



Oregon

Theodore R. Kulongoski, Governor

Department of Land Conservation and Development

635 Capitol Street, Suite 150

Salem, OR 97301-2540

(503) 373-0050

Fax (503) 378-5518

www.lcd.state.or.us

NOTICE OF ADOPTED AMENDMENT

April 15, 2008

TO: Subscribers to Notice of Adopted Plan
or Land Use Regulation Amendments

FROM: Mara Ulloa, Plan Amendment Program Specialist

SUBJECT: City of Lake Oswego Plan Amendment
DLCD File Number 002-06



The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. Due to the size of amended material submitted, a complete copy has not been attached. A copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office.

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: April 28, 2008

This amendment was submitted to DLCD for review 45 days prior to adoption. Pursuant to ORS 197.830 (2)(b) only persons who participated in the local government proceedings leading to adoption of the amendment are eligible to appeal this decision to the Land Use Board of Appeals (LUBA).

If you wish to appeal, you must file a notice of intent to appeal with the Land Use Board of Appeals (LUBA) no later than 21 days from the date the decision was mailed to you by the local government. If you have questions, check with the local government to determine the appeal deadline. Copies of the 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). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

***NOTE: THE APPEAL DEADLINE IS BASED UPON THE DATE THE DECISION WAS MAILED BY LOCAL GOVERNMENT. A DECISION MAY HAVE BEEN MAILED TO YOU ON A DIFFERENT DATE THAN IT WAS MAILED TO DLCD. AS A RESULT YOUR APPEAL DEADLINE MAY BE EARLIER THAN THE ABOVE DATE SPECIFIED.**

Cc: Gloria Gardiner, DLCD Urban Planning Specialist
Meg Fernekees, DLCD Regional Representative
Matthew Crall, DLCD Transportation Planner
Steve Oulman, DLCD Transportation Planner
Denny Egner, City of Lake Oswego

<paa> ya/

APR 08 2008

LAND CONSERVATION AND DEVELOPMENT

NOTICE OF ADOPTION
Must be filed within 5 Working Days
See OAR 660-18-040

Jurisdiction City of Lake Oswego Local File No. LU 06-0025
Date Mailed 04/07/08 Date of Approval 04/01/08
Date Proposal was Provided to DLCD 07/31/06

Type of Adopted Action (Check all that apply)

Comprehensive Land Use New Land Use
Plan Amendment Regulation Amendment Regulation

Please complete (A) for text amendments and (B) for map amendments

A. Summary of Adopted Action (A brief description is adequate. Please avoid highly technical terms and zone code abbreviations. Please do not write "see attached"):

Enacted the following:

Ordinance 2454

An ordinance of the City of Lake Oswego to amend the City of Lake Oswego Comprehensive Plan Map and text to include the Lake Grove Village Center Plan and additional amendments.

Ordinance 2455

An ordinance of the City of Lake Oswego to amend the City of Lake Oswego Zoning Map and Code Text, Chapter 50 (Community Development Code) to include the Lake Grove Village Center Overlay District (LOC 50.11A) AND text amendments to Commercial Zones (LOC 50.11) and the Special Street Setback for Boones Ferry Road (LOC 50.22.035(6)).

Describe how the Adopted Amendment Differs from the Proposal (If it is the same, write "Same". If it was not proposed, write "N/A".):

Same

B. If the Action Amends the Plan or Zone Map, Provide the Following Information for Each Area Which was Changed (Provide a separate sheet for each area. Multiple sheets can be submitted as a single adoption action. Please include street address whenever possible. Do not use tax lot number alone.):

Previous Plan Designation:

Varies

New Plan Designation:

1 parcel-GC/R-0 to OC/R-0, 2 parcels R-0 to GC, 3 parcels-OC to GC, 4 parcels GC to NC

Previous Zone:

Varies

New Zone:

1 parcel-R-7.5 to R-5, 4 parcels R-0 to NC/R-0, 1 parcel - R-7.5 to R-3

Location: SW Lake Oswego

Acreage involved: 90 acres

Does this change include a Goal exception? Yes No

DLCD # 002-06 (15734)

For Residential Changes, Please Indicate the Change in Allowed Density in Units Per Net Acre

Previous Density

No change

New Density

No change

If Notice of Proposal was not sent to DLCD 45 Days Prior to the Final Hearing Please Indicate Why:

 Statewide Planning Goals are Inapplicable
 Emergency Circumstances Required Expedited Review

List Statewide Goals Which May Apply:

9, 10, 11, 12

List any State or Federal Agencies, Local Government or Local Special Service Districts Which May be Interested in or Impacted by the Adoption:

N/A

Direct Questions and Comments to:

Denny Egner, Long Range Planning Mgr.
City of Lake Oswego
P. O. Box 369
Lake Oswego, OR 97034
(Phone) (503) 503-697-6576

Send To: Department of Land Conservation and Development
635 Capitol St. NE, Suite 150
Salem, OR 97301-2540

Attach one (1) copy of the Adopted Action to this form and/or three (3) copies of Bound Materials and Maps larger than 8-1/2 by 11 inches.

Note: If more copies of this form are needed, please contact the DLCD office at 503-373-0050, or this form may be duplicated on green paper. Failure to provide notice of an adopted plan or land use regulation amendment results in an extension of the appeal period. Appeals may be filed within 21 days of the date the proposal is mailed to DLCD. Statutes require mailing within 5 days of the action becoming final (See OAR 660-18-040).

*****FOR DLCD OFFICE USE*****

DLCD File Number _____



**CITY OF LAKE OSWEGO
NOTICE OF COUNCIL DECISION**

File Number: LU 06-0025 (Ordinances 2454 and 2455)

Applicant: City of Lake Oswego

Location of Property: Plan area is primarily centered along Boones Ferry Road extending from Madrona Street to the south to Kruse Way Place to the north, and along Kruse Way extending from Carman Drive to the west and Boones Ferry Road to the east.

Date of Decision: April 1, 2008

Description of Decision:
The City Council enacted the following:

Ordinance 2454

An ordinance of the City of Lake Oswego to amend the City of Lake Oswego Comprehensive Plan Map and text to include the Lake Grove Village Center Plan and additional amendments.

Ordinance 2455

An ordinance of the City of Lake Oswego to amend the City of Lake Oswego Zoning Map and Code Text, Chapter 50 (Community Development Code) to include the Lake Grove Village Center Overlay District (LOC 50.11A) AND text amendments to Commercial Zones (LOC 50.11) and the Special Street Setback for Boones Ferry Road (LOC 50.22.035(6)).

This decision will become final unless appealed as described below under "Right to Appeal"

How to Obtain More Information: A copy may be obtained at the following address:

Lake Oswego City Recorder's Office 503-675-3984
Lake Oswego City Hall
380 A Avenue, Third Floor
P. O. Box 369
Lake Oswego, OR 97034

Or on-line: http://www.ci.oswego.or.us/plan/Land_Use_App/2006/LU%2006-0025%20LGVC%20Plan/LU06-0025-LGVC_Plan.htm

Right to Appeal: This decision may be appealed by filing a written Notice of Intent to Appeal with the State of Oregon Land Use Board of Appeals (LUBA) within 21 days of the date of the decision of April 1, 2008. For more information, contact LUBA at:

Land Use Board of Appeals 503-373-1265
550 Capitol Street NE, Suite 235
Salem, OR 97301-2552

ORDINANCE 2454

AN ORDINANCE OF THE LAKE OSWEGO CITY COUNCIL AMENDING THE LAKE OSWEGO COMPREHENSIVE PLAN MAP AND TEXT TO INCLUDE THE LAKE GROVE VILLAGE CENTER PLAN, AND ADOPTING FINDINGS LU 06-0025-1666

WHEREAS, a notice of public hearing for consideration of this Ordinance was duly given in the manner required by law; and

WHEREAS, a public hearing was held before the Lake Oswego City Council on February 19, 2008 and March 4, 2008 to review the Planning Commission's recommendation to approve application LU 06-0025, a request for a legislative text amendment to the Lake Oswego Comprehensive Plan and related Comprehensive Plan Map amendments to include the Lake Grove Village Center Plan.

The City of Lake Oswego ordains as follows:

Section 1. The City Council hereby adopts the Findings and Conclusions (LU 06-0025) attached as Exhibit A.

Section 2. The text of the Special District Plans Goals and Polices of the Lake Oswego Comprehensive Plan text is hereby amended to include the Lake Grove Village Center Plan as shown in Exhibit B.

Section 3. The text of Lake Oswego Comprehensive Plan, Goal 12: Transportation and the Transportation System Plan Map are hereby amended to reflect changes necessary to implement the Lake Grove Village Center Plan as shown in Exhibit C.

Section 4. The Lake Oswego Comprehensive Plan Map is hereby amended to include the Lake Grove Village Center Plan and Overlay District as depicted in Exhibit D.

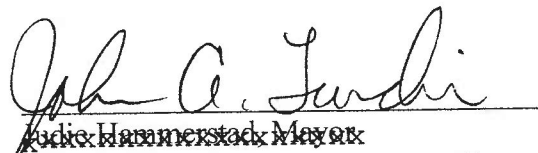
Enacted at the meeting of the City Council of the City of Lake Oswego held on 1st day of April, 2008.

AYES: Turchi, McPeak, Hennagin, Jordan, Johnson, Groznik

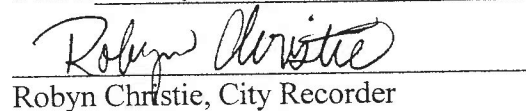
NOES: none

ABSTAIN: none

EXCUSED: Mayor Hammerstad

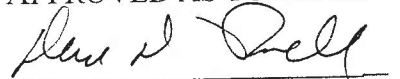


~~John A. Turchi, Mayor~~
John A. Turchi, Council President
Dated: 4-1-08


Robyn Christie, City Recorder

ATTEST:

APPROVED AS TO FORM:



David D. Powell, City Attorney

BEFORE THE CITY COUNCIL
OF THE CITY OF LAKE OSWEGO

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A REQUEST TO AMEND THE LAKE)
OSWEGO COMPREHENSIVE PLAN TO)
INCLUDE THE LAKE GROVE VILLAGE) LU 06-0025-1666
CENTER PLAN (ORDINANCE No. 2454),)
AND TO AMEND THE LAKE OSWEGO)
CODE, CHAPTER 50 (COMMUNITY)
DEVELOPMENT CODE), TO ADD) FINDINGS AND CONCLUSIONS
ARTICLE 50.11A (LAKE GROVE)
VILLAGE CENTER OVERLAY DISTRICT))
AND OTHER RELATED AMENDMENTS,)
AND TO AMEND THE ZONING MAP)
(ORDINANCE No. 2455))

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NATURE OF PROCEEDING

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This legislative amendment proceeding is before the City Council pursuant to a recommendation by the Lake Oswego Planning Commission to amend: 1) the text and map of the Lake Oswego Comprehensive Plan to include the Lake Grove Village Plan; 2) the text of the Lake Oswego Code, Chapter 50 (Community Development Code) to add Article 50.11A, Lake Grove Village Center Overlay and Appendices; 3) LOC Article 50.11 (Commercial Zones); and 4) the Lake Oswego Zoning Map.

HEARINGS

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The Planning Commission held a work session regarding the Lake Grove Village Center Plan and Code amendments on March 13, 2006, and held public hearings and considered this application at its meetings of October 9, 2006, October 23, 2006, November 13, 2006, November 27, 2006, December 11, 2006, January 8, 2007, January 22, 2007, February 12, 2007, February 26, 2007, March 12, 2007, March 26, 2007, April 9, 2007, April 23, 2007, May 14, 2007, May

1 30, 2007, June 11, 2007, June 25, 2007, July 9, 2007, July 19, 2007, July 23, 2007, August 13,
2 2007, August 27, 2007, September 10, 2007, September 24, 2007, October 8, 2007, November
3 14, 2007, December 10, 2007 and January 14, 2008.

4 The City Council held public hearings and considered the Planning Commission's
5 recommendation at its meetings of February 19 and March 4, 2008.

6 **CRITERIA AND STANDARDS**

7 **A. City of Lake Oswego Comprehensive Plan**

- 8 Goal 1: Citizen Involvement, Policies 1 2, 4, 5, 10 and 11
9 Goal 2: Land Use Planning
10 Section 1 Land Use Policies and Regulations, Policies 4a, b, d, f, and g;
11 Policies 7, 8 and 11, Policy 14 a – g, and Policies 19, 22 and 23, and
12 Section 2 Community Design and Aesthetics, Policies 1 and 4
13 Goal 9: Economic Development, Policies 1, 6, 8, 9, 10, 11, 12, 16, and 17
14 Goal 10: Housing, Policies 1 b., 6, 8, 9, 11, 12, 13 and 14
15 Goal 12: Transportation
16 Goal 12-1: Major Street System, Policies 1 and 2
17 Goal 12-3: Neighborhood Collectors and Local Residential Streets, Policies 1 and 2
18 Goal 12-4: Land Use and Transportation Relationship, Policies 1, 4 and 13
19 Goal 12-5: Transportation Demand Management, Policy 3
20 Goal 12-6: Walking, Policies 2, 3, 4, 6, and 8
21 Goal 12-7: Bicycling, Policies 2 and 5
22 Goal 12-8: Transit System, Policies 1, 2, and 6
23 Goal 12-10: Citizen Involvement, Policy 1
24 Goal 12-11: Parking, Policies 1, 3, and 5
25 Goal 14: Urbanization, Policies 7 and 8

19 **Special District Plans:**

- 20 Lake Grove Neighborhood Plan:
21 Goal 9 – Policies 1, 2, 3, 4, 5, 6, 7, 8, 9, 10 and 11; Goal 10 – Policies 1, 6, 10, and 11;
22 Goal 12 – Policies 1, 2, 3, 4, 5, 6, and 8
23 Lake Forest Neighborhood Plan:
24 Goal 9 – Policies 1, 2, and 4; Goal 12 – Policies 2, 3, 6, 7, 8, 9, 10, 12, and 13
25 Waluga Neighborhood Plan:
26 Goal 2 – Policies 1 and 6; Goal 9 – Policies 1, 2, 3, 4, and 5; Goal 10 – Policy 3; Goal
27 12 – Policies 3, 4, 5, 6, 7, 9, 10, 11, and 12

25 **B. Metro Urban Growth Management Functional Plan**

- 26 Title 1: Accommodation of Growth
Title 2: Regional Parking Policy

1 Title 3: Water Quality and Flood Management
2 Title 6: Regional Accessibility

3 C. Transportation Planning Rule (Chapter 660, Division 12)

4 D. Oregon Statewide Planning Goals

5 Goal 1: Citizen Involvement
6 Goal 2: Land Use Planning
7 Goal 5: Open Spaces, Historic & Natural Areas
8 Goal 9: Economic Development
9 Goal 10: Housing
10 Goal 12: Transportation

11 E. Lake Oswego Development Code Procedural Requirements

12	LOC 50.01.010	Purpose
13	LOC 50.75	Legislative Decisions
14	LOC 50.75.005	Legislative Decisions Defined
15	LOC 50.75.1505	Criteria for a Legislative Decision
16	LOC 50.75.015	Required Notice to DLCD
17	LOC 50.75.020	Planning Commission Recommendation Required
18	LOC 50.75.025	City Council Review and Decision
19	LOC 50.75.030	Effective Date of Legislative Decision

20 **FINDINGS AND REASONS**

21 As support for its decision, the City Council incorporates the January 14, 2008 Findings,
22 Conclusions and Order of the Lake Oswego Planning Commission for LU 06-0025, the staff
23 Council Report dated February 8, 2008 for LU 06-0025 (with all attachments and exhibits), and
24 the record of the proceedings before the City Council, to the extent that they are consistent with
25 the Supplemental Findings and Reasons set forth below. In the event of any inconsistencies
26 between the Supplemental Findings and Reasons and the incorporated matters, the Supplemental
Findings and Reasons shall control.

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SUPPLEMENTAL FINDINGS AND REASONS

1. Property at 16400 Bryant Road.

The proposal presented to the Planning Commission called for the property located at 16400 Bryant Road (Bryant Road and Sunset Drive) to be rezoned from R-7.5 to PF (Public Functions). This property is owned by the Lake Grove Rural Fire District and includes a historically-significant structure designed by architect Richard Sundeleaf, which is currently used for the offices of the Tualatin Valley Fire Fighters Union and for various community meetings. There is also a grove of designated Heritage Trees on the site. The union (a private, non-profit entity) desires to purchase the property with the intent of rehabilitating the building and having it designated as a historic landmark. In addition to continuing the current uses, the union desires to include a museum featuring firefighting artifacts. The PF zone designation as proposed would frustrate these objectives as the use of the property would be limited to public buildings, including fire stations, community centers, police stations, city administrative or other city office buildings, city motor pools or maintenance buildings, schools and libraries. Private uses would be allowed only as temporary uses. Because these concerns were raised late in the process, the Planning Commission forwarded this matter to the City Council as proposed.

At the City Council hearing, staff recommended that the “Village Transition Area Uses” subsection of the “Special Requirements and Standards” section of the proposed Overlay District language (Section 50.11A.060(1)) be amended to add subsection (c), establishing special standards and requirements for this property as follows:

1 c. Bryant Road/Sunset Drive Site.

2 The following provisions shall apply to the approximately .85 acre
3 property located at the intersection of Bryant Road and Sunset Drive (situs
4 address 16400 Bryant Road). The uses permitted on the site are:

5 i. As provided in the underlying PF zone.

6 ii. The following uses subject to the limitations and requirements
7 below shall be outright permitted uses (without requiring public ownership of the
8 site under the PF Zone):

9 (1) Labor, civic, social, fraternal, charitable uses and
10 community-based uses and organizations including accessory and incidental uses
11 shall be permitted in the existing structure existing on **[the effective date of this
12 Ordinance]** and provided that the structure is on the Landmark Designation List
13 per LOC Chapter 58 Historic Preservation.

14 (2) Educational uses, including an exhibit area related to
15 history and safety, accessory and incidental uses.

16 (3) A gathering place as identified on the Village Commons
17 and Gathering Places Map [Appendix 50.11A.020-C], subject to the requirements
18 of this section [50.11A.060 (2), (b) and (c)], and preservation of the Heritage
19 Trees Grove designated on the property.

20 This staff proposal was supported by the property owner, the union and
21 neighborhood representatives. The Council finds that the standards and requirements of the staff
22 proposal are consistent with the objectives of the Lake Grove Village Plan and concludes that the
23 Code changes proposed by the Planning Commission should be modified to include subsection
24 50.11A.060(1)(c) as set forth above.

25 **2. Sidewalk width.**

26 The Planning Commission recommended 12-foot minimum sidewalk widths
within the Boones Ferry Road right-of-way. However, owners of adjacent properties raised
concerns that this could negatively impact existing development and unduly restrict
redevelopment opportunities. The Council finds that these concerns, together with the physical
constraints of the Boones Ferry Corridor, warrant reducing the minimum sidewalk width to nine
feet. The Council notes that wider sidewalks are not prohibited, and that opportunities for
business-enhancing sidewalk amenities will provide incentives for wider sidewalks to be

1 installed in many locations. The Council concludes that the recommended Code amendments
2 should be modified to require a minimum nine-foot sidewalk width.

3 **3. Pedestrian Crossing Signalization.**

4 Policy 1.5 of Goal 1 of the Lake Grove Village Plan as recommended by the
5 Planning Commission reads:

6 Provide pedestrian crossings at regular intervals. Signalized pedestrian crossings
7 are preferred.

8 The City Council finds that a blanket statement that signalized crossing are preferred is not
9 appropriate, as the need for signalization at any particular location will not be determined until
10 design refinement studies are performed. The City Council concludes that proposed Policy 1.5
11 should be modified to read as follows:

12 Provide pedestrian crossings at regular intervals. Signalization of pedestrian
13 crossings will be considered in design refinement studies.

14 **4. Public Access Lane between Lake Grove Avenue and Lanewood Street.**

15 Maps incorporated within the Lake Grove Village Center Plan as recommended
16 by the Planning Commission depict a proposed “public access lane” between Lake Grove
17 Avenue and Lanewood Street. The City Council finds that a new automobile route as depicted
18 would have negative impacts on the surrounding neighborhood that would outweigh any
19 benefits. However, the Council also finds that a pedestrian walkway in this location would create
20 desired connectivity without adverse impacts. The Council concludes that the proposed Plan
21 maps should be modified to change the designation of the Lake Grove Avenue/Lanewood
22 connection from “public access lane” to “pedestrian walkway.”
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1 5. West End Building.

2 Testimony was received urging that the city-owned West End Building property
3 (4101 Kruse Way) should not be included within the Lake Grove Village Center Plan. Reasons
4 for opposition included a concern that potential redevelopment funding that might otherwise go
5 toward improvements elsewhere in the Plan area could be depleted in order to support the
6 redevelopment of that particular site. Although the City Council does not find that the West End
7 Building property was proposed to be included for that reason, such concerns could nevertheless
8 be assuaged by removing the property from the Plan. The City's intent is to use the property in a
9 manner that benefits the public, and that is compatible with the surrounding area, regardless of
10 whether or not the site is subject to the requirements of the Lake Grove Village Center Overlay
11 District. The City Council concludes that the West End Building Property should be removed
12 from the Plan area.
13

14 6. Ground Floor Retail.

15 The proposed base zone text amendments recommended by the Planning
16 Commission provide that a residential use may occupy the ground floor of a structure in the
17 General Commercial (GC) or Neighborhood Commercial (NC) zones only if a commercial use is
18 located along the street frontage and the residential use is located behind the commercial use.
19 Testimony established that certain GC properties in the Kruse Way area are not well-suited for
20 retail uses. It also was pointed out that more housing would be desirable in these locations in
21 order to help the City meet its density goals. The City Council finds that Section 50.11.010(1)(B)
22 of the proposed base zone text amendments should be modified to read as follows:
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1 B. Residential use at R-0, R-3, and R-5 density except as specifically allowed in
2 LOC 50.11.020. A residential use may occupy the ground floor in the GC or NC
3 zones only if a commercial use is located along the street frontage and the
4 residential use is located behind the commercial use with the following exception:
5 A residential use may occupy the ground floor in the GC zone at street frontage
6 designated Park Lane, Crossroads Gateway or Campus Woods within the Lake
7 Grove Village Center Overlay District (see Village Character Map, Appendix
8 50.11A.020-D).

6 **7. Street Setback Standards.**

7 Staff has pointed out that the recommended Code language and maps for the
8 Overlay District inadvertently cause the 20-foot Park Streetfront Environmental Setback to apply
9 to minor streets such as Kruse Way Place, Daniel Way and Mercantile Way, when it should
10 apply only along the major arterials. The City Council finds that the proposed language of LOC
11 50.11A.030(4)(c) should be modified to add the qualifying words “along Boones Ferry Road and
12 Kruse Way.” The Council also finds that corresponding revisions should be made to the Village
13 Yard Setbacks Map (App 50.11A.030-I), the setbacks table (50.11A.030(4), and the Park Lane
14 Streetscape Standard (App 50.11A.050-N).

16 **8. Existing Access to Kruse Way.**

17 The proposed Code language for the Overlay District prohibits direct access from
18 Kruse Way to the properties between Mercantile Drive/Daniel Way and Boones Ferry Road,
19 unless the applicant can demonstrate that the access is required to prevent certain service level
20 standards from being exceeded. The Council finds that existing access from Kruse Way in this
21 area is appropriate and should not be made to be nonconforming. The Council finds that
22 proposed LOC 50.11A.060(3)(d)(iv)(3) should be modified to state that the prohibition applies
23 only to “new” direct access from Kruse Way.
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1 **9. R-5 to R-0 Zone Changes.**

2 The Planning Commission recommended that the zone designation for the
3 property on the north side of Oakridge Road west of Quarry Road be changed from R-5 to R-0.
4 The Commission also recommended that zoning for the property at 3700 Red Cedar Way (the
5 Kindercare site) be changed from R-7.5 to R-0. The property on Oakridge is currently being
6 developed as an R-5 residential development. The Red Cedar Way property includes an
7 operating day care center. It is unlikely that the properties will be combined and redeveloped at
8 an R-0 density. Furthermore, the day care center is an important neighborhood amenity that
9 could be lost to development if an R-0 designation is applied. The City Council finds that the
10 Planning Commission's recommendation should be modified to retain the current R-5 zoning for
11 the Oakridge Road property and to change the zoning for the Red Cedar property from R-7.5 to
12 R-5.
13

14 **10. Riparian Resources.**

15 Testimony at the City Council proceedings, together with evidence from a site
16 visit by staff, establish that the Waluga Tributary has resource values that warrant protection
17 under the Plan, and that the engineering and hydrological study that is proposed in recommended
18 Policy 8.3 should address the feasibility of daylighting this watercourse. In addition it would
19 benefit the riparian sites in the area if the Policy also called for consideration of other riparian
20 enhancement measures. The City Council finds that recommended Policy 8.3 of Goal 8 of the
21 Plan should be modified to read as follows:
22

23 Policy 8.3 Improve Three Sisters and Springbrook Creeks, as redevelopment
24 allows. Recognize, protect and enhance the role of the Waluga Tributary to the
25 ecological function of Springbrook Creek and the area's riparian resources.
26

1 The City Council also finds that Action Measure (i) of Goal 8 should be modified to read as
2 follows:

3 Natural Water Feature at Mercantile Village (Policy 8.3)

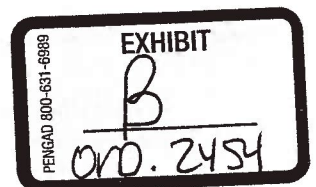
4 An engineering/hydrological study should be funded and conducted to
5 determine the feasibility of restoring Three Sisters Creek in the area of Mercantile
6 Village and day-lighting its possible connection to Springbrook Creek to the east
7 of Boones Ferry Road. If deemed feasible, a restored creek would provide a
8 natural water feature for the enjoyment of residents, employees and visitors, and
9 should be incorporated into the development of the Village Commons. The study
should address the feasibility of daylighting piped segments of the Waluga
Tributary between the southern Waluga Park area and Springbrook Creek.
Consider other riparian ecology enhancement measures including establishing
macro-invertebrate nurseries and applying conservation easements

10 **CONCLUSION**

11 The City Council concludes that LU 06-0025-1666, as modified herein, complies with all
12 applicable criteria including, without limitation, all applicable Oregon Statewide Planning Goals
13 and Lake Oswego Comprehensive Plan Policies.

City of Lake Oswego

Lake Grove Village Center Plan



Acknowledgements

Advisory Committee Members:

Ken Sandblast, Chair; Lang Bates, Darcey Eaton, Julia Glisson, Donna Jordan, Vic Keeler, Carolyn Krebs, Jack Lundeen, Wilma McNulty, Chuck O'Leary, Sid Smither, Cheryl Uchida

Alternates: Mike Buck, John Hurlburt, Adelle Jenike, Jeff Novak, George Psihogios, Barbara Zeller

City Council:

Judie Hammerstad, Mayor, John Turchi, Council President, Frank Groznic, Roger Hennagin, Kristin Johnson, Donna Jordan, Ellie McPeak,

Planning Commission:

Daniel Vizzini, Chair, Alison Webster, Vice Chair, Mary Beth Coffey, Colin Cooper, Julia Glisson, Mark Stayer, and Scot Siegel

Lake Oswego Staff:

Dennis Egner, AICP, Long Range Planning Manager, Paige Goganian, AICP, Associate Planner, Iris Treinen, Administrative Assistant, Susan Millhauser, Associate Planner, Jane Heisler, AICP, Public Affairs Director, former Project Planner

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The Lake Grove Village Center Plan is a Special District Plan within the Lake Oswego Comprehensive Plan. The purpose of the Lake Grove Village Center Plan is to provide implementation measures to achieve the community's vision for the Lake Grove Village Center.

2024 Vision Statement

The Lake Grove Village Center vision statement embodies the shared values and aspirations of the community. The vision statement was authored by the Lake Grove Village Center Implementation Advisory Committee and is based on input received from Lake Oswego residents, businesses and property owners at community workshops. The process of developing the vision included the creation of a list of desired characteristics for all aspects of the Village Center. This list of desired characteristics formed the basis for the Goals and Policies of the Lake Grove Village Center Plan.

Lake Grove Village Center – A Community Vision for 2024

The Lake Grove Village Center is a welcoming, comfortable community nucleus for the daily activities of the residents of Lake Oswego's west end (see Figure 1 – Village Center Boundary). The village of Lake Grove quietly celebrates its natural surroundings and rural beginnings. These rural independent roots are reflected in a diverse mix of tasteful architectural styles that allow old and new development to blend compatibly. The two major Boones Ferry Road entry points to the Village Center area are clearly marked by decorative monuments or gateways that embody the distinct character of Lake Grove. This character has been shaped by a respect for and preservation of the natural resources of the area, particularly the groves of native trees and restoration of natural water courses. There is a sense of place where harmony exists between these natural elements and those elements of development that provide opportunities for commerce, service, civic, social, cultural and related activities for the people who live and work in and near the Village Center.

The Village Center includes a lively community of local businesses, surrounded by neighbors and employees who use these businesses. Decision makers have considered the economic impact of their decisions on local business, leading to an economically viable business core where locally owned, independent businesses are encouraged to flourish. Property owners, business owners and residents have worked together to maintain and enhance the village character of Lake Grove, preserving and highlighting historical features, activities and businesses. Some residential development has been incorporated into the predominantly small business core, driven by market demand and government incentives rather than governmental regulation, providing a range of housing options. Public uses, including an elementary school, a community center, and a library facility are located within the Village Center and serve west end residents, business owners and employees. A village commons within the Mercantile Village area and a series of smaller community gathering places comprise a "string of pearls" which provide important focal points in the Village Center (see Figure 9 – Village Commons, Gathering Places and Gateways Map). Community members have worked with the City of Lake Oswego and other government agencies to ensure that public uses serve the community and heighten Lake Grove's sense of identity.

The Village Center is connected to the surrounding neighborhoods, employment areas, downtown Lake Oswego and other adjacent centers through a variety of safe, convenient and viable transportation options, including walking, cycling, public transit and auto travel. The major transportation artery, Boones Ferry Road, has been calmed by various traffic management tools including: sidewalks, safe pedestrian crossings, bike lanes, landscaped medians, allowing ease of access to and from commercial areas and neighborhoods and safe crossings of Boones Ferry Road. Pedestrians, cyclists and vehicle traffic all move at a safe, smooth pace in this revamped corridor. Public parking for vehicles, both on and off street, is provided in convenient locations within the Village Center. These parking areas allow for ease of access to retail, restaurant and other neighborhood services without encroaching on the surrounding residential neighborhoods. Street trees, pedestrian-scale lighting, consistent public signage, landscaped medians with pedestrian refuges, public transit shelters and other streetscape elements within the Village Center reinforce the neighborly character of the area.

Adjacent residential neighborhoods and public parks and open spaces within close proximity are directly linked to the Village Center by safe sidewalks, pathways and bike paths to encourage walking and non-vehicular travel. The transition between the more intensive development along Boones Ferry Road to the less intensive development at the edges of the Village Center is done by subtly stepping down the height, scale and intensity of development along the cross streets. This stepping down of development helps to bring the Village Center and neighborhoods together rather than creating an abrupt demarcation between the two.

By the year 2024, the Lake Grove Village Center has thoughtfully evolved into a pedestrian-friendly neighborhood community. It has an enterprising and hospitable character that reflects the people who live and work within and around it. The Lake Grove Village Center is a place where nature and human activity are well connected and prosperously coexist.

Planning Process

In 1999, the Lake Oswego Comprehensive Plan was amended to designate the Lake Grove area as a Town Center consistent with the Metro 2040 Plan. In 2001, the Boones Ferry Road Corridor Plan was prepared by the City but never formally adopted.

Planning and public involvement for the Lake Grove Town Center began in September, 2002, and culminated with the development of the Lake Grove Town Center (LGTC) Plan Report in July, 2003. Throughout the process, several well attended community open houses and a multi-day design charrette were held to identify issues and test concepts. The LGTC Plan Report provided a summary of issues and concepts for integrating land use and transportation in the center. When completed, the LGTC Plan Report served as a source document for and bridge to the follow up implementation planning process.

In October 2003, a twelve-member citizen advisory committee, chaired by a member of the Planning Commission, was appointed by the Lake Oswego City Council to assist the Planning Commission in the development of an implementation plan consistent with the project's adopted Guiding Principles and the City's Comprehensive Plan. As the Advisory Committee began its work on refining the vision, the group recommended a name change from Lake Grove Town Center to Lake Grove Village Center which they felt more accurately reflected the scale and character of development envisioned for Lake Grove. Between October 2003 and June 2005, the Advisory Committee has met monthly, or in some cases weekly, to refine the vision for the Village Center and to develop implementation measures to achieve the vision. In addition, the Advisory Committee met twice per month from September 2005 through April 2006 to develop and refine draft development code language to implement the plan with additional meetings occurring during the summer.

In the summer 2006, the City of Lake Oswego applied to have the Plan and Code adopted by the Lake Oswego City Council. An Open House was held in September prior to the start of public hearings before the Planning Commission in October 2006. Throughout their deliberations, the Planning Commission sought to strengthen plan and code provisions to meet long-term community needs, balance various interests and concerns raised in public testimony, and to restructure the documents to better conform to the formats of the Comprehensive Plan and Community Development Code. The Planning Commission made an effort to preserve, to the greatest extent possible, the carefully balanced consensus reached by the Advisory Committee.

Public hearings before the City Council began in February, 2008. The Plan was adopted in April, 2008.

Throughout the planning process, the Planning Commission guided the work of consultants, staff and citizens in their efforts to create a visionary yet realistic Plan to guide future development in Lake Grove. Many of those involved came to appreciate the delicate balancing act required to integrate and coordinate the diverse interests of the many stakeholders involved in the effort.

Document Organization

The Lake Grove Village Center Plan contains the following sections:

- Transportation
- Land Use
- Natural Resources
- Economic Development

Each section of the plan is organized as follows:

Background – Background information includes a summary of existing conditions, issues, and fundamental concepts.

Goals and Policies – The goal and policy statements are intended to capture land use, transportation, urban design, natural resource protection and parking concepts embodied in the Vision Statement. Goals are general statements indicating a desired end. Policies state what must be done to achieve a desired end by identifying the City’s position and a definitive course of action. The City must follow relevant policy statements when amending the Comprehensive Plan, or developing other plans or ordinances which affect land use. The goals and policies of the Lake Grove Village Center Plan are highly interrelated and work together to guide the achievement of the plan vision. Implementation of any one policy must be evaluated in terms of the effect on other plan policies and the Vision Statement.

Lake Grove Village Center Plan Goals and Policies are organized under the four sections as follows:

I. TRANSPORTATION

- Goal 1: Transform Boones Ferry into a Great Street
- Goal 2: Enhance Alternative Modes of Travel
- Goal 3: Enhance the Pedestrian Environment and Connectivity

II. LAND USE

- Goal 4: Encourage a Mix of Uses Within the Village Center
- Goal 5: Strengthen the Lake Grove Sense of Place and Community
- Goal 6: Enhance Village Character
- Goal 7: Protect the Residential Character of Adjoining Neighborhoods

III. NATURAL RESOURCES

- Goal 8: Protect Natural Resources and Enhance the Natural Environment within the Village Center

IV. ECONOMIC DEVELOPMENT

- Goal 9: Support Businesses in the Village Center
- Goal 10: Identify and Implement Funding Mechanisms to Sustain Economic Vitality

Action Measures – Action Measures are statements outlining projects or standards which, if executed, implement goals and policies. The completion of these items will depend on a number of factors such as citizen priorities, finances, staff availability, etc. These statements provide guidance on how to implement the goals and policies including the identification and design of specific projects.

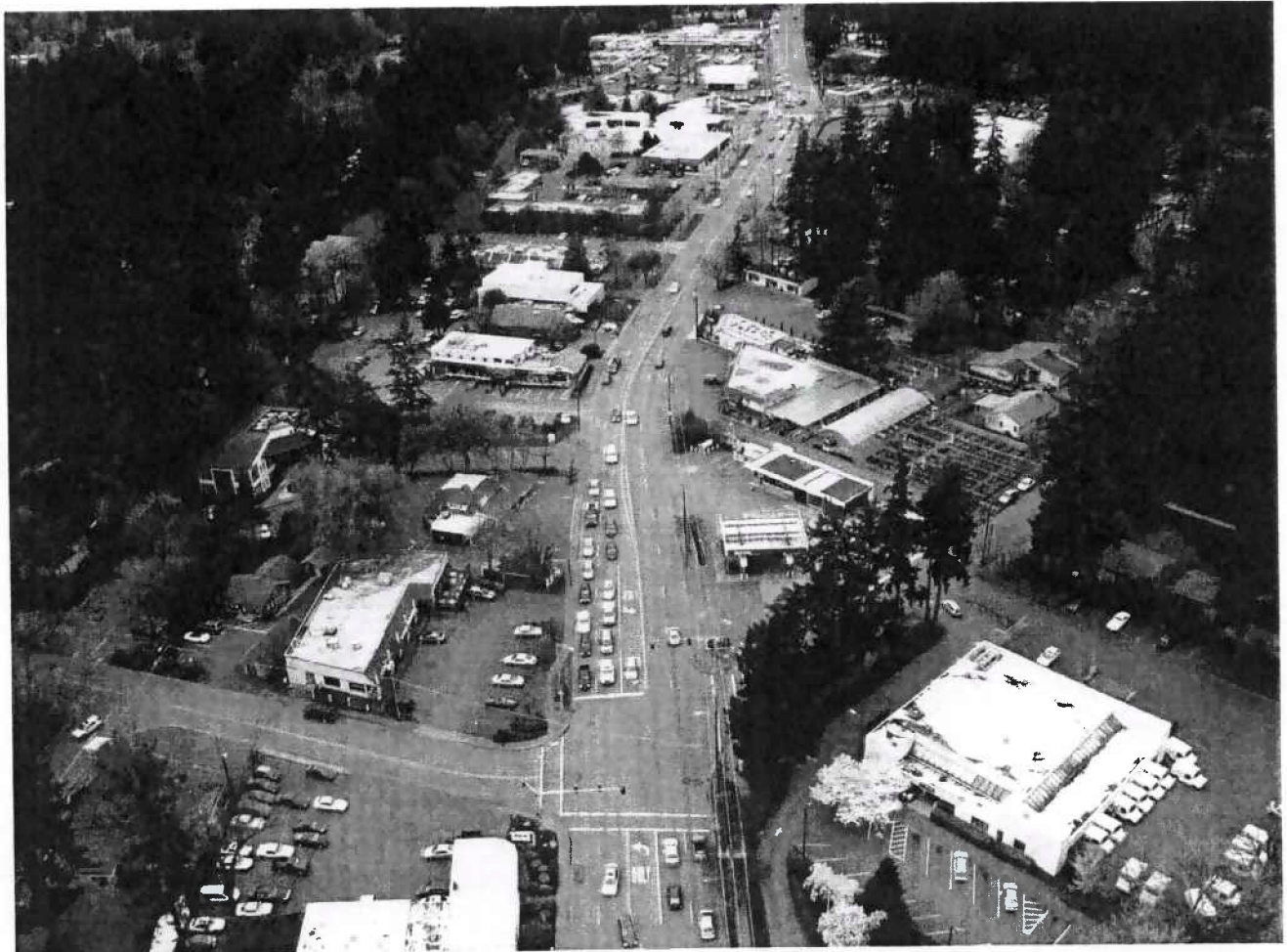
Background

Town Center Planning

Metro's 2040 Urban Growth Management Functional Plan identifies town centers and main streets throughout the Portland metropolitan region. Lake Grove area is one of two designated "town centers" in Lake Oswego and Boones Ferry Road is a designated "main street." Town centers may serve tens of thousands of people, where good transit services, a pedestrian environment, shopping, services, entertainment and higher density housing are encouraged. Each town center in the region is unique, with distinct identities and boundaries, along with a strong sense of community. Some centers date from the early 1900s, while other more recent centers emerged outside of established locations to serve the growing region. Town centers are the central focus of community life for people who live within two or three miles. They provide basic retail services and gathering places for those who wish to walk to shops and parks. Locating many town centers throughout the region provides opportunities for people to run errands closer to home or work, and reduces the need to drive longer distances.

Lake Grove Development Pattern

Current Comprehensive Plan policies and code provisions emphasize separating the General Commercial zone from adjacent low-density residential neighborhoods. Businesses of all sizes and types are subject to significant setbacks adjacent to any residential zone. Over time, these provisions create a sort of Village Center “wall” and an identity for Lake Grove based on commercial uses along Boones Ferry Road and an auto-oriented character. Issues related to current conditions, particularly on Boones Ferry Road, include safety, substandard sidewalks and pedestrian crossings, lack of bicycle lanes, and the impacts of unevenly spaced private driveway approaches on mobility, safety and convenient access.



The Lake Grove development pattern is shown in this aerial photograph of Boones Ferry Road looking southwest from north of Reese Road and Oakridge Road. Photo Credit: Aaron Shell Productions, 2006.

Concept Plan

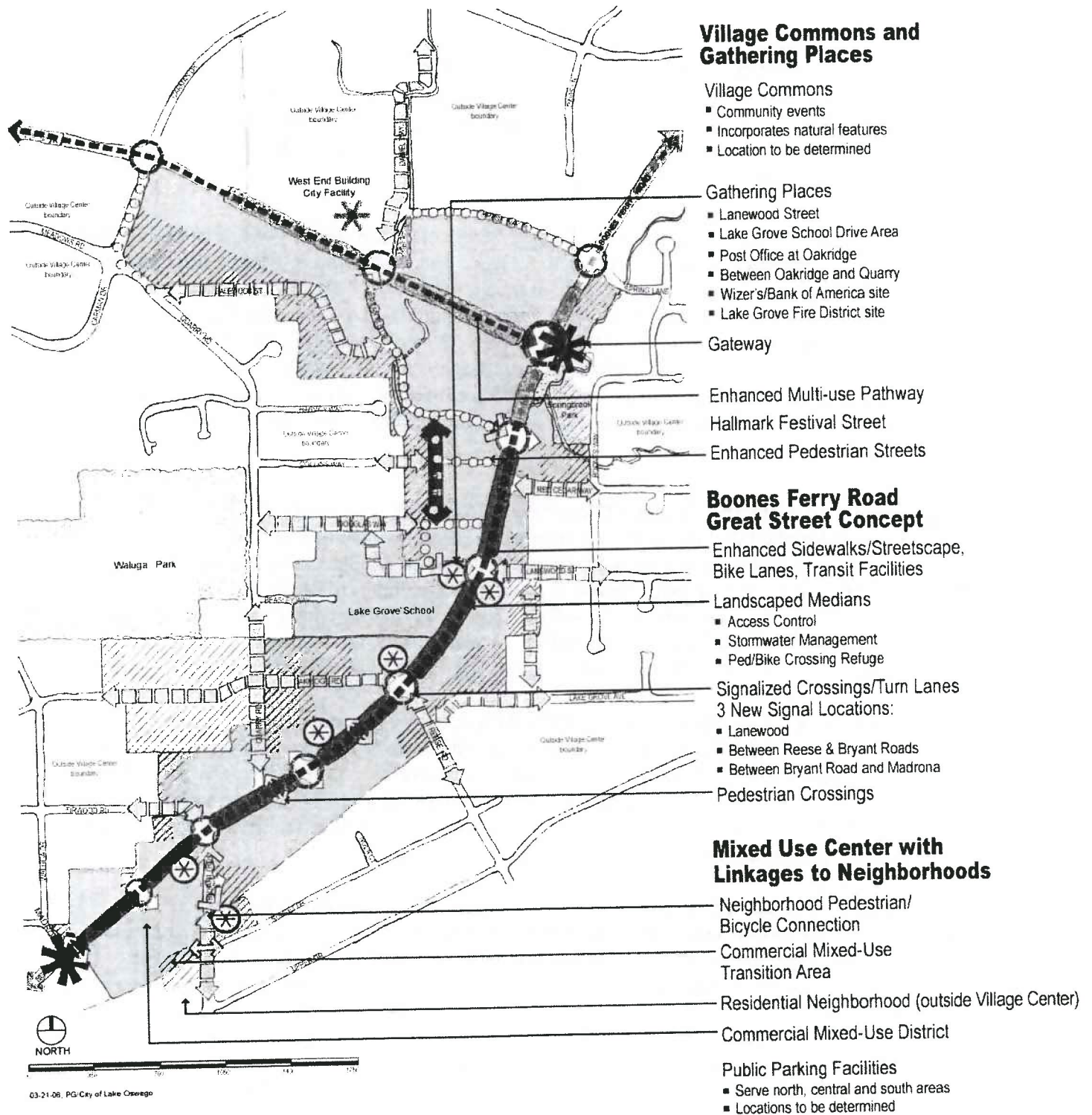
The Lake Grove Village Center Concept Plan illustrated in Figure 2 identifies key concepts integrating land use, transportation and urban design elements:

- Boones Ferry Road as a Great Street
Providing green medians with safe pedestrian crossings will provide identity to the district and create a catalyst for other improvements. The concept for Boones Ferry Road promotes a safe, welcoming and convenient pedestrian and bicycle friendly environment, where auto traffic is accommodated efficiently and safely and the needs of successful businesses are met.

- A Mixed Use Center with Linkages to Neighborhoods
A fundamental concept of the Plan is “to bring the Village Center and neighborhoods together”. Residential neighborhoods are integrated with the commercial center by encouraging mixed uses within the Village Center. Cross-streets (e.g. Lanewood, Reese-Oakridge, Bryant-Firwood) are planned for a high level of pedestrian oriented character, mixed use, and transition between Boones Ferry and the adjacent neighborhoods.

- Village Commons, Gathering Places and Gateways
The design concept features a linear series of public spaces and focal points with a larger Village Commons and gateway features. Gathering places are linked visually and geographically by enhanced pedestrian routes. Gathering places feature hardscape and greenscape elements.

Figure 2: Lake Grove Village Center Concept Plan



I. TRANSPORTATION

Existing Conditions

Street Network - The primary roadways serving the Village Center are Boones Ferry Road and Kruse Way. Both are classified as “Major Arterials” within the City and provide access to downtown Lake Oswego and Interstate 5. Circulation to and within the Village Center is supported by a network of collector and local streets (see Functional Street Classifications Map, Figure 18, Transportation System Plan, Lake Oswego Comprehensive Plan).

The current average right-of-way width in the Boones Ferry corridor is 71 feet, with a minimum width of 54 feet and a maximum width of approximately 87 feet. The speed limit is 30 mph through the Village Center. There is a “school zone” located in the vicinity of the Lake Grove School with a reduced speed of 20 mph on school days between 7:00 am and 5:00 pm. There are four signalized intersections on Boones Ferry Road in the Village Center at Kruse Way, Mercantile Drive, Oakridge/Reese Road, and Bryant/Firwood Roads, resulting in spacing between pedestrian crosswalks of over 1,000 feet long on average, and as long as 1,400 feet in some locations. The remainder of the intersections and access points along Boones Ferry Road are currently stop-controlled on the minor street approaches.

Boones Ferry Road Street Classification - Boones Ferry Road south of Country Club Road is designated as a major arterial. Major arterials are characterized by three to five travel lanes, speed limits between 25 and 45 miles per hour, with restricted access from adjacent land uses, generally prohibited on-street parking, bike lanes, sidewalks, and traffic volumes of 20,000+. The City’s Transportation System Plan recommends a 100-foot right-of-way for a major arterial, including 8-foot wide sidewalks with 4.5-foot wide pedestrian buffers on each side of the roadway, two 6-foot wide bike lanes, four 12-foot wide travel lanes, and a 14-foot wide center raised median or left turn lane.

Special Street Setback - The City Code (LOC 50.22.035) currently specifies a special street setback of 50 feet from the centerline of Boones Ferry Road between Mercantile Drive and Madrona Avenue, potentially resulting in a 100-foot right-of-way adjacent to redeveloped properties. The special street setback is intended to preserve an obstruction-free area along public rights-of-way in anticipation of future street improvements, such as additional lanes, pedestrian and bicycle facilities, transit facilities, drainage management improvements, lighting, and street landscaping.

Safety - During a 40-month period, a total of 140 crashes were reported along Boones Ferry Road.¹ While these numbers indicate crash rates lower than comparable state averages, they are among the highest crash rates within Lake Oswego. Given crash rates, traffic volumes and concerns over speeding, safety is a primary issue for residents, business owners, and city officials along Boones Ferry Road.

Existing Traffic Operations - Average daily trips on Boones Ferry Road between Bryant and Kruse way are estimated between 25,000 and 28,000 trips based on traffic counts recorded between 2001

¹ Crash numbers are based on ODOT data summarizing reported accidents between January 1, 1997 and June 30, 2000 in the Boones Ferry Road Corridor Plan (Kittelson, 2001). Reported crashes typically under-estimate the total number of crashes that have actually occurred due to the fact that minor accidents are not always reported to local agencies.

and 2006. All signalized study intersections currently operate at acceptable levels of service during the average weekday a.m. and p.m. peak hour. At the minor street approach at unsignalized intersections at Red Cedar Way/Boones Ferry Road and Lanewood Street/Boones Ferry Road, intersections were found to operate with relatively long delays, resulting in level of service “F” during the peak period. However, Boones Ferry road turning and through movements operate at acceptable levels and there is sufficient capacity at these intersections to accommodate existing traffic demand. Traffic signal warrants had not been met at these locations based on 2001 data and signal warrant analysis.

Travel Demand Patterns - An origin-destination demand study indicated that approximately 47-percent of the traffic traveling within the SW Boones Ferry Road study corridor can be classified as “through” traffic (i.e., trips that do not have a final or intermediate destination within the study corridor). It can be assumed that the remaining 53-percent have at least one final or intermediate destination within the study corridor. A proportion of these 53-percent “local trips” do have a final destination outside of the immediate study area, however, they do make at least one stop (at one of the local businesses and/or neighborhoods) as they travel along SW Boones Ferry Road.

Corridor Access Configuration - The existing access configuration along the SW Boones Ferry Road study corridor consists of over 50 unevenly spaced private driveway approaches. The large number of varying access approaches, in conjunction with growing traffic volumes along the corridor, impacts the overall mobility and operational safety of the corridor, making access to and from facilities and adjacent land uses difficult, reducing the potential roadway capacity, and impeding operations of traffic. The frequent, poorly delineated, and inconsistent access spacing along the corridor also provides increased opportunity for conflicts with pedestrians and bicyclists.

Pedestrian Connections and Streetscape - Within the Village Center, sidewalks currently exist along portions of Boones Ferry Road but not along the full extent. Over half of the existing sidewalk facilities do not meet minimum width standards. The existing pedestrian environment along the length of the corridor suffers from non-standardized treatment. For example, some portions of the sidewalk tilt toward the street with no buffer between the pedestrian path and vehicle traffic. In other areas, the pedestrian path is obstructed with utility poles and/or trees. In addition, many driveways and access points along the corridor create potential pedestrian-vehicle conflict points. Elsewhere in the study area, sidewalks are provided sporadically along certain collector and local streets that comprise the remainder of the existing transportation system. As on Boones Ferry Road, the existing pedestrian environment along these roadways suffers from non-standardized treatment and lacks connectivity.

Bike Facilities - Field observations conducted during the first phase of the project within the study area revealed low levels of bicycle activity along the study roadways with little supporting infrastructure provided. Designated bicycle lanes are provided on Boones Ferry Road both to the north and south of the study area but there are no lanes between Mercantile Drive and Madrona Street. Kruse Way provides an off-street shared pedestrian/bicycle pathway along its north side. No other designated bicycle lanes are provided within the study area. The City’s Transportation System Plan calls for arterials and major collectors to provide exclusive bicycle facilities or accommodations for bicycles on-street. As traffic volumes increase on these roadways, on-street striped bicycle lanes, multi-use pathways and designated shared roadways will help to maintain the safety and comfort of bicyclists on the system and promote the increase use of cycling as a viable mode of transportation. In addition, there was vocal support through the Village Center planning process to enhance and

facilitate bicycle travel throughout the study area via the development of a connected bicycle system network and the provision of bicycle amenities.

Transit - Within the study area, TriMet currently operates Route 37: Lake Grove between the downtown Lake Oswego Transit Center and the Tualatin Park and Ride via Country Club Road and Boones Ferry Road through the Village Center. The Route 38: Boones Ferry Road operates along Kruse Way at the north end of the Village Center, traveling from Portland to Tualatin. One other route, Route 36: South Shore, operates in the general vicinity of the study area.

Issues Summary

- Safety is a primary concern among residents, business owners, and city officials with crash rates for Boones Ferry Road within the Village Center among the highest in the City.
- Approximately 47-percent of the traffic traveling within the SW Boones Ferry Road study corridor can be classified as “through” traffic with the remaining 53-percent having at least one final or intermediate destination within the study corridor.
- The large number of over 50 unevenly spaced private driveway approaches, in conjunction with growing traffic volumes along the corridor, impacts the overall mobility and operational safety of the corridor, making access to and from facilities and adjacent land uses difficult, reducing the potential roadway capacity, and impeding operations of traffic. The frequent, poorly delineated, and inconsistent access spacing also provides increased opportunity for conflicts with pedestrians and bicyclists.
- Existing sidewalks and crossings do not provide a continuous network of direct, safe and convenient walking routes. A buffer between pedestrians and vehicular traffic is absent for the majority of frontage along Boones Ferry Road.
- On-street striped bicycle lanes designated in the City’s Transportation Systems Plan on Boones Ferry Road are provided along one segment (between Kruse Way and Mercantile Drive). In the remaining segments of the corridor, vehicles and bicycles share the roadway.
- The convenience and ease of using the current bus service is diminished by unprotected transit stops with an average spacing of approximately 1,200 feet rather than the recommended 750 feet apart, and by headways in excess of recommended 15 to 30 minute intervals.
- Boones Ferry Road could be a much more attractive environment for people who live, work and visit the Village Center.
- Glare from street lights and unnecessary spill light impact the natural character of the dark night sky.

Transportation Concept

A variety of safe, convenient and viable transportation options, including walking, cycling, public transit and auto and truck travel, are envisioned to connect the Village Center to the surrounding neighborhoods, employment areas, downtown Lake Oswego and other adjacent centers. Traffic management and urban design concepts are developed to calm traffic on Boones Ferry Road, allowing ease of access to and from commercial areas and neighborhoods and safe crossings of Boones Ferry Road. Convenient and visible public parking, both on and off street, is planned to provide for ease of access to retail, restaurants, neighborhood services, and the village commons and gathering places without encroaching on the surrounding residential neighborhoods. Shared parking and access agreements are encouraged to provide for greater flexibility and more efficient use of private parking areas.

Boones Ferry Concept

The goal for Boones Ferry Road is to create an attractive street that serves as the centerpiece of the Lake Grove area. Integrated land use and transportation strategies are recommended to promote a safe, welcoming and convenient pedestrian- and bicycle-friendly environment, while accommodating auto traffic efficiently and meeting the needs of businesses by providing adequate vehicle access and sufficient parking.

Recommended transportation concepts for Boones Ferry Road were identified by the Lake Grove Village Center Advisory Committee in the 2005 Boones Ferry Concept Plan. The Boones Ferry Concept Plan provides the basis for policies, projects and design direction for improvements to Boones Ferry Road in the Village Center. During the first phase of the Lake Grove Village Center Planning process (in 2002 and 2003), the 2001 Boones Ferry Road Corridor Plan (Exhibit F-15.4) became the basis for land use plans. Concerns were raised by stakeholders over the challenge of trying to integrate the recommended five-lane arterial and continuous center lane with the vision of a pedestrian friendly, mixed use Village Center. At the request of the Lake Grove Village Center Advisory Committee, the City Council authorized a new study to revisit specific elements of the 2001 Corridor Plan resulting the 2005 Boones Ferry Concept Plan.

Safety

Safety for all is a paramount concern. Boones Ferry Concept recommendations include reducing posted and effective speed. A key element of the transportation concept is landscaped center medians recommended to enhance safety for pedestrians, bicyclists and vehicles. Center medians enhance safety by providing:

- Access control and the reduction or elimination of vehicle turning movement conflicts with pedestrians, bicyclists and other vehicles; and
- Pedestrian and bicycle refuges at intersections and mid-block crossings. The Boones Ferry Concept introduces new pedestrian crossings as development levels and pedestrian demands warrant for an average spacing between crossings of about 360 feet.

Landscaped medians also provide opportunities for stormwater management, or “green streets,” and attractive landscaping to enhance the quality and identity of the Lake Grove area.

Access to Businesses

Safe, convenient access to commercial sites requires an integrated approach employing a variety of design strategies in concert with center medians to maximize benefits to Boones Ferry Road businesses. Design elements may include:

- Direct access from signalized locations and cross-streets;
- Through connections between adjacent parking facilities;
- Drive consolidation and shared access;
- Raised center medians to manage turn movements and improve traffic flow; and where needed
- U-turns at selected intersections controlled by phased traffic signals to provide access to businesses that cannot otherwise be accessed from cross streets or driveways.

Goal 1: Transform Boones Ferry into a Great Street

Create an attractive street that promotes a safe, welcoming and convenient environment for pedestrians, bicyclists and vehicles, accommodates auto traffic efficiently, provides adequate vehicle access to meet the needs of businesses, and manages stormwater within the right-of-way.

Policies:

- 1.1 Utilize engineering and urban design strategies to improve access to and from businesses in the corridor, and calm traffic on Boones Ferry Road.
- 1.2 Provide landscaped center medians along Boones Ferry Road to organize access, enhance safety, manage storm water and to beautify the corridor.
- 1.3 Employ green street concepts in Boones Ferry Road improvements where practicable. Consider Boones Ferry Road's function as a significant water conveyance system within an urban watershed. Integrate storm water system improvements for watershed health including water quality, habitat, and tree canopy coverage.
- 1.4 Provide continuous sidewalks and bike lanes to enhance safety along Boones Ferry Road.
- 1.5 Provide pedestrian crossings at regular intervals. Consider signalization of pedestrian crossings in design refinement studies.

Goal 2: Enhance Alternative Modes of Travel

Promote the safe and convenient use of public transit service and bicycling within, to and from the Village Center.

Policies:

- 2.1 Create enhanced public transit service between the Village Center and surrounding areas (e.g. bus, shuttle bus, trolley, commuter rail). In partnership with TriMet, design and construct bus shelters along Boones Ferry Road and Kruse Way.
- 2.2 Provide a range of safe bicycling options, including, but not limited to, on-street bike lanes on Boones Ferry Road (and major collectors, as appropriate), a marked neighborhood bike route around the Village Center and secure bicycle parking.

Goal 3: Enhance the Pedestrian Environment and Connectivity

Enhance the safety, convenience and attractiveness of walking, transit and bicycling within, to and from the Village Center including safe crossings on Boones Ferry Road and cross streets.

Policies:

- 3.1 Encourage the orientation of building entrances to pedestrian and transit streets, walkways and public areas, with parking in the rear or at the side.
- 3.2 Provide continuous sidewalks, pedestrian refuges, landscaped medians, consolidated driveways, crosswalks, signals at crosswalks, public restrooms, and attractive transit shelters. Replace overhead utilities with under-ground utilities.
- 3.3 Emphasize pedestrian amenities on cross streets to the neighborhoods to strengthen connections to the Village Center. Augment the non-grid system of streets with additional off-street pedestrian and bike pathways to provide safe and convenient connections for all ages.
- 3.4 Encourage safe pedestrian connections between businesses and parking areas and connectivity between businesses on each side of Boones Ferry Road. Pedestrian arcades, covered walkways and other design features are encouraged to connect uses in a safe and convenient manner.

Action Measures – Transportation

Transportation action measures are organized under five headings:

- i. Village Center Access Management Plan
- ii. Street Design
- iii. Public Involvement
- iv. Transportation Projects
- v. Design Direction

- i. Village Center Access Management Plan.

A comprehensive access management plan for the Village Center shall be completed prior to initiating Engineering Plans (see ii. Street Design, b. Engineering Plans). The access management plan shall provide first, the Traffic and Safety Analysis followed by the Economic Impacts Analysis identified below. These analyses require consideration of impacts for a base case condition based on existing conditions and standards, and for a Village Center condition based on transportation concepts identified in these Action Measures under v. Design Direction. Both analyses require recommendations for alternative design refinements to mitigate findings for adverse impacts and to advance the goals and policies of the Lake Grove Village Center Plan.

- a. Traffic and Safety Analysis. (Policies 1.1; 1.2; 1.5) Complete a traffic operations and safety analysis to address potential impacts to traffic operations, business access, neighborhood “cut-

through” traffic, and safety. Peak hour and non-peak hour assessments should be included. The traffic and safety analysis shall include, but not be limited to, the following:

- (1) Address impacts of delivery trucks and delivery truck access routes on traffic flow and pedestrian safety. The potential use of the outer travel lane on Boones Ferry Road for delivery parking during certain limited times is noted in Transportation Action Measure (v)(7) Delivery Truck Access. Address optimal times for parking/delivery activity on Boones Ferry Road, including ruling out use of the outer travel lane for delivery truck parking if indicated.
 - (2) Address impacts of large passenger vehicle u-turns. The recommended signalized intersection street section for Boones Ferry Road would allow most passenger vehicles to make the u-turns (see Transportation Action Measure (v)(1) Street Cross Sections). Address impacts on traffic flow and safety if several larger passenger vehicle models would not be able to make a simple u-turn within the recommended clear area.
 - (3) Address impacts associated with right-hand turning movements as cars wait for a car exiting a driveway, or for a car to slow down enough to make a right turn into a driveway. Pedestrian traffic along the sidewalk could also cause occasional delays for these right-hand turning movements.
 - (4) Analyze the potential “bottleneck” during peak travel times at locations where cars queuing for u-turns or left-turns at an intersection may back up for a significant distance, possibly creating difficulty for those traveling in the opposite direction (on the other side of the same median) who wish to queue and make a u-turn into the travel lanes where the aforementioned queue has developed. Address the case, for example, of a northbound car intending to make a u-turn at the Reese Road intersection and travel south to access a mid-block business (i.e. Ricardo's Restaurant). If the southbound queue is long and traffic heavy, northbound traffic intending to make a southbound u-turn at Reese may back up behind other southbound traffic and block the flow of vehicles intending to make the u-turn at Reese Road.
 - (5) Address safety and traffic flow impacts for pedestrian crossings that are not located at signalized intersections (see Transportation Action Measure (v)(4) Pedestrian Crossings).
 - (6) Provide recommendations for conceptual design refinements to mitigate for traffic operations and safety impacts, and to advance the goals of the Lake Grove Village Center Plan. In the event of a conflict between the various goals of the Plan, design refinements for mitigation shall give priority to pedestrian facilities.
- b. Economic Impacts Analysis. (Policies 1.1; 1.2) Complete an economic impacts analysis incorporating findings and recommendations from the Traffic and Safety Analysis. The economic impacts analysis shall include, but not be limited to, the following:
- (1) Address potential economic impacts to Lake Grove businesses including impacts to parking supply, business access, commercial deliveries, and business performance during street construction. Include an assessment of economic impacts on adjacent neighborhoods.
 - (2) Provide recommendations for conceptual design refinements to mitigate for economic impacts, and to advance the goals of the Lake Grove Village Center Plan. In the event of a conflict between the various goals of the Plan, design refinements for mitigation shall give priority to pedestrian facilities.

ii. Street Design.

- a. Green Streets. (Policy 1.3) Fund and complete a detailed stormwater management and engineering feasibility study to fully assess issues and costs associated with incorporating green streets elements into the design and engineering of Boones Ferry Road. This is a high priority study, particularly given that incorporation of green street concepts is a major element of the overall roadway design. Investigate a variety of funding sources for the study including funds allocated through the City of Lake Oswego Capital Improvement Plan (CIP), Metro “green street” funds, city storm water management funds and federal funds.
- b. Boones Ferry Corridor Engineering Plans. (Policies 1.1; 1.2; 1.3; 1.4; 1.5; 2.1; 2.2; 3.2; 3.3; 3.4. See also Transportation Project 1: Boones Ferry Corridor Improvements.) Fund and complete the following engineering plans after the Access Management Plan and any design refinements have been completed:
 - (1) 35% Engineering Plan – The 35 % engineering plan identifies constructability issues, necessary right-of-way acquisitions, and establishes the framework for the final design, such as grade, slope, sub-base of road and undergrounding of utilities. The 35% engineering plan includes the following:
 - Evaluation of centerline alignment to balance engineering and safety needs with reduction of impacts to adjacent properties, where technically feasible;
 - Assessment and design for mitigation of specific economic impacts to adjacent properties including impacts to existing buildings, parking supply, access, delivery access, and business operations during street construction; and
 - Preparation of preliminary cost estimates.
 - (2) 65% Engineering Plan - The 65% engineering plan provides sufficient design information to allow the City to provide a private developer with preliminary plans that form the basis for the completion of detailed engineering plans for a segment of the roadway adjacent to a proposed development.

iii. Public Involvement.

- a. Provide timely, complete notice and endeavor to receive meaningful public input prior to making decisions for the planning, analysis, design, and construction of transportation improvements.
- b. Invite and consider input from design, engineering and economic analysis professionals and the public, particularly Lake Grove community stakeholders including residents, institutional and business representatives, and commercial property owners for the planning and analysis, design, and construction of transportation improvements.
- c. Ensure that the public remains informed by effectively publicizing and making available documentation of processes, products and recommendations related to the traffic and safety analysis, economic impacts analysis, street design studies, and engineering plans.

iv. Transportation Projects

Implement Lake Grove Village Center Transportation Projects identified in Table 1 below and on the Maps below (pages 20 – 24) in accordance with design direction provided in Transportation Action Measure v:

Figure 3 – Street Improvements

Figure 4 – Pedestrian Facilities

Figure 5 – Bike Facilities

Figure 6 – Transit Facilities

Figure 7 – Parking Facilities and Access Coordination Map

TABLE 1: LAKE GROVE VILLAGE CENTER TRANSPORTATION PROJECTS				
Location		Description	Priority	Comments
Figure 3: Street Improvements Map				
1	Boones Ferry Road between Kruse Way and Madrona Street	Boones Ferry Road corridor improvement including signals, intersection improvements, mid-block pedestrian crossings, landscaped medians, bike lanes, and pedestrian amenities.	High	Concept Refinement analyses and related refinements to be completed prior to initiating engineering plans for corridor improvements.
2	Mercantile Intersection	Intersection Improvements – Existing signal	Low	
3	Lanewood Intersection	Intersection Improvements – New signal	Medium	New signal in conjunction with driveway consolidation, shared access and parking lot connections.
4	Reese-Oakridge Intersection	Intersection Improvements – Existing signal	High	
5	Between Reese and Bryant	Intersection Improvements – New signal	High	See Project 3 comment.
6	Bryant-Firwood Intersection	Intersection Improvements – Existing signal	Medium	
7	Between Bryant and Madrona	Intersection Improvements – New signal	Low	See Project 3 comment.
8	Hallmark Drive between Mercantile Drive and Douglas Way	Festival street treatment including curbless sidewalks, bollards, special paving and landscaping.	See Comments	Festival Street improvements are conditioned on the proximate siting and development of the village commons (see Community Project 3, Table 3).

Figure 4: Pedestrian Facilities Map²				
On Street Pedestrian Improvements				
9a	Kruse Way between Daniel Way/Mercantile Drive & Boones Ferry Road	Enhanced multi-use pathway with "Village Gateway" streetscape treatment	High	See Design Direction b. Kruse Way. (See also Project 30a and Community Projects 1 & 2, Table 3).
9b	Boones Ferry Road between Kruse Way Place & Mercantile Drive	Enhanced sidewalk with "Village Gateway" streetscape treatment	High	See Project 9a comment.
10	Galewood/Quarry along curve at west end	Urban Curb & Gutter	Low	Siting to accommodate existing mature trees.
11	Mercantile Drive complete west/south side and all of east/north side	Urban Curb & Gutter	Medium	
12a	Douglas Way both sides at commercial zone	Urban Curb & Gutter	High	
12b	Douglas Way west of commercial zones	Residential (meandering) Path	High	Location at north or south side to be determined by stakeholders.

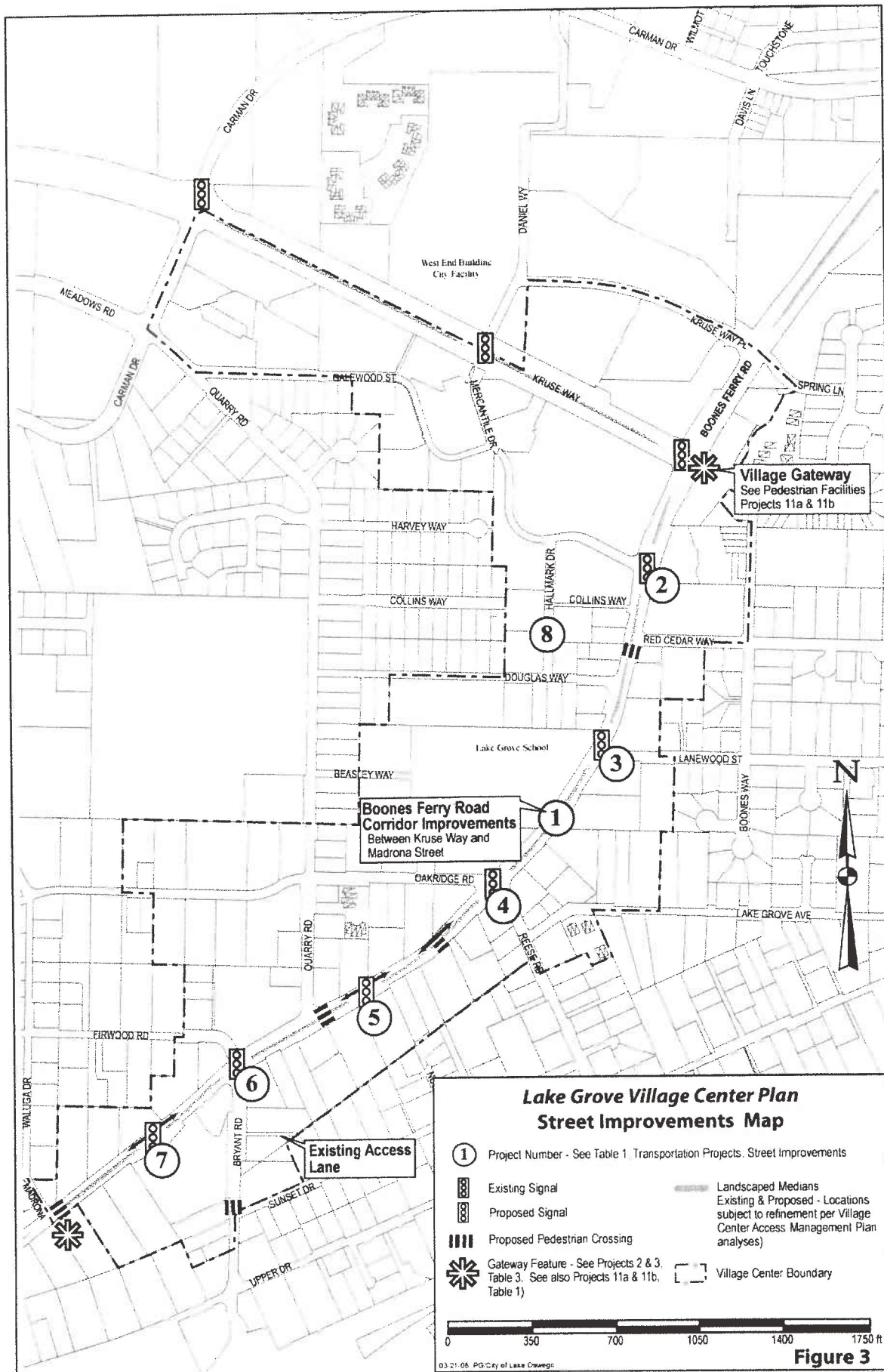
² See Project 1, Boones Ferry Road Corridor Improvements for pedestrian facilities on Boones Ferry Road.

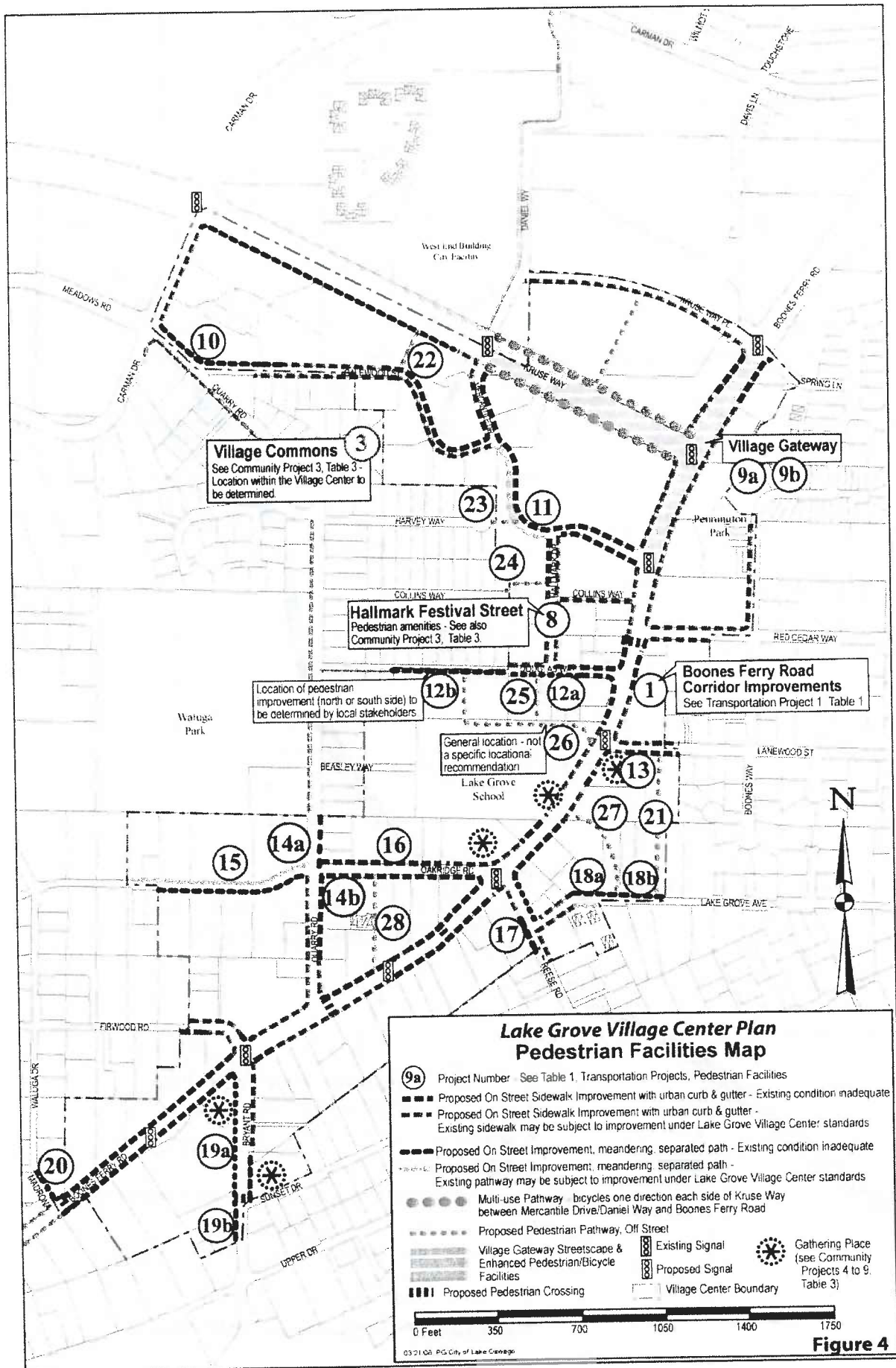
Location	Description	Priority	Comments
Figure 4: Pedestrian Facilities Map (continued)			
On Street Pedestrian Improvements (continued)			
13	Lanewood Street north and south to complete at commercial zone	Urban Curb & Gutter	Medium
14a	Quarry Road north of Oakridge	Residential (meandering) Path	Medium
14b	Quarry Road south of Oakridge	Urban Curb & Gutter	
15	Oakridge Road west of Quarry north & south	Residential (meandering) Path	Low
16	Oakridge Road east of Quarry north & south	Urban Curb & Gutter	Medium
17	Reese Road west side at commercial zone	Urban Curb & Gutter	Medium
18a	Lake Grove Avenue north side at commercial zone	Urban Curb & Gutter	Low
18b	Lake Grove Avenue north side a R-0 zone	Residential (meandering) Path	Low
19a	Bryant Road	Urban Curb & Gutter	High
19b	Bryant Road	Residential (meandering) Path	
20	Madrone north/east side	Urban Curb & Gutter	Low
Off Street Pedestrian Improvements			
21	North/South between Lake Grove Ave. & Lanewood St.	Pathway	Medium General location – specific location to be determined.
22	Kruse Way to Galewood	Pathway	Low
23	Harvey Way to Mercantile Drive	Pathway	Low Sensitive land requirements apply at this location.
24	Collins Way to Hallmark Drive	Pathway	Low
25	Douglas Way to School Driveway	Pathway	Medium
26	Lake Grove Elementary – Douglas Way to Boones Ferry	Pathway	Medium
27	Lake Grove Ave to Boones Ferry	Pathway	Low
28	Oak Ridge Rd to Boones Ferry	Pathway	Low

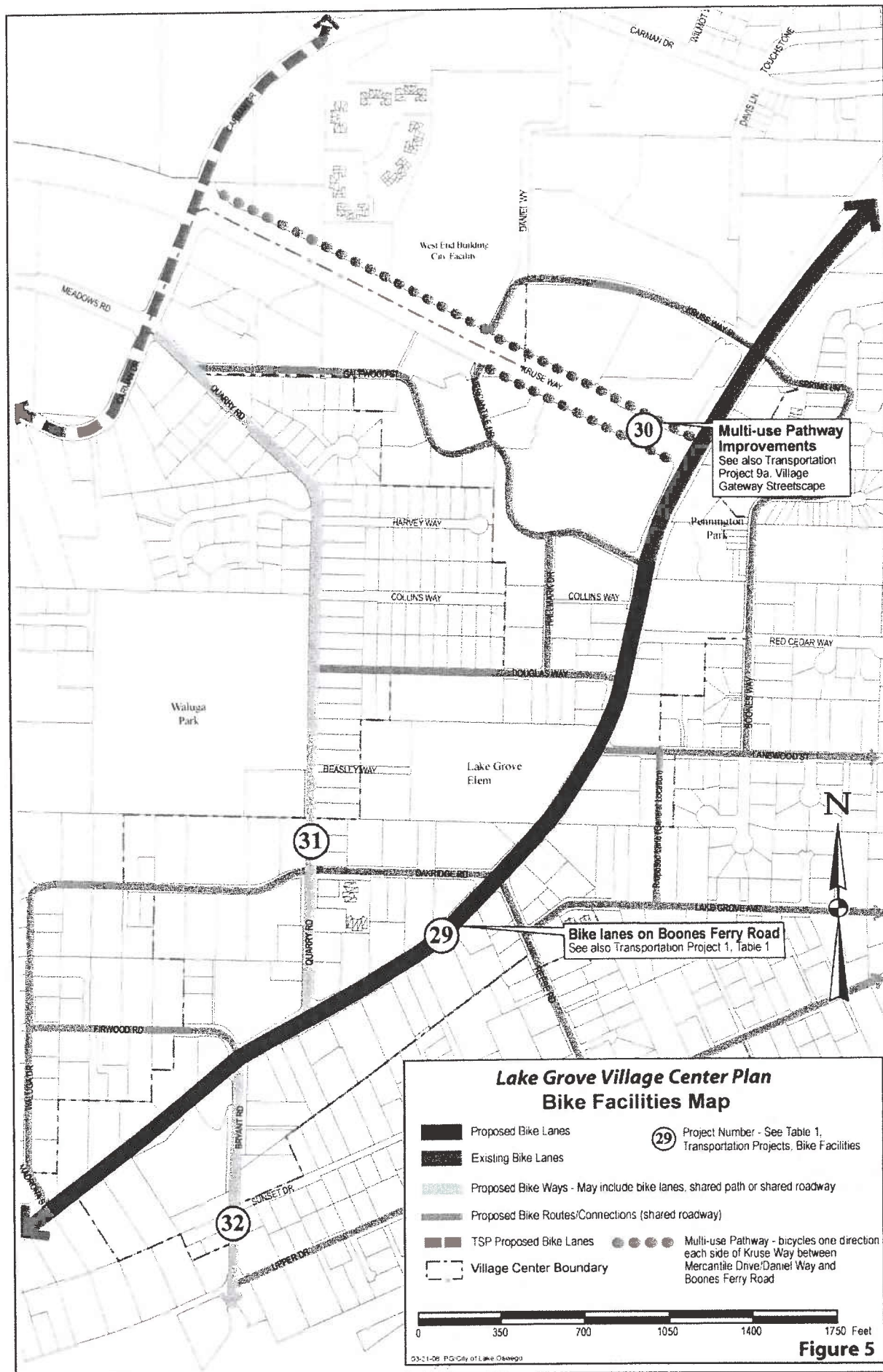
Figure 5: Bike Facilities Map			
29	Boones Ferry Road	Bike Lanes	High See also Transportation Project 1, Boones Ferry Corridor Improvements.
30	Kruse Way between Daniel Way/Mercantile Drive & Boones Ferry Road	Enhanced multi-use pathway with "Village Gateway" streetscape treatment. Bicycles one direction each side of Kruse Way.	High See Transportation Project 9a, enhanced multi-use pathway with "Village Gateway" streetscape treatment.
31	Quarry Road	Bike Ways	Low Bike ways may include bike lanes, shared path or shared roadway.
32	Bryant Road	Bike Ways	Low

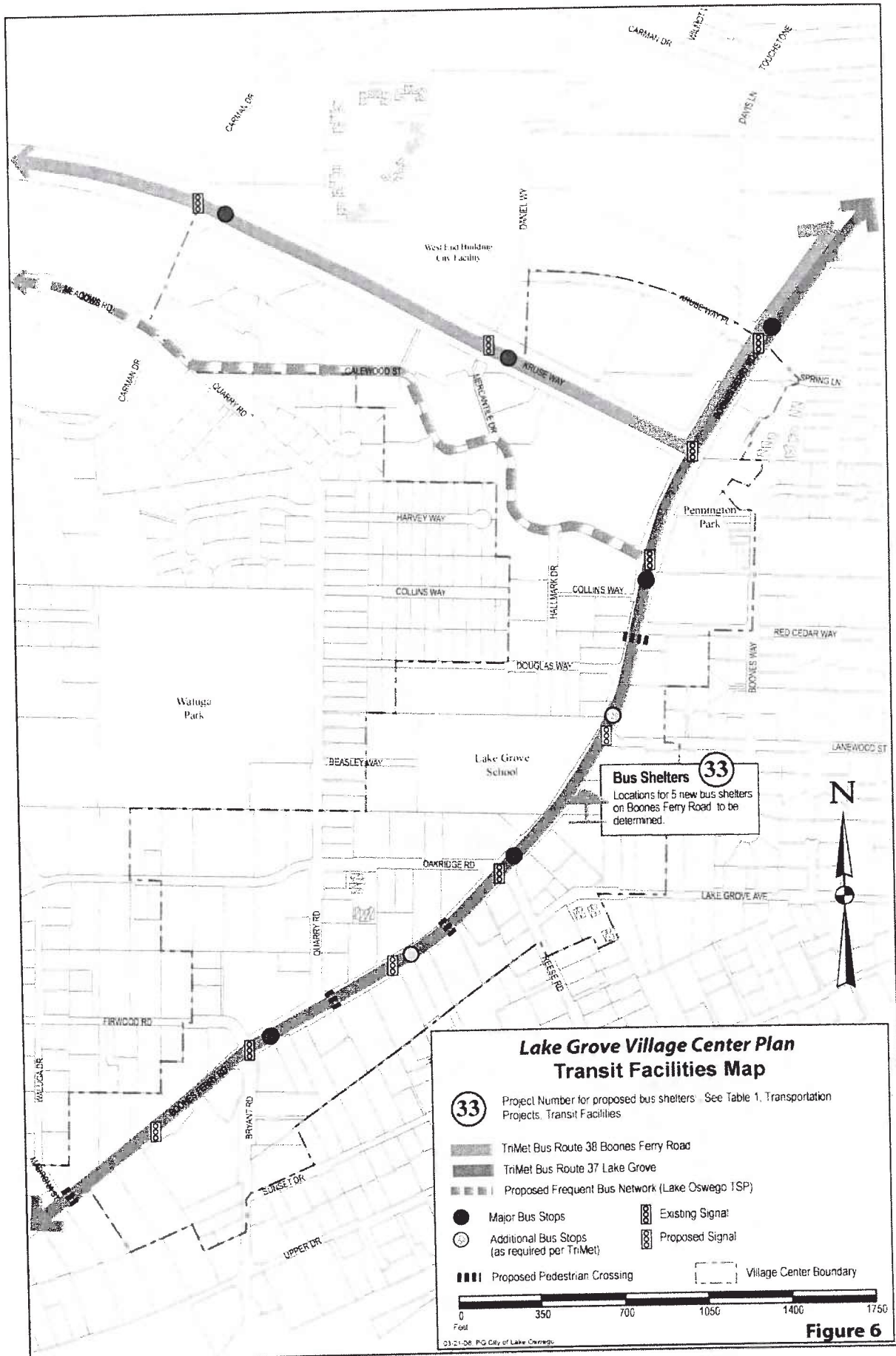
Figure 6: Transit Facilities Map			
33	Boones Ferry Road	Five new bus shelters	Low Locations to be determined.

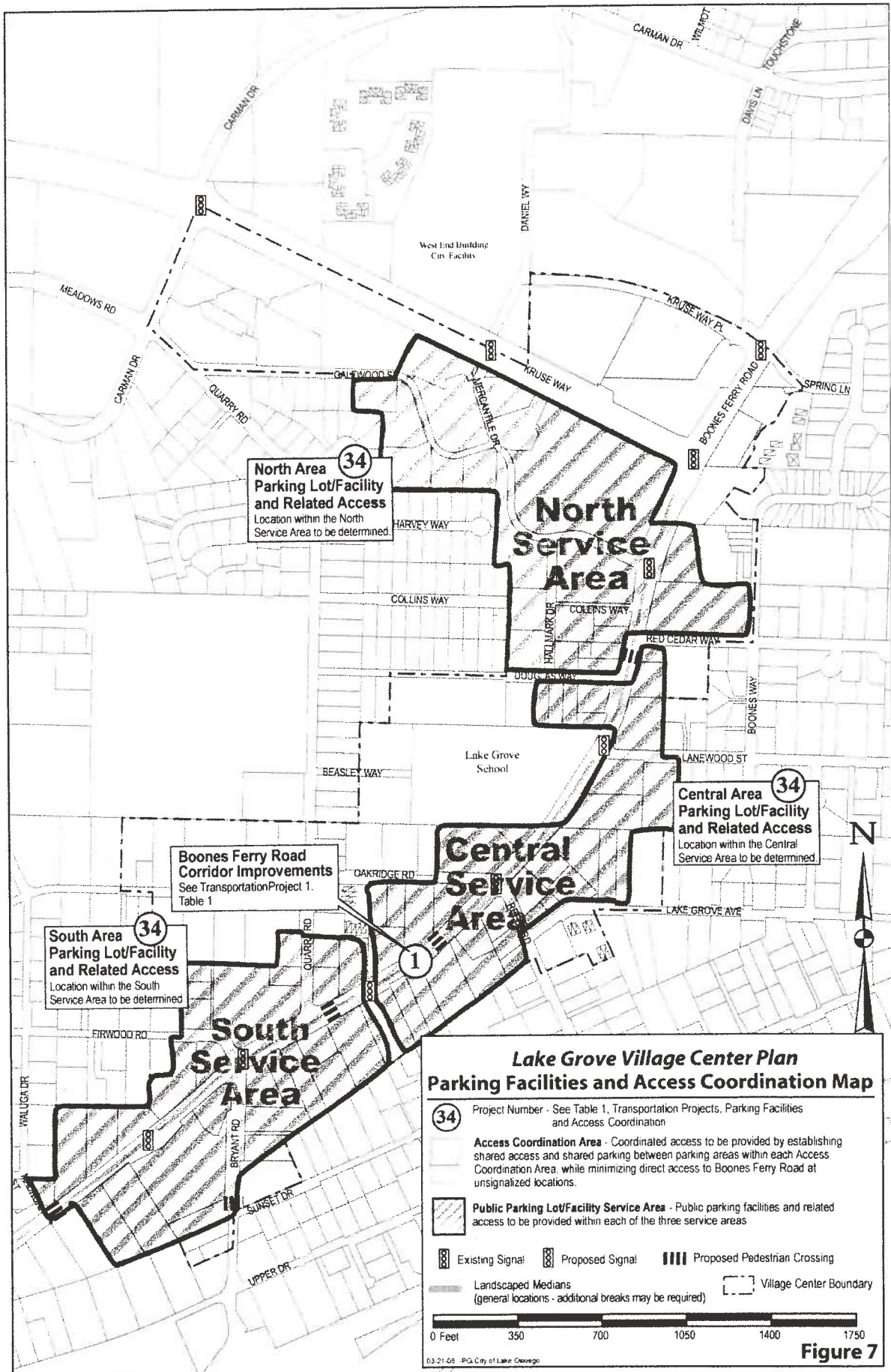
Figure 7: Parking Facilities and Access Coordination Map			
34	Distribute public parking lots/facilities and related access within each of the three parking service areas: North, Central and South	Public parking lots/facilities and related access	High Acquire sites for public parking lots/facilities. Develop future parking lots/facilities through public/private partnerships as opportunities arise and as needs are defined in conjunction with redevelopment and Boones Ferry Road improvements.











v. Design Direction

Design Direction is organized as follows:

- a. Boones Ferry Corridor Improvements³
 - (1) Street Cross-Sections
 - (2) Streetscape
 - (3) Pedestrian Crossings
 - (4) Sustainable Street Design / Green Streets
 - (5) Traffic Speed
 - (6) Delivery Truck Access
 - (7) Operational Analysis
 - (8) Traffic Signal Management
 - (9) Intersections
 - (10) Parking Facilities and Access Coordination
 - (11) Street Lights and Utilities
- b. Kruse Way
- c. Village Cross-Streets
- d. Hallmark Festival Street
- e. Pedestrian Connections
- f. Bicycle Facilities
- g. Transit
- h. Phasing and Timeline

³ The Design Direction subsection includes concepts identified in the 2005 Boones Ferry Concept Plan.

Consult the following when implementing Lake Grove Village Center Transportation Projects:

a. Boones Ferry Corridor Improvements

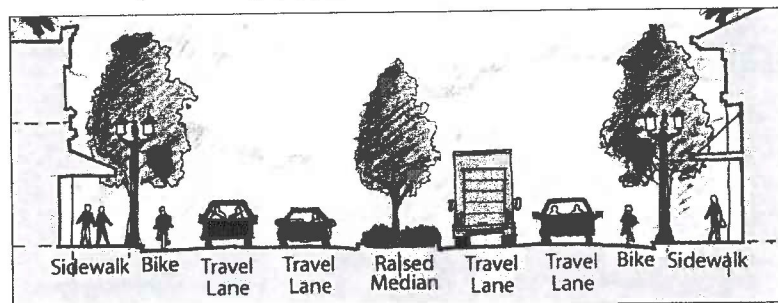
Boones Ferry Corridor improvements are identified and prioritized in Street Improvements, Table 1, Lake Grove Village Center Transportation Projects. Project locations are shown on Figure 3, Street Improvements Map.

(1) Street Cross Sections

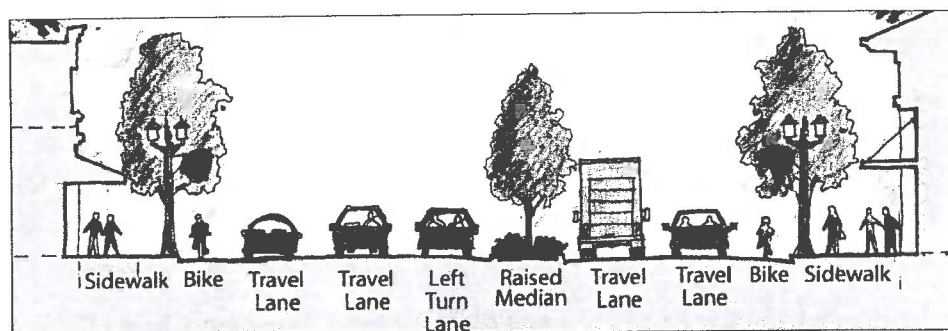
Design Boones Ferry Road to enhance safety, organize access, encourage all modes of travel, manage storm water, and beautify the corridor. An 82 foot right-of-way is recommended unless additional width is required to facilitate traffic movements (see below, (b) Required Right-of-Way, Revising Recommended Right-of-Way). Sidewalks are required to be a minimum of nine feet in width within the Boones Ferry Road right-of-way including area for tree wells or landscaped planter and street furnishings. Landscaped planter should be designed to optimize stormwater management (see (4) Sustainable Street Design/Green Streets in this section).

The recommended design concept for Boones Ferry Road is shown in Cross-Sections 1 & 2 below. Street elements include:

- Four travel lanes (two travel lanes in each direction);
- Landscaped center medians;
- Bike lanes on both sides of the street;
- Sidewalks including tree wells or landscaped planter on both sides of the street; and
- Left turn lane as shown in Cross-Section 2 at the signalized intersections. The left turn lane requires additional street cross-section width at intersections. The left turn lane, median and phased signal provide for u-turns where required to access commercial sites.



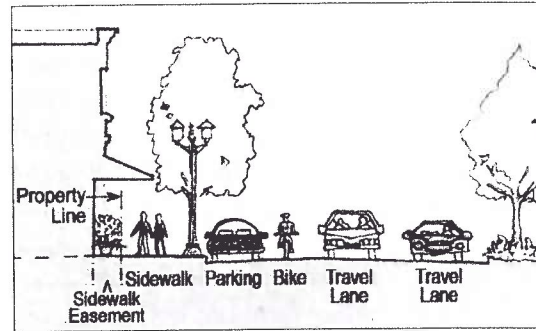
Cross-Section 1. Boones Ferry – Typical Mid-Block Street Section



Cross-Section 2. Boones Ferry – Typical Signalized Intersection Street Section

- (a) Preferred Modifications - Consider the feasibility of providing the following modifications to the typical cross-section on a case-by-case basis:

On-Street Parking. Allow on-street parking on Boones Ferry Road on a case-by-case basis where desired by adjacent property owners or where available right-of-way would make it feasible, ensuring that vision clearance from adjacent driveways is not impeded.



Cross-Section 3. Boones Ferry - On-Street Parking with Sidewalk Easement

Sidewalk Easements. Increase sidewalk width on adjacent private property by using sidewalk easements and development incentives such as an allowance of counting sidewalk area on private property towards landscaping requirements. By retaining the land as private property rather than giving it up as right-of-way, the property owner can count the area as part of lot size when calculating lot coverage requirements.

- (b) Required Right-of-Way

Revising Recommended Right-of-Way. An 82 foot right-of-way is recommended to accommodate street elements identified in the Boones Ferry Corridor Street Cross Sections, and is subject to revision based on completion of the following:

- Village Center Access Management Plan. An access management plan for the Village Center is required prior to initiating Engineering Plans including recommendations for alternative design refinements to mitigate for adverse traffic, safety and economic impacts. Additional right-of-way width is required at intersections to accommodate turning movements. (See Transportation Action Measure i. Village Center Access Management Plan, a. Traffic and Safety Analysis; b. Economic Impacts Analysis.)
- Street Design. Street design prior to construction includes a stormwater management and feasibility study followed by Boones Ferry Corridor Engineering Plans. (See Transportation Action Measures ii. Street Design, a. Green Streets; b. Boones Ferry Corridor Engineering Plans.)

Existing Development Constraints. Existing development on a number of properties along Boones Ferry Road constrains construction of the recommended street elements identified in the Boones Ferry Corridor Street Cross Sections at locations where existing development, including structures and/or parking, are located within the recommended right-of-way. In these constrained areas, interim roadway design solutions are recommended. Upon redevelopment of a site, full right-of-way width would be dedicated, allowing for sidewalks and/or bike lanes to be widened.

(2) Streetscape

Provide consistent streetscape elements on Boones Ferry Road and Village Center cross-streets to enhance the character of Lake Grove. A design theme (the Lake Grove Village Center theme) to unify streetscape elements within the Village Center is recommended. Action measures to develop and implement the Village Center theme are provided in this Plan for Goals 5 and 6, Subsection iv: Village Character. Streetscape elements include:

- Pedestrian-scale lighting;
- Street furniture/benches;
- Public transit shelters;
- Coordinated paving materials;
- Street trees and hanging baskets;
- Public art;
- Seasonal decorations and event banners;
- Consistent public signage; and
- Gateways.



Sketch Illustration of Boones Ferry Road streetscape concept.

(3) Safe Pedestrian Crossings

Establish consistent, well designed and uniformly spaced crossings to minimize out-of-direction walking to cross Boones Ferry Road. A finer network of pedestrian crossings creates a safer, more convenient pedestrian environment and reduces the tendency for pedestrians to jaywalk or choose not to cross at all. Bicyclists are also permitted to use pedestrian crossings if they are traveling at the same speed as pedestrians.

Existing and proposed crossing locations result in an average spacing of about 360 feet as shown on Figure 3, Street Improvements Map. Seven new pedestrian crossing locations are identified:

- Three new signalized crossings when warranted by future development at Lanewood, between Reese and Bryant, and between Bryant and Madrona;
- Two unsignalized mid-block crossings with a pedestrian refuge south of Reese Road and north of Quarry Road; and
- Two unsignalized crossings at intersections at Red Cedar Way and Madrona to be installed when development levels and pedestrian demands warrant their evaluation.

The recommendation for the unsignalized pedestrian crossings includes the use of safety features such as:

- Proper advanced signage;
- Markings;
- Pedestrian refuges; and
- Innovative warning devices. Raised pedestrian crossings with embedded flashers are recommended as long as raised crossings do not impede potential green street solutions.

Unsignalized pedestrian crossings are safest when heavily used due to increased driver expectation. To ensure pedestrian safety, when development levels and pedestrian demands warrant, evaluate unsignalized crossing locations for:

- Volume and speed;
- Adequate sight distance;
- Gaps in traffic; and
- Signalization warrants.

(4) Sustainable Street Design / Green Streets

Treat stormwater using green streets techniques within the street right of way to improve water quality, minimize the quantity of water piped directly into streams, lakes, and rivers, reduce street temperature, and to make stormwater interception an aesthetic part of the street.

- Identify opportunities to accommodate green streets stormwater management techniques on Boones Ferry Road including street trees and landscaped medians.
- Complete and consult the stormwater management and engineering feasibility study identified as an action measure in ii. Street Design, a. Green Streets to determine green streets solutions for Boones Ferry Road.
- Provide incentives to encourage property owners to use green street solutions for development including driveways and parking lot treatments.

(5) Traffic Speed

Improve safety for all on Boones Ferry road using a package of engineering and urban design techniques to slow vehicles to 25 mph. Speed is the most significant factor related to crash rates and the severity of injuries.⁴ Concerns have been voiced that off-peak period speeds on Boones Ferry Road through the Village Center (between Kruse Way and Madrona Street) exceed the existing 30 mph speed limit. Peak period speeds do not appear to be an issue because congestion generally reduces the average speed.

Initiate a request for a reduction of speed to 25 mph through the Village Center and the West Lake Grove Design District, between Kruse Way and Washington Court in conjunction with the implementation of a “package” of street/land use design elements and appropriate geometric and visual transitions to influence speed.⁸ Design elements include:

- Synchronization of traffic signals to accommodate platoons of traffic traveling at 25 mph between Kruse Way and Washington Court. Signal synchronization is a priority recommendation.
- Narrowing the actual and perceived width of travel lanes.
- Providing raised pedestrian crossings with embedded flashers as long as raised crossings do not impede potential green street solutions.
- Providing raised intersections only if implemented along the entire length of Boones Ferry Road in the Village Center, not individually.

To slow vehicles entering the Village Center, transition speed zones at the north and south ends of the area are recommended:

- At the north end of the Village Center, a 35 mph hour maximum speed on Boones Ferry Road should be established between Twin Fir Road and Kruse Way Place, and a 30 mph maximum speed between Kruse Way Place and Kruse Way, continuing around the corner to the west on Kruse Way to Carman Drive.
- At the south end of the Village Center, a maximum speed of 30 mph is recommended between Pilkington Road and Washington Court, with a 25 mph maximum speed zone north from Washington Court on Boones Ferry Road.

(6) Delivery Truck Access

Provide clear routes for truck delivery to businesses along Boones Ferry Road. Single unit and tractor-trailer trucks cannot make u-turns at intersections to access commercial sites on the opposite side of the street. Such u-turns are required when sites are not otherwise accessed at signalized locations or by cross streets, shared access drives and shared routes through adjacent parking lots.

⁴ Pedestrians hits by a car at 40 mph have a 15% survival rate; at 30 mph a 45% survival rate; and at 20 mph, an 85% survival rate. Source: U.S. Department of Transportation, 2002. (See Exhibit G-2.27, LU 06-0025)

⁵ A 25 mph speed limit might realistically result in an 85th percentile speed between 25 mph and 30 mph. Oregon Vehicle Code allows prima facie speed of 20 mph in commercial districts and school zones.

Develop a delivery access strategy for the Village Center to consider:

- Delivery requirements and recommended access routes for commercial sites.
- The need for large vehicles to turn around at either end of Boones Ferry Road in the Village Center to approach their destinations. At the north end of the Village Center, Mercantile Drive (via Kruse Way) provides a public accessway for larger vehicles to turn around. At the south end, a truck turn around route using Pilkington Road and Willow Lane, both in an industrially zoned area, is recommended.
- Outreach to potentially affected property owners.
- Providing business owners with information needed to work with the trucking companies to coordinate and plan delivery routes accordingly. The City will work with business owners to develop maps of truck turn around routes and other materials for use by businesses and delivery companies that serve them.
- Allowing large delivery trucks to temporarily park in the outside lane of Boones Ferry Road, during defined off-peak hours, to make deliveries to adjacent businesses.

(7) Operational Analysis

Account for estimated traffic operations impacts in the planning and design of Boones Ferry Road improvements to ensure appropriate levels of mobility and minimize neighborhood cut-through traffic. An operational analysis of Boones Ferry Road (from Mercantile Drive to Madrona Street) was conducted in 2005 to determine the effect of the Boones Ferry Concept Plan on traffic conditions and indicated intersections functioning at level of service “A” and “B” with the intersection at Bryant operating at level of service “C.”

Level of service is a qualitative scale of intersection function from “A” to “F”:

- Level of service “A” represents a free-flowing intersection, and level of service “F” represents a very congested intersection that may take more than one cycle for a vehicle to pass through.
- Level of service “D” is considered tolerable.
- Level of service “E” is generally acceptable in built-up, downtown areas.
- Current City of Lake Oswego policies direct that the arterial and major collector street network is designed and maintained to level of service “E” at intersections during peak hour periods (Lake Oswego Comprehensive Plan, Goal 12: Transportation, Goal 1, Policy 1).

Accounting for reconstruction of Boones Ferry Road and the installation of new traffic signals and timing plans, the analysis re-optimizes traffic signal timings. The resulting intersection level of service (LOS) is summarized in Table 2, below.

Table 2. Intersection Level of Service – Year 2020

Intersection with Boones Ferry	Signalized Intersection Level of Service (LOS)	
	Average Delay (in seconds)	LOS
Mercantile	10	B
Lanewood (new)	6	A
Reese/Oakridge	12	B
McDonald's vicinity (new)	6	A
Bryant	33	C
Wizer's Shopping Center (new)	6	A

Source: Kimley-Horn and Associates using SYNCHO software and HCM 2000 operations methodology. Assumed a cycle length of 100 seconds with optimized side street splits.

(8) Traffic Signal Management

Include traffic signal modification in street improvements and/or redevelopment projects to provide significant operational benefits. Use traffic signal location, timing, coordination, and interconnection to direct the flow of vehicles along the corridor, control vehicular speeds, and provide pedestrians and bicycles with well delineated and protected roadway crossings. Traffic signal management measures include the following:

- Develop timing plans commensurate with desired posted speeds.
- Ensure the safety and operations of proposed u-turn movements.
- During business and school hours, place traffic signals on a pre-timed signal plan to insure regular timing intervals and activate pedestrian walk phases on each signal phase. This type of signal system strategy encourages pedestrian travel and also controls vehicular speeds to an appropriate level.
- During other times, when pedestrians and bicyclists are not as predominant along the corridor, switch traffic signals to pedestrian actuation to better accommodate traffic flow while still providing safe pedestrian/bicycle crossings when needed (weekday a.m. and p.m. peak hour time periods) and consistent, appropriate travel speeds.

(9) Intersections

Lanewood Street

Install a new signal at Lanewood Street and Boones Ferry Road and realign the school access drive, providing four-legged, enhanced crossings on all approaches. This improvement should provide safe and convenient access to the elementary school for pedestrians, as well as efficient egress for vehicles and school buses from the school onto Boones Ferry Road, without impairing the viability of contiguous business property. The design of this intersection should adequately address safety for pedestrians, bicyclists, and vehicles and access to the adjoining commercial property.

Oakridge Road/Reese Road

Provide improvements to the intersection at Oakridge Road/Reese Road. Consider the following to enhance intersection safety and visibility, and to minimize impacts to the right-of-way and existing buildings:

- Realign to provide safer, four-legged pedestrian/bicyclist crossings and more efficient operations.
- Coordinate with on-site Lake Grove Post Office parking, access, and circulation enhancements.
- Determine the feasibility of moving or realigning the intersection to the southwest to minimize impacts to the right-of-way and existing buildings.

Bryant Road/Firwood Road

Provide improvements to the intersection at Bryant Road/Firwood Road. Consider the following to enhance intersection safety and visibility, and to ensure optimum storage lengths for left turn queues:

- Investigate alternatives to extending the storage length for southbound left turn queues on Boones Ferry Road beyond Quarry Road. Operational analysis indicate southbound left turn queues could require storage length extending beyond Quarry Road. However, this would affect the amount of median usable for stormwater management and require eliminating the pedestrian crossing proposed at Quarry Road.
- Existing and potential future congestion at the Boones Ferry Road/Bryant Road intersection, particularly on Bryant Road south of Boones Ferry Road, warrant further study to determine the feasibility of changes in signalization, an additional left turn lane or other long-term solutions.
- Evaluate existing and future operational analyses in terms of assumptions made about future household and employment populations in the Stafford area. Account for new and improved facilities recommended in comprehensive traffic planning efforts to accommodate increased traffic volume generated by growth in the Stafford area.
- Solutions should not adversely impact neighborhood streets.

Intersection Treatments

Design intersection improvements to provide safety for all and to enhance appearance and operations as follows:

- Coordinate style, color and materials used for improvements with the overall Village Center theme to add to the unique identity of Lake Grove.
- Provide uniform intersection and crosswalk treatments throughout the corridor.
- Construct pedestrian crossings at all signalized intersections. Provide textured concrete pedestrian crosswalks on all intersection approaches within the asphalt roadway section, similar to that seen in downtown Lake Oswego along “A” Avenue, while ensuring consistency with the Village Center theme.
- Provide pedestrian refuges within center medians.
- Ensure the visibility of pedestrians in areas where they are in the proximity of vehicular and bicycle flow.
- Use street planters, street lighting (to improve visibility at night), and on-street bicycle lanes shall to act as pedestrian buffers and improve comfort and safety for pedestrians.

(10) Parking Facilities and Access Coordination

Combine access strategies to provide convenient access to commercial sites and parking facilities, create a more pedestrian friendly environment and enhance safety for all. Coordinated shared parking and access is recommended within the access coordination areas identified in the Parking Facilities and Access Coordination Map, Figure 7. The recommended integrated approach includes the following:

- Require the consolidation of driveways as properties redevelop along Boones Ferry Road.
- Allow minimum access drive spacing of every 150 feet, using shared access drives where possible. Access spacing greater than 150 feet is preferred if consolidation of properties results in longer parcel frontage on Boones Ferry Road.
- In areas where a raised center median has been installed, allow flexibility in meeting access consolidation requirements prior to redevelopment at a future time when access points can be consolidated.
- Provide rear alley access to parking facilities, where appropriate, in conjunction with consolidated access to reduce turning movements onto and off of Boones Ferry Road.
- Require connections between parking facilities and crossover easements to create rear access routes and shared drives, and thereby enhance convenient access to businesses. The area east of Boones Ferry Road between McDonalds and Bryant Road illustrates how additional access to parking and businesses is provided using routes through adjacent parking lot connections and shared drives.
- Assure access routes are provided to commercial sites along Boones Ferry Road in conjunction with the installation of raised medians and restriction of left-turn movements.
- Consider existing and potential parking facility connections for locations shown in Parking Facilities and Access Coordination Map, Figure 7 to identify access routes appropriate for specific locations and development opportunities.

(11) Street Lights and Utilities

Provide single-head ornamental street lights at a spacing of approximately 2 poles per 75-feet (based on an 82-foot roadway cross-section and Illuminating Engineer Society standards).

Considerations include:

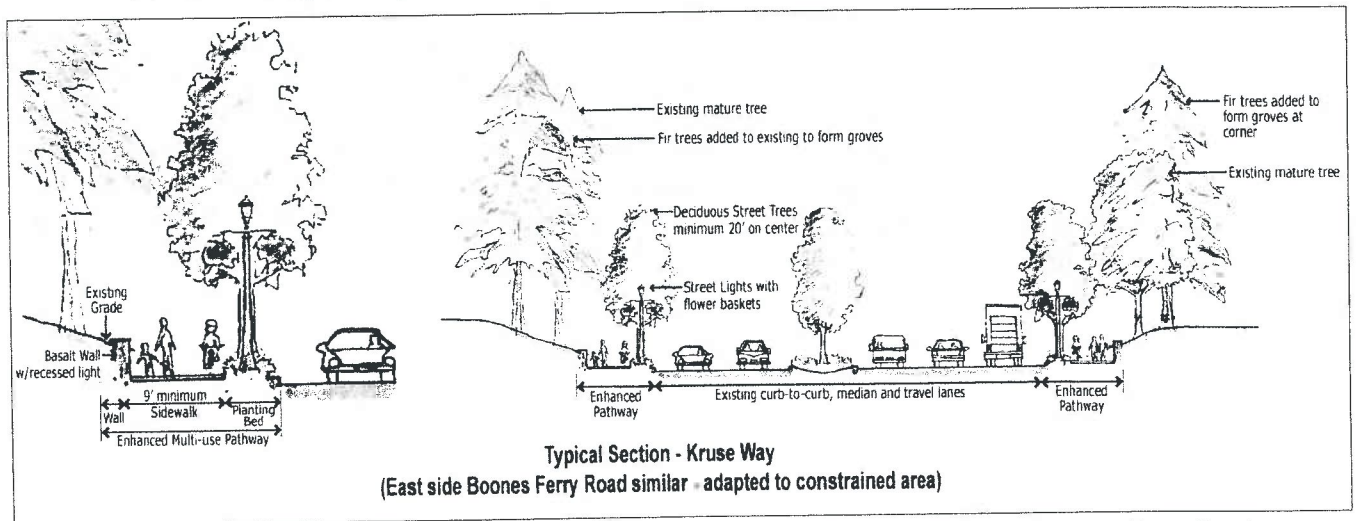
- Light poles that are relatively low to the ground spread illumination evenly throughout the roadway and sidewalk areas.
- Street lighting should be shielded and designed to comply with dark sky principles so that glare and unnecessary spill light are minimized.
- Ornamental types can enhance the Village Center theme and foster a pedestrian-friendly, village “main street” environment.
- Pole design should allow for incorporation of flower baskets and banner treatments.

Relocating utility infrastructure underground is strongly desired by the Lake Grove community to provide a cleaner, aesthetically pleasing streetscape and to minimize safety hazards and problems associated with fallen power lines. Relocate utility infrastructure underground as roadway improvements and redevelopment projects are constructed. (Current City of Lake Oswego policy is to underground utility infrastructure in conjunction with major roadway improvement projects.)

b. Kruse Way

Kruse Way is a major arterial. The design concept is to retain its boulevard character. Kruse Way includes two travel lanes in each direction with landscaped medians and turn pockets. To facilitate pedestrian crossings, the intersection of Kruse Way and Mercantile Drive/Daniel Way will need to be improved to better define the pedestrian crosswalk and strengthen the connection between the Safeco site and the Village Commons area. The character of the streetscape is achieved by the following features:

- (1) Development setbacks along the street.
- (2) Limited points of direct vehicular access.
- (3) The provision of street trees and heavy landscaping.
- (4) Pedestrian pathways.



Cross-Section 4. Gateway Concept (Pedestrian Enhancements) at Kruse Way and Boones Ferry Road

d. Hallmark Festival Street

Special design treatment is proposed for Hallmark Drive between Douglas Way and Mercantile Drive to create a street without curbs that can be easily used for festivals, markets and other community events. The project is identified in Street Improvements, Table 1, Lake Grove Village Center Transportation Projects. The location is shown on Figure 3, Street Improvements Map and Figure 4, Pedestrian Facilities Map. Festival street improvements strengthen the relationship between gathering places and the village commons identified on the Pedestrian Facilities Map (see also Village Commons, Gathering Places and Gateways Map, Figure 9). When not used for community events, cars can drive on the festival street.

The festival street design concept includes:

- Bollards, street trees, or other elements to delineate the boundary between the sidewalk and the roadway (no curb)
- Retractable bollards may be provided to restrict vehicle access during events.
- Wheel stops
- Special paving
- Special landscaping

e. Pedestrian Connections

Sidewalk and pathway projects are identified to provide a continuous, connected, safe and aesthetically pleasing pedestrian environment throughout the Lake Grove community. Proposed projects are identified and prioritized in Pedestrian Facilities, Table 1, Lake Grove Village Center Transportation Projects. Project locations are shown on Figure 4, Pedestrian Facilities Map. Areas where additional facilities providing pedestrian access to the Village Center may be desired include the Lake Forest neighborhood via Carman Drive, and neighborhoods to the north including Holly Orchard and Mountain Park.

The design concept for Village Center sidewalks and pathways distinguishes between the commercial core and transition areas to residential neighborhoods:

- In commercial and mixed use areas of the Village Center, curb and gutter sidewalks are proposed to fill existing gaps in the pedestrian network.
- As streets transition from the commercial core to the surrounding residential land uses, meandering, separated pedestrian paths are proposed.
- Standards should be developed for pedestrian facilities.
- To ensure development reinforces the pedestrian environment and design concept for pedestrian facilities, design standards and development standards should be developed to, among other things, bring building storefronts up to the right-of-way.

f. Bicycle Facilities

Bike lanes along both sides of Boones Ferry Road between Mercantile Drive and Madrona Street, and Bike Ways on Quarry Road and Bryant are identified to connect existing gaps in the bicycle network, and encourage cycling in the Village Center area. Proposed projects are identified and prioritized in Bicycle Facilities, Table 1, Lake Grove Village Center Transportation Projects. Project locations are shown on Figure 5, Bike Facilities Map.

The Transportation System Plan designates bike lanes on Boones Ferry Road and for Quarry and Bryant Roads in the Village Center. Additionally, the TSP designates bike lanes on Oakridge Road and Firwood Road.

Design considerations for bicycle facilities:

- Bikeways identified as Village Center projects on Quarry and Bryant Roads may include bike lanes, shared pathways or shared roadways.
- Additional study is needed to determine safe bicycle and pedestrian access on Quarry Road.
- Bike lanes on Oakridge Road and Firwood Road are not being recommended in this Plan. Shared roadways were determined to be more appropriate due to lower traffic volumes and speeds and narrower street widths.
- The bicycle network can be enhanced by proposing bicycle routes or connections throughout the Village Center area on collector and local streets, the access lane, and pathways. Although exclusive on-street bike lanes are not warranted given the forecast traffic volumes on these streets, future roadway improvements should be constructed with adequate shoulder and lane width to comfortably accommodate cyclists.
- All neighborhood streets serve as bike routes, with pavement kept in a condition that is conducive to bike travel.
- Under current City policy not every street is marked for bikes. Establish a neighborhood bike route through and around the Village Center to provide an easily accessible option for bicyclists.

- Provide amenities for cyclists as part of streetscape and urban design enhancement projects including bicycle racks and bicycle parking areas to encourage cycle use and provide opportunity for cyclists to secure their bicycles during trips.
- Street furniture, improved intersection crossings, median treatments and landscaping all enhance safety and aesthetics within the Village Center and make cycling a more pleasurable and, therefore, viable mode of travel. Landscaped medians (to reduce the exposed crossing distance) and pedestrian-scale street lighting (to improve visibility at night) implemented as part of future roadway and redevelopment projects enhance the streetscape environment for bicyclists.

g. Transit

Coordinate with TriMet to develop and maintain enhanced public transit service to, from and within the Village Center area. Develop a viable, effective public transit plan that provides reliable transit service along Boones Ferry Road at headways of approximately ½-hour or less during all time periods. Ideally, headways would not exceed 15 minutes given Boones Ferry Road’s designation as a Regional Bus Route. Proposed urban design guidelines within the Village Center will enhance the multi-modal character of the area and foster a pedestrian and transit-friendly environment conducive to walking and transit trips.

Five new transit stop shelters are identified in Transit Facilities, Table 1, Lake Grove Village Center Projects. Major transit stop locations on Boones Ferry Road at Kruse Way Place, Mercantile Drive, Reese/Oakridge Road and Bryant Road are shown on Figure 6, Transit Facilities Map. Two additional stops, designated on the map as “Additional Bus Stop As Required,” are included at Lanewood and the future signalized crossing between Reese and Bryant Roads. Accommodations for power supply at transit stop locations should be incorporated into the design of any future streetscape improvements along Boones Ferry Road to allow for future lighting and real time information kiosks at these locations. TriMet’s standards and guidelines for transit design include the following:

- Transit stops within should ultimately be located approximately every 750 feet near major activity areas. Transit stop location should also carefully consider proximity and accessibility to safe and convenient pedestrian crossing locations.
- At controlled intersection locations, bus stops should be located on the far side of the intersection, preferably 50 to 80 feet from the intersection in order to maximize pedestrian visibility and bus operations.
- Street tree and landscaping in the vicinity of transit stops should be strategically placed to ensure both visibility and accessibility for transit riders boarding or deboarding.
- The urban, pedestrian-scale street lighting proposed along Boones Ferry Road will provide a comfortable environment for transit riders walking to and from stop locations and visibility for riders waiting at transit stops.
- Amenities, such as shelters and benches, should be provided at focal transit stop locations as part of the urban streetscape design along Boones Ferry Road. The City can either provide and maintain these facilities on its own (such as is the case along A Avenue) or work with TriMet for these provisions. TriMet currently uses the guideline of a minimum of 35 daily boardings at a given stop before considering providing a shelter.

h. Phasing and Timeline

(1) Phasing

Planned improvements to Boones Ferry Road will occur under different property development conditions. It is assumed that road improvements will occur in phased segments. Criteria for prioritization and timing of segment improvements include:

- Cost and financing methods;
- Public demand;
- Safety needs;
- Redevelopment opportunities; and
- Physical and right-of-way constraints of the segment.

Given that all criteria will play into prioritization decisions, it may be beneficial to first focus on areas with few constraints to allow time for redevelopment to occur in constrained areas.

(2) Timeline

The following timeline provides a general recommendation for the implementation of the Boones Ferry Concept Plan:

- 2008 – Adopt Boones Ferry Concept Plan as part of the Lake Grove Village Center Plan;
- 0 to 5 years – Complete detailed design and engineering studies to address green street concepts, street design, and funding;
- 6 to 10 years – Phase 1 construction; and
- 11 to 15 years – Phase 2 and 3 construction.

II. LAND USE

Existing Conditions

Land Uses - Land within the Village Center boundary consists of approximately 105 acres (excluding streets), including a mix of uses as follows: 8.8 acres multi-family residential, 1.5 acres single family residential, 20.8 acres of retail, 38 acres of office, 8 acres of mixed use office/commercial, 11.6 acres vacant, 2.4 acres open space/parks, 11.3 acres school (public and private) and 2.1 acres government use. The relatively large amount of office land is concentrated around Kruse Way in the northern portion of the Village Center.

The Lake Grove Village Center boundaries encompass lands zoned General Commercial (GC), Office Commercial (OC), Neighborhood Commercial (NC) and High Density Residential (R-0, R-3 and R-5). The commercial area along Boones Ferry Road is zoned GC and allows for a broad range of commercial activities as well as residential uses. Public facilities are planned within the Village Center area including sewer, water and surface water, and these facilities are adequate to support the range and intensity of uses currently allowed within the area.

Town Center Designation - The Metro Functional Plan and City of Lake Oswego Comprehensive Plan designate the Lake Grove area and Downtown as "town centers" in Lake Oswego. According to the Comprehensive Plan, town centers are areas where good transit services, a pedestrian environment, shopping, services, entertainment, and higher density housing will be encouraged so that residents may have more transportation choices by locating near these uses and services. In Lake Grove, commercial development is to be limited to accommodate community needs for goods and services desired by the market area defined by Lake Oswego's Urban Services Boundary.

Metro Targets - The Metro Functional Plan recommends job and housing targets for town centers and main streets of 39 to 40 persons per acre. At approximately 105 acres within the Village Center, Metro density targets translate to 4,095 to 4,200 residents and employees as capacity targets.

Density - An inventory of land uses within the Village Center boundary indicates approximately 200 dwelling units. At 2.0 persons per household, this translates to 400 residents or 3.4 residents per acre. Commercial and high density areas that comprise the Village Center are surrounded primarily by single-family residential development. 2000 census data indicated there were 4,755 residents within an area including the Village Center and a ¼ mile distance from the Village Center boundary. A 1994 jobs inventory by the City of Lake Oswego indicated approximately 2500 jobs within an area including the Village Center and a ¼ mile distance from the Village Center boundary.

Demographics - 2000 census data indicated over 20% of the 4,755 residents within an area including the Village Center and a ¼ mile distance from the Village Center boundary were between 20 and 34 years of age, compared to 12% for the community as a whole. Forty-four percent of residents in this area own their homes compared with 66% for the community as a whole and 58% region-wide.

Development Pattern and Character

The predominant pattern of development in Lake Grove is characterized by in-line strip “malls” and pad buildings separated from Boones Ferry Road by parking lots. Shop fronts are separated from the street in contrast to the typical village pattern in which shop fronts face the street directly, on-street parking is provided, a park strip separates the sidewalk from moving vehicles, and clear visibility is provided from inside of buildings to the street.

The zone between the curb and the property line or building is the area most people see first when they drive down Boones Ferry Road and the area that pedestrians experience as the walk along the street. This edge zone has no unifying features. Every lot has its own landscape treatment and its own sidewalk configuration. The park strip (trees planted between the curb and the sidewalk) that typically separates the sidewalk from the drive zone, is non-existent along most of Boones Ferry Road. In some areas, the edge zone is devoid of landscaping and other forms of pedestrian protection, and parking lots and streets flow one into the other. With no on-street parking on Boones Ferry Road, the pedestrian experience can be particularly harsh where park strips are absent.

The architectural style of buildings in Lake Grove is eclectic, offering everything from “stark modern” to “cottage rustic.” Site design and landscaping contribute significantly to the lack of visual order – from the picturesque cottage framing a single tree, to international style modern, surrounded by sleek, manicured shrubs and lawn. There are an array of materials featured – wood, framed house-like structures, masonry with punched openings, and stucco.

Where they are present, small, locally-owned shops, lush perennial beds, and small-scale architecture provide some sense of a village community. Significant groves and mature Douglas fir and understory trees dominate certain areas. The ever-present backdrop of fir trees contribute significantly to Lake Grove’s character

Issues Summary

- The Village Center is a long and narrow commercial district, bordered by low density residential neighborhoods. The Village Center Plan addresses the current and near-term requirements of land use and transportation within the existing constrained commercial area. The community will engage in periodic reviews throughout the 20-year life of the Plan in response to development challenges and opportunities. Eventually, the community may need to consider expanding the Village Center to meet community needs, and better accommodate and manage growth.
- There is more of a memory of a village in Lake Grove than a distinct physical manifestation of village character. Re-establishment of a true and functional village character will rely on guiding new development for desired uses, scale and character.
- The proximity of commercial and higher intensity uses to established low density residential neighborhoods presents conflicts as well as opportunities. Concerns include protecting existing neighborhood livability, and the impacts of potential standards to protect residential neighborhoods on commercial operations.
- The presence of mature Douglas-fir trees is a significant determinant of Lake Grove’s character and identity.

Land Use Concept

The land use concept for the Lake Grove Village Center focuses on the following areas:

- A Mixed Use Center
- Village Commons, Gathering Places and Gateways
- Village Character
- Linkages with Great Neighborhoods – Connections and Transitions

A Mixed Use Center

The Lake Grove Village Center provides opportunities for commerce, service, civic, social, cultural and related activities for the people who live and work in and near the Village Center. The mixed use concept preserves and enhances commerce and economic vitality through an attractive and accessible mixed use center. Integrated land use and transportation strategies promote a thriving business district while providing a safe, welcoming and convenient pedestrian- and bicycle-friendly environment. In the core business area, the General Commercial zone designation permits a variety of retail, office, and residential uses, with mixed use residential development encouraged through incentives. A variety of uses in close proximity to each other are encouraged, with more intensive uses along Boones Ferry Road and Kruse Way, and less intensive, smaller scale uses on the village cross streets.

The urban design of a successful mixed use area involves:

- High density residential development
- Prohibiting big box retail and limiting drive-through facilities
- Street enclosure
- Varied building heights
- Structured parking or surface parking at the rear or sides of buildings
- Shared parking and parking lot connections
- Consistent public signage
- Safe pedestrian crossings
- Landscaped center medians with pedestrian refuges
- Continuous sidewalks
- Bike facilities
- Street trees
- Pedestrian-scale street lights
- Public transit shelters and other streetscape elements

Village Commons, Gathering Places and Gateways

A series of public plazas and open space features and a village commons within the Village Center and along Boones Ferry Road create a sense of place, provide community gathering spaces, and establish focal points for development and redevelopment. The village commons and each gathering place serve as an individual location for a programmed event or informal gathering, or could be used with other areas to accommodate coordinated events throughout the Village Center. Public parking is conveniently located in the vicinity of the gathering places. A pathway system links the village commons and gathering places into a walkable series of coordinated, distinct public spaces, the “string of pearls.” Design elements consistent with the distinct character identified by the Village Center theme establish a common identity and relationship between the village commons, gathering places and gateways.

The concept identifies an area within which to locate the larger village commons and seven locations for gathering places with specific urban design treatment identified for each location. Some gathering places are plazas or other types of common areas with “hardscape” elements such as a focal point or design feature, seating and paved areas. Other gathering places are open natural areas with “greenscape” elements, where natural features such as mature trees, wetlands and riparian areas are preserved and enhanced.

Gateway features serve as symbols and notify drivers and pedestrians that they have entered the Lake Grove Village Center. Gateway features are located at the Kruse Way Boones Ferry intersection and at Boones Ferry Road northeast of the railroad track crossing and southwest of Washington Court on the slope.

Village Character

Lake Grove’s unique village character is celebrated and enhanced by preserving or restoring natural resources and encouraging of a diverse mix of tasteful architectural styles. The Village Center theme unifies and connects the village commons, gathering places, gateway features and streetscape elements throughout the Village Center. The Village Center theme incorporates materials and design features reflecting mature native trees found in Lake Grove and other natural elements such as water and stone.

A diverse mix of architectural styles and building features blend past and future development, and reflect the area’s rural and independent roots. To foster compatibility, development review addresses scale, design and exterior building materials. Development standards encourage sustainable building and site development practices. Design requirements that break up building mass, step back building height, reduce blank walls, and create a sense of enclosure contribute to a rich, pedestrian-scale environment.

Linkages with Great Neighborhoods – Connections and Transitions

Village cross streets provide a transition from more intense commercial development on Boones Ferry Road to less intense development approaching surrounding single-family residential neighborhoods. Along the pedestrian-friendly village cross streets, land uses include mixed use: street-level, active retail and neighborhood commercial uses, with residential and/or office in the upper levels or behind.

Surrounding neighborhoods retain their green, low-density character, and existing residential zoning prohibits expanded commercial uses. The urban design concept steps down building height and intensity as development approaches the edges of the Village Center, with development standards that mimic or are very similar to residential zone setbacks, heights and floor area ratios when commercial uses abut low density residential zones. Adequate buffers, landscaping and other standards mitigate noise, light and other potential nuisances from adjacent commercial development. The concept encourages new pedestrian routes to provide access to the Village Center where appropriate.

Urban curb and gutter sidewalks transition to “residential” pathways as they approach the neighborhoods, providing safe and convenient connections to the Village Center and surrounding neighborhoods. Pedestrian friendly village cross streets are characterized by pedestrian crossings; benches, seating walls, small plazas, and adapting building size and street type in the transition to adjacent neighborhoods.

Goal 4. Encourage a Mix of Uses Within the Village Center.

Promote an economically vibrant, sustainable, and transportation efficient district based on a range of uses and compact development.

Policies:

- 4.1 Foster a mix of uses, including retail businesses, services, offices, and residential development.
- 4.2 Preserve and increase the number of high density housing units and provide a range of housing opportunities.
- 4.3 Encourage the retention or addition of affordable housing.
- 4.4 Encourage retention of local, small-scale and independent businesses at redevelopment.
- 4.5 Develop incentive programs and code provisions to encourage retail, mixed use, and high density housing projects.
- 4.6 Promote sustainable and low-impact development strategies for private and public development.

Goal 5. Strengthen the Lake Grove Sense of Place and Community.

Provide public uses designed to foster community relationships and to leverage desired private development.

Policies:

- 5.1 Create a series of community gathering places (a “string of pearls”) throughout the Village Center to enhance Lake Grove’s sense of community identity and provide opportunities for social and cultural engagements.
- 5.2 Create a village commons to serve as a major attracter and location for community events.
- 5.3 Coordinate access to community uses at the West End Building site.
- 5.4 Foster a sense of place by coordinating unified design elements and features in public areas throughout the Village Center. (Refer to policies under Goal 6 Enhance Village Character below.)
- 5.5 Provide distinctive public art to reflect Lake Grove’s history or unique character.

Goal 6. Enhance Village Character.

Create a distinct Lake Grove identity based on unified design features that support pedestrian activity and are compatible with existing development.

Policies:

- 6.1 Ensure development contributes to a unified village character.
- 6.2 Ensure consistent streetscape and public area design treatments reflecting mature native trees, water, stone, and other elements characterizing the area's natural environment.
- 6.3 Create a safe, attractive pedestrian environment while incorporating sustainable practices and products.
- 6.4 Permit a diverse mix of building styles, foster compatibility, encourage sustainable building and stormwater management practices, and create a rich, pedestrian-scale environment.
- 6.5 Invite people into the district Define entries into the Village Center with unique gateway features on Boones Ferry Road that reflect Lake Grove's sense of place.
- 6.6 Preserve and highlight the history of Lake Grove.

Goal 7. Protect the Residential Character of Adjoining Neighborhoods.

Maintain livability in adjoining low-density residential neighborhoods by ensuring compatible Village Center development.

Policies:

- 7.1 Reduce impacts on surrounding residential development using landscaping, lighting, noise mitigation and other standards to create buffers between development in the Village Center and abutting residential neighborhoods.
- 7.2 Transition and decrease the intensity and scale of development along the cross streets transitioning from Boones Ferry Road to the edges of the Village Center.
- 7.3 Manage on-street parking opportunities for neighbors who live adjacent to the Village Center.
- 7.4 Discourage cut-through traffic in the neighborhoods. Ensure that current classifications of streets are maintained.

Action Measures – Land Use

Land use action measures are organized under three headings: i) Lake Grove Village Center Zoning and Code Amendments; ii) Incentives; iii) Community Projects; and iv) Village Character.

i. Lake Grove Village Center Zoning and Code Amendments

a. Zoning Map (Policies 4.1; 4.2; 7.1; 7.2)

Amend the Zoning Map to indicate designations and locations identified on Figure 8, Zoning and Overlay Map.

b. Code Amendments (Policies 4.4; 6.4; 7.1; 7.2; 7.3)

Amend code provisions as required to accomplish the following:

- (1) Prohibit strip commercial development and restrict drive-through development.
- (2) Restrict big box development and the size of single retail uses to protect village character and retain local, small-scale and independent businesses.
- (3) Require the use of architectural features, stepping back of building height and/or setbacks to break up building mass at the street.
- (4) Limit lot coverage, building setback, height, and allowed uses to decrease the scale of development in the transition to low-density neighborhoods.
- (5) Preserve on-street parking for residents in low-density neighborhoods.
- (6) Encourage the use of quality exterior building materials compatible with Lake Grove character.

ii. Incentives (Policies 4.2; 4.3; 4.4; 4.5; 4.6; 6.4)

a. Develop incentive programs to retain or increase desired uses, projects and practices including, but not limited to:

- Mixed use
- Neighborhood-serving retail
- High density housing
- Affordable housing
- Sustainable building and stormwater management practices
- Gathering places and public plazas
- Pedestrian access and improvements
- Tree groves

b. Consider development bonuses, fee waivers, tax credits, loans, grants and if applicable, redevelopment assistance. See also Lake Grove Village Center Plan, Goal 9, Economic Development Action Measures, i. Programs and Incentives.

iii. Community Projects

- a. Projects (Policies 5.1; 5.2; 5.3; 5.4; 6.5)
 Implement projects identified in Table 3 below, and on Figure 9, Village Commons, Gathering Places & Gateways Map.

TABLE 3: LAKE GROVE VILLAGE CENTER COMMUNITY PROJECTS		
Location	Priority	Comments
Figure 9: Village Commons, Gathering Places & Gateways Map		
1. Gateway feature at Kruse Way between Daniel Way/Mercantile Drive & Boones Ferry Road, and at Boones Ferry Road between Kruse Way Place & Mercantile Drive.	HIGH	Enhanced sidewalk/multi-use pathway and streetscape. See Transportation Projects 9a & 9b, Table 1; and Design Direction b. Kruse Way.
2. Gateway feature at Boones Ferry Rd, north of RR crossing, in public ROW	HIGH	
3. Village Commons		Larger scale Village Commons area, incorporate hardscape and greenscape areas, including a natural water feature. See Goal 8: Protect Natural Resources and Enhance the Natural Environment for action measure to conduct an engineering/hydrological study to determine the feasibility of restoring Three Sisters Creek for incorporation into the development of the Village commons.
4. Gathering Place - SE of Boones Ferry Rd/Lanewood St, current Pacific Lumber site	HIGH	Hardscape elements
5. Gathering Place - W of Boones Ferry Rd across from Lanewood south of Lake Grove School driveway		Hardscape and greenscape elements.
6. Gathering Place - NW of Boones Ferry and Oakridge current Post Office site		Hardscape and greenscape elements, including the preservation of existing mature trees on the site
7. Gathering Place - On either side of Boones Ferry Rd between two new pedestrian crosswalks to be located between Oakridge and Quarry Rds		Hardscape and greenscape
8. Gathering Place - SW of Boones Ferry and Bryant current Bank of America/Wizer's site		Hardscape
9. Gathering Place - NE of Bryant and Sunset current Lake Grove Fire Station site		Greenscape features including preservation of the existing grove of large firs on the site designated by the City as a Heritage Tree Grove

- b. Village Commons and Gathering Places (Policies 5.1; 5.2; 5.3; 5.4)
 Consult the following for the design of a village commons and gathering places:
- (1) Incorporate natural features where possible.
 - (2) Ensure adequate public parking.
 - (3) Use common design features along sidewalks and pathways to create identity and provide connectivity between the village commons, gathering places, local parks and neighborhood recreational amenities.
 - (4) Locate the village commons to leverage the greatest possible private development on adjacent properties. Give priority to locations that are in close proximity to Hallmark Drive, Three Sisters Creek and the Lake Grove Elementary School. Do not locate Village Commons immediately adjacent to Boones Ferry Road.
 - (5) If located in close proximity, coordinate the village commons improvements with the design of Hallmark Drive for use as festival streets. (Hallmark Festival Street is identified in Transportation Action Measures (v) Design Direction, (d) Specialty Streets, (2) Hallmark Festival Street.)

c. Gateways (Policy 6.4)

Consult the following for the design of designated gateway features:

- (1) The design of gateway features shall be coordinated with, and complementary to, the Village Center theme.
- (2) Gateway features shall be plainly visible to drivers, cyclists and pedestrians passing the Gateway feature.
- (3) Reference the area's natural environment including native tree groves, water and stone (See Land Use Action Measures (iv) Village Character, (a) Village Center Theme.)
- (4) See Transportation Projects 11a and 11b for Village Gateway streetscape enhancements at Kruse Way and Boones Ferry Road.

iv. Village Character

a. Village Center Theme (Policies 5.4; 5.5; 6.1; 6.2; 6.6)

Develop and implement a community-wide process to create the Village Center theme to inform designs for public areas including streetscape improvements, the village commons, gathering places and gateways. Incorporate materials and design features reflecting Lake Grove's natural environment including mature native trees, water and stone. Consider highlighting historic features, activities and businesses.

b. Lake Grove Village Center Design Handbook (Policy 6.1)

Develop and implement a Lake Grove Village Center Design Handbook for use by staff, developers, consultants and the review authority to ensure public transportation and community projects and private development contribute in a coordinated manner to the distinct identity of the Lake Grove Village Center. The handbook includes the following sections:

(1) Village Center Theme Section (Policies 5.4; 5.5; 6.2; 6.3; 6.5; 6.6)

The provisions of the Village Center Theme Section of the Lake Grove Village Center Design Handbook ensure a coordinated, unified village character based on community-wide input. The Village Center Theme Section provides public area design requirements, guidelines and illustrations, and clarifies the respective responsibilities of the City and development applicants to provide public area elements. Elements addressed include:

- Street lights and other lighting in public areas
- Street trees
- Sidewalks
- Landscape elements including paving, water features and plant materials
- Street furniture including benches and other seating, umbrellas, drinking fountains, trash receptacles, newspaper racks, kiosks, push carts, bicycle racks and transit shelters
- Public Art
- Public Signage and symbols
- Village Center logo

(2) Building Design Section (Policies 6.4; 6.6)

The provisions of the Building Design Section of the Lake Grove Village Center Design Handbook ensure buildings contribute to a harmonious mix of compatible, appropriate architectural styles. It is a tool for understanding the City's design concerns for the Lake Grove Village Center and should be informed by the Village Center Theme (see Land Use Action Measures (iv)(b)(1): Village Character, Village Center Theme Section above.) Descriptive text, regulatory references and visual examples are provided to illustrate the following:

- Architectural styles and features
- Village scale
- Pedestrian Features
- Materials

c. Art and Seasonal Decorations (Policies 5.5; 6.3; 6.5; 6.6)

(1) Provide public art appropriate for specific Lake Grove locations. Coordinate with the Public Art Committee for public projects subject to the provisions of the Percent for Art Program (LOC Chapter 18).

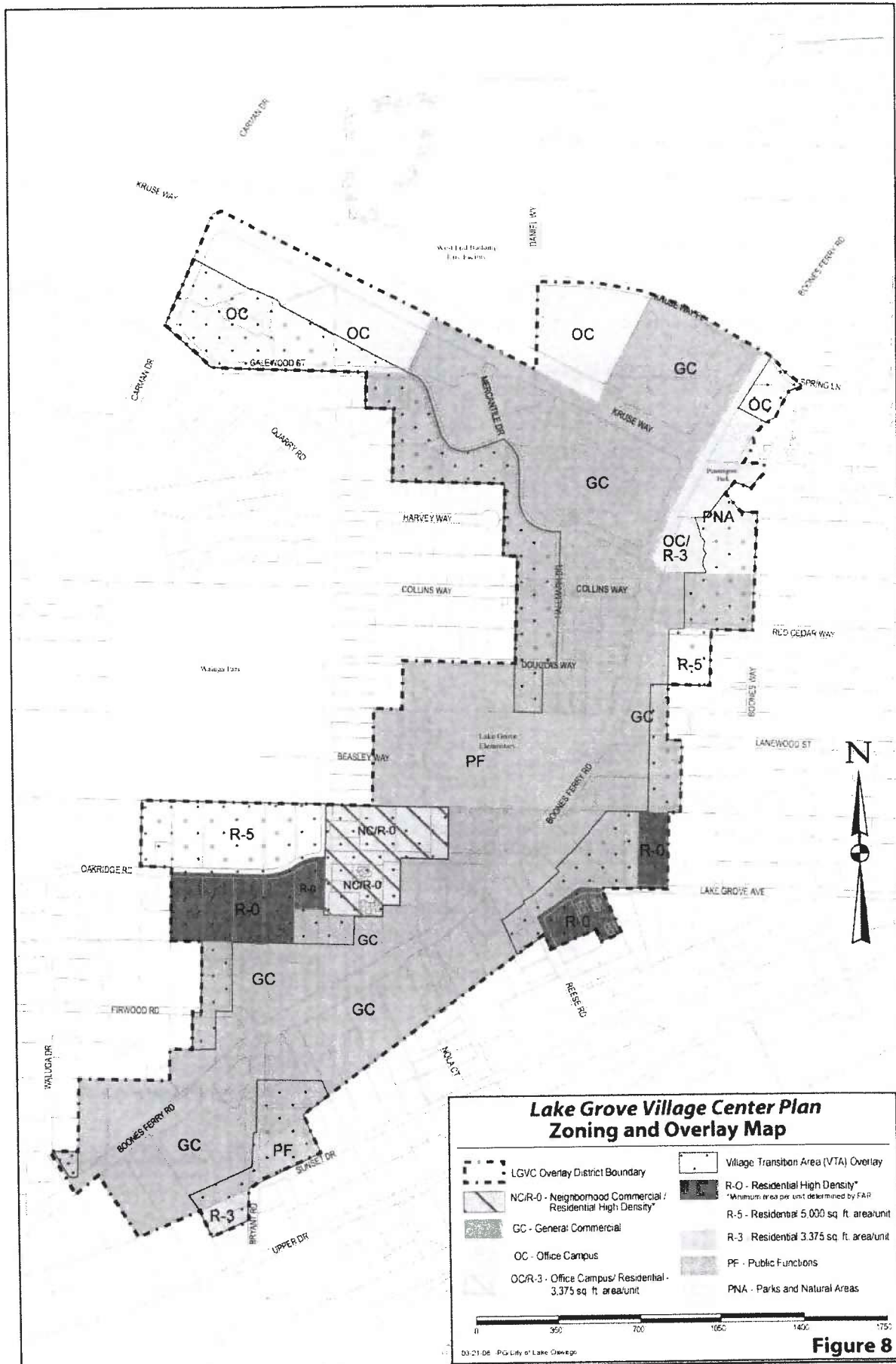
(2) Provide decorative streetscape elements such as seasonal decorations, hanging baskets and special event banners.

d. Lighting Standard (Policy 6.3)

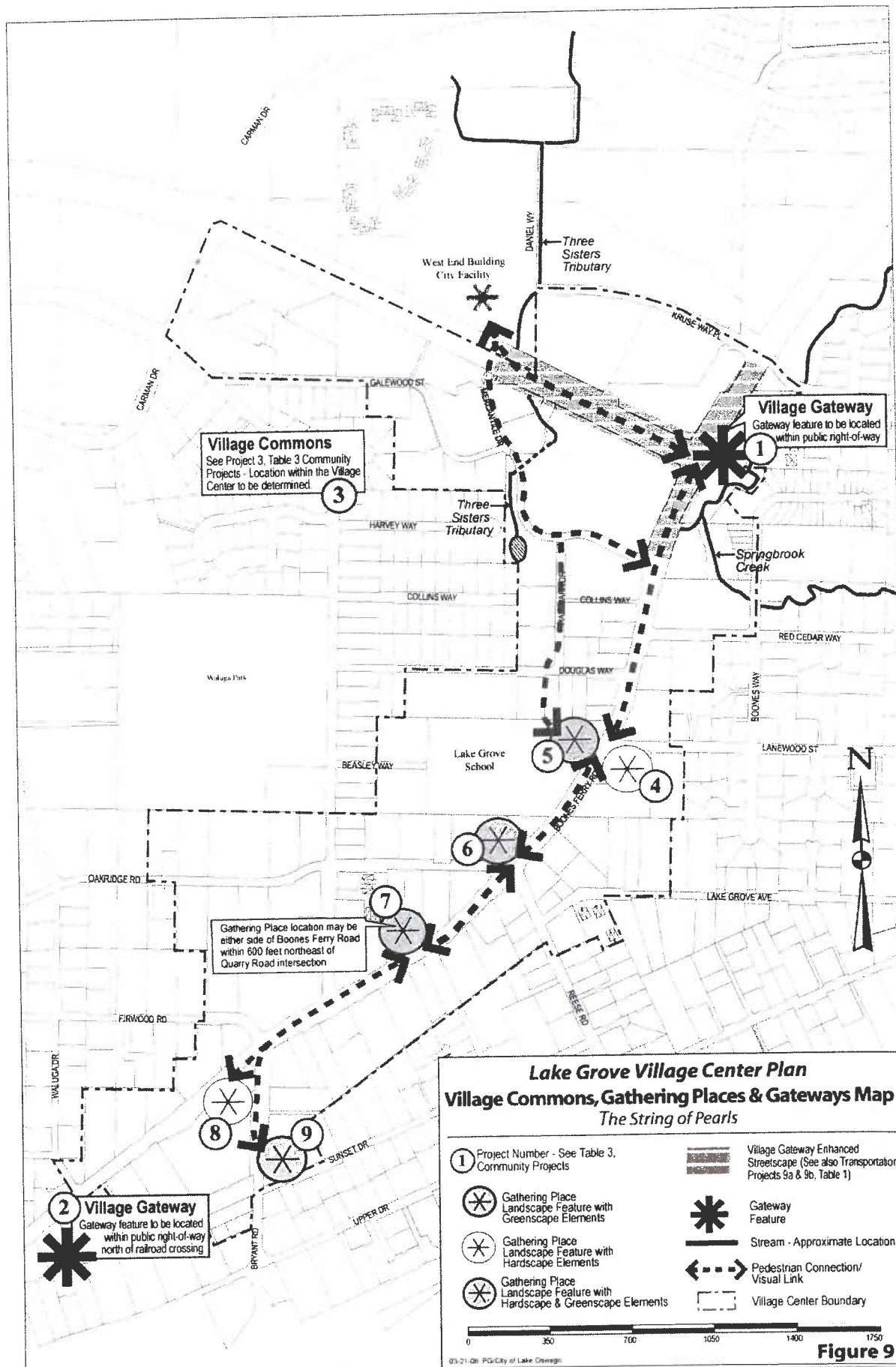
Develop a lighting standard that provides pedestrian scale street light. Lighting should be shielded and designed to comply with dark sky principles so that ambient light is minimized. Lighting should be directed downward to improve pedestrian and vehicular visibility and safety.

e. Maintain Street Classifications (Policy 7.4)

Actively monitor and manage traffic speed, traffic volume and neighborhood cut-through traffic to maintain current street classifications



Special District Plan:
Lake Grove Village Center Plan



III. Natural Resources

Existing Conditions

Lake Grove is enhanced by its natural surroundings. Lake Grove's character is largely attributable to a backdrop of mature fir trees.

Code Protections

Existing mature trees, tree groves, wetlands and riparian areas are primarily protected through existing City code provisions. Development on properties with inventoried trees groves, wetlands and riparian areas is regulated by the Community Development Code's Sensitive Lands Overlay, with the removal of individual trees on private property regulated by the City Tree Code. Sensitive lands designated for natural resource protection in the vicinity of the Village Center plan area include:

- Tree groves located in East Waluga Park and extending southward into the Village Center plan area.
- Three Sisters Tributary – Flows southward from the north plan area boundary along Daniel Way, under Kruse Way, and through the Mercantile Village area to just north of Collins Way.
- Springbrook Creek – Flows east at the northeast side of the Village Center plan area in the area of Pennington Park. Recent City efforts have helped to restore segments of Springbrook Creek.
- Waluga Tributary – Flows east near the southern boundary of West and East Waluga Park, just outside the Village Center boundary.

Heritage Groves

The grove of Douglas-fir trees located at the Lake Grove Fire Station property on Bryant Road have been designated as Heritage Trees. The trees are estimated to be between 45 to 75 years old. The tree canopy covers the entire property and was determined to represent the character of the neighborhood.

Natural Resource Concept

Lake Grove's village character is shaped by a respect for and preservation of natural resources. This unique character is reflected in a distinct Lake Grove Village Center theme that unifies and connects streetscape elements and public areas throughout the Lake Grove Village Center. Three Sisters and Springbrook Creeks have been improved to provide natural water features for the enjoyment of residents, employees and visitors in the Village Center. Natural resource enhancements restore the natural functions of a healthy watershed, improve water and air quality, slow global warming, reduce heat generated by urban landscapes, increase wildlife habitat, soften the visual impact of urban development and add value to nearby properties.

Goal 8. Protect Natural Resources and Enhance the Natural Environment Within the Village Center.

Strengthen Lake Grove's character, enhance quality of life, and promote clean, efficient practices through stewardship of the natural environment.

Policies:

- 8.1 Preserve existing trees and tree groves, in particular native species to the greatest extent practicable.
- 8.2 Require new street trees whose growth pattern will achieve a sense of enclosure.
- 8.3 Improve Three Sisters and Springbrook Creeks, as redevelopment allows. Recognize, protect and enhance the role of the Waluga Tributary to the ecological function of Springbrook Creek and the area's riparian resources.
- 8.4 Encourage the use of sustainable building and development practices (e.g. recycled or low-impact building materials, on-site stormwater retention, pervious paving materials, "green streets").
- 8.5 Encourage the use of sustainable street design and stormwater management practices (e.g. "green streets", pervious paving materials).
- 8.6 Integrate and enhance access to parks and open space (e.g. Springbrook Creek/Pennington Park, Waluga Park).

Action Measures – Natural Resources

- i. Natural Water Feature at Mercantile Village (Policy 8.3)
An engineering / hydrological study should be funded and conducted to determine the feasibility of restoring Three Sisters Creek in the area of Mercantile Village and day-lighting its possible connection to Springbrook Creek to the east of Boones Ferry Road. If deemed feasible, a restored creek would provide a natural water feature for the enjoyment of residents, employees and visitors, and should be incorporated into the development of the village commons. The study should address the feasibility of daylighting piped segments of the Waluga Tributary between the southern Waluga Park area and Springbrook Creek. Consider other riparian ecology enhancement measures including establishing macro-invertebrate nurseries and applying conservation easements.
- ii. Sustainable Development Provisions (Policy 8.4)
Amend code provisions as required to provide development bonuses for sustainable building and stormwater management practices. (See Land Use Action Measures ii.)
- iii. New Tree Groves (Policy 8.1)
Study the feasibility of offering development and other incentives to establish new tree groves in the Lake Grove Village Center. Such a program might build on existing tree cutting mitigation policies, or replace such policies with new policies that allow for the transfer of tree canopy from one location to another within the Village Center. The City should limit incentives to proposals that increase the amount tree canopy and the extent of tree grove land area cover in excess of the amount lost through development. The program should encourage coordinated actions among private parties, public-private partnerships, and cooperative planning with neighborhood associations.

IV. ECONOMIC DEVELOPMENT

Existing Conditions

Lake Grove Businesses – There are approximately 400 individual businesses within the Village Center. Business organizations focused on representing commercial interests within Lake Grove include the Lake Grove Business Association, Lake Grove Commercial Association and Lake Grove Commercial Property Owners Association. Lake Grove commercial interests are also represented by the Lake Oswego Business Alliance and Lake Oswego Chamber of Commerce.

Market Analysis – A 2002 market study indicated strong demographics in the trade area characterized by high average household incomes. Because Boones Ferry Road is a major regional arterial, the defined trade area includes nearly all of Lake Oswego. Neighborhood retail accounts for almost three-quarters of the retail in Lake Oswego.

Commercial Environment - The majority of the property within the Village Center is currently improved, and development in the area will have to come in the form of redevelopment of existing projects. The area is characterized by largely thriving local businesses, and the remaining economic life of existing improvements will allow for only limited redevelopment potential. The study area is considered a highly desirable location for restaurant and service retail tenants. The proximity of the Kruse Way office concentration and the strong demographics of the trade area support large daytime as well as evening populations.

Parking Supply - In general, the peak weekday parking utilization (or peak parking demand) within the study area occurs during the midday time period (11:30 a.m. through 12:30 p.m.). This result is from the mix of office, retail, and commercial land uses within the study area. There are certain parcels and developments, particularly in the central and western portion of the study area (i.e., south and west of Reese Road) where parking is currently operating over effective capacity during peak time periods, particularly at midday. However, overall there is adequate parking supply to meet the existing parking demand in most locations throughout the study area.

Issues - Concerns expressed by business and property owners and locally active brokers include the following:

- Loss of parking within the Village Center is a major concern. Business owners within the Village Center area have identified landscaping requirements as a key constraint to their ability to provide required parking and connections in appropriate locations.
- A primary weakness of the area from a business perspective is access to and from businesses.
- Reducing the Boones Ferry Road special street setback would allow for a larger area of adjacent property to be retained for development.
- Flexible landscape requirements would help ensure that appropriate connections between parking areas are provided.
- An emphasis on high quality landscaping in predominant locations within the Village Center significantly contribute to the attractiveness of the area to businesses, customers and residents.
- There are few opportunities for new tenants to enter the market, or for commercial redevelopment. There is very little space available in the market.

Goal 9. Support Businesses in the Village Center.

Create an economically viable business core where neighborhood-serving, independent businesses may flourish.

Policies:

- 9.1 Retain and attract neighborhood-serving businesses, diverse shopping opportunities and unique cultural attractions.
- 9.2 Stimulate and support the development of a local business organization to provide marketing and public improvement programs.
- 9.3 Provide adequate parking opportunities to serve businesses in the Village Center.
- 9.4 Ensure no net loss of parking facilities within the Lake Grove Village Center when making access modifications to Boones Ferry Road.
- 9.5 Strengthen connections between the Kruse Way employment area and Village Center retail and service businesses.
- 9.6 Improve vehicular access between businesses and Boones Ferry Road by requiring connectivity between parking lots and shared access drives where practical.

Goal 10. Identify and Implement Funding Mechanisms to Sustain Economic Vitality.

Ensure prosperity by providing for significant public input and review of economic impacts associated with funding mechanisms for public projects and programs.

Policies:

- 10.1 Provide adequate and sustainable funding mechanisms to implement the Plan.
- 10.2 Identify the Village Center as a priority investment area. Include plan projects in the Capital Improvement Plan.
- 10.3 Give funding priority to public area improvements to serve existing businesses and to leverage private investment.
- 10.4 Analyze estimated costs, benefits and economic impacts associated with proposed funding mechanisms prior to adoption.
- 10.5 Establish at the outset an extensive, neutral and thorough public process for review and recommendation of potential funding mechanisms prior to adoption.

Action Measures – Economic Development

i. Programs and Incentives (Policy 9.1)

- a. Develop programs and incentives to encourage mixed use development, housing and retail uses with a focus on retaining and attracting neighborhood-serving businesses, diverse shopping opportunities and unique cultural attractions. Consider a variety of programs and incentives to reduce the cost of development, stimulate market demand or eliminate regulatory barriers.

Incentives may include:

- Tax credits, including state programs addressing multi-unit housing (ORS 307.600) and vertical mixed use (ORS 285C.450), to exempt development from local property taxes for a 10-year period;
- Fee and systems development charge waivers;
- Small business loans;
- Grants; and
- Public parking facilities, access improvements, and parking waivers in proximity to public parking facilities.

ii. Coordination (Policy 9.2; 9.5)

Coordinate planning programs and incentives with downtown programs and policies.

iii. Local Organization (Policies 9.1; 9.2)

Consider establishing a local organization capable of attracting funds, obtaining grants and establishing programs in support of small businesses in the Lake Grove Village Center.

iv. Long-term Strategic Planning (Policy 9.2)

On a regular basis, plan strategically and adjust accordingly for changes in markets, technology and demographics that will impact economic vitality in Lake Grove.

v. Village Center Promotion (Policies 9.1; 9.2)

Support local stakeholders in the development of a strategy to promote the Lake Grove Village Center's unique characteristics to residents, investors, and businesses.

- a. Foster a positive image through a range of locally-supported activities including advertising, retail promotional activity, special events, and marketing campaigns.
- b. Develop a Lake Grove Village Center Design Handbook for use as a marketing tool as well as for ensuring coordinated development (see Land Use Action Measure (iv)(b) Lake Grove Village Center Design Handbook).

vi. Parking Supply (Policies 9.3; 9.4)

Enhance the supply of parking and ensure no net loss of parking facilities within the Lake Grove Village Center when making access modifications to Boones Ferry Road within the Village Center as follows:

- a. Develop parking lots/facilities.
 - (1) Acquire sites for public parking lots to enhance parking supply in the near term and to secure sites for development of future parking facilities.
 - (2) Develop parking facilities through public/private partnerships as opportunities arise and as needs are defined (see Table 1, Transportation Projects, Parking Facilities and Access Coordination, Project 33 and Parking Facilities and Access Coordination Map, Figure 7). Parking needs may arise in conjunction with redevelopment and Boones Ferry Road improvements.
 - (3) Distribute public parking facilities at convenient locations throughout the Village Center within each of the three parking service areas, North, Central and South, as shown on the Parking Facilities and Access Coordination Map, Figure 7 .
 - (4) Site facilities to provide additional parking opportunities and ease of access to retail, restaurant and other neighborhood services.
 - (5) Locate and design facilities to minimize impacts to surrounding residential neighborhoods.
 - (6) Combine community parking locations with attractive pedestrian connections to contribute to the development of a walkable, livable atmosphere within the Village Center.
- b. Enhance opportunities for on-street parking by establishing timed parking zones and/or loading zones and associated signage. Formalize on-street parking opportunities within the Village Center area.
- c. Through development review, encourage shared off-street parking between abutting businesses and land uses where practical. Coordinate shared off-street parking facilities with access routes provided by required connections between parking lots and crossover easements (see Transportation Action Measures (v)(a)(10)). Shared parking agreements foster appropriate and efficient use of land within the Village Center, where one auto trip can be made to frequent a variety of different destinations, and promote a vibrant, walkable district.

vii. Public Involvement (Policy 10.5)

Develop a comprehensive public involvement and outreach program to educate, inform and solicit funding recommendations from Lake Oswego residents, business and commercial property owners.

viii. Funding Mechanisms (Policies 10.1; 10.2; 10.3; 10.4)

Adequate and timely funding is essential to achieve the goals of this plan. An urban renewal district and tax increment financing may be the most effective mechanism to implement plan projects. Investigate the creation of an urban renewal district and other mechanisms to fund capital improvements and programs. Fully investigate and outline financial and development opportunities and ramifications for each funding mechanism as a basis for funding decisions. Funding mechanisms to be investigated include, but are not limited to, the following:

- a. Tax Increment Financing – Urban Renewal District. The creation of an urban renewal district including the Lake Grove Village Center should be investigated. A renewal district would

allow the use of tax increment financing for a variety of public improvement projects designed to stimulate development and reduce costs for redevelopment projects.

- b. Local Improvement District. Local improvement districts (LIDs) are taxing districts that are created to pay for specific capital improvement projects that benefit the area in the district. The City Council has the authority to create LIDs.
 - c. Economic Improvement District. Economic Improvement Districts (EIDs) are specific areas where a majority of property owners and/or merchants agree to provide an extra level of public service by imposing an added tax or fee on all of the properties and/or businesses in the area. Examples of services include supplementary security, additional street cleaning, and the unique marketing of events.
 - d. General Fund. Consideration should be given to using the City of Lake Oswego general fund to finance Boones Ferry Road refinement studies and improvements. The general fund is a fund used to account for financial operations of the City which are not accounted for in any other fund. The allocation of funds should be explored through the Capital Improvement Plan (CIP) and biannual budget processes.
 - e. Developer/Private Funding Reimbursement. Developers are responsible for making improvements to their properties and the adjoining public right-of-way. Depending on the use and circumstances, developers are sometimes required to make off-site improvements such as extending a sidewalk and connecting it to an existing sidewalk. If a developer is required to oversize a facility such as a storm water detention basin to accommodate additional development, the City may set up a reimbursement program so that the developer can recover funds as other projects use the facility.
 - f. General Obligation and Revenue Bonds. Bonding may be appropriate for examination as a mechanism to finance large scale community-supported projects. General obligation bonds are long-term obligations backed by the “full faith and credit” pledge of the city’s general fund revenues. They carry an unlimited taxing power, require voter-approval, and are limited in total to 3% of the city’s true cash value. Revenue bonds are long-term obligations that are payable solely from a designated source of revenue generated by the project which was financed. No taxing power or general fund pledge is provided as security.
 - g. Grants. The City should continue to pursue Metro funding for Boones Ferry Road improvements, including MTIP funds. Additionally, grant funds made available through federal, state, regional and county funding sources should be evaluated and pursued when appropriate.
- ix. Code Amendments - Amend City codes to reduce regulatory barriers as follows:

Parking (Policies 9.3; 9.4)

- a. Reduce on-site parking requirements for parcels within the Village Center located within a specified distance of a City parking facility. In conjunction with the development of a City parking facility, consider a parking enhancement fee to be paid by businesses eligible for on-site parking reductions to contribute to the facility’s enhancement and maintenance.

- b. Allow parking spaces on public streets within the Village Center to meet part or all of the on-site parking requirements for adjacent business and residential uses.

Sidewalk Easement (Policy 9.1)

- c. Count sidewalk easement area toward landscaping requirements and lot coverage calculations (see Transportation Action Measures (v)(a)(1)(A) Boones Ferry Corridor Improvements, Street Cross Sections, Preferred Modifications).

Access (Policies 9.1; 9.6)

- d. Allow flexibility in meeting access, spacing and consolidation requirements where a raised median has been installed. See Transportation Action Measures (v)(a)(10) Boones Ferry Corridor Improvements, Parking Facilities and Access Coordination.
- e. Allow flexibility in meeting access, spacing and consolidation requirements in special circumstances where the development pattern includes many small parcels and the future access pattern would require shared driveways or rear access when properties redevelop.

Signage Program (Policy 9.1)

- f. Develop a signage program to meet the unique needs of businesses in the Village Center due to the implementation of the Boones Ferry Concept Plan. Possibilities to consider include: allowances for consolidated business signs at shared driveways; additional signage on the side or rear of buildings; business directories at key public locations; and modifications to signage location, height and size requirements. Consider negative impacts on adjoining residential areas in the development of the program.

Special Street Setback (Policy 9.1)

- g. Establish the Boones Ferry Road special street setback to accommodate the recommended right-of-way and cross section elements (see Transportation Action Measures (v)(a)(1)(a) Boones Ferry Corridor Improvements, Street Cross Sections) after corridor design is completed. Provide for modifications based on concept refinement analyses, street design studies and engineering plans including determination of the centerline alignment (see Transportation Action Measures (i) Concept Refinement, and (ii) Street Design).

Landscape Requirements (Policy 9.1)

- h. Allow flexibility in meeting landscaping requirements, while providing for high quality landscaping in predominant locations within the Village Center.

Amendments to the Lake Oswego Comprehensive Plan, Goal 12: Transportation

The Lake Oswego Comprehensive Plan is hereby amended by deleting the text shown by ~~strikeout~~, adding new text shown in underline, and by revisions to Transportation System Plan maps indicated as follows:

Figure 16, Functional Classification System General Characteristics

Excerpt from complete list up to and including text amendments provided below:

Classification	Primary Function	Examples	Speed Limit	Parking	Direct Land Access Guidelines	Min. Access Spacing Guidelines	Traffic Volume	# of* Lanes
Freeways	Intended to provide for trips between Clackamas, Washington, Multnomah Counties and other parts of the region; and between major urban areas within the Metro region.	I-5 I-205	55	Prohibited	None. Access to freeway is limited to interchanges.	2-3 miles	30,000+	4-8*
Major Arterials	Connects cities in the Metro area. They are intended to serve as the primary routes for major areas of urban activity and to access the freeway system.	Kruse Way Boones Fry Rd. (South of Country Club) Country Club "A" Avenue Hwy 43	25-45	Generally Prohibited**	Direct access to the major and minor arterial system is restricted except from existing platted lots, which may be allowed access when there is no feasible alternative. Major arterials may be allowed to intersect every 1,000 feet and minor arterials every 600 feet, subject to an approved street plan.	1,000 ft. <u>For Boones Ferry Road between Mercantile Drive and Madrona Street, minimum access spacing may be 150 feet when a center median is present, and 300 feet when a center median is not present.</u>	20,000+	3-5*

Figure 19, Public Facilities Plan: Transportation Improvement Program

1) Add the following entry as shown.

Streets and Roadways		
Map #	Location	Description
<u>T-LGVC</u> (Lake Grove Village Center Plan)	<u>Boones Ferry Road-Kruse Way to Madrona Street; Hallmark Drive</u>	<u>See Attachment B, Lake Grove Village Center Plan; Table 1, Lake Grove Village Center Transportation Projects; Figure 3.</u>

2) Add the following entry as shown.

Pedestrian Facilities		
Map #	Location	Description
<u>P-LGVC</u> (Lake Grove Village Center Plan)	<u>Lake Grove Village Center Plan Area</u>	<u>See Attachment B, Lake Grove Village Center Plan; Table 1, Lake Grove Village Center Transportation Projects; Figure 4.</u>

3) Amend the following entry as shown.

Bicycle Facilities		
Map #	Location	Description
<u>B-LGVC</u> (Lake Grove Village Center Plan)	<u>Lake Grove Village Center Plan Area</u>	<u>See Attachment B, Lake Grove Village Center Plan; Table 1, Lake Grove Village Center Transportation Projects; Figure 5.</u>

4) Amend the following entry as shown.

Transit Facilities		
Map #	Location	Description
<u>TR-LGVC</u> (Lake Grove Village Center Plan)	<u>Boones Ferry Road-Kruse Way to Madrona Street</u>	<u>See Attachment B, Lake Grove Village Center Plan; Table 1, Lake Grove Village Center Transportation Projects; Figure 6.</u>

Figure 20A, Roadway Improvement Plan

Amend Figure 20A, Roadway Improvement Plan to add Lake Grove Village Center Plan Area Projects (T-LGVC) as shown on map excerpt below (Boones Ferry Road - Kruse Way to Madrona Street; Hallmark Drive):

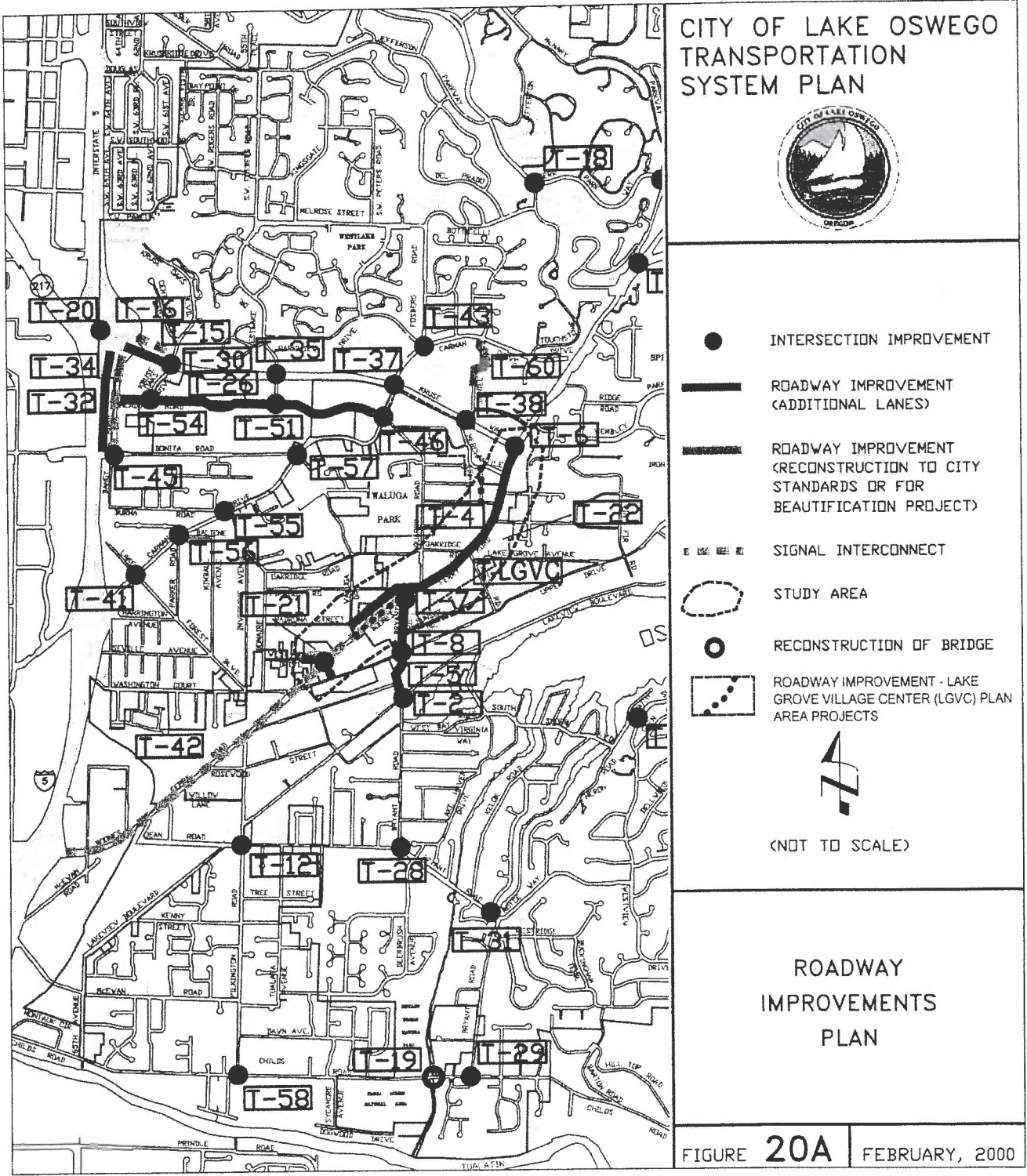


Figure 20B, Pedestrian Facilities Plan

Amend Figure 20B, Pedestrian Facilities Plan to add Lake Grove Village Center Plan Area Projects (P-LGVC) as shown on map excerpt below:

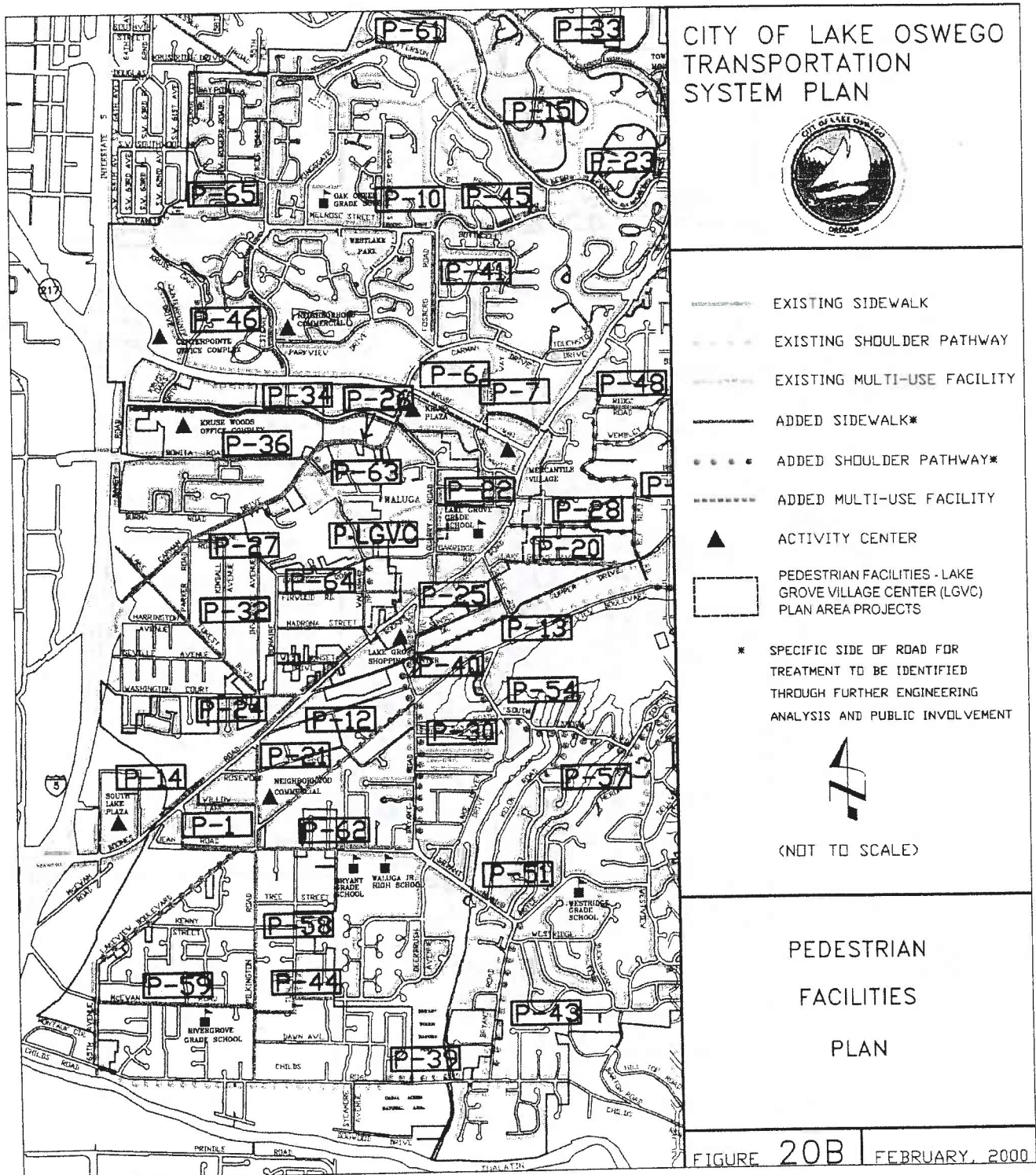


Figure 20C, Bicycle Facilities Plan

Amend Figure 20C, Bicycle Facilities Plan to add Lake Grove Village Center Plan Area Projects (B-LGVC) as shown on map excerpt below:

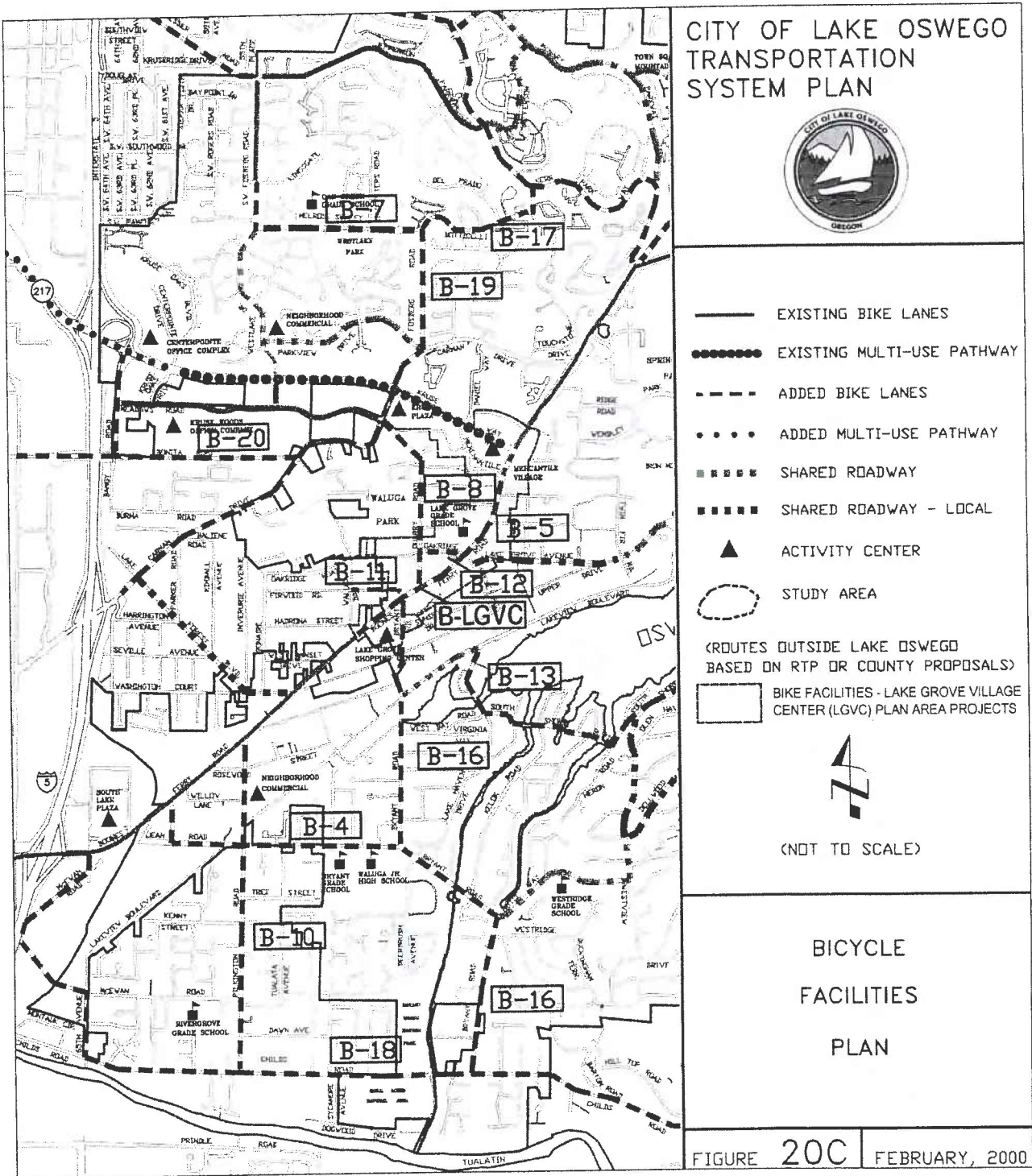
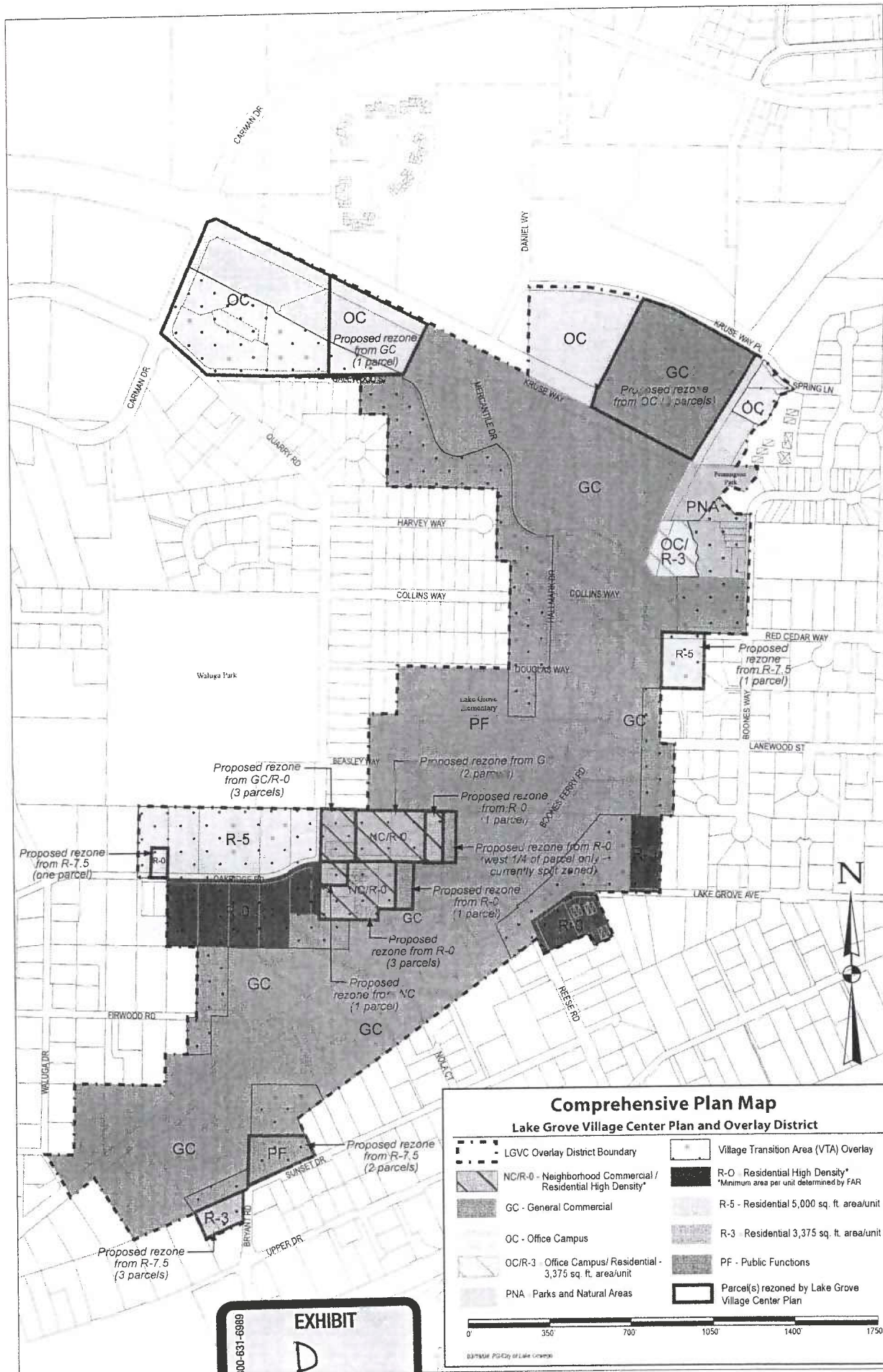


Figure 20D, Transit Network and Facilities Plan

Amend Figure 20D, Transit Network and Facilities Plan to add Lake Grove Village Center Plan Area Projects (T-LGVC) as shown on map excerpt below:





PENGAD 800-631-6989
EXHIBIT
D
ORD. 2454

Comprehensive Plan Map

Lake Grove Village Center Plan and Overlay District

	LGVC Overlay District Boundary		Village Transition Area (VTA) Overlay
	NC/R-0 - Neighborhood Commercial / Residential High Density*		R-0 - Residential High Density* *Minimum area per unit determined by FAR
	GC - General Commercial		R-5 - Residential 5,000 sq. ft. area/unit
	OC - Office Campus		R-3 - Residential 3,375 sq. ft. area/unit
	OC/R-3 - Office Campus/ Residential - 3,375 sq. ft. area/unit		PF - Public Functions
	PNA - Parks and Natural Areas		Parcel(s) rezoned by Lake Grove Village Center Plan

0 350 700 1050 1400 1750

DATE PREPARED: 10/20/04

ORDINANCE 2455

AN ORDINANCE OF THE LAKE OSWEGO CITY COUNCIL AMENDING THE LAKE OSWEGO COMMUNITY DEVELOPMENT CODE, ARTICLE 50.11 (COMMERCIAL ZONES), ADDING ARTICLE 50.11A (LAKE GROVE VILLAGE CENTER OVERLAY DISTRICT), AMENDING THE LAKE OSWEGO ZONING MAP, AND ADOPTING FINDINGS LU 06-0025-1666

WHEREAS, a notice of public hearing for consideration of this Ordinance was duly given in the manner required by law; and

WHEREAS, a public hearing was held before the Lake Oswego City Council on February 19, 2008 and March 4, 2008 to review the Planning Commission's recommendation to approve application LU 06-0025, a request by the City of Lake Oswego for a legislative text amendment to the Lake Oswego Community Development Code to include the Lake Grove Village Center Overlay District (LOC 50.11A) and amendments to Commercial Zones (LOC 50.11).

The City of Lake Oswego ordains as follows:

Section 1. Section 50.11.010 of the Lake Oswego Code is hereby amended by adding the text shown in double underlined type and deleting the text shown in ~~strikethrough~~ type, as follows:

50.11.010 Uses.

Uses:	P	C	X
	Permitted uses.	Uses permitted upon the grant of approval of a conditional use permit.	Uses specifically prohibited.

[Cross-Reference: See LOC ~~55~~50.12.010 - ~~55~~50.12.025 for Campus Institutional uses]

1. Residential:

A. Residential Care Housing and Congregate Housing.

Uses:	C	X
	NC, GC, EC	HC, OC, CR&D and MC

B. Residential use at R-0, R-3, and R-5 density except as specifically allowed in LOC 50.11.020. Use not allowed on ground floor in GC zones. A residential use may occupy the ground floor in the GC or NC zones only if a commercial use is located along the street frontage and the residential use is located behind the commercial use with the following exception: A residential use may occupy the ground floor in the GC zone at street frontage designated Park Lane, Crossroads Gateway or Campus Woods within the Lake Grove Village Center Overlay District (see Village Character Map, Appendix 50.11A.020-D).

Uses:	P	C	X
	GC, HC, OC, CR & D	NC	EC (see subsection D. below) MC

C. Residential use at R-7.5, R-10 and R-15 density. ~~Use not allowed on ground floor in GC zones.~~ A residential use may occupy the ground floor in the GC or NC zones only if a commercial use is located along the street frontage and the residential use is located behind the commercial use.

Uses:	P	X
	NC, GC, HC, OC	EC (see subsection D.), CR&D, MC

D. Residential use at R-0 density with a maximum 3.0:1 FAR (4 unit minimum) on parcels greater than 6,000 square feet in size. For parcels 6,000 square feet in size or smaller, there is no minimum unit requirement when residential development is proposed. Use not allowed on ground floor in EC zone south of "B" Avenue or east of "2nd" Street.

Uses:	P	X
	EC	NC, GC, HC, OC, MC and CR&D

2. **Retail Sales - Food:**

A. Food Markets, over 25,000 sq. ft.

Uses:	P	C	X
	GC, <u>(not to exceed 35,000 sq. ft.)</u> HC, EC, <u>(not to exceed 35,000 sq. ft.)</u> MC <u>(not to exceed In the MC Zone, retail uses shall be to less than 60,000 sq. ft. square feet of gross leasable area per building or business. In the EC Zone, no single commercial business shall have a floor area greater than 35,000 square feet.)</u>	<u>GC exceeding 35,000 sq. ft. (not to exceed 45,000 sq. ft.)</u>	NC, OC and CR&D

B. Food Markets under 25,000 sq. ft.

Uses:	P	X
	NC, GC, HC, EC, MC	OC, CR&D

C. Delicatessen, no table service.

Uses:	P
	NC, GC, HC, OC, EC, CR&D and MC

D. Specialized food stores.

Uses:	P	X
	NC, GC, HC, EC, MC	OC, CR&D

E. Bakery - where baked foods manufactured elsewhere are sold on the premises.

Uses:	P
	NC, GC, HC, OC, EC, CR&D and MC

F. Bakery, manufacturing - where on-site baked foods are sold on the premises (less than 5,000 sq. ft. of gross floor area).

Uses:	P	X
	NC, GC, HC, EC, CR&C and MC	OC

G. Bakery, manufacturing - where on-site baked foods are sold on the premises (5,000 sq. ft. or more gross floor area).

Uses:	P	X
	GC, EC	NC, HC, OC, CR&D and MC

3. Retail Sales – General Merchandise:

A. Over 20,000 sq. ft., including apparel and accessory, department stores, building supply, garden, sporting goods, furniture, etc.

Uses:	P	C	X
	GC; (not to exceed 35,000 sq. ft.) EC; (not to exceed 35,000 sq. ft. per business) MC (In the MC Zone, any retail uses shall be limited to less than not to exceed 60,000 sq. ft. square feet of gross leasable area per building or business). In the EC Zone, no single commercial business shall have a floor area greater than 35,000 square feet.)	GC exceeding 35,000 sq. ft. (not to exceed 45,000 sq. ft.)	NC, HC, OC and CR&D

B. 10,000 - 20,000 sq. ft., including apparel and accessory, department stores, building supply, garden, sporting goods, furniture, etc.

Uses:	P	X
	GC, HC, EC, CR&D and MC	NC, OC

C. Under 10,000 sq. ft., including apparel and accessory, department stores, building supply, garden, sporting goods, furniture, etc.

Uses:	P
	NC, GC, HC, OC, EC, CR&D and MC

D. Auto sales.

Uses:	P	<u>Special District Limitations for Permitted Use</u>	X
	GC, EC	<u>Prohibited in the Lake Grove Village Center Overlay District.</u>	NC, HC, OC, CR&D and MC

4. Retail Sales - Restaurants, Drinking Places:

A. Restaurants, with or without associated lounge.

Uses:	P
	NC, GC, HC, OC, EC, CR&D and MC

B. Restaurants - take out only; or which include a drive-in window.

Uses:	P	C	<u>Special District Limitations for Conditional Use</u>	X
	HC	GC	<u>In the GC Zone in the Lake Grove Village Center Overlay District, no more than two restaurants with drive-in service windows are permitted. Use is prohibited in Village Transition Areas (see Village Transition Area Map, LOC Appendix 50.11A.020-B).</u>	NC, OC, EC, CR&D and MC

C. Bar or cocktail lounge not associated with restaurant; use with retail malt beverage license.

Uses:	P	X
	GC, HC, EC, MC	NC, OC and CR&D

5. Services - Personal:

A. Laundries & cleaning places.

Uses:	P	X
	NC, GC, HC, EC, CR&D and MC	OC

B. Tailor shops & related services.

Uses:	P	X
	NC, GC, EC, CR&D and MC	HC, OC

C. Barber & beauty shop, personal care.

Uses:	P
	NC, GC, HC, OC, EC, CR&D and MC

D. Clothing rental.

Uses:	P	X
	NC, GC, EC	HC, OC, CR&D and MC

E. Mortuaries.

Uses:	P	X
	GC, EC	NC, HC, OC, CR&D and MC

F. Upholstery shop.

Uses:	P	X
	NC, GC, EC	HC, OC, CR&D and MC

G. Radio & television repair shop.

Uses:	P	X
	NC, GC, EC	HC, OC, CR&D and MC

H. Home appliance repair shop.

Uses:	P	X
	NC, GC, EC	HC, OC, CR&D and MC

6. Services - Business:

A. Sign shop.

Uses:	P	X
	GC, EC	NC, HC, OC, CR&D and MC

B. Adjustment & collection agencies.

Uses:	P	X
	GC, HC, OC, EC, CR&D and MC	NC

C. Advertising agencies, including commercial artists.

Uses:	P	X
	GC, HC, OC, EC, CR&D and MC	NC

D. Truck & trailer rental and sales of accessories.

Uses:	P	X
	HC	NC, GC, OC, EC, CR&D and MC

E. Auto rental (vehicle storage off site in CR&D, MC, EC and GC zones).

Uses:	P	X
	GC, HC, OC, EC, CR&D and MC	NC

F. Business and management services.

Uses:	P	
	NC, GC, HC, OC, EC, CR&D and MC	

G. Car wash.

Uses:	P	C	Special District Limitations for Conditional Use	X
	HC	GC, EC	<u>In the GC Zone in the Lake Grove Village Center Overlay District, car wash facilities shall not exceed a total combined area of 4,200 sq. ft. Use prohibited in Village Transition Areas (see Village Transition Area Map, LOC Appendix 50.11A.020-B).</u>	NC, OC, CR&D and MC

H. Credit agencies.

Uses:	P	Special District Limitations for Permitted Uses	X
	GC, HC, OC, EC, CR&D and MC	<u>In the GC Zone in the Lake Grove Village Center Overlay District drive-through facilities are allowed only when no more than one direct access to the site from a public street is provided on the parcel. Additional access through abutting parcels is permitted. Use with drive-through facilities prohibited in Village and Transition Areas (see Village Transition Area Map, LOC Appendix 50.11A.020-B).</u>	NC

I. Duplicating, addressing, blueprinting, photocopying, mailing & stenographic services.

Uses:	P	X
	GC, HC, OC, EC, CR&D and MC	NC

J. Employment agencies.

Uses:	P	X
	GC, HC, OC, EC, CR&D and MC	NC

K. Office equipment rental & repair agencies.

Uses:	P	X
	GC, HC, OC, EC, CR&D and MC	NC

L. Equipment rental.

Uses:	P	X
	GC	NC, HC, OC, EC, CR&D and MC

M. Equipment service & repair places, appliance small engine.

Uses:	P	X
	GC, EC	NC, HC, OC, CR&D and MC

N. Offices housing personnel who provide special services to businesses.

Uses:	P	
	NC, GC, HC, OC, EC, CR&D and MC	

O. Private off-street parking facilities (sole use on site, parking garages, etc.).

Uses:	P	X
	GC, EC, CR&D, MC	NC, HC, OC

P. Services to buildings (including dwellings), cleaning & exterminating.

Uses:	P	X
	GC, HC, EC, MC	NC, OC, CR&D

Q. Telephone answering service.

Uses:	P	
	NC, GC, HC, OC, EC, CR&D and MC	

R. Miscellaneous business services, including auctioneers, bondsmen, drafting, detective agencies, notary public & other like services.

Uses:	P	
	NC, GC, HC, OC, EC, CR&D and MC	

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S. Vehicle repair shops (located entirely within an enclosed building).

Uses:	P	C	Special District Limitations for Conditional Use	X
	GC, EC (except in Village Transition Areas of the Lake Grove Village Center Overlay District)	GC in Village Transition Areas of the Lake Grove Village Center Overlay District (see Village Transition Area Map, LOC Appendix 50.11A.050-B)	In Village Transition Areas of the Lake Grove Village Center Overlay District, conditional use is permitted as follows: The use shall be an expansion of an existing vehicle repair use. Retail or office uses and a storefront appearance shall be provided along fronting collector and local streets. No direct vehicle access shall be provided from streets adjacent to residential zones. No operational repair bay doors shall face collector or local streets.	NC, HC, OC, CR&D and MC

T. Auto service stations (primary use only).

Uses:	P	C	Special District Limitations for Conditional Use	X
	GC outside the Lake Grove Village Center Overlay District, HC, EC	NCGC within the Lake Grove Village Center Overlay District	Within the Lake Grove Village Center Overlay District conditional use is permitted as follows: No auto service station shall be closer than 1,000 linear feet to another auto service station. No more than two auto service stations shall be located within a distance of 5,000 linear feet. The number of auto fueling devices shall not exceed eight at any single auto service station. Use prohibited in Village Transition Areas (see Village Transition Area Map, LOC Appendix 50.11A.020-B).	OC, CR&D, MC

U. Accounting, auditing & bookkeeping.

Uses:	P
	NC, GC, HC, OC, EC, CR&D and MC

V. Computer services.

Uses:	P
	NC, GC, HC, OC, EC, CR&D and MC

W. Printing, publishing & lithographic shop.

Uses:	P	X
	GC, HC, OC, EC, CR&D and MC	NC

X. Commercial photographic studios.

Uses:	P
	NC, GC, HC, OC, EC, CR&D and MC

Y. Research and testing facilities.

Uses:	P	X
	GC, HC, OC, EC, CR&D and MC	NC

7. Services - Finance, Insurance and Real Estate:

A. Financial and banking institutions.

Uses:	P	<u>Special District Limitations for Permitted Use</u>	X
	GC, HC, OC, EC, CR&D and MC	<u>In GC and OC zones in the Lake Grove Village Center Overlay District, financial and banking institutions with drive-through facilities are allowed only when no more than one access to the site from a public street is provided on the parcel. Additional access through abutting parcels is permitted. Financial and banking institutions with drive-through facilities are prohibited in Village Transition Areas (see Village Transition Area Map, LOC Appendix 50.11A.020-B).</u>	NC

B. Insurance and bond carriers, agents, brokers and services.

Uses:	P
	NC, GC, HC, OC, EC, CR&D and MC

C. Real estate brokers, agents & services.

Uses:	P
	NC, GC, HC, OC, EC, CR&D and MC

8. Services Lodging Places:

A. Hotels, motels and associated retail uses located within the hotel or motel that are intended to serve the guests.

Uses:	P	X
	GC, HC, EC, MC	NC, OC, CR&D

9. Services - Medical & Health:

A. Hospitals.

Uses:	P	X
	GC, EC	NC, HC, OC, CR&D, MC

B. Clinic, outpatient.

Uses:	P	X
	NC, GC, EC, CR&D, MC	HC, OC

C. Medical and dental laboratories.

Uses:	P	X
	GC, OC, EC, CR&D, MC	NC, HC

D. Orthopedic equipment & supplies, rental, sale & service.

Uses:	P	X
	GC, EC, CR&D, MC	NC, HC, OC

E. Veterinarian's facilities, totally enclosed.

Uses:	P	X
	GC, EC	NC, HC, OC, CR&D, MC

F. Other veterinarian facilities.

Uses:	P	X
	GC	NC, HC, OC, EC, CR&D, and MC

G. Ambulance service.

Uses:	P	X
	NC, GC, EC	HC, OC, CR&D, MC

10. Services - Professional Offices:

A. Architectural.

Uses:	P
	NC, GC, HC, OC, EC, CR&D and MC

B. Artists studios, including those that use industrial tools.

Uses:	P
	NC, GC, HC, OC, EC, CR&D and MC

C. Engineering, including surveying.

Uses:	P
	NC, GC, HC, OC, EC, CR&D and MC

D. Law.

Uses:	P
	NC, GC, HC, OC, EC, CR&D and MC

E. Landscape architecture.

Uses:	P
	NC, GC, HC, OC, EC, CR&D and MC

F. Professionals, other.

Uses:	P
	NC, GC, HC, OC, EC, CR&D and MC

G. Regional offices & corporate headquarters.

Uses:	P	X
	GC, HC, OC, EC, CR&D and MC	NC

11. Services - Amusement:

A. Art galleries.

Uses:	P	C	X
	GC, EC, MC	NC	HC, OC, CR&D

B. Billiard and pool parlors.

Uses:	P	C	X
	GC, EC	NC	HC, OC, CR&D, MC

C. Bowling alleys.

Uses:	P	X
	GC, EC	NC, HC, OC, CR&D, MC

D. Dance studios and dance schools.

Uses:	P	C	X
	GC, EC	NC	HC, OC, CR&D, MC

E. Skating rinks, ice and/or roller.

Uses:	P	X
	GC, EC	NC, HC, OC, CR&D, MC

F. Racquet clubs, health clubs (within building, except paths and tennis courts allowed).

Uses:	P	C	X
	GC, EC, CR&D, MC	NC	HC, OC

G. Theaters, indoor.

Uses:	P	X
	GC, HC, EC, MC	NC, OC, CR&D

H. Recreation facility/indoor or outdoor pool, athletic fields.

Uses:	P	X
	CR&D	NC, GC, HC, OC, EC, MC

I. Outdoor commercial amusement.

Uses:	P	X
	MC	NC, GC, HC, OC, EC and CR&D

12. Services - Educational:

A. Nursery, day care centers.

Uses:	P
	NC, GC, OC, EC, CR&D and MC

B. Private or public educational institutions.

Uses:	P	C	X
	GC, EC	NC	HC, OC, CR&D, MC

C. Vocational schools.

Uses:	P	C	X
	GC, EC	NC	HC, OC, CR&D, MC

D. Music schools.

Uses:	P	C	X
	GC, EC	NC	HC, OC, CR&D, MC

13. Services - Membership Organizations, Officers:

A. Business and professional.

Uses:	P	X
	GC, HC, OC, EC, CR&D and MC	NC

B. Civil, social and fraternal.

Uses:	P	X
	GC, HC, EC, CR&D and MC	NC, OC

C. Charitable.

Uses:	P	X
	GC, HC, OC, EC, CR&D and MC	NC

D. Labor.

Uses:	P	X
	GC, HC, OC, EC, CR&D and MC	NC

E. Political.

Uses:	P	X
	GC, HC, OC, EC, CR&D and MC	NC

F. Religious, not including churches.

Uses:	P	X
	GC, HC, OC, EC, CR&D and MC	NC

14. Public Service & Facilities:

A. Major public facilities.

Uses:	C	P
	NC	GC, HC, OC, EC, CR&D and MC

B. Minor public facilities.

Uses:	P
	NC, GC, HC, OC, EC, CR&D and MC

15. Alterations or expansions of non-conforming uses:

Uses:	C
	NC, GC, HC, OC, EC, CR&D and MC

16. Light Manufacturing, Processing or Assembly of Product:

Uses:	P	X
	CR&D	NC, GC, HC, OC, EC, MC

17. Manufacturing:

Uses:	P	X
	CR&D	NC, GC, HC, OC, EC, MC

Section 2. Section 50.11.015 of the Lake Oswego Code is hereby amended by adding the text shown in double underlined type and deleting the text shown in ~~striketrough~~ type, as follows:

50.11.015 Site Development Limitations.

1. Except as modified by LOC 50.11.020 and replaced by LOC 50.11A.030, Lake Grove Village Center Overlay District, the following site development limitations apply in each zone:

a. Required Yard Adjacent to residential zone:

From a structure	25 feet	NC, GC, HC, OC, and EC zones
From a parking lot	10 feet	
From a vehicular accessway	5 feet	

An accessway shared by property zoned commercial, residential, or Public Function is not subject to the yard requirement.

b. FAR Maximum:

NC	0.25:1	except as determined by the Comprehensive Plan (See LOC Appendix 50.11-A)
OC	0.30:1	
EC	3.0:1	

c. Lot coverage:

NC	None
GC	50%
HC	50%
OC	25%
EC	None

~~d. Vehicle Trip Max: OC = 10.2/1000 sq. ft. floor area~~
~~e. Height*~~

NC, GC, HC, OC	Structures placed closer than 60 feet to the property line of a lot which carries any residential zone designation.	Maximum height of 40 feet minus one foot for each foot less than 60 feet the structure is from the residential zone.
	All other circumstances	NC – 35 feet
		GC – 45 feet
		HC – 60 feet
OC – 45 feet		
EC	Lot Abuts DD zone	40 feet
	Lot is within 120 feet of a lot zoned R-6 or R-7.5	35 feet **
	Lot is within 120 feet and 240 feet of a lot zoned R-6 or R-7.5	45 feet **
	All other lots	60 feet

* This paragraph applies to LOC 50.11.020.

** The measured distance is exclusive of intervening public right-of-way if any exists.

If a dimension or requirement is not shown it means there is no minimum or maximum, but that a requirement may be established at the time of Development Review Commission review.

2. CR&D Zone.

a. Required yards.

Minimum Perimeter Setback: 15 feet.

(1) The following uses may be allowed within a perimeter setback area which fronts on a public road:

- (A) Landscaping;
- (B) Bikeways, trails, pedestrian walks and plazas;
- (C) Access driveways;
- (D) Bus shelters and other pedestrian amenities; and,
- (E) Identification signs.

(2) The following uses may be allowed within perimeter setback areas which are adjacent to other site areas:

- (A) Landscaping;
- (B) Bikeways, trails, pedestrian walks, patios, courts;
- (C) On-site directional signs;
- (D) Coordinate joint-use circulation drives, parking, loading, recreational activity areas, plazas; and
- (E) Coordinated joint-use structures, subject to provisions of the Uniform Building Code.

b. [reserved].

c. Lot Coverage. The maximum lot coverage for all structures shall be 55 percent of the net site area, after any required dedications for roadway purposes. A minimum of 25 percent of the developed site area shall be used for landscaping, natural areas or outdoor recreational use areas.

d. Height.

(1) For each CR&D zone the average height of all structures shall not exceed 78 feet. One structure is allowed a maximum structure height of 158 feet. No other structure shall exceed 104 feet. For

the purpose of applying these height restrictions, all adjacent lots with a Comprehensive Plan designation of CR&D, regardless of ownership, shall be considered as being located in one CR&D zone.

(2) Within 120 feet of property zoned R-7.5, R-10 or R-15 no structure shall exceed 60 feet.

e. Access. No direct access from a lot shall be allowed to Kruse Way or to Kruse Woods Drive.

f. [reserved].

g. No major trees (a tree with a trunk diameter of at least 8 inch at 24 inch above grade) located within 30 feet of the Kruse Way right-of-way may be removed.

3. MC Zone.

a. Required Yards.

(1) Minimum Front Yard Setback: 15 feet. Structures on corner lots shall observe the minimum setback on both streets.

(2) Minimum Rear Yard Setback: None required except when rear yard abuts a more restrictive zone. When rear yard abuts a more restrictive zone setbacks shall be 15 feet. Ten feet shall be added to the rear yard setback for each 10 foot increment in building height over 35 feet.

(3) Minimum Side Yard Setback: None required except when side yard abuts a more restrictive zone. When side yard abuts a more restrictive zone, setbacks shall be 15 feet. Ten feet shall be added to the side yard setback for each 10 foot increment in building height over 35 feet.

b. [reserved].

c. Lot Coverage - no limit.

d. Height. 95 feet maximum, except in the MC zone located south of Kruse Way and east of Bangy Road, within which zone for no more than two structures the maximum allowable height is 175 feet. For the purpose of applying these height restrictions all adjacent lots zoned MC, regardless of ownership, shall be considered as being located in one MC zone.

E. Access. No direct access from a lot shall be allowed to Kruse Way or to Kruse Woods Drive.

F. [reserved].

G. No major trees (a tree with a trunk diameter of at least 8 inch at 24 inch above grade) located within 30 feet of the Kruse Way right-of-way may be removed.

[**Cross-References:** In EC zone, see also Downtown Redevelopment District Design Standards, LOC Article 50.65; Height Limitation: see also 50.45.010 (1)(a).]

Section 3. Section 50.11.020 of the Lake Oswego Code is hereby amended by adding the text shown in double underlined type and deleting the text shown in ~~striketrough~~ type, as follows:

50.11.020 Special Requirements.

1. All business, service, repair, processing, storage or merchandise displayed on property abutting or adjacent to a residential zone shall be conducted wholly within an enclosed building unless screened from the residential zone by a buffer area planted with year-around sight obscuring landscaping at 6 feet high.

2. Motor vehicle, recreational vehicles, boat or trailer rental or sales lots shall be drained and surfaced with pavement except in those portions of the lot maintained as landscaped areas.

3. Development of any site in the office campus zone requires an overall Development Plan and Schedule, pursuant to LOC Article 50.71, showing the distribution of the proposed use(s), the general circulation pattern within all lots included in the site and general utility and drainage provisions. The site may be developed in phases, based on the overall site plan.

4. All development in any commercial zone will be developed under a unified site plan. The site plan will identify circulation patterns and access points, method of provision of public services and general placement of lots and structures, general area and type of uses. Proposals with multiple ownerships shall include a written agreement of all owners that development of the site will occur pursuant to the site plan approved.

5. Each commercial area identified on the City's Comprehensive Plan Map also is described in Appendix 50.11-B. The specific conditions for each area, other than those areas identified in subsections

(6), (7) and (8) of this section, are by this reference made a part of this Code and are conditions and limitations of each zone.

6. Mountain Park Town Center Site. A maximum of 40,000 sq. ft. of retail and service use building area are allowed on the 32-acre site for the uses. The building height limitation is 45 ft. and lot coverage is 50%. There are no floor area ratio (FAR) requirements. The uses allowed are those allowed in the NC zone plus the following: adjustments and collection agencies; advertising agencies (including commercial artists); credit agencies; duplicating, addressing, blueprinting, photocopying, mailing and stenographic services; employment agencies; office equipment rental and repair, equipment service and repair places (appliance, small engine); services to building (cleaning, exterminating); financial and banking (no more than 3,500 sq. ft.); regional offices, corporate headquarters; offices of all types of service and membership organizations. A maximum of 492 dwelling units are permitted at a density equal to that allowed in the R-0 zone. A maximum of 3.55 acres on the site will be allowed for church parking facilities. The requirements of the R-0 zone apply to the residential use.

7. Monroe/Boones Ferry Site. A maximum of 131,535 sq. ft. of retail, service uses and office uses are allowed on the 13 acre site. Retail uses shall not exceed 60,000 sq. ft. The uses allowed are those allowed in the NC zone, plus the retail, service and office uses listed in subsection (6) above, and a totally enclosed veterinarian facility. Building height limitation is 45 ft., lot coverage is 50%. There are no floor area ratio (FAR) requirements.

8. I-5/Kruse Way Highway Commercial Site. A maximum of 20 acres of the 35 acre site may be developed. A minimum of 15 acres of the site, including stream corridors and associated wetlands, shall be retained as open space. As a part of the development process, floor area maximums shall be placed upon the development. The site shall be developed by methods that insure that the traffic generated by the 35 acre site will not exceed the capacity of the intersection of the site with Kruse Way. The City Manager may require traffic management plans in conjunction with any development request for this site in order to preserve the capacity of Kruse Way.

The maximum building height on the site is 75 feet with the overall average building height on the 35 acre site not to exceed 60 feet. Buildings which exceed 60 feet in height shall be located no closer than 120 feet to the boundary of the site. The boundary of the site is defined as the centerline of Kruse Oaks Boulevard on the east, the Kruse Way right-of-way boundary on the south, the State of Oregon right-of-way boundary on the west and the centerline of Bull Creek on the north. The traffic management provisions of subsection (10) of this section apply to this site.

9. Development on the block located in the EC district bounded by A Avenue, Second Street, Evergreen Road and Third Street is not subject to the height limitation stated in LOC 50.11.015 if the following conditions are satisfied;

- a. The use of the structure is a mixed use containing dwelling units.
- b. The street level commercial uses are designed to provide a "village atmosphere" by the use of landscaping, emphasis on pedestrian access and small scale retail uses.
- c. The structure contains parking areas made available to the public and other uses in the area.

10. The following traffic management requirements apply to all uses in the CR&D, MC, OC, GC and HC zones located in the Kruse Way Corridor (the area north of Bonita Road, south of Melrose-Carman, west of Boones Ferry Road and east of I-5, including the S.W. Quadrant of the Kruse Way/Boones Ferry intersection and the property located between Kruse Way and Galewood Drive).

a. It is the purpose of these transportation management provisions to require that traffic generation limitations will be placed on all development in order to assure the functioning of Kruse Way and the adjacent street system within Service Level "D" at p.m. peaks.

An ODPS, revised ODPS, planned development or any phase of a development shall not be approved if the traffic volumes, after development consistent with the approval occurs, are projected to exceed the maximum access volumes planned for each intersection identified on Figure A-5, page 77 of the 1983 Buttke Traffic Study.

b. A Traffic Management Program (TMP) shall be submitted with each initial or revised development application. The program may include, but is not limited to, the following TM mechanisms: physical site controls on existing traffic, p.m. peak hour exiting traffic limitations; traffic monitoring, restrictions on the number of parking spaces, flextime, staggered working hours, transit ridership programs, car and van pools, and similar ride share programs.

c. At the time of review of any phase of a development, the developer will provide information from a registered traffic engineer on the then current p.m. peak service level status and volume to capacity ratio of the intersections identified in Figure A-5, page 77 of the Buttke Traffic Study that the City identifies as being affected by the development, and also provide information on the p.m. peak traffic that will be generated by the proposed phase of the development and the total development constructed to date.

d. Owners and employers shall be encouraged to implement TMP's at time of approval. However, when the traffic at an affected intersection consistently exceeds "C" level of service, the TMP must be implemented.

e. A Traffic Management Plan Task Force will be formed, including a representative of each major complex within the Kruse Way Corridor, employers of more than 50 employees, major landowners, representatives of City, Tri-Met and any other person identified by the City. The task force will have authority to review TMP's of members and recommend TM when appropriate.

f. Notwithstanding the traffic management achievements reached by implementation of the provisions of paragraphs 10 (a) - (e), as development increases along the Corridor and the traffic flow on the street system, with the improvements identified in the 1983 Buttke Study, exceeds "C" level of service, the City may assert its authority to regulate the use of land to assure all affected property owners, as well as through traffic, are allowed their appropriate share of the traffic capacity.

The 1983 Buttke Study, together with any subsequent study adopted by the City Council, will be the guide in assigning appropriate shares of the highway capacity to through traffic and to affected property landowners (jointly). Necessary measures will be taken to assure a functioning traffic system at Service Level "D" or better and may include, but are not limited to:

- i. Green time regulation to facilitate through traffic.
- ii. Access fees.
- iii. Fines related to access volumes exceeding allocations.

11. [reserved].

12. ~~[reserved]. a. For the 8 acre site bounded by Kruse Way, Kruse Way Place and Boones Ferry Road and zoned Office Campus, the maximum FAR of 0.30:1 is allowed if development consists of a maximum of 20,255 square feet of retail commercial use and the balance of the allowable square footage is in non-retail commercial use;~~

~~For every square foot of reduction of retail use there results a proportional increase in the allowable FAR to a maximum of 0.38:1 as described in the following chart. (See Appendix 50.11 A, Floor Area Ratio Graph).~~

~~b. The allowable FAR will be fixed at the time a development permit approval is given by the Development Review Commission.~~

~~c. Each property owner is entitled to a pro rata share of the allowable retail and non-retail commercial square footage based on each owner's percentage ownership of the entire 8 acre parcel. The allocation to each property owner is transferable to another property owner.~~

~~d. The lot coverage of building and parking areas shall not exceed 70%. There shall be a 20 foot setback from the property line along the site's frontage on Kruse Way and Boones Ferry Road.~~

~~e. No access will be allowed from Boones Ferry Road. The main access shall be from Kruse Way Place. A 'right in, right out' access on Kruse Way may be used only as a secondary access to the site.~~

13. Boones Ferry Road/Jean Road Site: The following restrictions and requirements shall apply to the approximately 4.45 acre parcel located at the intersection of Boones Ferry Road and Jean Road (Tax Lot 2400 of Tax Map 2 1E 18BD). The intent of these restrictions and requirements is to create an

aesthetically pleasing entry into Lake Oswego. The site and building design shall create an aesthetically pleasing entry by creating a distinct design with features that celebrate entry to the community. The design elements should signal the transition from the city of Tualatin and shall create a sense of separation. Building design elements and landscaping shall communicate a sense of quality, vitality and community. This may be accomplished through the use of visually identifying elements such as building shapes and features, colors, kiosks, flagpoles, signs, landscaping, parking and other design details. Berms and mature trees (such as fir and cedar) shall be incorporated into the design.

The following specific restrictions and requirements shall apply to the site:

a. The uses allowed shall be those allowed in the NC zone, plus the following: adjustment and collection agencies; advertising agencies (including commercial artists); credit agencies; duplicating, addressing, blueprinting, photocopying, mailing and stenographic services; employment agencies; office equipment rental and repair; equipment services and repair places (appliances, small engines); services to building (cleaning, exterminating); financial and banking; regional offices, corporate headquarters; offices of all types of service and membership organizations.

b. The retail use building area to be located on the east side of Jean Road (i.e., on the parcel consisting of approximately 1.9 acres) shall not exceed 23,000 square feet. The retail use building area to be located on the west side of Jean Road (i.e., on the parcel consisting of approximately 2.5 acres) shall not exceed 31,000 square feet, and no one user shall exceed 26,500 square feet.

c. No building or parking shall be located within 25 feet of Boones Ferry Road right-of-way or within 15 feet of the Jean Road right-of-way. In addition, any loading area located to the west of Jean Road shall not be located within 10 feet of Jean Road.

d. Signs shall be limited to monument and wall signs (excluding signs on awnings) only. Monument signs may be located within the 25 foot setback along Boones Ferry Road and within the 15 foot setback along Jean Road.

e. A minimum of 20% of the net buildable area shall be devoted to landscaping.

f. All utilities shall be located underground.

g. The main access points for the site shall be from Jean Road. A "right-in" only secondary access may be provided from Boones Ferry Road for the west portion of the site (i.e., the approximately 2.5 acre parcel).

h. Any fir or cedar tree with a trunk diameter of more than 5 inches which is removed pursuant to development of the site shall be replaced by a specimen tree of the same variety. The replacement tree shall be of similar size as the tree removed. If a replacement tree of the size of the tree cut is not reasonably available on the local market or would not be viable, replacement may be provided with more than one tree with no individual tree less than 4 inches in diameter. The number of replacement trees required shall be determined by dividing the caliper of the tree cut by the caliper of viable replacement trees.

14. Jean Way Site: The following restrictions and requirements shall apply to the approximately .34 acre parcel and the approximately 0.65 acre parcel located at the northeast corner of the intersection of Jean Road and Jean Way. The intent of these restrictions and requirements is to create an aesthetically pleasing entry into Lake Oswego. The sites and building designs shall create an aesthetically pleasing entry by creating a distinct design with features that celebrate entry to the community. The design elements should signal the transition from the city of Tualatin and shall communicate a sense of quality, vitality and community. This may be accomplished through the use of visually identifying elements such as building shapes and features, colors, kiosks, flagpoles, signs, landscaping, parking and other design details. Berms and mature trees (such as fir and cedar) shall be incorporated into the design.

The following specific restrictions and requirements shall apply to the sites:

a. The uses allowed shall be those allowed in the NC zone, plus the following: adjustment and collection agencies; advertising agencies (including commercial artists); credit agencies; duplicating, addressing, blueprinting, photocopying, mailing and stenographic services; employment agencies; office equipment rental and repair; equipment services and repair places (appliances, small engines); financial

and banking; regional offices, corporate headquarters; offices of all types of service and membership organizations.

b. The retail use building area to be located on Jean Way shall not exceed 4,200 square feet for each parcel, or a combined 8,400 square feet for development contained on both parcels.

c. No building or parking shall be located within 15 feet of the Jean Way right-of-way.

d. Signs shall be limited to monument and wall signs (excluding signs on awnings) only. Monument signs may be located within the 15 foot setback along Jean Way.

e. A minimum of 20% of the net buildable area shall be devoted to landscaping.

f. All utilities shall be located underground.

g. Regardless of the sequence of development of the 0.34 acre or 0.65 parcels, vehicular connectivity shall be provided between the 1.9 acre site to the north, and the development on the 0.34 acre and 0.65 acre parcels. A single, shared point of access shall be provided from Jean Way to serve the 0.34 acre and 0.65 acre parcels.

h. Any fir or cedar tree with a trunk diameter of more than 5 inches which is removed pursuant to the development of the site shall be replaced by a specimen tree of the same variety. The replacement tree shall be of similar size as the tree removed. If a replacement tree of the size of the tree cut is not reasonably available on the local market or would not be viable, replacement may be provided with more than one tree with no individual tree less than 4 inches in diameter. The number of replacement trees required shall be determined by dividing the caliper of the tree cut by the caliper of viable replacement trees.

15. Boones Ferry Road/Opposite Jean Way Site: The following restrictions and requirements shall apply to the approximately 2.84 acre parcel located at the intersection of Boones Ferry Road and Jean Way (Tax Lot 600 of Tax Map 21E18BD). The intent of these restrictions and requirements is to create an aesthetically pleasing entry into Lake Oswego. The site and building design shall create an aesthetically pleasing entry by creating a distinct design with features that celebrate entry to the community. The design elements should signal the transition from the city of Tualatin and shall communicate a sense of separation. Building design elements and landscaping shall communicate a sense of quality, vitality and community. This may be accomplished through the use of visually identifying elements such as building materials and feature, colors, flagpoles, signs, landscaping, parking and other design details. Trees (such as fir and cedar) may be incorporated into the design.

The following specific restrictions and requirements shall apply to the site:

a. The uses allowed shall be those allowed in the NC zone, plus the following: adjustment and collection agencies; advertising agencies (including commercial artists); credit agencies; duplicating, addressing, blueprinting, photocopying, mailing and stenographic services; employment agencies; office equipment rental and repair; equipment services and repair places (appliances, small engines); services to building (cleaning, exterminating); financial and banking; regional offices, corporate headquarters; offices of all types of service and membership organizations.

b. The total building area to be located on the site shall not exceed 21,850 square feet.

c. No building or parking shall be located within 25 feet of the Boones Ferry Road right-of-way.

d. Signs shall be limited to monument and wall signs (excluding signs on awnings). Monument signs may be located within the 25 foot setback along Boones Ferry Road.

e. A minimum of 20% of the net buildable area shall be devoted to landscaping.

f. All utilities serving any new on-site development shall be located underground.

g. There shall be two main access points for the site from Boones Ferry Road. One shall be directly across from Jean Way and the other shall be northeast of the wetland. The northeast access may be a shared access with the adjacent property. An applicant for development of the northeast portion shall make a good faith effort to obtain a joint access prior to proposing a separate access. If such an effort is unsuccessful, however, a separate access may be approved.

h. Any fir or cedar tree with a trunk diameter of more than 5 inches which is removed pursuant to the development of the site shall be replaced by a specimen tree of the same variety. The replacement tree

shall be of similar size as the tree removed. If a replacement tree of the size of the tree cut is not reasonably available on the local market or would not be viable, replacement may be provided with more than one tree with no individual tree less than 4 inches in diameter. The number of replacement trees required shall be determined by dividing the caliper of the tree cut by the caliper of viable replacement trees.

i. The approximate .068 acre wetland and the 25 foot setback from the perimeter shall not be developed and remain in its natural state. The one exception to this is where the sidewalk adjacent to Boones Ferry Road encroaches into the 25 foot setback area.

[**Cross-References:** In EC zone, see also Downtown Redevelopment District Design Standards, LOC Article 50.65; Height Limitation: see also 50.45.010 (1)(a).]

Section 4. A new Article 50.11A is hereby added as shown in **bold and double underlined** type, as follows:

50.11A Lake Grove Village Center Overlay District.

Section 5. A new Section 50.11A.010 is hereby added as shown in double underlined type, as follows:

50.11A.010 Purpose.

The purpose of the Lake Grove Village Center Overlay District (LGVC Overlay) is to implement the vision, goals, and policies of the Lake Grove Village Center Plan, a special district plan within the City of Lake Oswego Comprehensive Plan. Implementation is intended to occur through land use requirements, development standards, and incentives that promote an attractive, pedestrian and bicycle friendly, mixed-use center. The LGVC Overlay features special standards to address specific conditions and ensure desired features and character as follows:

1. Village Transition Area standards are intended to provide a transition between the core commercial area of the district and the surrounding residential areas.
2. Village Commons and Village Gathering Places standards are intended to enhance community identity and provide opportunities for social and cultural engagement.
3. Design Area standards are intended to ensure building design enhances the pedestrian environment and provides visual interest and appropriate scale suitable to either a street orientation or a campus orientation.
4. Village Streetfront standards are intended to ensure spatial enclosure and either an urban, transitional or park character along public streets.

Section 6. A new Section 50.11A.015 is hereby added as shown in double underlined type, as follows:

50.11A.015 Relationship to Other Development Standards.

Developments subject to this Article shall be in accordance with the standards of this Article and, except in the event an article is superseded below (in part or whole), all other applicable Lake Oswego codes, standards and regulations.

1. This article supersedes the following sections and articles in this code:
 - a. Commercial Site Development Limitations, LOC 50.11.015;
 - b. Medium and High Density Residential Lot Coverage, LOC 50.06.040;
 - c. Medium and High Density Residential Yard Setbacks and Buffers, LOC 50.06.050;
 - d. Medium and High Density Residential Height of Structures, LOC 50.06.055;
 - e. Building Design, LOC Article 50.45.
2. LGVC Overlay Applicability, LOC 50.11A.020 (3) supersedes sections of LOC Article 50.70 Non-conforming Uses as indicated in LOC 50.11A.020 (4).

3. In the event this Article and other Lake Oswego codes, standards and regulations regulate the same matter, the LGVC Overlay standards shall supersede the other Lake Oswego codes, standards, and regulations, even if the LGVC Overlay standards are less restrictive than the other standard.

Section 7. A new Section 50.11A.020 is hereby added as shown in double underlined type, as follows:

50.11A.020 Applicability.

1. Purpose. The purpose of the applicability section is to define the circumstances under which provisions of the LGVC Overlay apply to property, especially in regard to sites that are redeveloping or where buildings are being remodeled. To encourage incremental growth of existing, small local businesses, greater flexibility in application of the standards is allowed for projects that involve the remodeling of existing structures within the district.

2. General Applicability.

a. LGVC Overlay Applicability. The LGVC Overlay applies to all land within the boundaries of the Lake Grove Village Center Plan as identified on the Zoning and Boundary Map, LOC Appendix 50.11A.020-A.

b. Village Transition Area Applicability. The Village Transition Area (VTA) Map, LOC Appendix 50.11A.020-B, sets forth the areas in which special height and design standards and use restrictions apply. Three different types of Village Transition Area are depicted on the VTA Map. Standards set forth in the following sections apply to Village Transition Areas:

i. LOC 50.11A.030 (2) (3) (4) and (5) - Structure Height, Lot Coverage and FAR, Yard Setbacks and Streetfront Environment, Site Dimensional Standards.

ii. LOC 50.11A.040 (8) - Village Transition Area Design Requirements, Building Design.

iii. LOC 50.11A.060 (1) - Village Transition Area Uses, Special Requirements and Standards.

c. Gathering Places and Village Commons Applicability. The Village Commons and Gathering Places Map, LOC Appendix 50.11A.020-C identifies a Village Commons and locations for seven Village Gathering Places. Standards set forth in Village Commons and Gathering Places, LOC 50.11A.060 (2) in the Special Requirements and Standards section apply to these designated open area features.

d. Design Area Applicability. The Village Character Map, LOC Appendix 50.11A.020-D sets forth the areas in which special building design standards apply.

i. Urban Village Applicability. Standards set forth in Urban Village Design Areas, LOC 50.11A.040 (9) in the Building Design section apply to locations designated as Urban Village.

ii. Village Campus Applicability. Standards set forth in Village Campus Design Areas, LOC 50.11A.040 (10) in the Building Design section apply to locations designated as Village Campus.

e. Village Streetfront Applicability. Standards set forth in Village Streetfront, LOC 50.11A.060 (3) apply to all public street frontage within the Lake Grove Village Center Overlay District. Distinct site dimensional, sidewalk or pathway, streetscape and landscape standards apply along public streets at locations identified on the Village Character Map, LOC Appendix 50.11A.020-D.

i. General Requirements Applicability. Standards set forth in General Requirements, LOC 50.11A.060 (3)(a) apply to all public street frontage within the Lake Grove Village Center Overlay District.

Additional standards apply at specific locations as set forth below:

ii. Urban Streetfront Environment Applicability. Standards set forth in the following sections apply to locations designated Urban Streetfront Environment:

(1) LOC 50.11A.060 (3)(b), Urban Streetfront Environment, Special Requirements and Standards.

(2) LOC 50.11A.030 (2) and (5), Structure Height and Streetfront Environment in the Site Dimensional Standards section. Village Transition Area dimensional standards may also apply.

(3) The following standards apply to street frontage designated Storefront Window Boones Ferry Road or Store Front Window Village Cross Streets:

(A) LOC 50.11A.040 (9)(e), Storefront Window, Building Design.

(B) LOC 50.11A.060 (3)(b)(iv), Storefront Window Orientation, Special Requirements and Standards.

(C) LOC Appendix 50.11A.050-J, Storefront Window Streetscape.

(D) LOC Appendix 50.11A.050-K, Storefront Sidewalk Zone.

(4) The following standards apply to street frontage designated Urban Street or Urban Street Meandering Path:

(A) LOC 50.11A.060 (3)(b)(v), Urban Street Orientation, Special Requirements and Standards.

(B) LOC Appendix 50.11A.050-L, Urban Street Orientation Streetscape.

iii. Transitional Streetfront Environment Applicability. Standards set forth in the following sections apply to Transitional Streetfront Environment, Campus Street Orientation designations:

(1) LOC 50.11A.060 (3)(c), Transitional Streetfront Environment, Special Requirements and Standards.

(2) LOC Appendix 50.11A.050-M, Campus Street Orientation Streetscape.

iv. Park Streetfront Environment Applicability. Standards set forth in the following sections apply to Park Streetfront Environment designations:

(1) LOC 50.11A.030 (4), Yard Setbacks, Site Dimensional Standards. Village Transition Area yard setbacks, LOC 50.11A.030 (4)(b) may also apply.

(2) LOC 50.11A.060 (3)(d), Park Streetfront Standards, Special Requirements and Standards.

(3) Park Lane Applicability. Standards set forth in the following sections apply to Park Lane designations:

(A) LOC 50.11A.060 (3)(d)(iii), Park Lane Special Requirements.

(B) LOC Appendix 50.11A.050-N, Park Lane Streetscape.

(4) Crossroads Gateway Applicability. Standards set forth in the following sections apply to Crossroads Gateway designations:

(A) LOC 50.11A.060 (3)(d)(iv), Crossroads Gateway Special Requirements.

(B) LOC Appendix 50.11A.050-O, Crossroads Gateway Streetscape standards.

(5) Campus Woods Applicability. Standards set forth in the following sections apply to Campus Woods designations:

(A) LOC 50.11A.060 (3)(d)(v), Campus Woods Special Requirements.

(B) LOC Appendix 50.11A.050-P, Campus Woods Streetscape.

3. Applicability by Type of Development.

a. New Construction/Redevelopment. All standards of LOC Article 50.11A apply to new building(s) or site improvements on any vacant or redeveloped site and to new building(s) and related site improvements on any partially developed or developed site.

b. Remodeled Buildings, Building Expansion, and Site Improvements. The standards of Article 50.11A apply to any remodeling, building expansion, or site improvement project on a partially developed or developed site, except as expressly provided below:

i. Standards apply only to the structure or to that portion of a structure or site that is being constructed, modified, remodeled, or built upon.

ii. Standards that enhance the pedestrian environment apply only when the proposed building or site improvement changes, remodels or results in new construction occurring within the build-to line, LOC 50.11A.030 (5)(a). For purposes of this subsection, the following standards are the standards that enhance the pedestrian environment:

LOC 50.11A.030 (5), Streetfront Environment

LOC 50.11A.040 (4)(e), Rain Protection

LOC 50.11A.040 (9)(c), Public Plaza

LOC 50.11A.040 (9)(d), Urban Village Standards for Buildings Exceeding 35 feet or Two and One-half Stories

LOC 50.11A.040 (9)(e), Storefront Window

LOC 50.11A.060 (3)(b), Urban Streetfront Environment

LOC 50.11A.060 (3)(c), Transitional Streetfront Environment

iii. The following standards do not apply to building remodeling projects. The standards apply to site improvement projects only if the proposed site improvement includes the abutting street right-of-way:

LOC 50.11A.060 (3), Village Streetfront

LOC 50.11A.050 (5)(g), Street Trees

LOC 50.11A.060 (2), Village Commons and Gathering Places

4. This section supersedes the following sections of LOC Article 50.70 Non-conforming Uses:

a. LOC 50.70.005 (2)(b), Enlargement or Expansion of Non-Conforming Residential Structure.

b. LOC 50.70.020, Destruction, Movement and Replacement of Structures.

c. LOC 50.70.025, Expansion of Non-Conforming Industrial or Commercial Uses or Structures.

d. LOC 50.70.030, Repairs and Maintenance.

Section 8. A new Section 50.11A.030 is hereby added as shown in double underlined type, as follows:

50.11A.030 Site Dimensional Standards.

1. Purpose. These standards are intended to encourage buildings to be built at a pedestrian scale and create a district that appears and operates like a traditional town or village with commercial and mixed-use structures centered on a primary commercial street, Boones Ferry Road. Village Edge and Village Transition Area requirements ensure heights compatible to adjacent residential development and provide a transition in scale, massing and height from the core commercial area to surrounding residential areas. Standards requiring a storefront environment do not apply to street frontage along Kruse Way and other locations where a different character is desired.

2. Structure Height.

a. Maximum Height Limits. Maximum height limits are set forth in the table below and in the provisions that follow. Height limits apply at locations identified on the Village Height Map, LOC Appendix 50.11A.030-A. In case of a conflict, locations identified on the Village Height Map apply. Additional standards in LOC 50.11A.030 (b) apply for buildings exceeding 35 feet or two and one-half stories. Additional standards in LOC 50.11A.030 (c) apply for buildings exceeding three stories. Maximum height limits and related requirements are illustrated in Appendices B, C, D and E of LOC Appendix 50.11A.030.

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**TABLE 50.11A.030 (2)(a)
Village Center Maximum Height Limits**

APPLICABILITY		MAXIMUM HEIGHT
Base Zone Height Limits – LOC 50.11A.030 (2)(a)(i):		
GC, OC, R-O, R-3, OC/R-3		45 feet
PF, NC/R-0 *(see NC/R-O below for residential use):		35 feet
*NC/R-0 on a lot or lots developed as one project of ½ acre or greater in total area with residential dwellings at a minimum density of 20 units per acre.		35 feet
Step Back Above Second Story – LOC 50.11A.030 (2)(a)(ii):		
Structures exceeding 35 feet in height or two and one-half stories at locations designated on the Village Character Map, LOC Appendix 50.11A.020-D as Urban Streetfront Environment, or as Transitional Streetfront Environment - Campus Street Orientation and located within 10 feet of property line.		Stories above the second story shall be stepped back from the adjacent lower story facing a street by a minimum of eight feet.
Village Edge Height Limits – LOC 50.11A.030 (2)(a)(iii):		
All Zones	Applies at a distance of 30 feet to 48 feet from parcels zoned R-7.5 or R-10 adjacent to the rear property line of the subject property.	28 feet
	Applies at a distance less than 30 feet from parcels zoned R-7.5 or R-10 adjacent to the rear property line of the subject property. Exceptions shall be allowed for legal fences and walls.	0 feet
Village Transition Limits – LOC 50.11A.030 (2)(a)(iv):		
Village Transition Areas (VTA)	Applies within VTA 1 at a distance less than 60 feet from parcels zoned R-7.5 or R-10 and the front or side property line of the subject property.	28 feet
	Applies within VTA 1 at a distance of 60 feet to 120 feet from parcels zoned R-7.5 or R-10 and the front or side property line of the subject property.	35 feet
	Applies within VTA 2 and VTA 3 at a distance up to 120 feet from parcels zoned R-7.5 or R-10 and the front or side property line of the subject property	35 feet

i. Base Zone Height Limits. Maximum heights are established for each zone in the Lake Grove Village Center Overlay District as set forth below. Base Zone Height Limits are illustrated in LOC Appendix 50.11A.030-B.

(1) This standard applies at locations identified on the Village Height Map, LOC Appendix 50.11A.030-A. Maximum base zone height limits are reduced in accordance with special conditions and at locations set forth in this subsection.

(2) Maximum height in the PF zone is 35 feet.

(3) Maximum height in the NC/R-0 zone is 35 feet except 45 feet maximum height is allowed on a lot or lots developed as one project of ½ acre or greater in total area with residential dwellings at a minimum density of 20 units per acre.

(4) Maximum height in the GC, OC, R-0, OC/R-3 and R-3 zones is 45 feet.

(5) Notwithstanding the provisions above, heights are permitted in accordance with LOC 50.22.015 (General Exception to Structure Height Limitations).

ii. Step Back Above Second Story. This standard ensures a desired building scale along street frontages throughout the Village Center where Urban Streetfront Environment standards require buildings to be located close to a public street, or where Transitional Streetfront Environment standards allow a building to be located close to a public street. This standard is illustrated in LOC Appendix 50.11A.030-C.

(1) This standard applies to all buildings exceeding 35 feet in height or two and one-half stories at locations identified on the Village Height Map, LOC Appendix 50.11A.030-A.

(2) Stories above the second story shall be stepped back from the adjacent lower story facing a street by a minimum of eight feet.

[Cross Reference: Streetfront Environment standards apply at locations on the Village Character Map, LOC Appendix 50.11A.020-D designated as Urban Streetfront Environment or Transitional Streetfront Environment - Campus Street Orientation when the building is located within 10 feet of the property line at the street.]

iii. Village Edge Height Limits. This standard ensures heights compatible to low density residential properties backing up to Village Center development at the edge of the Lake Grove Village Center Overlay District. Village Edge Height Limits standards are illustrated in LOC Appendix 50.11A.030-D.

(1) Village Edge Height Limits apply at locations identified on the Village Height Map, LOC Appendix 50.11A.030-A.

(2) Maximum height is 28 feet at a distance of 30 feet to 48 feet from parcels zoned R-7.5 or R-10 adjacent to the rear property line of the subject property. Village Edge Height Limits may apply at the side property line of the subject property adjacent to parcels zoned R-7.5 or R-10 at limited locations identified on the Village Height Map.

iv. Village Transition Height Limits. This standard provides the height transition along streets connecting residential neighborhoods to the Village Center. Village Transition Height Limits are illustrated in LOC Appendix 50.11A.030-E.

(1) Village Transition Height Limits apply to each transition area at locations identified in the Village Height Map, LOC Appendix 50.11A.030-A.

(2) For areas identified as VTA 1, maximum heights are provided below. In case of a conflict, height limit applies to locations identified on the Village Height Map.

(A) Maximum height is 28 feet at a distance less than 60 feet from parcels zoned R-7.5 or R-10 and the front or side property line of the subject property.

(B) Maximum height is 35 feet at a distance of 60 to 120 feet from parcels zoned R-7.5 or R-10 and the front or side property line of the subject property.

(3) For areas identified as VTA 2 or VTA 3, maximum heights are 35 feet at a distance up to 120 feet from parcels zoned R-7.5 or R-10 and the front or side property line of the subject property. In case of a conflict, height limit applies to locations identified on the Village Height Map.

(4) Village Transition Height Limits may not apply at the side property line of the subject property and parcels zoned R-7.5 or R-10 at limited locations identified on the Village Height Map.

[Cross Reference: Village Transition Area locations are identified on the Village Transition Area Map, LOC Appendix 50.11A.020-B.]

b. Standards for Buildings Exceeding 35 feet in Height or Two and One-half Stories. These standards ensure taller buildings contribute to the pedestrian environment and to desired village scale and

character. The following standards apply for any building exceeding 35 feet in height or two and one-half stories:

i. Maximum Height at Boones Ferry Road. This standard applies for properties along Boones Ferry Road. The maximum building height shall not exceed a plane that starts at the opposite street right-of-way and extends up toward the subject property at a 26.6 degree angle (2 to 1 slope).

ii. Public Sidewalk or Pathway. A minimum 12-foot wide area for a public sidewalk or pathway consistent with LOC Appendix 50.11A.050-C Pedestrian Facilities and Streetscape Map shall be provided. This may be accomplished within the public right-of-way or within a public pedestrian access easement on private property adjacent to the right-of-way.

iii. Urban Village Design Standards. The requirements set forth in Urban Village Design Standards for Building Exceeding 35 Feet in Height or Two and One-half Stories, LOC 50.11A.040 (9)(d) apply to locations designated Urban Village on the Village Character Map, LOC Appendix 50.11A.020-D.

c. Standards for Buildings Greater Than Three Stories. This standard ensures that residential uses and additional landscape buffering adjacent to low-density residential zones are provided for buildings exceeding three-stories. Any building with more than three stories shall comply with the standards set forth in the preceding subsection, LOC 50.11A.030 (b) and the following:

i. Residential Use. All stories above the second story shall be used exclusively for residential dwelling units.

ii. Requirements Adjacent to Low-Density Residential Zones. The following standards apply to properties adjacent to low-density residential zones:

(1) Screen Views from Upper Stories. Landscaping shall be provided to screen views of adjacent low-density residential property from upper stories. Applicant shall provide graphic documentation such as site cross-sections or enhanced photos to demonstrate how proposed screening treatment effectively satisfies this requirement with consideration of distance and sight lines to and from adjacent low-density residential property windows, decks and outdoor living spaces, and topography. Trees provided to satisfy this requirement must be of sufficient size to screen views at the time of planting.

(2) Preserve Existing Trees and Features. Existing trees and features of perceived value to adjacent low-density residential property shall be preserved to the extent practicable. If removal of existing features is proposed, applicant shall demonstrate why it is not practicable to preserve these existing features and how the proposed site plan provides features of equal or better perceived value to adjacent low-density residential property.

3. Lot Coverage and FAR.

a. FAR. FAR restrictions do not apply within the LGVC Overlay.

b. Lot Coverage. Lot coverage shall be permitted as set forth in Table 50.11A.030 (3)(b) below and the provisions that follow:

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TABLE 50.11A.030 (3)(b)				
Lot Coverage				
Zone Districts and Village Transition Areas	Maximum Lot Coverage Base Case	Maximum Lot Coverage with Site Amenities provided	Additional Lot Coverage Allowed for Site Amenities	
			Housing ¹	Sustainability Features
GC	50%	70%	Up to 15%	5%
OC, OC/R-3	30%	60%	Up to 25%	5%
NC/R-0, PF	40%	60%	Up to 15%	5%
R-0, R-3, R-5	40%	50%	NA	10%
VTA 1	40%	60%	Up to 15% ¹	5%
VTA 2	40%	60%	Up to 15% ¹	5%
VTA 3	40%	60%	Up to 15% ¹	5%

¹Applies only when base zone is GC, OC, NC, NC/R-0, OC/R-3 or PF.

i. Site amenities include one or both of the following:

(1) Housing. One square foot of additional lot coverage up to the maximum amount listed in the housing column of Table 50.11A.030 (3)(b) shall be permitted for every two square feet of housing provided on site. A minimum of 3 dwelling units per acre are required to use this provision. A fractional dwelling unit shall be counted as the next highest whole dwelling unit.

(2) Sustainability Features. If any two of the following sustainability features are provided, an additional 5% of lot coverage is allowed within GC, NC, OC and PF zones, and an additional 10% of lot coverage is allowed within R-0, R-3 and R-5 zones:

(A) Provide an ecoroof over 50% of the building roof area. For the purposes of this Article, an ecoroof shall be a lightweight, low-maintenance vegetated roof system that serves as a stormwater facility as reviewed and approved by the City Engineer. As part of the conditions for approval, applicant shall execute a covenant ensuring installation, preservation, maintenance, and replacement, if necessary, of the ecoroof.

(B) Reduce heat islands through one or more of the following:

(i) Provide shade (within 5 years) on at least 30% of non-roof impervious surfaces on the site, including parking lots, walkways, plazas, etc., or

(ii) Place 50% of the parking underground or within a lower level of a parking structure; or

(iii) Use Energy Star Roof compliant, high reflectivity and low emissivity roofing (initial reflectance of at least .65 and three-year aged reflectance of at least .5 when tested in accordance with ASTM E408) for a minimum of 75% of the roof surface.

(C) Reduce potable water consumption by 50% over conventional means through use of captured rain and recycled site water for site irrigation.

(D) Reduce wastewater and potable water demand by employing strategies that in aggregate use 20% less water than the water use baseline calculated for the building (not including irrigation). Strategies may include use of high efficiency fixtures, dry fixtures such as composting toilets and waterless urinals, and use of treated stormwater and graywater for nonpotable applications.

ii. Gathering Places. Lot coverage may be increased in accordance with LOC 50.11A.060 (2)(b)(v)(1).

iii. Public Easements. Lot coverage may be calculated in accordance with LOC 50.11A.050 (2)(d)(ii).

[Cross-Reference: Village Gathering Place, LOC 50.11A.060 (2)(b); Easement, LOC 50.11A.050

(2)(d)(ii).]

4. Yard Setbacks.

Yard setback requirements apply at locations identified on the Village Yard Setbacks Map, LOC Appendix 50.11A.030-I. In case of a conflict with the standards set forth below, locations identified on the Village Yard Setbacks Map apply.

Required yard setbacks are set forth in Table 5011A.030 (4) below and by the provisions that follow. Village Yard Setbacks are illustrated in LOC Appendix 50.11A.030-J.

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**TABLE 50.11A.030 (4)
Village Yard Setbacks**

(Locations identified in Village Yard Setbacks Map, LOC Appendix 50.11A.030-I)

APPLICABILITY		REQUIRED SETBACK (minimum distance)
Base Zone Yard Setbacks LOC 50.11A.030 (4)(a):		
GC, NC/R-0, OC, PF, OC/R-3		None 25 feet adjacent to R-7.5 or R-10
R-0, R-3, R-5		Front: 10 feet Rear: 10 feet Side: exterior wall: 10 feet Side: interior wall: 0 feet
Village Transition Yard Setbacks LOC 50.11A.030 (4)(b):		
Village Transition Areas (VTA's) within 120 feet of an abutting local or collector street.	VTA 1	Front: 20 feet Rear: 20 feet Side: 10 feet GC, OC, NC or PF adjacent to an abutting a GC, OC, NC or PF zone without the VTA overlay: 0 feet
	VTA 2	Front: 10 feet Rear: 10 feet Side: 10 feet GC, OC, NC or PF adjacent to an abutting a GC, OC, NC or PF zone without the VTA overlay: 0 feet
	VTA 3	Front: 5 feet Rear: 5 feet Side: 5 feet GC, OC, NC or PF adjacent to an abutting a GC, OC, NC or PF zone without the VTA overlay: 0 feet
Park Streetfront Environment Setbacks LOC 50.11A.030 (4)(c):		
Kruse Way and Boones Ferry Road at locations where Park Streetfront Environment Setbacks apply. [Cross-Reference: Village Character Map, LOC Appendix 50.11A.020-D; Pedestrian Facilities and Streetscape Map, LOC Appendix 50.11A.050-C.]		Front (at street): 20 feet Additional special pedestrian facilities, streetscape and landscape requirements may apply within setback area as set forth in LOC 50.11A.060 (3)(d), Special Requirements and Standards; Park Streetfront Environmental standards.

a. Base Zone Yard Setbacks. Yard setbacks are established for each zone in the Lake Grove Village Center Overlay District as set forth below.

i. This standard applies at locations identified on the Village Yard Setbacks Map, LOC Appendix 50.11A.030-I. Base Zone Yard Setbacks are modified in accordance with special conditions and at locations as set forth in the Village Transition Yard Setbacks and Park Street Front Setbacks standards in this section.

ii. Required yard setback in GC, NC/R-0, OC, and PF zones adjacent to an R-7.5 or R-10 zone shall be 25 feet.

iii. Required yard setback in R-0, R-3 and R-5 zones shall 10 feet front, 10 feet rear, 10 feet side for exterior wall, and 0 feet side when attached.

b. Village Transition Yard Setbacks. Village Transition Yard Setbacks apply as identified on the Village Yard Setbacks Map, LOC Appendix 50.11A.030-I in addition to other requirements set forth in this section. In case of a conflict, Village Transition Yard Setbacks apply. Village Yard Setbacks are illustrated in LOC Appendix 50.11A.030-J.

i. Village Transition Yard Setbacks apply to each transition area identified on the Village Transition Area Map in LOC Appendix 50.11A.030-I

ii. Village Yard Setbacks apply to portions of structures within 120 feet of an abutting local or collector street. For structures at a distance greater than 120 feet from an abutting local or collector street, base zone yard setbacks apply.

iii. Notwithstanding requirements set forth in this Subsection, no yard setback is required between abutting properties that are subject to the Village Transition Area overlay when both properties are developed under a unified site plan.

c. Park Streetfront Environment Setbacks. Park Streetfront Environment Setbacks identified on the Village Yard Setbacks Map, LOC Appendix 50.11A.030-I apply along Boones Ferry Road and Kruse Way in addition to other requirements set forth in this section. In case of a conflict, Park Street Front Setbacks apply.

[Cross-Reference: Park Streetfront Environment Setbacks apply to locations identified on the Village Character Map, LOC Appendix 50.11A.020-D]

i. Required yard setback along Boones Ferry Road and Kruse Way shall be 20 feet.

ii. Additional special pedestrian facilities, streetscape and landscape requirements may apply within setback area as set forth in Park Street Front Standards in the Special Requirements and Standards section, LOC 50.11A.060 (3)(d).

5. Streetfront Environment.

These standards ensure that buildings create a sense of enclosure along public streets. The following standards apply at locations identified on the Streetfront Environment Map, LOC Appendix 50.11A.030-K.

a. Build-to Line. The build-to line is the maximum distance a building may be set back from the front property line. The Build-to Line standard is illustrated in LOC Appendix 50.11A.030-L.

i. In case of a conflict with yard setback requirements set forth in LOC 50.11A.030 (4), Build-to Line standards apply.

ii. If a parcel has more than two street frontages designated Streetfront Environment, the build-to line applies to two frontages only. On through lots where two street frontages are designated Streetfront Environment and only one building is proposed, the build-to line applies to the frontage to which the building is oriented. In all cases, the build-to line shall be met on the street with the highest street classification (i.e. an arterial street over a local street) subject to Streetfront Environment standards as set forth in this section.

iii. The build-to line may be changed as set forth below:

(1) Up to 10 feet to protect any tree with a trunk diameter of at least 5 caliper inches or larger measured at 54 inches above mean ground level at the base of the trunk.

(2) As necessary to accommodate a public plaza meeting the requirements set forth in Building Design LOC 50.11A.040 (9) (c).

(3) As necessary to accommodate a Village Commons or Gathering Place in accordance with LOC 50.11A.060 (2).

(4) As determined by the City Engineer to preserve existing trees and satisfy requirements set forth in Streets, Circulation and Pedestrian System LOC 50.11A.050 (2) (a),(b),(c) and (d).

iv. Notwithstanding permitted adjustments, buildings shall meet build-to line requirements set forth in Table 50.11A.030 (5)(a) below. The build-to line standard is illustrated in LOC Appendix 50.11A.030-L.

TABLE 50.11A.030 (5)(a) Build-to Line Standards		
Zone Districts and Village Transition Areas	Frontage Conditions	Build-to Line
GC, NC/R-0, R-0, R-3, OC,R-3	All	10 feet
VTA 1	All	25 feet
VTA 2	All	20 feet
VTA 3	All	10 feet

[Cross-Reference: Urban Streetfront Environment in the Special Requirements and Standards, LOC 50.11A.060 (3)(b) and Village Character Applicability Map, LOC Appendix 50.11A.020-D.]

b. Minimum Street Frontage. The minimum width of building required at the street shall be determined as a percentage of street frontage designated on the Streetfront Environment Map as follows:

i. Minimum street frontage is the ratio of A to B expressed as a percentage where: A equals the width of the portion of the building(s) meeting the build-to line requirement, and B equals the length of the front lot line abutting the public right-of-way. Minimum street frontage is illustrated in LOC Appendix 50.11A.030-M.

ii. If a parcel has more than two street frontages designated Streetfront Environment, the minimum street frontage requirement applies to two frontages only. On through lots where two street frontages are designated Streetfront Environment and only one building is proposed, the minimum street frontage requirement applies to the frontage to which the building is oriented. In all cases, the minimum street frontage shall be met on the street with the highest street classification (i.e. an arterial street over a local street) subject to Storefront Environment standards set forth in this Section.

iii. Buildings shall meet minimum street frontage requirements set forth in Table 50.11A.030 (5)(b) below.

TABLE 50.11A.030 (5)(b) Minimum Street Frontage Standards			
Zone Districts and Village Transition Areas (VTA)	Frontage Conditions	Minimum Street Frontage	Minimum Street Frontage with Shared Access
GC, OC/R-3 – General Commercial	All	75%	60%
NC/R-0 – Neighborhood Commercial	All	60%	50%
VTA 1	All	60%	50%
VTA 2	All	60%	50%
VTA 3	All	75%	60%

iv. Exceptions to the minimum street frontage requirement are allowed as follows:

(1) The minimum street frontage requirement can be waived when a public plaza is provided in accordance with subsection LOC 50.11A.040 (9)(c), or when the village commons or a gathering place is provided in accordance with LOC 50.11A.060 (2).

(2) The minimum street frontage requirement may be reduced to the degree necessary for one or more of the following features, when otherwise permitted on the site:

(A) 24-foot wide driveway.

(B) Five-foot wide pedestrian walkway along driveway.

c. Minimum Height at Streetfront. This standard ensures buildings contribute to a sense of enclosure along the street. Minimum height standards are illustrated in LOC Appendix 50.11A.030-F.

A minimum of 50% of the building width meeting the build-to requirement set forth in LOC 50.11A.030 (5)(a) shall have a minimum depth of 20 feet. That portion of the building shall meet the minimum height requirements set forth in Table 50.11A.030 (5)(c) below.

Boones Ferry Road frontage	27 feet
All other street frontages	18 feet

[Cross-Reference: Standards set forth in LOC 50.11A.030 (2)(a)(ii), Step Back Above Second Story may apply.]

Section 9. A new Section 50.11A.040 is hereby added as shown in double underlined type, as follows:

50.11A.040 Building Design Standards.

1. Purpose. The design standards in this section are intended to promote a variety of architectural styles, encourage pedestrian access and use of streets and gathering places, and foster compatibility with existing structures of good design and adjacent residential neighborhoods.

2. Style and Character.

a. Eclectic Mix of Styles. Village character shall be derived from a variety of architectural elements, details, forms, and materials to create an eclectic mix of many architectural styles.

b. Design Diversity. Monotony of design shall be avoided in relation to surrounding development. Building styles shall not be repeated if doing so results in a defining dominant style of the block.

c. Permitted Architectural Styles. The permitted architectural style shall be provided in accordance with the Building Design Section of the Lake Grove Village Center Design Handbook. Until the adoption of the Lake Grove Village Center Design Handbook, permitted architectural styles within the District and its subareas are those set forth below as described in Architecture Oregon Style, by R. Clark (Professional Book Center, Inc., Portland, Oregon, 1983):

i. Permitted throughout the village center: Italianate, Arts and Crafts/Art Nouveau, Oregon Rustic/National Park, Colonial/Georgian and Cape Cod.

ii. Additional styles permitted in the GC zone without VTA overlay only: Italian Renaissance, Chicago School/Sullivanian, Art Deco/Modern, and Richardsonian Romanesque.

iii. Additional styles permitted in VTA 1, VTA 2 and VTA 3: Gothic Revival, Northwest Regional, Tudor/Jacobethan.

iv. Additional styles permitted in VTA 1: Classic Revival, Second Empire (no mansard), Prairie School, Bungalow and Craftsman, and Colonial.

d. Composition. Building components, such as windows, doors, eaves and parapets shall be of proper proportion and be placed in relationship to one another as determined by the architectural style of the building.

3. Design Features.

a. General Features. Building designs shall feature:

- i. Complex massing;
- ii. Balanced composition of architectural forms and elements; and
- iii. Richly textured and visually engaging facades.

b. Plants and Architecture.

i. Provide and integrate landscaping with architecture. Landscaping may be provided at planters, borders, plazas, courtyards and in pots and planter boxes.

ii. Landscaping shall be used to help define building proportion relationships and to provide scale to the structure as a whole.

iii. Specify drought-tolerant species.

c. Existing Natural Forms and Vegetation.

i. Buildings shall be designed and located to complement and preserve existing natural land forms, trees, and other natural vegetation.

ii. Incorporate land forms and trees as design elements which must relate to building elevations to determine scale and proportion.

d. Complementary Elements. Design those elements listed below to be complementary in appearance to those buildings or structures with which they are associated:

- | | | |
|----------------------|------------------------|---|
| • Awnings | • Drinking fountains | • Stairs |
| • Bus shelters | • Foundations | • Utility connections and meters |
| • Benches | • Lights | • Vents |
| • Chimneys | • Mailboxes | • Windows |
| • Decks and railings | • Mechanical equipment | • Weather vanes, and other appendages attached to the roof or projecting above the roofline |
| • Doors | • Signs | |
| • Downspouts | • Solar panels | |

4. Pedestrian Features.

These standards facilitate pedestrian access and create viable pedestrian scale streetscapes and public places inclusive of pedestrian ways, parking areas, interior courtyards and public and private outdoor areas designed to foster the comfort and enjoyment of pedestrians and other users.

a. Orientation and Entrances.

i. Buildings shall be located within 30 feet of a public street. Buildings located on sites adjacent to one or more transit streets shall be located within 30 feet of at least one transit street.

ii. Buildings within 30 feet of one or more public streets shall have a public entrance directly from at least one public street. Buildings located on sites adjacent to one or more transit streets shall have a public entrance directly from at least one transit street.

iii. Exceptions are permitted where locating the building as set forth in this standard is prevented by topographic constraints, existing natural resources, or where, in multi-building complexes, the configuration of the lot prevents locating all buildings within 30 feet of a public street.

iv. Entries shall be sheltered and emphasized through the use of canopies, overhangs, awnings, or arcades.

v. Entrances to upper floors shall be located so as not to conflict with street level and public area activities and pedestrian use.

vi. Additional standards for public entrances apply as follows: Requirements set forth in Urban Village, LOC 50.11A.040 (9)(a) in this section apply at locations identified as Urban Village on

the Village Character Map, LOC Appendix 50.11A.020-D. Requirements set forth in LOC 50.11A.060 (3)(c)(v), Streetfront Environment standards apply at locations identified as Transitional Streetfront Environment – Campus Street Orientation designations on the Village Character Map, LOC Appendix 50.11A.020-D.

b. Walkways. Walkways shall be continuous, direct and free of barriers such as poles or other obstructions.

c. Open Area Amenities. Streetscapes and public areas shall provide for “layers” of design elements and amenities such as benches and walls, landscaping, street trees and walkways.

d. Windows.

i. Windows shall be numerous and placed at the pedestrian level to provide a visual connection to the street environment and public areas.

ii. Windows at upper floors shall provide a visual connection to the street and public areas. Tinted glass shall not be used.

iii. Windows at dwelling units shall provide a visual connection to the street and public areas. Architectural elements including but not limited to balconies, front porches and windows may be employed.

e. Rain Protection.

i. Rain protection shall be provided over windows and entrances along the frontage of any building that abuts a public sidewalk or walkway.

ii. Rain protection shall consist of awnings, canopies or projections extending a minimum of four feet or half the width of the sidewalk or walkway from face of window wall.

iii. Vinyl awnings are prohibited.

f. Lighting.

i. Exterior building lighting shall be provided at a scale to enhance the pedestrian environment as part of the architectural concept.

ii. Fixtures, standards and exposed accessories shall be compatible with the building and overall site design.

iii. Lighting shall be shielded, directed downward, and designed to prevent glare on abutting properties.

5. Roofs.

a. Flat roofs are permitted only on buildings greater than 20 feet in height.

[Cross Reference: Minimum Height at Street Frontage, LOC 50.11A.030 (5)(c).]

b. Mansard roofs are prohibited.

c. Ecoroofs and roof gardens are encouraged to reduce runoff, promote rooftop storage for reuse, enhance building cooling and insulation, reduce heat island effect offering area cooling, improve air quality and to provide an attractive outdoor area.

d. Buildings shall be designed and constructed with roof angles, overhangs, flashings, and gutters to direct water away from the structure, pedestrian walkways and outdoor public places.

6. Screening and Sound Buffering.

a. Building vents and mechanical equipment shall be screened from ground level view with materials harmonious to the building.

b. Roof-top mechanical equipment shall be screened from ground level view from all sides.

c. Solar panels are exempt from subsection (a) and (b) above.

d. Buildings shall be designed and constructed to reduce noise impacts on interior occupied spaces and adjacent property by the following methods:

i. Use solid barriers such as fences, berms, natural land forms and structures compatible with adjacent buildings to reduce sound levels.

ii. Minimize the window surface on sides facing adverse sound sources, where possible.

iii. Heat pumps or similar noise generating equipment shall be located so that operating noise does not affect use of living areas such as bedrooms, outdoor decks or patio areas and adjacent property.

7. Materials.

a. Wall Materials. Materials for walls and exterior components shall be complementary to each other, durable, and of high quality. The following exterior materials are not allowed:

- EIFS or other synthetic stucco material
- Metal and vinyl siding
- T-111 Paneling
- Composite wood siding of any kind
- Mirrored glass
- Standard form concrete block (not including split faced, colored or other block designs, which mimic stone, brick or other masonry)
- Back-lighted fabrics
- Plastic and fiberglass except when used to replicate styles
- Corrugated metal

b. Roof Materials. Materials used for roof repairs (patching) must not be readily visible. Roof materials shall be limited to:

- Slate
- Tile
- Shakes or
- Wood shingles, or
- Synthetic materials (e.g. concrete, pressed wood products, metal or other materials) that are designed to and do appear to be slate, tile, shake or wood shingles.

c. Colors.

- i. Natural or subdued building color shall be used for expanses of exterior surfaces.
- ii. Bright or primary colors for entire walls or roofs shall not be allowed.
- ii. Use of bright accent trim colors shall be limited.

8. Special Design Standards within the Village Transition Area.

These standards apply within the Village Transition Area to foster visual interest and compatibility between adjoining buildings through appropriate scale relationships.

a. One or more of the following design elements shall be featured:

- i. Balconies and/or dormers to provide distinct and separate areas.
- ii. Setting back parts of the facade to reduce the mass of large buildings or row of attached dwellings.
- iii. A variety of harmonious colors, textures, material changes in rooflines eaves, gables, trim details, bay windows, balconies, porches, and verandas.
- iv. Dormers to break up roof expanses.

b. Building planes shall be broken down both horizontally and vertically through the use of one or more of the following design elements:

- i. Recessed or projected entries and porches.
- ii. Combinations of roof gables and eaves facing on public sides of the building(s).
- iii. Windows selected and composed to reference a human scale.
- iv. Balconies.
- v. Wall planes offset a minimum depth of 2 feet.

[Cross Reference: Village Transition Area Applicability, LOC 50.11A.020 (2)(b) and Village Transition Area Map, LOC Appendix 50.11A.020-B.]

9. Urban Village Design Areas.

Urban Village Design Area standards promote scale and design features appropriate to a street orientation. The following standards apply for properties designated Urban Village on the Village Character Map, LOC Appendix 50.11A.020-D. Additional standards apply as set forth in LOC 50.11A.040 (9)(d) of this subsection for buildings exceeding 35 feet in height or two and one-half stores.

Additional standards apply as set forth in LOC 50.11A.040 (9)(e) of this subsection to require storefront windows at locations where a street-oriented retail environment is desired.

a. Primary Entrances.

i. Primary public entrances shall be oriented to a public street and located within 30 feet of that public street. Buildings located on sites adjacent to one or more transit streets shall have primary public entrances oriented to at least one transit street and located within 30 feet of that transit street.

ii. Primary public entrances shall be accessed directly from a sidewalk adjacent to a public street or public plaza.

b. Side Wall Plane. A side or rear elevation greater than 750 square feet in area must be divided into distinct wall plans of 750 square feet or less, resulting in a change in plane surface which projects or recedes at least 2 feet from the adjacent plane, for a length of at least 6 feet.

c. Public Plaza. A public plaza may be provided as set forth below:

i. Build-to Line and Minimum Street Frontage standards may be changed or waived as set forth in Storefront Environment, LOC 50.11A.030 (5)(a) and (b) when a public plaza meeting the requirements set forth in this subsection is provided.

ii. Property within a public plaza easement area may be counted as landscaped area for compliance with requirements set forth in LOC 50.11A.050 (5)(a) when a public plaza meeting the requirements set forth in this subsection is provided.

iii. Property within a public plaza easement area may be included as lot area for compliance with lot coverage standards set forth in LOC 50.11A.030 (3)(b) when a public plaza meeting the requirements set forth in this subsection is provided.

iv. Easement. A public access easement shall be granted for a public plaza prior to issuance of the permit, the property owner shall furnish documentation of agreement to defend, indemnify and hold harmless the City, its officers and employees, from any claims for damages to property or injury to the satisfaction of the City Manager. Prior to the issuance of the permit, the property owner shall furnish documentation of insurance to the satisfaction of the City Manager.

v. When provided, the public plaza shall meet the minimum requirements set forth below and illustrated in LOC Appendix 50.11A.030-N:

(1) The public plaza shall be adjacent to the public right-of-way.

(2) Buildings shall front on the public plaza with windows and entrances facing the plaza.

(3) The plaza shall be a minimum of 500 square foot in size and shall have an open area with dimensions adequate for inscribing a 13-foot diameter circle. No plaza dimension shall be less than 10 feet.

(4) The public plaza shall be primarily hardscape and incorporate small unit pavers or concrete scoring based on a maximum 2 foot by 2 foot unit. Trees and plants shall be provided in planting beds, raised planters or pots. One seat shall be provided for every 75 square feet of plaza area.

[Cross-Reference: Urban Streetfront Environment, Public Plaza, LOC 50.11A.060 (3)(b)(iii).]

d. Urban Village Standards for Buildings Exceeding 35 Feet or Two and One-half Stories.

These standards ensure taller buildings contribute appropriately to village scale and character. The following standards apply to buildings exceeding 35 feet or two and one-half stories at locations designated Urban Village on the Village Character Map, LOC Appendix 50.11A.020-D:

i. Facade Plane. This standard requires building mass be broken up at a scale that contributes to a pedestrian environment and is compatible with adjacent residential neighborhoods. This standard is illustrated in LOC Appendix 50.11A.030-G.

(1) Building façades must be divided into distinct planes not to exceed an area of 750 square feet or 70% of the total façade area, whichever is smaller.

(2) Building planes shall be a minimum width of six feet and offset by a minimum of two feet.

ii. Design Features. A minimum of two of the following design features are required. (Desired design features are to be illustrated in the Building Design section of the Lake Grove Village Center Design Handbook.)

(1) The primary roof shall feature a minimum 6 to 12 slope. The roof shall slope up and away from any abutting street. Secondary roof forms or architectural features such as dormers or bays may form gables facing the street. Mansard roofs are prohibited. This requirement is illustrated in LOC Appendix 50.11A.030-H.

(2) Windows, balconies, or entryways to balconies or terraces shall be used to create the perception of depth, transparency and establish a human scale at upper stories.

(3) Variation in materials, textures, colors, and shapes shall be used to make stories above the second story appear to recede from view.

(4) A public plaza shall be provided. The plaza shall meet the requirements of subsection 50.11A.040 (9)(c). Notwithstanding these requirements, the plaza shall not be less than 4% of the lot area or 500 square feet, whichever is greater.

e. Storefront Window. These standards provide a storefront appearance on the ground floor and maximize the opportunity for window shopping. The following standards apply to commercial development at Urban Streetfront Environment locations designated as Storefront Window Boones Ferry Road and Storefront Window Village Cross Street on the Village Character Map, LOC Appendix 50.11A.020-D:

i. Awnings, signs, and lights shall be designed to define first floor retail frontage.

ii. A break in building planes, awning or canopy construction shall occur at intervals not to exceed 25 feet (see LOC Appendix 50.65-A, Figure 4).

iii. A minimum of 80% (linear measurement) of the exterior ground floor that is at or within the build-to line or abutting public plazas shall be designed as storefront with display windows and entry features.

iv. Display windows shall have a depth of at least 2 feet and shall allow views of activity within the building. Views of activity within the building are preferred but views to displays that illustrate activities related to uses within the building may be permitted.

v. The bottom edge of windows abutting the street frontage and public plazas shall be constructed no more than 30 inches above and no less than 12 inches above grade.

[Cross-Reference: Urban Streetfront Environment, Public Plaza requirements in LOC 50.11A.060 (3)(b)(iii).]

10. Village Campus Design Areas.

Village Campus standards prevent smooth, undifferentiated facades and promote building scale and articulation appropriate for development in a context where buildings are set back from the street. Buildings may be set back from the street to create a desired character as set forth in Transitional Streetfront Environment, LOC 50.11A.060 (3)(c) and Park Streetfront Environment, LOC 50.11A.060 (3)(d). Existing site conditions may call for flexibility in building location to preserve natural features including trees, riparian areas, and topography, and to accommodate curved or limited street frontage or large through-lots adjacent to Kruse Way. The following standards apply for properties designated Village Campus on the Village Character Map, LOC Appendix 50.11A.020-D:

a. Offset Architectural Elements. Buildings facades shall be designed to reference the rhythm of structural elements by offsetting bays, projecting columns, recessing windows, or providing a combination of two of these features. The minimum depth for offset structural elements shall be 18 inches for a minimum width of 18 inches.

b. Base, Middle and Top. Buildings facades shall be designed to reference a human scale by providing a tripartite façade division with an identifiable base, middle and top.

c. Significant Shadows. Building facades shall be designed to create significant shadows. Two or more architectural features exhibiting a minimum depth of 12 inches shall be employed. Architectural features may include, and are not limited to, the following:

- i. Bays
- ii. Columns
- iii. Recessed windows
- iv. Eaves
- v. Cornices
- vi. Awnings
- vii. Balconies
- viii. Trellises
- ix. Window boxes
- x. Articulated building base

Section 10. A new Section 50.11A.050 is hereby added as shown in double underlined type, as follows

50.11A.050 Site Planning Standards.

1. Purpose. The site planning standards in this section ensure:
 - a. Enhanced safety, convenience and attractiveness for walking, transit use and bicycling;
 - b. Safe access to businesses and minimizing pedestrian conflicts through driveway consolidation over time;
 - c. Redevelopment and growth potential through shared off-street parking arrangements;
 - d. Village identity based on the conservation and promotion of large-scale native trees such as Douglas fir and unified landscape and streetscape elements;
 - e. Buffering of low density residential neighborhoods from abutting dissimilar uses; and
 - f. An attractive, quality environment to foster community pride and attract desired development and uses.

2. Streets, Circulation and Pedestrian System. In accordance with the standards set forth below, development shall occur in a manner to ensure the phased construction of the planned circulation and access system and in no circumstance shall prevent the development of a cohesive access and circulation system.

a. Transportation System Maps. Streets, alleys, traffic controls, crossings, pedestrian, bike and transit facilities, parking facilities and access shall be provided and developed in accordance with the following:

- i. LOC Appendix 50.11A.050-A, Street Network Map.
- ii. LOC Appendix 50.11A.050-B, Parking Facilities and Access Coordination Map.
- iii. LOC Appendix 50.11A.050-C, Pedestrian Facilities and Streetscape Map.
- iv. LOC Appendix 50.11A.050-D, Bike Facilities Map.
- v. LOC Appendix 50.11A.050-E, Transit Map.

b. Design Standards. Design treatment for auto, bike and pedestrian facilities shall be in accordance with minimum standards set forth in LOC Article 42.03 (Street Design Standards), LOC Article 42.08 (Sidewalks), and with the standards below at applicable locations:

- i. Boones Ferry Typical Mid Block Street Section, LOC Appendix 50.11A.050-F.
- ii. Boones Ferry Typical Signalized Intersection Street Section, LOC Appendix 50.11A.050-

G.

iii. Village Cross Street Section at Transition to Boones Ferry Road, LOC Appendix 50.11A.050-H.

The following standard applies at locations identified on the Street Network Map (LOC Appendix 50.11A.050-A) or the Pedestrian Facilities and Streetscape Map (LOC Appendix 50.11A.050-C):

- iv. Pedestrian Walkway, LOC Appendix 50.11A.050-I.

The following standards apply to locations designated Urban Streetfront Environment on the Pedestrian Facilities and Streetscape Map, LOC Appendix 50.11A.050-C:

- v. Storefront Window Streetscape, LOC Appendix 50.11A.050-J.
- vi. Storefront Sidewalk Zone Requirements, LOC Appendix 50.11A.050-K.
- vii. Urban Street Orientation Streetscape, LOC Appendix 50.11A.050-L.

[Cross-Reference: Urban Streetfront Environment, LOC 50.11A.060 (3)(b).]

The following standard applies to locations designated Transitional Streetfront Environment on the Pedestrian Facilities and Streetscape Map, LOC Appendix 50.11A.050-C:

- viii. Campus Street Orientation Streetscape, LOC Appendix 50.11A.050-M.

[Cross-Reference: Transitional Streetfront Environment, LOC 50.11A.060 (3)(c).]

The following standards apply to locations designated Park Streetfront Environment on the Pedestrian Facilities and Streetscape Map, LOC Appendix 50.11A.050-C:

- ix. Park Lane Streetscape, LOC Appendix 50.11A.050-N.
- x. Crossroads Gateway Streetscape, LOC Appendix 50.11A.050-O.
- xi. Campus Woods Streetscape, LOC Appendix 50.11A.050-P.

[Cross-Reference: Park Streetfront Environment, LOC 50.11A.060 (3)(d).]

c. Sidewalks and Pathways. Continuous and connecting hard-surface pedestrian sidewalks and pathways shall be provided in accordance with the locations, designs and widths identified in this Section.

d. Easement. A public easement of sufficient size for required sidewalk or pathway construction and maintenance shall be provided as needed. For any property within this required public easement, the following shall apply:

i. Property within the required public easement may be counted as landscaped area for compliance with the standards of this section set forth in LOC 50.11A.050 (5)(b).

ii. Property within the required public easement may be included as lot area for compliance with lot coverage standards provided in LOC 50.11A.030 (3)(b).

e. Driveways. The number of access points on Boones Ferry Road shall be reduced through the consolidation of driveways as follows:

i. Driveway spacing shall not be less than 150 feet when a center median is present. If a center median is not present, driveway spacing shall not be less than 300 feet.

ii. The location of consolidated access shall be determined by the review authority based upon consideration of the following factors:

- (1) The Street Network Map, LOC Appendix 50.11A.050-A;
- (2) The Parking Facilities and Access Coordination Map, LOC Appendix 50.11A.050-B;
- (3) The ability to serve multiple properties; and
- (4) Traffic safety and operational characteristics.
- (5) Any approved access master plan for abutting properties.

iii. Property owners shall construct the consolidated driveway at the time of development, or execute a recordable covenant to share in the cost of the consolidated driveway at such future time when sufficient land area is developed to make driveway consolidation practical.

iv. The review authority may approve interim individual driveway access to Boones Ferry Road when circumstances on abutting lots prevent driveway consolidation.

v. When abutting lots develop and the location of the permanent shared access is not the same location as the interim access, the interim driveway shall be abandoned and the area landscaped or otherwise integrated into the design of the subject site under the provisions of this Article and other applicable Lake Oswego codes, standards and regulations. Landscaping to be provided within abandoned driveway may be counted toward minimum site landscaping requirements.

vi. Driveway consolidation shall require the execution of reciprocal, non-revocable easements in a form necessary to ensure unimpeded property access and driveway maintenance.

f. Abutting Parking Facilities Connections. Driveways and parking aisles shall be designed to create connections to abutting commercially zoned parking facilities within the Lake Grove Village Overlay District when practical. The location of access connections shall be based on the Parking Facilities and Access Coordination Map, LOC Appendix 50.11A.050-B.

[Cross-Reference: LOC 50.11A.050 (3), Parking.]

g. Access Coordination – Access Master Plans. When shared driveway access to Boones Ferry Road (as required by LOC 50.11A.050 (2)(e)) or connections between parking facilities on abutting properties (as required LOC 50.11A.050 (2)(f)) are dependent on redevelopment of the abutting property, the required shared access and/or property connections may be temporarily postponed provided that an access master plan is approved by the review authority.

i. Access master plans shall:

(1) Be filed with the site plan for development or redevelopment.

(2) Illustrate how shared access and vehicular connections will be provided with abutting commercially zoned properties.

(3) Illustrate how pedestrian connections will be provided with all abutting commercial and medium density or high density zoned property.

(4) Illustrate how shared access and vehicular connections will not interfere with development or redevelopment of abutting properties in a manner that is consistent with the broad objectives of the Village Center plan and the overlay zone.

(5) Set forth the timing and conditions under which the access or connection improvements shall be constructed and implemented.

(6) Be signed and recorded by the owners of abutting property for which access is being coordinated. In the event that abutting owners refuse to sign the master plan, the applicant shall demonstrate that an effort was made to meet with and coordinate with the abutting owners.

ii. Upon approval of an access master plan by the review authority, development or redevelopment on abutting property shall be designed in accordance with the approved access master plan.

3. Parking.

a. Within the Lake Grove Village Center, on-street parking spaces directly abutting a property may be used to satisfy the off-street parking requirements of a business or residential use located on the property.

b. Driveways and parking aisles shall include pedestrian safety features such as changes in surface material, signage and lighting to alert drivers to the potential presence of pedestrians.

c. To maximize development potential, shared off-street parking between different businesses and land uses shall be required when practical as set forth LOC 50.55.010 (d), Parking Standards. Access to parking facilities shall be based on the Parking Facilities and Access Coordination Map, LOC Appendix 50.11A.050-B.

[Cross-Reference: LOC 50.11A.050 (2)(f), Abutting Parking Facilities Connections and (g) Access Coordination – Access Master Plans.]

d. Within 500 feet of a public parking facility, the minimum parking requirement shall be 75% of the total required for each use pursuant to parking requirements in LOC Article 50.55.

e. A reduction in required parking shall be provided in accordance with LOC 50.11A.060 (2)(b)(v)(3), Special Requirements and Standards, Village Gathering Places.

4. Street Lighting.

a. Cobra-head light fixtures are prohibited.

b. Lighting shall be shielded, directed downward, and designed to prevent glare.

c. Street lighting shall be provided as set forth in LOC 50.11A.060 (3), Village Streetfront standards.

5. Landscape Requirements. These standards reinforce village scale and character, buffer dissimilar uses, and ensure a unified streetscape theme and continuity within the Lake Grove Village Center Overlay District as illustrated in the Village Theme section of the Lake Grove Village Center Design Handbook.

a. Minimum Area Requirement. Landscaping shall be installed on at least 15% of the development site on which buildings are constructed. This is inclusive of area provided in required village gathering places, landscaping required for parking lots, landscaping within any required buffer

areas, and landscaping within public plazas and gathering places. Landscaping may include courtyards, raised beds and planters.

b. Regional Trees and Vegetation. The landscape plan shall incorporate large-scale native northwest trees such as Douglas fir, western red cedar, western hemlock California incense cedar, oak or maple. Drought resistant plant materials that are either native or have naturalized to the locale shall be featured. Emphasis shall be on informal, natural arrangements of plant materials that over time, will form groves of trees around buildings, parking lots, and within required landscaped buffers.

c. Preserved Vegetation. Existing significant vegetation, which is preserved as part of an approved development application shall be counted towards fulfillment of this section.

d. On-site Tree Requirements. One tree with a minimum of 2 to 3 inches in caliper at 54 inches above grade shall be provided for every 500 square feet of landscaped area. Where site conditions warrant, native trees such as Douglas fir, western red cedar, western hemlock, oak and maple of at least 2 inches diameter in caliper and which reach a mature height of at least 70 feet shall be planted.

e. Shrub Requirements. At least 15 shrubs of a minimum two-gallon in size for shall be provided for every 500 square feet of landscaped area. All remaining areas shall be treated with suitable mulch applied to a depth of no less than 3 inches.

f. Irrigation. All landscaping shall be provided with appropriate irrigation. Permanent irrigation may not be required if the applicant demonstrates that drought-tolerant plants have been installed and established.

g. Street Trees.

i. Location and Spacing.

(1) Street trees shall be provided within or immediately adjacent to the public right-of-way or a public easement at an average of every 30 linear feet along the entire development site frontage.

(2) Notwithstanding the requirements in (1) of this subsection, street trees shall be provided as set forth in LOC 50.11A.050 (2)(b), Design Standards at locations identified in the Pedestrian Facilities and Streetscape Map, LOC Appendix 50.11A.050-C.

ii. Street trees shall be a minimum of 2 inches in caliper, measured 54 inches above grade when planted and shall be from the approved street tree list unless otherwise required in LOC Article 50.11A.

iii. When trees are not planted in a planter strip or landscaped area, tree wells, with approved permeable material that provides a minimum of 12 square feet of surface area, shall be provided for each tree.

iv. Alternative arrangements to a linear street pattern may be implemented as set forth in LOC 50.11A.050 (2)(b), Design Standards at locations identified in the Pedestrian Facilities and Streetscape Map, LOC Appendix 50.11A.050-C, or at the discretion of the review authority.

v. Existing preserved trees within 20 feet of the public right-of-way shall be counted towards fulfillment of this standard. In order to provide for a more natural and informal setting, groupings of trees may be allowed as set forth in LOC 50.11A.050 (2)(b), Design Standards at locations identified in the Pedestrian Facilities and Streetscape Map, LOC Appendix 50.11A.050-C, or at the discretion of the review authority.

vi. Exemptions from street tree requirements may be granted by the approval authority provided the following conditions exist:

(1) Trees would create problems with existing above or underground utilities.

(2) Trees would conflict with clear vision requirements, or;

(3) There is inadequate space in which to plant trees. However, the approval authority may require the applicant to plant street trees elsewhere within the Village Center in lieu of trees which would normally be required for a specific development. If trees cannot be planted due to inadequate space or line clearance, the commensurate planting of shrubs or small trees more appropriate to the area may be required.

h. Parking Areas. Landscape standards for parking areas are as follows:

i. Natural Features. Landscaping shall emphasize naturalistic groupings utilizing plant materials that are either native or have naturalized to the locale.

ii. Buffering and Screening. Landscape design shall buffer and screen off-street parking areas from adjoining residential uses.

iii. Trees. Trees shall be integral to parking lot design and the overall site plan to provide for aesthetics and shade.

(1) Special consideration shall be taken to preserve significant trees. Alternative surface treatments and pervious surfaces shall be allowed as appropriate to preserve existing mature trees.

(2) Trees planted to meet the landscaping requirements for parking lots shall be deciduous shade trees of at least 2 inches diameter in caliper which reach a minimum mature height of at least 30 feet and have the canopy and structure necessary to cast moderate to dense shade.

(3) Where adequate room is available, large scale evergreen trees such as Douglas fir, western red cedar, western hemlock, and incense cedar of at least 6 to 8 feet in height and reach a mature height of at least 70 feet shall be incorporated into the landscape theme.

(4) Exceptions to requirements of LOC 50.11A.050 (5)(h)(2) and (3) of this subsection may be allowed for circumstances that limit placement of trees such as overhead lines, underground utilities and confined spaces.

iv. Parking Bays.

(1) Parking areas shall be divided into bays of not more than 8 parking spaces. Between and/or at the end of each parking bay there shall be curbed planters of at least 5 feet in width.

(2) Each planter shall contain one shade tree of at least 2 inches in caliper.

(3) The planter shall also be planted with appropriate ground cover or shrubs at a rate of two 2-gallon plants for every 20 square feet of landscape area. The intervening area between plantings shall be mulched with an appropriate material to a minimum depth of 3 inches.

v. Parking Facility Edge Requirements.

(1) Parking facilities shall be separated from a driveway, sidewalk, or pathway by a minimum 5-foot wide landscaped area. Within this area, shade trees shall be planted every 30 feet. Low sitting walls, benches and other pedestrian amenities oriented to sidewalks or pathways may be provided in the landscaped area.

Additional standards set forth in LOC 50.11A.060 (3)(d)(iii)(2), Park Lane apply adjacent to parking facilities at street frontage locations designated Park Lane on the Village Character Map (LOC Appendix 50.11A.020-D).

(2) Parking facilities shall be separated from the exterior wall of a structure by a minimum of a 10 foot buffer which may include a pedestrian pathway and/or landscaped strip. Parking areas or driveways shall be separated from abutting residential zones by a minimum 10 foot landscape buffer pursuant to LOC 50.11A.050 (6)(a).

vi. Irrigation. All parking area landscaping shall be provided with an appropriate irrigation system. Permanent irrigation may not be required if the applicant demonstrates that drought-tolerant plants have been installed and established.

i. Tree Protection.

Tree Protection shall be provided to preserve and promote a wooded character in accordance with the LOC Chapter 55 (Tree Code) and with the provisions below. In case of a conflict, the more restrictive standard applies.

i. Development plans shall preserve existing mature, Douglas Fir evergreen trees and other significant trees except where unavoidable due to compliance with the requirements of this Code. Significant trees include trees measuring 18 inches diameter or greater at a height of 54 inches above mean ground level at the base of the trunk, or of unique horticultural quality or historic importance to the greatest extent practicable.

ii. The approval authority shall have the discretion to allow modifications or require changes to paving standards such as the use of pervious surfaces to preserve mature trees.

iii. Mitigation.

(1) Mitigation trees shall be planted so that over time, groves of trees will be established.

(2) Mitigation shall require trees with a diameter of 5 caliper inches or greater which are removed be replaced with trees of the same or approved variety with a diameter no less than 3 caliper inches each, to equal or exceed the caliper inches of trees removed.

(3) If in the City's determination there is insufficient available space on the subject property, replacement planting shall occur in an open space tract, or City-owned or dedicated property within the Lake Grove Village Center Overlay District subject to the approval of authorized property owners. If in the City's determination no feasible alternative exists to replant required mitigation, the applicant shall pay into the tree fund as provided in LOC 55.02.084.

(4) Replacement planting shall increase the amount of tree canopy and the extent of tree grove area in excess of the amount lost through development.

iv. Tree protection and maintenance provisions of LOC Article 55.08 shall apply to all development applications.

v. Additional tree retention standards apply as set forth in LOC 50.11A.060 (3)(d), Park Streetfront for Park Streetfront Environment designations on the Village Character Map, LOC Appendix 50.11A.020-D.

6. Buffer Area and Screening.

a. Requirements Adjacent to Low-Density Residential. Where a property within a commercial, R-0 or R-3 zone abuts an R-7.5 or R-10 zone, the following shall be provided:

i. Minimum 10-foot wide landscaped buffer area.

ii. A 6-foot tall wood or masonry, sight obscuring fence or wall along the property line. The unfinished or structural side of the fence shall face the use to be screened.

b. Permitted in Buffer Area. A buffer area may only be occupied by utilities, screening and landscaping. No buildings, access ways or parking areas shall be allowed in a buffer area except to allow direct ingress or egress to a site.

c. Landscape Requirements. The buffer area shall be landscaped as follows:

i. One row of 2 to 3 inch caliper deciduous trees, spaced no more than 15 feet apart; or one row of evergreen trees not less than 6 feet tall and spaced no more than 15 feet apart; or a mix of evergreen and deciduous trees planted 15 feet apart.

ii. Shrubs planted at appropriate spacing for the species. Shrubs shall attain a height of at least 6 feet within three years of planting.

iii. The remaining area shall be planted in ground cover and mulched with a suitable material to a depth of 3 inches.

d. Screening Required. Storage, trash collection areas and equipment shall be oriented away from abutting residential districts and screened by sight obscuring fencing or landscaping.

e. Additional Requirements. Additional requirements apply for buildings exceeding three stories as set forth in LOC 50.11A.030 (2)(c), Structure Height, Standards for Buildings Greater than Three Stories.

f. Special Buffer Requirements. The commercial area bounded by Bryant, Boones Ferry, Reese, and the right-of-way north of Sunset shall comply with the following special requirements:

(1) A minimum 5-foot buffer shall be required measured from the southern commercial property line abutting the existing 6-foot right-of-way. Landscaping in accordance with this Section shall be provided. Existing landscaping may be used to satisfy this requirement provided it currently provides screening between the commercial and residential uses in accordance with this Section.

(2) Residential properties abutting the existing 6-foot right-of-way shall be screened from adjacent commercial uses by a single 6-foot tall, sight obscuring fence or wall. Unless waived by the abutting residential property owner, the fence or wall shall be located at the abutting property line of the residential zone and within the right-of-way. Fence or wall construction within the right-of-way shall require an encroachment permit as set forth in LOC Article 42.18. Fence design is subject to approval of

the City Manager. Gates may be provided in the fence or wall if requested by the abutting residential property owner and approved by the owner of the adjacent commercial property. Locating parallel fences or walls at both commercial and residential property lines abutting the right-of-way is prohibited.

7. Noise Mitigation. The provisions of LOC 34.10.539, Specific Noise Prohibitions and the following shall apply:

a. Noise Mitigation Plan. Any development for auto-oriented uses, commercial drive-through uses, restaurants and drinking establishments, or amusement uses shall require a noise mitigation plan.

b. Noise Reduction Design. The development proposal shall incorporate noise reduction into development design, and/or provide for additional noise reduction procedures to be implemented so as not to unreasonably increase ambient residential levels.

[Cross-Reference: LOC 50.11A.040 (6)(d), Building Design - Screening and Sound Buffering.]

8. Storm Water. Storm drainage and surface water management facilities shall be required for parking areas pursuant to LOC Articles 50.40 and 50.41 and shall ensure storm water is not directed onto adjacent properties.

Section 11. A new Section 50.11A.060 is hereby added as shown in double underlined type, as follows

50.11A.060 Special Requirements and Standards.

The following special requirements and standards apply to specific sites areas and uses within the Lake Grove Village Center Overlay District:

- Village Transition Area (VTA) Uses
- Village Commons and Gathering Places
- Village Streetfront

1. Village Transition Area Uses. The following special requirements apply to the areas mapped as Village Transition Areas (VTA) on the Village Transition Area Map, LOC Appendix 50.11A.020-B:

a. General Allowance. Except as noted below, uses allowed in the underlying zone are allowed in the VTA.

b. Village Transition Area (VTA) Restrictions. Within the VTA, auto-oriented uses are restricted as provided in LOC 50.11.010. Prohibited uses include gas stations, auto dealerships, vehicle storage lots, quick vehicle servicing, quick lubes, car washes, DEQ test sites, and businesses with drive through services, (e.g., such as fast food restaurants and banks with drive through service windows). Vehicle repair shops located entirely within an enclosed building are allowed as a conditional use subject to conditions set forth in LOC 50.11.010 (6)(S).

c. Bryant Road/Sunset Drive Site. The following provisions shall apply to the approximately .85 acre property located at the intersection of Bryant Road and Sunset Drive (situs address 16400 Bryant Road). The uses permitted on the site are:

i. As provided in the underlying PF zone.

ii. The following uses subject to the limitations and requirements below shall be outright permitted uses (without requiring public ownership of the site under the PF Zone):

(1) Labor, civic, social, fraternal, charitable uses and community-based uses and organizations including accessory and incidental uses shall be permitted in the existing structure existing as of [the effective date of this Ordinance], and provided that the structure is on the Landmark Designation List per LOC Chapter 58 Historic Preservation.

(2) Educational uses, including an exhibit area related to history and safety, accessory and incidental uses.

(3) A gathering place as identified on the Village Commons and Gathering Places Map, LOC Appendix 50.11A.020-C, subject to the requirements of LOC 50.11A.060 (2)(b) and (c), and preservation of the Heritage Trees Grove designated on the property.

[Cross-Reference: LOC 50.11.010, Commercial Uses.]

2. Village Commons and Gathering Places.

a. Village Commons.

i. The Village Commons shall be a public space suitable to host community events such as farmer's markets, art fairs, holiday events, and other similar activities. It may include any of the following features: a plaza, village square, park, natural area, natural water feature, open space area, or other similar area intended for common use of area residents, employees, customers, and visitors.

ii. The Village Commons Area shall be no less than 10,000 square feet and of sufficient size and dimensions to safely and comfortably accommodate at least 500 persons.

iii. The Village Commons shall not abut or front on Boones Ferry Road.

iv. The Village Commons Area shall be located within 500 feet of a public parking area and shall have easy access from the parking area.

v. If the Village Commons is located on privately owned land with an easement for public use, the amount of landscaping required for overall site development may be reduced by an amount equal to the area of the Village Commons.

vi. Locate the Village Commons in close proximity to Hallmark Drive, Three Sisters Creek, and Lake Grove School in such a way as to minimize vehicular impacts to adjacent neighborhoods.

b. Village Gathering Places.

i. A Village Gathering Place shall be a small space for common use of residents, employees, customers, or visitors of the site where people can sit, congregate, and enjoy the urban design amenities or natural features of the site. A Village Gathering Place may be publicly or privately owned.

ii. A Village Gathering Place shall be incorporated and integrated into the design and redevelopment of any site identified with a Village Gathering Place symbol on the Village Commons and Gathering Places Map, LOC Appendix 50.11A.020-C.

(1) On sites with the hardscape symbol, the Village Gathering Place shall include a plaza or courtyard.

(2) On sites with the greenscape symbol, the Village Gathering Place shall be designed as a park or natural area and shall incorporate natural features of the site.

(3) Sites identified as both hardscape and greenscape shall incorporate elements of both types of gathering place.

iii. The minimum size of a Village Gathering Place shall be 7.5% of the site area, except that no more than 2,500 square feet shall be required. No single dimension shall be less than 20 feet.

iv. Up to 20% of the area of a Village Gathering Place may be used for push cart sales and kiosks provided that such uses are located within the hardscape portion of the Village Gathering Place.

v. On any parcel where a Village Gathering Place is provided, the following bonuses may be incorporated into the development of the site:

(1) Lot coverage may be increased up to 5% in GC and OC zones without a Village Transition Area overlay not to exceed maximums set forth in Table 50.11A.030 (3)(b).

(2) A reduction in required landscaping equal to the area set aside for the Village Gathering Place up to a maximum reduction of 2,500 square feet.

(3) A 10% reduction in the amount of required parking.

[Cross-Reference: LOC Article 50.55, Parking and LOC 50.11A.050 (3)(e), and landscaping as provided LOC 50.11A.050 (5).]

c. General Standards. The Village Commons area and Village Gathering Places shall:

i. Be open and clearly visible from the public right-of-way. If the Village Gathering Place is designed as a courtyard enclosed by buildings, the opening to the public right-of-way shall be satisfied by a pedestrian accessway that is a minimum of 15 feet wide. In such cases, the accessway shall be designed to be inviting to the public.

ii. Provide seating appropriate for the site, with no less than four seats provided.

iii. Be designed to break up hardscape areas with landscaping and trees. For every 2000 square feet of hardscape or fraction thereof, 200 square feet of landscaping shall be provided.

iv. Include a focal point/design feature such as a clock tower, fountain, monument, sculpture, or similar feature in any hardscape area. Greenscape areas shall be designed to highlight their natural features.

v. Include lighting consistent with the Lake Grove Village design theme. Lighting shall be directed away from adjoining residentially zoned neighborhoods and shall be designed to incorporate dark sky standards.

[Cross-Reference: LOC 50.11A.040 (4)(f), Pedestrian Features, Lighting.]

3. Village Streetfront.

Village Streetfront standards are intended to ensure spatial enclosure and a distinct character along public streets.

a. General Requirements. The following standards apply to all streetfront locations within the Lake Grove Village Center Overlay District.

i. Applicability. The Village Character Map, LOC Appendix 50.11A.020-D, sets forth locations where site dimensional, pedestrian facility design, streetscape, landscape and special standards apply along public street frontage for the following designations:

(1) Urban Streetfront Environment, including special requirements for frontage designated as Storefront Window Orientation or Urban Street Orientation;

(2) Transitional Streetfront Environment, including special requirements for frontage designated as Campus Street Orientation; and

(3) Park Streetfront Environment, including special requirements for frontage designated as Park Lane, Crossroads Gateway or Campus Woods.

ii. Pedestrian Facilities and Streetscape. Pedestrian facility and streetscape design treatment shall be provided as designated on the Pedestrian Facilities and Streetscape Map, LOC Appendix 50.11A.050-C.

[Cross Reference: Village Streetfront design treatment locations are also identified on the Village Character Map, LOC Appendix 50.11A.020-D.]

iii. Easement. A public easement of sufficient size to construct required pedestrian facilities and design concepts shall be provided as needed. Provisions set forth in LOC 50.11A.050 (2)(d)(i) and (ii) shall apply.

b. Urban Streetfront Environment. These standards ensure that buildings create spatial enclosure and an appropriate scale along public streets.

i. Parking Location. No off-street vehicle parking shall be permitted between the front of the primary building and the public right-of-way.

ii. Streetfront Environment dimensional standards set forth in LOC 50.11A.030 (5) apply: (a) Build-to Line; (b) Minimum Street Frontage; (c) Minimum Height at Streetfront; and (d) Step Back Above Second Story.

[Cross Reference: Streetfront Environment Map, LOC Appendix 50.11A.030-K and Maximum Structure Height, LOC Appendix 50.11A.030-A.]

iii. A public plaza may be provided as set forth in Urban Village Design Areas, LOC 50.11A.040 (9)(c).

iv. Storefront Window Orientation.

(1) At street frontage locations designated as Storefront Window Boones Ferry Road or Storefront Window Village Cross Street on the Pedestrian Facilities and Streetscape Map, LOC Appendix 50.11A.050-C, sidewalks and streetscape elements shall be provided as set forth in design standards for Storefront Window Streetscape, LOC Appendix 50.11A.050-J, and the Lake Grove Village Center Design Handbook. Until the adoption of the Lake Grove Village Center Design Handbook, equivalent standards of the West Lake Grove Design District shall apply.

(2) Street furniture, lighting, and tree wells shall be located within the street furniture zone of the sidewalk as illustrated in Storefront Sidewalk Zone Requirements, LOC Appendix 50.11A.050-K.

(3) Storefront windows shall be provided as set forth in LOC 50.11A.040 (9)(e).

[Cross-Reference: LOC 50.67.020 (15), Street and Pathway Lighting.]

v. Urban Street Orientation. At street frontage locations designated as Urban Street or Urban Street Meandering Path on the Pedestrian Facilities and Streetscape Map, LOC Appendix 50.11A.050-C, sidewalks and streetscape elements shall be provided as set forth in design standards for Urban Street Orientation Streetscape, LOC Appendix 50.11A.050-L, and the Lake Grove Village Center Design Handbook. Until the adoption of the Lake Grove Village Center Design Handbook, equivalent standards of the West Lake Grove Design District shall apply.

[Cross-Reference: LOC 50.67.020 (15), Street and Pathway Lighting.]

c. Transitional Streetfront Environment. These standards provide flexibility in locating buildings within Campus Design Areas while ensuring a street orientation at key locations. The standards apply at street frontage designated Campus Street Orientation on the Village Character Map, LOC Appendix 50.11A.020-D. Transitional Streetfront Environment standards provide a transitional character between the Urban Streetfront Environment and Park Streetfront Environment, and require streetscape and landscape elements to ensure spatial enclosure and a pedestrian scale.

i. Parking and Driveway Location. No off-street vehicle parking or driveway shall be permitted between the front of the primary building and the public right-of-way.

ii. A building may abut the sidewalk. If a building is located within 10 feet of the property line at the street and exceeds 35 feet in height or two and one-half stories, stories above the second story shall be stepped back from the adjacent lower story facing a street by a minimum of eight feet. This standard is illustrated in LOC Appendix 50.11A.030-C.

[Cross-Reference: LOC 50.11A.030 (2)(ii), Step Back Above Second Story; LOC Appendix 50.11A.030-A, Village Height Map.]

iii. Notwithstanding the provisions of this subsection, Streetfront Environment dimensional standards do not apply at street frontage designated as Campus Street Orientation.

[Cross-Reference: LOC 50.11A.030 (5), Streetfront Environment; LOC Appendix 50.11A.030-K Streetfront Environment Map.]

iv. If a building does not directly abut the sidewalk, landscape treatment is required between the building and the sidewalk.

v. Primary Public Entrance.

(1) Primary public entrances shall be oriented to a public street and located within 30 feet of that public street. Buildings located on sites adjacent to one or more transit streets shall have primary public entrances oriented to at least one transit street and located within 30 feet of that transit street.

(2) Primary public entrances shall be accessed directly from a sidewalk adjacent to a public street or public plaza.

vi. A public plaza may be provided as set forth in Urban Village Design Areas LOC 50.11A.040 (9)(c).

vii. Campus Street Orientation Streetscape. At street frontage locations designated Campus Street Orientation on the Pedestrian Facilities and Streetscape Map, LOC Appendix 50.11A.050-C, sidewalks and streetscape elements shall be provided as set forth in design standards for Campus Street Orientation Streetscape LOC Appendix 50.11A.050-M, and the Lake Grove Village Center Design Handbook. Until the adoption of the Lake Grove Village Center Design Handbook, streetscape elements are subject to approval by the review authority.

d. Park Streetfront Environment. These standards ensure trees and streetscape elements create spatial enclosure and desired character along public streets for street frontage designated Park Lane, Crossroads Gateway, or Campus Woods.

i. Setbacks. Park Streetfront Setbacks apply as set forth in LOC 50.11A.030 (4)(c).

ii. Tree Retention. No tree with a trunk diameter of at least 8 inches at 54 inches above grade located within feet to 30 feet of the Kruse Way right-of-way or within 20 feet of any other public

street right-of-way shall be removed unless determined to be dead or hazardous pursuant to LOC Chapter 55 (Tree Code), or located within area required to provide the separated pathway and retaining wall set forth in LOC 50.11A.060 (d) (iv), Crossroads Gateway.

[Cross Reference: LOC 50.11A.050 (5)(i)]

iii. Park Lane Special Requirements. At street frontage locations designated Park Lane on the Pedestrian Facilities and Streetscape Map, LOC Appendix 50.11A.050-C, special standards set forth below apply. Park Lane standards ensure a park character and a landscaped edge at street frontage locations where buildings may be set back to preserve existing trees, riparian areas, and topography, and to accommodate curved or limited street frontage conditions or development on large through-lots adjacent to Kruse Way.

(1) Park Lane Streetscape. Sidewalk and streetscape elements shall be provided as set forth in design standards for Park Lane Streetscape, LOC Appendix 50.11A.050-N, and the Lake Grove Village Center Design Handbook. Until the adoption of the Lake Grove Village Center Design Handbook, streetscape elements are subject to approval by the Review Authority.

(2) Edge at Parking Facility. Parking facilities including both surface lots and structures adjacent to street frontage designated Park Lane shall be separated from the required pathway by a minimum 10-foot wide landscaped area, and be visually screened from the adjacent street and pathway by landscaping including evergreen trees and shrubs. Trees and shrubs must be of sufficient size to provide an effective visual screen at the time of planting.

[Cross Reference: Parking Facility Edge Requirements, LOC 050 (5)(h)(v)(1).]

iv. Crossroads Gateway Special Requirements. At street frontage locations designated as Crossroads Gateway on the Pedestrian Facilities and Streetscape Map, LOC Appendix 50.11A.050-C, special standards set forth below apply. These standards protect pedestrians and cyclists from vehicular movement on Kruse Way and Boones Ferry Road. They also coordinate existing topography and mature trees with additional fir trees and basalt walls to create a distinctive gateway at a significant intersection.

(1) Crossroads Gateway Streetscape. Sidewalks and streetscape elements shall be provided as set forth in design standards for Crossroads Gateway Concept, LOC Appendix 50.11A.050-O, and the Lake Grove Village Center Design Handbook. Until the adoption of the Lake Grove Village Center Design Handbook, streetscape elements are subject to approval by the Review Authority.

(2) Provide additional fir trees as needed to combine with existing trees to create natural groupings of fir trees.

(3) New direct access, whether permanent or temporary, from Kruse Way is prohibited unless the applicant can demonstrate that but for the additional Kruse Way access, the traffic impacts associated with the proposed development would result in the other streets accessible to the development, or their intersections, exceeding permitted service level standards for those streets and intersections. In determining the impact upon the other streets accessible to the development, or their intersections, the traffic expected to result from future development accessing the other streets and their intersections shall be taken into account.

v. Campus Woods Special Requirements. At street frontage locations designated as Campus Woods on the Pedestrian Facilities and Streetscape Map, LOC Appendix 50.11A.050-C, special standards set forth below apply. These standards maintain a wooded character along Kruse Way and provide safe, convenient access for pedestrians, cyclists and transit riders to and within the Village Center and along arterials.

(1) Campus Woods Streetscape. Sidewalks and streetscape elements shall be provided as set forth in design standards for Campus Woods Streetscape, LOC Appendix 50.11A.050-P, and the Lake Grove Village Center Design Handbook. Until the adoption of the Lake Grove Village Center Design Handbook, streetscape elements are subject to approval by the review authority.

(2) Provide additional trees as needed to combine with existing trees to create natural groupings.

Section 12. A new Section 50.11A.070 is hereby added as shown in double underlined type, as follows

50.11A.070 Adjustments.

1. Purpose. The regulations in the Lake Grove Village Center Overlay District zoning code are designed to implement the goals and policies of the Lake Grove Village Center Plan. These standards apply to the entire Lake Grove Village Center Overlay District. However, due to the District's diversity, some sites are not able to be developed in compliance with all applicable district standards, or through application it may be found that various district standards conflict when applied to a general class of property, or the district generally. Adjustment reviews provide the opportunity for flexibility in unusual situations or in the event of code conflict and allow the district standards to be modified if the proposed development continues to meet the intended purpose of the regulation or of the policies of the Lake Grove Village Center Plan.

2. Standards Subject to Adjustment.

a. Eligible standards. Except as listed in Subsection (b) below, the standards in the Lake Grove Village District overlay district code may be modified using the adjustment review process.

b. Ineligible standards. Adjustments are prohibited for the following:

- i. Standards addressing the permitted or conditional uses allowed on the property.
- ii. Standards and requirements relating to review procedures.
- iii. LOC 50.11A.030 (2), Maximum structure height.
- iv. LOC 50.11A.030 (3), Lot Coverage.
- v. LOC 50.11A.030 (4)(b), Village Transition Yard Setbacks adjacent to R-7.5 and R-10 parcels.

3. Minor Adjustments. Minor adjustments are available to provide flexibility in circumstances where application of the Lake Grove Village District overlay code results in the inability to meet all applicable quantitative code requirements. A project may involve one or more Minor Adjustments. The following Lake Grove Village Center overlay district code standards involving quantitative requirements may be adjusted by 20% or 4 feet, whichever is less:

a. LOC 50.11A.030, Site Dimensional Standards.

i. LOC 50.11A.030 (4), Yard Setbacks not including Village Transition Yard Setbacks adjacent to R-7.5 and R-10 parcels.

ii. LOC 50.11A.030 (5), Streetfront Environment standards, (a) Build-to Line and (b) Minimum Street Frontage.

b. LOC 50.11A.050, Site Planning Standards.

i. LOC 50.11A.050 (5)(h)(v), Landscape Requirements: Parking Facility Edge Requirements

ii. LOC 50.11A.050 (6)(a)(i), Buffer Area and Screening, Requirements Adjacent to Low-Density Residential.

4. Major Adjustments. Major adjustments are available to any eligible standards, as listed in LOC 50.11A.070 (2)(a), including Minor Adjustments which exceed the quantitative minor adjustment threshold.

5. Procedure. Requests for Minor Adjustments shall be classified as Minor Developments. Requests for Major Adjustments shall be classified as Minor Developments and shall initially be reviewed by the Development Review Commission.

6. Adjustment Approval Criteria.

a. Except as provided in subsection (b) below, both Minor Adjustments and Major Adjustments applications shall satisfy all of the following criteria:

i. Granting the adjustment results in a site plan or building design that equally or better meets the purpose of the standard(s) being adjusted.

ii. The property has special circumstances or conditions involving site configuration, natural or topographic features, existing improvements, or relationships to abutting or adjacent properties which

would result in the inability of the applicant to comply if the standards were applied to the property without an adjustment

iii. The adjustment is the minimum necessary to alleviate the inability to comply with the applicable standards.

iv. The adjustment will not adversely affect existing physical and natural systems such as traffic, access, circulation, connectivity, drainage, designated sensitive lands, historic resources, or parks, and the potential for abutting properties to use solar energy devices any more than would occur if the development fully met the standards of the overlay district; and

v. Any significant impacts resulting from the adjustment are mitigated to the extent practical through building or site design features on the site.

b. Major Adjustments. Major adjustments shall either:

i. Satisfy the following additional criteria, in addition to all of the criteria in subsection (a) above: The applicant shall demonstrate through an alternatives analysis how a site plan or building design cannot reasonably be proposed, which complies with all applicable Lake Grove Village Center Overlay District standards; or

ii. Satisfy the following additional criteria, in addition to the criteria in subsection 6 (a)(iii), (iv), and (v) above:

(1) The applicant shall demonstrate that without an adjustment, the application of the conflicting standards would constitute a “regulatory taking” under State and Federal Constitutions, and

(2) The request results in a design that achieves the listed policies of the Lake Grove Village Center Plan in a manner that is better than what would result if the Lake Grove Village Center Overlay District standards were fully met. If applicable to the proposed development, the policies to be considered are:

Goal Title	Policies
Enhance the Pedestrian Environment and Connectivity Within the Village Center	3.1, 3.2, 3.3, 3.4
Strengthen the Lake Grove Sense of Place and Community	5.1, 5.4
Enhance Village Character	6.1, 6.2, 6.3, 6.4, 6.5
Protect the Residential Character of Adjoining Neighborhoods	7.1, 7.2
Protect Natural Resources and Enhance the Natural Environment Within the Village Center	8.1, 8.2, 8.4, 8.5, 8.6
Support Businesses in the Village Center	9.3, 9.4, 9.6

c. When applying the above approval criteria, the review authority shall consider the following:

i. To the extent practicable, standards for landscaping and buffering at the perimeter of a site and setback requirements adjacent to R-7.5 and R-10 zones shall have the highest priority for retention.

ii. Site planning standards for internal landscaping and other internal dimensional standards shall be considered for adjustment prior to any adjustment of perimeter landscaping and buffering standards.

iii. For a Major Adjustment, the thoroughness of alternative designs and overlay district code analysis presented. Priority consideration shall be given in the alternatives analysis to achieve designs which eliminate the need for Major Adjustment.

[Cross Reference: LOC 50.79.040 (1) provides authority to require conditions to mitigate adverse impacts.]

Section 13. Cross-References.

a. This Ordinance contains "cross-references" within certain sections. These cross-references refer to sections within the Code and are intended to be of assistance to the reader of the Community Development Code. The cross-references in this Ordinance are not adopted as part of this Ordinance.

b. The City Recorder and the City Attorney are hereby authorized to insert cross-references or delete cross-references from the codified version of the Community Development Code from time to time. The cross-references appearing in the codified version of the Community Development Code shall not be construed to be a part of the Community Development Code.

Section 14. The City Council hereby adopts the Findings and Conclusions (LU 06-0025-1666) attached as Exhibit A.

Section 15. The Lake Oswego Zoning Map is hereby amended as shown in Exhibit B.

Section 16. The Lake Oswego Community Development Code Appendix is hereby amended by adding Appendix 50.11A (Lake Grove Village Center Overlay District) maps and graphs as shown in Exhibit C.

Section 17. The provisions of this ordinance are severable. If any portion of this ordinance is for any reason held to be invalid, such decision shall not affect the validity of the remaining portions of this ordinance.

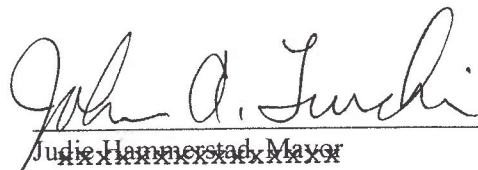
Enacted at the meeting of the City Council of the City of Lake Oswego held on the 1st day of April, 2008.

AYES: Turchi, McPeak, Groznik, Hennagin, Jordan, Johnson

NOES: none

ABSENT: Mayor Hammerstad

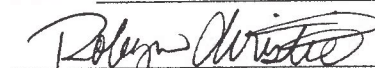
ABSTAIN: none



~~Judie Hammerstad, Mayor~~

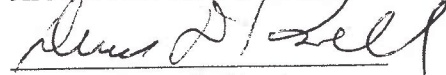
John A. Turchi, Council President

Dated: 4-1-08


Robyn Christie, City Recorder

ATTEST:

APPROVED AS TO FORM:


David D. Powell, City Attorney

BEFORE THE CITY COUNCIL
OF THE CITY OF LAKE OSWEGO

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A REQUEST TO AMEND THE LAKE)
OSWEGO COMPREHENSIVE PLAN TO)
INCLUDE THE LAKE GROVE VILLAGE) LU 06-0025-1666
CENTER PLAN (ORDINANCE No. 2454),)
AND TO AMEND THE LAKE OSWEGO)
CODE, CHAPTER 50 (COMMUNITY)
DEVELOPMENT CODE), TO ADD) FINDINGS AND CONCLUSIONS
ARTICLE 50.11A (LAKE GROVE)
VILLAGE CENTER OVERLAY DISTRICT))
AND OTHER RELATED AMENDMENTS,)
AND TO AMEND THE ZONING MAP)
(ORDINANCE No. 2455))

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NATURE OF PROCEEDING

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This legislative amendment proceeding is before the City Council pursuant to a recommendation by the Lake Oswego Planning Commission to amend: 1) the text and map of the Lake Oswego Comprehensive Plan to include the Lake Grove Village Plan; 2) the text of the Lake Oswego Code, Chapter 50 (Community Development Code) to add Article 50.11A, Lake Grove Village Center Overlay and Appendices; 3) LOC Article 50.11 (Commercial Zones); and 4) the Lake Oswego Zoning Map.

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HEARINGS

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The Planning Commission held a work session regarding the Lake Grove Village Center Plan and Code amendments on March 13, 2006, and held public hearings and considered this application at its meetings of October 9, 2006, October 23, 2006, November 13, 2006, November 27, 2006, December 11, 2006, January 8, 2007, January 22, 2007, February 12, 2007, February 26, 2007, March 12, 2007, March 26, 2007, April 9, 2007, April 23, 2007, May 14, 2007, May

1 30, 2007, June 11, 2007, June 25, 2007, July 9, 2007, July 19, 2007, July 23, 2007, August 13,
2 2007, August 27, 2007, September 10, 2007, September 24, 2007, October 8, 2007, November
3 14, 2007, December 10, 2007 and January 14, 2008.

4 The City Council held public hearings and considered the Planning Commission's
5 recommendation at its meetings of February 19 and March 4, 2008.

6 **CRITERIA AND STANDARDS**

7 A. City of Lake Oswego Comprehensive Plan

- 8 Goal 1: Citizen Involvement, Policies 1 2, 4, 5, 10 and 11
9 Goal 2: Land Use Planning
10 Section 1 Land Use Policies and Regulations, Policies 4a, b, d, f, and g;
11 Policies 7, 8 and 11, Policy 14 a – g, and Policies 19, 22 and 23, and
12 Section 2 Community Design and Aesthetics, Policies 1 and 4
13 Goal 9: Economic Development, Policies 1, 6, 8, 9, 10, 11, 12, 16, and 17
14 Goal 10: Housing, Policies 1.b., 6, 8, 9, 11, 12, 13 and 14
15 Goal 12: Transportation
16 Goal 12-1: Major Street System, Policies 1 and 2
17 Goal 12-3: Neighborhood Collectors and Local Residential Streets, Policies 1 and 2
18 Goal 12-4: Land Use and Transportation Relationship, Policies 1, 4 and 13
19 Goal 12-5: Transportation Demand Management, Policy 3
20 Goal 12-6: Walking, Policies 2, 3, 4, 6, and 8
21 Goal 12-7: Bicycling, Policies 2 and 5
22 Goal 12-8: Transit System, Policies 1, 2, and 6
23 Goal 12-10: Citizen Involvement, Policy 1
24 Goal 12-11: Parking, Policies 1, 3, and 5
25 Goal 14: Urbanization, Policies 7 and 8

19 Special District Plans:

- 20 Lake Grove Neighborhood Plan:
21 Goal 9 – Policies 1, 2, 3, 4, 5, 6, 7, 8, 9, 10 and 11; Goal 10 – Policies 1, 6, 10, and 11;
22 Goal 12 – Policies 1, 2, 3, 4, 5, 6, and 8
23 Lake Forest Neighborhood Plan:
24 Goal 9 – Policies 1, 2, and 4; Goal 12 – Policies 2, 3, 6, 7, 8, 9, 10, 12, and 13
25 Waluga Neighborhood Plan:
26 Goal 2 – Policies 1 and 6; Goal 9 – Policies 1, 2, 3, 4, and 5; Goal 10 – Policy 3; Goal
27 12 – Policies 3, 4, 5, 6, 7, 9, 10, 11, and 12

25 B. Metro Urban Growth Management Functional Plan

- 26 Title 1: Accommodation of Growth
Title 2: Regional Parking Policy

1 Title 3: Water Quality and Flood Management
2 Title 6: Regional Accessibility

3 C. Transportation Planning Rule (Chapter 660, Division 12)

4 D. Oregon Statewide Planning Goals

- 5 Goal 1: Citizen Involvement
6 Goal 2: Land Use Planning
7 Goal 5: Open Spaces, Historic & Natural Areas
8 Goal 9: Economic Development
9 Goal 10: Housing
10 Goal 12: Transportation

11 E. Lake Oswego Development Code Procedural Requirements

12	LOC 50.01.010	Purpose
13	LOC 50.75	Legislative Decisions
14	LOC 50.75.005	Legislative Decisions Defined
15	LOC 50.75.1505	Criteria for a Legislative Decision
16	LOC 50.75.015	Required Notice to DLCD
17	LOC 50.75.020	Planning Commission Recommendation Required
18	LOC 50.75.025	City Council Review and Decision
19	LOC 50.75.030	Effective Date of Legislative Decision

20 **FINDINGS AND REASONS**

21 As support for its decision, the City Council incorporates the January 14, 2008 Findings,
22 Conclusions and Order of the Lake Oswego Planning Commission for LU 06-0025, the staff
23 Council Report dated February 8, 2008 for LU 06-0025 (with all attachments and exhibits), and
24 the record of the proceedings before the City Council, to the extent that they are consistent with
25 the Supplemental Findings and Reasons set forth below. In the event of any inconsistencies
26 between the Supplemental Findings and Reasons and the incorporated matters, the Supplemental
27 Findings and Reasons shall control.

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SUPPLEMENTAL FINDINGS AND REASONS

1. Property at 16400 Bryant Road.

The proposal presented to the Planning Commission called for the property located at 16400 Bryant Road (Bryant Road and Sunset Drive) to be rezoned from R-7.5 to PF (Public Functions). This property is owned by the Lake Grove Rural Fire District and includes a historically-significant structure designed by architect Richard Sundeleaf, which is currently used for the offices of the Tualatin Valley Fire Fighters Union and for various community meetings. There is also a grove of designated Heritage Trees on the site. The union (a private, non-profit entity) desires to purchase the property with the intent of rehabilitating the building and having it designated as a historic landmark. In addition to continuing the current uses, the union desires to include a museum featuring firefighting artifacts. The PF zone designation as proposed would frustrate these objectives as the use of the property would be limited to public buildings, including fire stations, community centers, police stations, city administrative or other city office buildings, city motor pools or maintenance buildings, schools and libraries. Private uses would be allowed only as temporary uses. Because these concerns were raised late in the process, the Planning Commission forwarded this matter to the City Council as proposed.

At the City Council hearing, staff recommended that the “Village Transition Area Uses” subsection of the “Special Requirements and Standards” section of the proposed Overlay District language (Section 50.11A.060(1)) be amended to add subsection (c), establishing special standards and requirements for this property as follows:

1 c. Bryant Road/Sunset Drive Site.

2 The following provisions shall apply to the approximately .85 acre
3 property located at the intersection of Bryant Road and Sunset Drive (situs
4 address 16400 Bryant Road). The uses permitted on the site are:

5 i. As provided in the underlying PF zone.

6 ii. The following uses subject to the limitations and requirements
7 below shall be outright permitted uses (without requiring public ownership of the
8 site under the PF Zone):

9 (1) Labor, civic, social, fraternal, charitable uses and
10 community-based uses and organizations including accessory and incidental uses
11 shall be permitted in the existing structure existing on **[the effective date of this
12 Ordinance]** and provided that the structure is on the Landmark Designation List
13 per LOC Chapter 58 Historic Preservation.

14 (2) Educational uses, including an exhibit area related to
15 history and safety, accessory and incidental uses.

16 (3) A gathering place as identified on the Village Commons
17 and Gathering Places Map [Appendix 50.11A.020-C], subject to the requirements
18 of this section [50.11A.060 (2), (b) and (c)], and preservation of the Heritage
19 Trees Grove designated on the property.

20 This staff proposal was supported by the property owner, the union and
21 neighborhood representatives. The Council finds that the standards and requirements of the staff
22 proposal are consistent with the objectives of the Lake Grove Village Plan and concludes that the
23 Code changes proposed by the Planning Commission should be modified to include subsection
24 50.11A.060(1)(c) as set forth above.

25 2. Sidewalk width.

26 The Planning Commission recommended 12-foot minimum sidewalk widths
within the Boones Ferry Road right-of-way. However, owners of adjacent properties raised
concerns that this could negatively impact existing development and unduly restrict
redevelopment opportunities. The Council finds that these concerns, together with the physical
constraints of the Boones Ferry Corridor, warrant reducing the minimum sidewalk width to nine
feet. The Council notes that wider sidewalks are not prohibited, and that opportunities for
business-enhancing sidewalk amenities will provide incentives for wider sidewalks to be

1 installed in many locations. The Council concludes that the recommended Code amendments
2 should be modified to require a minimum nine-foot sidewalk width.

3 **3. Pedestrian Crossing Signalization.**

4 Policy 1.5 of Goal 1 of the Lake Grove Village Plan as recommended by the
5 Planning Commission reads:

6 Provide pedestrian crossings at regular intervals. Signalized pedestrian crossings
7 are preferred.

8 The City Council finds that a blanket statement that signalized crossing are preferred is not
9 appropriate, as the need for signalization at any particular location will not be determined until
10 design refinement studies are performed. The City Council concludes that proposed Policy 1.5
11 should be modified to read as follows:

12 Provide pedestrian crossings at regular intervals. Signalization of pedestrian
13 crossings will be considered in design refinement studies.

14 **4. Public Access Lane between Lake Grove Avenue and Lanewood Street.**

15 Maps incorporated within the Lake Grove Village Center Plan as recommended
16 by the Planning Commission depict a proposed “public access lane” between Lake Grove
17 Avenue and Lanewood Street. The City Council finds that a new automobile route as depicted
18 would have negative impacts on the surrounding neighborhood that would outweigh any
19 benefits. However, the Council also finds that a pedestrian walkway in this location would create
20 desired connectivity without adverse impacts. The Council concludes that the proposed Plan
21 maps should be modified to change the designation of the Lake Grove Avenue/Lanewood
22 connection from “public access lane” to “pedestrian walkway.”
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1 5. West End Building.

2 Testimony was received urging that the city-owned West End Building property
3 (4101 Kruse Way) should not be included within the Lake Grove Village Center Plan. Reasons
4 for opposition included a concern that potential redevelopment funding that might otherwise go
5 toward improvements elsewhere in the Plan area could be depleted in order to support the
6 redevelopment of that particular site. Although the City Council does not find that the West End
7 Building property was proposed to be included for that reason, such concerns could nevertheless
8 be assuaged by removing the property from the Plan. The City's intent is to use the property in a
9 manner that benefits the public, and that is compatible with the surrounding area, regardless of
10 whether or not the site is subject to the requirements of the Lake Grove Village Center Overlay
11 District. The City Council concludes that the West End Building Property should be removed
12 from the Plan area.
13

14 6. Ground Floor Retail.

15 The proposed base zone text amendments recommended by the Planning
16 Commission provide that a residential use may occupy the ground floor of a structure in the
17 General Commercial (GC) or Neighborhood Commercial (NC) zones only if a commercial use is
18 located along the street frontage and the residential use is located behind the commercial use.
19 Testimony established that certain GC properties in the Kruse Way area are not well-suited for
20 retail uses. It also was pointed out that more housing would be desirable in these locations in
21 order to help the City meet its density goals. The City Council finds that Section 50.11.010(1)(B)
22 of the proposed base zone text amendments should be modified to read as follows:
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1 B. Residential use at R-0, R-3, and R-5 density except as specifically allowed in
2 LOC 50.11.020. A residential use may occupy the ground floor in the GC or NC
3 zones only if a commercial use is located along the street frontage and the
4 residential use is located behind the commercial use with the following exception:
5 A residential use may occupy the ground floor in the GC zone at street frontage
6 designated Park Lane, Crossroads Gateway or Campus Woods within the Lake
7 Grove Village Center Overlay District (see Village Character Map, Appendix
8 50.11A.020-D).

6 **7. Street Setback Standards.**

7 Staff has pointed out that the recommended Code language and maps for the
8 Overlay District inadvertently cause the 20-foot Park Streetfront Environmental Setback to apply
9 to minor streets such as Kruse Way Place, Daniel Way and Mercantile Way, when it should
10 apply only along the major arterials. The City Council finds that the proposed language of LOC
11 50.11A.030(4)(c) should be modified to add the qualifying words “along Boones Ferry Road and
12 Kruse Way.” The Council also finds that corresponding revisions should be made to the Village
13 Yard Setbacks Map (App 50.11A.030-I), the setbacks table (50.11A.030(4), and the Park Lane
14 Streetscape Standard (App 50.11A.050-N).

16 **8. Existing Access to Kruse Way.**

17 The proposed Code language for the Overlay District prohibits direct access from
18 Kruse Way to the properties between Mercantile Drive/Daniel Way and Boones Ferry Road,
19 unless the applicant can demonstrate that the access is required to prevent certain service level
20 standards from being exceeded. The Council finds that existing access from Kruse Way in this
21 area is appropriate and should not be made to be nonconforming. The Council finds that
22 proposed LOC 50.11A.060(3)(d)(iv)(3) should be modified to state that the prohibition applies
23 only to “new” direct access from Kruse Way.
24
25
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1 **9. R-5 to R-0 Zone Changes.**

2 The Planning Commission recommended that the zone designation for the
3 property on the north side of Oakridge Road west of Quarry Road be changed from R-5 to R-0.
4 The Commission also recommended that zoning for the property at 3700 Red Cedar Way (the
5 Kindercare site) be changed from R-7.5 to R-0. The property on Oakridge is currently being
6 developed as an R-5 residential development. The Red Cedar Way property includes an
7 operating day care center. It is unlikely that the properties will be combined and redeveloped at
8 an R-0 density. Furthermore, the day care center is an important neighborhood amenity that
9 could be lost to development if an R-0 designation is applied. The City Council finds that the
10 Planning Commission's recommendation should be modified to retain the current R-5 zoning for
11 the Oakridge Road property and to change the zoning for the Red Cedar property from R-7.5 to
12 R-5.
13

14 **10. Riparian Resources.**

15 Testimony at the City Council proceedings, together with evidence from a site
16 visit by staff, establish that the Waluga Tributary has resource values that warrant protection
17 under the Plan, and that the engineering and hydrological study that is proposed in recommended
18 Policy 8.3 should address the feasibility of daylighting this watercourse. In addition it would
19 benefit the riparian sites in the area if the Policy also called for consideration of other riparian
20 enhancement measures. The City Council finds that recommended Policy 8.3 of Goal 8 of the
21 Plan should be modified to read as follows:
22

23 Policy 8.3 Improve Three Sisters and Springbrook Creeks, as redevelopment
24 allows. Recognize, protect and enhance the role of the Waluga Tributary to the
25 ecological function of Springbrook Creek and the area's riparian resources.
26

1 The City Council also finds that Action Measure (i) of Goal 8 should be modified to read as
2 follows:

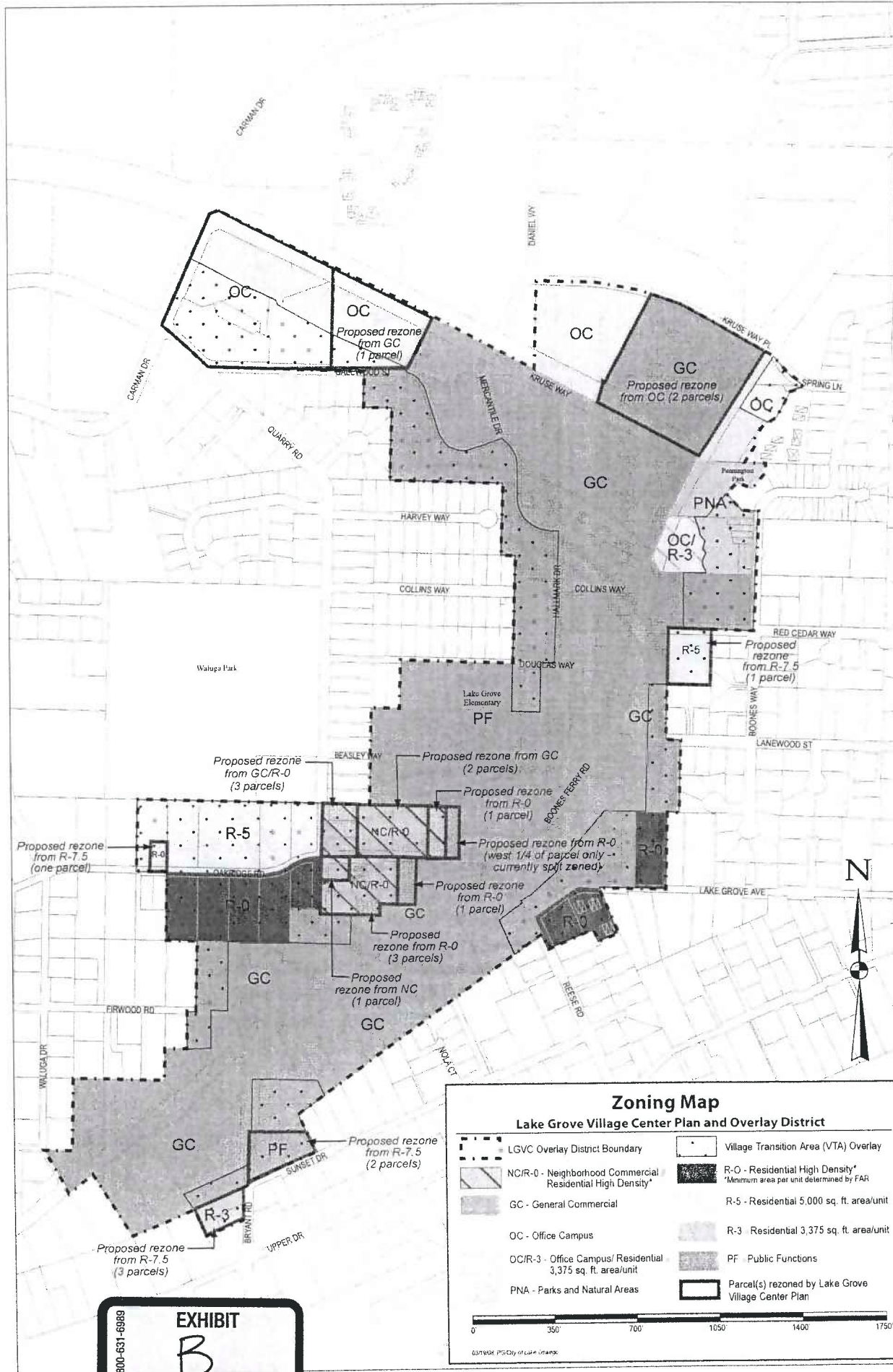
3 Natural Water Feature at Mercantile Village (Policy 8.3)

4 An engineering/hydrological study should be funded and conducted to
5 determine the feasibility of restoring Three Sisters Creek in the area of Mercantile
6 Village and day-lighting its possible connection to Springbrook Creek to the east
7 of Boones Ferry Road. If deemed feasible, a restored creek would provide a
8 natural water feature for the enjoyment of residents, employees and visitors, and
9 should be incorporated into the development of the Village Commons. The study
should address the feasibility of daylighting piped segments of the Waluga
Tributary between the southern Waluga Park area and Springbrook Creek.
Consider other riparian ecology enhancement measures including establishing
macro-invertebrate nurseries and applying conservation easements

10 **CONCLUSION**

11 The City Council concludes that LU 06-0025-1666, as modified herein, complies with all
12 applicable criteria including, without limitation, all applicable Oregon Statewide Planning Goals
13 and Lake Oswego Comprehensive Plan Policies.

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PENGAD 800-631-6989
EXHIBIT
B
ORD. 2455

Zoning Map

Lake Grove Village Center Plan and Overlay District

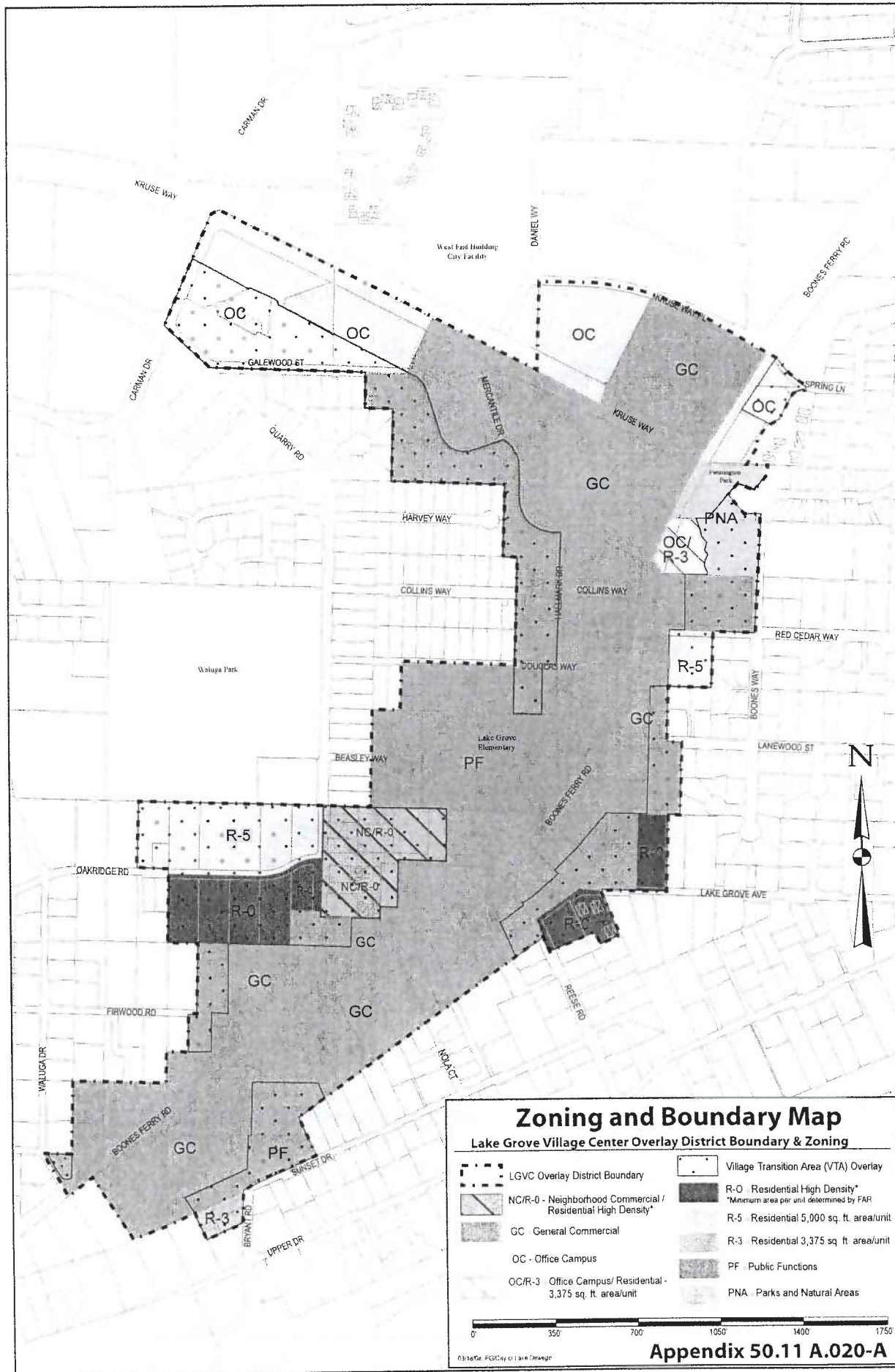
	LGVC Overlay District Boundary		Village Transition Area (VTA) Overlay
	NC/R-0 - Neighborhood Commercial/Residential High Density		R-0 - Residential High Density* *Minimum area per unit determined by FAR
	GC - General Commercial		R-5 - Residential 5,000 sq. ft. area/unit
	OC - Office Campus		R-3 - Residential 3,375 sq. ft. area/unit
	OC/R-3 - Office Campus/Residential 3,375 sq. ft. area/unit		PF - Public Functions
	PNA - Parks and Natural Areas		Parcel(s) rezoned by Lake Grove Village Center Plan

0' 350' 700' 1050' 1400' 1750'

OUTSIDE PG/Day of Lake Orange

**APPENDIX 50.11A
LAKE GROVE VILLAGE OVERLAY DISTRICT
(Ordinance No. 2455)**

Appendix 50.11A.020-A	Zoning and Boundary Map
Appendix 50.11A.020-B	Village Transition Area (VTA) Map
Appendix 50.11A.020-C	Village Commons and Gathering Places Map
Appendix 50.11A.020-D	Village Character Map
Appendix 50.11A.030-A	Village Height Map
Appendix 50.11A.030-B	Base Zone Height Limits
Appendix 50.11A.030-C	Step Back Above Second Story Height Limit
Appendix 50.11A.030-D	Village Edge Height Limits
Appendix 50.11A.030-E	Village Transition (VTA) Height Limits
Appendix 50.11A.030-F	Minimum Height at Street Frontage
Appendix 50.11A.030-G	Facade Planes
Appendix 50.11A.030-H	Roof Slope Away From Street
Appendix 50.11A.030-I	Village Yard Setbacks Map
Appendix 50.11A.030-J	Village Yard Setbacks
Appendix 50.11A.030-K	Streetfront Environment Map
Appendix 50.11A.030-L	Build-to Line
Appendix 50.11A.030-M	Minimum Building Width at Build-to Line
Appendix 50.11A.030-N	Public Plaza
Appendix 50.11A.050-A	Street Network Map
Appendix 50.11A.050-B	Parking Facilities and Access Coordination Map
Appendix 50.11A.050-C	Pedestrian Facilities and Streetscape Map
Appendix 50.11A.050-D	Bike Facilities Map
Appendix 50.11A.050-E	Transit Map
Appendix 50.11A.050-F	Boones Ferry Typical Mid-block Street Section
Appendix 50.11A.050-G	Boones Ferry Typical Signalized Intersection Street Section
Appendix 50.11A.050-H	Village Cross Street Section at Transition to Boones Ferry Road
Appendix 50.11A.050-I	Pedestrian Walkway
Appendix 50.11A.050-J	Storefront Window Streetscape
Appendix 50.11A.050-K	Storefront Sidewalk Zone Requirements
Appendix 50.11A.050-L	Urban Street Orientation Streetscape
Appendix 50.11A.050-M	Campus Street Orientation Streetscape
Appendix 50.11A.050-N	Park Lane Streetscape
Appendix 50.11A.050-O	Crossroads Gateway Streetscape
Appendix 50.11A.050-P	Campus Woods Streetscape



Zoning and Boundary Map

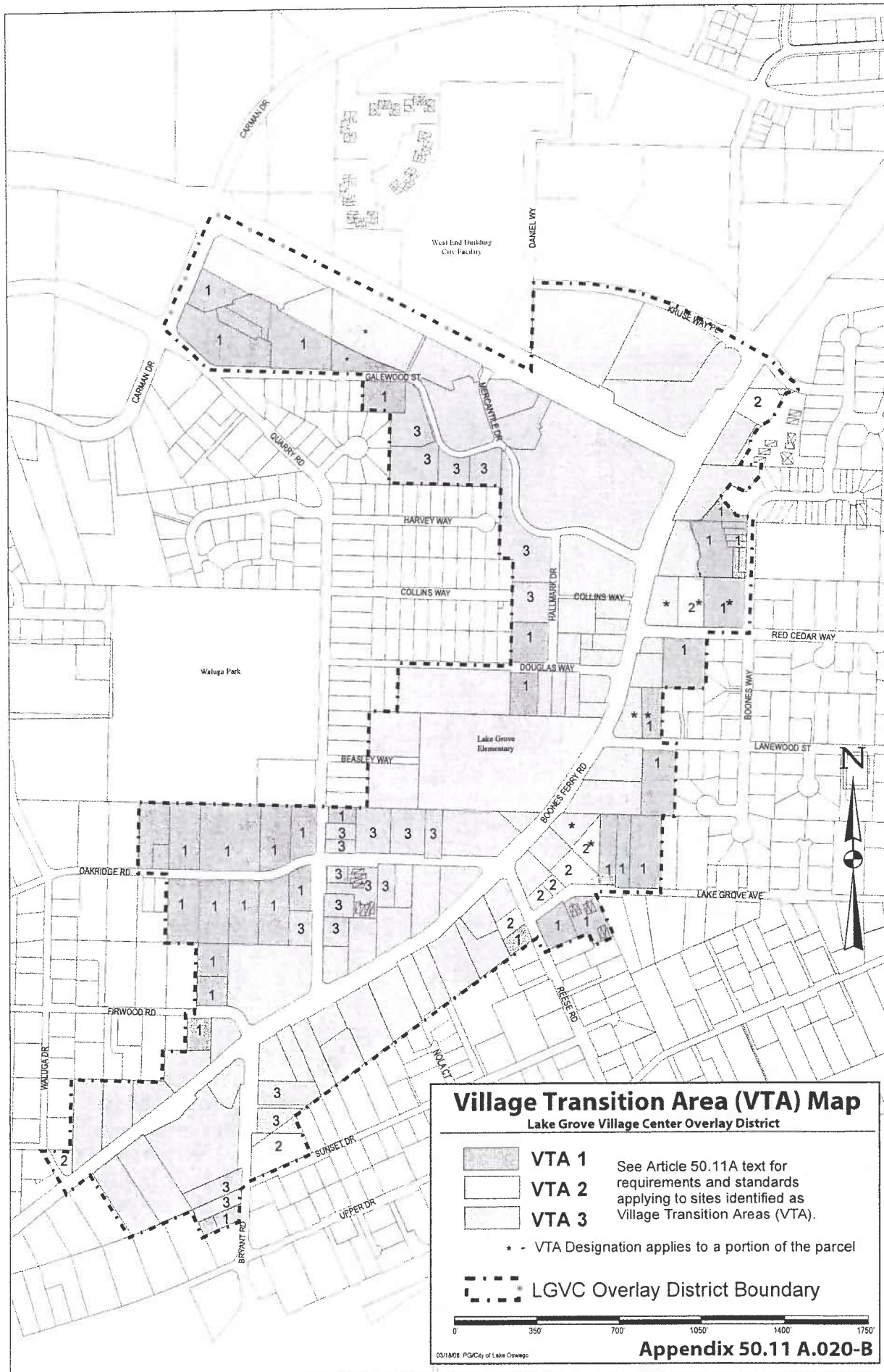
Lake Grove Village Center Overlay District Boundary & Zoning

	LGVC Overlay District Boundary		Village Transition Area (VTA) Overlay
	NC/R-0 - Neighborhood Commercial / Residential High Density*		R-0 Residential High Density* *Minimum area per unit determined by FAR
	GC General Commercial		R-5 Residential 5,000 sq. ft. area/unit
	OC - Office Campus		R-3 Residential 3,375 sq. ft. area/unit
	OC/R-3 Office Campus/ Residential - 3,375 sq. ft. area/unit		PF Public Functions
			PNA Parks and Natural Areas

0 350 700 1050 1400 1750

Appendix 50.11 A.020-A

03/16/10 PG:Day 01 1:16 PM



Village Transition Area (VTA) Map
 Lake Grove Village Center Overlay District

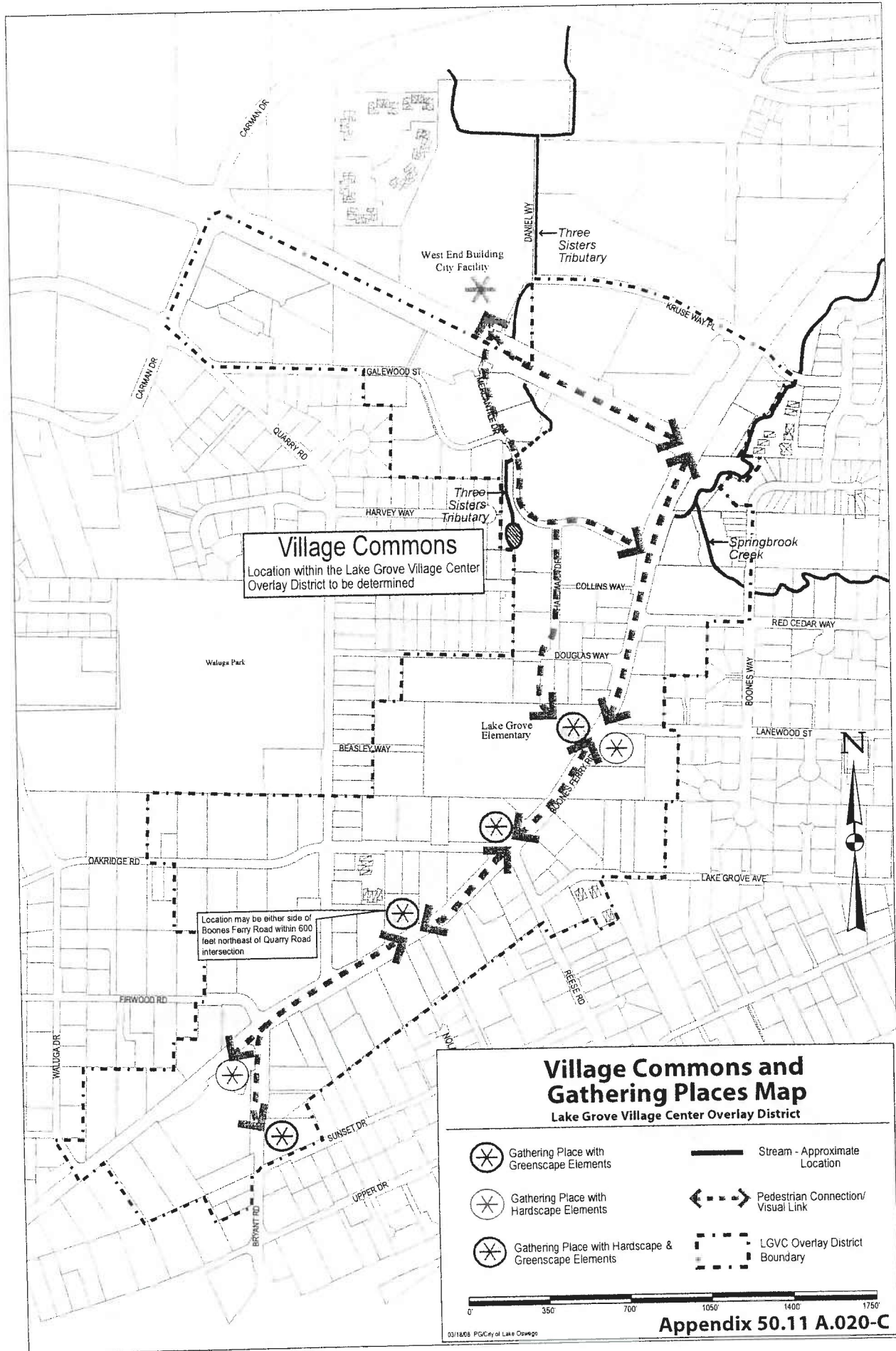
- VTA 1
- VTA 2
- VTA 3

See Article 50.11A text for requirements and standards applying to sites identified as Village Transition Areas (VTA).

* - VTA Designation applies to a portion of the parcel

LGVC Overlay District Boundary





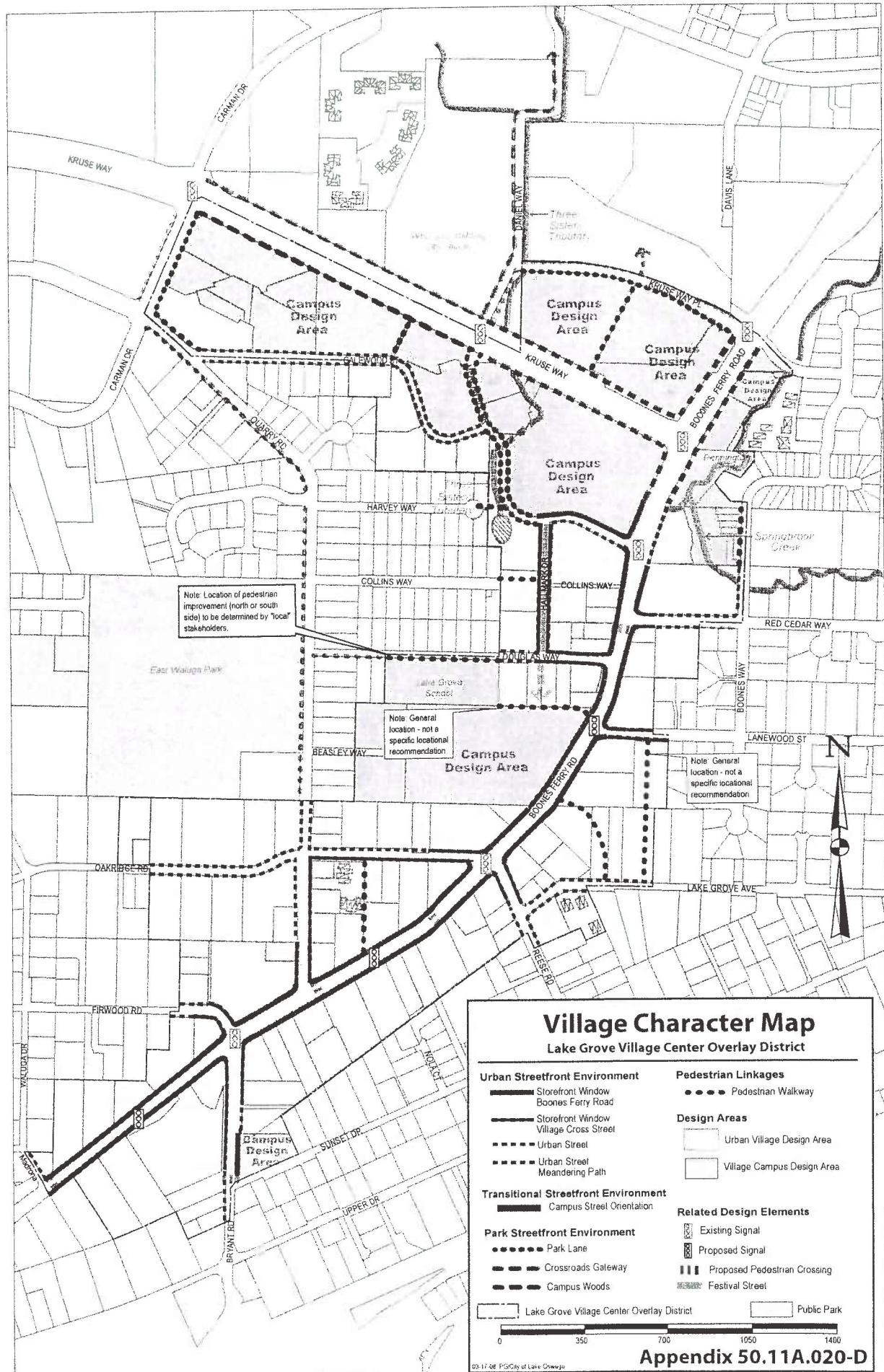
Village Commons
 Location within the Lake Grove Village Center Overlay District to be determined

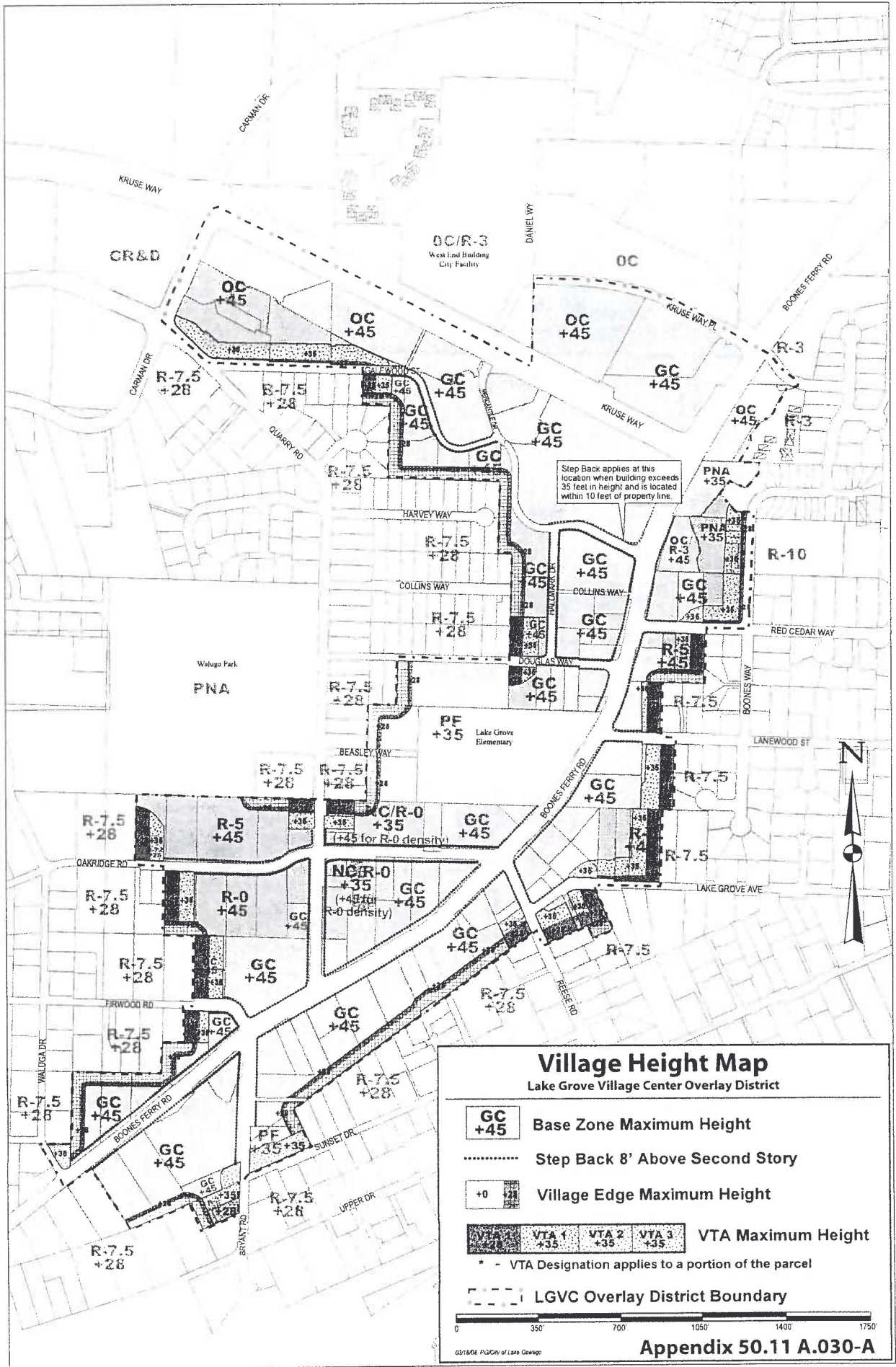
Location may be either side of Boones Ferry Road within 600 feet northeast of Quarry Road intersection

Village Commons and Gathering Places Map
 Lake Grove Village Center Overlay District

- Gathering Place with Greenscape Elements
- Gathering Place with Hardscape Elements
- Gathering Place with Hardscape & Greenscape Elements
- Pedestrian Connection/ Visual Link
- LGVC Overlay District Boundary
- Stream - Approximate Location







OC/R-3
West End Housing
City Facility

Step Back applies at this location when building exceeds 35 feet in height and is located within 10 feet of property line.

OC/R-0 +35
(+45 for R-0 density)

NC/R-0 +35
(+45 for R-0 density)

Waluga Park
PNA

PF +35
Lake Grove Elementary

Village Height Map

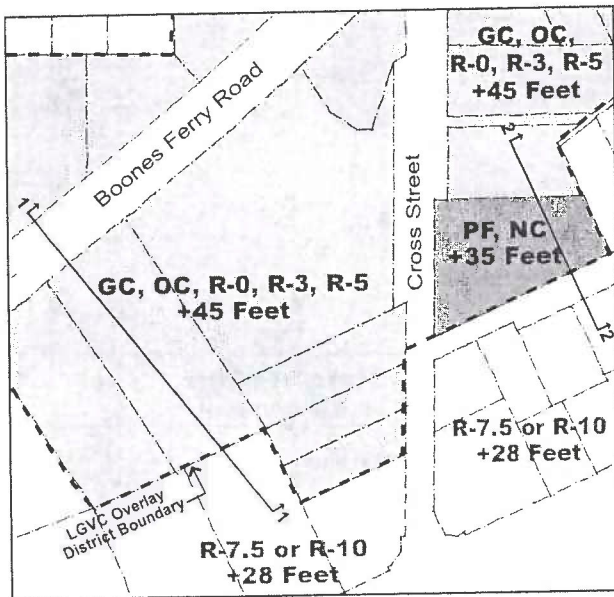
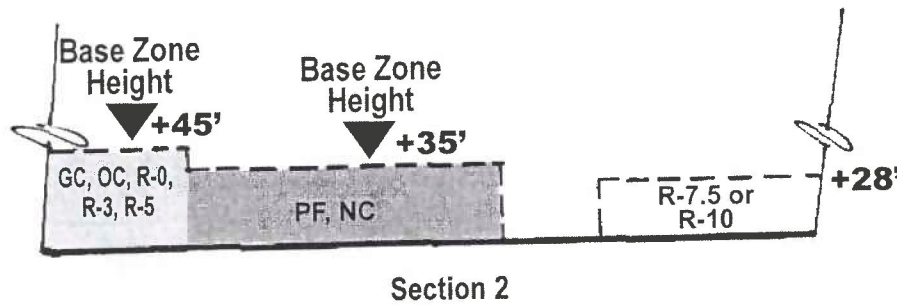
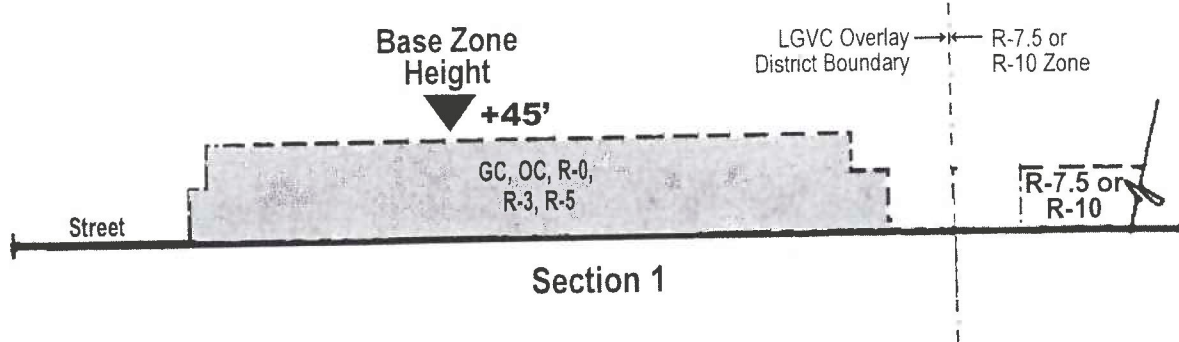
Lake Grove Village Center Overlay District

- GC +45** Base Zone Maximum Height
- Step Back 8' Above Second Story
- +0 +28** Village Edge Maximum Height
- VTA 1 +35 VTA 2 +35 VTA 3 +35** VTA Maximum Height
* - VTA Designation applies to a portion of the parcel
- LGVC Overlay District Boundary



Appendix 50.11A.030-B Base Zone Height Limits (One of four applicable height limit standards)

03/18/08 PG/City of Lake Oswego



Base Zone Height Limits

- 45 Feet Max Height
Applies to: GC, OC, R-0, R-3, R-5
- 35 Feet Max Height
Applies to: PF, NC

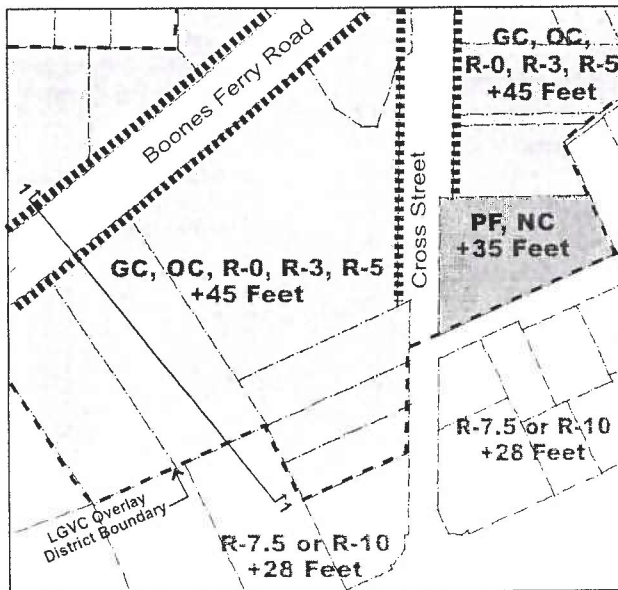
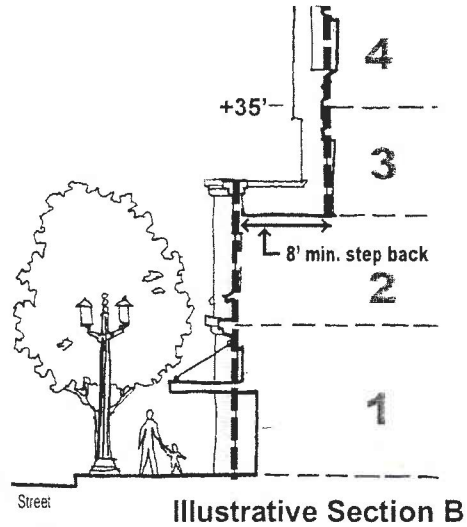
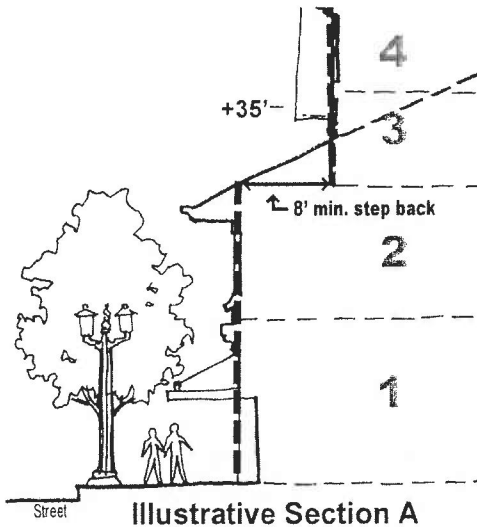
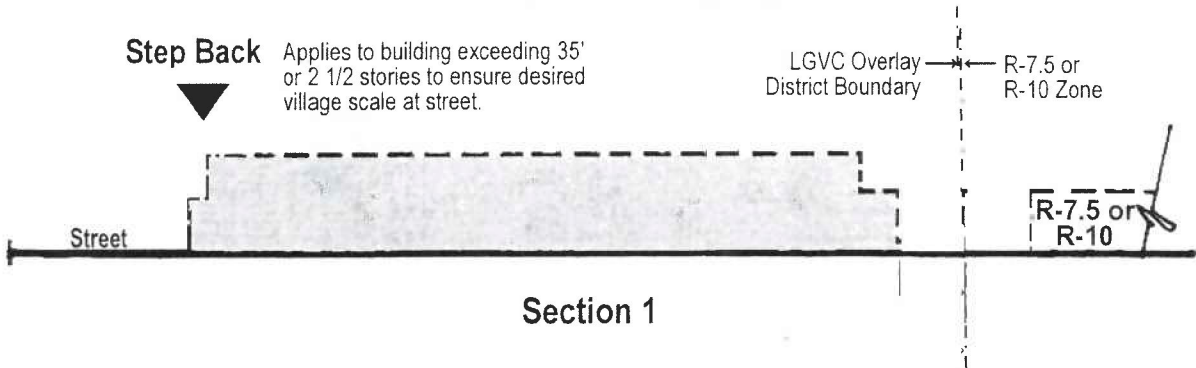
Base Zone Height Limits

Village Height limits work in combination with other standards to ensure desired scale and compatible transition to surrounding low-density residential districts.

Additional height limits, yard setbacks and other dimensional standards apply.

Appendix 50.11A.030-C Step Back Above Second Story (One of four applicable height limit standards)

03/18/08, PG/City of Lake Oswego



Step Back Above 2nd Story

Step Back 8 Feet

Stories above the second story shall step back from the adjacent lower story facing a street by a minimum of 8 feet.

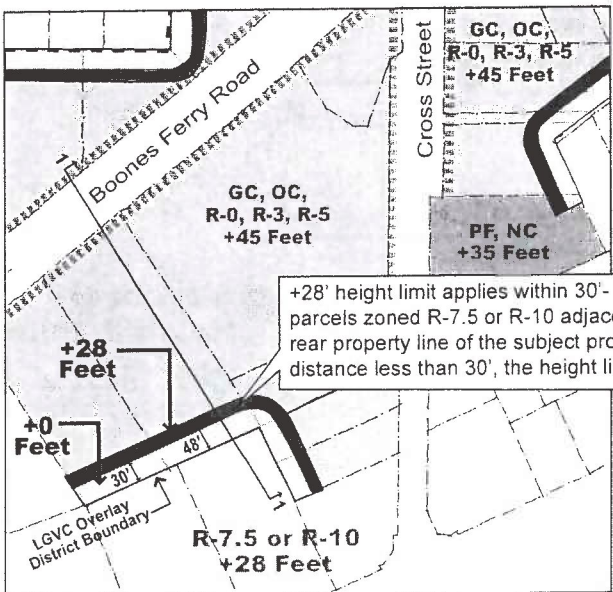
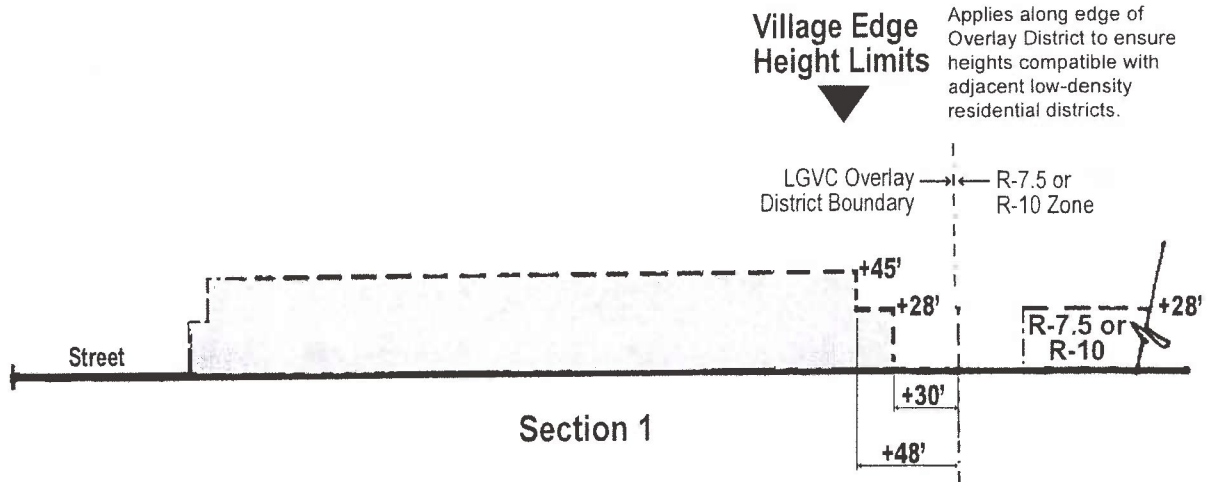
Step Back Height Limits

Village Height limits work in combination with other standards to ensure desired scale and compatible transition to surrounding low-density residential districts.

Additional height limits, yard setbacks and other dimensional standards apply.

Appendix 50.11A.030-D Village Edge Height Limits (One of four applicable height limit standards)

03/19/08 PG/City of Lake Oswego



Village Edge Height Limits

Village Height limits work in combination with other standards to ensure desired scale and compatible transition to surrounding low-density residential districts.

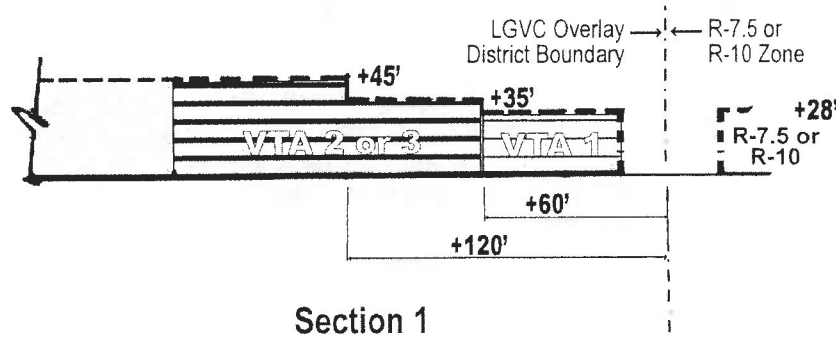
Additional height limits, yard setbacks and other dimensional standards apply.

Appendix 50.11A.030-E Village Transition (VTA) Height Limits (One of four applicable height limit standards)

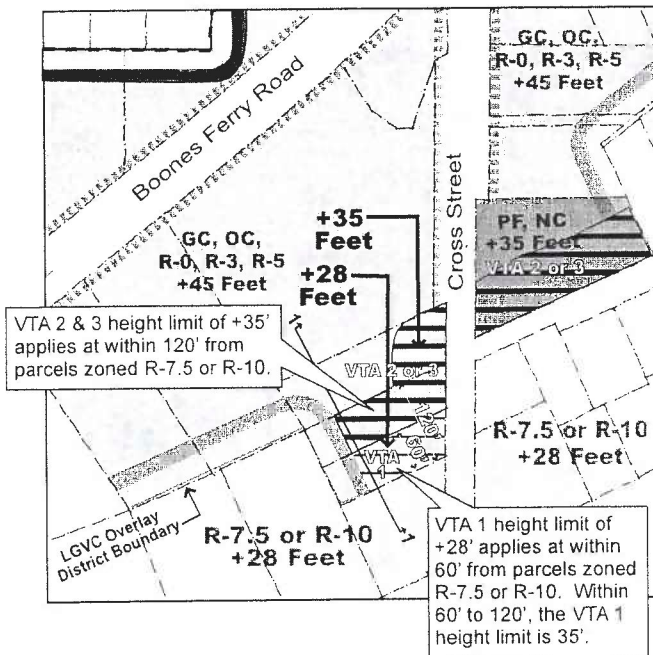
03/18/08 PG/City of Lake Oswego

Village Transition Height Limits

Applies along cross streets to ensure heights a compatible transition from commercial to adjacent low-density residential districts.



Section 1



VTA Height Limits

28 Feet Max Height (VTA 1)

Applies to VTA 1 parcels at front or side property line at a distance less than 60' from parcels zoned R-7.5 or R-10.

35 Feet Max Height (VTA 1, 2 & 3)

Applies to VTA 1 parcels at front or side property line at a distance 60' to 120' from parcels zoned R-7.5 or R-10.

Applies to VTA 2 and 3 parcels at front or side property line at a distance up to 120' from parcels zoned R-7.5 or R-10.

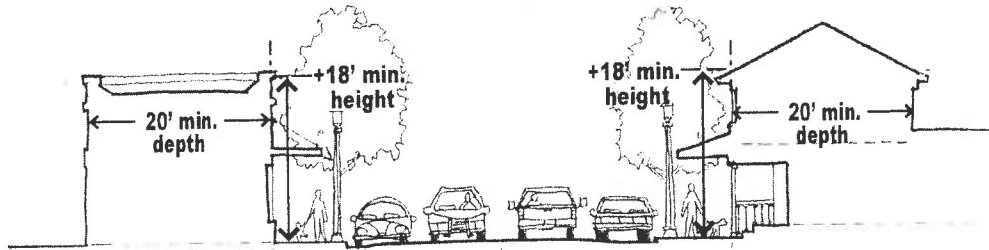
Village Transition Height Limits

Village Height limits work in combination with other standards to ensure desired scale and compatible transition to surrounding low-density residential districts.

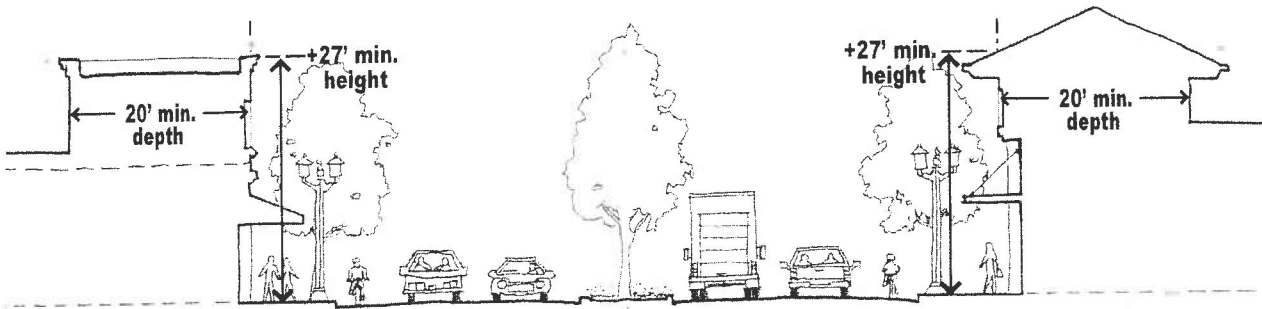
Additional height limits, yard setbacks and other dimensional standards apply.

Appendix 50.11A.030-F Minimum Height at Street Frontage

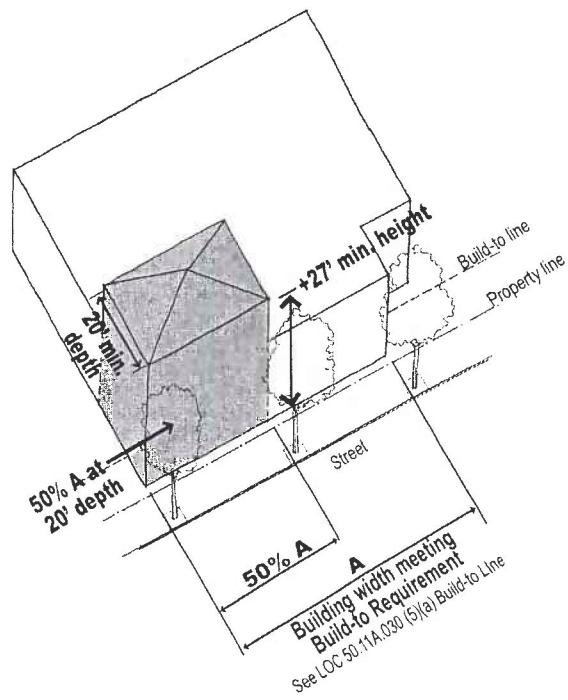
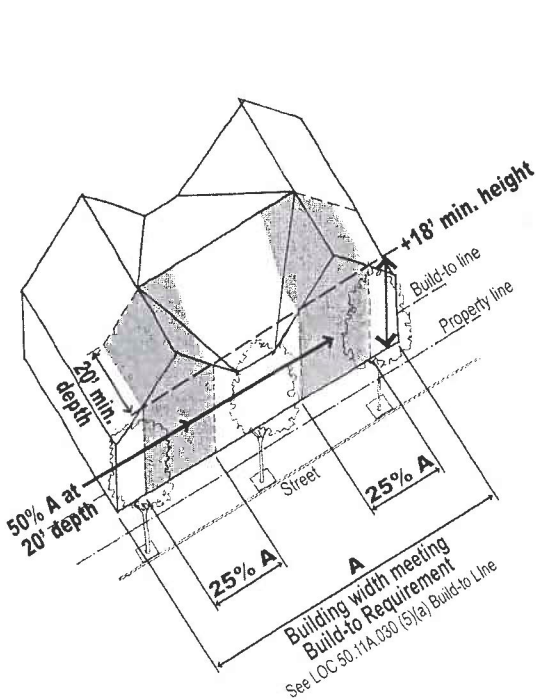
03/18/06 PG/City of Lake Oswego



Section - Minimum Height at Village Cross-Streets
Does not apply at Boones Ferry Road

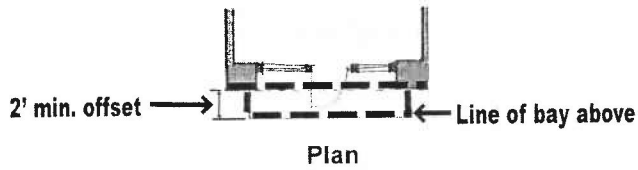
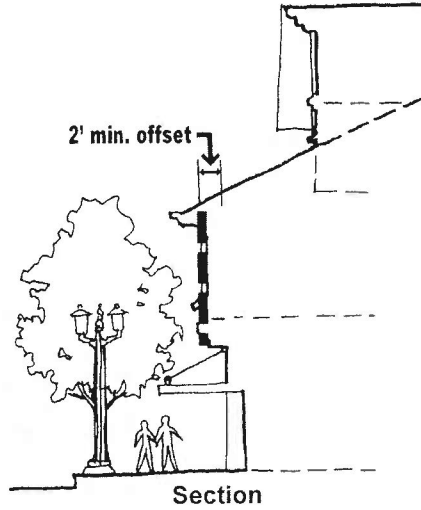
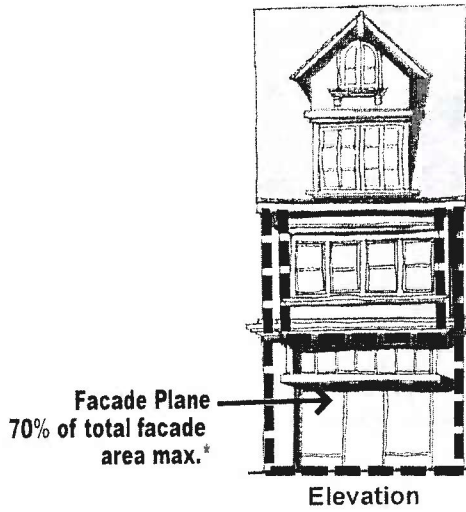


Section - Minimum Height at Boones Ferry Road

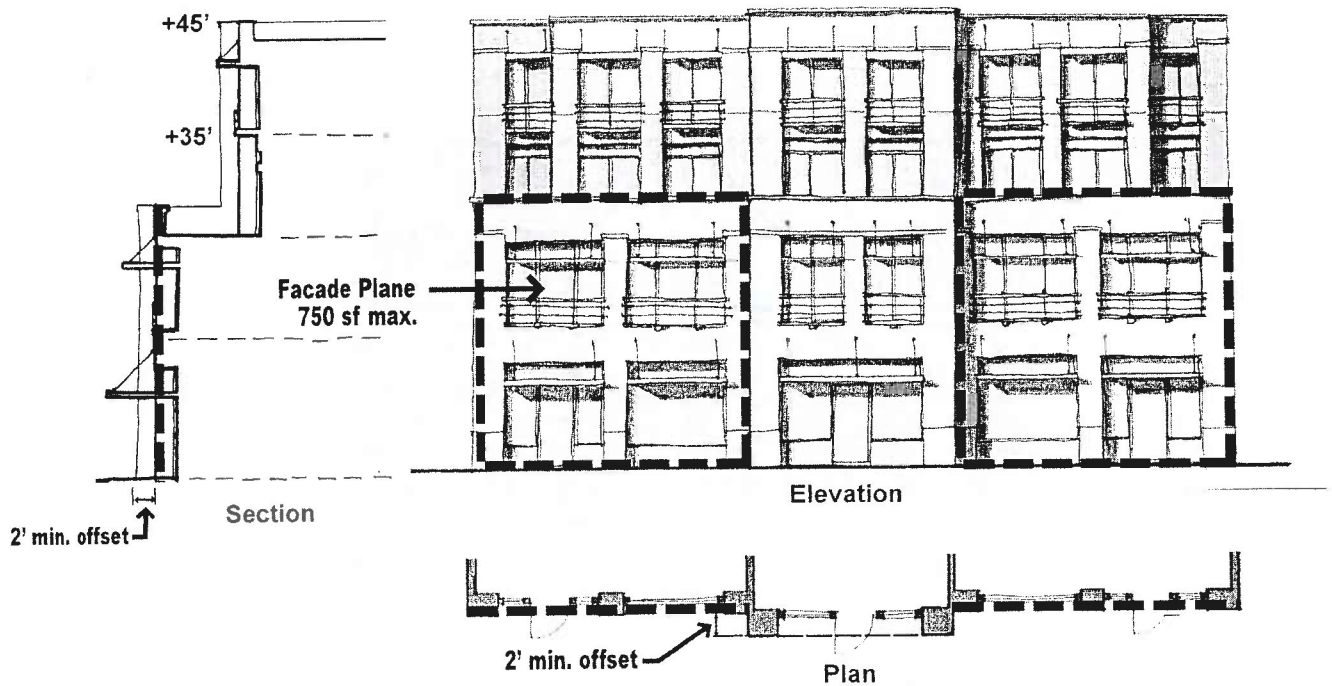


Appendix 50.11A.030-G Facade Planes

03/18/08 PG/City of Lake Oswego

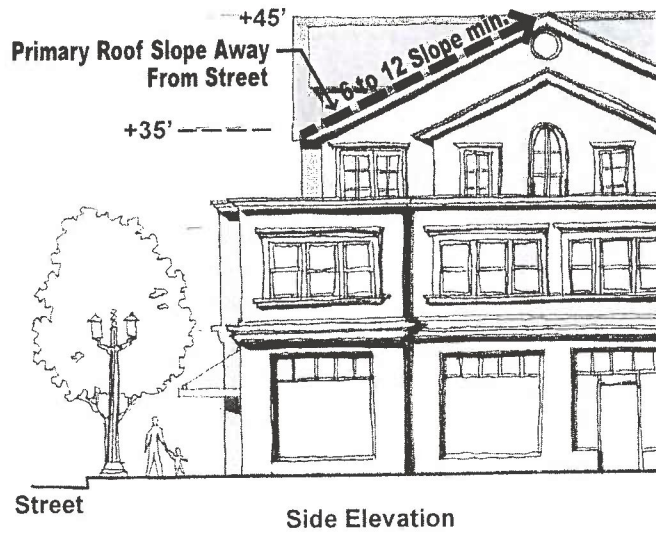


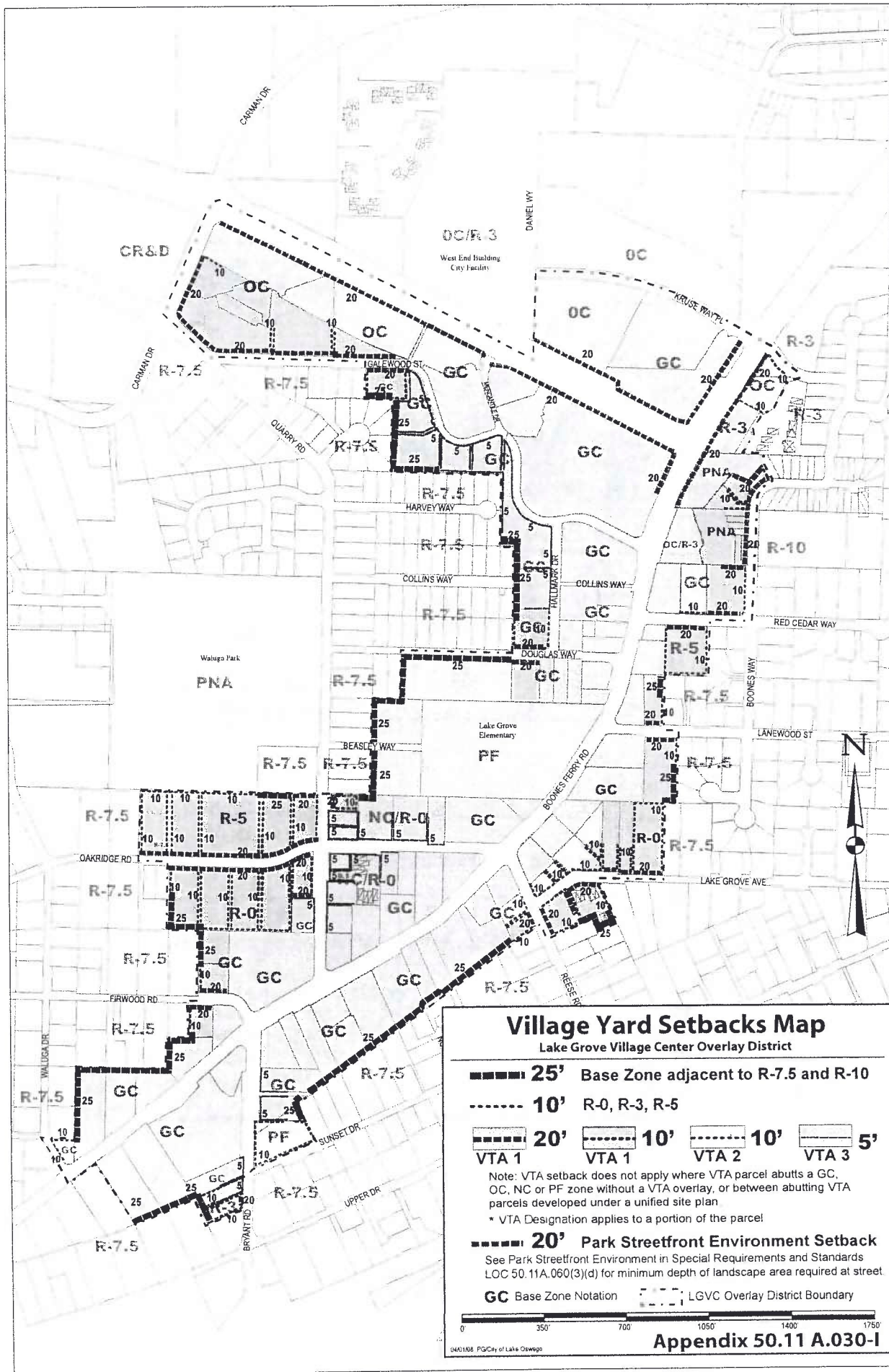
* Applies when 70% of total facade area is less than 750 sf. (Applies when total facade area is less than approximately 1,071 sf.)



Appendix 50.11A.030-H Roof Slope Away From Street

03/18/08 PG/City of Lake Oswego





Village Yard Setbacks Map

Lake Grove Village Center Overlay District

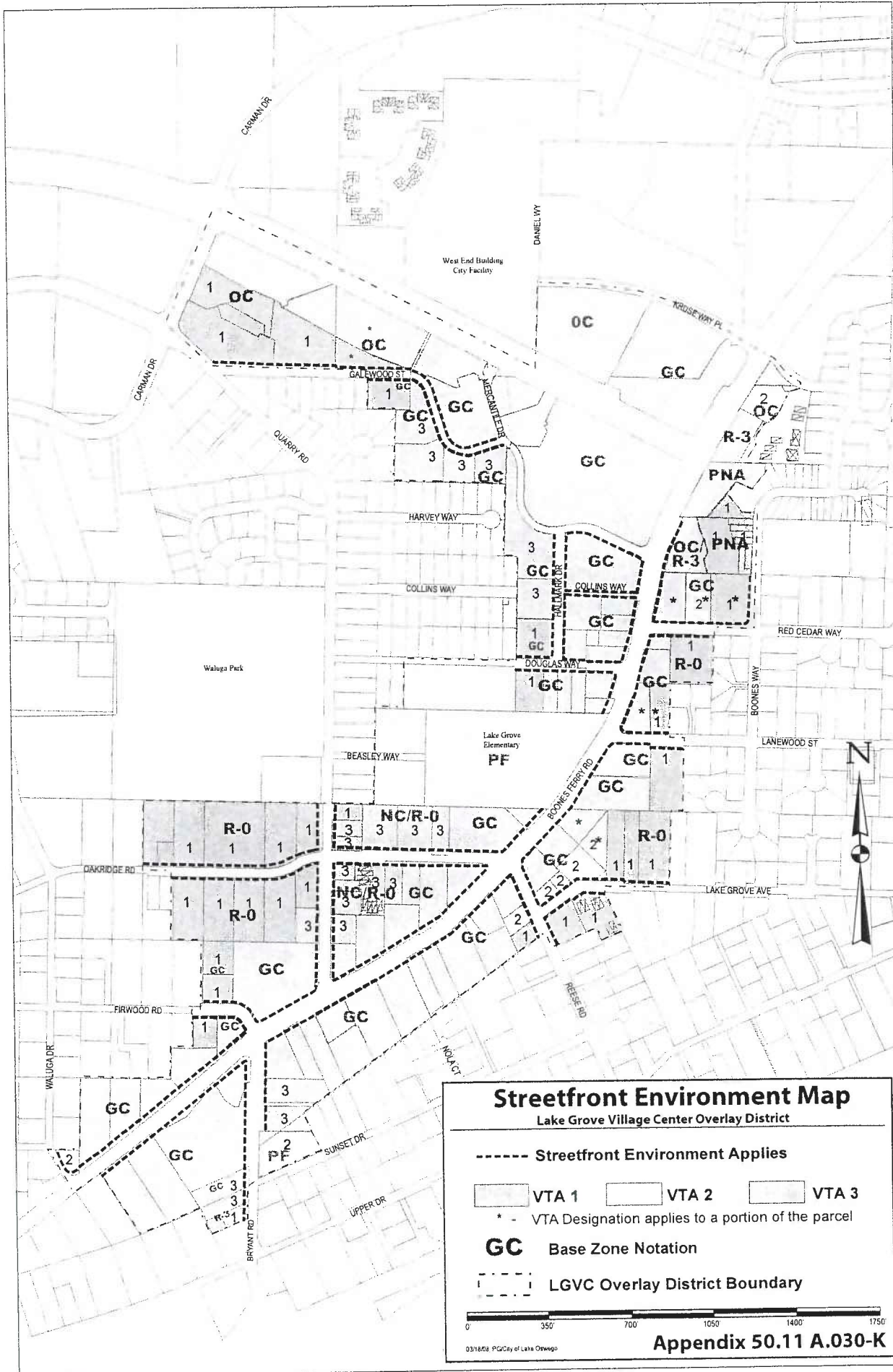
- 25'** Base Zone adjacent to R-7.5 and R-10
- 10'** R-0, R-3, R-5
- 20'** VTA 1 **10'** VTA 1 **10'** VTA 2 **5'** VTA 3

Note: VTA setback does not apply where VTA parcel abuts a GC, OC, NC or PF zone without a VTA overlay, or between abutting VTA parcels developed under a unified site plan

* VTA Designation applies to a portion of the parcel

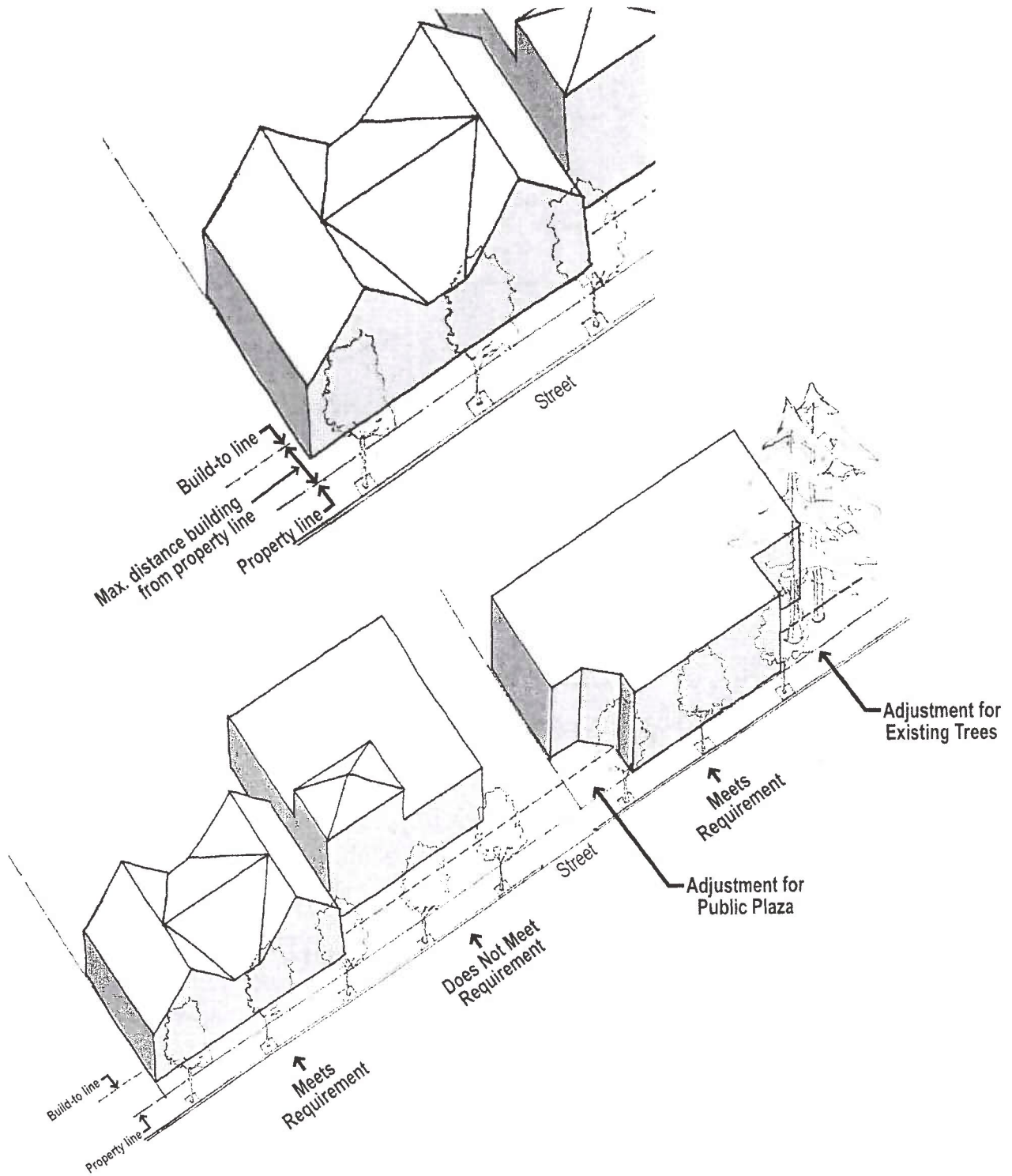
- 20'** Park Streetfront Environment Setback
See Park Streetfront Environment in Special Requirements and Standards LOC 50.11A.060(3)(d) for minimum depth of landscape area required at street
- GC** Base Zone Notation **---** LGVC Overlay District Boundary





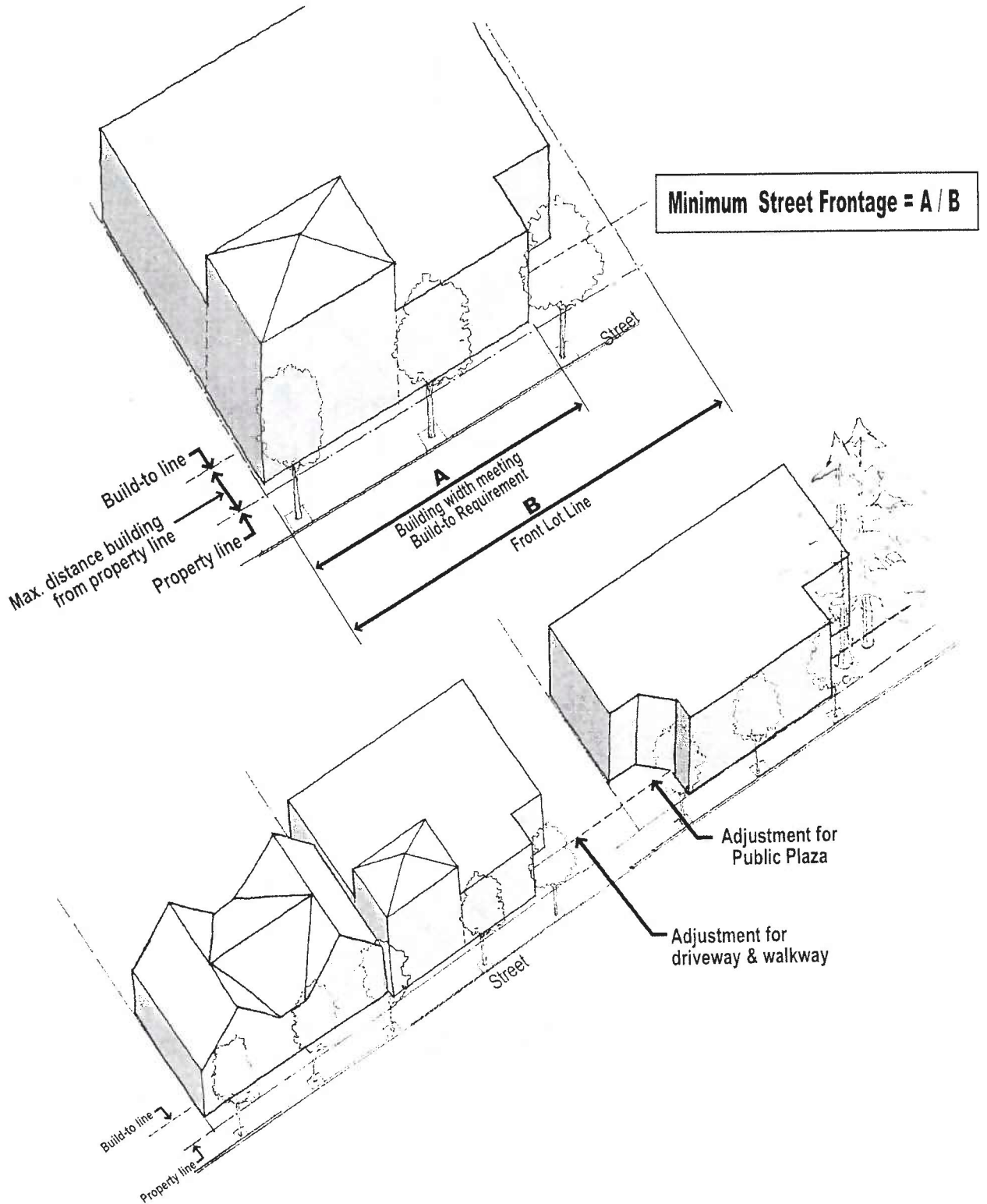
Appendix 50.11A.030-L Build-to Line

03/18/08, PG/City of Lake Oswego



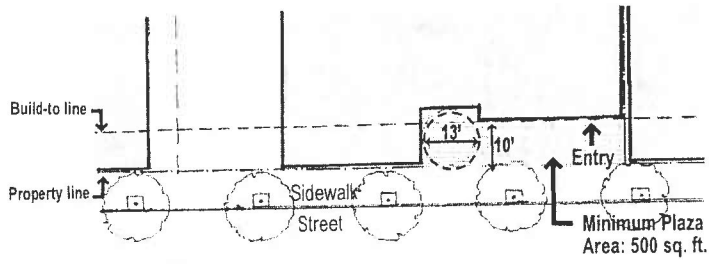
Appendix 50.11A.030-M Minimum Building Width at Build-to Line

03/18/08, PG/City of Lake Oswego



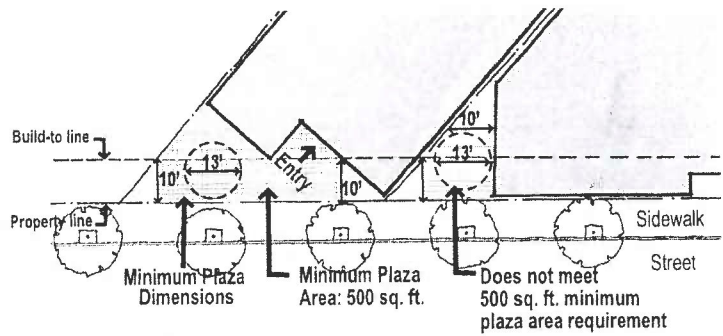
Appendix 50.11A.030-N Public Plaza

03/18/08, PG/City of Lake Oswego

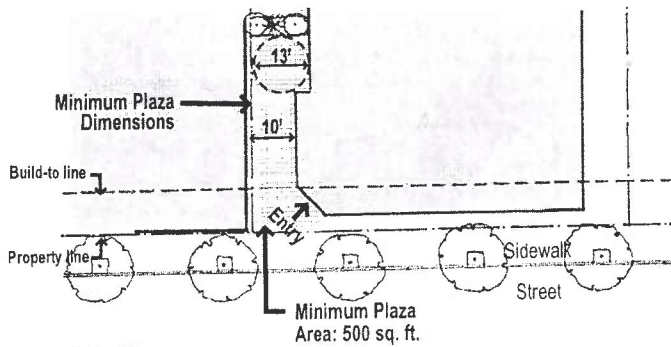


Front Plaza

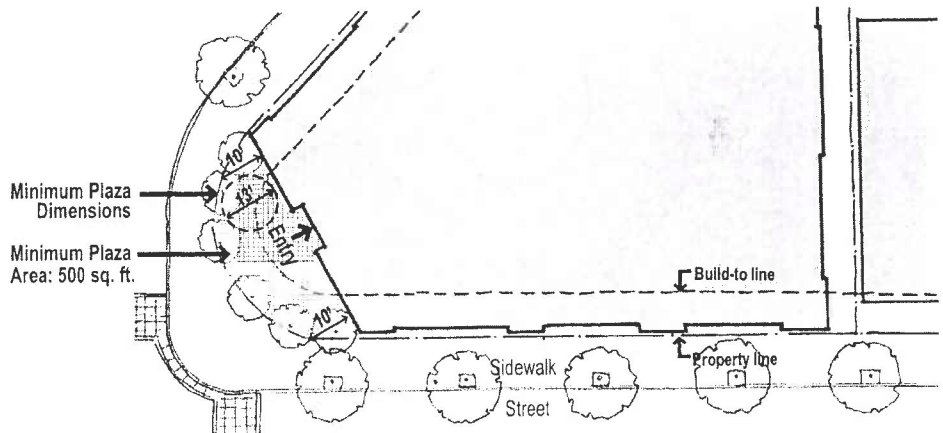
← Indicates area meeting plaza minimum dimension requirements. Examples illustrate minimum plaza area of 500 sq. ft. (approximate scale: 1"=40')



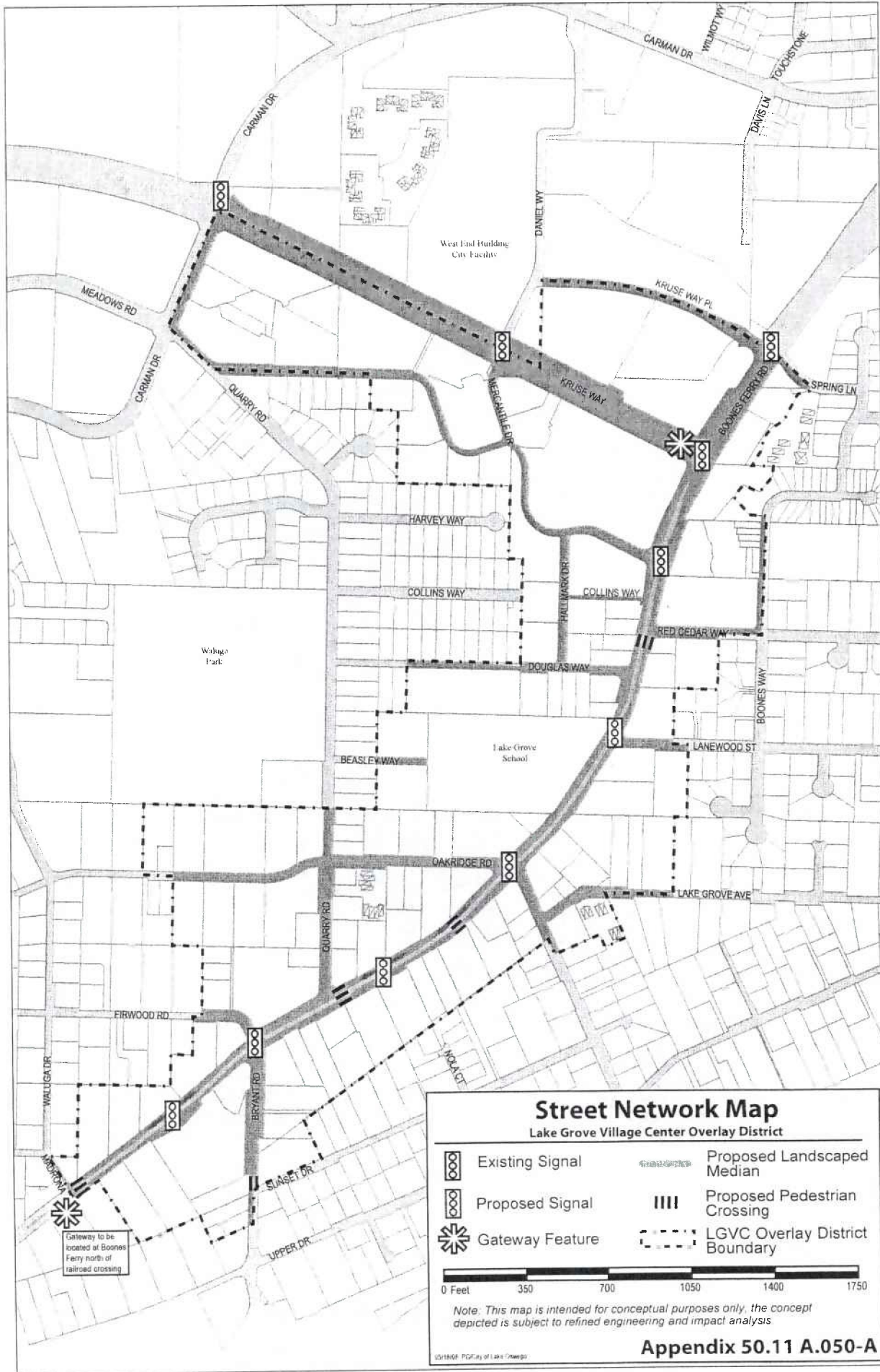
Plaza at Angled Lot



Side Plaza



Corner Plaza



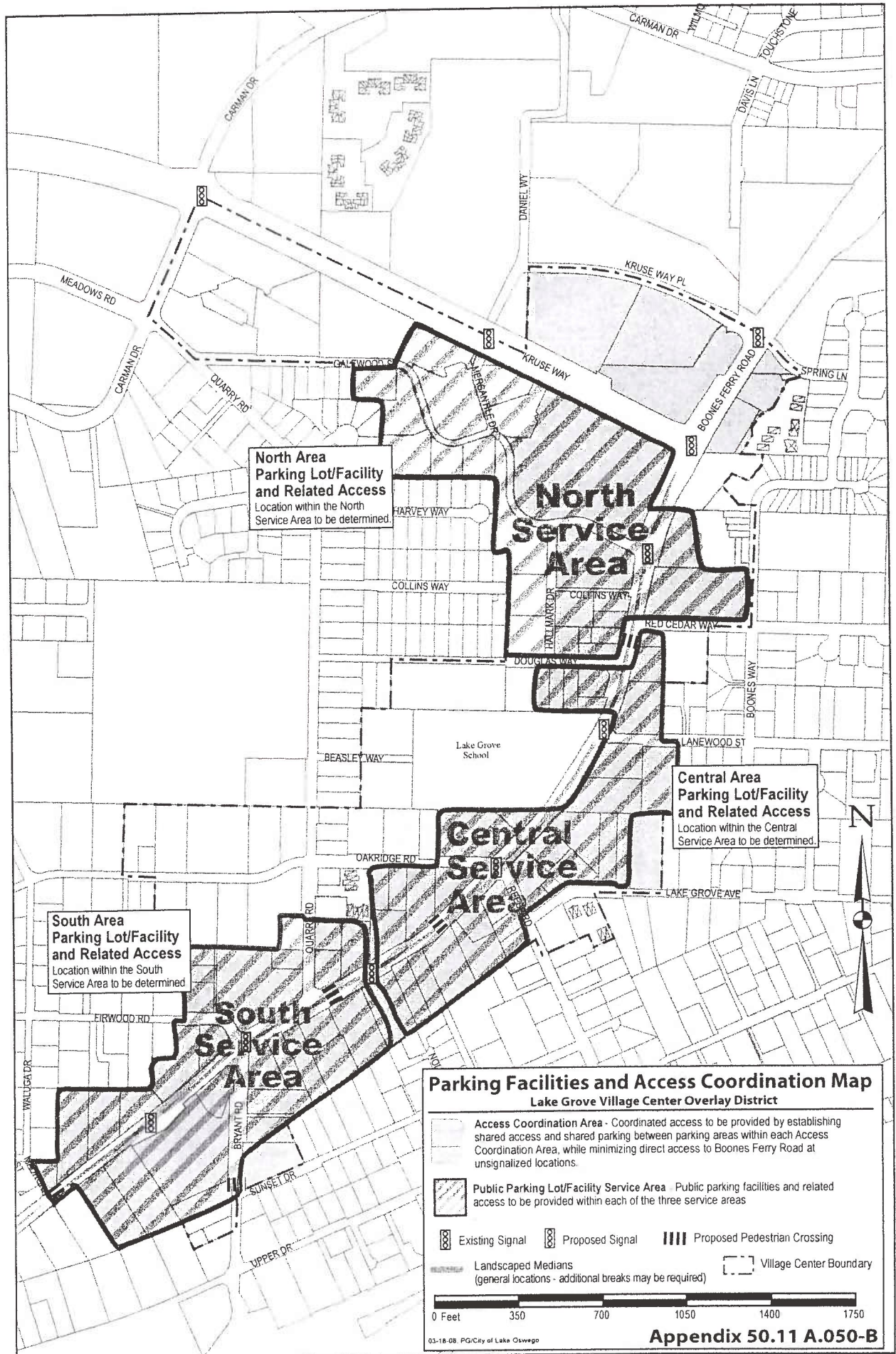
Street Network Map

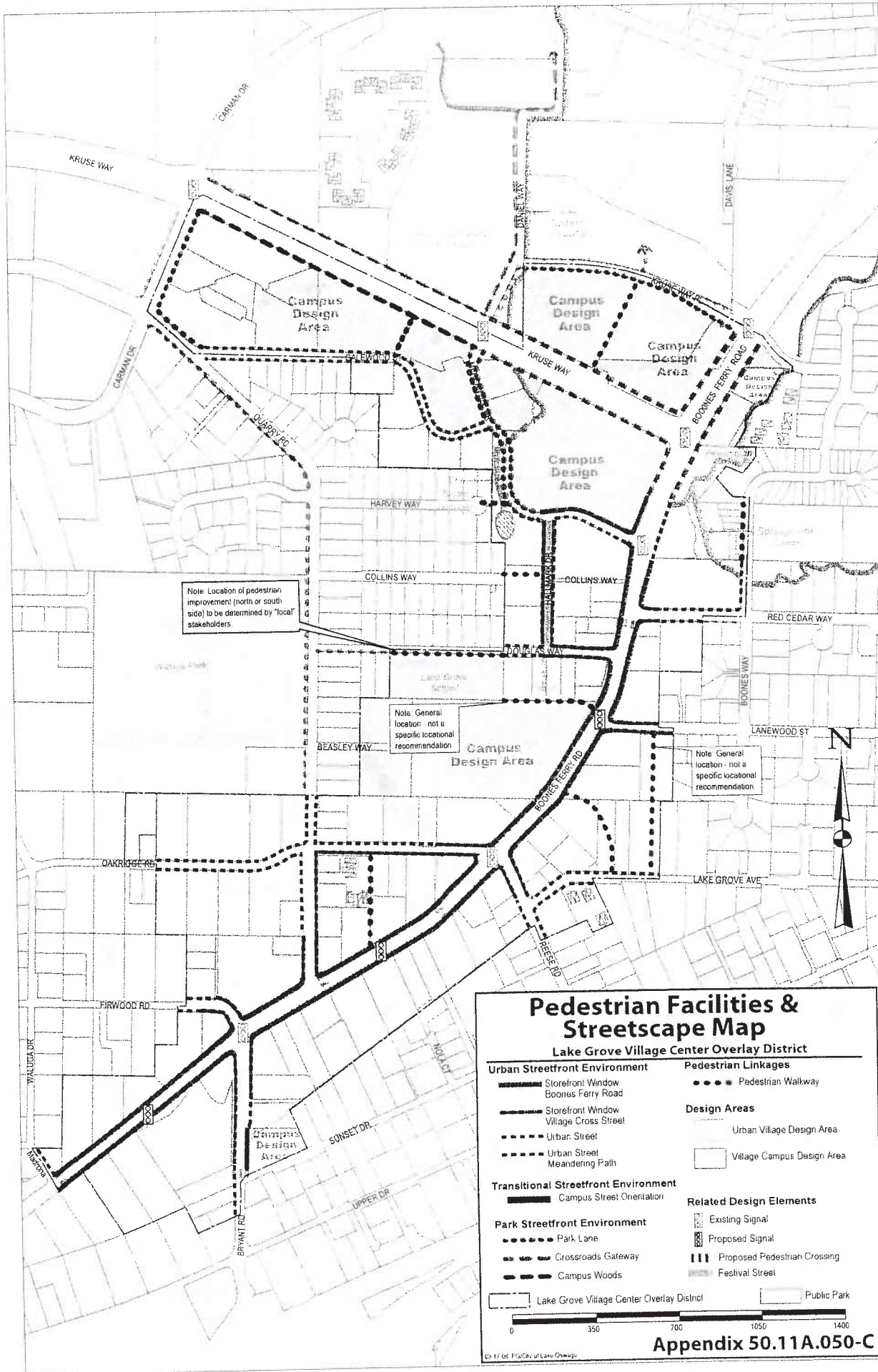
Lake Grove Village Center Overlay District

- | | | | |
|--|-----------------|--|--------------------------------|
| | Existing Signal | | Proposed Landscaped Median |
| | Proposed Signal | | Proposed Pedestrian Crossing |
| | Gateway Feature | | LGVC Overlay District Boundary |



Note: This map is intended for conceptual purposes only. The concept depicted is subject to refined engineering and impact analysis.





Note: Location of pedestrian improvement (north or south side) to be determined by "local" stakeholders.

Note: General location - not a specific locational recommendation

Note: General location - not a specific locational recommendation

Pedestrian Facilities & Streetscape Map

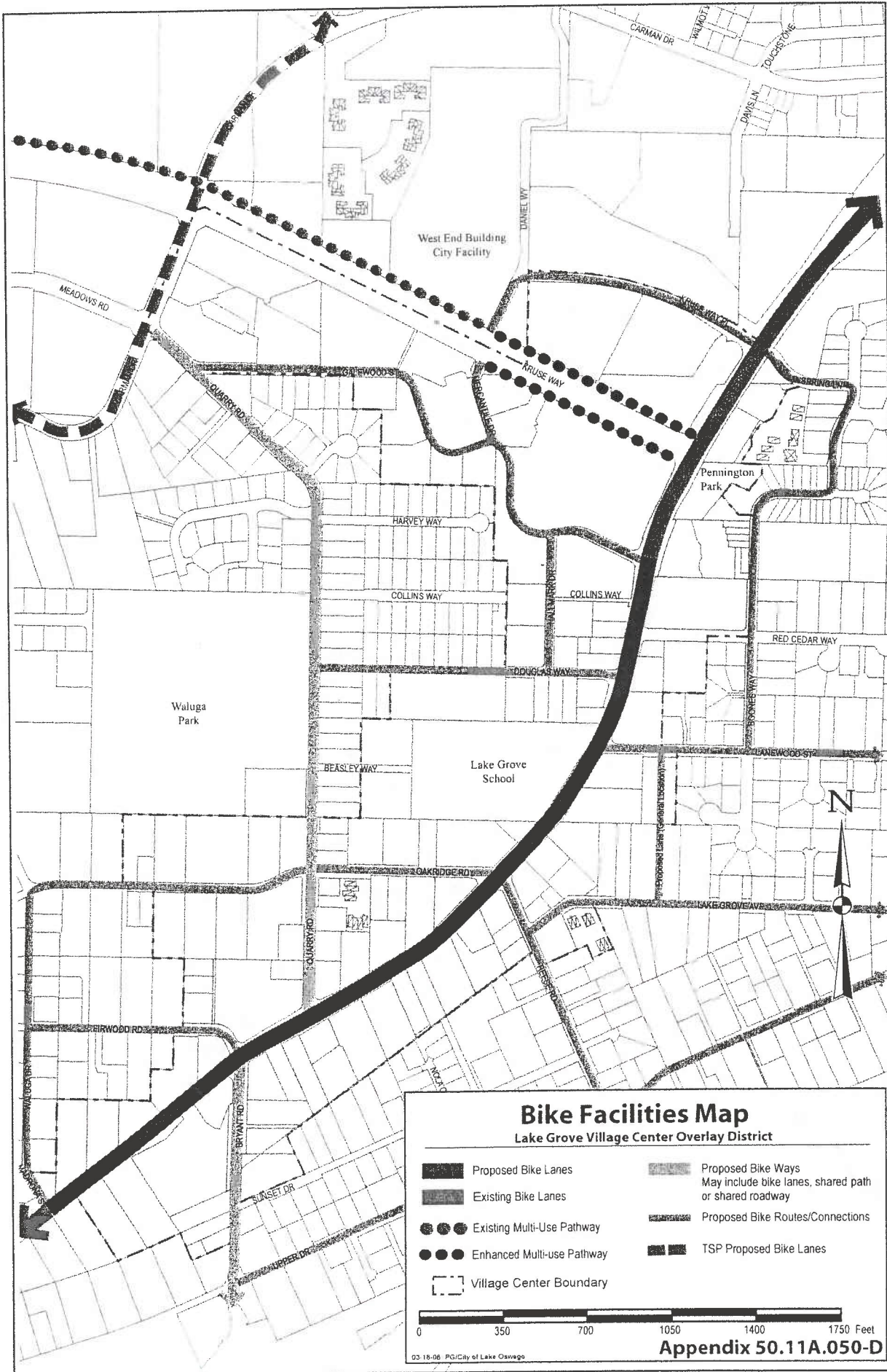
Lake Grove Village Center Overlay District

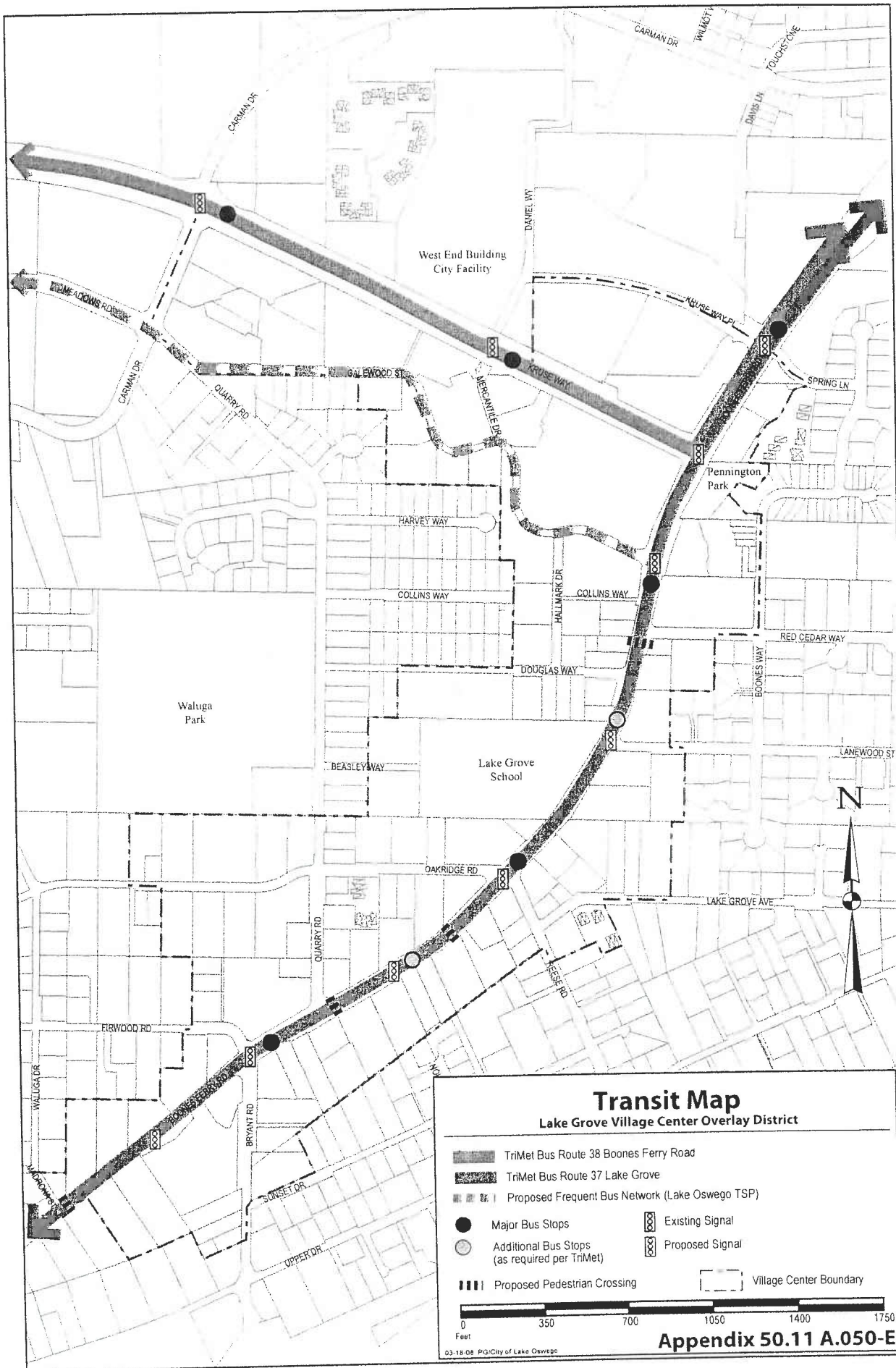
<p>Urban Streetfront Environment</p> <ul style="list-style-type: none"> Storefront Window - Boonies Ferry Road Storefront Window - Village Cross Street Urban Street Urban Street - Meandering Path <p>Transitional Streetfront Environment</p> <ul style="list-style-type: none"> Campus Street Orientation <p>Park Streetfront Environment</p> <ul style="list-style-type: none"> Park Lane Crossroads Gateway Campus Woods <p> Lake Grove Village Center Overlay District</p>	<p>Pedestrian Linkages</p> <ul style="list-style-type: none"> Pedestrian Walkway <p>Design Areas</p> <ul style="list-style-type: none"> Urban Village Design Area Village Campus Design Area <p>Related Design Elements</p> <ul style="list-style-type: none"> Existing Signal Proposed Signal Proposed Pedestrian Crossing Festival Street <p> Public Park</p>
---	--

0 350 700 1050 1400

Appendix 50.11A.050-C

05 of 17 of PGCA of Lake Grove





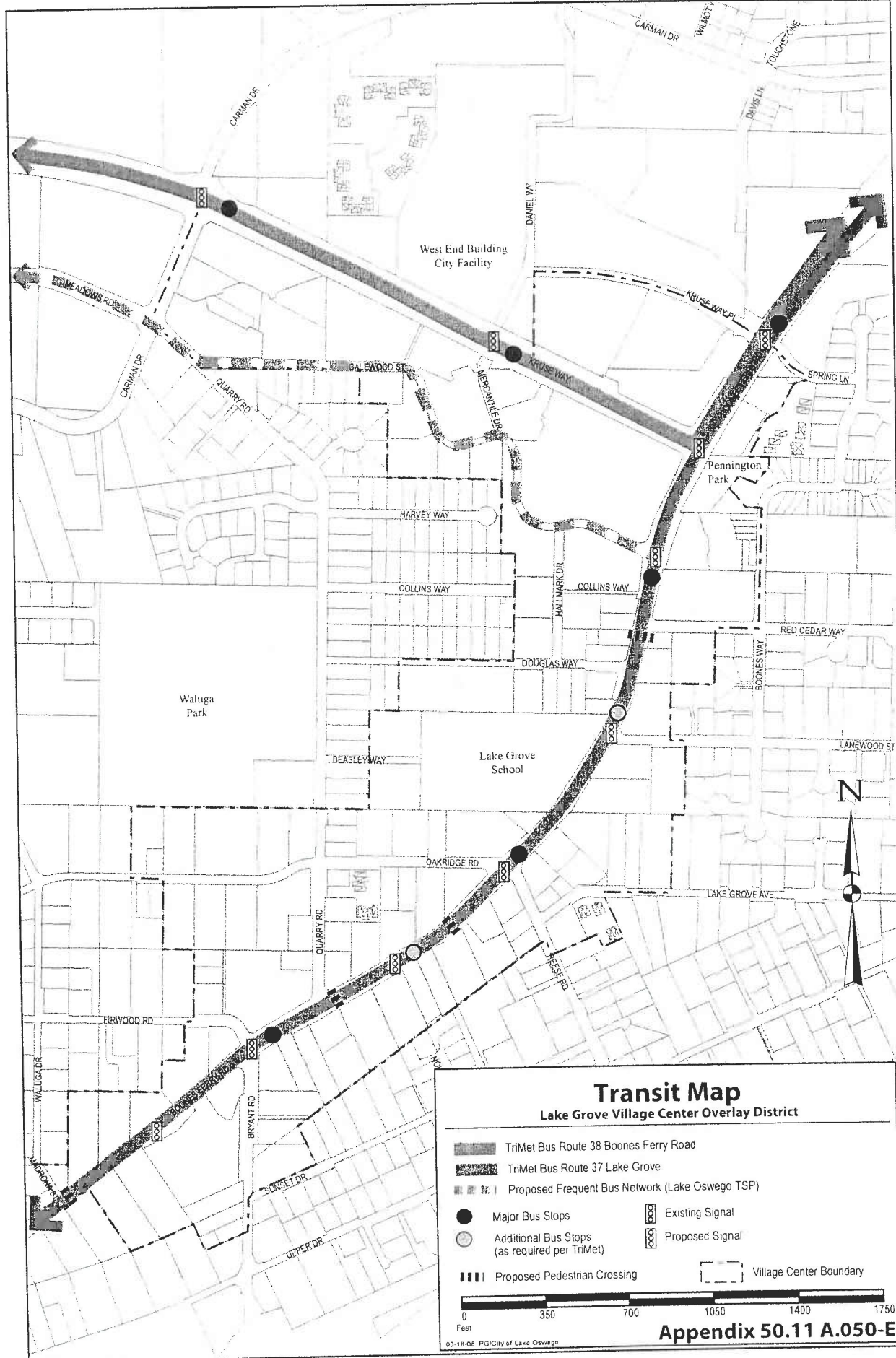
West End Building
City Facility

Waltuga
Park

Lake Grove
School

Pennington
Park

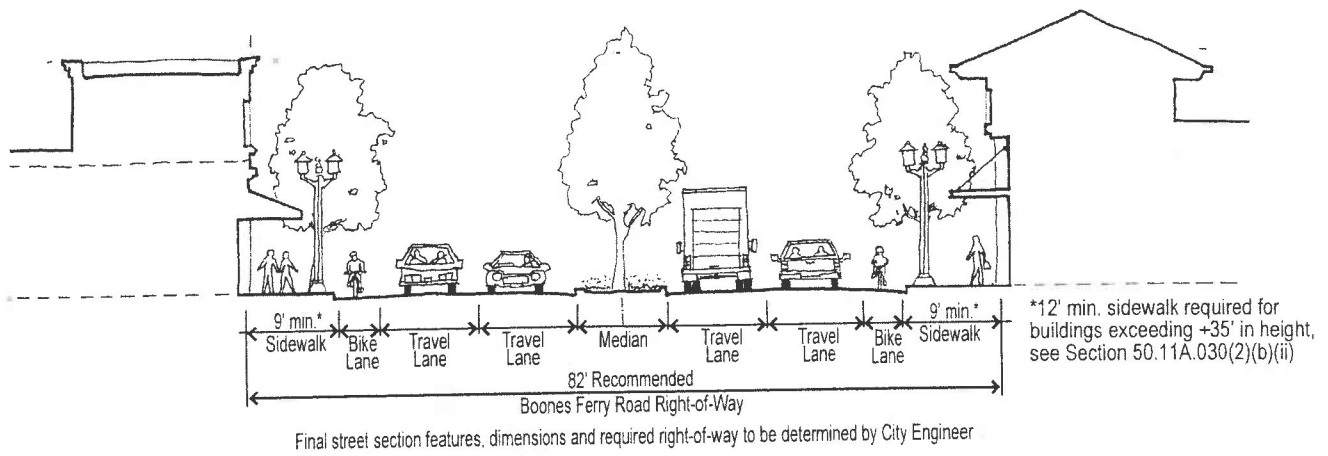
N



Appendix 50.11A.050-F Boones Ferry Typical Mid-block Street Section

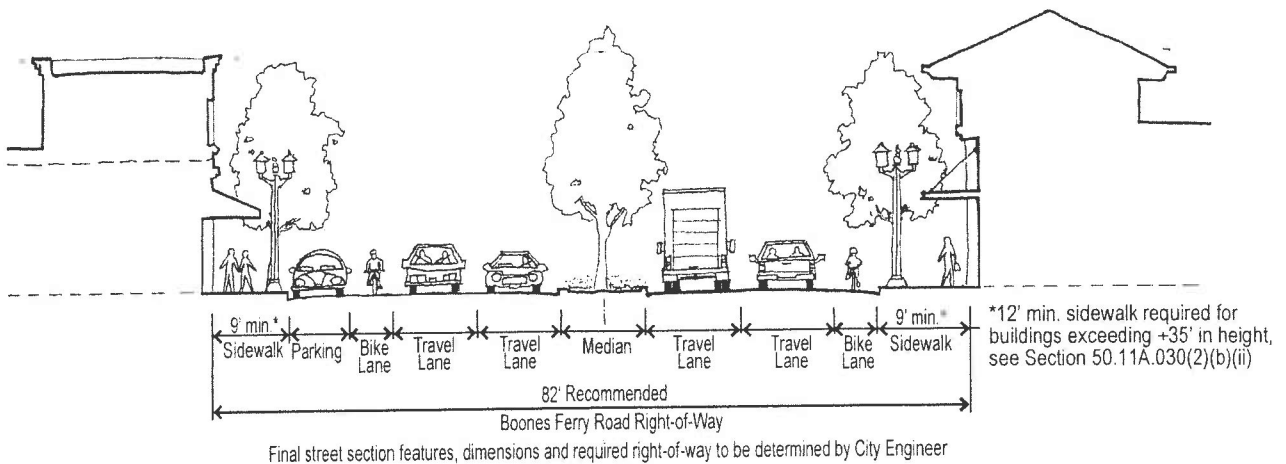
03/18/08 PG/City of Lake Oswego

Street sections below illustrate streetscape standards for locations designated Storefront Window Boones Ferry Road. Additional streetscape standards apply. Refer to Pedestrian Facilities and Streetscape Map, Appendices 50.11A.050-C and applicable standard for sidewalk dimensions and streetscape treatments, Appendices 50.11A.050, I through P.



On-street Parking Option

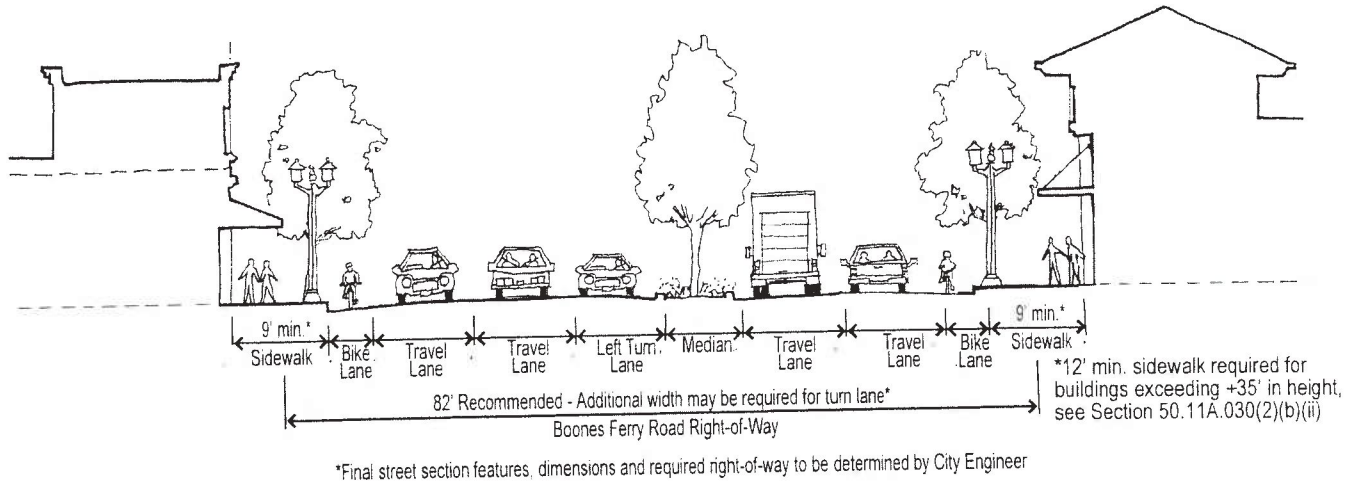
On-street Parking shown at one side of Boones Ferry Road



Appendix 50.11A.050-G Boones Ferry Typical Signalized Intersection Street Section

03/18/08 PG/City of Lake Oswego

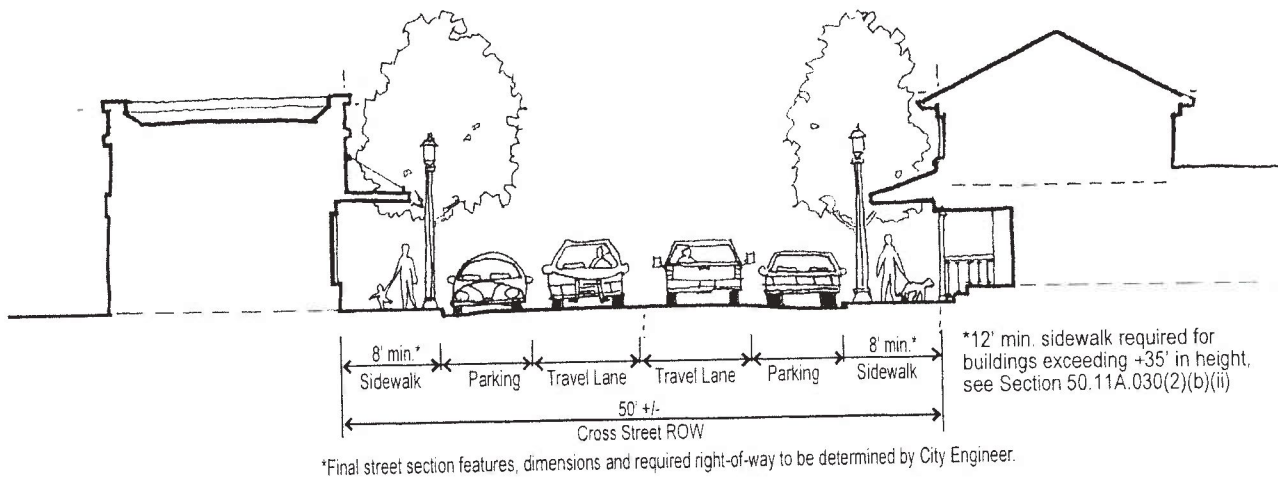
Street section below illustrates streetscape standards for locations at intersections designated Storefront Window Boones Ferry Road. Additional streetscape standards apply. Refer to Pedestrian Facilities and Streetscape Map, Appendices 50.11A.050-C and applicable standard for sidewalk dimensions and streetscape treatments, Appendices 50.11A.050, I through P.



Appendix 50.11A.050-H Village Cross Street Section at Transition to Boones Ferry Road

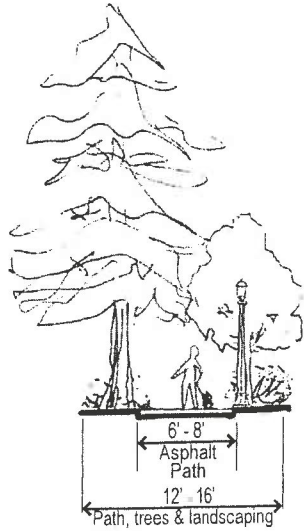
03/18/08 PG/City of Lake Oswego

Street section below illustrates streetscape standards for locations at intersections designated Storefront Window Village Cross Street. Additional streetscape standards apply. Refer to Pedestrian Facilities and Streetscape Map, Appendices 50.11A.050-C and applicable standard for sidewalk dimensions and streetscape treatments, Appendices 50.11A.050, I through P.

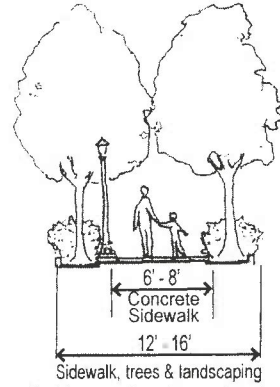


Appendix 50.11A.050-I Pedestrian Walkway Pedestrian Linkages

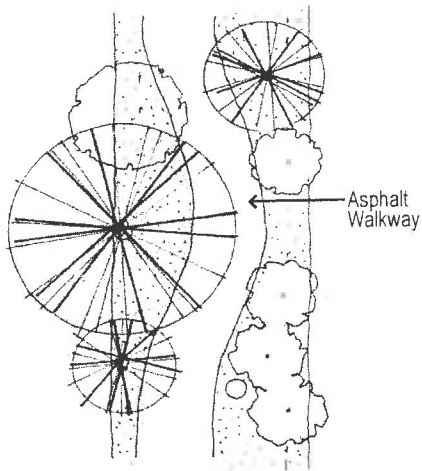
03/18/08 PG/City of Lake Oswego



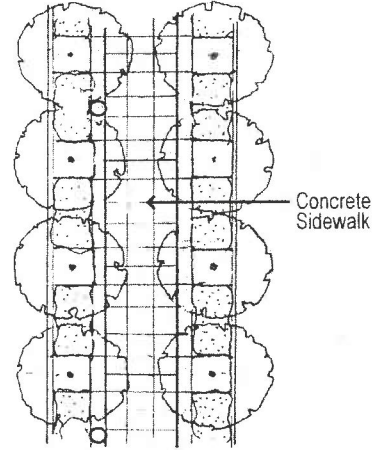
*Final features, dimensions and required easement or right-of-way to be determined by City Engineer.



*Final features, dimensions and required easement or right-of-way to be determined by City Engineer.



**Pedestrian Walkway
Meandering Path Option**

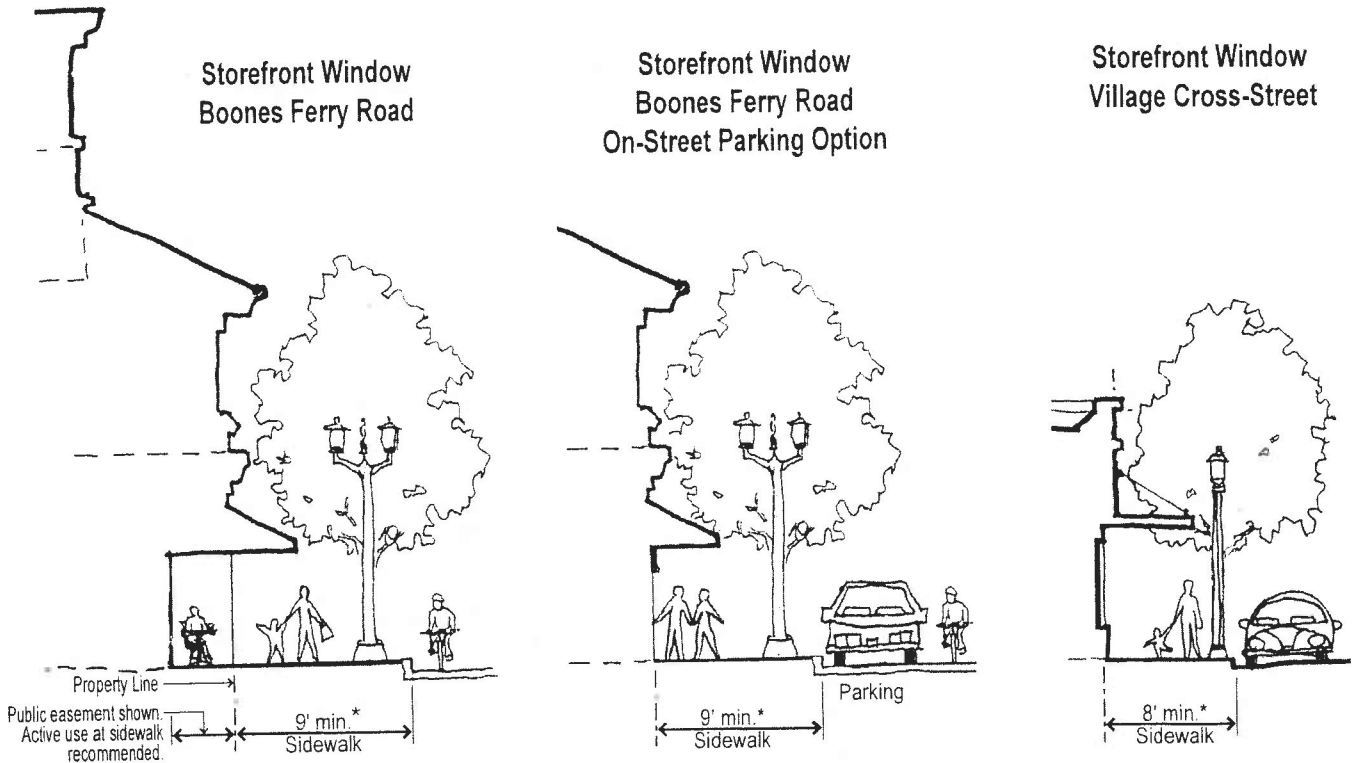


**Pedestrian Walkway
Urban Sidewalk Option**

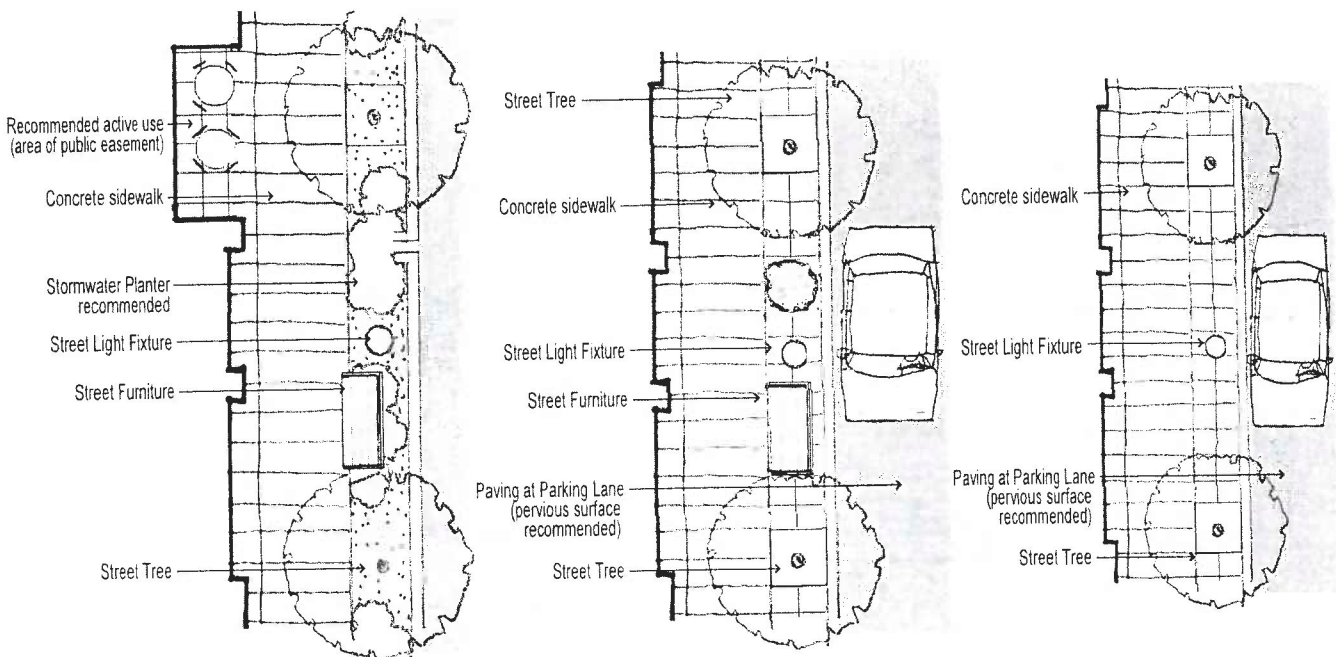
Appendix 50.11A.050-J Storefront Window Streetscape Urban Street Environment

03/18/08 PG/City of Lake Oswego

Final features, dimensions and required
right-of-way to be determined by City Engineer



*12' min. sidewalk required for buildings exceeding +35' in height, see Section 50.11A.030(2)(b)(ii)



Appendix 50.11A.050-K Storefront Sidewalk Zone Requirements Urban Streetfront Environment

03/18/08 PG/City of Lake Oswego

Pedestrian Thru Zone

The Pedestrian Thru Zone is the area of the sidewalk where pedestrians can pass through without obstructions side-by-side.

Final features, dimensions and required right-of-way to be determined by City Engineer

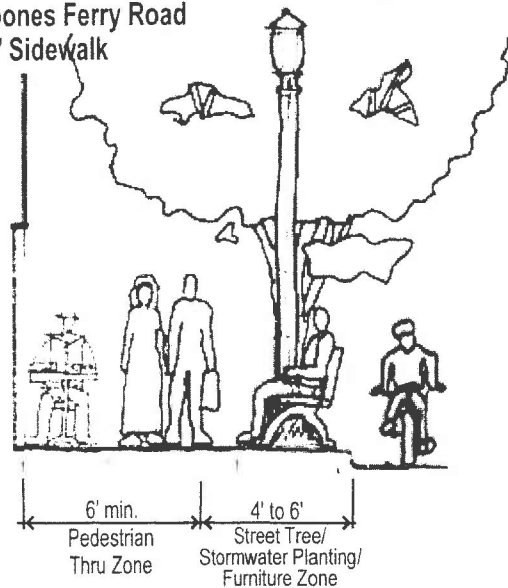
Furnishing/Stormwater Planter Zone

The Furnishing/Stormwater Planter Zone is the space along the length of the sidewalk for elements encouraging pedestrian use of the right-of-way. Such elements include landscaping including street trees and stormwater, planters, lighting, benches, bike racks and transit shelters. In all pervious areas, landscaping must be soft (grass or ground-cover). Vertical elements such as "loading zone" signs, permanently located in the Furnishing Zone must be set back 18" from the curb.

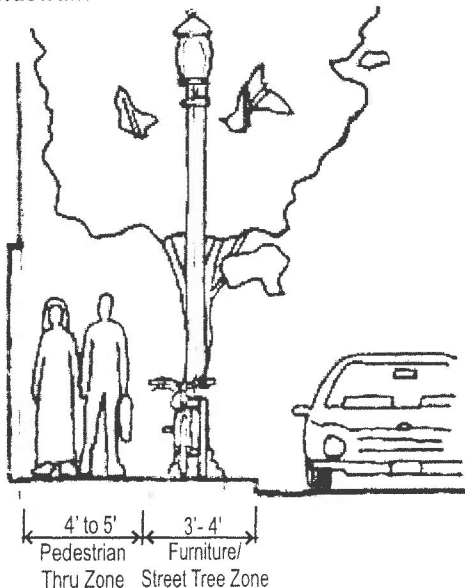
A.D.A. Requirements

Curb ramps, access routes, warning strips, etc., must conform with the requirements of the Americans with Disabilities Act as determined by the City Engineer.

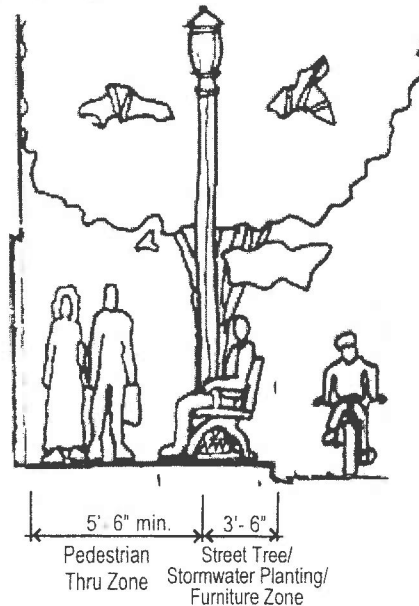
**Boones Ferry Road
12' Sidewalk**



**Village Cross Street
8' Sidewalk**



**Boones Ferry Road
9' Sidewalk**

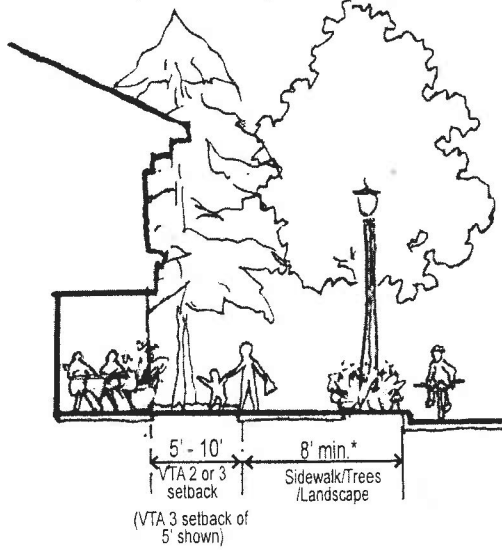


Appendix 50.11A.050-L Urban Street Orientation Streetscape Urban Streetfront Environment

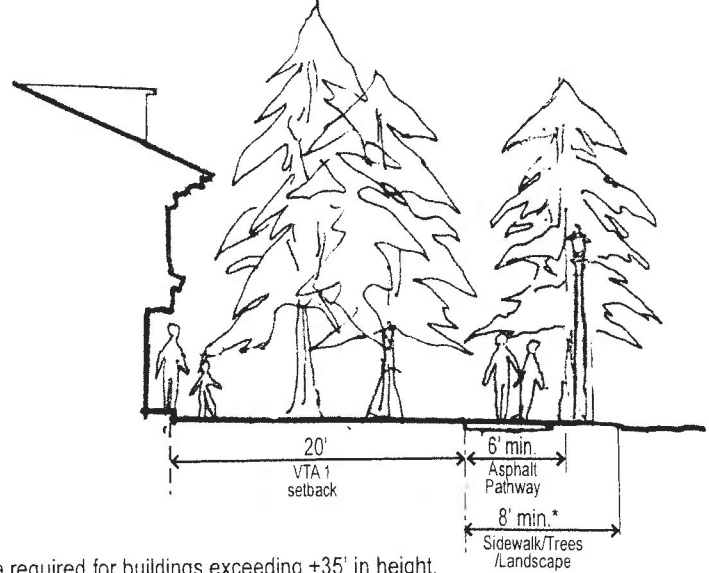
03/18/08 PG/City of Lake Oswego

Final features, dimensions and required
right-of-way to be determined by City Engineer

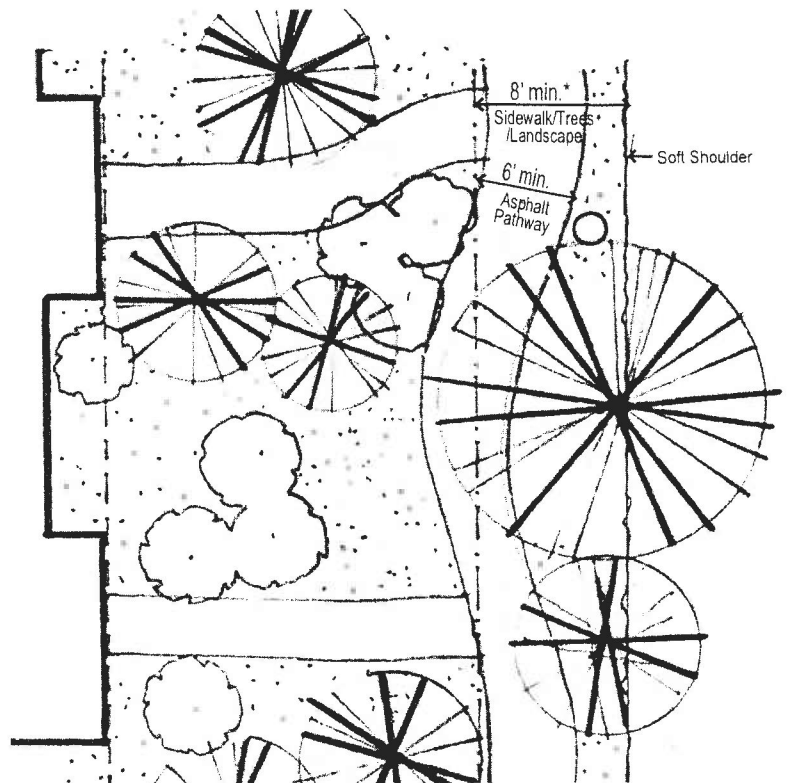
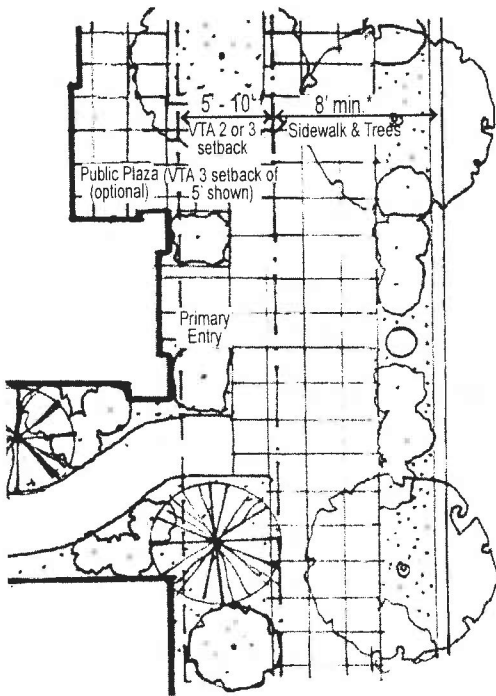
Urban Street
VTA 2 (10' setback) or VTA 3 (5' setback)



Urban Street Meandering Path
VTA 1 (20' setback)



*12' min. sidewalk/street tree/landscape area required for buildings exceeding +35' in height.
See Section 50.11A.030(2)(b)(ii)

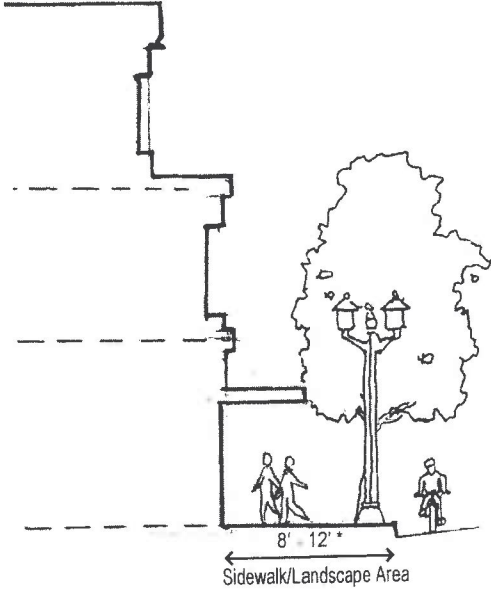


Appendix 50.11A.050-M Campus Street Orientation Streetscape Transitional Street Environment

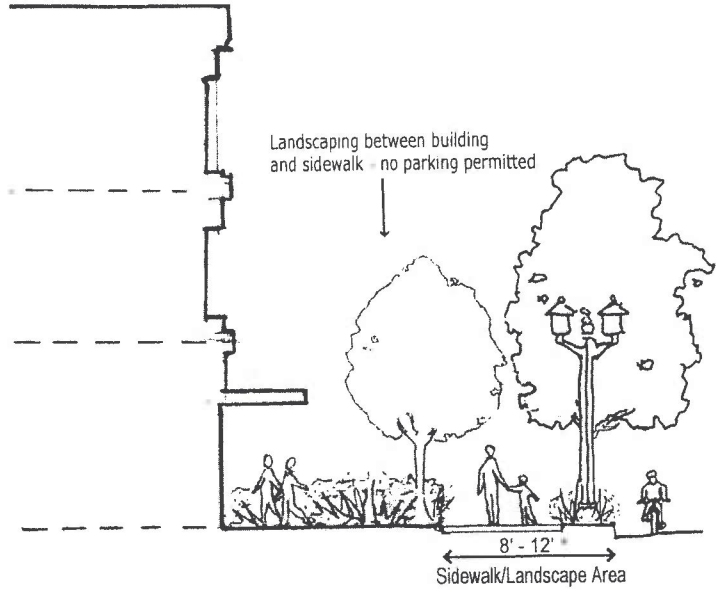
03/18/08, PG/City of Lake Oswego

Final features, dimensions and required
right-of-way to be determined by City Engineer

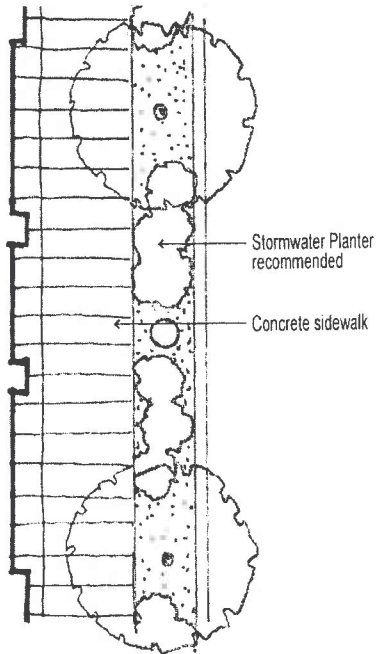
**Campus Street Orientation
Building located at streetfront**



**Campus Street Orientation
Building set back from streetfront**

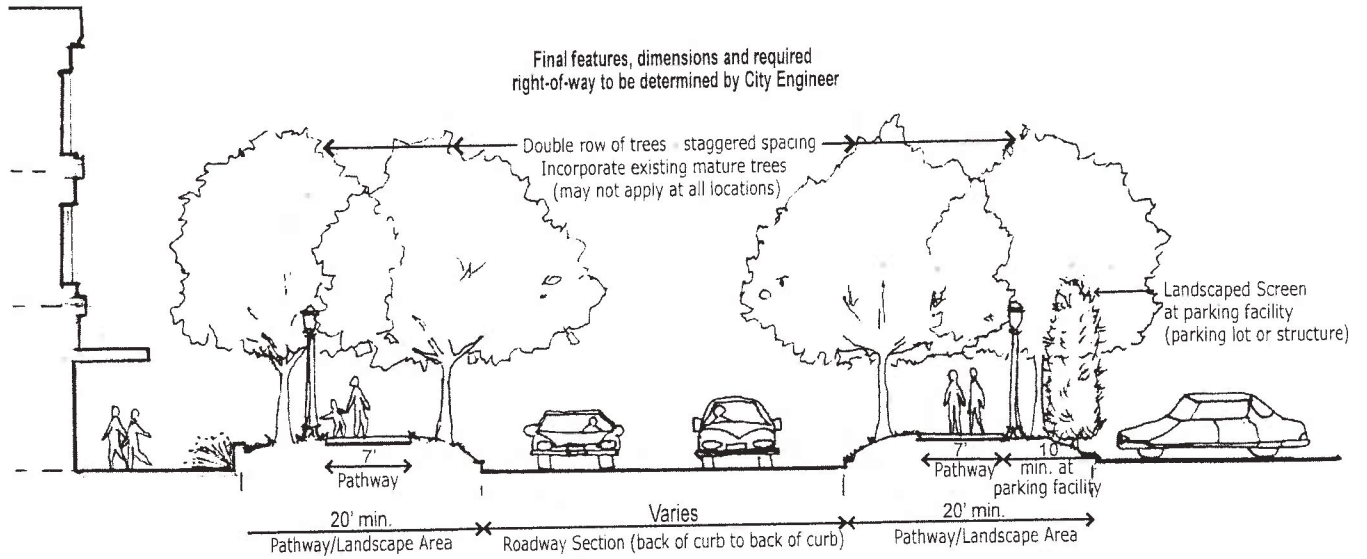


- * 9' min. sidewalk/landscape area required at Boones Ferry Road
- 8' min. sidewalk/landscape area required at cross street at transition to Boones Ferry Road
- 12' min. sidewalk/landscape area required for buildings exceeding +35' in height, see Section 50.11A.030(2)(b)(ii)

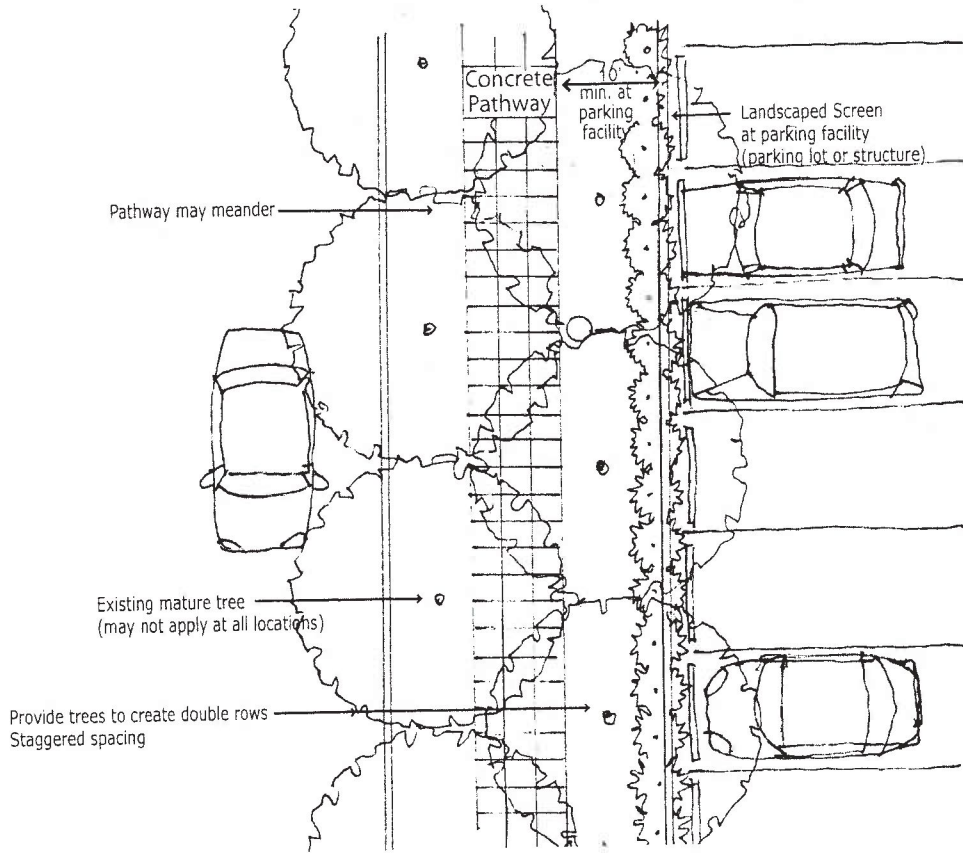


Appendix 50.11A.050-N Park Lane Streetscape

03/18/08 PG/City of Lake Oswego



Section

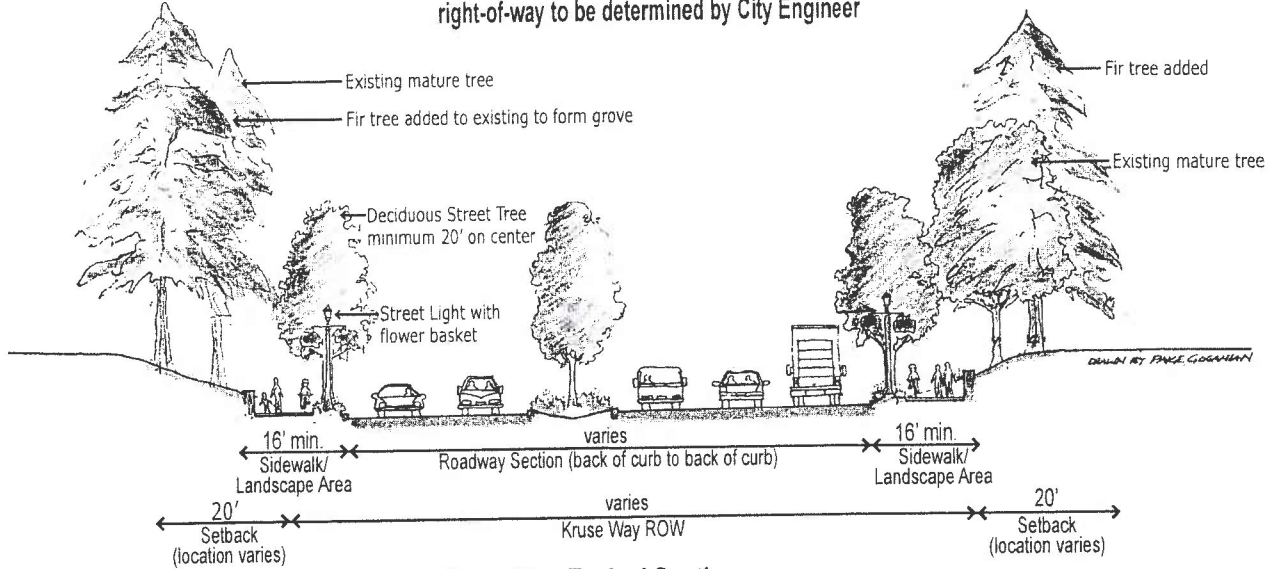


Plan

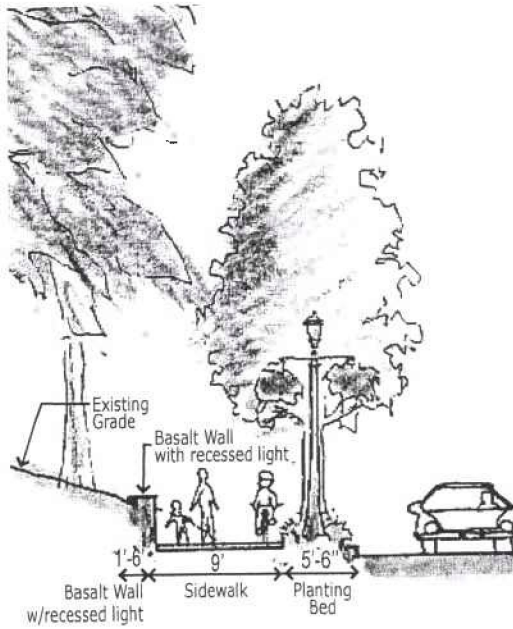
Appendix 50.11A.050-O Crossroads Gateway Streetscape Park Streetfront Environment

03/18/08 PG/City of Lake Oswego

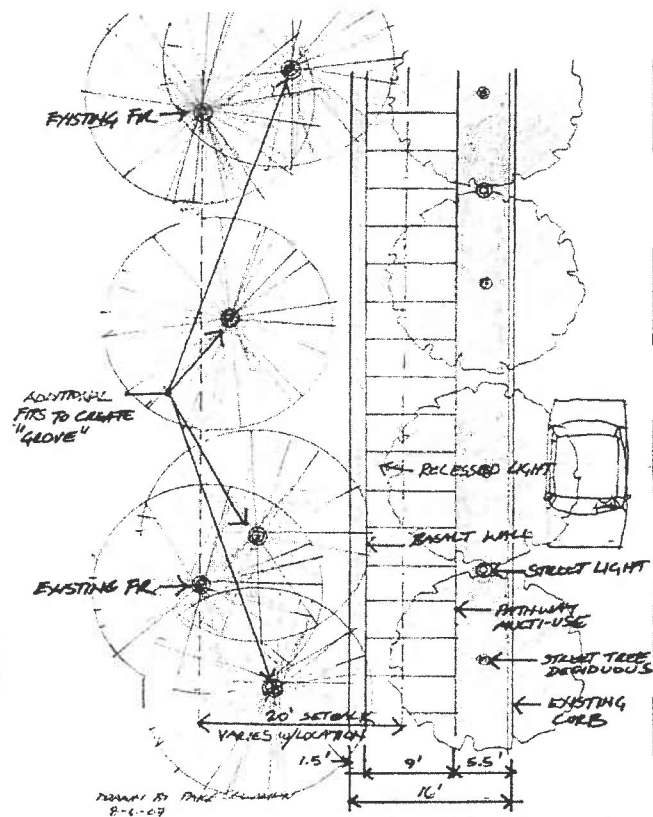
Final features, dimensions and required
right-of-way to be determined by City Engineer



Kruse Way Typical Section
(Boones Ferry Road similar - adapt to constrained areas at East)



Typical Section - Sidewalk/Landscape Area
Kruse Way / Boones Ferry Road

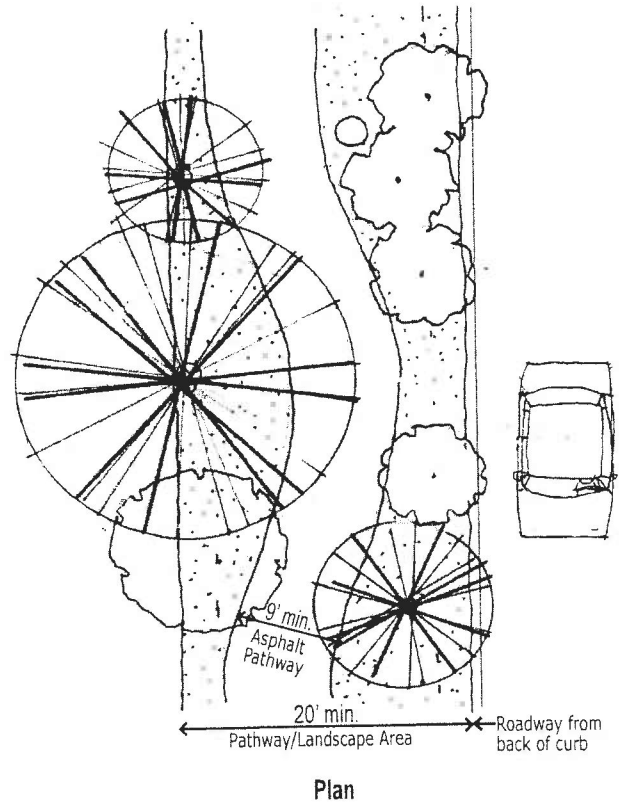
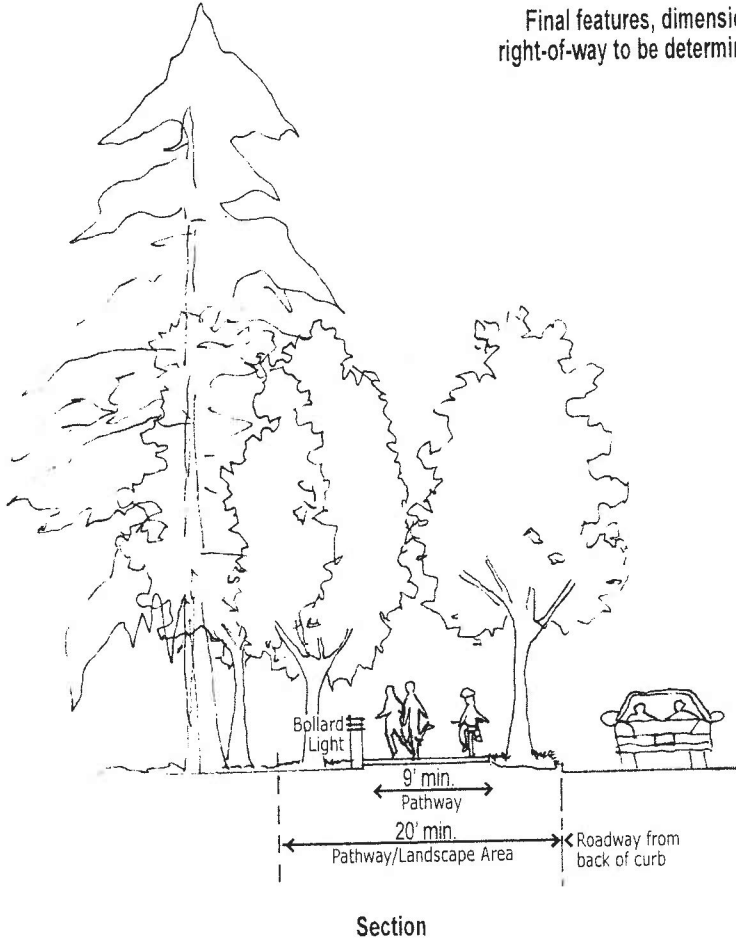


Typical Plan - Sidewalk/Landscape Area
Kruse Way / Boones Ferry Road

Appendix 50.11A.050-P Campus Woods Streetscape Park Streetfront Environment

03/18/08, PG/City of Lake Oswego

Final features, dimensions and required
right-of-way to be determined by City Engineer



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