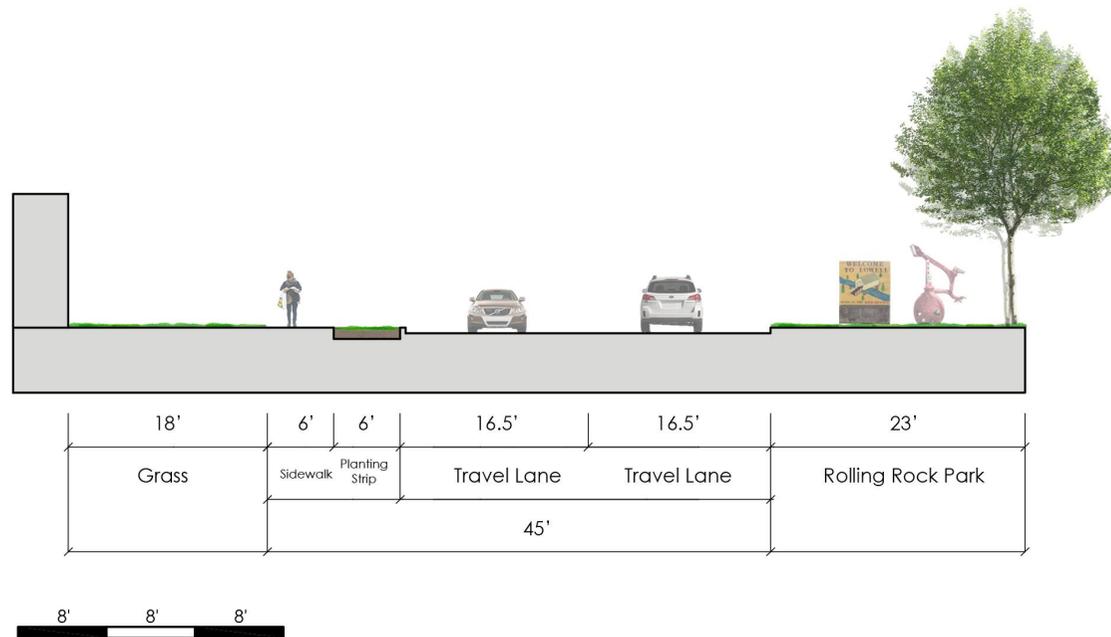


Figure 8-D: North Shore Drive

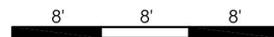
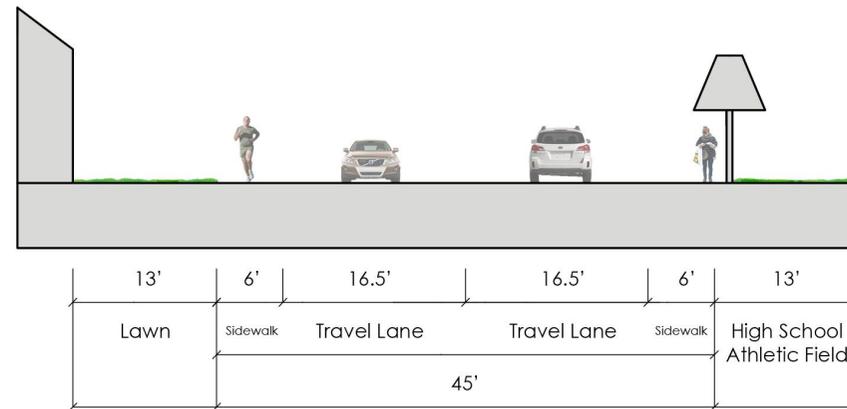


Figure 8-E: South Moss Street

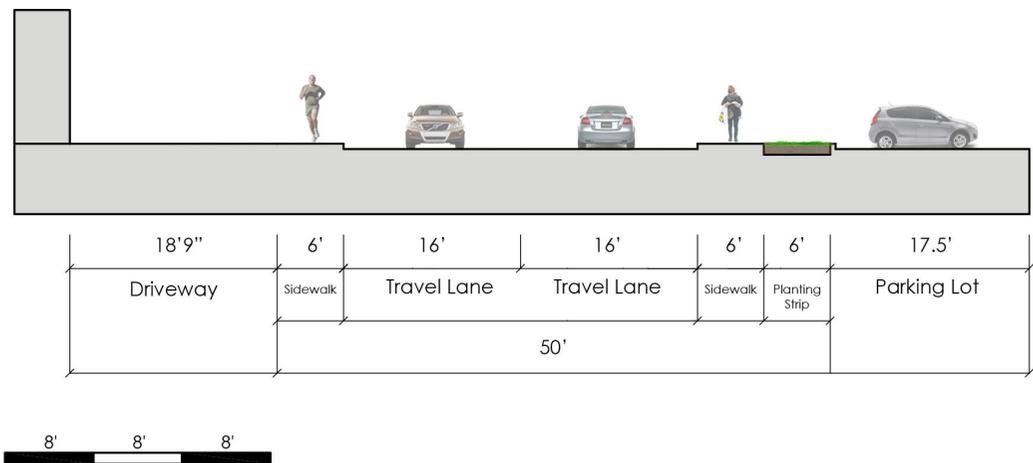


Figure 8-F: East Main Street

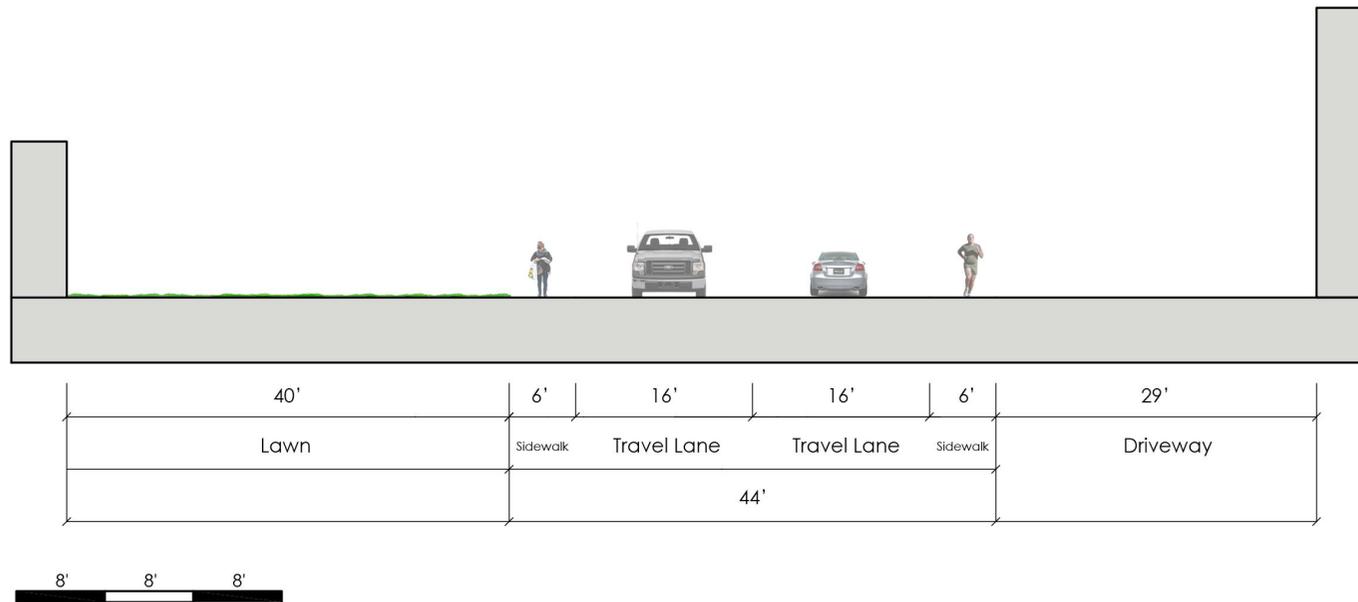
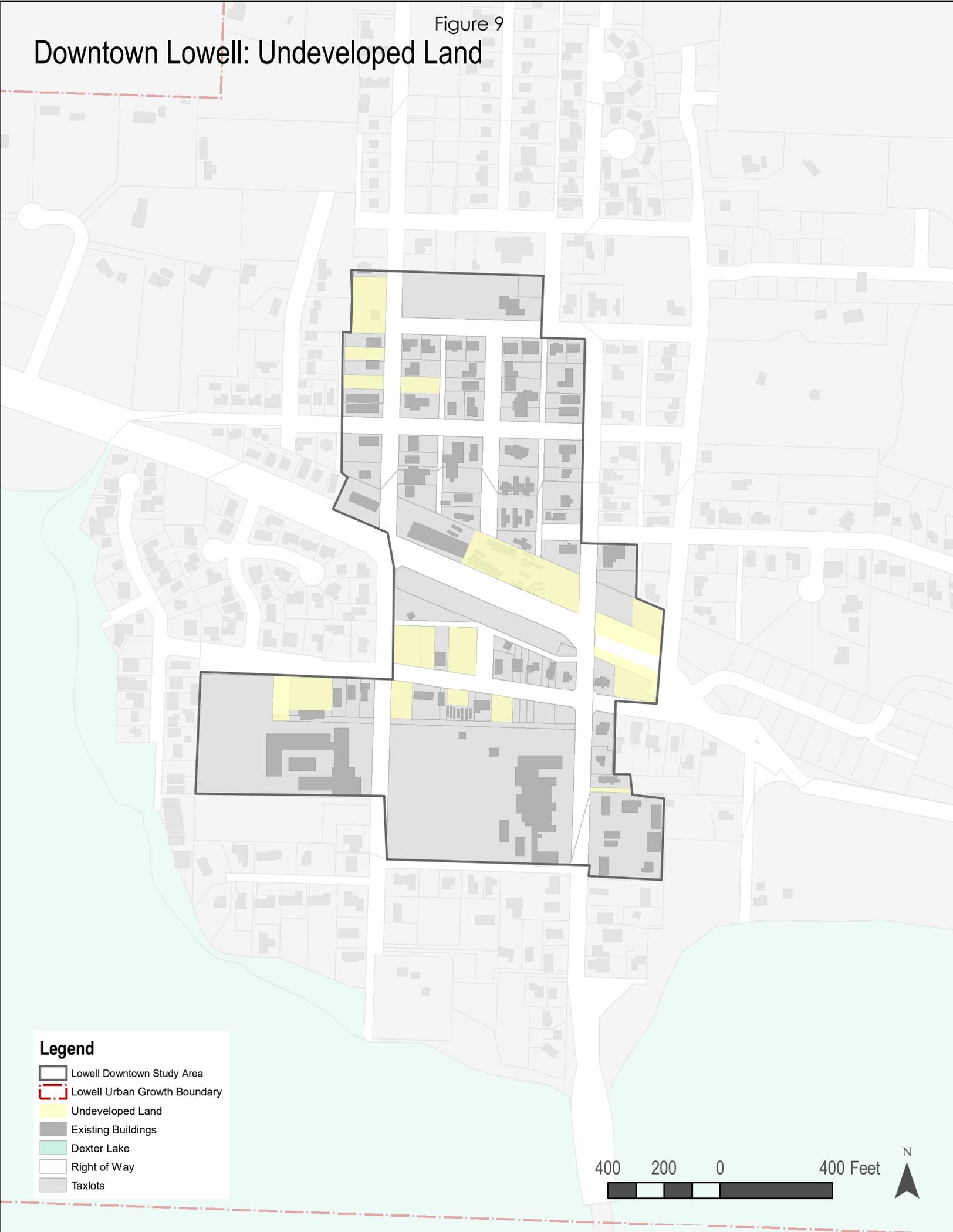


Figure 8-G: South Pioneer Street

Figure 9

Downtown Lowell: Undeveloped Land



Legend

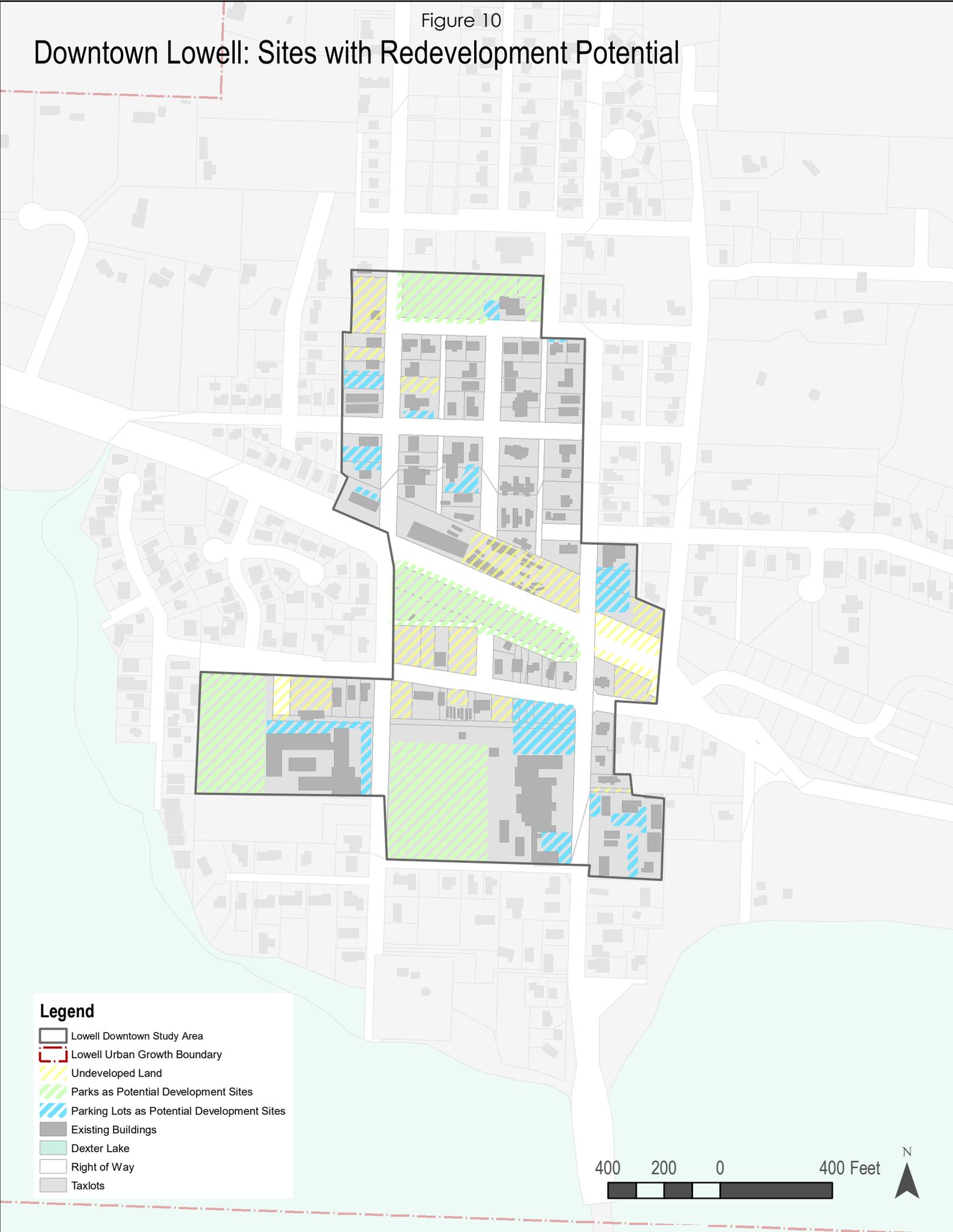
- Lowell Downtown Study Area
- Lowell Urban Growth Boundary
- Undeveloped Land
- Existing Buildings
- Dexter Lake
- Right of Way
- Taxlots

400 200 0 400 Feet



Figure 10

Downtown Lowell: Sites with Redevelopment Potential



Legend

- Lowell Downtown Study Area
- Lowell Urban Growth Boundary
- Undeveloped Land
- Parks as Potential Development Sites
- Parking Lots as Potential Development Sites
- Existing Buildings
- Dexter Lake
- Right of Way
- Taxlots

400 200 0 400 Feet

