



Oregon

Theodore R. Kulongoski, Governor

Department of Land Conservation and Development

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Salem, OR 97301-2540

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www.lcd.state.or.us



NOTICE OF ADOPTED AMENDMENT

04/15/2014

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

FROM: Plan Amendment Program Specialist

SUBJECT: City of Lake Oswego Plan Amendment
DLCD File Number 003-13

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: Monday, April 28, 2014

This amendment was submitted to DLCD for review prior to adoption with less than the required 35-day notice. 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 Acknowledgment or 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. **NO LUBA Notification to the jurisdiction of an appeal by the deadline, this Plan Amendment is acknowledged.**

Cc: Beth St. Amand, City of Lake Oswego
Gordon Howard, DLCD Urban Planning Specialist
Jennifer Donnelly, DLCD Regional Representative

<paa> YA



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

FOR DLCD USE
003-13 (19754)
File No.: [17840]
Received: 4/7/2014

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

Jurisdiction: City of Lake Oswego

Local file no.: **LU 13-0068**

Date of adoption: 03/18/14 Date sent: 4/7/14

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

- Yes: Date (use the date of last revision if a revised Form 1 was submitted): 03/18/13 (LU 13-0010) & 09/13/13 (LU 13-0045)
- No

Is the adopted change different from what was described in the Notice of Proposed Change? Yes No
If yes, describe how the adoption differs from the proposal:

Local contact (name and title): Scot Siegel, Planning and Building Services Director

Phone: 503-699-7474 E-mail: ssiegel@ci.oswego.or.us

Street address: PO Box 369 City: Lake Oswego Zip: 97034-

PLEASE COMPLETE ALL OF THE FOLLOWING SECTIONS THAT APPLY

For a change to comprehensive plan text:

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

All sections of the Comprehensive Plan inclusive of narrative, goals, policies, and recommended action measures have been replaced and assembled into a new Plan document, with the exception of the following Plan sections, which are included in the new document but have not changed: Goal 5, Sections 1-7, Open Spaces, Scenic and Natural Resources; Goal 6, Section 1, Air Resources Quality; Goal 15, Willamette River Greenway; and all Neighborhood Plans and Special District Plans and Figures, except Figures contained therein that are updated for consistency with the Comprehensive Plan Map. Additional chapters not required by the Periodic Review Work Order, have been added and integrated into the new Plan document that address the City's vision for the future. Pursuant to Periodic Review Order No. 001822, the City updated the Comprehensive Plan chapters, replacing them with new chapters, as follows: Economic Vitality updates Goal 9, Complete Neighborhoods and Housing updates Goal 10, Community Health and Public Safety updates Goal 11, Connected Community updates Goal 12, and Urbanization updates Goal 14. Also pursuant to the Periodic Review Order, the City adopted a Housing Needs Analysis and Economic Opportunities Analysis as part of the Comprehensive Plan. The City will provide a separate Periodic Review Adoption Notice upon completing its remaining Periodic Review work tasks.

For a change to a comprehensive plan map:

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

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

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

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

- The subject property is entirely within an urban growth boundary
 The subject property is partially within an urban growth boundary

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

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

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

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

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

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

For a change to a zoning map:

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

Change from _____ to _____ . Acres:
Change from _____ to _____ . Acres:
Change from _____ to _____ . Acres:
Change from _____ to _____ . Acres:

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

Overlay zone designation: _____ . Acres added: _____ . Acres removed:

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

List affected state or federal agencies, local governments and special districts:

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

NOTICE OF ADOPTED CHANGE – SUBMITTAL INSTRUCTIONS

1. A Notice of Adopted Change must be received by DLCD no later than 20 days after the ordinance(s) implementing the change has been signed by the public official designated by the jurisdiction to sign the approved ordinance(s) as provided in [ORS 197.615](#) and [OAR 660-018-0040](#).

2. A Notice of Adopted Change must be submitted by a local government (city, county, or metropolitan service district). DLCD will not accept a Notice of Adopted Change submitted by an individual or private firm or organization.

3. **Hard-copy submittal:** When submitting a Notice of Adopted Change on paper, via the US Postal Service or hand-delivery, print a completed copy of this Form 2 on light green paper if available. Submit **one copy** of the proposed change, including this form and other required materials to:

Attention: Plan Amendment Specialist
Dept. of Land Conservation and Development
635 Capitol Street NE, Suite 150
Salem, OR 97301-2540

This form is available here:

<http://www.oregon.gov/LCD/forms.shtml>

4. **Electronic submittals** of up to 20MB may be sent via e-mail. Address e-mails to plan.amendments@state.or.us with the subject line “Notice of Adopted Amendment.”

Submittals may also be uploaded to DLCD’s FTP site at http://www.oregon.gov/LCD/Pages/papa_submittal.aspx.

E-mails with attachments that exceed 20MB will not be received, and therefore FTP must be used for these electronic submittals. **The FTP site must be used for all .zip files** regardless of size. The maximum file size for uploading via FTP is 150MB.

Include this Form 2 as the first pages of a combined file or as a separate file.

5. **File format:** When submitting a Notice of Adopted Change via e-mail or FTP, or on a digital disc, attach all materials in one of the following formats: Adobe .pdf (preferred); Microsoft Office (for example, Word .doc or docx or Excel .xls or xlsx); or ESRI .mxd, .gdb, or .mpk. For other file formats, please contact the plan amendment specialist at 503-934-0017 or plan.amendments@state.or.us.

6. **Content:** An administrative rule lists required content of a submittal of an adopted change ([OAR 660-018-0040\(3\)](#)). By completing this form and including the materials listed in the checklist below, the notice will include the required contents.

Where the amendments or new land use regulations, including supplementary materials, exceed 100 pages, include a summary of the amendment briefly describing its purpose and requirements.

7. Remember to notify persons who participated in the local proceedings and requested notice of the final decision. ([ORS 197.615](#))

If you have any questions or would like assistance, please contact your DLCD regional representative or the DLCD Salem office at 503-934-0017 or e-mail plan.amendments@state.or.us.

Notice checklist. Include all that apply:

- Completed Form 2
- A copy of the final decision (including the signed ordinance(s)). This must include city *and* county decisions for UGB and urban reserve adoptions
- The findings and the text of the change to the comprehensive plan or land use regulation
- If a comprehensive plan map or zoning map is created or altered by the proposed change:
 - A map showing the area changed and applicable designations, and
 - Electronic files containing geospatial data showing the area changed, as specified in [OAR 660-018-0040\(5\)](#), if applicable
- Any supplemental information that may be useful to inform DLCD or members of the public of the effect of the actual change

ORDINANCE NO 2640

AN ORDINANCE OF THE LAKE OSWEGO CITY COUNCIL AMENDING THE COMPREHENSIVE PLAN (LU 13-0068).

WHEREAS, the Comprehensive Plan provides the basis for all land use planning and growth management actions in Lake Oswego; and

WHEREAS, the City of Lake Oswego has not conducted a major update of its Comprehensive Plan since 1994; and

WHEREAS in April of 2010 the Oregon Department of Land Conservation and Development (DLCD) approved a work program requiring that the City update certain sections of the Comprehensive Plan, and the City Council directed that other sections of the Comprehensive Plan also be updated; and

WHEREAS, the Lake Oswego City Council intends to revise and amend the Natural Resources sections of the Plan (Goals 5 and 15; and Goal 6, Section 1), together with revisions to the implementing Code provisions (Sensitive Lands Program), during calendar year 2014; and

WHEREAS, the proposed Comprehensive Plan update follows a three-year community-wide vision process that involved the public in preparing the Plan's goals, policies and recommended action measures; and

WHEREAS, the City Council has reviewed the Comprehensive Plan update in phases, and LU 13-0068 is the consolidation and reconciliation of all of the public testimony, Planning Commission recommendations, and City Council considerations of the goals, polices, narratives and maps that comprise the 2014 revisions to the Comprehensive Plan; and

WHEREAS, DLCD and Metro were notified of the proposed Comprehensive Plan amendments pursuant to State and Metro requirements; and the City Council has considered comments submitted by Metro on January 8, 2014, in its deliberations and finds the Comprehensive Plan update meets all applicable Metro Code requirements, as addressed in the February 11, 2014 Council Report; and,

WHEREAS, the Planning Commission held public hearings on January 13, 2014 and January 27, 2014, adopted findings of fact and conclusions addressing the applicable criteria, and recommended approval of proposed Comprehensive Plan amendments by the City Council; and,

WHEREAS, the City Council held a public hearing on February 18, 2014, to receive public comment and to review the proposed amendments;

//

//

The City of Lake Oswego ordains as follows:

Section 1. The City Council adopts the attached Findings and Conclusions (Exhibit 1).

Section 2. All sections of the Comprehensive Plan, inclusive of narrative, goals, policies, and recommended action measures, are stricken and Exhibit 2 - Comprehensive Plan Volume I and Exhibit 3 - Comprehensive Plan Volume II are adopted in lieu thereof, with the exception of:

- A. The narrative, goals, policies, and recommended action measures regarding:
 - 1. Goal 5, Sections 1-7, Open Spaces, Scenic and Natural Resources
 - 2. Goal 6, Section 1, Air Resources Quality
 - 3. Goal 15, Willamette River Greenway; and,
- B. All Neighborhood Plans and Special District Plans and Figures, except Figures contained therein that are updated for consistency with the Comprehensive Plan Map.

Section 3. The Housing Needs Analysis dated June 26, 2012, updated March 19, 2013 (Exhibit 4) is adopted as part of the Comprehensive Plan and is the City's current Housing Needs Analysis.

Section 4. The Economic Opportunities Analysis dated May 26, 2011, updated March 18, 2013 (Exhibit 5), is adopted as part of the Comprehensive Plan and is the City's current Economic Opportunities Analysis.

Section 5. Effective Date of this Ordinance: Pursuant to Lake Oswego City Charter, Section 34, this ordinance shall be effective on the 30th day after its enactment.

Enacted at the regular meeting of the City Council of the City of Lake Oswego held on 18th day of March, 2014.

AYES: Mayor Studebaker, Gudman, Hughes, Jordan, O'Neill

NOES: Bowerman, Gustafson

ABSTAIN: None

EXCUSED: None


Kent Studebaker, Mayor

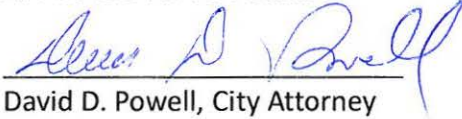
Dated: March 18, 2014

ATTEST:

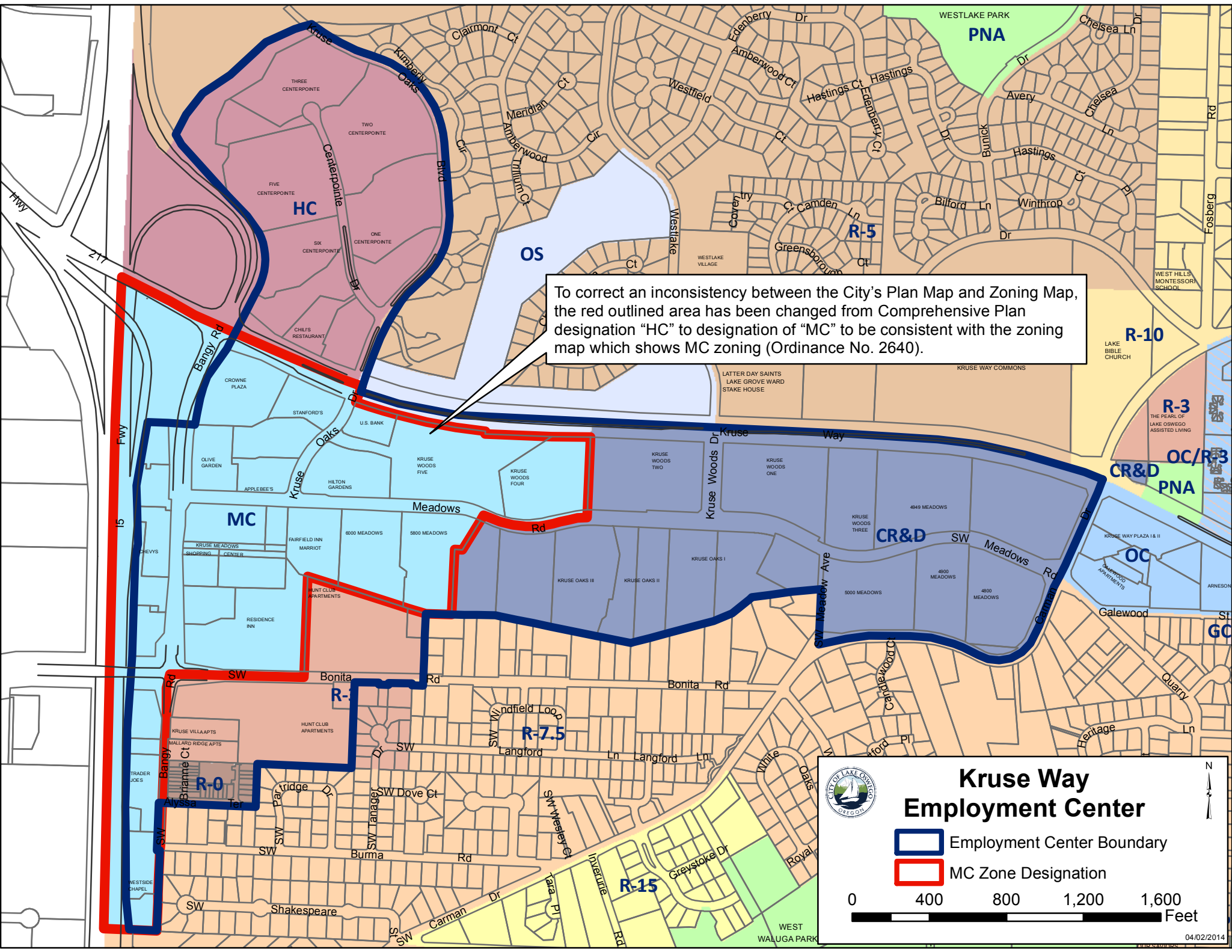


Catherine Schneider, City Recorder

APPROVED AS TO FORM:



David D. Powell, City Attorney

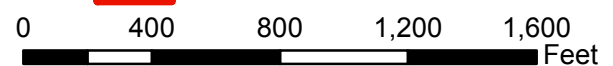


To correct an inconsistency between the City's Plan Map and Zoning Map, the red outlined area has been changed from Comprehensive Plan designation "HC" to designation of "MC" to be consistent with the zoning map which shows MC zoning (Ordinance No. 2640).



Kruse Way Employment Center

- Employment Center Boundary
- MC Zone Designation



1 The revisions to the Lake Oswego Comprehensive Plan have been reformatted from an LCDC
2 Goal-focused document to a planning document composed of 8 chapters or “action areas”
3 containing interrelated goals:
4

- 5 Land Use Planning
- 6 Community Culture
- 7 Inspiring Spaces and Places
- 8 Complete Neighborhoods and Housing
- 9 Economic Vitality
- 10 Connected Community
- 11 Community Health and Public Safety
- 12 Urbanization

13
14 A ninth action area, Healthy Ecosystem, was removed from the Comprehensive Plan update,
15 per the direction of the Council, so that the goals and policies contained in it can be
16 coordinated with the City Council’s Sensitive Lands Work Program. The goals and policies
17 contained in the 1994 Comprehensive Plan that implement LCDC Goals for Natural Resources
18 (Goal 5), Air Resources Quality (Goal 6), and Willamette Greenway (Goal 15) are carried forward
19 with the updated Comprehensive Plan.
20

21 The Citizen Advisory Committee made recommendations to the Planning Commission, and the
22 Planning Commission held public hearings and in turn made recommendations to the City
23 Council on five of the action areas during a first round of legislative hearings in 2012. The City
24 Council held public hearings and adopted resolutions that tentatively approved four of those
25 action areas, as follows:
26

- 27 LU 12-0002: Community Culture - Comprehensive Plan Text Amendments to Goals and
28 Policies; tentatively approved by the City Council per Resolution 12-21.
- 29 LU 12-0018: Complete Neighborhood & Housing - Comprehensive Plan Text Amendments
30 to Goals and Policies; tentatively approved by the City Council per Resolution 12-52.
- 31 LU 12-0019: Inspiring Spaces & Places - Comprehensive Plan Text Amendments to Goals
32 and Policies; tentatively approved by the City Council per Resolution 12-46.
- 33 LU 12-0031: Economic Vitality - Comprehensive Plan Text Amendments to Goals and
34 Policies; tentatively approved by the City Council per Resolution 12-60
- 35 LU 12-0033: Connected Community - Comprehensive Plan Text Amendments to Goals and
36 Policies; City Council deferred the decision on LU 12-0033 so that the
37 Connected Community action area could be coordinated with an update to the
38 City’s Transportation System Plan.
39

40 The Council subsequently requested the goals and policies of all action areas be further
41 reviewed to address issues raised by Motion of the City Council regarding the Comprehensive
42 Plan process, approved as revised on April 16, 2013:

1
2 “Direct Staff to accomplish the following in the preparation of final revisions to the
3 Comprehensive Plan before they are presented to the Planning Commission and the City
4 Council for public hearings and final adoption:

- 5 1. Identify for Council consideration subject matter, goals and policies that are
6 unrelated to land use;
- 7 2. Maintain a list of those items listed in Number 1 and prepare a report on how those
8 items could be addressed separately;
- 9 3. Identify for Council consideration policies that direct the City to increase residential
10 densities and to add mixed uses in neighborhood residential zones;
- 11 4. Identify for Council consideration policies that may obligate the City to future
12 actions that would have budgetary impacts; and
- 13 5. Provide a tracking system so that proposed changes to the existing Comprehensive
14 Plan can be clearly understood.”

15
16 The four action areas preliminarily approved by City Council were then combined with the four
17 remaining action areas to form two Comprehensive Plan packages responding to the above
18 Council motion:

19
20 LU 13-0010 comprised text amendments to Lake Oswego Comprehensive Plan goals and
21 policies relating to the proposed Community Culture, Complete Neighborhoods and
22 Housing, Inspiring Spaces and Places, Economic Vitality and Connected Community
23 chapters (Package 1), and tentatively approved by the Council by Resolution 13-60.

24
25 LU 13-0045 comprised text amendments to Lake Oswego Comprehensive Plan goals and
26 policies relating to the propose Land Use Planning, Community Health and Public Safety,
27 and Urbanization elements of the Plan (Package 2), and tentatively approved by the
28 Council by Resolution 13-67.

29
30 The Citizen Advisory Committee suggested further revisions to the Planning Commission on the
31 goals and policies and reviewed new background text developed for Packages 1 and 2. The
32 Planning Commission held public hearings on these packages of revisions to the Comprehensive
33 Plan and made recommendations to the City Council on September 30, 2013 (Package 1) and
34 November 13, 2013 (Package 2). The City Council considered the recommendations of the
35 Planning Commission, directed further revisions, and indicated its general approval of revised
36 Packages 1 and 2, respectively, in Resolutions 13-60 and 13-67, for purposes of proceeding with
37 a final version of the updated Comprehensive Plan.

38
39 LU 13-0068 is the consolidation of all of the public testimony, Planning Commission
40 recommendations, and City Council considerations of the goals, policies, and narrative that
41 comprises the 2014 revisions to the Lake Oswego Comprehensive Plan, and is the final adoption
42 of the action areas as revisions to the Lake Oswego Comprehensive Plan.

1
2 The Plan chapters and sections covered by Healthy Ecosystems – Air Quality (Goal 6, Section 1),
3 Open Spaces, Scenic and Natural Resources (Goal 5, Sections 1-7), and Willamette River
4 Greenway (Goal 15) and the Special District Plans and Figures are being carried forward in their
5 current form from the 1994 Comprehensive Plan, and are being reviewed in 2014 with updates
6 to the Sensitive Lands Program.

7
8 Changes to the current Comprehensive Plan Map are limited to correcting inconsistencies
9 between the Plan Map and Zoning Map in the Kruse Way corridor. The City has adequate land
10 zoned to accommodate planned land uses based on Metro population and employment
11 forecasts.

12 13 **HEARINGS**

14
15 The City Council held public hearings on November 5, 2013; December 3, 2013; December 10,
16 2013; and February 18, 2014, to consider the Planning Commission’s recommendations on this
17 application.

18 19 **CRITERIA AND STANDARDS**

20 21 A. Oregon Statewide Planning Goals and Existing Comprehensive Plan Provisions

- 22
23 Goal 1: Citizen Involvement
24 Goal 2: Land Use Planning
25 Goal 5: Historic Areas (Other elements of Goal 5 do not apply)
26 Goal 6: Air, Water and Land Resources Quality’
27 Goal 7: Areas Subject to Natural Disasters and Hazards
28 Goal 8: Recreation
29 Goal 9: Economy
30 Goal 10: Housing
31 Goal 11: Public Facilities and Services
32 Goal 12: Transportation
33 Goal 13: Energy Conservation
34 Goal 14: Urbanization
35 Goal 15: Willamette Greenway

36 37 B. Metro Functional Plan and Regional Transportation Plan

- 38
39 1. Urban Growth Management Functional Plan
40 Title 1: Housing Capacity
41 - 3.07.110-3.07.170
42 Title 3: Water Quality and Flood Management

- 1 Title 4: Industrial and Other Employment Areas
- 2 - 3.07.430 Protection of Industrial Areas
- 3 - 3.07.440 Protection of Employment Areas
- 4 - 3.07.450 Employment and Industrial Areas Map
- 5 Title 6: Centers, Corridors, Station Communities and Main Streets
- 6 - 3.07.610
- 7 - 3.07.620
- 8 - 3.07.640
- 9 - 3.07.650
- 10 Title 7: Housing Choice
- 11 - 3.07.730
- 12 Title 14: Urban Growth Boundary
- 13 - 3.07.1405
- 14
- 15 2. Regional Transportation Plan (RTP) and Regional Transportation Functional Plan (RTFP)
- 16 Title 1: Transportation System Design
- 17 - 3.08.110 Street System Design
- 18 - 3.08.120 Transit System Design
- 19 - 3.08.130 Pedestrian System Design
- 20 - 3.08.140 Bicycle System Design
- 21 - 3.08.150 Freight System Design
- 22 - 3.08.160 Transportation System Management and Operations
- 23 Title 2: Development and Update of Transportation System Plans
- 24 - 3.08.210 Transportation Needs
- 25 - 3.08.220 Transportation Solutions
- 26 - 3.08.230 Performance Targets and Standards
- 27 Title 3: Transportation Project Development
- 28 - 3.08.310 Defining Projects in Transportation System Plans
- 29 Title 4: Regional Parking Management
- 30 - 3.08.410 Parking Management
- 31
- 32 C. Lake Oswego Community Development Code Procedural Requirements
- 33
- 34 LOC 50.07.003.3.c. Published Notice for Legislative Hearing
- 35 LOC 50.07.003.16a Legislative Decisions Defined
- 36 LOC 50.07.003.16b Criteria for Legislative Decision
- 37 LOC 50.07.003.16c Required Notice to DLCD
- 38 LOC 50.07.003.16.d.iii Planning Commission Recommendation Required
- 39 LOC 50.07.003.16.e City Council Review and Decision
- 40
- 41

1 **FINDINGS AND REASONS**

2
3 The City Council incorporates the staff Council Report dated February 11, 2014, (with all
4 exhibits) as support for its decision, together with the Findings and Conclusions of the Planning
5 Commission in this matter, except as modified below. To the extent they are consistent with
6 the approval granted herein, the City Council also adopts by reference its oral deliberations in
7 this matter as further findings in support of this decision.

8
9 The City Council concurs with the Planning Commission that the revisions will ensure that the
10 Comprehensive Plan meets State requirements for economic development, needed housing,
11 transportation, public facilities and urbanization, as well as for land use planning under State
12 Planning Goal 2, which is intended to maintain consistency with those chapters; the City Council
13 therefore finds the Comprehensive Plan complies with Oregon’s Statewide Planning Goals.

14
15 The City Council adopts the Planning Commission Findings on LU 13-0068 by reference, except
16 where they are inconsistent with the modifications in the supplemental findings below:

- 17
18 1. The City Council finds the Multi-Modal Mixed Use Area (MMA) designation for the
19 Downtown Town Center (which includes the Foothills District) should be removed from the
20 Comprehensive Plan because the Council believes that the designation could create
21 conditions that would allow greater density and traffic congestion, which does not align
22 with community values. The Council accepts that Highway 43 (State Street) will be subject
23 to more stringent highway mobility standards under the Transportation Planning Rule (OAR
24 660, Division 12) as a result of removing the MMA designation, which may limit future
25 rezoning opportunities in the Downtown Town Center.
- 26
27 2. The City Council finds the various Figures contained within the Comprehensive Plan should
28 be corrected as follows: The Southwest Employment Area shall be shown on the applicable
29 Employment Center Maps; the Kruse Way Employment Center designation found on Figure
30 3 of the Plan shall be consistent with the Metro Design Type Boundary for the Kruse Way
31 Employment Area shown on Figure 20; and the property designated Highway Commercial
32 (HC) and located south of Kruse Way shall instead be designated Mixed Commerce (MC), to
33 be consistent with established zoning in the area, to avoid creating non-conforming
34 development, and to allow flexibility in employment uses in the area.
- 35
36 3. The Vision Map in the Land Use Planning Section of the Plan shall be modified so that the
37 Neighborhood Village designation is a dot rather than a circle. The City Council finds the
38 Neighborhood Village designation requires this clarification to ensure the Plan does not
39 support a zone change in, and would continue to protect, single-family residential
40 neighborhoods. Accordingly, the proposed maps in the Inspiring Spaces and Places Section
41 of the Plan shall be modified such that Neighborhood Villages are located only where
42 neighborhood commercial/business districts currently exist, and shall not extend into any
43 low density residential zone. Neighborhood Villages contain medium-density residential

1 and/or high-density residential zones that adjoin the neighborhood commercial/business
2 zones, but they do not include property within any low density residential zone.
3

- 4 4. The Council finds that the language of proposed Ordinance 2640 should be modified to
5 indicate that the Healthy Ecosystems portion of the Plan will be updated during the 2014
6 calendar year when the Council considers policy regarding Natural Resource protection.
7 The recitals of the Ordinance should include the following:
8

9 “WHEREAS, the Lake Oswego City Council intends to revise and amend the Natural
10 Resources sections of the Plan (Goals 5 and 15; and Goal 6, Section 1), together with
11 revisions to the implementing Code provisions (Sensitive Lands Program), during
12 calendar year 2014;”
13

- 14 5. The City Council finds that the proposed Comprehensive Plan as modified to be consistent
15 with these findings, complies with Metro’s Regional Requirements as follows:
16

- 17 a. The Plan is consistent with Title 7, Housing Choice, of the Urban Growth Management
18 Functional Plan, which requires that cities include in their Comprehensive Plan and
19 implementing ordinances policies, strategies and implementation measures to increase
20 affordable housing opportunities for households of all income levels. Policy B-1 requires
21 the City to “Provide and maintain zoning and development regulations that allow the
22 opportunity to develop an adequate supply and variety of housing types, and which
23 accommodate the needs of existing and future Lake Oswego residents.” Policy B-3 requires
24 the City to “Provide and maintain land use regulations and standards consistent with state
25 law that allow opportunities for siting of special needs housing in all zones where
26 residential uses are allowed.” Policies B-2 and B-4 also meet Title 7, Section 730, by
27 supporting the production of secondary dwelling units and by maintaining building
28 inspection and safety programs for the preservation and enhancement of the city’s housing
29 stock. Finally, the Recommended Action Measures contain several strategies and
30 implementation measures that focus on reuse and restoration of existing housing, housing
31 redevelopment in designated centers, and coordination with other agencies and
32 organizations toward the development and preservation of affordable/workforce housing.
33 (Recommended Action Measures B-G.)
34 b. The Plan is consistent with the 2035 Regional Transportation Plan (RTP), which encourages
35 affordable and equitable access to travel choices and supports the State of Oregon’s
36 mandated regional climate change goals to reduce greenhouse gas emissions. The Plan
37 contains policies and action measures that focus on providing affordable and equitable
38 access to travel choices, organized around seven Goals, each addressing all modes of
39 travel: A. Safety, B. Transportation Choices, C. Efficiency, D. Accessibility, E. Connectivity, F.
40 Livability, and G. Sustainability. The policies implementing the seven goals are intended to
41 work together as an integrated whole, providing for affordable and equitable access to a
42 well balanced transportation system, consistent with the RTP.

1
2 In response to Metro comments on the RTP regarding State goals to reduce greenhouse
3 gas emissions, the Connected Community Chapter of the Plan supports development of a
4 multi-modal Transportation System Plan, which by definition promotes a reduction in
5 carbon emissions (greenhouse gases); for example, as the transportation system is further
6 developed to increase the share of trips made by walking, bicycling, and transit increases
7 relative to automobile trips, per capita, greenhouse gas emissions from transportation can
8 be expected to decline. The Energy Section of the Community Health and Public Safety
9 Chapter similarly supports energy conservation (Goal B), energy efficient land use and
10 development patterns (Goal C). Recommended Action Measures A-F contain specific
11 strategies for conserving energy and reducing greenhouse gas emissions in the
12 construction of public buildings and City operations (A-B), through code amendments (C-
13 D), and incentives, technical assistance and promotions (E-F).
14

- 15 c. The Plan complies with Metro regional parking guidelines that require the city to have
16 policies supporting shared parking. The Council finds that the Community Development
17 Code allows shared parking agreements between property owners for multiple uses, and it
18 allows on-site parking requirements to be met through a combination of means. The on-
19 site parking requirement for one use may be met by parking supplied on the same parcel
20 as that use; on parcels within a limited distance of the use, where the user has an exclusive
21 permanent easement to park on those lots; and by multiple uses on the same parcel where
22 the parking demands of all uses on the parcel can be met due to the timing of the
23 respective parking demands.
24
- 25 d. The Plan is consistent with the Regional Solid Waste Management Plan and state
26 requirements. The Solid Waste Management Section references the Regional Solid Waste
27 Management Plan, and Policy 1 addresses code requirements for solid waste facilities. The
28 City implements regional policies related to recycling opportunities through non-land use
29 policies such as those related to City operations and franchise agreements with solid waste
30 service providers.
31
- 32 e. The Plan complies with the Metro Regional Urban Growth Boundary (UGB), as the City's
33 Urban Services Boundary is coterminous with the portion of the UGB adjacent to Lake
34 Oswego, and it is coordinated with the ongoing process of designating urban reserves,
35 consistent with Metro policy and City Charter provisions related to annexations. In
36 addition, the Urbanization chapter provides historical background and context for
37 coordinating the Comprehensive Plan with the Metro's Regional Urban Growth Goals and
38 Objectives (RUGGOs), which promote coordination and consistency between City and
39 regional plans. Other Comprehensive Plan policies, including Land Use Planning, Housing
40 and Complete Neighborhoods and Housing, Economic Vitality, and Connected Community
41 ensure future development will promote coordination and consistency with regional plans
42 through promotion of compact urban form.
43

1 **CONCLUSION**

2

3 The City Council concludes that LU 13-0068, as modified to be consistent with these findings,
4 complies with all the applicable criteria, including applicable Statewide Planning Goals.

5

6 ///

City of Lake Oswego

Comprehensive Plan 2013

Volume 1



**Lake Oswego
Comprehensive Plan
2010–2013
Volume 1**

Adopted March 18, 2014



Acknowledgments

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Natural Resources Advisory Board

Parks & Recreation Advisory Board

Sustainability Advisory Board

50+ Advisory Board

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Lake Oswego Residents

Lake Oswego Poetry Contest Participants

Lake Oswego Photo Contest Participants

Lake Oswego City Staff, former and present

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Volume II, Neighborhood and Special District Plans

See separate volume

Preface

This is the second complete update of the original Comprehensive Plan* which was developed over a four year period from 1974–78. Development of the original Plan involved substantial citizen commitment and involvement, extensive research and thorough review and public hearings by Lake Oswego’s public officials. Lake Oswego’s neighborhood association program arose from this process and today there are 22 recognized neighborhood associations.

After adoption by the City in 1978, various portions of the Plan continued to be worked on for another six years until the Plan was acknowledged in 1984 by the Oregon Department of Land Conservation and Development as being in conformance with the Oregon Statewide Planning Goals.

The original planning process began with the development of 14 Community Planning Goals and supporting objectives which were produced by 14 separate citizen committees. This effort involved more than 250 people. The goals and objectives were adopted by the City Council in 1974. They encompassed the following categories; 1) Community Area and Regional Relationship; 2) Natural Resources and Environment; 3) Population Density and Growth; 4) Community and Neighborhood Identity; 5) Aesthetic Quality–Community Design; 6) Land Use–Open Space; 7) Land Use–Residential; 8) Land Use–Industrial; 9) Land Use–Commercial; 10) Transportation; 11) Recreation and Culture; 12) Community Services and Facilities; 13) Implementation; 14) Citizen Participation.

1994 Comprehensive Plan Update

It had been nearly twenty years since the original Comprehensive Plan community goals and objectives were adopted and fifteen years since the Plan policies were approved by the City Council when the City began work on the 1994 Comprehensive Plan. There had been many changes that required revisions to the Comprehensive Plan. Foremost were changes in the community and its character. Lake Oswego, the metropolitan area and the state had grown. There had also been changes in the social, economic and political structure of the state and region. Oregon’s statewide land use program was in its infancy when Lake Oswego’s Plan was first formulated. Over the next twenty years the program matured and there had been numerous changes in state law which needed to be reflected in communities’ comprehensive land use plans.

In December, 1992 the City Council appointed the Lake Oswego Comprehensive Plan Review Committee (LOCPRC) and directed it to review and update the text of the Comprehensive Plan and forward recommendations to the Planning Commission and City Council. The direction given to the Committee was to take into account the many changes that had occurred in Oregon and Lake Oswego since the Plan was first adopted. The Council also desired that

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the Plan address changes in state land use laws and administrative rules. Another goal was to make the plan clearer and “user friendly” for all those who refer to it, e.g., citizens, City staff and officials, developers and other agencies and jurisdictions.

Update of the transportation element of the Comprehensive Plan was completed by a separate ad-hoc Transportation Committee. Revised transportation goals and policies, street classifications and a public facility* plan for street improvements were adopted by Council in December, 1992, and in 1998 the City adopted its first Transportation System* Plan and amended the Comprehensive Plan pursuant to the State Transportation Planning Rule. In addition, in 1998 the City updated the urbanization element of the Comprehensive Plan in response to Metro designating Urban Reserves adjacent to Lake Oswego’s Urban Services* Boundary.

For the 1994 Plan update, the LOCPRC, with the assistance of others, including City boards and commissions and neighborhood associations, reviewed and updated the Comprehensive Plan with the purpose of meeting the above objectives. This built upon the direction established by the Plan’s original authors and the vision they had of the community. Every policy statement in the original plan was carefully reviewed and a conscious decision was made for each as to whether it should be amended, deleted or retained. Also, new goals, policies and recommended action measures were individually considered to ensure Lake Oswego’s unique character and needs were addressed. A careful record has been kept of this process and is available upon request from the Lake Oswego Department of Planning and Building Services.

2010–2013 Comprehensive Plan Update

In 2010, the City initiated a three-year process to revise the City’s Comprehensive Plan. The Comprehensive Plan update was intended to achieve the following:

- Reflect changed conditions since 1994.
- Prepare and implement a community vision statement.
- Meet State requirements for Periodic Review.*

The City was required under State administrative rules to review and update its Comprehensive Plan and land use regulations to ensure they meet the community’s growth and development needs over a twenty-year planning period. Lake Oswego’s population had grown from approximately 33,000 in 1994 to over 37,000 residents in 2013. Community demographics had changed as well, with an aging population. Much of the land within the Urban Services Boundary* that was vacant in 1994 had been developed by 2010, and Lake Oswego was becoming a mature community, nearly built-out.

The State’s Periodic Review Work Program required the City to address the following Statewide Planning Goals in its Plan update: Economic Development (Goal 9), Housing (Goal 10), Transportation (Goal 12), Public Facilities (Goal 11), and Urbanization (Goal 14).

The Work Program also requires the City to update its population and employment forecasts and amend the Community Development Code to provide clear and objective development standards for housing.

The Comprehensive Plan update contains new chapters addressing the above Statewide Planning Goals. These chapters, respectively, are named: Economic Vitality (formerly Goal 9), Complete Neighborhoods and Housing (formerly Goal 10), Community Health and Public Safety – Public Facilities (formerly Goal 11, Sections 1–4), Connected Community (formerly Goal 12), and Urbanization (formerly Goal 14).

The 2013 Plan update also contains new and revised text for other chapters and sections that the City was not mandated to update but elected to do so through the community visioning process. Those updates pertain to Citizen Involvement (formerly Goal 1), Land Use Planning (formerly Goal 2), Community Design and Aesthetics (formerly Goal 2, Section 2), Historic Preservation (formerly Goal 5, Section 8), and Schools (formerly Goal 11, Section 5), Solid Waste and Sound Quality (Goal 6), Natural Disasters and Hazards (Goal 7), and Energy Conservation (Goal 13).

A 15-member Citizen Advisory Committee (CAC) guided the Plan update over a three-year period. The CAC included representatives from all City boards and commissions, two neighborhood association representatives, a young adult representative, a City Councilor and representatives from the business community and Lake Oswego School Board.

The City received community comments through a variety of methods, including surveys, questionnaires, virtual open houses (10 surveys; 1,780 responses), 10 in-person open houses and summits, meetings with neighborhood associations and community groups, and CAC meetings. From July 2010 to January 2013, there were also 6 CAC Special Topics Work Group Meetings on Housing and Economic Development, and 9 Community Interceptor Events, such as the Lake Oswego Centennial Celebration at Luscher Farm, the Farmers' Market and Summer Splash Concerts.

The City also provided list-serve updates (350 e-mails); a total of 112 community groups and organizations were on the e-mail list, including members of City boards and commissions, neighborhood associations, and any other organization—religious, social, or business—that could be identified. Updates were also distributed through the Lake Oswego School District list-serve. The City received a national award from the American Planning Association for the WE LOVE LO video that it developed for the Comprehensive Plan update.

The CAC held 42 public meetings. Regular work sessions with the Planning Commission and City Council, and preliminary public hearings with both bodies in 2012, provided further opportunities for citizen engagement. On April 16, 2013, the City Council approved a motion directing staff to evaluate the Comprehensive Plan in its entirety. The Council's intent was to become more familiar with the Plan so as to communicate its views and preferences to

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the Planning Commission and public prior to the initial public hearings on the final plan. The Council also wanted its values and preferences to be clear, and to provide the basis for a broader dialogue prior to and at its final public hearings.

The Council motion was intended to ensure that the reformatted, vision-based Comprehensive Plan would comply with State requirements for land use planning. It was further intended to avoid increases in residential densities or encroachment of mixed-use development in neighborhood residential zones. The City Council also wanted to understand changes to the 1994 Plan and avoid policies that might obligate the City to future actions that would have budgetary impacts. During August through October of 2013, staff worked with the CAC and Planning Commission to review, evaluate and revise sections of the Plan in response to the Council motion. The Planning Commission and City Council then conducted final hearings on the Plan during November 2013 through February 2014.



Lake Oswego Community Vision for 2035



In 2035, Lake Oswego is a thriving, sustainable city, meeting the community’s needs without compromising the needs of future generations. Our community is recognized for its quality of life, exceptional schools, and excellent local government. Our multigenerational neighborhoods, healthy natural resources,* vibrant mixed-use shopping, employment districts, and diverse services and activities are accessible to all.



COMMUNITY CULTURE

Our educational, cultural, recreational, and civic engagement opportunities strengthen the social fabric of the community. Our top-rated schools offer excellent education and reinforce the value of the community as a desirable place to raise a family. Our outstanding library, parks, and community amenities provide a wide range of programs and special events. Public art and historic preservation enrich our cultural identity.







INSPIRING SPACES & PLACES

Our architecture and natural setting inspire people to live here. Development respects the physical environment and meets the highest quality of community design to preserve and foster the distinctive character and beauty of this special place.



COMPLETE NEIGHBORHOODS & HOUSING

We have a wide variety of neighborhoods with high quality, attractive and compatible housing that serves a range of ages, incomes and households. Our distinct and walkable neighborhoods contribute to the City’s small town feel. Mixed-use districts enhance adjacent residential areas by providing access to quality jobs, housing, transit, entertainment, services and shopping. Higher density housing is located strategically and sensitively, including along transportation corridors and town centers to preserve the character of our existing neighborhoods.

 <p>ECONOMIC VITALITY</p>	<p>We are a community where people can live, work, play and meet their daily needs for goods and services. We build upon the intellectual capital of the community to attract new ventures, retain local businesses and connect to the global economy. We are business-friendly and a regional model for employment and mixed-use centers that attract quality jobs.</p>
 <p>CONNECTED COMMUNITY</p>	<p>We have safe, efficient and convenient transportation choices for all users. There are frequent and reliable public transportation options that make it easy to move around our City and the region. Safe pathways, sidewalks, roadways and bike routes enable residents of all neighborhoods to walk and bike and drive.</p>
 <p>COMMUNITY HEALTH & PUBLIC SAFETY</p>	<p>Our community is a safe place to live and supports lifelong active and healthy living. We have excellent public facilities and services, including public safety response systems that work together with an involved community to ensure peace and safety. There are opportunities for active lifestyles and to obtain locally grown food, to promote the health and social interaction of our residents.</p>
 <p>HEALTHY ECOSYSTEMS</p>	<p>We are good stewards of our environment. Our urban forest, natural areas* and watersheds* are valued and cared for as essential environmental, economic, and cultural assets. We effectively balance today's community needs* with the need to preserve clean air, water and land resources for future generations. The built environment is designed to protect, enhance and be integrated with natural systems.</p>

About The Comprehensive Plan

Land use planning involves the consideration and balancing of many different factors and issues to make the best decisions for the community both for the short and long term. The goals, policies and action measures of Lake Oswego's Comprehensive Plan* are intended to guide the community in making these decisions. The Plan is intended for use by all those who participate in the City's land use planning process, including local officials, persons with development interests, state, regional and federal agencies, neighborhood and community groups, and citizens representing all interests.

The Plan is mandated by the state to be in conformance with 15 Oregon Statewide Planning Goals. Once acknowledged by the State's Land Conservation and Development Commission as meeting this test, it is the controlling document for land use within the City. Major developments* and the City's land development regulations, including the Community Development Code, must be consistent with Plan goals and policies.

In preparing the 2013 Comprehensive Plan, the City undertook a community-wide planning process resulting in adoption of the 2035 Vision Map and Vision Statement ("Vision"). The Vision Map reinforces the Comprehensive Plan Land Use Map by conceptually illustrating the City's approach to managing growth within existing centers, for example, in preserving residential neighborhoods and minimizing the need to expand the Urban Services Boundary. The Vision Statement text is incorporated into the Plan chapters, as applicable, with each chapter containing a preamble reflecting the Vision. Where a conflict occurs between the Vision Map and the Comprehensive Plan Land Use Map, the Land Use Map shall prevail.

The Comprehensive Plan contains text and maps. Text includes: Vision language, Background and Issues narrative, Goals, Policies and Recommended Action Measures. Maps include the Comprehensive Plan Land Use Map, Vision Map, and other supporting figures, as described below.

Background describes the purpose of each Plan chapter or section, its relationship to the Vision, applicable Statewide Planning Goals, and key issues addressed through the Plan update. Background narrative provides a factual basis or context for the Goals, Policies, and Recommended Action Measures that follow.

Goals are broad, aspiration statements that follow from the Vision and inform the Policies and Recommended Action Measures. Goals describe the intended outcome of a particular set of policies, and decision-makers may refer to them in interpreting the Plan.

Goals, Policies and Maps are regulatory and will be used to guide land use decisions on major developments, zone changes, and amendments to the Comprehensive Plan and the City's land use regulations. The Comprehensive Plan Land Use Map shows the distribution of existing and planned land uses. Other supporting Plan Maps include the Urban Services Boundary

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Map, Metro Design Type Boundary Maps, and maps maintained within the Transportation System Plan, such as the Transportation Functional Classification Map. In addition, other figures are included in the Plan for informational purposes only. (See also, above discussion of 2035 Vision Map and Vision Statement.)

Recommended Action Measures guide the City in implementing the Plan. They are advisory and intended to help inform future planning and decision making without obligating the City. They typically but not always consist of a specific actions or steps the City can take to advance the Goals and Policies. (See also, Obligation of Goals, Policies and Recommended Action Measures, on page 13.)

Change is an inherent part of any community and it is necessary for the Plan to be responsive to changing conditions. Thus, it needs to be updated periodically. State law requires jurisdictions to periodically review plans and update them to comply with state requirements. It is anticipated that the Plan will be periodically updated to comply with state requirements, address changed circumstances and respond to changing community values and needs.

It is essential to recognize that the Plan is “comprehensive.” There are no parts that can be considered separately from other parts. Plan goals and policies are intended to be supportive of one another. However, when using the Plan to make decisions, if conflicts arise between goals and policies, the City has an obligation to make findings indicating why the goal or policy being supported takes precedence over other goals or policies found to be in conflict. This involves a decision-making process on the part of the City that balances and weighs the applicability and merits of the Plan’s many goals and policies against one another.

The Comprehensive Plan has a primary role in directing land use decisions, but other planning activities and documents are also important in guiding Lake Oswego’s future. Other plans such as the Parks and Recreation Master Plan, Pathway Plan, Sustainability Plan, the various public facility master plans, and the Capital Improvement Plan are important to consider when making land use decisions. However, any portion of these plans and any related action dealing with land use must be consistent with the policy direction of the Comprehensive Plan. Therefore, it is the obligation of the City to coordinate other public actions with the Comprehensive Plan.

The Comprehensive Plan and the Community Development Code are intended to mutually support one another. The Plan does not contain specific standards for development. Instead it provides the policy basis for specific standards and procedures of the Community Development Code that are used to review new development, land use changes, and modifications to existing development.

Relationship to Statewide Planning Goals

The Comprehensive Plan responds to the Statewide Planning Goals that apply to Lake Oswego. The beginning of each Plan chapter contains a summary of Statewide Planning Goals and organizational changes to the 1994 Comprehensive Plan. There are thirteen Statewide Goals that apply:

- Goal 1: Citizen Involvement
- Goal 2: Land Use Planning
- Goal 5: Open Spaces, Scenic and Historic Resources, and Natural Areas
- Goal 6: Air, Water, and Land Resources Quality
- Goal 7: Areas Subject to Natural Disasters and Hazards
- Goal 8: Recreational Needs
- Goal 9: Economic Development
- Goal 10: Housing
- Goal 11: Public Facilities and Services
- Goal 12: Transportation
- Goal 13: Energy Conservation
- Goal 14: Urbanization
- Goal 15: Willamette River Greenway*

Statewide Planning Goal 3: Agricultural Lands, and Goal 4: Forest Lands, are not part of the Lake Oswego Comprehensive Plan because the City and its Urban Services Boundary (USB) are within the Portland Metropolitan Area Urban Growth Boundary. There are no lands designated for agriculture or forest uses within the City.

Obligations Of Goals, Policies & Recommended Action Measures

Goals, policies and recommended action measures identify the intent of the City to accomplish certain results. The different types of Plan statements vary in specificity. Usually, goals are the most general, and policies and recommended action measures are the most specific. The City's obligations under these statements vary according to the type of statement.

The goals and policies are intended to relate to one another. The goals are followed by supportive policies. The goals and policies in turn are supported by recommended action measures. However, each Plan statement can stand alone, either as a goal or policy which are obligations the City wishes to assume, or as a recommended action measure which is a recommendation to achieve a desired end, but does not signify an obligation.

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The Comprehensive Plan is the general guide for the City in matters relating to land use. However, a number of other factors should be recognized:

The Plan is not the only document which establishes City policies and planning activities. For example, the City must conform to the Municipal Code, state and federal regulations, and intergovernmental agreements. To the extent possible, these requirements are referenced in the Plan. If a project or process is not addressed by the Plan statements, the City may still take appropriate action to address it. However, if necessary, the Plan should be amended in this circumstance.

Although the goals and policies do not specifically address disaster situations (washed out roads, fire, broken utility lines, etc.), the City's responsibility in areas of safety and public health may occasionally require emergency actions which would otherwise require adherence to specific permit requirements and findings of Plan compliance.

Goal

Definition—A general statement indicating a desired outcome, or the direction the City will follow to achieve that end.

Obligation—The City cannot take action which violates a goal statement unless:

- Action is being taken which clearly supports another goal.
- There are findings indicating the goal being supported takes precedence (in the particular case) over another.

Policy

Definition—A statement identifying Lake Oswego's position and a definitive course of action. Policies are more specific than goals. They often identify the City's position in regard to implementing goals. However, they are not the only actions the City can take to accomplish goals.

Obligation—The City must follow relevant policy statements when amending the Comprehensive Plan, or developing other plans or ordinances which affect land use such as public facility plans, and zoning and development standards, or show cause why the Comprehensive Plan should be amended consistent with the Statewide Land Use Goals. Such an amendment must take place following prescribed procedures prior to taking an action that would otherwise violate a Plan policy. However, in the instance where specific Plan policies appear to be conflicting, the City shall seek solutions which maximize each applicable policy objective within the overall context of the Comprehensive Plan and Statewide Planning Goals. As part of this balancing and weighing process, the City shall consider whether the policy contains mandatory language (e.g., shall, require) or more discretionary language (e.g., may, encourage).

Recommended Action Measures

Definition—A statement which outlines a specific City project or standard, which if executed, would implement goals and policies. Recommended action measures also refer to specific projects, standards, or courses of action the City desires other jurisdictions to take in regard to specific issues. These statements also define the relationship the City desires to have with other jurisdictions and agencies in implementing Comprehensive Plan goals and policies.

Obligation—Completion of projects, adoption of standards, or the creation of certain relationships or agreements with other jurisdictions and agencies, will depend on a number of factors such as citizen priorities, finances, staff availability, etc. The City should periodically review and prioritize recommended action measures in view of current circumstances, community needs and the City's goal and policy obligations.

These statements are suggestions to future City decision-makers as ways to implement the goals and policies. The listing of recommended action measures in the Plan does not obligate the City to accomplish them. Neither do recommended action measures impose obligations on applicants who request amendments or changes to the Comprehensive Plan.

The list of recommended action measures is not exclusive. It may be added to or amended as conditions warrant.

Glossary

Terms followed by an asterisk (*) are defined in the Glossary. When a term is not expressly defined, the usual and ordinary meaning of the term is to be used, consistent with the text, context, and, if available, the legislative history.

LAKE OSWEGO CINQUAIN
Village
Green, art-filled
Charming, growing, flowering
Splendid Mount Hood views
Lake Oswego

By Beth Yazhari

Land Use Planning



Adopted March 18, 2014

Land Use Planning

Statewide Land Use Planning Goal

The Land Use Planning chapter implements Statewide Planning Goal 2: Land Use Planning.

Updates To Lake Oswego 1994 Comprehensive Plan

The Land Use Planning chapter updates the 1994 Comprehensive Plan chapter by the same name (Goal 2: Land Use Planning). The Comprehensive Plan is also being updated to incorporate the Vision 2035 Map (Figure 1.), which is referenced by this chapter and throughout the Plan. The Comprehensive Plan Map (Figure 2.) implements Vision 2035. The Plan Map is updated to include the Mixed Commerce (MC) designation.

2035 Vision Map

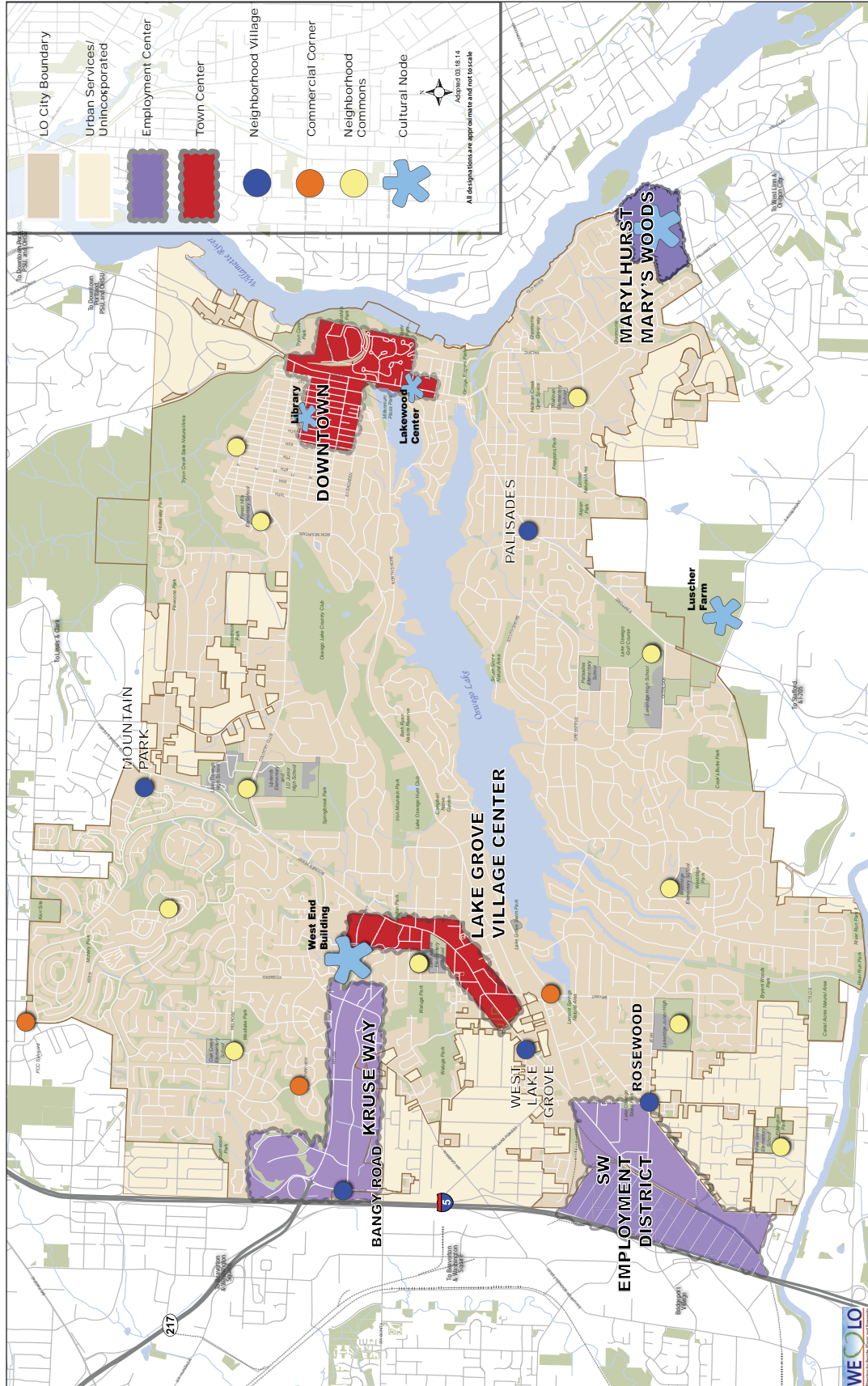


Figure 1.

Comprehensive Plan Map

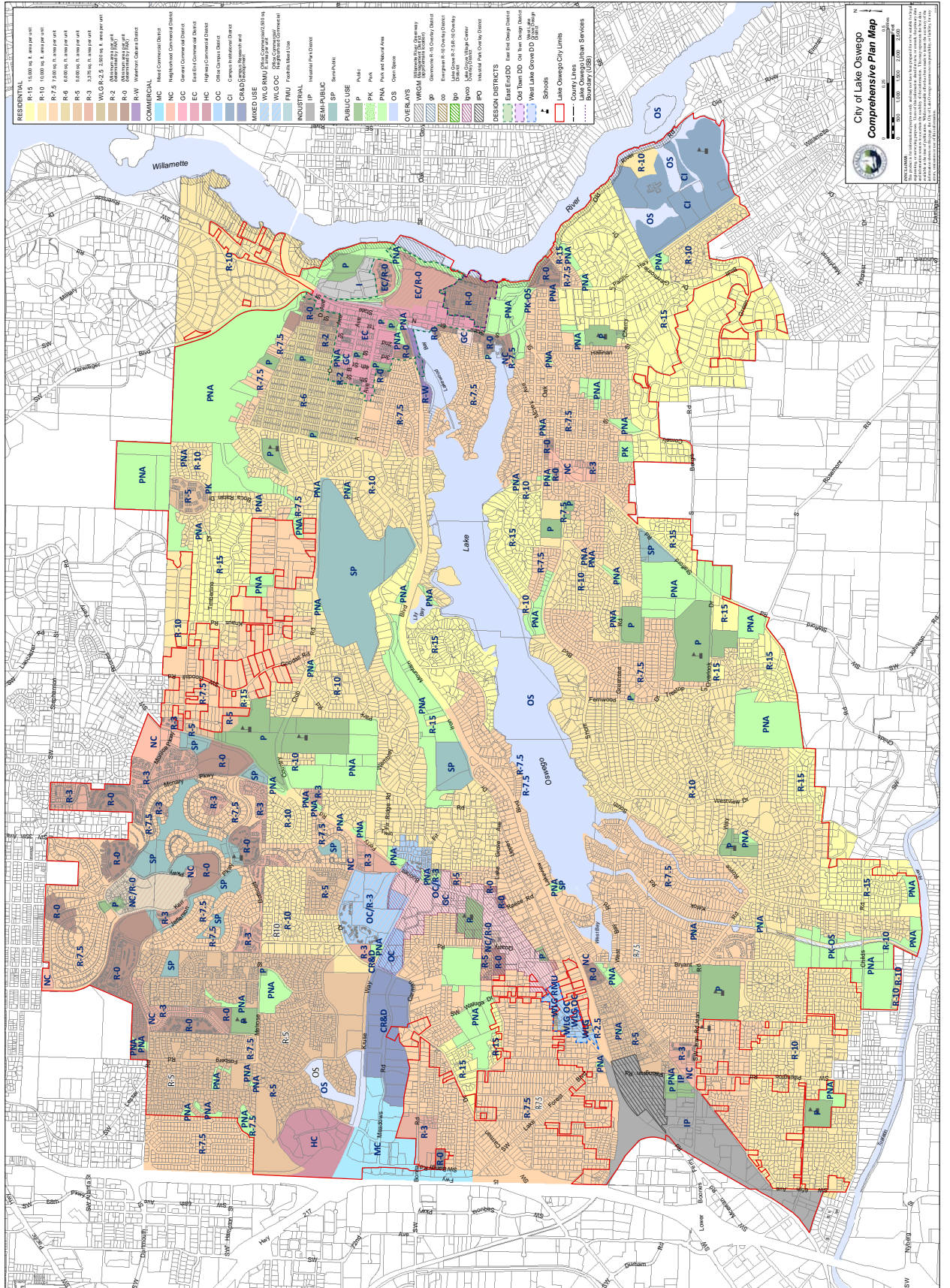


Figure 2.

Land Use Planning

Background

Statewide Planning Goal 2: Land Use Planning

“To establish a land use planning process and policy framework as a basis for all decisions and actions related to the use of land and to assure an adequate factual basis for such decisions and actions.”

Statewide Planning Goal 2 requires city, county, state and federal agency and special district plans and actions related to land use to be consistent with the comprehensive plans* of cities and counties, and with regional plans* adopted under ORS Chapter 268 (Metropolitan Service Districts).

Further, the goal requires land use plans to include identification of issues and problems, inventories, and other factual information for each applicable statewide planning goal. Evaluation of alternative courses of action and ultimate policy choices shall take into account consideration of social, economic, energy and environmental needs.

Specific implementation measures* shall be developed consistent with and adequate to carry out the Plan. Further, comprehensive plans and implementation measures shall be coordinated* with the plans of other affected governmental units.*

All adopted land use plans and implementing measures shall be periodically reviewed and revised to address changing public policies and circumstances.

Lake Oswego’s quality of life and unique character depends, to a great extent, upon the character of development and the City’s ability to provide needed and desired services. The Comprehensive Plan and implementing regulations are important tools to accomplish these objectives.

This element of the Plan ensures that Lake Oswego establishes the planning process and regulatory basis for land use actions by the City. Land Use Planning goals and policies emphasize that all land use actions, regulations and codes shall be consistent with and implement the Comprehensive Plan. To this end, the following six broad objectives are addressed by this element of the Comprehensive Plan:

1. All development shall conform to applicable land use regulations and City codes;
2. All development shall be adequately served by the full range of public facilities and services;
3. Development shall occur at densities appropriate to the scale and character of Lake Oswego’s neighborhoods and shall provide for preservation of open spaces and natural resources;

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4. City-wide, natural resources shall be protected and open space shall be provided concurrent with large-scale development;
5. Specific criteria shall be observed when considering amendments to the Comprehensive Plan; and,
6. The Plan shall be periodically reviewed and updated.

The 1994 update to the Plan addressed significant legislative mandates that were enacted following the original adoption of the Comprehensive Plan in 1978. These mandates included new periodic review procedures and requirements for the preparation of public facility plans (OAR 660, Division 11) and plan sections addressing economic development (OAR 660, Division 9). In addition to satisfying the requirements of these administrative rules, the 1994 Plan demonstrated compliance with the Metropolitan Housing Rule (OAR 660, Division 7). The Housing Rule requires Lake Oswego and other Portland Metropolitan Area cities to provide the opportunity for overall housing densities at a minimum of 10 units per acre* and at a 50/50 multi-family/single family housing mix for new residential construction.

The character of Lake Oswego has changed since the Plan was first adopted in 1978. The community is now experiencing much less development than occurred in the past. This is because most of the developable land in the City has been built upon. Future development will likely consist of small land partitions, infill, and redevelopment. Opportunities for small subdivisions exist within the unincorporated portion of the City's Urban Services Boundary. However, these areas must first annex to the City before required public facilities and services can be extended.

This element of the Plan also is intended to ensure that Lake Oswego has the ability to enact, implement, and update regulations and standards governing appearance and design quality of development. This is significant because community aesthetics and design quality are important to Lake Oswego in many ways. The overall image that a community projects to others is strongly based on its appearance. In residential areas, appearance directly affects property values, neighborhood stability and residents' sense of wellbeing. Commercial areas have a vital stake in their aesthetic quality. A pleasant and comfortable shopping environment attracts customers and encourages them to stay and thus affects the economic health of the community.

Summary of Major Issues

The following are some of the issues, changed circumstances and conditions which were considered in the 2013 update of the Comprehensive Plan.

- Lake Oswego has either amended or adopted land use regulations necessary to implement relevant portions of the 1994 Comprehensive Plan. The City also complies with state land use laws and administrative rules.
- Lake Oswego entered into the Comprehensive Plan Periodic Review and Update in 2010 as required by state statutes and administrative rules.

- Lake Oswego is mostly developed. Future development within the current City limits will likely consist of small land divisions, infill and redevelopment.
- Since the 1994 update to the Comprehensive Plan, the City has continued to experience increased infill and redevelopment pressure in established residential neighborhoods. City and regional policies have encouraged infill rather than expansion of the Urban Growth Boundary (UGB) to accommodate regional population growth.
- The City adopted two sets of code changes to address compatibility of new infill development in single-family residential neighborhoods. Ordinance 2333 in 2003 included a front setback plane standard, side elevation plane standard, garage appearance and location standards; a floor-area ratio* (FAR) requirement; and amended building height. A new exception process (Residential Infill Design Review) was created to provide for exceptions to zoning rules where an alternative design could be shown to be equally or more compatible.
- Ordinance 2524 in 2010 instituted a second set of multiple code changes to promote more compatible infill development in residential zones, including a side yard setback plane standard and a revised FAR requirement.
- Since 1994, eight neighborhood plans* have been adopted by the City Council and incorporated into the Comprehensive Plan:
 - First Addition Neighborhood Plan (1996)
 - Lake Grove Neighborhood Plan (1998)
 - Old Town Neighborhood Plan (1998)
 - Glenmorrie Neighborhood Plan (2000)
 - Lake Forest Neighborhood Plan (2002)
 - Waluga Neighborhood Plan (2002)
 - Evergreen Neighborhood Plan (2005)
 - Palisades Neighborhood Plan (2008)
- The City has also adopted Special District Plans for Forest Highlands, Lake Grove Village Center, Lakewood Bay Bluff Area, Marylhurst Area, Old Town Design District, and Foothills District.
- The Metro Region 2040 growth concept designated “town centers” in Downtown and Lake Grove. The City’s Comprehensive Plan was amended to reflect these designations in 1998.
- In response to infill pressure and to encourage vibrant centers, the 2013 Comprehensive Plan update advances strategies to minimize impacts on existing low-density residen-

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tial neighborhoods by focusing new medium- and high-density residential development in Town Centers, Employment Centers and Neighborhood Villages.* (See Complete Neighborhoods and Housing chapter, Policy A-1.)

Goals And Policies

A. Development (Community Development Code)

Goal

Ensure that the City's land use regulations found in the Community Development Code (CDC), actions, and related plans are consistent with, and implement, the Comprehensive Plan.

Policies

- A-1. Maintain land use regulations and standards to:
 - a. Ensure the provision of park and open space lands, and protection of natural resources;
 - b. Promote compatibility between development and existing and desired neighborhood character;
 - c. Minimize and/or mitigate adverse traffic impacts generated by new development on adjacent neighborhoods;
 - d. Provide for the implementation of adopted neighborhood plans;
 - e. Provide for necessary public facilities and services;
 - f. Protect life and property from natural hazards;
 - g. Promote architectural and site design quality;
 - h. Increase opportunities for alternate means of transportation; and
 - i. Enhance opportunities for mixed use development* in Employment Centers, Town Centers, Commercial Corners, and appropriately zoned areas within Neighborhood Villages.
- A-2. Ensure that land use regulations have sufficient flexibility to allow developers and the City to propose measures to:
 - a. Adapt development to unique and difficult site conditions;
 - b. Preserve open space and natural resources; and,
 - c. Avoid negative impacts on surrounding properties.
- A-3. Ensure high-quality building and site design through the application of clear and objective design standards for residential development, and design review; utilize the development review process for commercial, industrial, and institutional development to ensure high-quality building and site design and overall appearance.

- A-4. Use the Planned Development (PD) process as a mechanism to provide flexibility, allow innovative site design and building design, and preserve open space and natural resources.
- A-5. Allow mixed-use commercial and residential development within commercial zones.
- A-6. Require that residential densities and allowed land uses within the Lake Oswego Urban Services Boundary not exceed the capacity of planned public facilities and services.
- A-7. Prepare and maintain Community Development Code provisions that require all applications for major development to include an analysis of the development site and surrounding area which identifies:
 - i. Natural characteristics, features and potential hazards;
 - ii. Topography;
 - iii. Land use and transportation characteristics;
 - iv. Availability and capacity of public facilities and services;
 - v. Existing structures and historic features; and,
 - vi. Other factors determined necessary.

B. Development Review

Goal

Ensure that the City's land use planning processes and policy framework are based on factual information and serve as a basis for all decisions and actions related to the use of land.

Policies

- B-1. Require development to conform to the City's land use regulations.
- B-2. Use the City Code to require new development to be adequately served by public facilities and services including water, sanitary sewer, transportation facilities, parks and open space, and surface water management and storm drainage facilities. Services shall be available or committed prior to approval of development.
- B-3. Use the public facility planning process to ensure that development in the community does not exceed the capacity of planned public facilities and services, including water and sanitary sewer systems, transportation facilities, fire and police protection, parks and recreation facilities and services, surface water management and storm drainage systems, and schools.
- B-4. Ensure that developers construct the required public facilities and services concurrently with development, and adequately compensate the City for impacts on other public facilities, services, and infrastructure systems through System Development Charges (SDCs*) and other fees.

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- B-5. Use the Community Development Code to require dedication* or reservation of park lands or open space appropriate to the scale of the development as part of development applications. The City may, at its discretion, require construction and dedication of recreation facilities when justified by the impacts of proposed development.
- B-6. Use the Community Development Code and non-regulatory programs to protect significant natural resources.
- B-7. Allow development within the designated density range when the development is in compliance with code standards that ensure:
 - a. Adequate public facilities and services can be provided; and
 - b. Negative impacts can be resolved.
- B-8. Allow development of permitted uses on legally created non-conforming lots subject to all applicable land use regulations.
- B-9. Allow for legalization of illegally created lots and the opportunity to develop these parcels, provided development occurs pursuant to applicable land use regulations including those intended to prevent negative impacts on the surrounding neighborhood.
- B-10. Maintain land use regulations and development standards that require new residential subdivisions and developments of four or more units to address all of the following design criteria:
 - a. Preservation of required open space and natural resources;
 - b. Provision of a street system which provides efficient connection to higher order streets and major activity centers;
 - c. Development of transit opportunities appropriate to the scale and character of the development;
 - d. Development of a safe and convenient pedestrian and bicycle circulation system;
 - e. Management of surface water and storm drainage consistent with the City's Surface Water Management Plan;
 - f. Assurance of privacy and quiet for future residents and abutting properties;
 - g. Balance energy conservation measures such as energy efficient design and solar access with the preservation of trees and the planting of new trees to provide summer cooling;
 - h. Buffering and screening from adjacent uses and streets;
 - i. Building placement and locational relationships;
 - j. Provision of adequate emergency vehicle access;
 - k. Minimize and/or mitigate adverse traffic impacts generated by new development on adjacent neighborhoods.

- B-11. Evaluate proposed land use actions to determine the full range of potential negative impacts as required by the Community Development Code (CDC) and require applicants to provide appropriate solutions.
- B-12. Require developers to bear the burden of proof to demonstrate how proposed land use actions are consistent with applicable land use regulations.
- B-13. Require developers, prior to application for permits, to discuss development proposals with neighborhood groups, residents and City staff.

C. Design Standards and Guidelines

Goal

Maintain and enhance the appearance and design quality of Lake Oswego through the use of appropriate design standards and guidelines.

Policies

- C-1. Enact and maintain regulations and standards which require:
 - a. New development to enhance the existing built environment in terms of size, scale, bulk, color, materials and architectural design;
 - b. Landscaping;
 - c. Buffering and screening between differing land uses;
 - d. Measures to foster a safe and interesting transit and pedestrian environment; and
 - e. Minimize and/or mitigate adverse traffic impacts generated by new development on adjacent neighborhoods.
- C-2. Require developers to submit site and building plans for all proposed new development which show building, site and landscape designs for all development phases.
- C-3. Ensure through development and design standards that both public and private developments enhance the aesthetic quality of the community.
- C-4. Establish and enforce regulations to abate unsightly conditions and other nuisance situations.
- C-5. Adopt and maintain clear and objective standards for needed housing, pursuant to state law.

D. Land Use Administration

Goal

Ensure that land use decision-making bodies and procedures are in place to implement the policies in the Comprehensive Plan and regulations in the Community Development Code.

Policies

- D-1. Coordinate the development and amendment of City plans and actions related to land use with other affected agencies, including county, state, Metro, federal agencies and special districts.
- D-2. Maintain a Development Review Commission to review quasi-judicial land use matters. Maintain a Planning Commission to review quasi-judicial and legislative land use matters and, when necessary, make recommendations to the City Council.
- D-3. A Neighborhood Association may request, or a group of citizens may submit a petition requesting, that the City Council initiate a process to prepare a Neighborhood Plan and implementing measures, without fee.
- D-4. Develop specific Neighborhood Plans and implementing measures as a means to enhance neighborhood livability and achieve desired neighborhood character. Adopt specific Neighborhood Plans upon finding that the proposed changes are in the public's interest and consistent with the Comprehensive Plan. If appropriate, implementation may be accomplished through creation of a new zoning district or a new overlay zone.
- D-5. Review and update the Comprehensive Plan periodically, to ensure it:
 - a. Remains current and responsive to community needs;
 - b. Contains reliable information and provides dependable policy direction; and,
 - c. Conforms to applicable state law, administrative rules, and Metro requirements.
- D-6. Legislative amendments* may be initiated only by staff, the Planning Commission or City Council. Any interested person may request that the Planning Commission or City Council initiate a legislative amendment.
- D-7. Allow quasi-judicial Comprehensive Plan Amendments to be submitted at any time.

E. Comprehensive Plan Amendments

Goal

Ensure that the Comprehensive Plan and its implementing ordinances are updated periodically and updates include adequate opportunity for citizen review and comment.

Policies

- E-1. Ensure that amendments to the Comprehensive Plan Map (Figure 2) and Zoning Map are subject to specific locational criteria* and other standards, including:
 - a. Location in relation to arterial or collector streets;
 - b. Capacity of public facilities and services;
 - c. Consistency with adjacent land use patterns or ability to buffer, screen and blend dissimilar land uses;

- d. Conformance with Comprehensive Plan goals and policies, applicable and adopted neighborhood plans and applicable land use regulations;
 - e. Effect on overall land supply, and the Metro Housing Rule (OAR 660-07-000);
 - f. Demonstration of public need for the change and that the proposed amendment will best meet identified public need versus other available alternatives; and,
 - g. Other criteria determined necessary to ensure conformance with the Comprehensive Plan.
- E-2. Maintain residential neighborhoods at existing zone and plan density designations, except where changes to higher residential density designations:
- a. Are necessary to be consistent with development on the subject property at the time of this policy's adoption; or,
 - b. An applicant demonstrates that a proposed zone/plan density change complies with the following criteria:
 - i. If the property is subject to an adopted neighborhood plan, the zone/plan change complies with applicable density change criteria as contained in the neighborhood plan; and
 - ii. The zone/plan change complies with all applicable Comprehensive Plan Policies and Goals, including the Housing Density policies contained in the Complete Neighborhoods and Housing chapter, and all of the following:
 - (A) A proposed zone/plan density change shall not allow development that would exceed the capacity of planned public facilities and services and shall be appropriately related to the capacity of such public facilities, especially residential streets;
 - (B) A proposed plan/map density change shall be appropriately located in relation to the functional classification of the access streets;
 - (C) Density changes shall be consistent with adjacent land uses or can be made compatible through the ability to buffer, screen and blend dissimilar land uses;
 - (D) A proposed plan/map density change shall address the effect of the change on overall land supply and shall comply with the Metro Housing Rule (OAR 666-07-000);
 - (E) The applicant shall demonstrate a public need for the proposed plan/map density change and that the pro-

posed change will best meet the need when compared to alternatives;

(F) The applicant shall demonstrate that the proposed density is appropriate for the location given public facilities, natural resources and hazards, road or transit access and proximity to commercial areas and employment concentrations; and,

(G) The applicant shall demonstrate that development allowed by the proposed zone/map residential density change will be compatible with the surrounding neighborhood, or can be made compatible pursuant to development review of an individual application pursuant to the criteria contained in the Community Development Code.

E-3. Applications for a Comprehensive Plan Map (Figure 2) amendment or Zoning Map amendment to change the designation of an area from residential to commercial or industrial shall be governed by the following procedures and criteria:

- a. No application shall be accepted during the neighborhood planning process for the affected neighborhood or neighborhoods or for two years after the date of the City Council's approval of a Neighborhood Association's application to begin the planning process, whichever is less.
 - i. For the purposes of this policy, "affected neighborhood" means the recognized Neighborhood Association or Community Planning organization in which the property proposed to be rezoned is located. If the subject property is located in two or more neighborhoods, all neighborhoods in which a portion of the subject property is located shall be considered affected neighborhoods. If the subject property is located in one neighborhood but the rezone is requested to expand an existing commercial or industrial use located in another neighborhood, both neighborhoods shall be considered affected neighborhoods.
 - ii. For the purposes of this policy, "neighborhood planning process" means the period of time from the City Council's decision to approve a Neighborhood Association's application to begin the planning process until the Neighborhood Plan is adopted and in effect. If there is more than one affected neighborhood, and both neighborhoods are in the neighborhood planning process, the two-year deadline period shall run from the latest application approval date.
- b. In order to obtain approval, the applicant shall demonstrate compliance with the policies and standards of an adopted Neighborhood Plan of an affected neighborhood. If more than one neighborhood plan is applicable and the policies conflict, the conflicting policies shall be balanced as provided in the Introduction to the Comprehensive Plan.

- c. In addition to compliance with any applicable neighborhood planning policies as provided in subsection (b), the applicant shall demonstrate compliance with all Comprehensive Plan Goals and Policies applicable to industrial and/or commercial plan/zone map amendments. Such applicable Goals and Policies include, but are not limited to, the following:
- i. Location in relation to arterial or collector streets; consistency with adjacent land use patterns or ability to buffer, screen and blend dissimilar land uses;
 - ii. Capacity of public facilities and services;
 - iii. Encourage land use patterns that are also compatible with existing neighborhoods;
 - iv. Separate noise sensitive and noise-producing land uses; minimize noise impacts on surrounding properties and protect and maintain the quiet character of those areas of the community unaffected by major noise sources, and locate, design and buffer noise producing land uses to protect noise sensitive land uses;
 - v. Regulate the type and intensity of land uses within areas subject to natural disasters and hazards;
 - vi. Prevent expansion of new strip commercial development* and expansion of existing strip commercial development, while allowing building remodels and redevelopment;
 - vii. Ensure neighborhood commercial* areas are conveniently located in Neighborhood Villages and designated Commercial Corners*;
 - viii. Designate the Downtown and Lake Grove Village Center (Town Centers) as the primary centers of general commercial* activity in Lake Oswego;
 - ix. Limit commercial development in the Lake Grove Village Center to that which is intended to accommodate neighborhood and community needs* for goods and services;
 - x. Regional draw* businesses other than those providing specialized services and unique goods* shall not be located in the Downtown or Lake Grove Village Center; further limitations on commercial use shall apply within the Foothills District and Village Transition Areas of the Lake Grove Village Center, to provide compatibility between land uses in those areas and residential neighborhoods;
 - xi. Limit commercial development in the Grimm's Corner Neighborhood Village and Rosewood Neighborhood Village to neighborhood commercial uses, or those which are intended to accommodate the frequently recurring needs* of the surrounding neighborhoods;

- xii. Limit development within the commercial districts associated with the Mountain Park Planned Unit Development to that which serves the frequently recurring needs of Mountain Park residents; except, in those locations where site conditions, such as parcel size and direct access to the major street system, allow businesses to provide for community needs and to offer specialized goods and unique services;
- xiii. Allow commercial and residential uses within the Southwest Employment Center and Kruse Way Area Employment Center at densities that support mass transit and which take advantage of the regional transportation system.* These activities, in appropriately-zoned areas, may include:
 - A. Employee intensive businesses such as major regional office complexes, high density housing, and associated services and retail commercial uses; and,
 - B. Commercial activities that meet the needs of the traveling public, and other highway-oriented retail uses which require access to a large market area, in areas adjacent to I-5.
- xiv. Do not allow regional shopping centers* within the City's Employment Centers;
- xv. The full range of public facilities and services shall be available to serve development allowed by a Comprehensive Plan/Zone Map amendment;
- xvi. Proposed Comprehensive Plan/Zone Map amendments shall be evaluated to determine their effect on the overall land supply and compliance with the Metro Housing Rule (OAR 660-07-000);
- xvii. Proposed Comprehensive Plan/Zone Map amendments shall demonstrate public need for the change and that the proposed amendment will best meet identified public need versus other available alternatives;
- xviii. A proposed increase in land use intensity shall be accompanied by a detailed traffic analysis which finds that existing streets and intersections both on- and off-site will accommodate the projected traffic increases, or necessary improvements can be constructed which are in conformance with the applicable Transportation System Plan and Functional Classification Map;
- xix. Commercial and industrial parking shall not intrude into adjacent residential neighborhoods;
- xx. The applicant shall demonstrate that development allowed by the proposed Comprehensive Plan/Zone Map amendment will: be compatible with surrounding residential neighborhoods; preserve natural resources;

es; protect water quality; provide for protection from natural hazards; and provide for efficient transportation and land use relationships including the accommodation of alternative transportation* modes, or that these criteria can be accomplished pursuant to the criteria contained in the Community Development Code;

- xxi. The applicant shall demonstrate consistency with Metro's Urban Growth Functional Plan and compliance with the Oregon Transportation Planning Rule (Chapter 660, Division 12).

Recommended Action Measures

- A. Develop a Public Facilities Plan* and an implementing Capital Improvement Program* to coordinate and guide the location, financing and timing of new public facilities.
- B. Encourage Clackamas County to grant land use planning and development authority to the City for lands within the unincorporated Urban Services Boundary.
- C. Coordinate review of new development proposals with the Lake Oswego School District to determine impacts on the local school system.
- D. Prioritize public facility plan projects as follows:
 - i. Correction of system deficiencies necessary to ensure public safety;
 - ii. Protection of the community's investment in existing infrastructure;
 - iii. Provision of service to allow new development within the City limits, except when paid for by the developer; and,
 - iv. Provision of service necessary for annexation of unincorporated areas, except when paid for by those desiring the service.
- E. Planning for new public facilities and services shall consider:
 - i. The costs and benefits of expansion and whether costs can be equitably allocated to those creating demand;
 - ii. The financial capacity of the City;
 - iii. Environmental impacts of facility construction;
 - iv. Need to accommodate future land uses and population growth; and,
 - v. Coordination with other required public facilities and services.
- F. Establish engineering, planning, inspection and other fees and charges which are reasonably related to the administrative costs required to review and monitor development.
- G. Periodically review and update system development charges and other development related fees to ensure equitable compensation to the City for impacts on public facilities and services.

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- H. Monitor the performance of the Lake Oswego Comprehensive Plan and update it as needed every four to seven years.
- I. Evaluate the following concurrent with each review or major revision of the Plan:
 - i. Consistency among the Plan, implementing City regulations, adopted neighborhood plans, state and federal law and administrative rules, and Metro requirements;
 - ii. Past and ongoing City actions to determine if the intent of the Plan is being achieved; and,
 - iii. Reliability and timeliness of Plan information.
- J. Prioritize recommended action measures, and Public Facility Plan and Capital Improvement Program projects to implement desired Plan goals and policies.
- K. Work with responsible federal, state, and regional agencies to acquire information relevant to the City's land use planning program as it becomes available.
- L. Encourage Clackamas County to participate in the development and implementation of neighborhood planning programs for areas within the unincorporated portion of the Urban Services Boundary.
- M. Encourage all development to utilize innovative site and building design.
- N. Provide adequate resources and personnel to:
 - i. Implement the Comprehensive Plan;
 - ii. Monitor changing conditions which could affect City land use policy; and,
 - iii. Monitor the performance of the Comprehensive Plan and update it as needed.





RESTORATION

When the fires died down
On Lake Oswego's Iron Age,
The smoke cleared
And the ash settled out.
Left were a lake and a river
Which do nothing but flow
Or lie quietly in place.
Without industrial might,
We take things as they are...
Listen to summer concerts,
Picnic in Rogers Park
Where the stone furnace rises
Reborn to the song of birds.

By James Fleming

Community Culture



Community Culture

Civic Engagement • Historic Preservation • Recreation Library • Arts • Education

Vision

Our educational, cultural, recreational, and civic engagement opportunities strengthen the social fabric of the community. Our top-rated schools offer excellent education and reinforce the value of the community as a desirable place to raise a family. Our outstanding library, parks, and community amenities provide a wide range of programs and special events. Public art and historic preservation enrich our cultural identity.

Statewide Land Use Planning Goals

The six sections of the Community Culture chapter implement the following Statewide Land Use Planning Goals:

- “Civic Engagement” implements Statewide Planning Goal 1 Citizen Involvement.
- “Historic Preservation” implements Statewide Planning Goal 5, Open Spaces, Historic & Natural Areas (Historic Areas).
- “Recreation” implements Statewide Planning Goal 8 Recreation.
- “Library” implements Statewide Planning Goal 11 Public Facilities and Services.
- There are no corollary Statewide Planning goals for “The Arts” and “Education”.

Updates To Lake Oswego 1994 Comprehensive Plan

The six sections of the Community Culture chapter replace the following chapters and sections of the Lake Oswego 1994 Comprehensive Plan:

- “Civic Engagement” replaces Goal 1 Citizen Involvement.
- “Historic Preservation” replaces Goal 5, Section 8 Historic and Cultural Resources.*
- “Recreation” replaces Goal 8 Parks & Recreation.
- “Library” is newly added to the Comprehensive Plan.
- “Education” replaces that portion of Goal 11, Section 5, pertaining to Schools.
- The 1994 Comprehensive Plan did not contain a section on “The Arts”.

CIVIC ENGAGEMENT

Background

Statewide Planning Goal 1: Citizen Involvement

“To develop a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning process.”

Lake Oswego developed its first Comprehensive Plan during 1974–1978, in response to Oregon’s newly adopted statewide land use planning goals. The planning process involved substantial public participation, research, and review in public meetings and hearings. The City established its first ten neighborhood associations during the same timeframe, and, in 1975, the City Council adopted guidelines for citizen involvement in land use planning and decision-making. Also during this time, the City had seven advisory boards and commissions.



The City Council updated the Citizen Involvement Guidelines* in 1991, and completed a Comprehensive Plan update 1994. The Citizen Involvement Guidelines were updated again in 2009, prior to the most recent Comprehensive Plan update.

Since the late 1990s, the Planning Commission has served as the Committee for Citizen Involvement, whose purpose is to assist in the development, implementation and evaluation of a citizen involvement program under Statewide Planning Goal 1. The program has been successful in fostering public involvement for land use planning. In 1994, Lake Oswego had 15 active, recognized neighborhood associations and 11 boards and commissions through which citizens could become involved in planning. As of July 2013, Lake Oswego has 22 recognized neighborhood associations.

The City also provides planning assistance to the neighborhood associations. As of 2013, the City Council has adopted eight neighborhood plans, which serve as official elements of the Comprehensive Plan, as well as special zoning districts and design standards for some neighborhoods. Lake Oswego citizens can also serve on one of the City’s 12 boards and commissions, including the following boards and commissions that have a direct role in advising City Council on and/or implementing Lake Oswego’s land use policies: Development Review Commission, Historic Resources Advisory Board, Natural Resources Advisory Board, Planning Commission, and Sustainability* Advisory Board.

Lake Oswego uses a variety of techniques to engage a representative cross-section of the community in land use planning and decision-making. These include meeting notices posted in public places and published online and in newspapers, summaries of City documents, flyers,

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brochures, neighborhood newsletters, informational meetings, trainings and presentations, mailings, a staffed Citizen Information Center, the City Council Digest and Dispatch (email updates), Facebook, Twitter, RSS, HelloLO (citywide print newsletter), LO-Down (electronic newsletter), and listserves.

The City of Lake Oswego also uses a broad range of outreach methods to encourage a two-way flow of information between citizens and policy makers. Two-way communication leads to informed decisions, a more engaged citizenry and better public support of policies and programs. These methods include: publicly advertised meetings, statistically valid surveys, public comment periods at meetings, pre-application conferences for land use and development proposals that include representatives of neighborhood associations, neighborhood meetings, focus groups, ad-hoc citizen advisory committees, the City's web-based "Open City Hall", and the Citizen Information Center, among others.

One of Lake Oswego's four sustainability principles is to "Support people to meet their own needs". As stated in the Citizen Involvement Guidelines, the City strives to ensure that all its residents are aware of, understand and have the opportunity to express their opinions regarding planning decisions.

Summary of Major Issues

The following issues related to Citizen Engagement and Statewide Planning Goal 1 (Citizen Involvement) were identified and addressed through the 2013 Comprehensive Plan update:

- Undertake a community vision process, to inform the Comprehensive Plan update;
- Engage the community through a combination of in-person and online activities, and written communications;
- Reinforce two-way communication between citizens and policy makers, and solicit feedback on the Plan through an open and transparent public process;
- Ensure the Comprehensive Plan continues to meet State requirements for land use document, while updating the document so that it clearly expresses the community vision.

Goals And Policies

Goal

Provide accessible, meaningful and transparent public engagement processes that offer a wide range of opportunities for citizens to participate in local land use decision-making.

Policies

1. Provide citizen involvement opportunities appropriate to the scale of a given planning effort, and ensure those affected by a Plan have opportunities to participate in the planning process.

2. Ensure that information related to land use planning and decision-making is readily accessible to the public and easy to understand.
3. Utilize City boards and commissions, neighborhood associations, and other community groups to ensure a diverse and geographically broad range of citizen input in land use issues.
4. Provide opportunities for citizens to engage in land use planning and decision-making, including opportunities for individual citizens who may not otherwise participate.
5. Ensure direct and ongoing two-way communications between the City and Lake Oswego citizens regarding land use issues.
6. Provide for and encourage the formation of neighborhood organizations, and support their efforts to inform and engage residents in neighborhood and community-wide issues.
7. Maintain a Commission for Citizen Involvement (CCI) to develop, sustain, and promote meaningful citizen engagement in land use planning.
8. Define how the public will be engaged in each phase of the land use planning process at the beginning of the process.
9. Utilize broadly representative, special citizen advisory bodies to provide input on implementation of the Comprehensive Plan and other related land use planning matters.
10. Provide adequate resources to support the City's land use related Citizen Involvement Program.
11. Design and implement the Citizen Involvement Program in ways that foster civility and respect for all who participate.

Recommended Action Measures

- A. Periodically evaluate the City's Citizen Involvement Program and make adjustments as needed to improve its effectiveness.
- B. Have the Committee for Citizen Involvement (CCI) report at least annually to the City Council to evaluate the effectiveness of the City's citizen involvement efforts.
- C. Public involvement plans for planning projects shall clearly state the project purpose, process, timeline, how citizens will be involved, and the ways by which citizens will make their recommendations to City decision-makers and receive responses from them, including information on the appeals process.
- D. Identify groups and citizens who may be affected by land use planning issues but who do not typically participate in planning and make efforts to engage them.
- E. Make available copies of all technical information, planning documents and staff reports, through the City Planning Department, the City Library, on the City's website, and other locations, as appropriate.

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- F. Keep the public informed of opportunities for involvement in land use planning using a range of available media, including newspaper notices, mailings, the City newsletter, television, meetings, City website, listserves, social media, and new technology.
- G. Provide for recognition of exceptional civic efforts.
- H. Establish citizen advisory committees and ad-hoc committees to advise staff, the Development Review Commission, the Planning Commission, and City Council and other boards and commissions regarding land use issues. These groups can include but are not limited to, natural and historic resources, the arts, public library, traffic management and transportation, and parks and recreation services.
- I. Maintain youth members on City boards and commissions involved in land use planning, and work with the Lake Oswego School District, local private schools, and service groups to encourage youth involvement in land use planning activities.
- J. Ensure that responses to citizen inquiries on land use matters are understandable, welcoming, timely, and include sources of information.
- K. When needed provide translations of information to non-English-speaking members of the community.
- L. Review City land use notification methods periodically to determine if they adequately provide notice to affected citizens.
- M. Provide opportunities for citizens to post information of civic interest in public buildings, as resources permit.
- N. Prepare a citizen involvement report at the end of any major land use planning project as a means of evaluating Citizen Involvement Program effectiveness.
- O. Maintain a list of community organizations to contact and invite to participate in the discussion of land use issues or projects.
- P. Provide workshops on how to prepare testimony for the public hearings process on land use plans and applications.
- Q. Utilize a variety of methods to provide citizens with information about land use issues and to get information from citizens about their policy preferences, which may include but are not limited to the following:

Ways to Get Information from the Public

- Holding widely advertised public hearings in accessible meeting rooms.
- Using statistically valid surveys and, where appropriate, online questionnaires to gather input on land use issues.

- Providing a “public comment” period at all public meetings to allow citizens to speak on topics not already specified in the agenda.
- Publicizing comments, ideas and recommendations obtained at community meetings and through the planning process.
- Holding meetings prior to the development of land use plans to solicit community preferences.

Ways to Give Information to the Public

- Posting notices about land use planning projects and major developments in the newspaper, on the City website, in conspicuous places where people frequent, such as supermarkets, post offices, library, City Hall, etc., and at affected properties.
- Producing summaries of important documents that are long or complex, using visuals where appropriate to communicate complex ideas or plans.
- Producing fliers or booklets, describing hearing processes, such as how to provide testimony, the Oregon comprehensive land use planning system, etc.
- Making the Comprehensive Plan, Zoning Ordinance, Development Code and other planning documents readily available in electronic and hard copy form.
- Maintaining a City newsletter.
- Using neighborhood newsletters as a vehicle to get information out.
- Providing a Speakers Bureau consisting of planners, local officials or others willing to speak to neighborhood associations, civic clubs and classes about planning issues and other City issues.
- Holding community meetings to provide timely information on topics of current interest.
- Holding informational meetings in advance of public hearings to enable affected persons to understand proposals and to prepare for testimony.
- Utilizing existing communication vehicles (such as water bill mailings) to inform residents of issues.
- Providing realtors and welcoming organizations with information on how to get involved in order to inform new residents.

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HISTORIC PRESERVATION

Background

Statewide Planning Goal 5: Open Spaces, Scenic and Historic Areas, and Natural Resources

“To conserve open space and protect natural and scenic resources, including historic areas, sites, structures and objects.”*

Historic preservation plays an important role in defining Lake Oswego’s sense of place. Statewide Planning Goal 5 requires communities to inventory historic and cultural resources. The inventory describes the location, and quality and quantity of these resources. Resources are managed to preserve their historic character. When potentially conflicting uses are proposed, the economic, social, environmental and energy (ESEE*) consequences must be determined to achieve the goal.

Lake Oswego has a rich history reaching back to the mid-1800s. (The City’s prehistory is documented more than 7,000 years before the present.) The cultural resources reflect evolving chapters in the community’s history. Preservation of these resources helps create an awareness of them, fosters a community’s sense of identity, encourages public knowledge, promotes public enjoyment and use of the resources, and strengthens the economy.

These resources are woven into Lake Oswego’s historical and architectural fabric. From simple worker cottages to elegant lake-front dwellings, and from the historic peg tree, the site of early town meetings, to the Iron Furnace, the first Iron smelter on the west coast, Lake Oswego’s cultural and historic resources play an important part in shaping the character of the community today. The community recognizes the importance of these resources in preserving the City’s identity.

The City initiated its inventory process in 1976 with the Lake Oswego Physical Resource Inventory (LOPRI). The LOPRI identified 47 structures, seven as significant, but no protection program was enacted. During 1988–89, the City conducted a more extensive inventory of historic resources. Approximately 200 structures were inventoried, of which 93 were found to be significant. In 1990, the City adopted the Historic Preservation Ordinance (Ordinance 2000) which protected the significant historic resources and established a review process for alterations* to historic resources. The ordinance was revised in 1994 to clarify the role of the Historic Review Commission, now Historic Resources Advisory Board (HRAB).

Ordinance 2000, adopted in 1990, provides code authority for the seven-member Historic Resources Advisory Board. The HRAB meets each month to promote and foster the historic, educational, architectural, cultural, economic, and general welfare of the public through the



identification, preservation, restoration, and protection of those structures, sites, objects, and districts of historic and cultural interest within the City. It provides leadership and expertise on maintaining and enhancing Lake Oswego’s historic and architectural heritage. The Board identifies and recommends protections for buildings and other properties that have historic or cultural significance. It also provides advice to staff, other boards and commissions, and City Council on historic preservation decisions, and coordinates historic preservation programs of the City.

The City became a Certified Local Government* in October, 2008. As a “Certified Local Government” (CLG), the City participates in a preservation partnership with the Oregon State Historic Preservation Office (SHPO) and the National Park Service (NPS). In return for taking on certain responsibilities such as reviewing proposed alterations to historic properties, CLG’s receive benefits, including a close working relationship with the SHPO, additional authority and responsibility regarding nominations to the National Register of Historic Places and eligibility for matching grants from the State’s apportionment of federal preservation funding.

Summary of Major Issues

The following issues related to Historic and Cultural Resources and the applicable provisions of Statewide Planning Goal 5 (Historic Areas) were addressed through the 2013 Comprehensive Plan update:

- Between 1995 and 2001, 24 resources were removed from the Landmark* Designation List, as provided by the “Owner Consent” bill adopted by the Oregon Legislature in 1995 (SB 588). ORS 197.772 and related case law provide guidance for responding to requests to remove historic designations from properties.
- The Lake Oswego Community Development Code allows other procedures for removing designations, such as where a landmark is a hazard to health and safety (e.g., the structure has fallen into disrepair), where it is shown through the ESEE analysis that the benefits of demolishing a landmark outweigh the benefits of preserving it, or where denial of an owner’s request would deny the property owner of reasonable economic use of the property.
- Maintenance and upkeep of historic structures is an ongoing challenge; the City has considered allowing more options for adaptive reuse* of such structures through amendments to the Community Development Code (e.g., allowing small office and institutional uses), but most landmarks are in residential neighborhoods where such changes can create land use conflicts.*
- Codes that support reinvestment in historic buildings (e.g., through flexible standards for parking, seismic upgrades, energy efficiency, etc.) can help owners preserve them. This is important because older structures are often not as energy efficient as new buildings.

Goals And Policies

Goal

Preserve, promote, and maintain the historical, archaeological and cultural resources of the community.

Policies

1. Preserve, enhance, and protect Lake Oswego's historic resources through procedures and standards designed to identify, restore and protect structures, sites, objects and districts of historic and cultural value within the city.
2. Maintain the City's status as a Certified Local Government* under programs administered by the State Historic Preservation Office (SHPO) and National Park Service.
3. Provide and maintain City regulations that support preservation of Lake Oswego's designated historic resources.
4. Work with the State Historic Preservation Office to protect archaeological resources* on both public and private land in Lake Oswego.

Recommended Action Measures

- A. Promote the conservation of historic resources by providing education about measures such as adaptive reuse*, maintenance strategies, deconstruction techniques, and preservation by relocation to another site. Encourage the use of incentives that result in reinvestment in historic neighborhoods and buildings.
- B. Maintain a Historic Resources Advisory Board to conduct outreach and education activities in the community and advise City Council, other boards and commissions, and City staff on historic preservation.
- C. Work with local preservation, business, and arts organizations, and other stakeholders, to promote Lake Oswego's historic and cultural resources as a draw for tourism.
- D. Promote public awareness and appreciation of the City's history and culture through means such as educational workshops and events, signage and publications.
- E. Encourage the use of publicly owned historic sites and structures, where appropriate, for community-wide benefits such as social gatherings, education and recreation.
- F. Periodically update the Lake Oswego Historic Landmarks list and Comprehensive Plan Map to ensure all National Register properties are inventoried and designated.
- G. Coordinate the City's inventory, evaluation and designation of historic and cultural resources with the State Historic Preservation Office, Clackamas County, property owners and other stakeholders.
- H. Compile, and continue to expand and refine, a record of the community's social and historic heritage through measures such as the development of a database with written information, photography, maps and survey information. Inventory and provide

- archival storage for written, photographic, audiovisual and sound recordings of historic importance.
- I. Provide information on private and public sources of funding available for use by property owners in the renovation and maintenance of historic structures.
 - J. Encourage community groups, such as neighborhood associations and business and arts organizations, to propose potential historic or cultural resource sites for inventory and evaluation.
 - K. Establish and maintain an appropriate system of signage to recognize historic resources on public and private properties.
 - L. Maintain code provisions that encourage preservation of historic structures through adaptive reuse*, or, if feasible, as an alternative to demolition, by moving the structure to a different location where it can be preserved if on-site preservation is not possible.

RECREATION

Background

Statewide Planning Goal 8: Recreational Needs

“To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.”

Today, the City owns more than 600 acres of land included in the park* system. Most of the City’s property holdings are managed within the Parks and Recreation Department. The Department provides a variety of recreation programs for all ages, including the Adult Community Center (ACC); sports and fitness classes, team sports leagues, and sports events; Indoor Tennis Center and Golf Course; and cultural programs for all ages, including outdoor recreation, entertainment, and community events.

Parks Plan 2025 guides the services, investments and plans for the City’s parks, facilities, recreation programs and natural areas. Land use policies applicable to parks and recreation, pursuant to Statewide Planning Goal 8, are incorporated below.

Summary of Major Issues

The following issues were identified through the City of Lake Oswego Parks Plan 2025 process and Comprehensive Plan update:

- Ensure that all residents have access to essential recreation services,* which the Parks Plan defines as Exercise and Sports, Play for Children, and Nature Experiences. These are currently not available equally throughout the city, and would be difficult to provide in certain areas. To fill geographic gaps and provide equitable access to these experiences, recreation facilities, such as traditional playgrounds, nature play areas, sports fields, sports courts, trails, and opportunities to enjoy nature would need to be renovated or new ones developed.



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- Prioritization of parks renovation over development of new capital facilities to maximize the City investment in existing facilities.
- A key land use planning issue is whether to maintain existing assets that may serve fewer people or to provide new ones that serve more people. Developing new facilities requires appropriately zoned land.
- A key issue is whether the City should provide recreation facilities and services where private facilities are available and provide the same services. This issue relates to the requirement that land use applicants, including the City, demonstrate a public need where land is proposed to be rezoned, per the Land Use Planning chapter.

Goals And Policies

Goals

1. Plan, acquire, develop, and maintain and restore a system of park and recreation lands and facilities that are available to all segments of Lake Oswego's population and which can serve the Community's diverse current and long-range community needs.
2. Provide diverse recreation programs that provide opportunities for learning, recreation, healthy living and fun.

Policies

1. Provide park and recreation opportunities, balancing the provision of children's play areas, natural areas, and exercise/sports facilities, within one half-mile of as many residents as possible, as land and resources allow.
2. Subject to financial constraints, fill service gaps in essential recreation services, as identified by the Parks Plan, through development of new facilities at existing sites, through partnerships, or at new sites if necessary.
3. Improve park access, for example, by linking neighborhoods to parks via trail corridors and safe pedestrian and bicycle routes along city streets.
4. Involve neighborhoods and adjacent property owners in the planning and design of park and recreation facilities to address compatibility issues and to mitigate impacts of intensive uses, such as traffic, parking, bright lights and noise, on residential neighborhoods.
5. Preserve and enhance significant natural resources and historic sites that are located on parklands.
6. Address the land use, public facility and transportation impacts of park and open space land acquisition and development through coordination with affected neighborhoods, state, federal and regional agencies, and other jurisdictions.
7. Provide and enhance low-impact recreational access, such as swimming, canoeing, and kayaking, from public waterfront properties at the Willamette and Tualatin Rivers.

8. Maintain an adopted parks system development charge methodology, which ensures that future development pays its share of existing and planned Park acquisition and development costs.

Recommended Action Measures

- A. Provide diverse recreational programs that include opportunities for learning, cultural enrichment, healthy living and fun.
- B. Identify service gaps in essential recreational services through the Parks and Recreation master plan(s) and respond by proposing new land acquisition and facilities in the Capital Improvement Plan* and prioritizing through the annual budget process.
- C. Maintain parks and recreation facilities in a manner that will prolong the life of capital assets, reduce operational costs, assure safe and accessible use, improve park design and conserve resources.
- D. Involve Lake Oswego area citizens and other interest groups in the planning and implementation of park and open space land acquisition, conservation and development programs.
- E. Enhance the provision of Parks and Recreation services in Lake Oswego by coordinating activities and sharing resources when appropriate with Lake Oswego School District and other agencies and jurisdictions.
- F. When feasible, develop major neighborhood park and sports field facilities jointly with Lake Oswego School District.
- G. Coordinate with the Lake Oswego Corporation to protect the aesthetic and recreational qualities of Oswego Lake.
- H. Provide opportunities for all citizens, regardless of income, to access parks, recreation facilities and programs, including those with special needs.
- I. Provide public access to public open space* in ways that protect and preserve the functions and values* of natural resources.
- J. Consider public safety in the planning, design and management of parks, open spaces, and trails, and maintain ongoing contact and coordination with public safety officials.
- K. Develop and maintain partnerships with other governmental agencies and organizations to optimize funding and facilities, and to improve park and recreation opportunities for the community.
- L. Design and construct greenways, pathways and natural area trails in ways that minimize their impact on natural resources, including wetlands, stream* corridors,* existing tree groves* and wildlife habitat.
- M. Periodically review and update Lake Oswego's parks and recreation master plan(s) and make conforming amendments to the Comprehensive Plan.
- N. Utilize alternative methods to acquire and develop parks, open spaces and trails, such as purchase of easements, bequeaths of life estates, acquisition of development rights, and other methods.

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- O. Maintain a Parks and Recreation Advisory Board to advise the City Council on parks and recreation issues, such as parks acquisition and development, park design and facilities, recreation programs and priorities, and citizen involvement for parks and recreation planning and implementation.
- P. Continue to provide swimming access on Oswego Lake through the City's Swim Park and through coordination with the Lake Oswego School District to preserve the Lake Grove Swim Park.

LIBRARY

Background

While the provision of library services is not mandated by Statewide Planning goals, the City of Lake Oswego finds that its library is an essential public facility. The Lake Oswego Library offers informational, cultural and recreational opportunities for the community. It has the highest annual per capita library use in Oregon, serving over 1,000 visitors daily, with circulation of over 1.3 million items per year.

The Library is open seven days a week and provides opportunities for community gatherings and personal enrichment, as well as many events throughout the year, such as the Lake Oswego Reads program; music, performing arts and author series; discussion groups; and computer classes. The Library also maintains historical archives and other items representing the history of Lake Oswego and environs.

Summary of Major Issues

In 1988, a citizen Task Force on Library Growth found that the library had reached its design capacity. Since then, several studies have explored facility needs and options, including the feasibility of developing a new, larger library with community meeting facilities, or a branch library. As of 2013, there is no plan for building such a facility, though the need for a larger library is well documented. Therefore, the policies and recommended action measures contained in this chapter are intended to guide future land use planning for library services.



Goals And Policies

Goal

Provide Library services in Lake Oswego as part of the community's offering of education, recreation and cultural enrichment opportunities for all residents.

Policies

1. Locate any new Library facilities near safe and accessible transportation facilities, including transit routes and other multi-modal options.
2. Foster the evolving role of the library, including providing multi-functional spaces for community activities and promoting innovative lending programs/services.

Recommended Action Measures

- A. Increase accessibility to Library services and facilities in response to identified community need.
- B. Develop and periodically update a Library Facilities Master Plan to guide future expansion and provision of library services to Lake Oswego citizens.

THE ARTS

Background

Lake Oswego offers an exceptional array of arts and cultural resources for a community of its size. While local government planning for The Arts is not mandated by Statewide Planning Goals, the Arts are integral to quality-of-life in Lake Oswego, and thoughtful land use planning is essential in maintaining these resources in the community.

In Clackamas County, where cultural tourism is a key economic driver, Lake Oswego is a leader in forging partnerships between the City and the local arts community. This is evidenced by the downtown Gallery Without Walls, Lake Oswego's signature public art program, the Lakewood Theater Company, which is the oldest continually operating nonprofit theater company in the Portland area, the Lakewood Center for the Arts, and the Lake Oswego Festival of the Arts, among other attractions. The City of Lake Oswego itself has



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a permanent art collection with over 200 pieces, which it houses at City Hall and the Lake Oswego Library.

Art in Lake Oswego is a civic service and amenity, and access to art and culture enhances Lake Oswego's livability. The Gallery Without Walls outdoor sculpture program displays Public Art throughout the downtown business district and is a popular aspect of city life. Lake Oswego's Parks and Recreation Department produces concerts in the parks throughout the summer, attracting thousands of community members. The City's Parks and Recreation Department also offers art, music, drama and dance classes for youth and adults, and presents cultural activities including summer movies in the parks, concerts, performances, dances and more.

According to the survey conducted in 2010 to help develop Lake Oswego's 2035 Vision, respondents stated that the three arts and culture activities that they would most like to see available in Lake Oswego over the next 25 years are: concerts (75%), theater (54%), and public art (50%). While prioritizing these activities is outside the purview of the Comprehensive Plan, the City's land use policies and regulations do impact where they can occur.

Goals And Policies

Goal

Maintain land use plans and policies that support access to the arts throughout the city for the economic and cultural value they add to the city.

Policies

1. Identify appropriate locations for public art in partnership with community arts organizations and neighborhood and business associations, to increase access to the arts and celebrate each neighborhood's distinct sense of place.
2. Remove unnecessary regulatory barriers to the creation of work and display spaces for artists, including spaces for public art installations.
3. Maintain code standards that allow for the appropriate placement of public art in the employment centers,* town centers, neighborhood villages, and commercial corners* and neighborhood commons.*

Recommended Action Measures

- A. Coordinate with the local business organizations and the arts community to promote arts tourism.
- B. Add interest and vitality to the pedestrian experience, as well as increase economic development opportunities in the employment centers, town centers, neighborhood villages, and commercial corners by enhancing the streetscape, gathering places, and civic spaces through the thoughtful selection and placement of public art.
- C. Utilize public art to celebrate what makes Lake Oswego's neighborhoods distinct.

EDUCATION

Background

Public education within the Urban Services Boundary is provided by the Lake Oswego School District. The district currently operates six elementary schools, two junior high and two senior high schools. In addition to the public schools, the following schools are located within the Urban Services Boundary: Marylhurst College; Christie School, a non-profit residential school for children with special needs; Touchstone School, a primary grade school and preschool; Our Lady of the Lake Catholic School; and Park Academy, a school serving students with dyslexia and other language learning difference in grades 4–12.



Public Schools

Lake Oswego School District (LOSD) currently consists of six elementary schools, two junior highs, and two high schools. Total district enrollment has remained relatively stable at 6,700 to 6,900 during the past seven years (2007–2013). District enrollment peaked in 1996 at 7,250 students. LOSD is known for its educational excellence. In 2010, over 90% of high school graduates went on to college. In 2000, the community approved \$85 million facilities improvement bond to upgrade its high schools and address infrastructure needs at all schools.

While LOSD schools are among the strongest in Oregon, it has not come without challenge. In 1990, State Ballot Measure 5 was passed which transferred the responsibility for school funding from local government to the state on a per pupil funding basis, to equalize funding between districts. Implementation of the property tax limitation, along with state revenue shortfalls and flat enrollment, has required the district to realign its programs and services.

During periods of downsizing, the Lake Oswego Schools Foundation and community support have helped to offset some of the reductions.

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A 5-year local option levy was renewed in 2008 and was passed by 78% of the voters in November, 2013 to supplement state funding.

The Foundation has raised more than \$20 million since 1994. During 2012, the Foundation raised \$1.7 million, and the previous year, \$2.3 million, to support additional teaching positions at all schools.

For the 2011–12 school year a budget shortfall of \$5–8 M prompted the school district, community and City to explore ways to bridge the gap. In Spring 2010, the City Council approved a one-time financial contribution of \$2 million to assist the district with its 2011–2012 budget shortfall. The District also receives shared revenue through Metro’s Construction Excise Tax, which the City of Lake Oswego collects when it issues building permits.

Other actions to address shortfalls include the closure of Palisades Elementary School for the 2011–2012 school-year, and the reuse of Bryant Elementary School and closure of Uplands Elementary School in 2012–2013. The remaining elementary schools were reconfigured to grades K–5, and Lakeridge Junior High and Lake Oswego Junior High School reconfigured to grades 6–8 middle schools.

In 2002, the City adopted a zone change ordinance that brought all public facilities into a new Public Functions* (PF) zone (LOC 50.13A). Prior to that zone change, public school properties were zoned residential and were subject to residential zoning regulations. All schools are still subject to a conditional use review process, but the PF zone ensures that school properties remain in public use unless and until City Council approved a zone change.

Goals And Policies

Goal

Ensure that Lake Oswego continues to be a community that promotes educational excellence with a strong education system as well as opportunities for lifelong learning.

Policies

1. Maintain zoning regulations that provide land use flexibility to allow school properties to be utilized for new uses that support community learning and recreation, and to continue the role of school facilities as neighborhood gathering places, while ensuring compatibility with the surrounding neighborhood.
2. Coordinate with schools and surrounding neighbors to plan for safe and effective transportation for students and surrounding neighbors.
3. Coordinate with the Lake Oswego School District regarding the impacts of anticipated residential development on district facilities.
4. Prioritize transportation investments that improve the ability of students to safely walk, bike, drive and bus to all schools.

Recommended Action Measures

- A. Provide diverse education opportunities for all age groups through Parks and Recreation, Adult Community Center and Library programs.
- B. Develop and implement strategies to attract families with children to live in Lake Oswego and enroll in schools.
- C. Partner with organizations that provide educational opportunities to the community.
- D. Support student-learning opportunities through City work experience, mentorship and classroom-based relationships with City departments.
- E. Partner with schools to provide coordinated* educational and recreational programs.





HEART HOME LAKE OSWEGO

A beautiful place to live in my young
clear spacious pure dreams

Excerpt By Patricia Alston

Inspiring Spaces & Places



Inspiring Spaces and Places

Vision

Our architecture and natural setting inspire people to live here. Development* respects the physical environment and meets the highest quality of community design to preserve and foster the distinctive character and beauty of this special place.

Statewide Land Use Planning Goals

Inspiring Spaces and Places implements Statewide Planning Goal 2 (Land Use Planning) and, indirectly, a portion of Goal 14 (Urbanization). Under Goal 14, Guideline 4 addresses community design and quality of life issues, as follows:

“Comprehensive plans and implementing measures for land inside urban growth boundaries should encourage the efficient use of land and the development of livable communities.” (emphasis added)

Please refer to the Urbanization chapter for goals, policies and action measures for the balance of Goal 14 (Urbanization) requirements, including those related to urban growth boundaries, land needs, and extension of urban services and annexation.

Statewide Planning Goal 2 pertains to land use planning. This goal requires local jurisdictions to adopt comprehensive plans that are based on factual information. Plans must be generally consistent with the statewide planning goals and other applicable state, regional, and federal requirements. Local governments' ordinances and land use decisions must, in turn, be based on state-approved comprehensive plans. Goal 2 also contains procedures for review and amendment of local comprehensive plans.

Updates To Lake Oswego 1994 Comprehensive Plan

Inspiring Spaces and Places replaces Goal 2: Land Use Planning, Part 2, Community Design and Aesthetics.

Inspiring Spaces and Places

Background

Statewide Planning Goal 2: Land Use Planning

“To establish a land use policy framework as a basis for all decision and actions related to use of land and assure an adequate factual base for such decisions and actions.”

Lake Oswego is a distinctive community. Set apart from Portland and its suburbs, it is defined by its extraordinary beauty and access to local and regional amenities. Inspiring Spaces and Places guides the City’s planning with a focus on design quality, building upon Lake Oswego’s unique character and quality-of-life.

A citizens’ survey administered during the Comprehensive Plan update found that 87% of respondents agree that Lake Oswego’s built environment and natural setting inspire people to live here; 69% said they choose Lake Oswego for its “small town feel”; 65% for its “scenic beauty”; and 70% said that “connections to the lake, river, and hiking trails” should be maintained and improved. These values informed Vision 2035 and the Plan update.

Design Context

Inspiring Spaces and Places responds to Lake Oswego’s design context and aspires to maintain the community’s sense of place. The following features shaped the settlement Lake Oswego; they influenced development patterns, and they continue to define Lake Oswego’s identity:

- Oswego Lake, the City’s namesake, and its surrounding hillsides, frame much of the community and have shaped the development of Lake Oswego. Lake Oswego’s 22 neighborhoods adjoin and fan-out in all directions from Oswego Lake.
- Lake Oswego’s neighborhoods developed between the latter half of the 19th Century (Old Town) and the 1990s (e.g., Westlake), contain a great variety of building types and styles.
- Forest lands, including the present day Tryon Creek State Park, and rural/large-lot residential areas of Multnomah County border Lake Oswego to the north.
- The Willamette River borders Lake Oswego to the east; from many parts of the community, Mt Hood is visible to the east.
- Cook’s Butte (an extinct volcano), the Tualatin River, and rural* lands form a buffer or greenbelt to the south.
- Luscher Farm frames the City’s southern gateway; and
- Kruse Way, with its wooded, campus feel, provides a west portal into Lake Oswego from Interstate 5 and Highway 217.

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- Country Club Road, Boones Ferry Road, and State Street/Highway 43, which traverse different parts of the city and carry significant traffic but are well landscaped, softening the transition into Lake Oswego.

There are many inspiring places within the community, too many to list every place. The following are some of the more prominent places:

- Downtown Lake Oswego, with its village scale, contains a mix of contemporary and historic places, including the Old Town Neighborhood where the area's iron industry began, Millennium Plaza and Foothills Park.
- Luscher Farm, with its rolling hills, historic barn, and mix of active and passive recreation,* connects Lake Oswego to the rural landscape and provides space for people to rest, play, and grow food.
- Both Luscher Farm, and Marylhurst University, with its pastoral campus along Highway 43, serves as distinct southern gateways.
- Iron Mountain, with its narrow, winding residential streets near the City's center, harkens back to Oswego's mining days.
- In the northwest quadrant of Lake Oswego, Mountain Park, a planned community on 700 sylvan acres, is home to 8,500 residents and contains a mix of commercial uses.
- Kruse Way corridor, with its brick Class A office buildings of 5–8 stories, anchors Lake Oswego's largest employment area, drawing workers from throughout the region.
- The Lake Grove Village Center, which traverses the southwest portion of the city, is known for its eclectic mix of building styles and local businesses; the plan for this area calls for buildings of up to 3–4 stories, with height transitioning down to neighborhood edges. The area serves as both a “main street” carrying significant vehicle traffic, and a walkable, mixed-use commercial district for nearby residents.
- Lake Oswego is a city of trees; most areas of town have a nearly continuous tree canopy, which regenerated after the area's logging and mining days.
- Many fine trails and wooded pathways connect the neighborhoods, including those that the City maintains and many that are maintained by home owners' associations.

Infill Development

Lake Oswego is a largely developed or nearly built-out community. There are just a few large, vacant tracts of developable land remaining. Since regional and state regulations require the City to permit and plan for needed growth, the impacts of small land divisions and infill development in established neighborhoods can be significant. The Comprehensive Plan must balance the requirement to accommodate growth with livability concerns. Through the use of sound planning policies, development standards and guidelines, the City can ensure

that growth does not compromise the design quality or integrity of its neighborhoods, and that the benefits of growth are maximized, while negative effects avoided or mitigated. By developing implementation measures* with broad-based citizen and neighborhood input, the City ensures that its plans and codes are suited for these challenges and support the community vision.

Vision 2035

Vision 2035 is based on the community visioning process conducted to support the Comprehensive Plan update during 2010–2013. The Comprehensive Plan update addressed those priorities in the context of creating a 20-year plan to accommodate forecast growth. The adopted Vision Statement “Hybrid Scenario” is based upon the existing Comprehensive Plan. It builds upon the City’s existing “village-scale” neighborhood centers and larger centers in Downtown, Lake Grove, Kruse Way, Marylhurst and the Southwest Employment District by focusing future development in these areas. It assumes future population and job growth is accommodated within the existing Urban Services Boundary (USB) as opposed to expanding into the Stafford area. (See Figure 1, 2035 Vision Map.) The Vision text is contained in the new Plan chapters adopted in 2013.

The first phase of the Comprehensive Plan update, known as the We Love Lake Oswego process, included extensive public outreach guided by the 15-member Citizen Advisory Committee. Through this process, the community developed a Vision that expresses what it wants to be in 2035. The Vision contains a preferred land use scenario (2035 Vision Map, or Hybrid Scenario) that describes how and where the community should grow in the next 25 years. (See Figure 1.) Residents indicated that they would like to protect the single-family residential character of the established neighborhoods and focus growth in areas that are already zoned to accommodate more growth. The preferred scenario includes several “design types,” or vision map designations. The designations—Employment Center, Town Center, Neighborhood Village, Commercial Corner,* Neighborhood Commons*—build upon the types of uses that are allowed in each location today while maintaining Lake Oswego’s character and design quality.

Employment Centers

The primary focus of the designated employment centers is to provide land for employment uses* including office, industrial, research, and education. Examples of employment centers include Kruse Way, SW Employment District and Marylhurst. These areas should include higher intensity* employment uses in the city and have supporting commercial, retail and residential uses. These areas should be easily accessible and well-served by a variety of transit options. (See Employment Centers Maps, Figures 3–5.)

Town Centers

The primary focus of designated Town Centers* is to provide areas for retail/commercial uses with a mix of residential development at a greater density and intensity. Examples of town centers include Downtown and Lake Grove Village Center. Town centers have a strong sense of community with robust cultural opportunities, such as libraries, theaters, and public art, and are well served by transit. Walkability and access to services promotes the 20-minute neighborhood* concept. (See Figure 1, 2035 Vision Map and Town Centers Maps, Figures 6–7.)

Neighborhood Village

Neighborhood Villages are areas that allow for a mix of retail, services, and other employment but with less intensity than town centers and employment centers. Examples of Neighborhood Villages include areas in Mountain Park, West Lake Grove and Palisades that are already designated as neighborhood commercial areas. Neighborhood villages serve as vibrant centers of retail, residential, and community activity. Medium-density residential uses may be located within these areas as well. A range of services are provided to meet the daily needs of area residents within one-quarter to one-half mile, or a comfortable walking distance. These areas may include local community gathering spots such as parks, plazas and pathways. (See Figure 1, 2035 Vision Map and Neighborhood Villages Maps, Figures 8–12.)

Commercial Corners

Commercial Corners accommodate a mix of limited, lower-intensity commercial and residential uses providing services for nearby residents. These locations are smaller in scale and size than Neighborhood Villages, typically located on one corner of an intersection, not more than one lot deep, and zoned commercial or mixed-use. They may provide neighborhood-scale gathering places. (See Figure 1, 2035 Vision Map and Figures 13–15, Commercial Corners.)

Neighborhood Commons

Neighborhood Commons are public lands with neighborhood-scale gathering places that allow for occasional limited commercial or community activities which support the surrounding neighborhoods, and may provide a temporary market for small businesses. They are centered on parks, schools, and other public places. A key issue identified through the planning process is where and to what extent limited commercial uses are allowed on public lands inside neighborhoods; allowing such uses, even on a temporary basis, would require changes to the Community Development Code and consent by the School District or City, as applicable. (See Figure 1, 2035 Vision Map.)

Neighborhood Planning

Neighborhood planning in Lake Oswego is largely focused on managing the impacts of redevelopment* and infill development in established neighborhoods. The City's Housing

Needs Analysis and associated Buildable Lands* Inventory confirm that Lake Oswego is a mostly developed community, with few large, undeveloped parcels within the city or in areas subject to annexation to the city. However, Lake Oswego still has many developed residential lots which are larger than twice the minimum lot sizes of their zones, and therefore potentially dividable. Other properties, developed with modest buildings when local land values were much lower, face redevelopment pressure as land values increase. Therefore, the development of Lake Oswego continues, though in the form of redevelopment and infill in established neighborhoods and in relatively small land divisions.

This trend is evident in the neighborhood planning program adopted by the City in 1993. Neighborhood plans outline a land-use planning vision for defined neighborhood areas, and provide policy bases for code standards and legislative decisions such as comprehensive plan and zoning map amendments.

Adopted neighborhood plans have focused on preserving desirable aspects of established neighborhood character. The following neighborhood plans have been adopted by the City Council and incorporated into the Comprehensive Plan since its last major update in 1994:

- First Addition Neighborhood Plan (1996)
- Lake Grove Neighborhood Plan (1998)
- Old Town Neighborhood Plan (1998)
- Glenmorrie Neighborhood Plan (2000)
- Lake Forest Neighborhood Plan (2002)
- Waluga Neighborhood Plan (2002)
- Evergreen Neighborhood Plan (2005)
- Palisades Neighborhood Plan (2008)

The City has also adopted Special District Plans for Forest Highlands, Lake Grove Village Center, Lakewood Bay Bluff Area, Marylhurst Area, Old Town Design District and Foothills District. The neighborhood and district plans are contained in Comprehensive Plan, Volume II.

Summary of Major Issues

- The City, with advice from the Infill Housing Task Force, has adopted specific infill development codes, though residential infill and redevelopment will continue to be a challenge in maintaining neighborhood character.
- By focusing medium- and high-density residential development and redevelopment within Lake Oswego's designated centers, the Plan can reduce development pressure

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on existing residential neighborhoods and contain growth within the existing urban growth boundary.

- Policies that call for the adoption of clear and objective code standards can improve the efficiency of the development review process, thereby saving administrative costs, but should not compromise design quality.
- Some residential areas, such as Forest Highlands and Lake Forest, are designated in the current Comprehensive Plan Map for higher residential densities than characterize those neighborhoods today. Development proposals that approach planned densities often generate controversy, as neighbors prefer these areas retain a low-density character. Some area residents have suggested “downzoning” certain neighborhoods for lower density. However, under the City’s Comprehensive Plan and Metro requirements, that might require the City to plan for higher densities elsewhere.

Goals And Policies

Goal 1.

Maintain and enhance the appearance and quality of Lake Oswego’s natural and built environment to preserve Lake Oswego’s distinctive sense of place.

Policies

1. Adopt implementation measures and guidelines that ensure:
 - a. New development in residential areas complements the existing built environment in terms of size, scale, bulk, height, and setbacks.
 - b. New development in mixed-use, commercial and employment areas:
 - i. Promotes a safe and attractive pedestrian environment;
 - ii. Reflects high-quality aesthetics, considering size, scale and bulk, color, materials, architectural style and detailing, and landscaping; and
 - iii. Includes buffering and screening to protect residential uses and neighborhoods.
2. Adopt and maintain design standards and provide incentives that encourage exceptional or high quality design.
3. Establish standards for new development to preserve and enhance the natural environment, and to integrate natural features and functions.
4. Identify strategies to preserve public view corridors of Mt. Hood, Oswego Lake, and the Willamette River from encroachment by the built and natural environment.
5. Provide and maintain public spaces that reflect their unique settings, including community gathering spaces on both a larger citywide scale for cultural and civic events in Cultural/Civic Nodes, and at a neighborhood scale in Neighborhood Commons.

6. Improve connections to parks, greenspaces, rivers, water bodies, and other natural features, where appropriate, by adopting plans, guidelines and other implementation measures for park* and open space* connectivity.
7. Enhance the unique character of Lake Oswego's neighborhoods and commercial districts as the City grows and changes by adopting plans, codes, guidelines and other implementation measures.
8. Protect Lake Oswego's village aesthetic by adopting and maintaining implementation measures and guidelines that preserve the residential character of Lake Oswego's neighborhoods, safeguard places of historical significance (See also, Community Culture: Historic and Cultural Resources), and encourage urban form that results in pedestrian-friendly retail districts in existing commercial areas, including buildings oriented to the street and active ground-floor uses.
9. Preserve the visual attractiveness of the community by limiting adverse visual impacts to the City's public spaces and streetscape.

Goal 2.

Support future population and job growth within the City's existing urban service boundary and avoid sprawl development through redevelopment and a compact urban form,* while maintaining and enhancing an attractive quality of life for Lake Oswego citizens.

Policies

1. Work with Metro to maintain the Metropolitan Area Urban Growth Boundary as a means to:
 - a. Reduce urban sprawl and ensure the development of an efficient and compact urban growth form;
 - b. Provide a clear distinction between urban and rural lands;
 - c. Ensure the opportunity for appropriate urban infill and redevelopment;
 - d. Control costs and public subsidization of development associated with the unnecessary extension and provision of public facilities and services; and
 - e. Ensure the maximum efficiency of lands within the Urban Growth Boundary existing at the time of this policy's adoption.
2. In the Upper Stafford Basin support a rural buffer* between any urbanized areas and the existing communities of Lake Oswego, Tualatin and West Linn to maintain the individual character of each community.
3. Maintain a compact urban form by focusing higher density development in Town Centers and Employment Centers, to avoid or minimize expansion of the Urban Growth Boundary and to provide a balanced transportation system.
4. Promote carefully organized patterns of growth through land use regulations, standards and incentives that:

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- a. Reduce impacts on natural resources, such as through density transfers.
- b. Allow a mix of uses in neighborhood villages, to serve adjacent residences within one-quarter to one-half mile.
- c. Minimize impacts on existing low-density residential neighborhoods by implementing the residential density policies of the Complete Neighborhoods and Housing chapter.
- d. Provide design guidelines that enhance and preserve the unique character of Lake Oswego's neighborhoods and commercial districts.
- e. Provide opportunities for local economic growth.

Recommended Action Measures

- A. Periodically review and update regulations, including design standards and guidelines, to address issues of community appearance.
- B. Encourage developers to utilize qualified design professionals to enhance the visual quality of development.
- C. Work with Neighborhood Associations to develop neighborhood design standards and guidelines as part of the Neighborhood Plan process.
- D. Maintain sign regulations to prevent adverse visual impacts on the community. (Note: Sign regulations are referenced here for informational purposes; they are not land use regulations under the Comprehensive Plan.)

2035 Vision Map

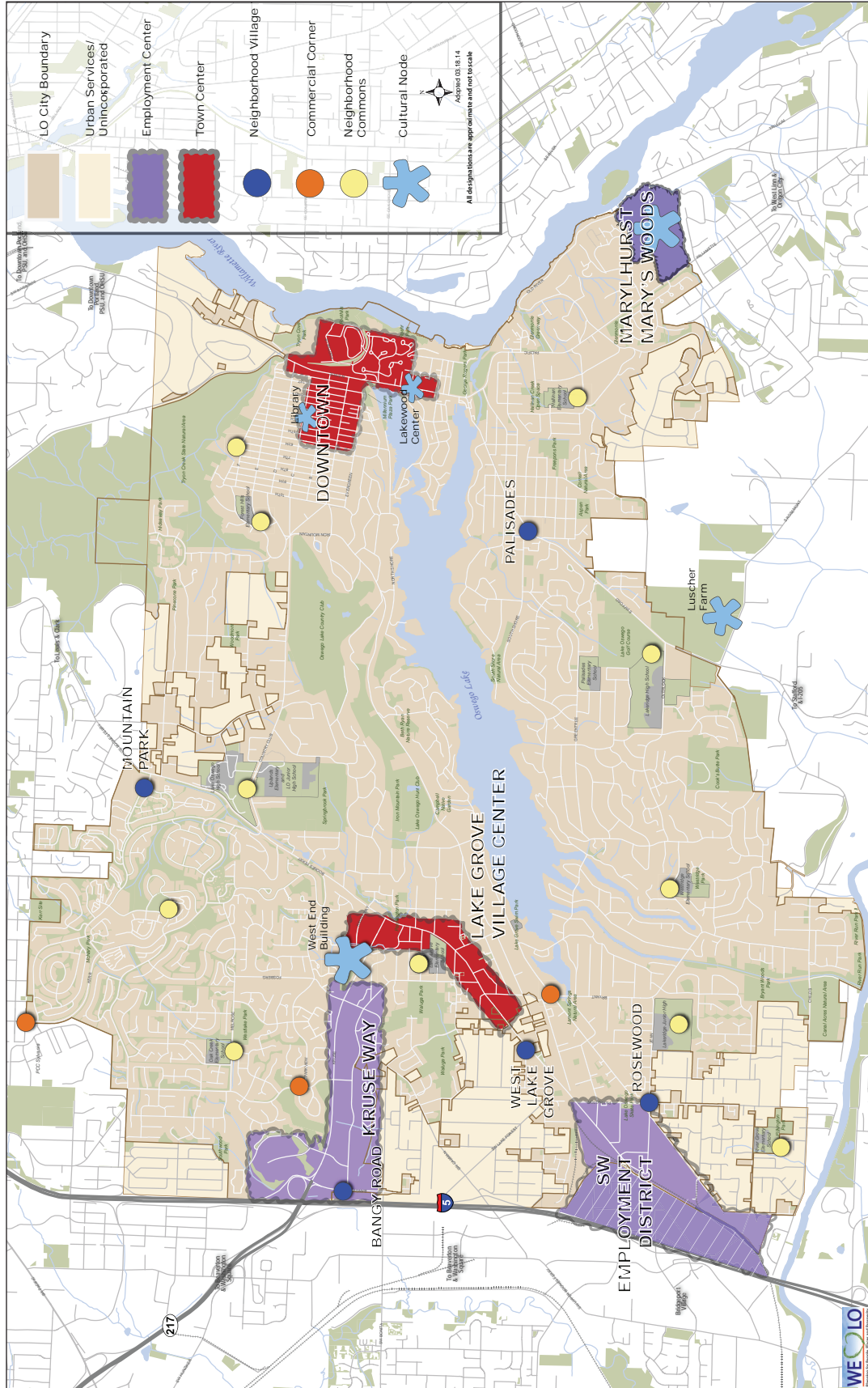


Figure 1.

Employment Centers

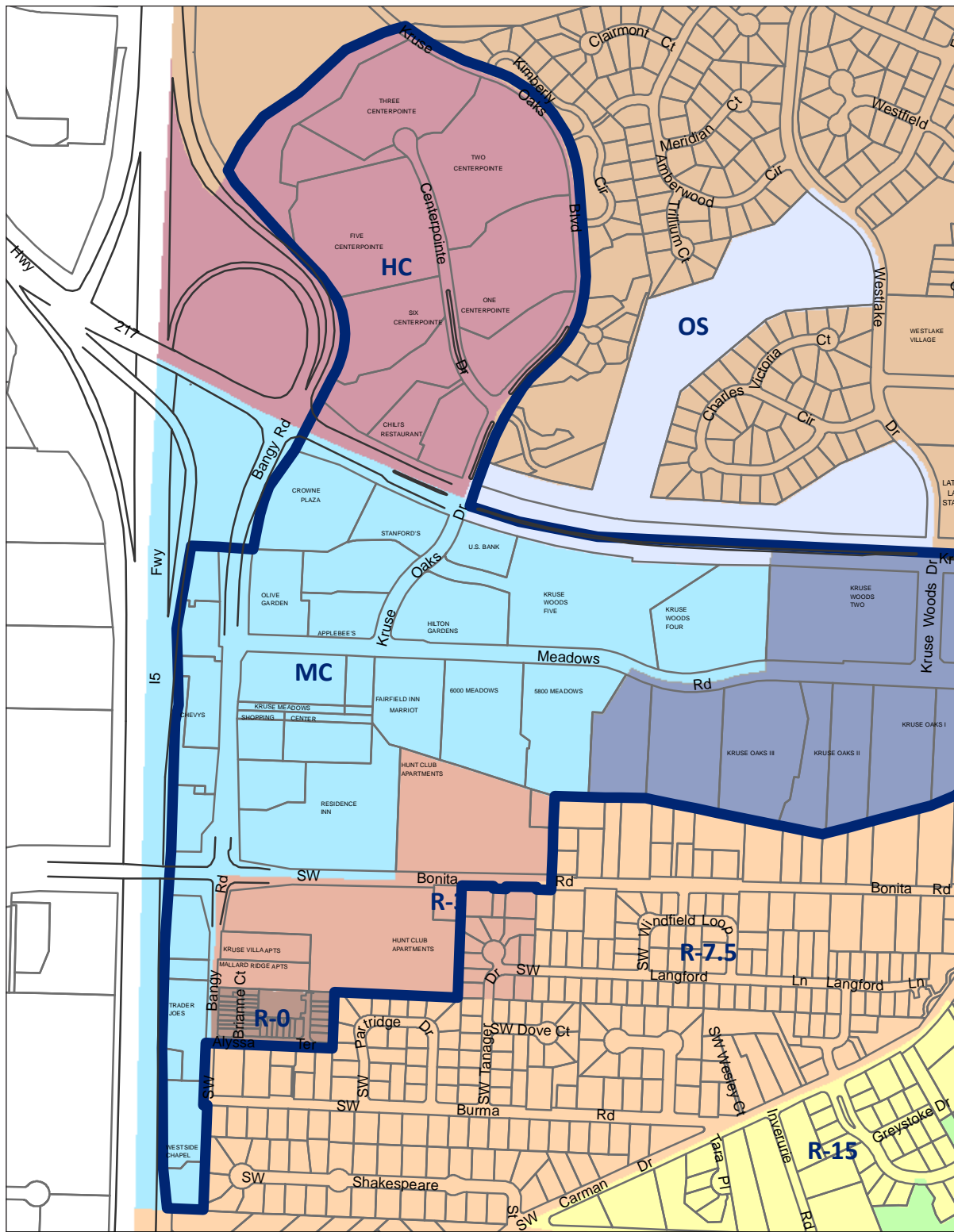


Figure 3 (left side)

Employment Centers

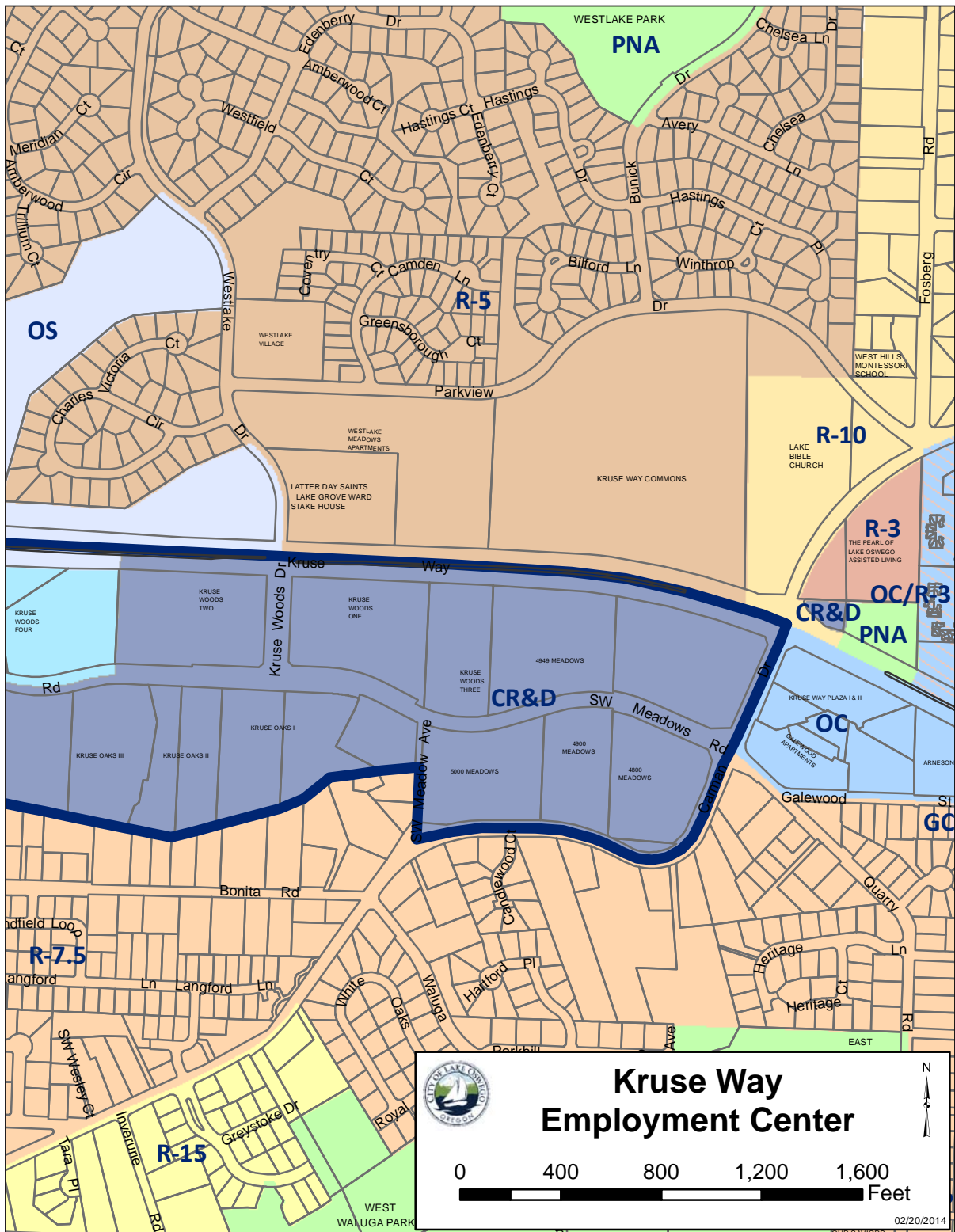


Figure 3 (right side)

Employment Centers

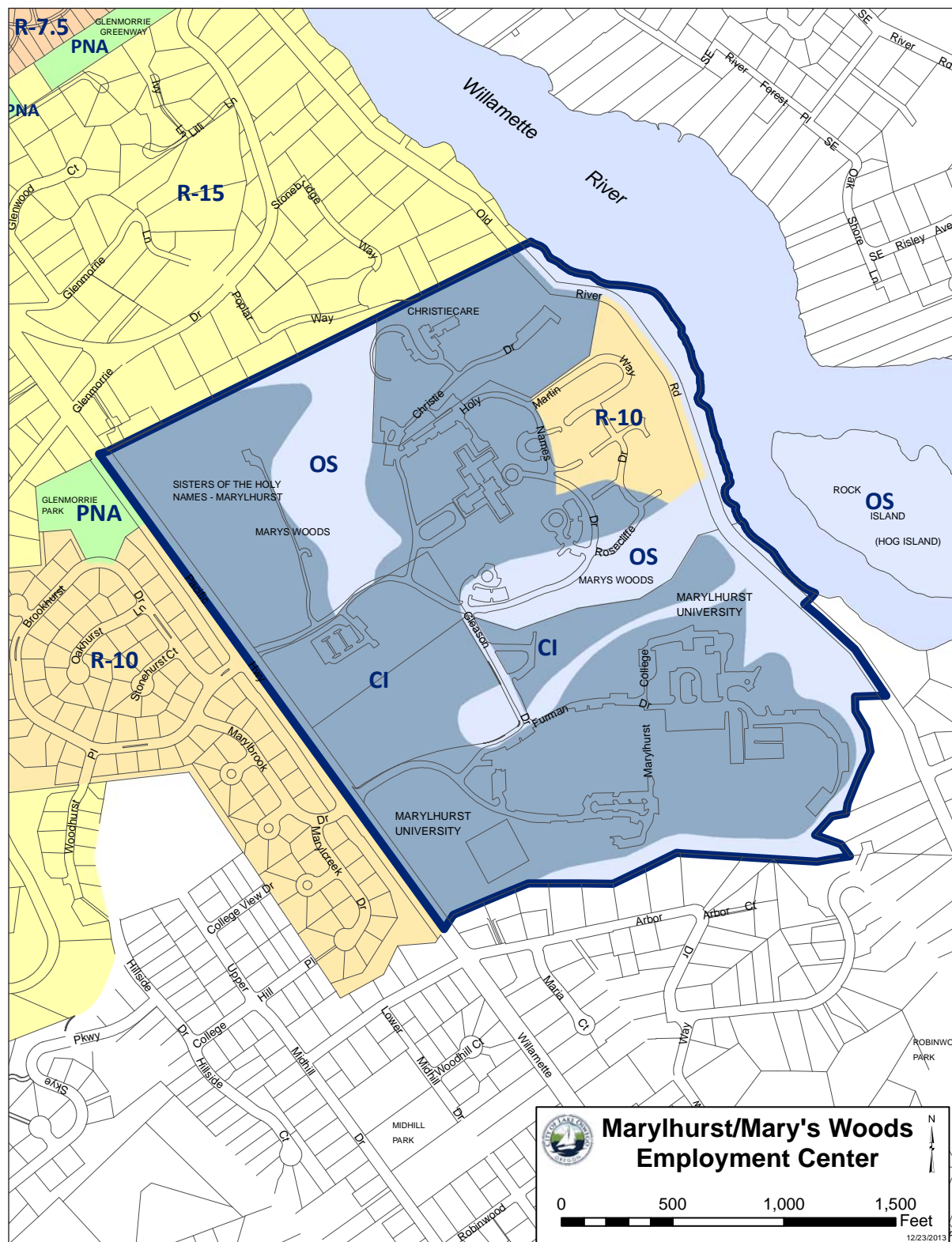


Figure 4

Employment Centers

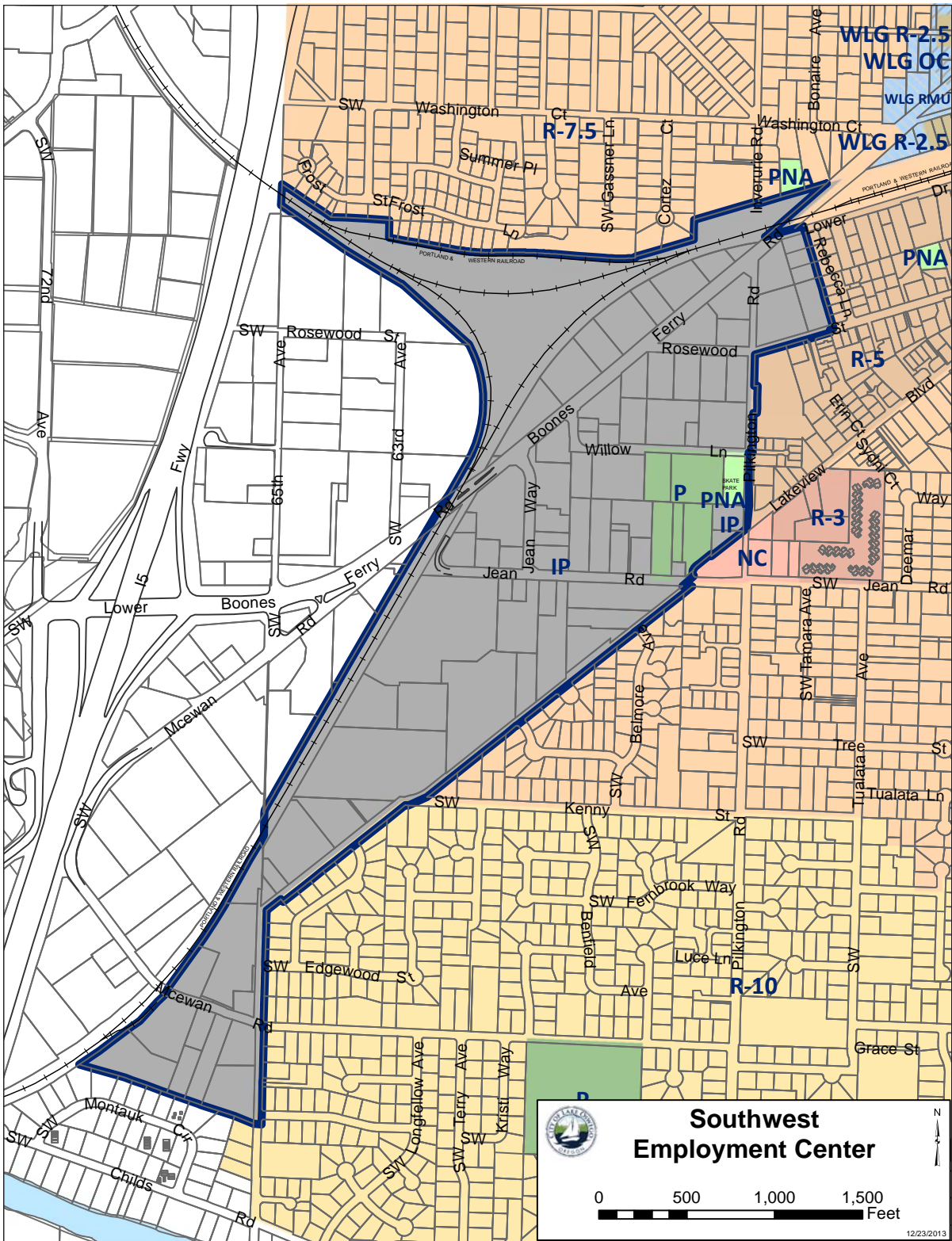


Figure 5

Town Centers

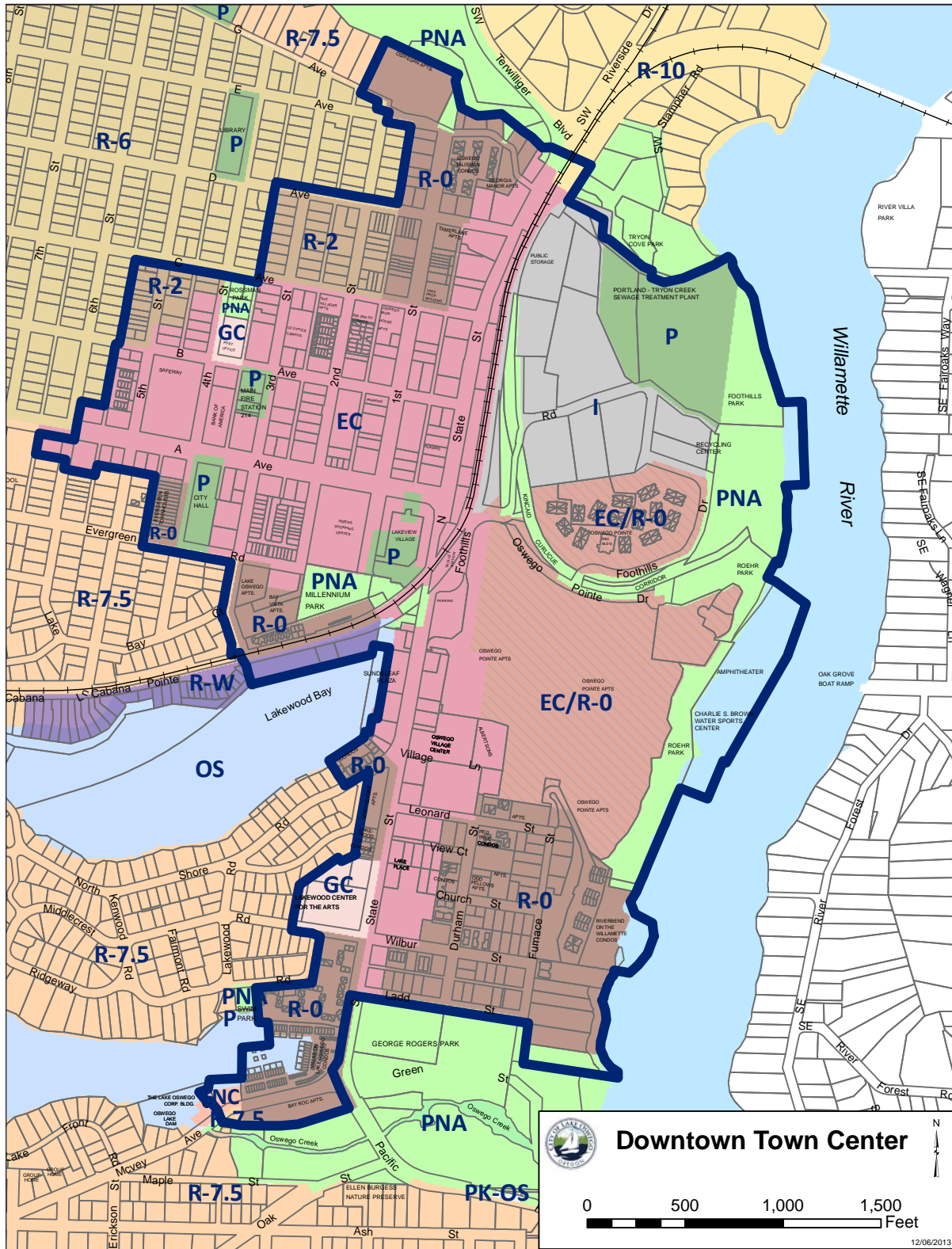


Figure 6

Town Centers

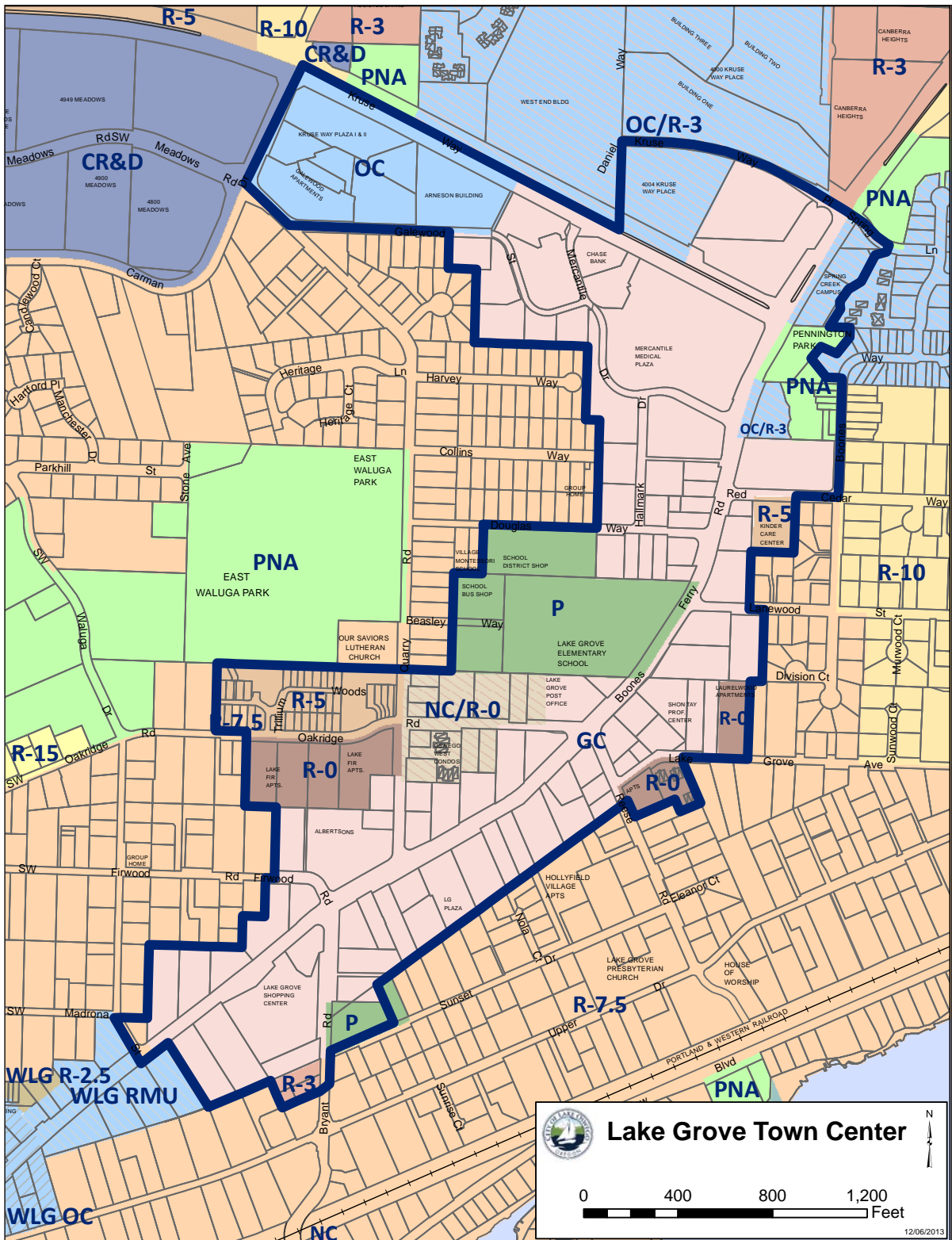


Figure 7

Neighborhood Villages

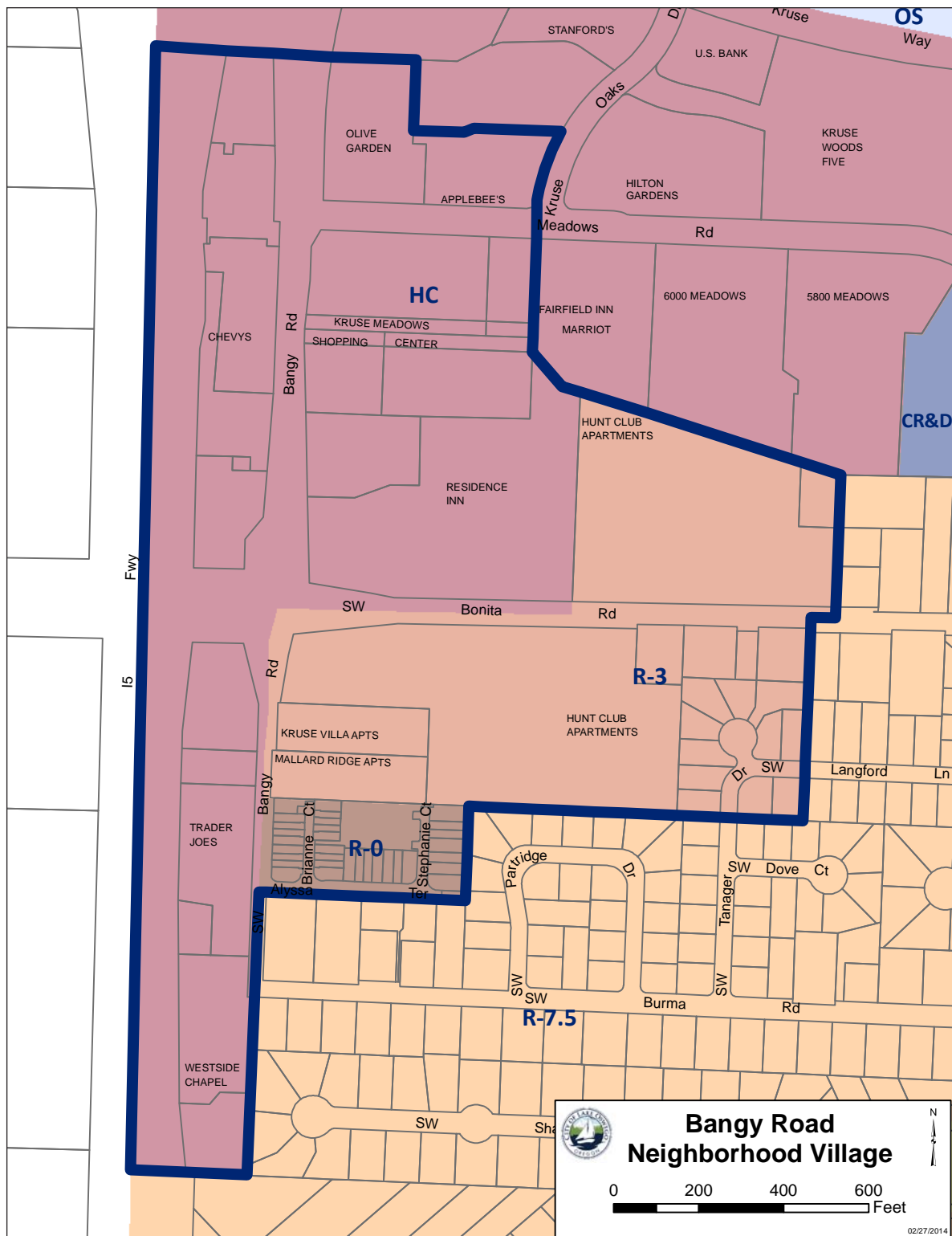


Figure 8

Neighborhood Villages

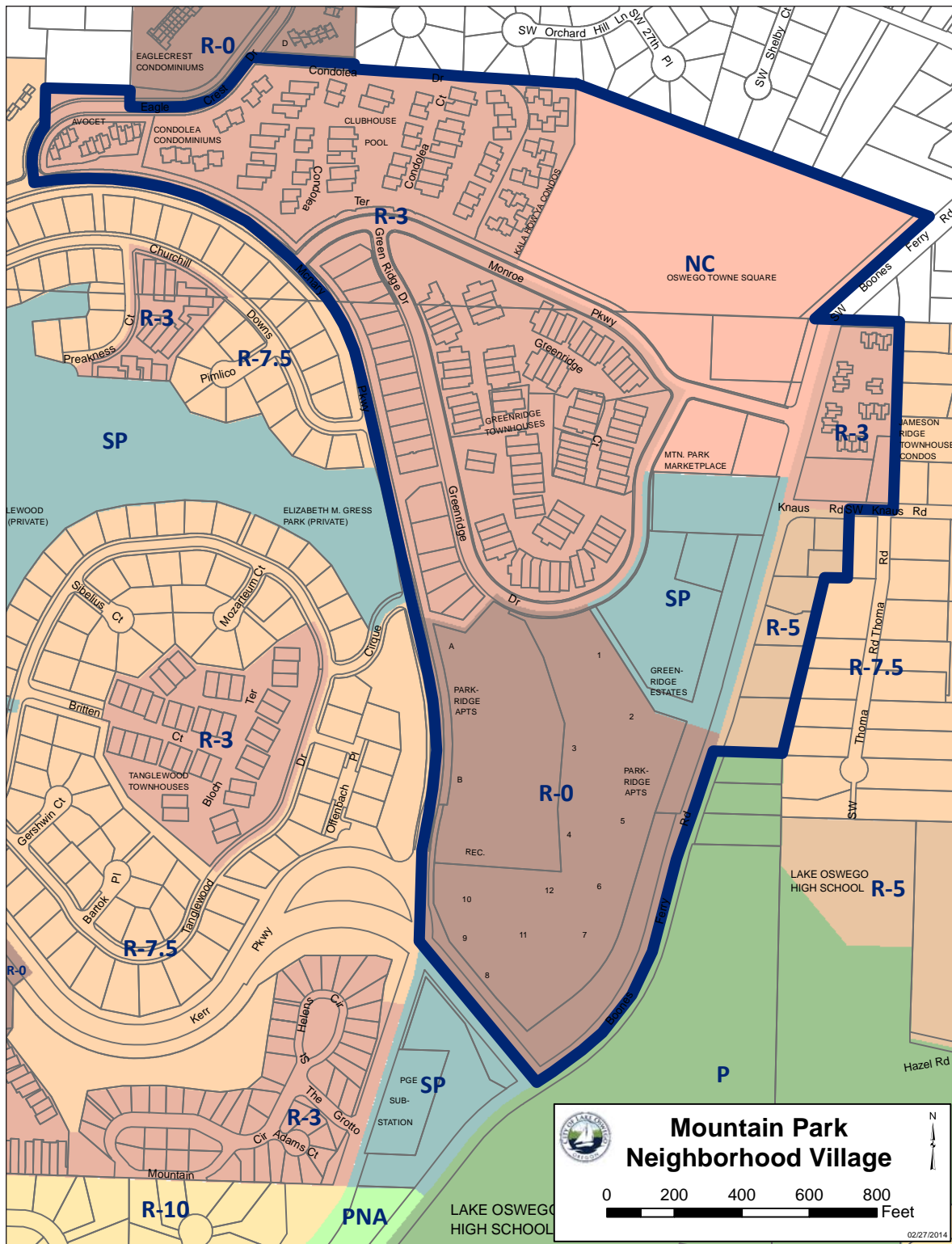


Figure 9

Neighborhood Villages

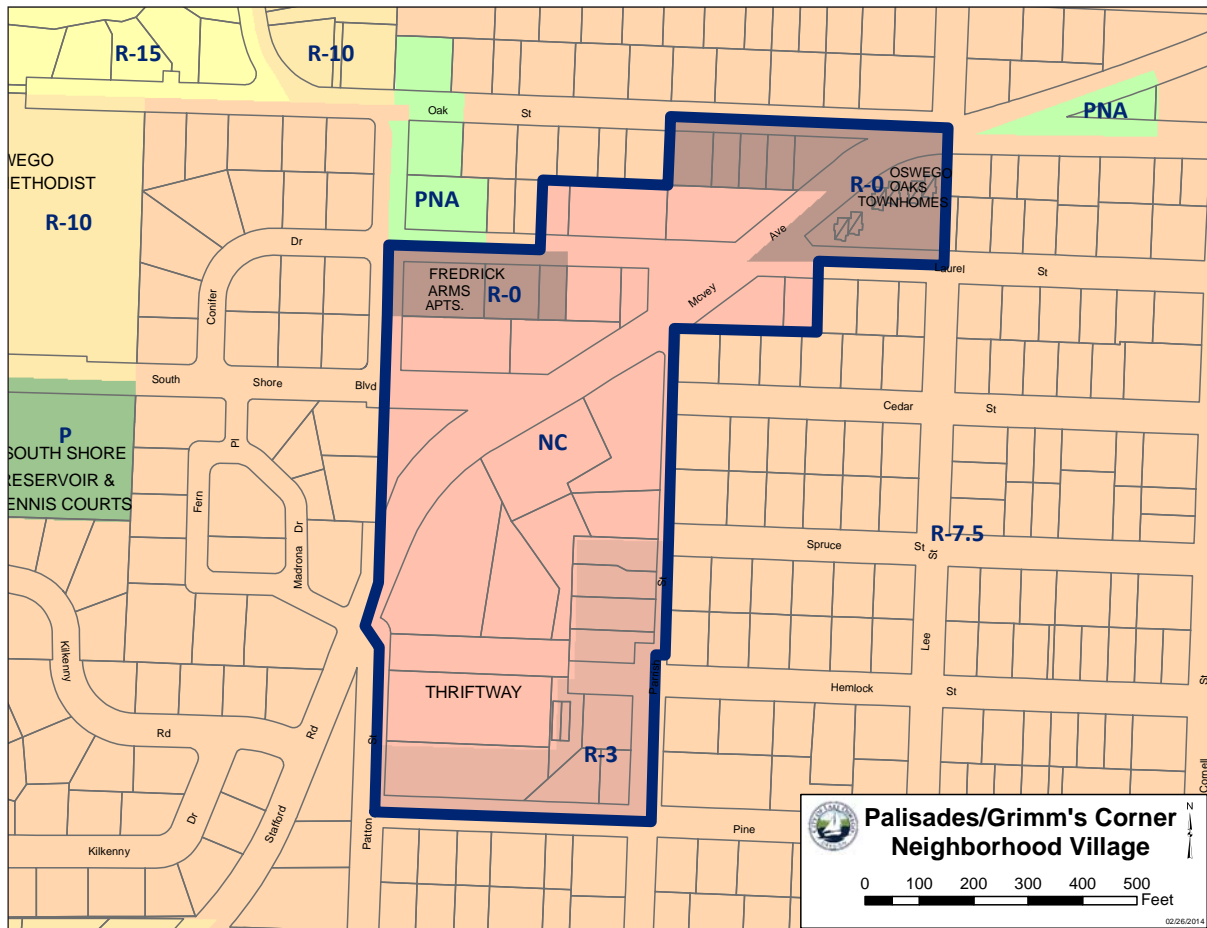


Figure 10

Neighborhood Villages

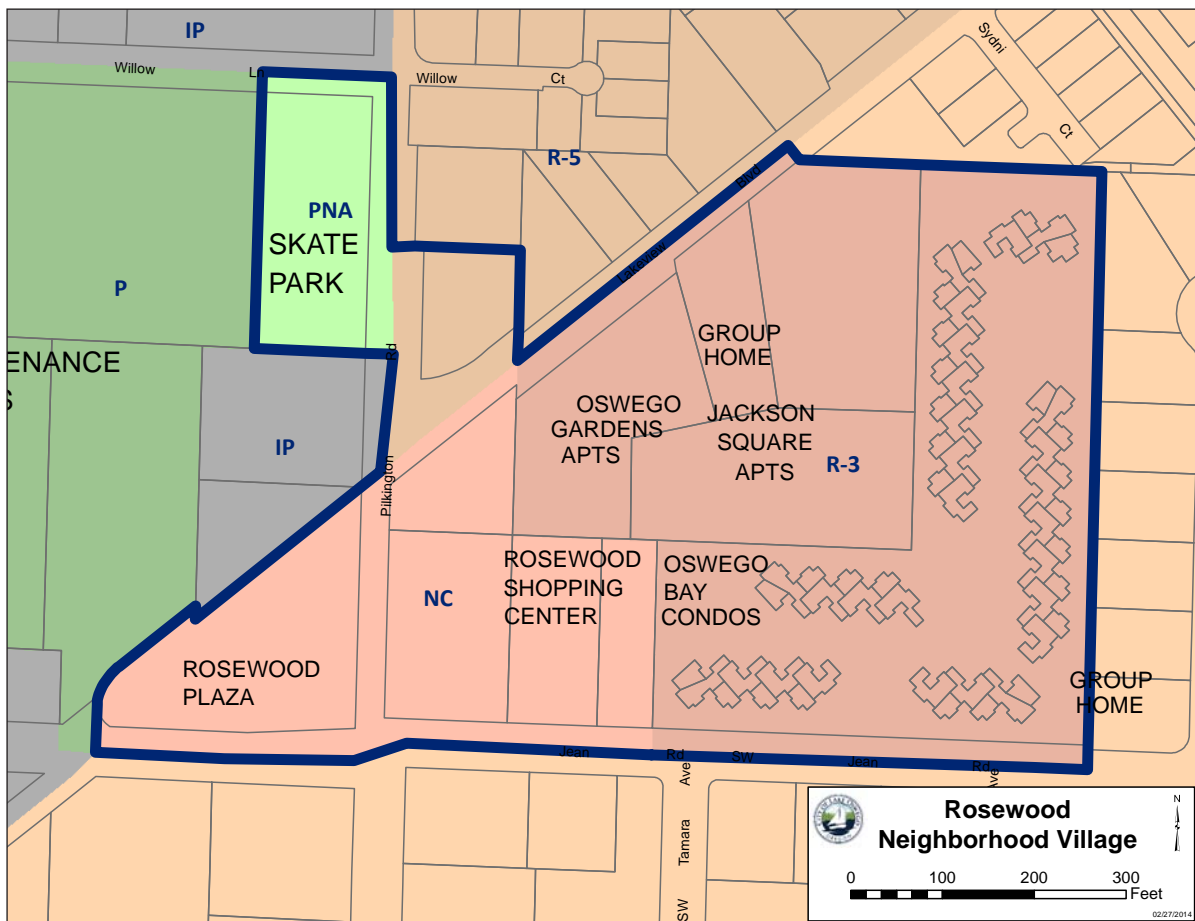


Figure 11

Neighborhood Villages

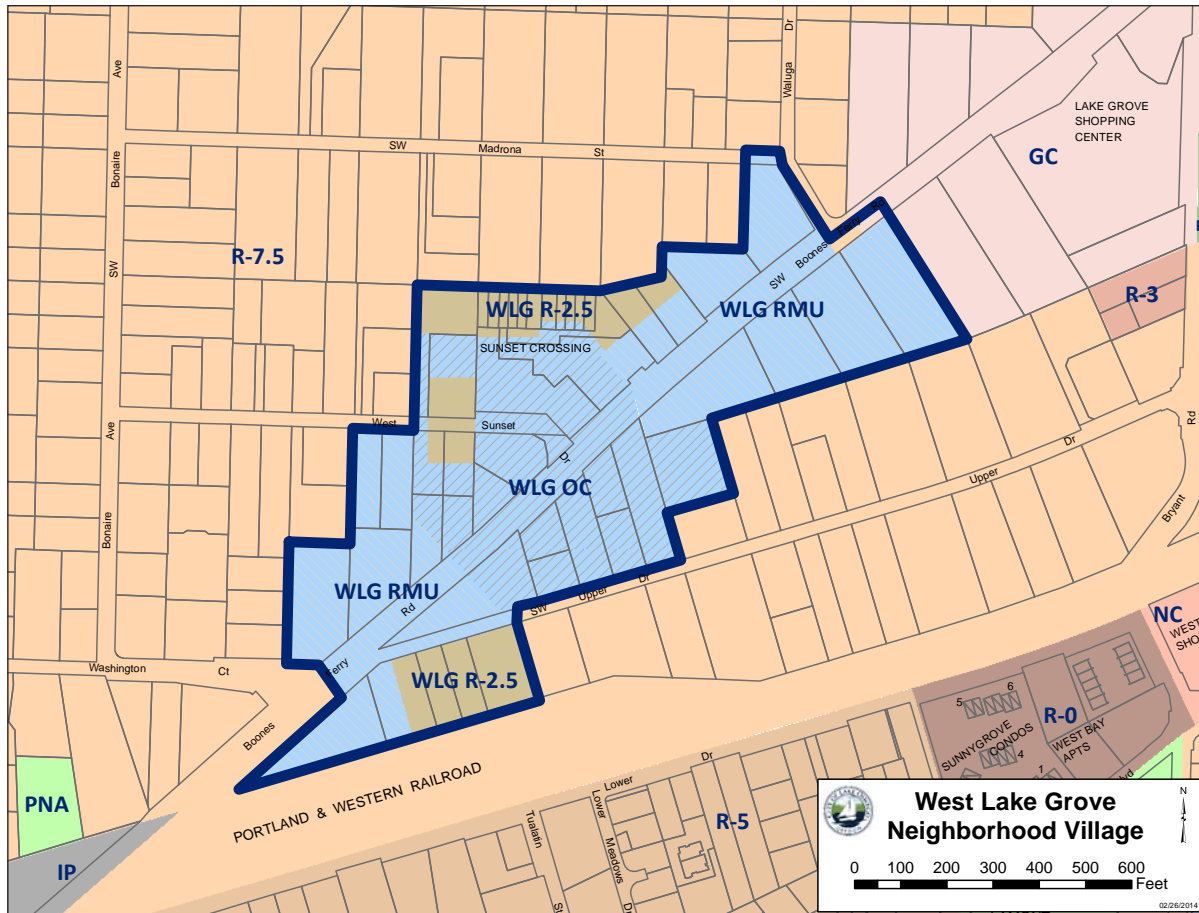


Figure 12

Commercial Corners



Figure 13

Commercial Corners

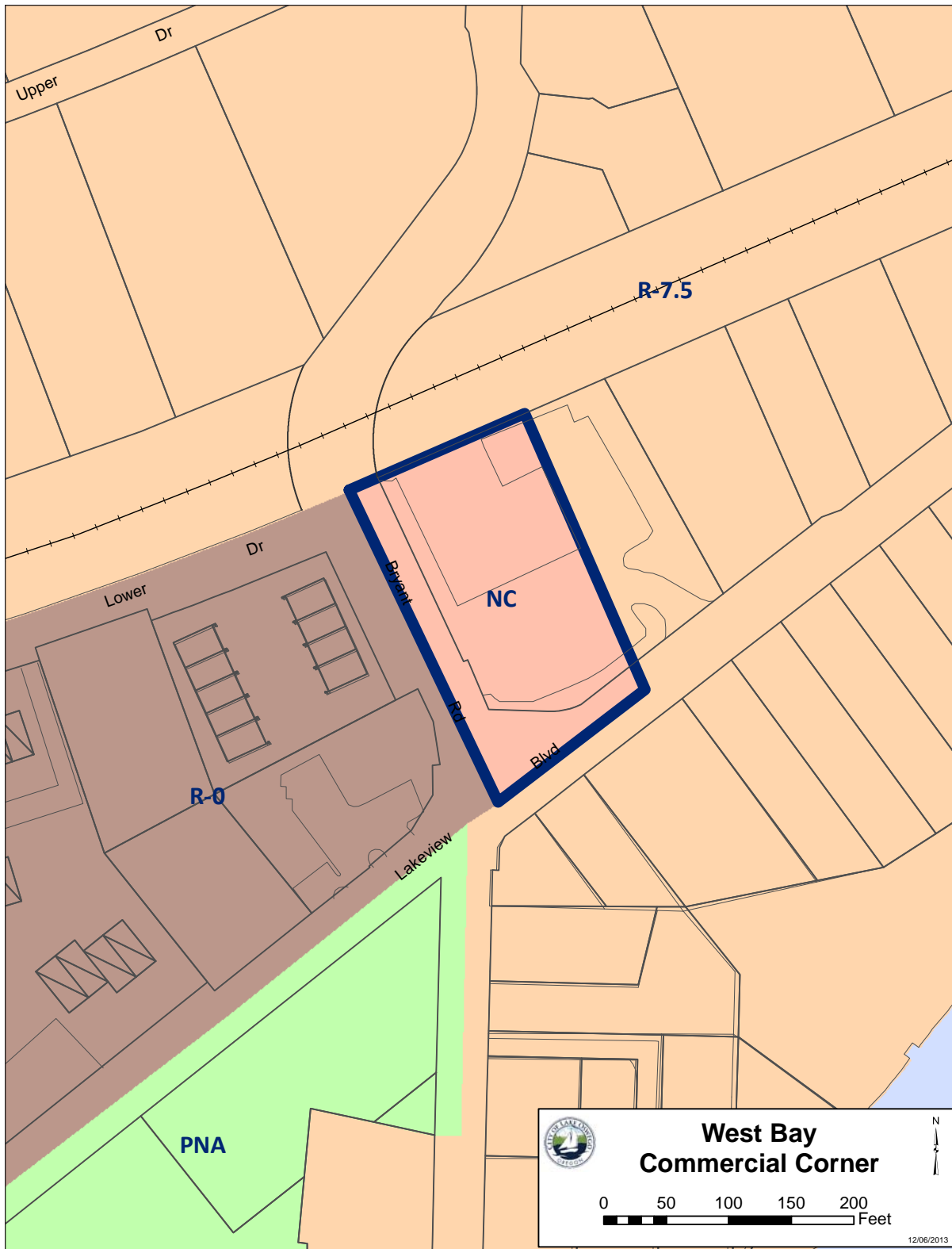


Figure 14

Commercial Corners

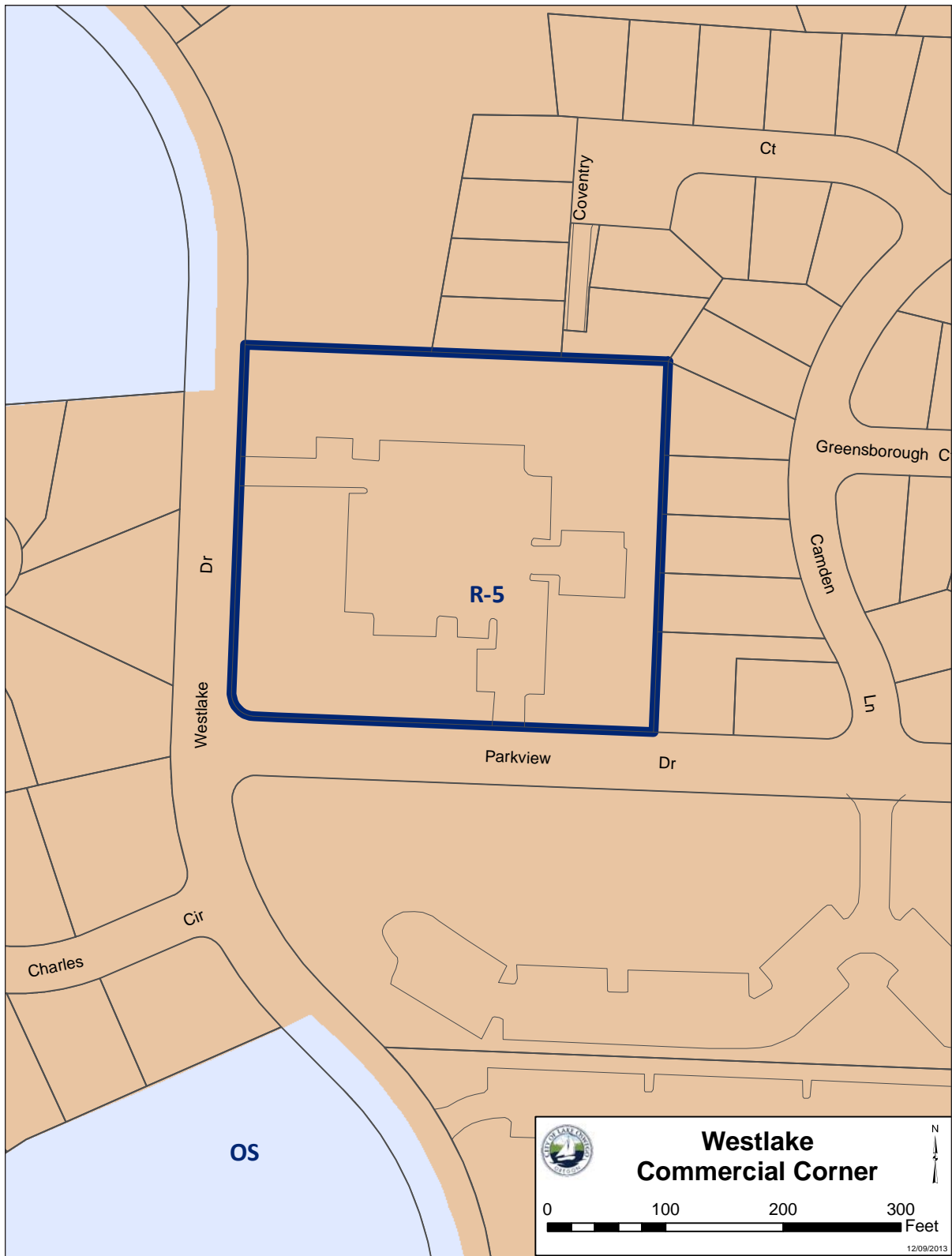


Figure 15

Walking daily up and down
tree-lined streets,
parks, neighborhoods and shops
beckon me.
I am feeling pride in this town.
Evenings show warm homes and
the glow of candlelit restaurants.
I am glad this is my town.
Gatherings introduce us as neighbors.
I am pleased this is your town too.

By Kathryn Sulter



Complete Neighborhoods & Housing



Adopted March 18, 2014

Complete Neighborhoods and Housing

Vision

We have a wide variety of neighborhoods with high quality, attractive and compatible housing that serves a range of ages, incomes and households. Our distinct and walkable neighborhoods contribute to the City's small town feel. Mixed-use districts enhance adjacent residential areas by providing access to quality jobs, housing, transit, entertainment, services and shopping. Higher density housing is located strategically and sensitively to preserve the character of our existing neighborhoods.

Statewide Land Use Planning Goal

The Complete Neighborhoods and Housing chapter implements Statewide Planning Goal 10 (Housing).

Updates To Lake Oswego 1994 Comprehensive Plan

The Complete Neighborhoods & Housing chapter replaces Goal 10: Housing, as contained in the Lake Oswego 1994 Comprehensive Plan, is based on the City of Lake Oswego Housing Needs Analysis (2013) as contained in Volume II of the Comprehensive Plan.

Complete Neighborhoods and Housing

Background

Statewide Planning Goal 10: Housing

“To provide for the housing needs of citizens of the state.”

As part of Lake Oswego’s Comprehensive Plan update, the City is required to comply with Statewide Planning Goal 10, and the rules and regulations that implement it. Goal 10 requires that cities provide sufficient buildable land to accommodate a range of housing types appropriate to meet housing needs and financial capabilities of area residents.

The goal continues and states, *“Inventory lands for residential use and develop plans that encourage the availability of adequate numbers of needed housing units at price ranges and rent levels which [sic] are commensurate with the financial capability of Oregon Households and allow for flexibility of housing location, type and density.”*

Although the City has a limited role in providing affordable housing,* the City’s land use standards cannot create a situation whereby they prevent affordable housing from being built or increase its cost through discretionary standards. City standards for all housing must be “clear and objective” and not have the effect of discouraging needed housing through unreasonable cost or delay, or reducing the proposed housing density already allowed by zoning. The City is required to provide the opportunity for all types of needed housing, which includes the following housing types: attached housing, multifamily housing, accessory dwellings, group homes and group care facilities, and manufactured homes on individual lots to be built in its respective residential zones. In addition, under ORS 197.312, a city may not prohibit government assisted housing or impose additional approval standards on such housing that are not applied to similar but unassisted housing. Lake Oswego meets all but one of these requirements. Its Periodic Review Order requires it to adopt clear and objective standards for multifamily housing, which the City undertook as part of this Comprehensive Plan update.

In the Portland Metro region, Goal 10 is also implemented through the State’s Metropolitan Housing Rule. (Oregon Administrative Rule 660, Division 7.) The rule applies to cities and counties within the Metro Urban Growth Boundary (UGB), including Lake Oswego, and addresses the Metro area as a regional market in terms of housing demand and buildable land supply. The Metropolitan Housing Rule requires that Lake Oswego provide the opportunity for at least 50 percent of new residential development to consist of attached housing, and to allow new construction at an average density of 10 or more dwelling units per net buildable acre.

Metro Population Growth Forecasts and Demographic Trends

Population growth forecasts guide land use planning in Oregon; and in the Portland metro area, Metro coordinates its regional population forecasts with local governments inside the UGB. Each local jurisdiction then determines how to plan for future growth through updates to their comprehensive plans, land use regulations and related policies.

Metro produced twenty-year population and employment forecasts for the entire Portland Metropolitan Area in 2012, based upon expected land supply and demand. The forecast was then distributed among the local jurisdictions in the region. The official 2035 forecast for Lake Oswego is summarized below. The forecast is within the range that Lake Oswego used in developing its Housing Needs Analysis for the Comprehensive Plan update, and it is consistent with Vision 2035 (the Hybrid Scenario), which directs the location of future population and job growth within the existing Urban Services Boundary (USB).

Forecast	2010 Total	2035 Total	2010–2035 Change
Final Metro Forecast–Population	36,619	45,693	9,074
Final Metro Forecast–Households	16,067	19,291	3,224
Final Metro Forecast–Employment	18,247	22,786	4,539

Note: The Metro Council adopted this forecast on November 29, 2012.

For comparison purposes, the following table summarizes the preliminary forecasts (households and employment only) prepared by Metro and City of Lake Oswego prior to Metro’s adoption of official forecasts:

Prelim. City Forecast–Households	19,166	22,726	3,560
Prelim. Metro Forecast–Households	19,556	23,299	3,743
Prelim. City Forecast–Employment	20,538	25,398	4,860
Prelim. Metro Forecast–Employment	21,804	27,095	5,291

It should be noted that the official forecast is for less growth in the Lake Oswego USB than initially forecast, and the preliminary City and Metro forecasts differ slightly. This is due to Metro's methodology. There is a difference between the City and Metro numbers partially because the analysis boundaries that were used to develop the forecasts are different (Metro uses Transportation Analysis Zones.) However, for purposes of planning over a 20+ year time period, the differences between the two are negligible and within acceptable limits.

Housing Capacity

Metro's Urban Growth Management Functional Plan also provides guidance for accommodating regional housing needs. When the City of Lake Oswego last updated its Comprehensive Plan, Title 1 of the Functional Plan included targets for the dwelling unit capacity of each metro-area city. In 1998 and 2002, Metro found that Lake Oswego met Title 1 capacity requirements. In December 2010, the Metro Council replaced the dwelling capacity target number with a "no net loss* policy," which requires Lake Oswego to maintain its existing dwelling unit capacity by ensuring that any proposed zone change does not reduce the City's overall capacity for housing. Metro's Ordinance 10-1244B is referred to as the "capacity ordinance."

Metro requires pursuant to Title 1 of its Functional Plan that all cities in the region adopt a Housing Capacity based on a minimum number of units in each of its zoning districts. The City has done this and meets this requirement. It has the potential of 2,160 dwelling units that can be built on vacant and partly vacant residential land. In addition, the City has completed a Housing Needs Analysis (HNA) as part of its Periodic Review requirements. This report indicates that the City can meet its housing growth projections through development of vacant residential land, redevelopment of partly vacant parcels, and development of medium and high density housing within its commercial and employment districts. In summary, if the City of Lake Oswego developed all of its vacant and redevelopable land in all districts then it would achieve approximately 5,300 new residential units. (Housing Needs Analysis, March 19, 2013.)

The City's Housing Needs Analysis (2013) and the Economic Opportunities Analysis (2011) provide technical analysis of the City's housing and employment needs, and document the City's ability to accommodate the above housing and employment.

Planning for an Aging Population and Attracting a Younger Population

U.S. Census data shows that Lake Oswego's population is aging. According to U.S. Census estimates, the median age of Lake Oswego residents increased from 41.2 years in 2000 to 42.1 years of age during 2006–2008. This is more than five years older than the median age of residents within the Portland Vancouver Metropolitan Statistical Area (36.7). Trends dictate that as Baby Boomers age they will tend to remain in their current residence or community as long as possible. The population over age 75 is expected to increase measurably over the coming

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decades, while the 24–55 age cohort is projected to shrink. If trends continue, the younger population cohorts (age 5–14) are likely to remain flat or experience some decline.

The aging of Lake Oswego's population requires that the City bring a new focus on the needs of its older residents. Lake Oswego residents want to have the option of aging in place* in a community where they can maintain their independence with available and appropriate housing, increased mobility and effective services and support. This implies a need for smaller homes, including homes for purchase and rent, located near shopping and services, and with appropriate transportation options.

At the same time, the community has expressed a desire to attract a younger demographic, particularly families with school-aged children. Lake Oswego's schools, which are consistently rated among the top in the state, are one reason families locate here. High housing costs can be an impediment to younger working families, which in turn can impact school enrollment. This indicates a need to plan for a range of housing, including smaller, more affordable housing for younger households. Similar to the needs of an aging population, this implies a need for smaller homes, including homes for purchase and rent.

Housing Trends

When the Comprehensive Plan was last updated in 1994, the City had been experiencing significant residential growth. Between 1980 and 1990 over 4,000 housing units were built, which now represents approximately 25% of the City's total housing stock. Today, most large tracts of land have been built out and growth has slowed. From 1990–2010 housing was being added at approximately half the rate it was added in the 1980s; and this trend is expected to continue as the community matures.

Lake Oswego is primarily a residential community. Approximately 80% of the City's land is zoned for housing. The City has a relatively new housing stock, with only 8% built prior to 1950, and Lake Oswego's housing is primarily detached single-family and owner-occupied. Since 2000, attached housing (e.g. townhomes and duplexes, including condominiums) has made up 70% of new housing development. This reflects both the lack of large vacant parcels remaining for development, high land costs, and the increasing trend and preference for smaller homes. While Lake Oswego's housing prices and rent levels fluctuate with the regional market, they are consistently among the highest in the region.

Buildable Land and Types of Housing

As of 2012, Lake Oswego had approximately 600 acres of vacant and partially-vacant residential land within its Urban Services Boundary. The large majority of this land falls into the partially-vacant category, meaning the lots have an existing house but are large enough to be divided to create additional lots. Lots are considered partially-vacant when they are at least 2.5 times the minimum lot size for their zone. Over 90 percent of this vacant and partially-vacant land is located on lots zoned for a minimum size of at least 7,500 sq. ft.

Through the Comprehensive Plan update process, the City considered the potential for new housing to be built in areas zoned for medium and high-density housing, as well as commercial and residential “mixed use” zones. The City’s commercial zones already allow housing (e.g. attached housing, such as townhomes or apartments, including condos, above or behind shops). In many areas of the City, these zones are likely to experience redevelopment over the next 25 years; properties are assumed to have redevelopment potential when the building value does not exceed 150% of the land value. When considering redevelopment potential, there is capacity to add more housing than exists today in locations like Downtown and the Lake Grove Village Center. In total, when considering vacant, partially-vacant, and redevelopable land, Lake Oswego can more than accommodate its forecast housing needs through 2035 without zone changes.

In addition to determining the total number of needed housing units based on a population forecast, the State requires jurisdictions to provide housing that is “commensurate with the financial capabilities of Oregon households.” Lake Oswego used Urban Clackamas County’s demographic profile to determine the financial capabilities and housing needs of future residents. Based on this income distribution, Lake Oswego’s demographic trends and land supply, the following mix of housing types was estimated to meet the needs of future residents:

Table CNH-3–2035 Distribution of Housing Needs by Housing Type	% of Future Dwelling Units
Single Family Lot (>5,000 sq. ft.)	23.7%
Single Family Lot, Small (<= 5,000 sq. ft.)	15.0%
Attached Single Family (Townhomes, Secondary Dwelling Units, Zero Lot Line)	27.4%
Duplex/Triplex	11.0%
Multifamily (Apartments, Condos)	22.9%
Total	100%

Within Lake Oswego’s Urban Services Boundary there is enough vacant and partially-vacant land to meet the 25-year housing need for single-family lots greater than 5,000 square feet. There is also enough redevelopable land area to meet the need for multi-family housing. There is enough land to provide for small lot single-family homes (<= 5,000 sq. ft.), attached single-family homes, and duplex or triplexes, provided those housing types are allowed in the City’s high density residential and mixed-use zones, which they are. In order to realize the

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full potential for new housing through redevelopment, the City is amending the Community Development Code to allow residential uses subject to clear and objective development standards.

Housing Affordability

In addition to supporting the right size and type of dwelling units, the City may want to establish strategies to help ensure a range of housing prices is maintained overtime, in particular to provide attainable housing for residents earning less than 80 percent of the median family income (\$56,960, in 2012), which represents 44 percent of Clackamas County households and 30 percent of Lake Oswego households.

In 2005, the City's Affordable Housing Task Force published a study about the need for more affordable housing in Lake Oswego. At the time, many existing lower-cost housing units in the City were threatened by demolition and replacement with more expensive housing. While the rate of demolitions decreased during the recession of 2008–2012, given the scarcity of land and high land values in Lake Oswego, it may increase in the future. It may be difficult to replace such low-cost housing or to provide new affordable housing without additional programs that would have budgetary impacts. To retain affordable units the Task Force recommended that the City:

- Work toward a goal of “no net loss” of existing affordable housing;
- Support local efforts to establish employer-assisted housing to accommodate people employed in the community;
- Replace the discretionary process in the review of secondary dwelling units with standards that are clear and objective, making sure to address neighborhood differences;
- Support the efforts of nonprofit housing providers;
- Establish an affordable housing trust fund to create, preserve and maintain affordable housing; and
- Establish a minimum percentage of affordable housing units in all developments that receive assistance from the Lake Oswego Redevelopment Agency (LORA).

The 2013 Comprehensive Plan update carries forward some but not all of the Task Force recommendations as Recommended Action Measures.

Complete Neighborhoods

Since the last Comprehensive Plan update, much redevelopment has occurred in the East End Commercial Area, or Downtown. Planning for Downtown and the Lake Grove Village Center has also supported the designation of these areas as walkable mixed-use centers with high-density housing.

In addition to planning for Downtown, the City adopted the Lake Grove Village Center Plan in 2008; this plan focuses on transforming Lake Grove into a pedestrian-friendly, mixed-use center with high-density housing and supportive commercial uses. The Foothills District Plan, adopted in 2012, envisions Foothills as an expansion of Downtown but with more emphasis on housing and less on retail.

The 2035 Vision Map also identifies smaller scale, mixed-use Neighborhood Villages at existing commercial areas: McVey and South Shore, Pilkington and Jean Road, and the Mountain Park Shopping Center. These areas are intended to support future neighborhood housing, and to provide opportunities for residents to walk or bike to nearby stores, services, restaurants and jobs to support their daily needs. In addition, the Vision calls for commercial corners* and neighborhood commons* in areas where neighbors might gather for social, recreational or cultural activities.

Summary of Major Issues

Based on the Community Vision for 2035, public input, and information compiled in this and other Lake Oswego housing reports, the following guidelines emerged, informing the goals and policies to implement the community vision.

- Strategies should be considered to encourage housing types and locations that accommodate the needs of an aging population and to attract families with school-age children. While Lake Oswego's supply of vacant and redevelopable land is sufficient to meet identified housing needs, pursuant to State law, the City may want to provide additional opportunities for medium density housing, in response to the demographic trends described above.
- Thirty percent of Lake Oswego residents earn less than 80% of the median family income (\$56,960, or lower in 2012). The City may consider policies to make housing more attainable for these residents.
- The 2035 Vision identifies neighborhood gathering places called Neighborhood Commons* centered on parks, schools, and other public places. They are neighborhood-scale gathering places that allow for occasional limited commercial or community activities and support the surrounding neighborhoods. A key issue identified through the planning process is where and to what extent limited commercial uses are appropriate on public lands inside neighborhoods; allowing such uses would require changes to the Community Development Code; allowing such uses, even on a temporary basis, would require changes to the Community Development Code and consent by the School District or City, as applicable.
- The 2035 Vision Map identifies the Kruse Way area primarily as an Employment Area, and that is how it is currently developed. Through the Comprehensive Plan update process there was interest in enlivening this district after 5 p.m., which might include introducing housing and other amenities. City policies should reflect how much housing and non-office activity is appropriate, given this area's primary function as a Class

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A office park, and its proximity to one of Lake Oswego's two Town Centers, the Lake Grove Village Center.

- Some residential areas, such as Forest Highlands and Lake Forest, are designated in the current Comprehensive Plan Map for higher residential densities than characterize those neighborhoods today. Development proposals that approach planned densities often generate controversy, as neighbors prefer these areas retain a low-density character. Some area residents have suggested "downzoning" certain neighborhoods for lower density. However, under the City's Comprehensive Plan and Metro requirements, that might require the City to plan for higher densities elsewhere.

Goals And Policies

Goals

The following goals apply universally to Policy sections A through C, below.

1. Provide the opportunity for a wide variety of housing types in locations and environments to meet the needs and preferences of current and future households.
2. Provide opportunities for housing at price and rent levels commensurate with the needs of current and anticipated residents.
3. Preserve and enhance the character of existing neighborhoods.
4. Provide opportunity for needed housing while using land and public facilities as efficiently as possible and facilitating greater walking, biking and transit use.
5. Foster distinct and vibrant neighborhood mixed-use villages to serve the daily needs of nearby residents.

Policies

A. Housing Location and Quality

- A-1. When reviewing requests for residential zone changes, in addition to applying the criteria outlined in the Land Use Planning policies, the following locational criteria apply:
- a. **High Density:** High-density residential zoning includes the R-3, R-2, R-0 and R-W zones. High-density residential zoning is intended to provide attached single-family and multi-family dwellings, duplexes, and detached single-family homes on small lots. The density classification/minimum square feet of area per dwelling unit is:

High Density:

R-3	3,375 Sq. ft.
R-2, R-0, RW	Based on FAR

High-Density Residential may be applied to areas that are currently developed at high residential densities, and areas within the boundaries of a Town Center, Employment Center, or Neighborhood Business/Commercial* district.

- b. **Medium Density:** Medium-density residential zoning includes the R-6, R-5 and R-DD zones. Medium-density residential zoning is intended to provide single-family homes on smaller lots, and in the R-5 and R-DD zones it also provides opportunities for duplexes and multi-family dwellings. The density classification/minimum square feet of area per dwelling unit is:

Medium Density:

R-6	6,000 Sq. ft.
R-5, R-DD	5,000 Sq. ft.

Medium-Density Residential may be applied to areas currently developed at medium residential densities, and areas within the boundaries of a Town Center, Employment Center, or Neighborhood Business/Commercial district. Medium-density residential may also be applied to other areas where the designation is consistent with an adopted Neighborhood Plan; the formulation of such neighborhood plans must find the area is near an arterial or major collector street, has few development constraints, and public services* are available to serve it.

- c. **Low Density:** Low-density residential zoning includes the R-15, R-10 and R-7.5 zones. It is intended for areas with single-family homes on larger lots. The density classification/minimum square feet of area per dwelling unit is:

Low Density:

R-15	15,000 sq. ft.
R-10	10,000 sq. ft.
R-7.5	7,500 sq. ft.

Low-Density Residential zoning is intended for areas:

- i. Where the predominant land use is low-density housing;
 - ii. Where transportation routes are primarily collectors and local streets;
 - iii. Where public services are adequate but development constraints may exist; and,
 - iv. Where less intense residential development can better adapt to the development opportunities and constraints posed by natural resources and hazards.
- d. **Mixed-Use:** Allow mixed-use development within the boundaries of designated Town Centers, Employment Centers, and Neighborhood Business/Commercial districts.

- A-2. Develop and maintain regulations and standards that ensure residential densities are appropriately related to site conditions, including slopes, potential hazards, natural features, and the capacity of public facilities.

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- A-3. Develop and maintain land use regulations and standards that promote orderly transitions and compatibility between different residential densities and other land uses, such as measures that address traffic and circulation, building and site design, buffering, screening, tree preservation and other landscape treatments.
- A-4. Maintain land use regulations and standards that provide for mitigation* of adverse impacts such as noise, traffic, privacy and visual aesthetics, on differing, adjacent land uses through site and building design.
- A-5. Provide land use regulations and standards, including special development setbacks for specific streets, to mitigate the impact of close proximity of traffic to residential uses.
- A-6. Incorporate into the Transportation System Plan and Capital Improvement Plan measures to mitigate adverse impacts of major transportation projects on neighborhoods. (See also, the policies under Connected Community, Goal 6 Livability.)

B. Housing Choice and Affordability

- B-1. Provide and maintain zoning and development regulations that allow the opportunity to develop an adequate supply and variety of housing types, and that accommodate the needs of existing and future Lake Oswego residents.
- B-2. Provide and maintain land use regulations that allow secondary (accessory) dwelling units,* subject to standards that ensure compatibility with existing residences and residences on adjoining lots.
- B-3. Provide and maintain land use regulations and standards consistent with state law that allow opportunities for siting of special needs housing in all zones where residential uses are allowed.
- B-4. Preserve and enhance the habitability of existing housing through code inspection and enforcement, and with housing safety programs.

C. Complete Neighborhoods

- C-1. Provide zoning and development regulations that support implementation of the Town Centers, Employment Centers and Neighborhood Villages as functional and attractive amenities for nearby residential neighborhoods.
- C-2. Provide flexibility within the City's land use regulations and standards to allow community events and activities to occur in neighborhood activity areas such as schools, parks, and business and commercial areas.
- C-3. Support development of Neighborhood Plans to maintain and enhance livability and desired neighborhood character. Neighborhood plans shall be determined to comply with and implement the Comprehensive Plan.
- C-4. Recognized Neighborhood Associations may request the City Council to initiate legislative amendments without fee to change a neighborhood plan text or regulatory maps adopted as part of a neighborhood planning process.

- C-5. Develop and implement a Transportation System Plan (TSP*) that assures multimodal access from residential neighborhoods to transit stops, commercial services, employment areas, parks, and other activity centers.
- C-6. Implement home occupation* standards to regulate home-based businesses (occupations) to provide business development opportunities while preventing adverse impacts on residential areas.
- C-7. Require infill housing to be designed and developed in ways to be compatible with existing neighborhood character.
- C-8. Utilize planned development standards that allow the opportunity to develop alternative/non-traditional housing types such as courtyard housing, cooperative housing, and extended family and multigenerational housing.

Recommended Action Measures

- A. Encourage the use of energy efficient site and building design, and use of renewable building materials, in new construction and remodeling projects.
- B. Encourage the remodeling, restoration, and reuse of existing housing as an alternative to tearing down functional buildings.
- C. Work with Metro and the Clackamas County Housing Authority* (CCHA) to establish realistic targets for development and preservation of affordable/workforce housing in Lake Oswego.
- D. Actively engage with the Clackamas County Housing Authority (CCHA), Metro, and others involved in affordable housing, to formulate and implement the Consolidated Plan for Housing and Community Development as it might apply to Lake Oswego.
- E. Support the Clackamas County Housing Authority (CCHA), private developers, nonprofit organizations, property owners, financial institutions, and others, in efforts to preserve affordable and special needs housing.
- F. Encourage low- and moderate-income property owners to access repair and maintenance services and/or financial resources offered through Clackamas County Housing Authority (CCHA), Habitat for Humanity, and other organizations.
- G. Work with property owners, business interests, and neighborhood organizations to develop and implement housing in the City's Town Centers, Employment Centers, and Neighborhood Commercial/Business districts.
- H. When opportunities arise, improve streets and enhance walking and bicycling connectivity in existing residential neighborhoods, consistent with neighborhood plans.
- I. Encourage innovation in development of housing types, financing, and use of construction methods and materials to reduce costs and increase housing availability.
- J. Encourage new mixed use and medium- and high-density residential developments to use arterial or collector streets as their primary street access to avoid increasing traffic volumes on existing local residential streets.

Adopted March 18, 2014

- K. Develop and maintain a system development charge methodology and ordinance that requires developers to be responsible for their proportionate share of the cost of providing required public facilities and services.
- L. Review and revise the City's codes and standards to maintain and enhance neighborhood quality and livability.
- M. Monitor and periodically update the City's land use regulations and procedures as needed to prevent or mitigate adverse impacts of increased residential densities and other higher intensity uses on neighborhoods.
- N. Promote appropriate planting and maintenance of trees and other landscaping in residential neighborhoods as important elements of neighborhood identity and livability.
- O. Utilize traffic calming* techniques and other traffic management strategies, including enforcement, to address neighborhood traffic safety problems.





LAKE OSWEGO CINQUAIN

Village

Peaceful, beautiful

Welcoming, absorbing, enchanting

Unique and lush contour

Lake Oswego

By Mark Yazhari

Economic Vitality



Adopted March 18, 2014

Economic Vitality

Vision

We are a community where people can live, work, play and meet their daily needs for goods and services. We build upon the intellectual capital of the community to attract new ventures, retain local businesses, and connect to the global economy. We are business-friendly and a regional model for employment and mixed-use centers that attract quality jobs.

Statewide Land Use Planning Goal

The Economic Vitality chapter implements Statewide Planning Goal 9 (Economic Development).

Updates To Lake Oswego 1994 Comprehensive Plan

The Economic Vitality chapter replaces Goal 9: Economic Development, as contained in the 1994 Lake Oswego Comprehensive Plan, and is based on the City of Lake Oswego Economic Opportunities Analysis (March 18, 2013).

Economic Vitality

Background

Statewide Planning Goal 9: Economic Development

“To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon’s citizens.”

The Economic Vitality chapter directs the City’s economic goals for the next 20 years and will identify strategies to support a strong economic base that will allow residents to meet their daily needs for goods and services within the City. Lake Oswego’s economic vitality is evident in its farmer’s market, neighborhood commercial areas, Lake Grove Village Center, Downtown, and Kruse Way office area. Each business area plays an important role in the City, and the success of the community. In addition to land availability, the City’s economic vitality is influenced by many factors, including the ability to attract and retain businesses, employees and customers, the availability and quality of transportation options, and the quality of business districts including design, and amenities.

Economic Opportunities

As part of its Comprehensive Plan update, pursuant to Statewide Planning Goal 9 (Economic Development), Lake Oswego conducted an Economic Opportunities Analysis (EOA) in 2011 to assess future employment and industrial land needs and to incorporate the results into goal and policy amendments to plan for future economic growth. The EOA, updated in March of 2013 projects industry demand or job growth for the next 20 years and examines whether there is sufficient employment land to accommodate that growth.

Lake Oswego had 18,871 jobs at 2,297 places of work in 2009. The average wage per employee was about \$52,700. The sectors with the most employment and above average wages were Finance and Insurance, and Professional, Scientific and Technical Services. Approximately 9% to 12% of Lake Oswego’s businesses are home-based. The Kruse Way Corridor from I-5 to Boones Ferry Road is a significant economic engine for Lake Oswego and the region, with over 2,700 on-site jobs, an annual direct payroll of \$243 million, and an annual regional economic output of \$1.4 billion.

The City of Lake Oswego’s economic strengths differ from the rest of Clackamas County. What defines Lake Oswego is its high concentration of high-wage jobs in the Finance, Insurance, and Professional Consulting Services sectors compared to the county as a whole. These sectors of the economy as well as other services that require high-quality office space are projected to grow over the next 20 years.

Coordination with Regional Planning Requirements

Statewide Planning Goal 9 (Economic Development) requires an adequate supply of sites suitable in size, type, location, and service level for industrial and commercial uses. The City must address the requirements of Goal 9 and the Metro Urban Growth Management Functional Plan, Title 4 (Industrial and Other Employment Areas) and Title 6 (Centers, Corridors, Station Communities, and Main Streets*). Title 4 requires the City to provide and protect a supply of sites for employment and to cluster those industries so they operate more productively. This is accomplished by limiting the types and scale of non-industrial uses in Regionally Significant Industrial Areas and in Employment Areas designated on the 2040 Growth Concept Map. The City does not have any regionally significant industrial lands. Kruse Way and the SW Employment District are shown as Employment Areas. The Comprehensive Plan incorporates and refines Metro's Employment Area (and Town Center and Corridor) designations, as shown on the 2035 Vision Map (Figure 1) and on the Metro Design Type Boundary Maps (Figures 17–20). (See also, the Urbanization chapter.)

Local Priorities

Downtown Lake Oswego's ongoing renaissance, the recent planning initiative for Lake Grove, excellent parks, schools and community facilities continue to serve as attributes that make it a desirable place to live, work and visit. The City's economic objectives should contribute to these attributes by, among other things, supporting business incubation and employment growth, pursuing a range of employment opportunities that build on Lake Oswego's intellectual capital, proximity to universities and colleges and connection to the I-5 corridor, and creating the opportunity for employment well served by transportation options.

Summary of Major Issues

The following conditions, as outlined in the 2011 Economic Opportunities Analysis (EOA), form the basis for addressing issues related to Statewide Goal 9 (Economic Development):

- Lake Oswego has 20 acres of vacant employment land area inside the Urban Services Boundary, seven acres of which are located on the Marylhurst/Mary's Woods campus.
- Between 9 and 12 percent of Lake Oswego's workforce is located on land that is not designated for employment uses; this statistic is based on the 2006 Quarterly Census of Employment and Workforce (QCEW) and is consistent with the City's business license database, which shows that 9 percent of Lake Oswego businesses are home-based.
- The EOA analysis demonstrated that redevelopment in Lake Oswego's commercial and mixed-use zones could accommodate 1,600 net new jobs. For industrial uses, the somewhat low demand combined with over 30 acres of redevelopment potential in the southwest Industrial Park zone, results in a surplus of industrial land. In addition, the

assessment of vacant office space also indicates the capacity for 1,500 additional jobs without additional land needs.

- Lake Oswego's supply of vacant and redevelopable land along with vacant office space, provide the capacity for approximately 4,500 new jobs (Metro 2012 forecast).
- The EOA finds the following types of businesses may be attracted to Lake Oswego: Finance and Insurance; Professional, Scientific, Technical Services and Information; Real Estate; Corporate or Regional Headquarters; Green Businesses; Health Care; Services for Residents; Services for Seniors; Government and Public Services; Advanced Continuing Education and businesses related to the Arts.
- Bangy Road/Meadows Road and Mountain Park are designated as Neighborhood Villages on the 2035 Vision Map (Figure 1). Both of these areas are zoned to allow higher intensity commercial uses, because Bangy Road/Meadows Road is adjacent to the freeway (I-5) and Mountain Park is a unique 1970s Planned Unit Development with a mixed-use plan.
- Other existing neighborhood business and commercial areas designated as Neighborhood Villages on the 2035 Vision Map (Figure 1) are West Lake Grove, Rosewood, and Palisades.
- Commercial Corners, which are found on the 2035 Vision Map (Figure 1), generally orient to residential neighborhoods, and are intended to provide low-intensity commercial uses and services for nearby residences on a smaller scale than Neighborhood Villages. Commercial Corners are intended to provide access to a limited amount of goods and services near neighborhoods.
- The City must rely on its redevelopment capacity and its remaining vacant land inventory to retain and attract business investment and employment opportunities. To realize this potential, the City must adopt and maintain zoning and development standards that support redevelopment in strategic locations. As summarized above, the conceptual 2035 Vision Map (Figure 1) establishes a range of land use design types, each of which may include several different zones, that together, should foster economic vitality. Lake Oswego's land use plan accommodates a full range of employment opportunities, including a progression of employment land uses from home-based and micro-business occupations, to business incubator spaces, to Class A office space, and manufacturing and industrial uses.

Goals And Policies

A. Economic Development

Goal

Provide a full range of economic development opportunities that enhance prosperity and livability.

Policies

- A-1. Designate adequate commercial and industrial land for a range of employment uses in order to:
 - a. Supply goods and services for Lake Oswego residents and businesses;
 - b. Support a strong local employment base;
 - c. Improve the local economy; and
 - d. Contribute to the regional economy.
- A-2. Fully utilize existing buildings and maximize use of employment land through the following:
 - a. Promote redevelopment of underutilized land;* and
 - b. Optimize the development of vacant employment land.
- A-3. Provide flexibility for a diversity of spaces and sites to support the opportunity for business incubation and employment growth.
- A-4. Provide flexibility in employment zones* to adapt to economic change.
- A-5. Pursue a range of employment opportunities with an emphasis on target industry clusters* identified in the City's 2011 Economic Opportunities Analysis and be open to new opportunities as they develop.
- A-6. Maintain an inventory documenting the supply of land for industrial and other employment uses.
- A-7. Locate employment and commercial uses in designated areas at appropriate scales and intensities, such as in Employment Centers, Town Centers, Neighborhood Villages, and Commercial Corners:
 - a. Employment Centers focus primarily on higher-intensity employment uses, with supporting retail* and service uses, commercial office, residential and cultural uses in select locations.
 - b. Town Centers accommodate a mix of higher-intensity commercial uses including office and retail uses, as well as residential, public facilities, and cultural uses.
 - c. Neighborhood Villages accommodate a mix of lower-intensity commercial uses to provide services for nearby residents. They may include residential uses.
 - i. In the Bangy Road/Meadows Road Neighborhood Village, allow higher-intensity commercial uses when adjacent to a freeway or Employment Center.
 - ii. In the Mountain Park Neighborhood Village, allow additional commercial uses where site conditions, such as parcel size and direct access

to the major street system, can support businesses that provide specialized services and unique goods.

- d. Commercial Corners accommodate lower-intensity commercial uses to provide services for nearby residents. They are smaller in scale and size than a Neighborhood Village, and may include residential uses.
- A-8. Designations of Employment Centers, Town Centers, Neighborhood Villages, and Commercial Corners shall be consistent with the following factors:
- a. Employment Centers:
 - i. Are comprised of commercial, industrial, and the campus institutional* zone;
 - ii. Are areas that supply services to a market area greater than the City;
 - iii. Are served by arterial roads and adjacent to the regional transportation system to facilitate access to and from the center;
 - iv. Are served by transit on the primary arterials, and may include a transit center;
 - v. May be adjacent to high-density residential areas, connected by pedestrian and bicycle facilities;
 - vi. May include the Public Functions zone.
 - b. Town Centers:
 - i. Are comprised of commercial and mixed-use zones, and the Public Functions zone;
 - ii. Are areas that supply services to a market area that is approximately equal to the City;
 - iii. Are served by arterial roads;
 - iv. Are served by transit on or near the primary arterials, and may include a transit center;
 - v. May be adjacent to high-density residential areas, connected by pedestrian and bicycle facilities.
 - c. Neighborhood Villages are:
 - i. Comprised of commercial and mixed-use zones that accommodate lower intensity* commercial uses; smaller public facility uses; and residential uses;
 - ii. Areas that supply services to a market area that serves the adjacent neighborhoods;

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- iii. Served by minor arterial roads and major collectors, and are located near residential areas;
 - iv. Served by pedestrian and bicycle connections;
 - v. Developed at a scale and in character with the immediately surrounding residential area.
- d. Commercial Corners are:
- i. Comprised of commercial and mixed-use zones that accommodate limited, lower intensity commercial uses and residential uses;
 - ii. Located near residential areas;
 - iii. Connected by pedestrian and bicycle facilities to the surrounding neighborhood.
- A-9. Locate land for light industrial uses within the SW Employment District and provide a special district plan that accommodates a range of uses including light industrial, office and supporting retail.
- A-10. Permit home occupations as a source of business activity and growth while respecting neighborhood character and compatibility.

B. Employment Zones

Goal

Redevelopment and development in employment zones will address impacts on and enhance the surrounding community and will be well-served by infrastructure.

Policies

- B-1. Provide opportunities for redevelopment and development in employment zones while:
- a. Providing required public facilities and services;
 - b. Addressing impacts such as noise, traffic, and visual aesthetics, on adjacent land uses through site and building design;
 - c. Complying with design and aesthetic standards to promote compatibility with Lake Oswego's community character;
 - d. Preserving natural resources and providing required open space;
 - e. Addressing the adequacy of all transportation modes to, from, and within the development site;
 - f. Maintaining a street system which provides efficient connections to transportation corridors and other activity centers including Employment Centers, Town Centers, Neighborhood Villages, and Commercial Corners;

- g. Maintaining safe and convenient pedestrian, bicycle and transit facilities/amenities that support efficient movements of people to and from the site;
 - h. Promoting the efficient use of land by providing adequate* parking for customers and employees, according to national transportation standards;
 - i. Minimizing the impacts of traffic generated on adjoining neighborhoods by routing traffic to major collectors;
 - j. Promoting shared street access, parking facilities, and pedestrian connections with other businesses to provide more developable land area and reduce traffic congestion, parking, and safety problems.
- B-2. Prevent new strip commercial developments and expansion of existing strip commercial developments; and encourage redevelopment and remodels of existing strip commercial projects to promote pedestrian orientation, active streetscapes, access to businesses and transit.
- B-3. Place new and existing utilities underground.

Recommended Action Measures

- A. Support businesses by coordinating City requirements with business needs, and through good urban design and urban renewal programs.
- B. Encourage sustainable business and development practices by maintaining a Sustainability Advisory Board and implementing related programs.
- C. Harness the entrepreneurial and management experiences of the City's citizens, including the 50+ population, to support business development.
- D. Work with local business organizations such as the Lake Oswego Chamber of Commerce, Lake Grove Business Association, and other local business groups to promote discussion concerning land use and other regulations which could affect area businesses.
- E. Coordinate with state and regional economic development agencies and groups to identify developments and trends affecting Lake Oswego.
- F. Recognize and promote community events as having a potential for positive economic impacts and as important for community identity.
- G. Work with property owners, businesses, and adjacent neighborhoods to manage business district parking, and to minimize parking impacts on residential areas.
- H. Encourage private investment.

**Our roads
wind and twist
doubling back,
swinging in wide circles
like a mad, Wonderland maze**

By Samantha Mitchell

**And the Indian Plum
guides leaf-padded pathways
through ferny glens**

By Mike Buck

**Forest road
the rain bending
toward home**

By Scot Siegel

Connected Community



Adopted March 18, 2014

Connected Community

Vision

We have safe, efficient and convenient transportation choices for all users. There are frequent and reliable public transportation options that make it easy to move around our City and the region. Safe pathways, sidewalks, roadways and bike routes enable residents of all neighborhoods to walk and bike and drive.

Statewide Land Use Planning Goal

The Connected Community chapter implements Statewide Planning Goal 12 (Transportation).

Updates to Lake Oswego 1994 Comprehensive Plan

The Connected Community chapter replaces Goal 12: Transportation, as contained in the Lake Oswego 1994 Comprehensive Plan, and incorporates by reference the previously adopted provisions of the 1997 Transportation System Plan (TSP), including the Roadway Functional Classifications Plan (See also, Figure 16, Functional Street Classifications*), Roadway Improvements Plan, Pedestrian Facilities Plan, Bicycle Facilities Plan, and Transit Network and Facilities Plan. In 2014, as the TSP is updated pursuant to Periodic Review, TSP figures are to be updated and incorporated into the Comprehensive Plan.

Connected Community

Background

Statewide Planning Goal 12: Transportation

“To provide and encourage a safe, convenient and economic transportation system.”

Statewide Planning Goal 12 and the State Transportation Planning Rule (Oregon Administrative Rule 660, Division 12) require cities to maintain a Transportation System Plan that considers all modes of travel. This includes automobiles, transit, freight (trucks and rail), air, bicycles, pedestrian ways, pipelines and transmission lines, and water. The plan must be based on an assessment of local, regional and state needs and consider appropriate combinations of travel modes to avoid principal reliance upon any one mode of transportation. The State rule also requires that transportation and land use planning be done in a coordinated manner.

Lake Oswego Transportation System Plan

Lake Oswego adopted its Transportation System Plan (TSP) in 1997. This chapter contains the goals, policies and recommended action measures for an update to the TSP. The City is updating its plan pursuant to Statewide Land Use Planning (Periodic Review) requirements. Once the updated TSP is adopted, this chapter will be amended to incorporate any changes.

Coordination with Regional Planning Requirements

Since the City adopted its first Transportation System Plan in 1997, Metro has adopted new plans and planning requirements. The Metro Functional Plan directs local jurisdictions to implement the Regional 2040 Growth Concept, a long-range plan intended to guide growth and development of the region over 50 years. The 2040 Concept identifies 10 types of planning areas, or “design types”, that local jurisdictions in the Portland metropolitan area must respond to in updating their land use and transportation plans. Design types are the building blocks of the regional growth management strategy.

Design types relevant to Lake Oswego for transportation planning purposes are identified in the Urbanization Chapter (See Figures 17–20), as follows:

- | | |
|---------------------|---|
| Town Centers | Lake Oswego has two designated Town Centers, the East End Commercial Area, or Downtown, and the Lake Grove Village Center. |
| Main Streets | ‘A’ Street and Boones Ferry Road (within the Town Centers) are Lake Oswego’s two designated Main Streets. These areas are supposed to be walkable, provide services to nearby neighborhoods, and have good access to transit. |
| Corridors | Country Club Road, Boones Ferry Road, and Kruse Way are Lake Oswego’s designated Corridors. According to Metro, Corridors are |

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key transportation routes for people and goods, and are well served by transit.

Employment Areas The industrial areas west of Lake Forest Boulevard, and the office-commercial areas in the Kruse Way corridor are Lake Oswego's designated Employment Lands. These areas benefit from good freight access to the interstate system; freeway interchange capacity and access to alternative modes of transportation, including transit service, will be essential for businesses and industry to remain competitive.

The 2035 Regional Transportation Plan (RTP), adopted by Metro in June 2010, identifies the transportation policies, projects, and strategies needed to implement the 2040 Growth Concept. The RTP also contains criteria for monitoring transportation system performance for all modes of travel, and it begins to address State greenhouse gas emissions reduction targets, but does not require cities to adopt such targets.

Local Priorities

While State and Metro planning rules require the City to periodically update its Plan, the City chooses how to create a well-functioning, integrated transportation system that responds to the needs of its citizens. The transportation plan must address increasing automobile traffic and alternative modes of travel, while maintaining neighborhood livability.

Lake Oswego is known for its active, outdoor lifestyle. Residents desire an inter-connected, transportation network that provides accessibility to jobs, schools, services, and other destinations for residents of all ages and abilities; one that includes well-designed streets and paths that encourage walking and bicycling throughout the City.

Community appearance and safety are also important to Lake Oswegans. Streets and pathways should be designed to fit within the context of Lake Oswego's neighborhood and reinforce a sense of place that is distinctive to each neighborhood, while providing connections between neighborhoods, districts, and surrounding communities.

Summary of Major Issues

The following issues related to Goal 12 (Transportation) were addressed through the Comprehensive Plan update:

- Trends toward increasing vehicle volumes;
- Challenges to avoiding congestion and providing congestion relief;
- The need to optimize the life and utility of existing transportation facilities to save costs;
- Opportunities for repurposing public rights-of-way to better meet evolving travel needs;

- The provision of safe, reliable facilities for freight vehicles (trucks and rail) to support a vibrant economy;
- The need to improve connectivity and avoid over-reliance on individual streets;
- Balancing mobility with neighborhood livability; i.e., avoiding cut-through traffic;
- Opportunities to increase the percentage of trips made by walking or bicycling by providing safe and convenient/shorter routes by these modes; i.e., improved connections to goods and services within a 20-minute walking distance of home; and
- Responding to public transit service reductions; e.g., support local circulator bus routes to supplement fixed-route service, park-and-ride facilities, and a new transit center.

Goals And Policies

The Connected Community goals and policies are organized as follows: A) Safety, B) Transportation Choices, C) Efficiency, D) Accessibility, E) Connectivity, F) Livability, G) Sustainability.

The Transportation System Plan reinforces and expands upon the following goals and policies: Goal A: Safety (Policies 2, 3, 4, 6, 7, and 8), Goal C: Efficiency (Policies 1, 2, 4, and 5), Goal E: Connectivity (Policies 2 and 5), and Goal G: Sustainability (Policies 1, 2, 3, 4, and 6).

A. Safety

Goal

Provide a safe, multimodal transportation system for all users.

Policies

- A-1. Designate, implement, and maintain routes for walking and biking that support safe movements from residential areas to, through and along schools, parks, transit, employment centers, town centers, neighborhood villages, and commercial corners and neighborhood commons.
- A-2. Incorporate safety considerations in the planning, design and re-design of public streets* for the benefit of all intended users.
- A-3. Preserve user safety, system integrity, and facility aesthetics by providing regular maintenance of the transportation system.
- A-4. Improve and promote transportation safety through a comprehensive program of education, enforcement and engineering.
- A-5. Identify and prioritize locations with high crash rates to implement improvements.
- A-6. Identify safety concerns for pedestrians, and bicyclists at high traffic volume streets and/or locations with high levels of pedestrian/bicycle demand and implement improvements.

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- A-7. Identify safety concerns for motor vehicles at high traffic volume streets and/or locations with high levels of demand among all modes of travel, and implement improvements.
- A-8. Identify, implement, and maintain a network of Emergency Response Streets to facilitate prompt emergency response.
- A-9. Provide pedestrian and bicycle facilities with new bridges when retrofitting existing bridges to support the safe movement of all users.

B. Transportation Choices

Goal

Subject to fiscal constraints, improve opportunities to comfortably and conveniently drive, walk, bike and take transit.

Policies

- B-1. Provide land use patterns and promote public and private development that supports efficient transit service.
- B-2. Provide street and frontage improvements such as dedicated facilities, landscaping, and street lighting and permit amenities such as benches and shelters to encourage walking and biking as viable travel modes, particularly along corridors that serve the primary transit network and employment centers, town centers and neighborhood villages.
- B-3. Require development, redevelopment, and public transportation improvement projects to provide facilities that accommodate pedestrian, bicycle, and transit use, particularly in areas with identified gaps in the transportation system and in all employment centers, town centers, neighborhood villages, commercial corners, and neighborhood commons.
- B-4. Public street standards shall recognize the multi-modal nature of the street right-of-way.
- B-5. Locate off-street parking in commercial, industrial, and high-density residential areas to be at the sides or rear of buildings where practical, with buildings oriented to the street in a manner which is convenient to pedestrians, bicyclists and transit riders.

C. Efficiency

Goal

Optimize the performance of the transportation system for the efficient movement of people and goods.

Policies

- C-1. Maintain arterial and major collector streets to planned level of service* standards, whenever practical.

- C-2. Balance roadway size and scale with the need to provide safe and efficient transportation for all modes.
- C-3. Control and consolidate driveway access to major collectors and arterials through the development review process and the implementation of major street projects.
- C-4. Coordinate with ODOT* to provide and manage Hwy 43 in a manner consistent with the City's transportation system goals and policies, and coordinate with other regional partners responsible for traffic signal operations to regularly confirm the efficient timing and progression of traffic signals.
- C-5. Reduce traffic congestion to enhance traffic flow through such system management measures as intersection improvements, incident management, signal priority, signal optimization, signal synchronization, and a range of measures provided through technological advancements.
- C-6. Require applicants for zone change requests and conditional use permits to determine the resulting extent of impacts to the transportation system and provide mitigation deemed appropriate by the City to maintain transportation system efficiency.
- C-7. Require development applicants to provide facilities for the movement of people to and from the site by walking, bicycling, automobiles and transit.
- C-8. Plan 20 minute neighborhoods* to accommodate uses that efficiently meet many daily residential needs via short trips by any mode of travel.

D. Accessibility

Goal

Provide a multimodal transportation system that is suitable for community members of all ages, income levels and physical abilities to access daily needs and services.

Policies

- D-1. Plan street standards that accommodate transit service into areas that connect people to employment centers, town centers and neighborhood villages.
- D-2. Locate appropriate transit stops in employment and town centers that are conveniently located and well-connected to the transportation system.
- D-3. Locate transit amenities such as transit shelters, benches, lighting, park and ride lots, etc. that meet the access needs of residents and employees, including the youth, elderly, and people with disabilities.
- D-4. Provide accessibility for walking and biking, transit and vehicle connections within and among the employment centers, town centers, neighborhood villages, schools, parks, commercial corners and neighborhood commons so residents can access their daily needs.
- D-5. Develop a coordinated transportation system that is barrier-free (accessible) and serves the needs of people and businesses.

E. Connectivity

Goal

Develop connections to and between different modes of transportation.

Policies

- E-1. Acquire right of way, where appropriate, through development for planned and required transportation facilities during the development review process.
- E-2. Expand neighborhood and local connections to provide convenient circulation between neighborhoods.
- E-3. Preserve existing rights-of-way (ROW), including railroad ROW and other easements, to maintain opportunities for future mass transit, bike and pedestrian paths.
- E-4. Require development applicants, where appropriate, to connect local trail and bicycle facilities directly to regional trails and bicycle networks, and transit routes.
- E-5. Emphasize connectivity when prioritizing projects for funding.

F. Livability

Goal

Design and maintain a transportation system that enhances the quality of Lake Oswego's natural and built environment.

Policies

- F-1. Develop and maintain flexible design criteria and construction methods to local and neighborhood collector streets that are responsive to neighborhood character and planned land uses.
- F-2. Mitigate the impacts of traffic on neighborhood collectors and higher classifications that bisect residential neighborhoods.
- F-3. Minimize the impacts of traffic generated through new commercial development on adjoining neighborhoods.
- F-4. Develop design standards that assure that pedestrian, bicycle, and storm water design elements are compatible with the neighborhood character and the street functionality.
- F-5. Develop design standards that reinforce neighborhood livability by:
 - a. Protecting local streets from being misused by non-local traffic by applying traffic calming and diversion techniques when and where feasible.
 - b. Applying design standards that reinforce neighborhood character, social interaction and community building.
 - c. Addressing parking impacts, including screening and buffering.
 - d. Maintaining truck circulation restrictions.

- e. Preserving the visual attractiveness of the community by limiting adverse visual impacts to the City's public spaces and streetscape.
- F-6. Maintain parking regulations that require off-street employee and customer parking and loading facilities to be provided on-site and commensurate with the size and relative needs of each new development.
- F-7. Commercial and industrial parking should not intrude into adjacent residential neighborhoods.

G. Sustainability

Goal

Provide a transportation system that maintains and improves economic vitality, environment health, social equity and well-being for citizens today and in the future.

Policies

- G-1. Develop and maintain trip reduction strategies developed regionally, including employment, tourist, and recreational trip reduction programs to reduce pollution* and improve the health of the citizens.
- G-2. Utilize the financial resources needed to achieve the goals for adequately providing and maintaining the transportation system.
- G-3. Support mixed-use development by designating locations for such uses and providing land use opportunities that encourage local job creation in order to reduce the number of locally generated regional commuting and shopping trips.
- G-4. Provide and maintain the transportation system in a manner that is consistent with the Stormwater Management Manual, minimizing storm water pollution and hydrologic impacts.
- G-5. Ensure that an adequate supply of parking is provided to support economic activity while balancing the need to drive, take transit, and bike and walk to and within employment centers, town centers and neighborhood villages.
- G-6. Provide off-street parking that is designed to incorporate multiple functions such as storm water management, reducing the urban heat island effect,* decreasing impervious surfaces and providing temporary space for public functions.

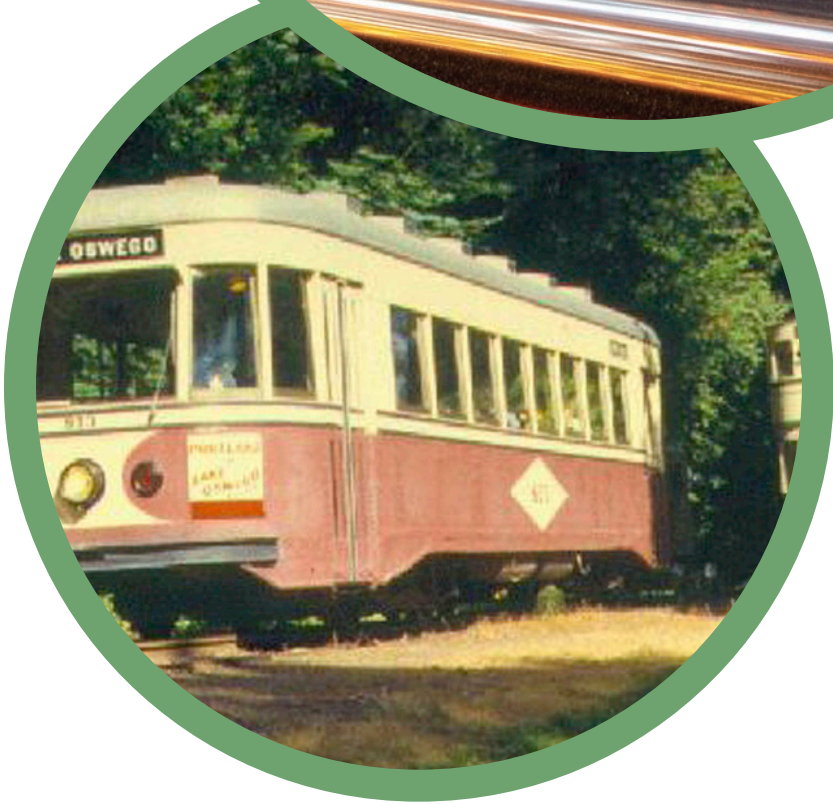
Recommended Action Measures

- A. Improve and promote transportation safety through a comprehensive program of education, enforcement and engineering.
- B. Coordinate with commercial water and rail transportation providers and transit agencies to assure safe and compatible operations where services/facilities intersect with the City's transportation system.
- C. Coordinate with schools and surrounding neighbors to plan for safe and effective transportation for students and surrounding neighborhoods.

Adopted March 18, 2014

- D. Coordinate with TriMet, Metro, and ODOT to assure that effective and efficient transit services are provided for Lake Oswego residents and businesses.
- E. Support local circulator transit option initiatives that connect residents to employment centers, town centers, and neighborhood villages.
- F. Avoid new and eliminate existing pedestrian and bicycle dead ends that require substantial out-of-direction travel for pedestrians and bicyclists.
- G. Consider residential area parking guidelines, where appropriate, to maintain the safety, character and utility of residential streets.
- H. Maintain or enhance the tree canopy along key transportation corridors.
- I. Coordinate with Metro, Tri-Met, ODOT and Clackamas County to develop interim benchmarks for measuring progress towards transportation goals and policies over the planning period.





Functional Street Classifications



Figure 16 (left side)

Functional Street Classifications

Adopted March 18, 2014

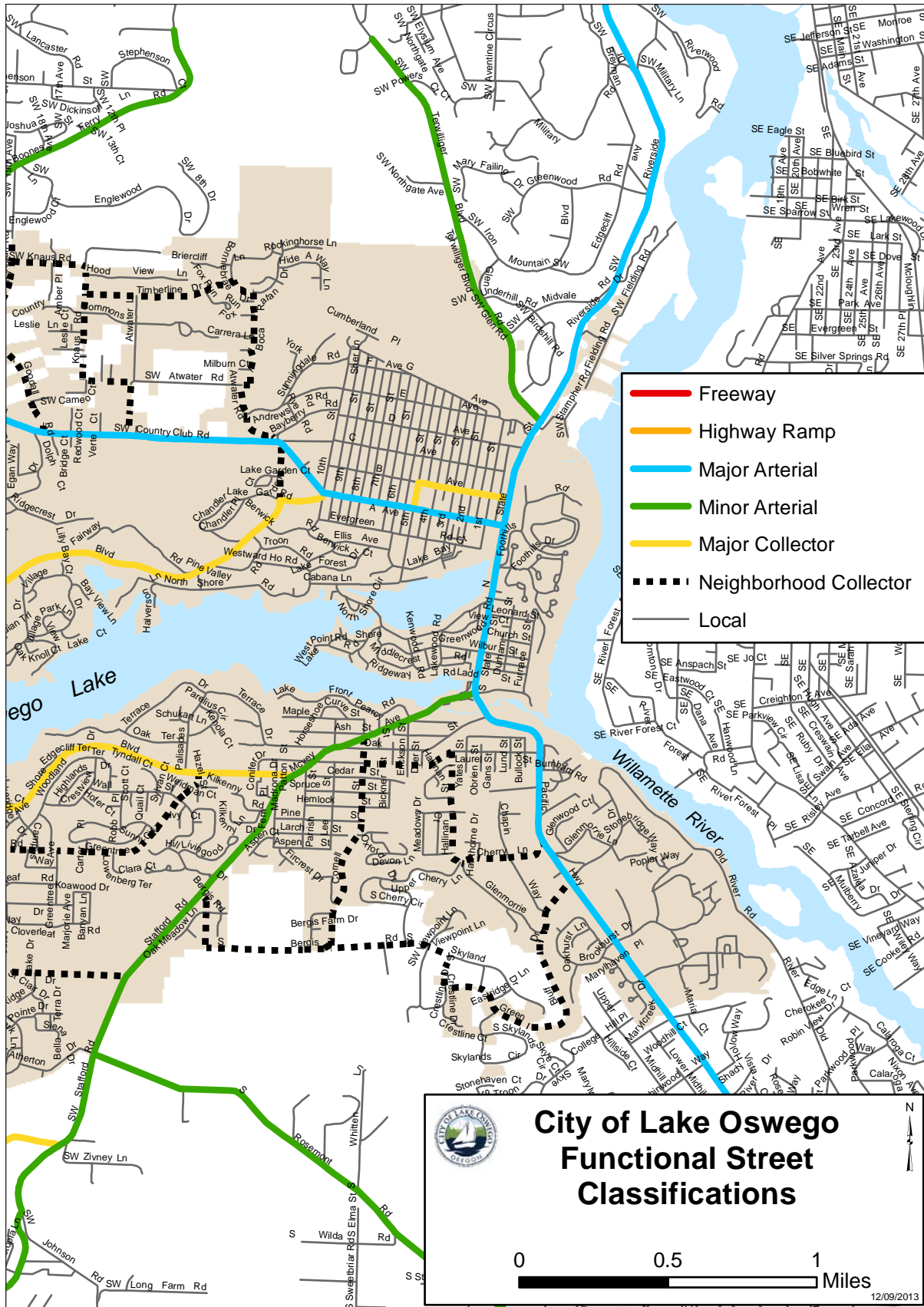


Figure 16 (right side)

**THE
PARK RANGER**

He will remain unnamed
this humble, modest man
who serves us with a smile.

He enlisted in our army,
our municipal guard, if you will,
a guise to protect us from ourselves.

A soldier of our benches,
our trees and our children,
he patrols through the night.

A hero for our city,
as graceful as can be.

By Iris Liu



Community Health & Public Safety



Community Health and Public Safety

Public Safety, Police & Fire Protection • Public Facilities & Services; Surface Water Management, Water Treatment & Delivery, Wastewater Collection & Treatment • Solid Waste Management • Sound Quality • Energy & Environment • Access to Local Food • Natural Hazards

Vision

Our community is a safe place to live and supports lifelong active and healthy living. We have excellent public facilities and services, including public safety response systems that work together with an involved community to ensure peace and safety. There are opportunities for active lifestyles and to obtain locally grown food, to promote the health and social interaction of our residents.

Statewide Land Use Planning Goals

The Community Health and Public Safety chapter implements Statewide Planning Goal 6: Air, Water and Land Resources; Goal 7: Areas Subject to Natural Disasters and Hazards; Goal 11: Public Facilities and Services, and Goal 13: Energy.

Updates To Lake Oswego 1994 Comprehensive Plan

The Community Health and Public Safety chapter replaces the following chapters of the Lake Oswego 1994 Comprehensive Plan Goal 6: Air, Water and Land Resources; Goal 7: Areas Subject to Natural Disasters and Hazards; Goal 11: Public Facilities and Services; and Goal 13: Energy.

PUBLIC SAFETY, POLICE AND FIRE PROTECTION

Background

This chapter focuses on providing a high level of public safety through resources, facilities, equipment, personnel, agreements with other agencies, and service standards. The Public Safety policies also address development-related issues, including the construction of new streets, fire code compliance, and crime prevention techniques in development design.

The City can promote crime prevention by adopting and maintaining development standards for public and private spaces. Developments that are designed with natural surveillance, or visibility of public spaces from adjacent uses, allow citizens to observe the space around them for their own safety and the protection of others. Crime prevention is also fostered through appropriate access control. For example, sidewalks, pavement, lighting, and landscaping can be used to clearly guide the public to and from entrances and exits. Similarly, where appropriate, gates, walls, fences, landscaping, and lighting can be used to prevent or discourage access to or from dark or unmonitored areas. Where public spaces are planned, they should be located and designed to encourage public use and discourage illicit activity. Finally, development standards should consider selection and maintenance of building materials. For example, landscaping, lighting, and other features can support crime prevention if they are maintained, but may actually facilitate crime if they are not maintained properly.



Summary of Major Issues

Fire Department

- The Lake Oswego Fire Department provides fire protection for all areas within the City limits and contracts to provide services to three special service districts: Lake Grove Rural Fire District No. 57; Riverdale Rural Fire Protection District No. 11; and Alto Park Water District.
- The current Emergency Operations Plan was adopted in December 2010. The plan provides the basic framework to guide City departments in their efforts to mitigate, prepare for, respond to, and recover from any major emergency or disaster that may affect all or parts of the City. The Fire Department is active in all six major emergency categories addressed in the plan, including hazardous materials accidents, mass casualties, wildfires, earthquakes, severe weather, and structural fires.

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- The average age of those living in the City increased to 45.8 in 2010 from 41.2 in 2000 (U.S. Census Data). As the population ages, the percentage of medical calls can rise. An aging community may increase the demand on emergency services provided by the Fire Department.

Police Department

- The Police Department is a full-service law enforcement agency. It provides services through six divisions with activities that range from criminal investigations and traffic law enforcement to animal control, education programs, and neighborhood watch services. The Department has two K-9 teams, provides a school resource officer, operates a 911 emergency dispatch center for police and fire (located in City Hall), and provides contracted Dispatch Services for the cities of Milwaukie and West Linn, servicing a population of about 83,000 persons.
- The Department has adopted a Strategic Plan. The Communications/911 center has grown since the last plan was updated and will need additional building space in a structure that meets current seismic standards. The department will also need to update critical operations as more systems migrate toward electronic and paperless systems. These critical operations include Dispatch (hardware and software), Records Management, Report Writing, E-ticketing, and the mandatory reporting that goes with each of these. This technology comes with a cost and needs to be factored into future operations. In addition, these tools will help the department move toward paperless reports, which reduces storage space and contributes to sustainability.

Goals And Policies

Goal

Ensure a high level of public safety by providing police and fire protection, and emergency services and preparedness.

Policies

1. Maintain development standards and enter into agreements with other agencies when appropriate to promote efficient use of fire and police personnel, facilities, equipment and communication resources, and to allow fire and police personnel to respond to public safety needs within targeted response times.
2. Require police and fire protection to be considered in the development review process. Particular attention shall be given to:
 - a. Fire hydrant locations and sufficient fire flows;
 - b. Street layout and site design features that ensure emergency vehicle access and building identification; and
 - c. Exterior lighting and landscape design.

3. Provide and maintain development standards and guidelines that promote Crime Prevention through Environmental Design.*
4. Require all home occupations to comply with the Oregon Fire Code.
5. Ensure adequate police and fire protection can be provided to newly annexed areas.
6. Require new streets to be of high structural quality, sufficient width and adequately maintained to ensure emergency vehicle and service equipment access while maintaining neighborhood character.
7. Maintain agreements to provide fire protection services outside the City provided:
 - a. Actions are consistent with the City's Public Facility Plan and Comprehensive Plan goals and policies pertaining to public facilities and services and urbanization;
 - b. Adequate resources exist to provide these services; and
 - c. Arrangements are in the City's financial interests.
8. Plan Fire Department facilities, streets and other public facilities to allow personnel and equipment to reach the location of fire alarms within the City within eight minutes or less.
9. Plan Police Department facilities to allow Department personnel and equipment to reach the location of emergency calls for protection of life and property within five minutes or less.
10. Update and maintain the site design and development standards to decrease and minimize the possibility of wildfires and their potential for destruction.

Recommended Action Measures

- A. Decrease and minimize the possibility of wildfires and their potential for destruction through public education, emergency planning, enforcement of the building, fire and municipal codes, and maintenance of fire-fighting resources.
- B. Maintain a Lake Oswego Emergency Operations Plan and provide resources to respond to emergencies including mass casualty incidents,* floods,* landslides, wildfires, earthquakes, severe weather, volcanic eruptions, major structural fires and hazardous materials accidents.
- C. Create safety awareness and educational opportunities and implement safety programs for the community.
- D. Coordinate development reviews between Fire and Police Departments, developers and recognized neighborhood associations to ensure appropriate public safety services can be made available.
- E. Recognize the special public safety needs of Lake Oswego's elderly, youth, and socially disadvantaged. Provide primary prevention services to these groups, such as traffic safety and drug education, home fire and crime proofing information, support for Neighborhood Watch or similar programs, and personal safety education.

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- F. Increase traffic safety through development reviews and review of capital improvement projects; enforcement of traffic laws for all modes of travel, and maintenance of active community traffic safety programs.
- G. Coordinate with other jurisdictions, public safety agencies and recognized neighborhood associations to ensure compatibility of equipment and communications, emergency support can be provided when needed, resources are shared to address multi-jurisdictional investigations and enforcement issues, and effective implementation of the Lake Oswego Emergency Operations Plan.
- H. Encourage water providers within the Urban Services Boundary to provide sufficient water storage and pressure to ensure adequate fire flows.

PUBLIC FACILITIES AND SERVICES: SURFACE WATER MANAGEMENT

Background

Federal regulations require the implementation of measures to improve storm water quality. The National Pollutant Discharge Elimination System (NPDES) Storm Water Program is designed to prevent storm water runoff from washing harmful pollutants into local surface waters such as streams, rivers, lakes or coastal waters. The NPDES regulates storm water discharges from three potential sources: municipal separate storm sewer systems (MS4s), construction activities, and industrial activities. The Environmental Protection Agency administers these permits in some states; however, in Oregon it is the responsibility of the Oregon Department of Environmental Quality (DEQ) to protect the quality of Oregon's environment which includes water quality and surface water management.

The City's Storm Water Management Master Plan was updated in 2009 and is called the Clean Streams Plan. The update was mandated by the City's 2005 NPDES MS4 Permit. The plan focuses on citywide policies, standards, and projects intended to protect streams, lakes, and rivers. It also encourages the use of low impact development* approaches to reduce storm water volumes, mitigation efforts related to emergency situations, and a list of potential capital improvement projects (infrastructure improvements) to improve the City's surface water system.

Summary of Major Issues

All sub-watersheds in the City drain directly or indirectly to the Willamette River, Tualatin River, or Oswego Lake which drains to the Willamette River. The Clean Streams Plan reflects



current best practices in surface water management, which focus on reducing contaminants* commonly found in storm water, such as metals, motor oil, nutrients, sediments and bacteria. The Clean Streams Plan emphasizes the most current policies and standards related to improving water quality.

Although most storm water travels through the City's storm drainage system, much of the storm water runoff is from private property. The plan includes capital programs such as replacing catch basins with facilities that trap sediments, preparation and maintenance of design guidelines and standards in a storm water design manual, and activities to correct flooding, reduce the volume of runoff and concentration of phosphorus found in fertilizers coming from private property. Education is also important because studies have shown that reducing contaminant levels at the source is more effective and less costly than removing them after they have mixed and then traveled with storm water. The Plan also includes a discussion of the need for changes to the City's Storm Water Ordinance to comply with federal regulations and Development Code changes to implement low-impact approaches to development, which can also be less costly.

Goals And Policies

Goals

1. Improve water quality by reducing the amount of pollution conveyed by storm water runoff.
2. Ensure that future land use activities protect and enhance area water quality.
3. Protect and enhance natural ground and surface water drainage systems.*
4. Promote public safety and minimize damage to public and private property from surface water runoff.

Policies

1. Use natural systems and non-structural methods* to treat, convey and dispose of storm water runoff at the source to the extent allowed by site characteristics.
2. Apply development best practices to restore, protect and enhance the environmental functions and values of rivers, the lake and stream corridors, as a means to enhance water quality and fish and wildlife habitat.
3. Protect and improve existing drainage systems and easements by:
 - a. Prohibiting the encroachment of structures and other permanent improvements over public storm drainage lines and within easements and drainage ways.
 - b. Discouraging modification to existing open drainage ways* that negatively impact surface water function.
4. Require new and improved storm drainage facilities to have the capacity to accommodate storm drainage flows from upstream development at full build-out and to comply with the City's Surface Water Management Program.

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5. Require all development and redevelopment to implement measures to minimize runoff from the development site during and after construction.
6. Develop and implement intergovernmental agreements with local, regional, state and federal agencies to implement measures to minimize the quantity of pollutants entering ground and surface waters from both point and non-point sources.*
7. Coordinate the City's development review process with appropriate state and federal agencies and the Lake Oswego Corporation, as it pertains to water quality in Oswego Lake and the Willamette and Tualatin Rivers.
8. Provide and maintain development standards that promote Low Impact Development to improve water quality, reduce impervious surfaces, promote infiltration, and preserve open space.
9. Provide and maintain development standards that ensure public and private storm water systems are planned, developed, and maintained to prevent flooding, protect water quality, and preserve natural surface water systems to protect aquatic habitat.

Recommended Action Measures

- A. Educate and involve the community in opportunities to protect, restore, and enhance water quality, such as by avoiding use of chemical fertilizers and pesticides and through voluntary efforts to restore streams and riparian* areas.
- B. Strive to improve the water quality of Oswego Lake and the Willamette and Tualatin Rivers by working with appropriate government agencies, Lake Oswego Corporation and the community to implement water quality programs and projects.
- C. Develop funding mechanisms to:
 - i. Maintain storm drainage facilities;
 - ii. Resolve the deficiencies of the existing system; and
 - iii. Implement a capital improvement program (CIP) for surface water management.
- D. Develop and maintain a system development charge methodology and ordinance that requires developers to be responsible for their proportionate share of the cost of providing required public facilities and services.
- E. Ensure that construction and maintenance projects are planned and implemented to reduce short and long term harm and, when possible, improve the environment.
- F. Facilitate analyses, create designs, and implement solutions to reduce drainage and flooding problems.
- G. Develop incentives for low-impact development,* such as flexible paving and surface water management standards for parking areas and streets, where the area of impervious surface is reduced or minimized.
- H. Use innovative features in transportation project design to reduce or eliminate storm water runoff.

- I. Work with surrounding jurisdictions within the Urban Services Boundary (USB) to ensure storm drainage requirements of new and future development are provided for; existing storm drainage easements, natural systems, and capital facilities are protected for future use; activities necessary to resolve existing drainage and flooding problems are coordinated with long range City plans; and, adverse downstream impacts of development and other activities are minimized.
- J. Discourage the pumping of storm water, including the use of sump pumps as a solution for proper storm drainage.
- K. Implement a program to eliminate the infiltration of storm water into the sanitary sewer system.
- L. Schedule needed storm drainage improvements for implementation as part of the City's overall Capital Improvement Program.
- M. Regularly maintain and clean the public storm water system to maximize the benefit of existing facilities.
- N. Encourage private property owners to regularly maintain private storm water systems to avoid localized flooding, minimize peak flows and damage to the public system.
- O. Consider allowing rainwater harvesting for non-potable uses, to reduce surface water runoff and conserve water.

PUBLIC FACILITIES AND SERVICES: WATER TREATMENT AND DELIVERY

Background

Lake Oswego's water supply, treatment, and transmission system ("supply system") was developed between 1965 and 1969. Over the next five decades, with regular maintenance and periodic upgrades, the supply system delivered an adequate supply of water to Lake Oswego citizens and to other water districts the City serves pursuant to intergovernmental agreements.

By 2013, the age of the supply system, growth in the City's customer base, and increasing water consumption, particularly during peak periods, necessitated major improvements to the system. In the last two decades, the Water Master Plan and Water Management and Conservation Plan, and various studies and intergovernmental agreements, addressed the City's water supply, treatment and delivery planning needs, leading up to the 2008 agreement with the City of Tigard to form the Lake Oswego Tigard Water Partnership. The partnership followed a comprehensive analysis of supply alternatives that revealed that



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a joint system with Tigard would produce considerably lower impacts to rates than Lake Oswego making needed system improvements on its own. The partnership is now central to the City's water planning as it prepares to bring Tigard on to its system by 2016.

Changes since the 1994 Comprehensive Plan:

1. Lake Oswego endorsed the partnership with the City of Tigard to jointly plan, fund, construct and operate an expanded water supply system. In order to meet the joint water needs of Lake Oswego and Tigard projected for the year 2020, the City anticipates using all 25 cubic feet per second (cfs) (16.15 million gallons per day) authorized by its water right permit S-32410, in addition to the 25 cfs authorized by its water right certificate.
2. Based on projected population growth and the need to provide water on an emergency basis to other municipal water suppliers, Lake Oswego anticipates developing and beneficially using all 59 cfs (38.1 mgd) under its Clackamas River water rights by approximately 2040.
3. Water consumption in Lake Oswego is one of the highest in the entire Portland/Vancouver metropolitan area. Lake Oswego has a Water Conservation Specialist, and has begun a comprehensive water conservation program aimed at lowering water usage throughout the community. Efforts have included consumer water audits, toilet rebates, washing machine rebates, water conservation kits and other water management tools.

The City supplies water within its urban services boundary (USB). The City's wholesale customers within the USB include the following water districts: Forest Highlands, Lake Grove, Rivergrove, Southwood Park, Skylands, Glenmorrie, Alto Park, and portions of the Palatine Hill Water Districts. The entire area, including properties within the City, includes 40,600 residents and 13,400 service connections (households, commercial establishments, public facilities, schools, irrigation accounts, and wholesale customers).

Lake Oswego receives its raw water from the Clackamas River. Its water intake is located about $\frac{3}{4}$ mile upstream from the Willamette River in Gladstone. The water is treated at the City's treatment facility in West Linn. The treated water is then pumped through another large pipeline through the community to the new Waluga Reservoir near the City's western boundary. From there, water is distributed to Lake Oswego customers and to Tigard's Bonita Road pump station for further distribution to Tigard's customers. The City's water treatment and delivery system includes 13 pump stations, 15 water storage reservoirs, and 25 pressure reducing stations and other facilities. Lake Oswego's water delivery infrastructure is aging and its customer base is growing. In the summer of 2012, the City replaced 10,000 feet of old water main lines – a \$1.2 million project.

There are several documents that informed the water treatment and delivery goals and policies in the 2013 Comprehensive Plan, pursuant to Statewide Planning Goal 11 (Public Facilities). In 2006, the City worked with CH2MHill and GSI Water Solutions to initiate Lake

Oswego's first Water Management and Conservation Plan (WMCP). The Plan is intended to address changes in water service needs over time, responding to a variety of conditions including aging infrastructure and state water policy. The WMCP describes water management, water conservation, and programs to guide the wise use and stewardship of the City's water supply. As a result of this work, the City has implemented a water audit and is implementing recommendations such as leak detection to address the audit's discovery of high water losses between 8–20%. The City also initiated a conservation program as part of its basic services. The WMCP includes five-year benchmarks and other measures, which are considered in updates to the Comprehensive Plan.

Summary of Major Issues

With a growing understanding of water as a shared regional natural resource, it is increasingly important for the City to consider the environmental and societal cost of new water supply as part of its planning and management efforts. Current issues regarding the City's sources of supply include:

- The Clackamas River is home to several species of threatened and endangered salmon as well as potentially sensitive species like the Pacific Lamprey and Bull Trout.
- The “highest and best use”* of scarce water supplies will drive the decision-making process regarding the allocation of water in the State for the foreseeable future.
- In August of 2012, the Oregon Water Resources Commission adopted an Integrated Water Resources Plan, which considers human needs as well as in-stream needs. The Integrated Water Resources Strategy recommends improving access to water resources data for land use planning, and encourages regional approaches to water resource management. Partnering with Tigard provides a model for this type of cooperation. The Strategy also recommends research and best practices toward increasing water use efficiency and improving watershed health and safety.

Goals And Policies

Goal

Ensure a reliable, safe and adequate supply of water to meet the existing and future needs of Lake Oswego.

Policies

1. As part of the City's Public Facility Plan, maintain a plan for water treatment and delivery that serves land within the City's Urban Service Boundary.
2. Provide and maintain land use and development standards that require developers where legally permissible to:
 - a. Modify, replace, renew, and extend the public water system as necessary to serve new development;

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- b. Design and construct modifications, replacements, renewals, and extensions of the public water system to facilitate the orderly and efficient extension of public water service to future development; and
 - c. Ensure access to all public water facilities as required by City codes and standards through the granting and recording of public utility easements.
3. Require new development in Lake Oswego to connect to the municipal water system unless the development is within the service boundaries of another water district and that district is authorized to provide municipal water service within the City's Urban Services Boundary pursuant to Intergovernmental Agreement.
 4. Serve as the ultimate provider of water service within the Urban Services Boundary upon annexation of any property or the dissolution of any local water district.
 5. Promote efficiency and longevity of the municipal water system by including sustainability* principles in the City's planning, design, construction and operations standards and guidelines.
 6. Water storage facilities shall be designed and constructed, where practical, to minimize scale, bulk, and visual impacts on adjacent uses through methods such as setbacks, landscape screening, below grade construction and use of appropriate colors and materials.

Recommended Action Measures

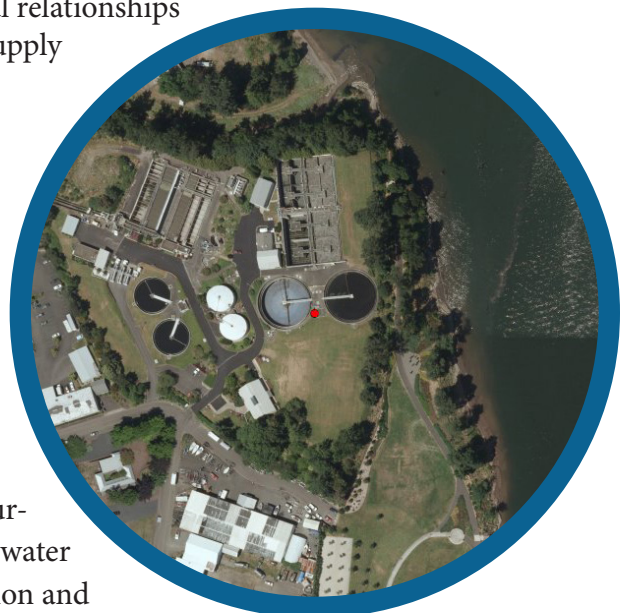
- A. Maintain and implement a water system master plan and capital improvement program to prioritize needed improvements.
- B. Maintain a supply of treated water that meets or exceeds all state and federal standards.
- C. Plan and manage the water utility to address all state and federal requirements, including provisions for emergency response and water conservation.
- D. Design, operate, and maintain the City's water system to provide adequate fire protection to the residents, businesses and institutions served by the City's system.
- E. Take actions to protect Lake Oswego's water rights on the Clackamas and Willamette Rivers.
- F. Ensure adequate revenues are derived from the supply of water to provide for operation and maintenance expenses, capital construction, and to preserve the financial integrity of the utility.
- G. Develop and maintain a system development charge methodology and ordinance that requires developers to be responsible for their proportionate share of the cost of providing required public facilities and services.
- H. Ensure the costs of extending water lines and construction of other related improvements accrue to those who benefit through measures such as connection fees, systems development charges, zone-of-benefit and other cost recovery methods.

- I. Ensure water storage and distribution facilities are adequately maintained to ensure a reliable supply at adequate flows and pressure, protect water quality and minimize water loss.
- J. Reduce water consumption and water loss through effective conservation programs, the application of new technologies and ongoing maintenance and replacement of deteriorated lines.
- K. Where practical, in new development require property owners to eliminate private ground water wells as drinking water sources and require connection to the City's water system.
- L. Develop agreements with other water providers that:
 - i. Define short and long term service provision roles for the City and other service providers;
 - ii. Specify the terms and conditions of withdrawal of territory from other service providers and the transition of capital facility ownership and administration to the City;
 - iii. Provide for coordination of plans and programs between the City and other service providers; and,
 - iv. Ensure services are provided consistent with the City's adopted Public Facility Plan.
- M. Promote and support local and regional efforts to protect and manage the Clackamas and Willamette River watersheds for municipal uses.
- N. Participate in regional and subregional relationships with other agencies regarding water supply planning and management.

PUBLIC FACILITIES AND SERVICES: WASTEWATER COLLECTION AND TREATMENT

Background

The City adopted a Wastewater Master Plan (WWMP) in 2013. The WWMP contains a current inventory and analysis of the City's wastewater collection infrastructure, including its condition and capacity, and a plan for management and operation of the system. The WWMP plan policies and criteria guide wastewater infrastructure improvements. The Wastewater Plan also establishes specific criteria for evaluating the capacity of the wastewater collection system as the City grows pursuant to Statewide Planning Goal 11. The plan is based on the City providing service to all properties within its Urban Services Boundary.



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The wastewater system is defined as the City's wastewater major collector pipelines, pump stations, and septic tank effluent pumps (STEPs). The service area is equal to the existing Urban Service Boundary. The City does not have a wastewater treatment plant. The majority of the wastewater is conveyed to the City of Portland's Tryon Creek Wastewater Treatment Plant (TCWTP) located in Lake Oswego. The remainder is conveyed to Cleanwater Services facilities, in Tigard. The City operates and maintains approximately one million feet of wastewater pipes, 12 pump stations, and 21 septic tank effluent pumps.

The Lake Oswego Interceptor Sewer (LOIS) was constructed in the early 1960s, submerged below the surface of Lake Oswego. The system included almost 3.5 miles of varying diameter pipe traversing Lake Oswego, canals, and bays. The interceptor was originally designed to handle sewer flows from about 3,500 developed acres, but by the end of its lifetime was collecting flows from a 4,500-acre service area, way beyond its capacity. Additionally, the system was vulnerable to flooding, storm events, and seismic events. Severe breaks in the pipeline would have dumped raw sewage into the lake and also caused millions of gallons of lake water to drain through the pipe, potentially overwhelming the treatment plant and impacting the Willamette River. In 2012, the City completed the rehabilitation of LOIS.

The WWMP analyzes capacity of the wastewater system based on current and future land uses/growth; condition of infrastructure; and regulatory requirements. It prioritizes improvements that correct system deficiencies to ensure public safety and protect the community's investment in the existing infrastructure system. The WWMP recommends projects within the City limits, including a Repair Program to fix old, deteriorated pipes, and an Improvement Program. Projects include replacing and resizing infrastructure, increasing capacity, and reducing demand on the system through reducing storm water infiltration and inflow. It also includes an Expansion Program that looks at projects needed to provide more capacity to serve the entire Urban Service Boundary over time.

Summary of Major Issues

The wastewater system is aging. During rain events, it experiences flows more than 10 times higher than the base (dry weather) flow, which usually indicates that there are improper storm connections to the sanitary sewer (infiltration and inflow) or the collection system has deteriorated. This can result in more demand, requiring larger sewer pipes and pump stations, and wastewater treatment plant capacity. It can also cause sewer overflows.

Goals And Policies

Goal

Provide adequate and efficient wastewater collection and treatment systems to meet the present and future needs of Lake Oswego residents and businesses, improve the City's environmental quality, and serve land uses within the Urban Services Boundary.

Policies

1. Maintain code requirements that require developers to:
 - a. Provide adequate wastewater collection to all new development; and,
 - b. Pay an equitable portion of costs associated with extending service.
2. Require all new development within the City to connect to the City's wastewater collection system and pay a system development charge.
3. Require connection to the City's wastewater collection system when existing septic systems fail and City wastewater collection service is available, in accordance with state Department of Environmental Quality requirements.
4. Extend wastewater collection service to:
 - a. Declared health hazard areas within the Urban Services Boundary; and
 - b. Property within the City limits.
5. Allow the use of private pumping systems in those areas and situations where conventional gravity sewer systems are not practical.
6. Prohibit the construction of structures that would prevent access to public sewer lines and easements.
7. Coordinate with other wastewater utility providers, public agencies, and City public facility programs to promote efficiency.
8. Maintain and implement intergovernmental agreements with the City of Portland and Clean Water Services to treat Lake Oswego's wastewater, and coordinate Lake Oswego's collection system policies with these entities.
9. Provide and maintain code standards that promote water conservation in new development and in redevelopment projects to minimize impacts to the wastewater collection system.
10. Allow through appropriate land use and development standards modifications or expansions of the Tryon Creek Wastewater Treatment Plant (TCWTP) to address new regulatory and environmental conditions, while avoiding or mitigating negative off-site impacts to adjacent land uses.
11. As part of the City's Public Facility Plan, maintain a plan for a wastewater collection system that serves land within the City's Urban Service Boundary.

Recommended Action Measures

- A. Maintain the existing wastewater collection system to preserve its viability and minimize future capital costs.
- B. Prioritize improvements to control and reduce infiltration and inflow of storm and ground water into the wastewater collection system.
- C. Provide adequate funding sources for wastewater collection system capital projects listed in the Public Facility Plan.

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- D. Work with the City of Portland and the Cleanwater Services of Washington County (USA) to ensure that the Tryon Creek and Durham Wastewater Treatment Plants maintain adequate capacity to ultimately serve lands within the Lake Oswego Urban Services Boundary.
- E. Encourage innovative ways for new development and redevelopment to minimize impact on the wastewater system, such as graywater systems (reuse of shower and bath wastewater, bathroom sink water, kitchen sink and laundry wastewater onsite).
- F. Coordinate with Metro and other jurisdictions to identify efficient, economic and environmentally sound long term regional wastewater collection and treatment options.
- G. Ensure the costs of extending sanitary sewers accrue to those who benefit through such measures as connection fees based on the number of residential units or commercial or industrial equivalents; methods to pay for needed line over-sizing, such as zone-of-benefit agreements; and payment of system development charges.
- H. Maintain intergovernmental agreements with the City of Portland and Clean Water Services to treat Lake Oswego's sanitary sewage at the Durham and Tryon Creek Treatment Plants, that are financially equitable, ensure adequate capacity is available to serve Lake Oswego, and provide for close cooperation and coordination in matters which may affect the City of Lake Oswego.
- I. Maintain and improve the existing sanitary sewer collection and treatment system through preventive maintenance and ongoing evaluation.
- J. Encourage Clackamas County to advise property owners seeking new septic system or repair permits within the Urban Services Boundary that they may be required to connect to the City's system when they are annexed to the City even if there are no documented problems with the existing system.
- K. Encourage Clackamas County to stop issuing new septic tank permits where there has been a pattern of recorded system failures or documented aquifer pollution.
- L. Require new sanitary sewers to be constructed using methods and materials that prevent infiltration and inflow.
- M. Request Clackamas County to inform the City of septic failures and requests for repair within the Urban Services Boundary.

SOLID WASTE MANAGEMENT

Background

This chapter, in addition to guiding the location and design of solid waste facilities for compatibility with land uses, takes an integrated approach to resource management. The recommended action measures respond to Metro's 2008 Regional Solid Waste Management



Plan, which provides a framework for coordinating solid waste and recycling programs in the region and encourages waste reduction. The regional plan includes a state-required waste reduction program that takes a system-wide approach to waste management. Currently, the City contracts with private firms for waste management services, but also supports waste reduction through its Sustainability Plan for City Operations and with education and outreach to businesses and residents.

Summary of Major Issues

Reduction of overall consumption reflects the findings of the Lake Oswego Greenhouse Gas Inventory. This is achieved through recycling of materials. To eliminate waste and pollution, an emphasis on a closed-loop system of production and consumption is necessary. This idea translates to maximizing resource conservation and minimizing environmental impacts by reuse of materials, reducing the amount of solid construction waste being diverted to landfills, and waste reduction in building and infrastructure construction. An example of how the City can work toward this goal is by encouraging deconstruction of buildings during demolition to recover reusable building materials.

Goals And Policies

Goal

Reduce the community's overall generation and toxicity of solid waste.

Policies

1. Require sufficiently sized, screened and enclosed space for recycling, composting, solid waste storage and compacting within industrial, commercial, mixed-use, institutional and high-density housing developments. Ensure proper access for waste hauler vehicles to these areas.
2. Allow recycling and recovery uses in appropriate zones and subject to standards and regulations for land use compatibility; ensure adequate setbacks, buffering and screening are provided to mitigate impacts on adjacent land uses.

Recommended Action Measures

- A. Implement a city-wide solid waste and materials management program that:
 - i. Follows Oregon's hierarchy for the management of solid waste: waste prevention, reuse, recycling, composting, and energy recovery, with safe disposal as the last option;
 - ii. Promotes the highest and best use of recovered, reusable and recyclable materials;
 - iii. Is cost effective, efficient and environmentally responsible;
 - iv. Is coordinated with regional plans and is consistent with regional and State materials recovery rates and recycling requirements.

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- B. Promote recycling and reuse opportunities that are accessible to all households, businesses and institutions, including convenient access to recycle items not collected curbside.
- C. Use education and incentives to increase participation in recycling programs thereby reducing materials consumption and associated Greenhouse Gas emissions.
- D. Promote solid waste recycling, reuse and disposal options by providing for the licensing and permitting of provider(s) through franchise agreements.
- E. Discourage unauthorized dumping through public education and enforcement actions.
- F. Prevent hazardous wastes from entering the waste stream through public education, enforcement, and City government operations that emphasize proper handling and disposal.
- G. Reduce the amount of goods consumed by City government operations by utilizing recycled, resource efficient, low carbon, least toxic and durable materials in both daily operations and capital projects; and by maintaining in-house waste prevention, recycling and composting programs.
- H. Use education, incentives and other efforts to increase recycling of reusable building materials and deconstruction instead of demolition during private and public construction.

SOUND QUALITY

Background

A quiet environment contributes significantly to Lake Oswego's quality of life. Studies have shown that there are direct links between noise and health. Noise can diminish or disrupt one's quality of life and can have negative impacts on the natural environment.

The State of Oregon currently has laws regulating noise from new and used motor vehicles, industry and commerce, motor sports vehicles and facilities, and airports. Although state noise laws are in effect, the Oregon Department of Environmental Quality no longer enforces these regulations leaving local jurisdictions primarily responsible for regulating noise and preventing noise problems.

Currently, noise impacts are regulated by the City through a noise ordinance and development standards that prescribe regulations to prevent or mitigate noise impacts caused by new development. The City's Municipal Code regulates loud and disturbing noise as a nuisance and has specific noise prohibitions relating to:



- The keeping of animals
- Mechanical equipment
- Horns and sirens
- Noise amplification devices
- Gathering of persons
- Construction hours

In addition, Lake Oswego's development standards for buildings and landscaping require mitigation of noise impacts on interior occupied spaces and adjacent properties.

In general, it is more effective to mitigate for or separate new noise-generating uses from noise-sensitive uses than it is to address existing, on-going noise problems. This can be achieved by separating noise generating activities from noise sensitive uses, limiting the hours of operation where land uses generate noise, or requiring noise insulation techniques to be utilized in new construction. Communities can also work to prevent noise problems from occurring, especially in residential neighborhoods, through public education. However, enforcement of noise ordinances is the principal method cities use to address noise disruptions when they do occur in residential neighborhoods.

Noise regulations are enforced by the Lake Oswego Police Department and the City's code enforcement specialist; however, there is no on-going noise monitoring program and problems are dealt with on a complaint basis. Enforcement is often challenging because the City has no regulations that establish maximum allowable decibel or sound levels.

In general, the existing goals, policies, and recommended action measures for Sound Quality in the 1994 Comprehensive Plan are still relevant; however, to specifically address noise quality, the City may want to assess whether certain land uses need to be identified as "noise-sensitive" and consider establishing maximum acceptable decibel levels for certain types of equipment or uses to minimize noise impacts. This might require the City to balance potentially competing policies, such as those that support noise regulations with those that support mixed-use development and increased densities in designated areas.

Summary of Major Issues

As the number and size of vacant, developable parcels decreases, and more infill and redevelopment occurs, the potential for noise conflicts increases. Because noise complaints are difficult to resolve after an area is developed, potential noise impacts should be considered during review of development applications. Noise mitigation through site or structure design, or by limiting the hours of noise emissions, should be explored at the development phase to help prevent noise conflicts.

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Development standards can be established to regulate the location, hours of operation, or maximum decibel levels of noise generating activities adjacent to noise-sensitive areas or to require noise abatement through the use of building material, vegetation, walls, berms, and other landforms. The effectiveness of each of these techniques should be evaluated so that one technique alone is not relied upon to provide adequate sound mitigation. It is also important to note that this is an imprecise way of controlling noise impacts because tenants and land uses may change after a building is constructed.

Techniques for enforcement and monitoring should also be considered. Development standards can establish maximum decibel levels, but this can be more difficult to enforce since noise levels are often perceived differently by individuals. The City's capacity to investigate noise violations and enforce the code would also have to be considered in adopting any new standards. A source for maximum noise levels for different types of uses is ORS Chapter 340, Division 35.

The Goal 6 chapter of the 1994 Comprehensive Plan contained the following Sound Quality Goal "reduce noise levels in Lake Oswego and maintain the quiet character of the community in which people can converse, relax, play and sleep without interference from noise." Given Comprehensive Plan's focus on infill development and redevelopment, it may be more realistic to maintain current noise levels or to mitigate for noise impacts than to reduce noise levels.

- Land uses that are considered noise-sensitive should be defined more clearly to indicate if there are particularly sensitive areas in the City that should be protected from new noise impacts (i.e., specific natural areas or significant sites).
- As the City continues to develop (mainly through infill and redevelopment), the potential for noise conflicts will naturally increase, particularly where mixed-use development occurs. Assure that code standards address noise concerns, for example, through conditional use criteria, but do not add unreasonable costs or delays to the development review process.
- A policy to establish maximum decibel levels for certain (new) equipment and uses should set reasonable limits on these noise sources to protect quality of life, while being measurable and verifiable.

Goals And Policies

Goal

Minimize the negative impacts of noise on dissimilar uses and preserve the quiet character of residential neighborhoods.

Policies

1. Preserve and maintain the quiet character of residential neighborhoods, public open spaces, natural parks and parks with natural elements through zoning regulations and development standards.

2. Develop and maintain standards for mixed-use projects and conditional uses that prevent or mitigate negative noise impacts* on noise-sensitive land uses.*
3. Develop and maintain code requirements that mitigate noise through site design and development requirements for major public facilities to prevent negative impacts on noise-sensitive land uses.
4. Minimize negative noise impacts on noise-sensitive land uses through design features such as buffers when improving major transportation facilities.*
5. Maintain the quiet character of residential areas through regulations that address new development, infill, the interface between different types of abutting land uses and associated mechanical equipment through such regulations as adequate setback requirements, height restrictions, buffering and performance standards.

Recommended Action Measures

- A. Coordinate with area jurisdictions and state and local agencies to minimize noise impacts of existing and future transportation facilities and other noise-producing land uses.
- B. Prepare and maintain development standards requiring review of the potential noise impacts of new development, including roads, and the need for mitigating measures such as:
 - i. Building setbacks;
 - ii. Berms, sound walls and extensive landscaping;
 - iii. Site design measures such as using parking, storage areas and buildings that generate little or no noise and separate noise sources from surrounding land uses;
 - iv. Sound insulation and state of the art mechanical and processing equipment that generates little or no noise;
 - v. Measures recommended by DEQ or a qualified noise consultant and financial agreements to ensure required noise reduction measures are installed;
 - vi. Increased rights-of-way for major arterials and berming, sound walls, sunken roadways, and planting of large shrubs and trees;
 - vii. Traffic management measures to discourage through traffic from using local residential streets; and,
 - viii. Regulate hours of construction activity to minimize the noise impacts on the surrounding area.
- C. Update existing Community Development Code provisions to provide both clear and objective standards and performance standards for noise mitigation. The Code should contain a chart with acceptable noise levels based on adjacent land uses.
- D. Coordinate with the City of Portland to establish performance standards for the Tryon Creek Wastewater Treatment Plant, including provisions for noise mitigation.
- E. Examine railroad noise mitigation or reduction measures for neighborhoods and districts located adjacent to a railway.

ENERGY AND ENVIRONMENT

Background

An immense amount of energy is needed to move people and goods, power our buildings and manufacturing, heat the air and water in our homes, and to grow the food we eat. Much of that energy is from non-renewable supplies, such as oil, coal, and natural gas. As energy supplies and pricing become more uncertain, strategies to reduce reliance on non-renewable energy* sources become more critical.

Energy issues and climate change are closely interrelated. Responses to climate change can be put in two categories: mitigation or adaptation. Mitigation focuses on reducing the amount of human-caused greenhouse gases (GHGs) entering the atmosphere; while climate adaptation and resilience strategies address the impacts of climate change on communities and people's abilities to adapt.

Oregon Climate Change Adaptation Framework, developed by the Department of Land Conservation and Development, Oregon Climate Change Research Institute, Oregon University System, and other state agencies in 2010, outlines the likely physical changes that can be expected from climate change, and the initial low-and no-cost strategies state and local government can take to adapt to these changes. The strategies include increasing energy and water efficiency now to reduce the need for more expensive, additional supplies in the future; as well as building infrastructure, such as storm treatment facilities, that can handle extreme storm events now, rather than paying for the costs of repair and cleanup in the future.

Lake Oswego has been working to address energy and climate issues for many years. The 1994 Comprehensive Plan addressed energy conservation (Goal 13) as well as air resources quality (Goal 6, Section 1) and solid waste management (Goal 6, Section 3). These goal areas did not directly address climate change; however, the impacts associated with climate change are better understood now and have become more critical to manage.

In 2005, the City Council signed the U.S. Mayor's Climate Protection Agreement, which was reaffirmed by the City Council in 2009 (Resolution 09-09). As of May 2012, 16 cities in Oregon and 34 cities in Washington State, have signed the Agreement.



Summary of Major Issues

Since 2007, the City has conducted two Greenhouse Gas (GHG) emissions inventories for City operations (2008 and 2009). Targets and strategies were identified to reduce energy use, decrease fuel consumption, increase recycling and decrease overall solid waste, and conserve water, all actions that will reduce overall emissions from City operations. These are several of the actions identified in the City's Sustainability Plan for City operations (adopted by the City Council in 2007, Resolution 07-60).

The City's Sustainability Advisory Board (SAB), formed by City Council in 2008, identified a community-wide GHG inventory as a first step to better understand the community's carbon footprint and establish a baseline from which to identify the most effective strategies for reducing emissions while meeting multiple community benefits and objectives. However, funding was not immediately available to start this work or develop a community climate action plan. SAB then decided to work toward integrating sustainability and climate action into the Comprehensive Plan as a more holistic strategy and opportunity.

In August 2009, the City received an allocation from the U.S. Department of Energy's Energy Efficiency and Conservation Block Grant (EECBG) program. The purpose of the EECBG program is to assist eligible entities in creating and implementing strategies to:

- Reduce fossil fuel emissions in a manner that is environmentally sustainable and, to the maximum extent practicable, maximizes benefits for local and regional communities;
- Reduce the total energy use of the eligible entities;
- Improve energy efficiency in the building sector, the transportation sector, and other appropriate sectors; and
- Create or retain jobs.

Based on the Energy Efficiency and Conservation Strategy prepared as a requirement of the grant program (approved by City Council, Resolution 09-65), in early 2010 final approval was granted to the City to use EECBG funds to implement the following projects:

- Establish an Energy and Emissions Management System for City Facilities;
- Conduct Education and Outreach;
- Retrofit Outdoor Lighting at City Facilities;
- Conduct a Community GHG Emissions Inventory;
- Fund an Energy Management Pilot for the Lake Oswego School District;

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- Participate in Clackamas County Energy Efficiency on Main Street Program (rebates for energy efficiency upgrades for main street businesses); and
- Participate in Clean Energy Works of Oregon (incentives and on-bill financing mechanism for energy efficiency retrofits to single-family homes).

Goals And Policies

A. Energy Services

Goal

Ensure energy systems* and communication systems are available to all development.

Policies

- A-1. Require developers to establish and ensure the preservation of easements necessary to provide energy and communication services and systems.
- A-2. Require new energy and communication utilities to be placed underground where practical.
- A-3. Prepare and maintain development standards for small-scale renewable energy systems that ensure compatibility of those systems with adjacent land uses.

B. Energy Conservation and Resilience

Goal

Reduce net community energy use and carbon emissions to increase Lake Oswego's long-term resiliency* and decrease costs.

Policies

- B-1. Encourage implementation of the Connected Community policies and action measures to increase the share of trips made by modes other than single-occupant vehicles.
- B-2. Encourage implementation of the Solid Waste Management policies and action measures to reduce materials flows (foods, goods and services).
- B-3. Adopt and maintain infrastructure design standards that support long-term resiliency.*
- B-4. Locate and design public facilities to minimize life-cycle costs, including costs associated with energy and water consumption.

C. Energy Efficiency and Renewable Energy

Goal

Increase energy efficiency and the use of renewable energy improvements.

Policies

- C-1. Develop regulatory incentives that encourage new development and redevelopment projects to incorporate green building practices* while maintaining compatibility with adjacent land uses.
- C-2. Prepare and maintain plans, zoning regulations and development standards that support energy-efficient development, such as infill, redevelopment, and rehabilitation of existing buildings, in Employment Centers, Town Centers and Neighborhood Villages.
- C-3. Promote energy efficiency and renewable energy use through the application of code standards during the site planning process.
- C-4. When adopting or updating code standards that promote energy efficiency and renewable energy use, in all types of development, consider compatibility with surrounding land uses and provide flexibility to implement new technologies.
- C-5. Promote energy-efficient land use and circulation patterns by allowing mixed-use development in Employment Centers, Town Centers and Neighborhood Business/Commercial districts.

Recommended Action Measures

- A. Utilize full life-cycle cost analysis for new public buildings, and strive to achieve zero net energy and water consumption that produces no wastes or toxics.
- B. Periodically review and update the City of Lake Oswego Sustainability Plan, to reduce carbon emissions, and energy and water consumption in City operations and facilities.
- C. Assess the development code to identify barriers to implementation of small-scale renewable energy generation, storage, and delivery systems, including compatibility with surrounding uses.
- D. Prepare and maintain development standards that promote energy efficiency and address compatibility with surrounding land uses by balancing a range of options:
 - i. Maintain and improve the City's Solar Access standards to encourage development and redevelopment projects to maximize natural heating/lighting.
 - ii. Encourage development and redevelopment projects to maximize natural cooling by retaining native trees.
 - iii. Provide standards for the placement of energy generating equipment, such as solar panels and wind turbines, and for the installation of systems that collect renewable energy or water, such as cisterns for rain water.
 - iv. Maintain development standards and building codes that are consistent with the current technology in energy-efficiency and water conservation.
- E. Encourage development to achieve energy efficiencies beyond state codes through a mix of incentives, technical assistance, and education.
- F. Support deconstruction (selective dismantlement of building components, specifically for reuse, recycling, and waste management) rather than demolition of structures where a site is cleared of its building by the most expedient means.

ACCESS TO LOCAL FOOD

According to the Centers for Disease Control and Prevention (CDC), “The way we design and build our communities can affect our physical and mental health. Healthy community design integrates evidence-based health strategies into community planning, transportation, and land-use decisions.”¹ One element of healthy community design is providing access to healthy food.

Until recently, access to food was not considered a part of local planning and zoning. Recently, the health and planning fields have been working together to demonstrate the importance of access to local foods and the impacts it has on community health. Lake Oswego is fortunate to have access to locally grown produce, fish, meat, and dairy products. During public workshops on the Comprehensive Plan update, the community expressed an interest in maintaining and improving access to local food as well as providing education to the community about the benefits of local food.



Clackamas County

The Clackamas Agricultural Investment Plan (June 2012) is a comprehensive strategy to increase local food production, processing, distribution and consumption in Clackamas County and the region. The plan recommends substituting local food for imported food as a primary economic strategy. Research indicates that the county currently has productive farmland capacity to meet future demand for most regional fruits and vegetables. Under Oregon’s statewide planning program, cities are not expected to plan and zone land for agricultural uses. However, Lake Oswego can take advantage of its proximity to local farms, including its own Luscher Farm.

According to the 2025 Parks Plan, “food production has re-emerged in the urban landscape in the form of community gardens that have popped up in vacant lots, parks, and even rooftops. These gardens, along with farmer’s markets, community-supported agriculture, food co-ops, and seed-savers groups are part of a larger movement to localize food production—an alternative to the global corporate model of our food industry. The local food system connects consumers with growers, supports small farmers, preserves agricultural heritage, and ensures the availability of nutritious organic food.”

1 <http://www.cdc.gov/healthyplaces>

The City currently has one community garden at Luscher Farm, which has over 180 garden plots. Many schools, garden clubs, local merchants, nurseries, civic groups and individuals help make the garden a community gathering place and great source of pride.

Community Supported Agriculture (CSA)

Community Supported Agriculture (CSA) consists of a network of individuals who have pledged to support one or more local farms, with growers and consumers sharing the risks and benefits of food production. Members or “share-holders” of a CSA farm pledge to cover the anticipated costs of the farm operation and farmer’s salary, and in return receive a weekly box of produce through the growing season. Luscher Farm currently hosts one CSA farm.

Lake Oswego Farmers’ Market

The Lake Oswego Farmers’ Market takes place on Saturdays from mid-May through mid-October on the east end of town at Millennium Park. Vendors include farms from the Metro area as well as a few other vendors selling crafts, furniture, food items, etc. The market is part of Lake Oswego’s culture and has proved to be a place to connect with friends and neighbors.

Farm Stands

Farm stands are businesses that sell produce and seasonal items such as flowers, and trees and wreaths during the holidays, typically from an unenclosed space. Farm stands often sell local food but may sell other produce as well, and they may or may not be owned and operated by a local farmer. Farm stands have been an important part of the social life of the Lake Oswego residents. Farm stands may be smaller than farmers’ markets but they can also be more intensive than a farmers’ market if they are a daily use of the site. Potential land use considerations include traffic, parking and aesthetics. In summary, farm stands can contribute to making local food available, and should be addressed in the City’s land use codes.

Local Education Opportunities

The City manages a demonstration garden at Luscher Farm. The garden features a variety of organic food growing demonstrations, from year-round gardening to urban composting techniques. The garden is a teaching tool for the public to learn about organic gardening techniques and serves as a hands-on classroom during workshops. The goal is to educate urban gardeners about the ease and abundance of organic gardening and supply them with the resources needed to put organic techniques into practice. The farm is open daily to the public from dawn until dusk.

Goals And Policies

Goal

Provide the opportunity for residents to access a variety of local food options.

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Policies

1. Allow farmers' markets, farm/produce stands* and community gardens where they are compatible with the surrounding uses.
2. Preserve agricultural land as designated in the Luscher Farm Master Plan.
3. Allow gardens as an accessory use in all residential zones where residents may grow and raise their own food.

Recommended Action Measures

- A. Review and update the Community Development Code to remove regulatory barriers to providing local food options within Employment Centers, Town Centers, and Neighborhood Villages.
- B. Review and update the Community Development Code to provide standards for the raising of fowl.
- C. Maintain access to Community Supported Agriculture.

NATURAL HAZARDS*

Background

There are three major drainage basins within the City's Urban Service Boundary: Oswego Lake, the Tualatin River, and the Willamette River. The City has many steep wooded hillsides and streams that drain into these basins. The 2010 City of Lake Oswego Natural Hazards Mitigation Plan (NHMP) identifies six major hazards that potentially affect the City: floods, landslides, severe storms (wind and winter), wildfires, earthquakes, and volcanoes. The 1994 Comprehensive Plan only addressed three: floods, earthquakes, and landslides. The risks associated with natural hazards increases as more lands affected by natural resources are developed. The inevitability of hazard events creates a need to develop strategies, coordinate resources, and increase public awareness to reduce risk and prevent loss of property and life. For example, preserving natural areas along river and stream banks allows those areas to act as flood storage areas, and preserving and managing woodlands on steep slopes may reduce the likelihood of landslides and/or wildfires.



Since the 1994 Comprehensive Plan Update, the City has experienced a number of events related to hazards, including the following:

- Rising flood levels* with the 1996 storm.
- Significant landslides.
- 2008 floodplain* map adjustments, which brought more properties and/or more area of specific properties under floodplain regulations.
- Dam improvements completed by the Lake Corporation that modify the floodplain elevation for other properties.
- Along with other critical facilities and infrastructure,* the City's sewer and water systems are vulnerable to flooding, landslides, and seismic events; the Lake Oswego Sewer Interceptor project, completed in 2012, realigned and updated the City's main sewer line within Oswego lake. The City's municipal water system is undergoing repairs and updates in partnership with the City of Tigard.

Lake Oswego Natural Hazard Mitigation Plan (NHMP)

In coordination with Clackamas County and other jurisdictions, the City began efforts to address the interconnectedness of disaster impacts and to take a more regional approach to natural hazard planning. The City drafted and adopted the Natural Hazards Mitigation Plan (NHMP) in 2004 as a local response to the larger Clackamas County NHMP, which must be updated and approved by Federal Emergency Management Agency (FEMA*) every three years. The City's NHMP is a community-wide inventory of assets that are vulnerable to natural hazards and an analysis of an asset's risk exposure to each hazard. The most recent NHMP update was adopted by the City Council in 2010. If kept up-to-date, the City remains eligible for hazard mitigation project federal grants.

The plan is non-regulatory in nature and includes goals and action items. It provides a foundation for coordination and collaboration among agencies and the public, identifies and prioritizes future mitigation activities, and aids the City in meeting federal planning requirements and qualifying for assistance programs. The NHMP works in conjunction with the City's Comprehensive Plan, the Capital Improvement Plan, Building Codes, Development Codes, as well as other county and state plans.

Summary of Major Issues

Bridges

There are sixteen bridges located in the City, all of which are vulnerable to flooding, landslides, and seismic events. Four of the bridges are not under the City's purview:

- Oswego Creek/Highway 43 bridge (maintained by Oregon Department of Transportation-ODOT),
- Briarwood Road Railroad Trestle (maintained by Willamette Shore Consortium),

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- Stampher Road Railroad Trestle (maintained by Willamette Shore Consortium and Willamette Pacific Railroad), and
- Summit Drive Railroad Bridge (maintained by Clackamas County).

The Public Works Department visually monitors bridge conditions to establish baseline condition information for comparison after a disaster. There is a disaster response plan attached to the manual with bridge closure/detour routes. The City's Public Works Department also maintains comprehensive inspection records on all bridges dating back 10–15 years. A full bridge condition assessment is planned in order to prioritize work in the upcoming years. Bridges recently upgraded include the following:

Recently Upgraded Bridges

Bridge	When updated	Jurisdiction performing work
Oswego Canal Bridge (Kelok Road)	2008	City of LO
Oswego Canal Bridge on Childs Road	late 1990s, prior to annexation into the City.	Clackamas County
Springbrook Creek (to armor footings affected by water flow)	2011	City of LO
West Bay (to armor footings affected by water flow)	2011	City of LO

Federal funding is available to upgrade a bridge if it serves as a trucking/freight route, is the only way in or out of an area, is near a fire station/emergency provider, or serves as an official evacuation route. This funding would only apply to the Oswego Creek/Hwy 43 Bridge, which serves as a regional transportation route. All areas served by the 12 other bridges can be accessed using alternate local street routes and are not essential for evacuation or emergency services. These bridges would be closed in the event of an earthquake until further inspections are completed, as physical upgrades to current seismic standards have not been undertaken.

Flooding

In 1996, a low elevation snowstorm followed by a major storm event led to massive flooding along the Willamette Valley's waterways. The Clackamas and Willamette River and their tributaries swelled beyond the 100-year flood* level. This also caused unstable soil conditions, leading to landslides and debris flows throughout the region. The highest recorded flood levels

on the Tualatin River were documented, which impacted the Tualatin Canal and the level of Oswego Lake.

In 2002, the City of Lake Oswego partnered with Clean Water Services, a water resources management utility in the Tualatin River Watershed, to have a new flood study completed for Oswego Lake and the Oswego Canal. Clean Water Services was in the process of conducting a major flood insurance study of the entire Tualatin Basin. The Lake Oswego portion of the study generated new flood insurance rate maps (FIRMs) that depict a rise in the level of the base flood* along the Tualatin River, the Oswego Canal, and Oswego Lake.

Landslides

As noted in the 2010 NHMP, landslides and soil erosion* hazards exist at different locations throughout the City due to the presence of hilly terrain, steep ridges, and ravines underlain by unstable geology and overlaid by soils which have low carrying capacity for structures. Expanded impervious surfaces can increase the volume and velocity of storm water runoff after a rainfall event. Since the last Comprehensive Plan update in 1994, a number of landslides (both minor and major) have occurred on Iron Mountain, in George Rogers Park and a landslide above Green Bluff Drive in the Marylhurst area. In 2010, a hillside at the rear of the Adult Community Center washed away sending dirt and debris into nearby Tryon Creek State Park.

Earthquakes

The City's GIS Department has mapped the geographic extent of seismic hazards with zones ranging from Zone A (highest hazard areas) down to Zone D throughout the City.

Wildfires

The City is characterized by numerous natural areas and open spaces, along with significant tree canopy and wildlife habitat. Recognizing that these natural features provide an essential part of the overall community character, the 2010 NHMP does not recommend removal of trees or habitat to reduce the risks of wildfires. Instead, the Plan recommends the preparation of an Urban Forest Fire Management Plan with research focused on wildfire and habitat protection in coordination with the City's Tree Code and natural resource protection regulations.

Clackamas County's Community Wildfire Protection Plan is a non-regulatory plan that representatives from the City's Fire Department participated in creating with Clackamas County and other local jurisdictions.

Goals And Policies

Goal

Minimize impacts and risk to life and property from natural hazards and disasters.

Policies

A. General Hazards Policies

- A-1. Promote consistency and implementation of the City's hazard planning through coordination between departments, programs, agencies, and jurisdictions.
- A-2. Work with DOGAMI,* DLCD,* Clackamas County and other agencies to maintain updated hazard inventories that inform potential development.
- A-3. Minimize development in hazard areas by promoting innovative site design, building design and density transfer.
- A-4. Locate new City infrastructure, public functions, major structures, and hazardous facilities in non-hazard areas where possible.
- A-5. Reduce the vulnerability of the City's critical facilities and infrastructure.
- A-6. Prioritize hazard mitigation projects listed in the City's Natural Hazards Mitigation Plan Addendum (NHMP).

B. Flood Hazard Policies

- B-1. Apply flood management standards to areas defined and mapped as being within the City's Flood Management Area, which includes:
 - a. Land within the 100-year flood boundary as depicted on the most recent Flood Insurance Rate Maps (FIRM) and Flood Boundary and Floodway* Maps created for the National Flood Insurance Program* by the Federal Emergency Management Agency (FEMA).
 - b. The area of inundation by the February 1996 flood along the Willamette River, along the Tualatin River, and along the Oswego Canal south of Bryant Road.
- B-2. Continue to participate in the National Flood Insurance Program and comply with Federal Emergency Management Agency (FEMA) standards.
- B-3. Limit new development in the FEMA-regulated floodway, including filling* and removal of earth, to the following uses provided that no increase in base-year flood levels occurs:
 - a. Public and private open space* and recreational uses;
 - b. Water-dependent structures* such as docks, piers, bridges, and floating marinas; and,
 - c. Public facilities, such as utilities, bridges or other improvement structures.
- B-4. Implement regulations and standards to ensure public facilities and development meet City, FEMA and Metro Title 3 and other regulatory agency requirements, and the following:
 - a. Reasonable protection of public facilities;
 - b. The flow, velocity and elevation of flood waters are not changed so as to endanger other property;

- c. Other problems associated with flooding such as ponding, poor drainage, high water tables and unstable soils are addressed.
- B-5. Improve flood control by protecting, restoring and maintaining the natural systems of floodplains including riparian vegetation, wooded areas and wetlands.
- B-6. Ensure public and private storm water systems are planned, developed, and maintained to prevent flooding, protect water quality, and preserve natural surface water systems to protect aquatic habitat (*See also, Surface Water Management policies*).
- B-7. Reduce flooding by promoting Low Impact Development practices that reduce impervious surfaces and promote infiltration of surface water (*See also, Surface Water Management Policies*).

C. Earth Quake Hazard Policies

- C-1. When siting essential public facilities,* evaluate hazard risk and location based on the most recent geologic and seismic studies.
- C-2. Require compliance with the current edition of the Oregon Structural Specialty Code regarding building design for earthquake resistance.
- C-3. Provide education and public awareness of earthquake risks and public safety.

D. Landslides, Erosion, and Unstable Soils Policies

- D-1. Continue updating Community Development Code maps with the best and most current information to minimize hazards associated with soil erosion, landslides and unstable soils.
- D-2. Implement regulations, standards and incentives that ensure:
 - a. Appropriate engineering and site development measures to prevent damage from hazards associated with erosion, landslides and unstable soils;
 - b. Protection and restoration of natural and topographic features such as ridge lines and vegetation to preserve slope and soil stability;
 - c. Preservation of undisturbed slopes due to severe landslide and erosion hazard;
 - d. Protection of natural resources associated with steep slopes such as stream corridors, trees and other vegetation and wildlife habitat;
 - e. Erosion control measures; and,
 - f. Property owners include erosion and drainage control measures in site planning, during and after development, to prevent increases in surface water runoff, erosion and siltation.
- D-3. Control erosion through the following measures:
 - a. Minimize the disturbance of existing vegetation.
 - b. Preserve land identified with a potential for high erosion hazard as undisturbed slope, unless appropriate evidence demonstrates that engineering can effectively overcome soil and slope limitations.

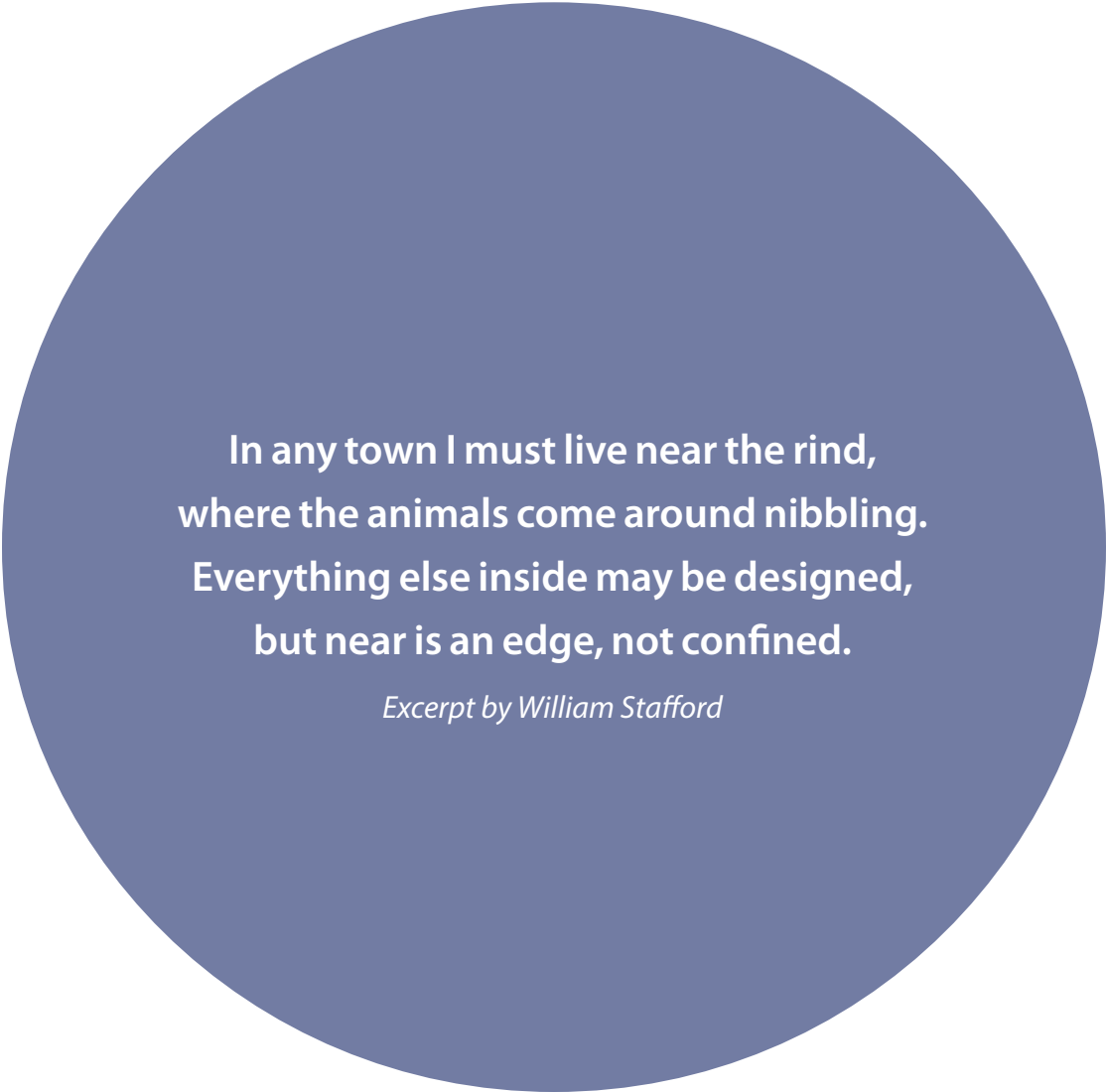
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- c. Promote Low Impact Development practices to reduce surface water volume and velocity.
- D-4. Ensure that public facilities* and services are designed to withstand movement of soil and rock if locating in hazard areas is unavoidable.

Recommended Action Measures

- A. Consider for park or open space acquisition undeveloped areas subject to high hazard ratings, consistent with the Parks Plan 2025 recommendations and City policy.
- B. Periodically update natural hazards inventory maps based on current information published by DOGMI, FEMA, and other applicable agencies.
- C. Update code provisions relating to hillside protection standards and weak foundation soils as new data and LIDAR maps become available, including clarifying the definition of high erosion hazard.
- D. Consider amending the Community Development Code to expand the use of density transfers as a way to avoid or reduce development impacts in areas subject to natural hazards.
- E. Encourage community/neighborhood-based emergency preparedness and response teams.
- F. Maintain current floodplain information for the Lake Oswego Urban Services Boundary and make it easily available to the public.
- G. Coordinate with the Army Corps of Engineers, Federal Emergency Management Agency and other responsible state, regional and local agencies regarding:
 - i. Periodic review and update of floodplain information;
 - ii. Review of major development which could have flood impacts across jurisdictional boundaries; and,
 - iii. Emergency operations planning necessary to protect life and property during a major flood.
- H. Encourage acquisition within the flood plain, of property and easements, as designated by the Lake Oswego Surface Water Management Plan, for conveyance and storage of floodwaters and for natural open space* and passive recreation uses.
- I. Encourage Clackamas County not to approve on-site sewage treatment systems within the unincorporated Urban Services Boundary which would be impaired during flooding and which could contaminate floodwaters.
- J. Utilize other federal, state and local sources to estimate the floodplain's location if an area suspected to be subject to flooding has not been mapped by FEMA. If these sources are not available, the required information shall be provided by the developer.
- K. Encourage uses within the floodplain that do not require protection by dams, dikes or levees such as parks, open space areas, wetlands, and storm water detention facilities.
- L. Establish development regulations and standards to protect and restore watercourses within the floodplain that require:

- i. Buffers between development and water courses;*
 - ii. Maintenance and restoration of natural vegetation; and,
 - iii. Erosion control and protection of water quality.
- M. Implementation of other measures necessary to maintain the water carrying capacity of water-courses and preserve their natural functions.
- N. Review and modify the City's Emergency Operations Plan as necessary to achieve a reduction in loss of life, personal injury and property damage in the event of an earthquake.
- O. Integrate earthquake safety planning into all City operations.
- P. Maintain and provide current earthquake information and Oregon Structural Specialty Code seismic requirements to developers and other interested citizens.
- Q. Assess potential seismic influences, damage potential and possible corrective actions to City sewer and water systems, bridges and other City facilities.
- R. Use DOGAMI's inventory of relative earthquake hazards in the Lake Oswego area to determine areas that will likely experience the greatest effects from any earthquake. This information can be used in refining the Emergency Operations Plan and determining relative damage potential of various locations.
- S. Supply information brochures on earthquake preparedness, to residents, schools and civic groups and make brochures available at the Library.
- T. Minimize ground disturbance during construction by retaining natural vegetation and topographic features such as natural drainage swales, rock outcroppings and ridge lines, to the greatest extent possible, and by using measures to minimize runoff during development and after construction.
- U. Require expected surface water runoff for all development to be controlled on site, where practical, in order to protect property, stream channels and stream corridors from present and future runoff and sedimentation.
- V. Promote slope and soil stability and use of the natural drainage system in areas of landslide potential, by retaining areas of existing vegetation to the greatest extent possible.
- W. Maintain a current inventory of landslide and unstable soil hazards.
- X. Reduce soil erosion problems by inspecting construction site controls, responding to complaints and providing enforcement.
- Y. Reduce intensity of development from that permitted by the zoning code or previous development approval, if necessary, to eliminate or reduce an erosion, landslide or unstable soil hazard.
- Z. Create a public awareness program to educate developers and the general public regarding the importance of erosion control, the City's erosion control program, and ways in which they can promote erosion control.



**In any town I must live near the rind,
where the animals come around nibbling.
Everything else inside may be designed,
but near is an edge, not confined.**

Excerpt by William Stafford

Urbanization



Urbanization

Statewide Land Use Planning Goal

The Urbanization chapter implements Statewide Planning Goal 14: Urbanization.

Updates To Lake Oswego 1994 Comprehensive Plan

The Urbanization chapter updates the Lake Oswego 1994 Comprehensive Plan chapter by the same name (Goal 14: Urbanization). This element of the 1994 Plan was updated during 1997–1999 to address the Metro 2040 Growth Concept Plan. The current Comprehensive Plan Land Use Map is not proposed to change. Figures 17 through 20 (formerly Figures 26 through 29) have been updated to reflect the current Comprehensive Plan Land Use Map (Figure 2) and Employment Area designations in the Metro Functional Plan, which replace similar designations in the 2040 Growth Concept Plan; unlike the 2040 Growth Concept, the Metro Functional Plan does not designate the area between Kruse Way, Carman Drive and Boones Ferry Road as part of the regionally significant Employment Area to the east along Kruse Way and Meadows Drive. Figure 21 (formerly Figure 30), which shows properties eligible for sewer services prior to annexation, has also been carried forward.

Urbanization

Background

Statewide Planning Goal 14: Urbanization

“To provide for an orderly and efficient transition from rural to urban land use.”

Urban growth boundaries shall be established to identify and separate urbanizable land from rural land. Establishment and change of the boundaries shall be based upon consideration of the following factors, pursuant to Statewide Planning Goal 14:

- Demonstrated need to accommodate long range population growth requirements consistent with LCDC goals;
- Need for housing, employment opportunities and livability;
- Orderly and economic provision for public facilities and services;
- Maximum efficiency of land uses within and on the fringe of the existing urban area;*
- Environmental, energy, economic and social consequences;
- Retention of agricultural land as defined, with Class I being the highest priority for retention and Class VI the lowest priority; and,
- Compatibility of the proposed urban uses with nearby agricultural activities.

Lake Oswego grew from 33,145 to 36,770 people between 1995 and 2013 (Portland State University Population Research Center). This growth was anticipated and planned for by the Comprehensive Plan and public facilities plans. The residents of Lake Oswego have financed the facilities necessary to provide high quality urban services both for existing residents and in anticipation of serving the growth that will occur inside the City’s Urban Services Boundary (USB).*

The Portland Metropolitan Urban Growth Boundary (UGB) coincides with the City’s urban services boundary. The UGB defines the limit of urban development and Lake Oswego’s sense of open space and community character is strongly influenced by the distinction created between the urban and rural landscapes.

The urban growth boundary is one of the primary tools that Oregon’s land use planning program has used to control sprawl, preserve valuable resource lands, and promote the coordinated and logical provision of public facilities and services. UGB’s are intended to provide sufficient buildable lands to accommodate urban growth for a minimum twenty year planning period. Within the Portland metropolitan area, Metro has the responsibility for establishing and managing the regional urban

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growth boundary. Pursuant to ORS 268.390 Metro is charged with “Adopt(ing) an urban growth boundary....in compliance with applicable goals adopted under ORS Chapters 195, 196 and 197”.

The task of developing the Portland Metropolitan Area UGB was initiated in 1976 when Metro’s predecessor, Columbia River Association of Governments (CRAG) adopted a “land use framework element” for establishing urban, rural, and natural resource designations for all land in Washington, Clackamas and Multnomah counties. Four years later, in 1980 the Metro urban growth boundary was adopted by the Metro Council and acknowledged by the Land Conservation and Development Commission (LCDC) as being in compliance with the statewide planning goals.

In 1987, as part of its urban growth management responsibility, Metro received notice from the Department of Land Conservation and Development (DLCD) to conduct periodic review of the urban growth boundary. Through this process, Metro determined that there was sufficient buildable land within the urban growth boundary to accommodate urban land supply needs beyond the year 2010.

Concurrent with periodic review of the urban growth boundary, Metro adopted the Regional Urban Growth Goals and Objectives (RUGGOs) in 1991. Development of the RUGGOs were required pursuant to ORS 268.380 (1), which states, “A district council shall: (1) Adopt land use planning goals and objectives for the district consistent with goals adopted under ORS 197.005 to 197.465.” The RUGGOs have a regional scope. They are intended to provide a policy framework for Metro’s management of the urban growth boundary and for coordination of Metro functional plans with that effort and each other.

In 1991 Metro initiated the 2040 Growth Concept. This process was intended to identify the approximate amount of land needed to accommodate the population and employment growth, and commensurate urban services for a 50 year period. The 2040 Concept Plan was intended to result in a more compact urban form, as each city in the region uses its land efficiently to accommodate increased densities and prevent urban sprawl.

The City of Lake Oswego actively participated in the development of the Metro 2040 Concept Plan from 1991 to 1996. The City provided leadership in coordinating the establishment of the North Stafford Area Policy Task Force as well its ongoing activities from 1992 through 1995. The Task Force was formed to coordinate local government and affected citizens groups’ involvement in planning for the North Stafford Area and participation in the Metro 2040 planning process. In December 1993, the Task Force unanimously adopted a Joint Position Statement regarding the impact of urbanization on public facilities, the environment, and the quality of life in the area and the adjoining cities of West Linn, Lake Oswego, and Tualatin.

The Task Force concluded that the Stafford Area should not be urbanized. The Task Force also found that the future land use pattern of the Stafford area should be comprehensively planned to:

- Preserve the air, water, and land resource quality of the area, and;

- Provide safe and efficient transportation consistent with the area's needs, and;
- Ensure that future development is consistent with the capacity of existing public facilities and services; and,
- Preserve the rural character and open space values of the area.

In addition, the Task Force agreed that it was important to establish criteria to evaluate any future Urban Growth Boundary Expansion. This joint position statement represented the collective view of the cities of Lake Oswego, West Linn, Tualatin, Clackamas County, the West Linn-Wilsonville School District and most residents of the North Stafford area. The City of Lake Oswego and its Task Force partners participated in numerous Metro meetings and hearings subsequently regarding the 2040 Growth Concept and RUGGO's.

Despite the City of Lake Oswego's consistent opposition to the expansion of the UGB and urbanization of the North Stafford area, the Metro Council designated 2,056 acres in the North Stafford area as urban reserve study areas on March 6, 1997. Metro Council's action raised the possibility that the City of Lake Oswego would be expected to provide urban services to approximately 1,200 of those acres. This would have profound consequences on Lake Oswego's fiscal resources and livability. Lake Oswego voters subsequently approved a City Charter amendment November 3, 1998 (Section 57) requiring a citywide vote on any proposed annexation of land within the Stafford basin, except for lands designated by Metro as First Tier Urban Reserve Areas* pursuant to Metro Ordinance 96-655E. Section 57 does not apply to an annexation necessary to alleviate a health hazard in the area proposed to be annexed.

In 2007, the Oregon Legislature passed Senate Bill 1011, which allows Metro and the three counties within the Portland metro area to designate urban and rural reserves for a 40–50 year planning period based on factors other than the quality of agricultural soils. On August 21, 2010, Clackamas County adopted Urban Reserve Areas 4A and 4B (North Stafford Area), 4C (Borland Road), and 4D (South Stafford), under an intergovernmental agreement with Metro. The area comprises all of the land between the current Urban Services Boundary and I-205, and extends south of I-205 toward Wilsonville. The areas closest to Lake Oswego, Areas 4A, 4B, and 4C, combined, comprise approximately 4,700 acres. Currently, no city is willing or able to provide urban services to this area, and the cities of West Linn and Tualatin have appealed the County decision. As of 2013, the issue is unresolved.

Although Lake Oswego does not support urban levels of development in the Stafford area, the City believes that it is important to participate in discussions regarding future planning and development, in the event the area is included in a future expansion of the urban growth boundary. Therefore, it is in Lake Oswego's best interest to develop policies regarding how growth will be financed, and to develop a growth management program and implementing measures that will maintain the City's quality of life. For example, the City maintains Systems

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Development Charges for infrastructure to minimize public subsidy of City services for the limited growth that can occur within the current USB.

Specific urban growth boundary amendment procedures have been adopted by the Metro Council and acknowledged by the LCDC, which include maintenance by Metro of regional population and employment forecasts, and buildable lands inventories.

The City of Lake Oswego has adopted Metro's 2035 population and employment forecasts, as contained in the Complete Neighborhoods and Housing and Economic Vitality chapters of the Comprehensive Plan. The City has also adopted a Housing Needs Analysis and Economic Opportunities Analysis, pursuant to State and Metro requirements.

The City and School District have constructed the basic facilities needed to serve the ultimate population anticipated for the current Urban Service Boundary (USB). The City and School District have been preempted by state law from charging new development for the costs of providing additional school capacity or police, fire and library facilities.

Summary of Major Issues

The following are some of the issues and changed circumstances and conditions considered in the 1997 update of this element of the Comprehensive Plan that remain relevant in 2013:

- In 2010, Clackamas County adopted Urban Reserve Areas 4A (North Stafford), 4B (Rosemont), 4C (Borland Road) and 4D (South Stafford/Norwood) pursuant to its intergovernmental agreement with Metro. The area comprises the land between the current USB and Interstate 205, and extends south of Interstate 205 toward Wilsonville.
- Growth outside the current USB would require substantial expansion of the capacity of the City's utility and transportation systems and School District facilities. Urban growth outside the current USB would also require annexation and extension of City urban services into the annexed territory, which could not occur without approval through a citywide vote pursuant to the City Charter.
- Growth outside the current USB would have fiscal impacts that could adversely affect the level of urban services the City provides; if not mitigated, it could reduce quality of life in the City. Full cost recovery impact fees will need to be established for any growth outside the USB or current residents will be required to pay for the cost of such growth.
- Growth that occurs outside the current USB could have adverse impacts on the natural environment, which if not mitigated could reduce the quality of life in the City.
- It is not in the interests of the citizens of Lake Oswego to subsidize the extension of City services to provide for development on urban reserves south of the current USB.
- It is in the City's interest to plan for the orderly annexation of land and extension of urban services within the USB, so as to provide for the efficient delivery of services and to avoid premature expansion of the USB.

- City policy on annexations has shifted over the years. While state law allows the City to compel islands of unincorporated land to annex, the current policy favors a voluntary approach.

Goals And Policies

Goals

Ensure that, as population increases, the City of Lake Oswego:

1. Supports a compact form of urban growth, compatible with the City's neighborhood character, that uses land efficiently, focusing redevelopment within the current urban service boundary to discourage urban sprawl, and preserving rural lands outside the boundary;
2. Is well planned with carefully organized patterns of growth and strategic investment in infrastructure within its borders; and
3. Maintains full provision of services within the current urban service boundary.

A. Urban Service Boundary and Urban Growth Boundary Policies

Policies

- A-1. The City will not expand the existing Urban Service Boundary* (USB) and will resist efforts to require expansion, except in those areas designated Teir 1 Urban Reserves as of February 1998, or where properties are needed for the development of public parks and recreation facilities.
- A-2. In any areas where the Urban Service Boundary has been expanded, new development will be required to pay for the full cost of extending urban services.*
- A-3. The Urban Services Boundary (as depicted on the Comprehensive Plan Map) is the area within which the City shall be the eventual provider of the full range of urban services.
- A-4. Unless created in partnership with the City, oppose the formation of any new service district within the Urban Services Boundary.
- A-5. Support expansion of an existing service district's boundaries only if:
 - a. It can be shown that it is the only feasible way to provide a particular service. City services, rather than district services shall be provided when they are, or can be made available and are adequate;
 - b. The provision of service is consistent with the City's Public Facility Plan and Comprehensive Plan goals and policies;
 - c. Annexation agreements are recorded for the property receiving service, to the extent permitted by law; and
 - d. The service district can maintain an adequate level of service over both the short and long term.

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- A-6. When expanding the USB, inventory historic resources and provide incentives to designate and preserve the resources as historic landmarks.

B. Stafford Basin Policies

Policies

- B-1. Maintain the rural character of the Upper Stafford Basin to support land uses such as sustainable agriculture and parks in close proximity to the City center, consistent with the provisions of the Inspiring Spaces & Places chapter.
- B-2. In the Upper Stafford Basin, support a rural buffer between any urbanized areas and the existing communities of Lake Oswego, Tualatin and West Linn to maintain the individual character of each community.
- B-3. If concept planning occurs in the Stafford Basin Urban Reserve;*
 - a. Participate in a primary decision-making role for Urban Reserves 4A, 4B and 4C.
 - b. Advocate for the following plan features to be included:
 - i. A design and development pattern that results in strong transportation and transit connections to the east and west along I-205.
 - ii. Concurrent provision for accommodating increased demand for travel along I-205, including transit.
 - iii. In the Upper Stafford Basin, retention of the rural character and related land uses (Policy B-1) and a rural buffer between existing communities and future urbanized areas (Policy B-2).
 - c. Support the area's inclusion in the Urban Growth Boundary only if i-iii, above, are part of the final plan.

C. Annexation Policies

Policies

- C-1. Extend sanitary sewer and water services in the City's Urban Service Boundary as follows:
 - a. Require unincorporated property to annex prior to the receipt of City sanitary sewer service except as provided in section (b).
 - b. Any of the properties designated in Figure 21 may be provided with City sanitary sewer service prior to annexation if all of the following conditions are met:
 - i. The property is within the Lake Oswego Urban Services Boundary;
 - ii. An existing sanitary sewer line operated by the City, to which connection can be made in accordance with subsection (iv) below, is within 300 feet of the property;

- iii. The County has found that the septic system serving the property is failing and the County has directed connection to a sanitary sewer system;
 - iv. The plan for extension of a sanitary sewer line to be connected to the City sanitary sewer line has been approved by the City Engineer; and
 - v. Immediate annexation of the property is not feasible and the Owner has executed a consent for future annexation.
- c. Require unincorporated property to annex or execute a consent for future annexation prior to the receipt of City water service. In no case will consent for future annexation be accepted where immediate annexation is feasible.
- C-2. The City may initiate island annexations as allowed by state law to:
- a. Create logical City boundaries; and,
 - b. Provide economic and efficient provision of City services to existing and proposed development within the subject area, and to adjacent land.
- C-3. Ensure that annexation of new territory or expansion of Lake Oswego's Urban Services Boundary does not detract from the City's ability to provide services to existing City residents.
- C-4. Prior to the annexation of non-island properties, ensure urban services* are available and adequate to serve the subject property or will be made available in a timely manner by the City or a developer, commensurate with the scale of the proposed development.
- C-5. Require annexation of unincorporated property proposed for development when the development requires City sanitary sewer or water facilities.
- C-6. Encourage owners of property within the Urban Services Boundary to voluntarily annex to the City.

D. Planning and Coordination Policies

Policies

- D-1. Enter into and maintain intergovernmental agreements with any sanitary sewer or water service provider within the Urban Services Boundary, and include a requirement for annexation agreements for unincorporated lands to receive either service.
- D-2. The City may enter into intergovernmental agreements to extend sanitary sewer, water, storm water management and other services to other cities outside the USB, and continue or enter into new agreements with existing service districts to provide public safety services and domestic water provided:
- a. These arrangements are in the City's financial interests;

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- b. Adequate capacity exists to provide services;
 - c. The quality and quantity of services to existing and future City residents are not diminished;
 - d. Such actions are consistent with the City's Public Facility Plan; and
 - e. Comprehensive Plan goals and policies pertaining to public facilities and services and urbanization are met.
- D-3. Enter into and maintain an Urban Growth Management Agreement with Clackamas County for lands within the Urban Services Boundary to:
- a. Promote compatibility of land uses, neighborhood character and public facilities when territory is annexed to Lake Oswego;
 - b. Preserve neighborhood character and livability through a coordinated City and County planning program;
 - c. Ensure high standards of urban design compatible with the surrounding community;
 - d. Provide certainty and predictability through consistent development standards and policies;
 - e. Protect and enhance natural resources;
 - f. Ensure the provision of public facilities and services is consistent with the City's Public Facility Plans;
 - g. Promote orderly annexation of territory;
 - h. Clearly define responsibility of the City, County, special districts, and franchise holders (e.g. cable, gas, electric power, solid waste) in providing services and managing growth within the Dual Interest Area;
 - i. Foster cooperation among all parties involved in land use planning and service delivery;
 - j. Obtain timely decisions pertaining to land use and service delivery issues; and
 - k. Achieve fair and equitable financing for public facilities and services needed to accommodate development.
- D-4. Develop, coordinate and implement the Public Facility Plan (PFP) for lands within the Urban Services Boundary to ensure predictable and logical provision of urban services.
- D-5. Enter into and maintain intergovernmental agreements with service districts operating within the Urban Services Boundary. These agreements shall:
- a. Define short and long term service provision roles of the City and service districts;

- b. Specify the terms and conditions of withdrawal of territory from service districts and the transition of capital facility ownership and administration to the City;
- c. Provide for coordination of plans and programs between the City and service districts; and
- d. Ensure services are provided consistent with the City's adopted Public Facility Plan.

Recommended Action Measures

- A. Update System Development Charge rates annually and adjust rates to reflect increases in construction costs.
- B. Consider and, as appropriate, encourage changes in state legislation to allow the collection of System Development Charges for schools, fire stations, law enforcement facilities, and libraries.
- C. Maintain and update the Quality of Life Indicators.*
- D. Incorporate Quality of Life Indicators into development regulations as criteria for determining the impacts of future development on the community.
- E. Participate in Metro's Urban Growth Management planning process and evaluate the feasibility of providing urban services to areas adjacent to Lake Oswego's Urban Services Boundary that Metro designates as urban reserves. As appropriate, develop urbanization plans* for land use and facilities in urban reserve areas designated by Metro. (See also, Annexation Policies.)
- F. Prior to any expansion of the Metro Urban Growth Boundary, encourage Metro to work with affected jurisdictions and property owners to develop specific land use plans for these areas that ensure:
 - i. An efficient and compact urban form, thereby minimizing the need for expansion;
 - ii. Preservation of open space and other natural resources;
 - iii. That all urban level public facilities and services will be made available concurrent with development; and,
 - iv. That negative impacts will not accrue to neighboring communities.
- G. Maintain design and zoning standards for development within designated Town Centers and Employment Centers that:
 - i. Promote compact urban form, thereby avoiding urban sprawl;
 - ii. Are compatible with surrounding development;
 - iii. Ensure pedestrian scale design; and,
 - iv. Encourage alternatives to automobile use in order to reduce automobile dependence.

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- H. Implement a neighborhood planning program in coordination with Clackamas County to include portions of the Urban Services Boundary (USB).
- I. Encourage the City, County and service districts to adopt compatible facility design standards.
- J. Coordinate the development and implementation of the City's Capital Improvement Plan with Clackamas County, service districts and other service providers within the USB.
- K. Monitor and implement annexation agreements to ensure annexation of eligible property occurs as specified.
- L. Establish System Development Charge rates for urban reserve areas to recover the full cost of providing urban services.
- M. Explore the feasibility of adopting measures to ensure that the incremental costs of operating and maintaining urban services in any urban reserve area are fully assessed to that area.
- N. Within the Urban Services Boundary encourage Clackamas County to:
 - i. Apply relevant policies from the Lake Oswego Comprehensive Plan;
 - ii. Review development, using City standards and review procedures;
 - iii. Share in the responsibility of providing park facilities; and,
 - iv. Apply System Development Charges derived from development to projects that directly benefit the area.
- O. Work cooperatively with Clackamas County on regional planning issues, including the designation of urban reserve areas or amendments to the Portland Metropolitan Urban Growth Boundary, which may affect the interests of either jurisdiction.
- P. Provide public information to explain the costs and benefits associated with being within the City limits.
- Q. Develop a list of methods for encouraging annexation of properties within the USB.
- R. Encourage Clackamas County to require legislative and quasi-judicial Plan amendments* within the Dual Interest Area to be consistent with the nearest or most similar City Comprehensive Plan designation.
- S. Recognize that public service districts may continue to operate within the Urban Services Boundary until:
 - i. An entire district, or portions thereof, are annexed by the City and subsequently withdrawn from district; or,
 - ii. Other arrangements are made for the assumption of district responsibilities by the City pursuant to intergovernmental agreement.



Exerpt from a poem by William Stafford

Metro Design Type Boundaries

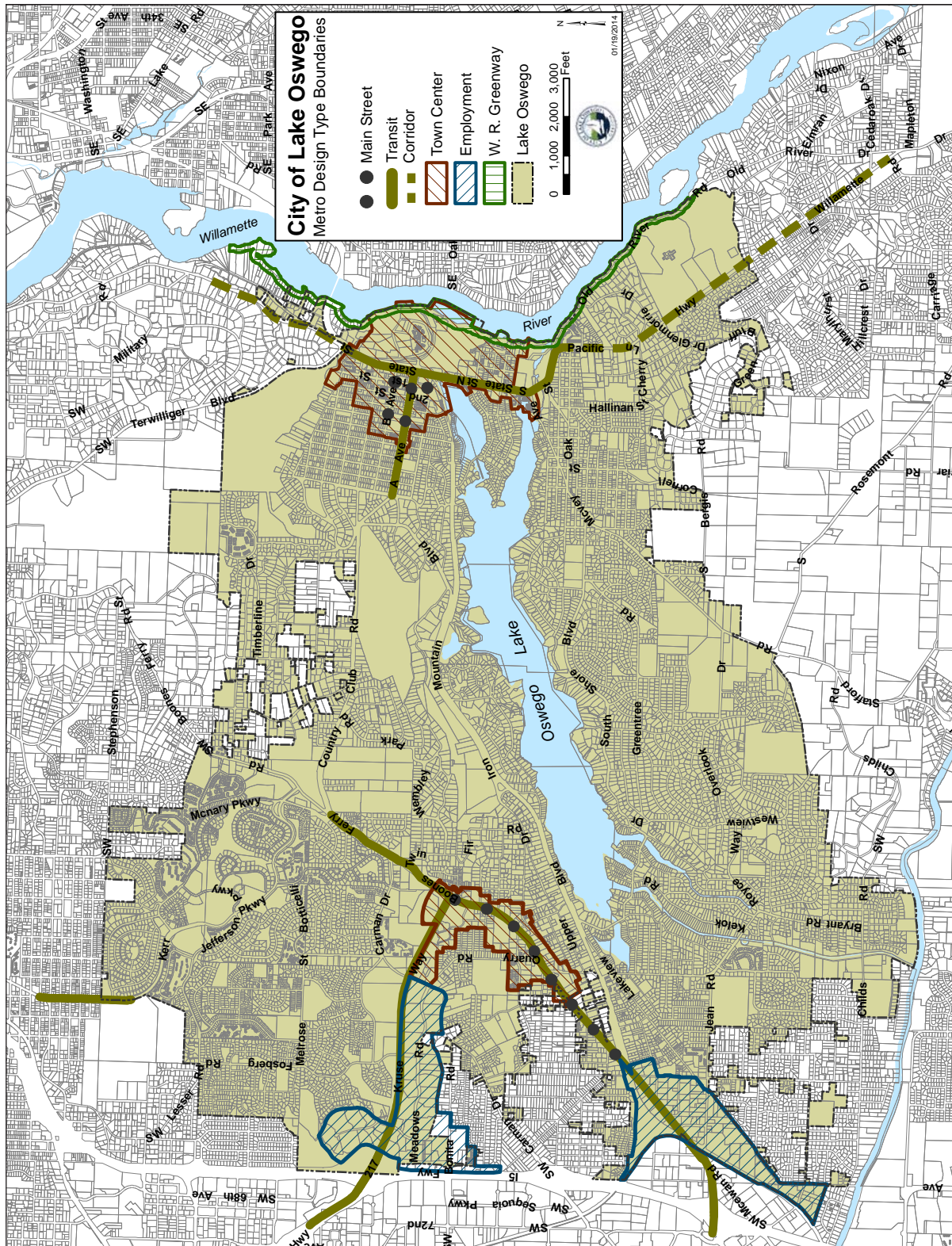


Figure 17

Metro Design Type Boundaries

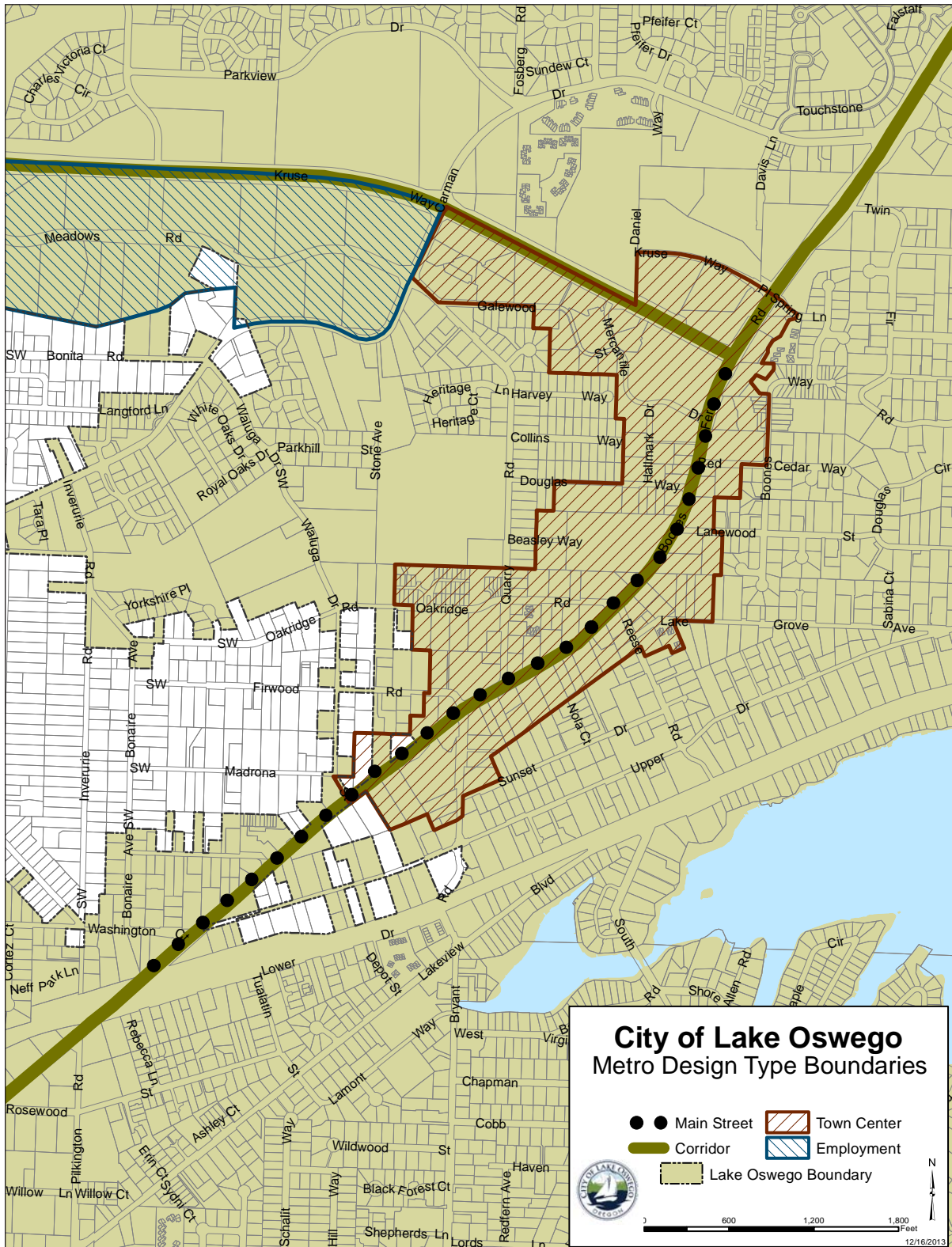


Figure 18

Metro Design Type Boundaries

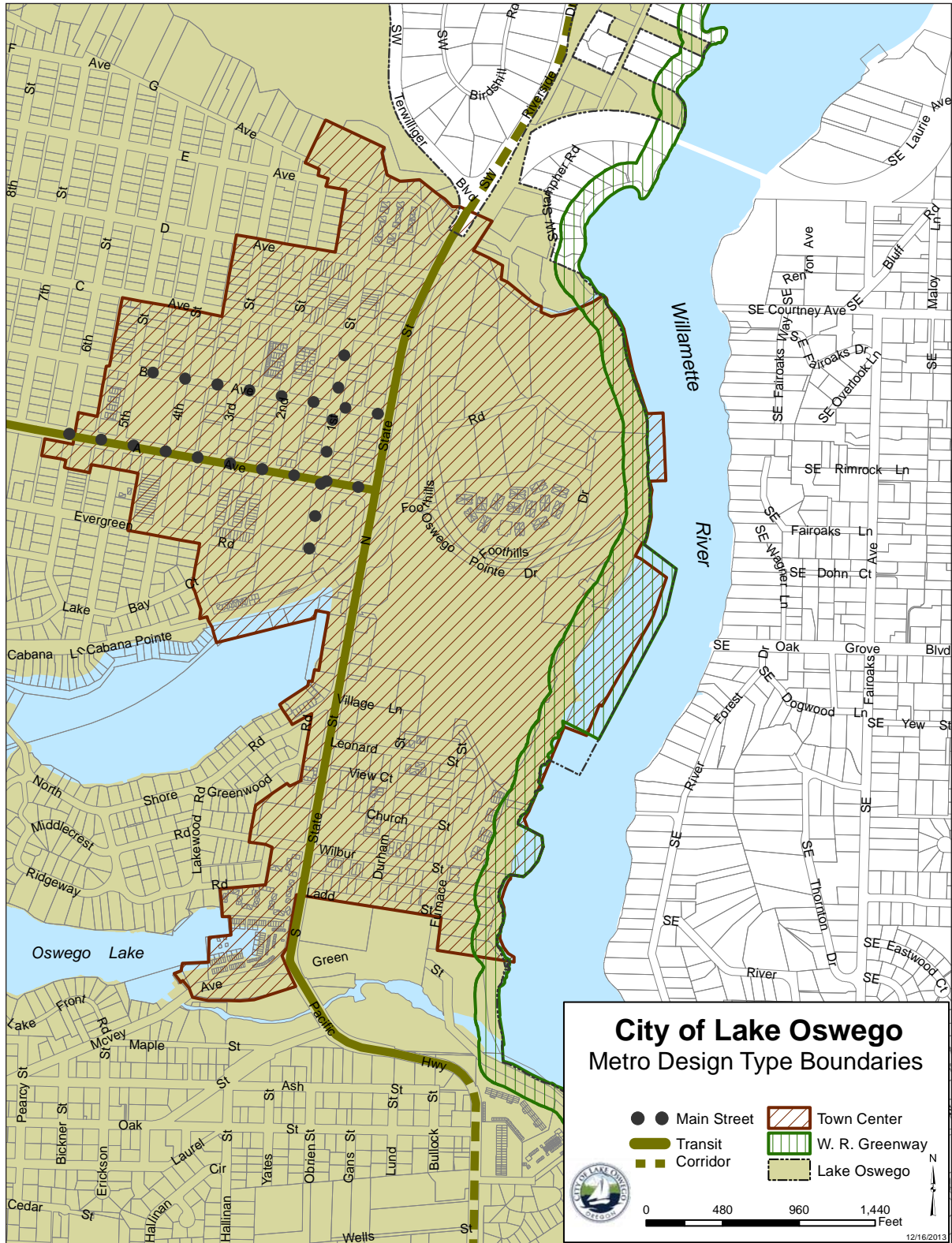


Figure 19

Metro Design Type Boundaries

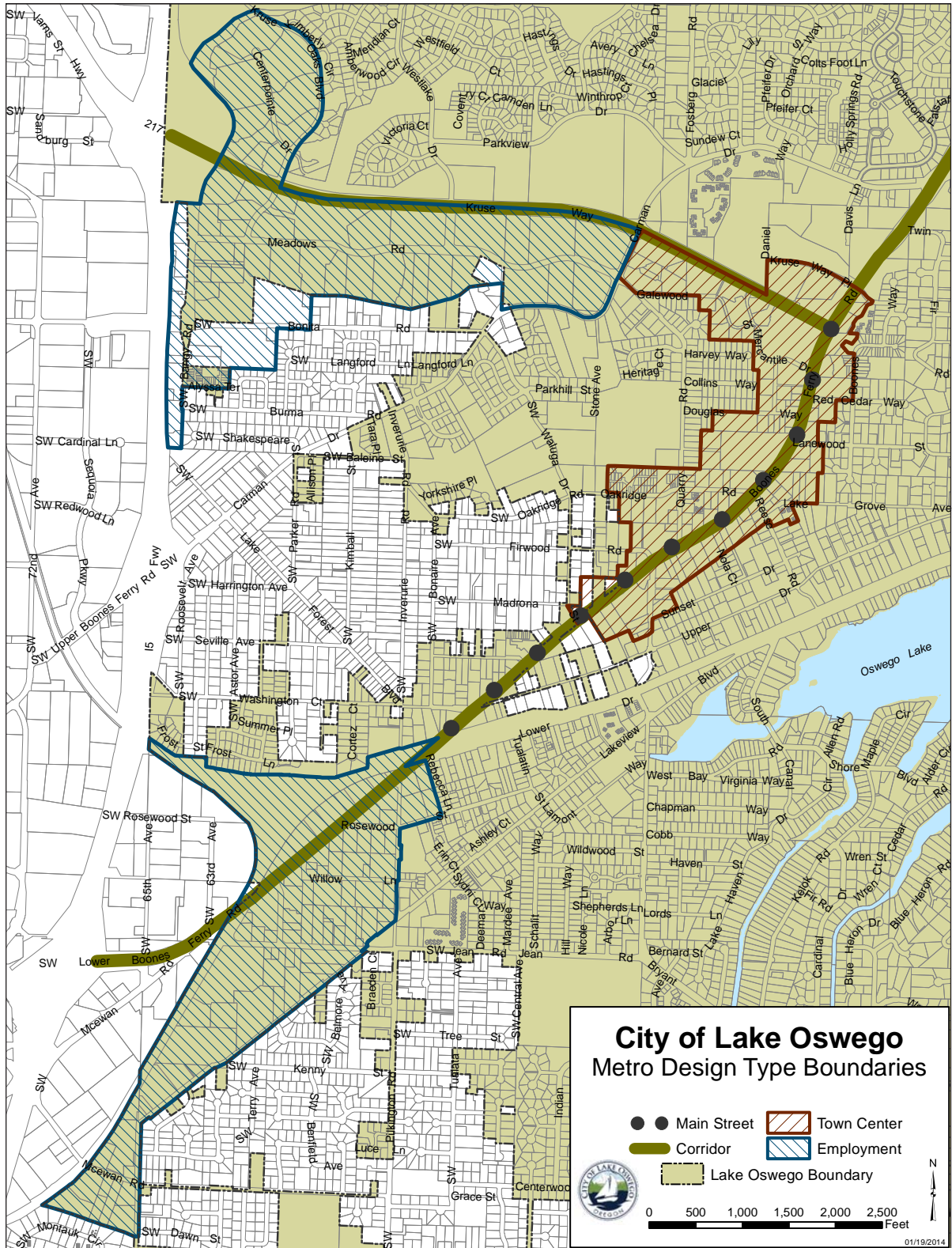


Figure 20

Sewer Service Map

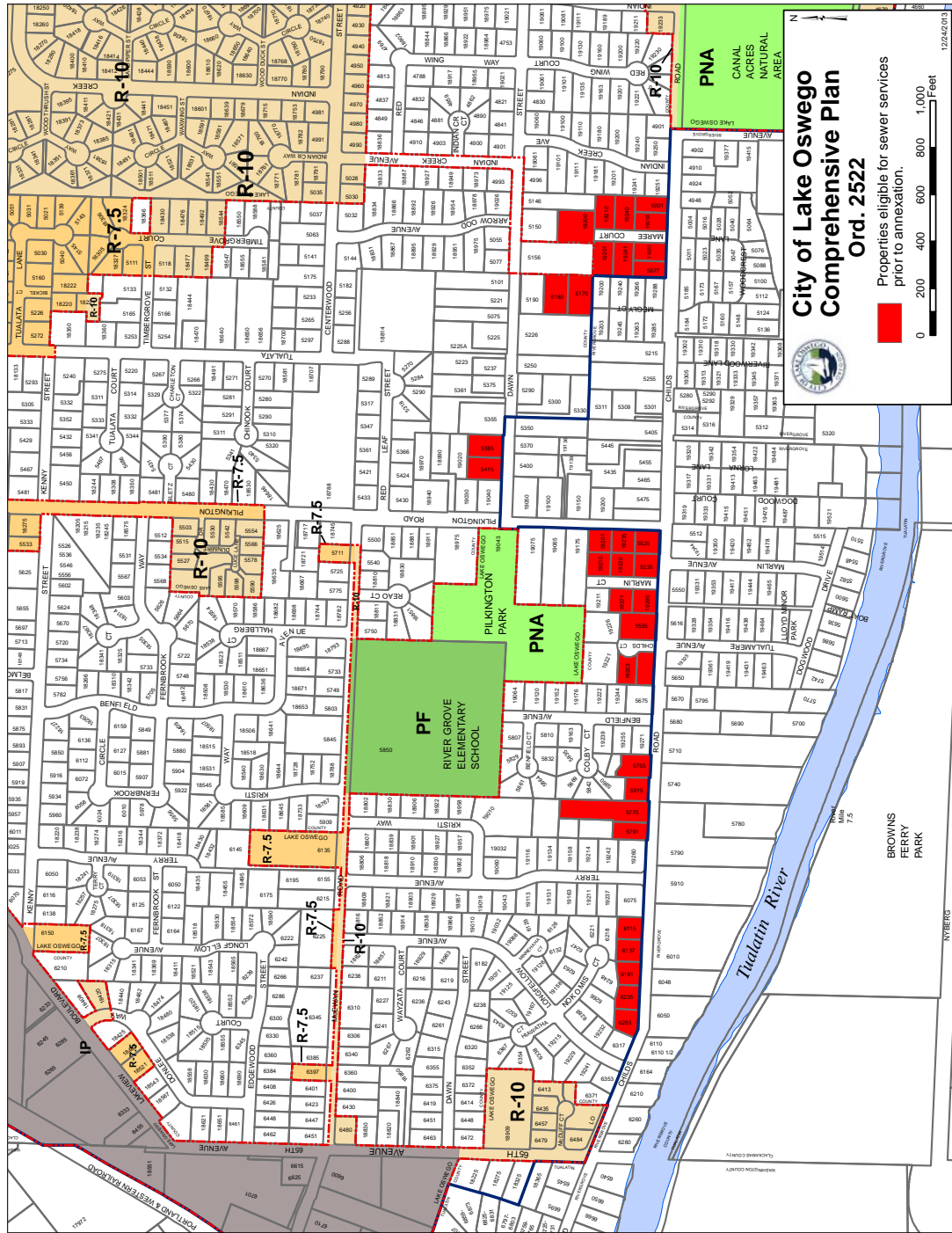


Figure 21



LAKE OSWEGO CINQUAIN

Village

Peaceful, beautiful

Welcoming, absorbing, enchanting

Unique and lush contour

Lake Oswego

by Mark Yazhari

Chapters Carried Forward from 1994 Comprehensive Plan

Open Spaces, Historic & Natural Areas (Goal 5)	
Section 1, Fish & Wildlife Habitat	183
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Willamette River Greenway (Goal 15)	241

Goal 5 Open Spaces, Scenic & Historic Areas & Natural Resources

☐ Section 1, Fish and Wildlife Habitat

Goal 5: Open Spaces and Natural Areas

Section 8, Historic and Cultural Resources, is incorporated into the Community Culture chapter.

Sections 1-7 are to be updated and incorporated into a new Healthy Ecosystems chapter as the City makes revisions to its Sensitive Lands* program.

Goal 5: Open Spaces, Historic & Natural Areas

□ Section 1, Fish and Wildlife Habitat

Lily Bay (Frog Pond)



Lake Oswego shall preserve and restore environments which provide fish and wildlife habitat.

Goal 5 ~~Open Spaces, Scenic & Historic Areas & Natural Resources~~

□ **Section 1, Fish and Wildlife Habitat**

BACKGROUND

Statewide Planning Goal 5: ~~Open Spaces, Scenic and Historic Areas,~~ and Natural Resources

“To conserve open space and protect natural and scenic resources.”

Statewide Planning Goal 5 requires communities to provide programs that will 1) ensure open space; 2) protect scenic and historic areas and natural resources for future generations; and 3) promote healthy and visually attractive environments in harmony with the natural landscape character. Goal 5 also requires communities to inventory Goal 5 resources, including fish and wildlife areas and habitats. The inventory is required to include a description of the location, quality and quantity of these resources, and an identification of conflicting uses. Where no conflicting uses have been identified, resources shall be managed so as to preserve their original character. Where conflicting uses have been identified, the economic, social, environmental and energy (ESEE) consequences shall be determined and programs developed to achieve the goal.

A variety of environments exist in Lake Oswego which provide fish and wildlife habitat. These areas include remnants of native woodlands, open fields, wetlands and waterbodies such as Oswego Lake, the Willamette River and numerous year-round and intermittent streams. Mature landscapes and trees within developed areas are also valuable to several wildlife species. Furthermore, properly managed private property, including residential lots, can provide valuable nesting, food and cover.

Two natural resource inventories for the Lake Oswego planning area have been conducted over the past 18 years. The 1975 LOPRI (Lake Oswego Physical Resources Inventory) was conducted by community volunteers. It provided much of the information needed to develop the natural resource element of the 1978 Comprehensive Plan. In 1992 a new natural resources inventory was developed by an environmental consulting firm. It consisted of more location-specific data than the 1975 inventory, and specifically; rates the quality of water resources such as wetlands, streams and lakes according to their wildlife habitat values.

The following summarizes the major findings and recommendations of the 1992 Natural Resources Inventory:

- Water is critical to all wildlife species, and should be the basis of establishing a comprehensive network of open spaces to host wildlife. Water must be of good quality and be accessible.
- The habitat immediately adjacent to water resources should be protected to provide food, cover, and shelter for wildlife.

Goal 5 ~~Open Spaces, Scenic & Historic Areas & Natural Resources~~

Section 1, Fish and Wildlife Habitat

- Linkages between various habitats to ensure safe passage to food, water, nesting, and cover is critical for wildlife survival.
- There has been a decline in certain wildlife habitat types within the Lake Oswego planning area. Areas of oak/ash wetlands, open agricultural fields which assist migratory birds, and forested slopes, have been lost due to development.
- Improper management of public and private lands, such as removal of native vegetation, planting of invasive flora, and use of herbicides and pesticides have contributed to the decline of wildlife populations.
- Urban open spaces do not maintain their quality without active management. There has been a serious invasion of nuisance plants which have degraded the quality of wildlife habitat in many open spaces within the City. Blackberries and English ivy have eliminated native ground cover over large areas of stream corridors in the planning area, and purple loosestrife is a problem in wetlands.
- Most streams have been degraded by erosion, tree cutting and removal of undergrowth vegetation and course changes resulting from construction, especially sanitary sewers. Illegal dumping in wetlands and along streams has also degraded these resources. Stormwater-borne chemicals used in landscape maintenance and agriculture, and petroleum residues from streets and parking lots also have negative impacts on Lake Oswego's stream corridors.

The following four major recommendations were made by the 1992 Lake Oswego Natural Resources Inventory.

1. Wetlands and water resources should be protected and enhanced by using buffers, removing invasive plants,* planting native vegetation and providing stream corridor setbacks that leave steep, forested banks intact.
2. Trees and tree groves should be preserved. The remaining large forested stands should be protected from fragmentation, and forested areas on steep slopes should remain undeveloped as they are one of the last refuges for wildlife.
3. Linkages between uplands and wetland/water resources should be created and protected where already existing to provide wildlife travel corridors. Urban deer populations and other wildlife species, require safe passages to access food, water, and cover.
4. New City policies, ordinances and zoning and development standards are required to protect natural resources.

Summary of Major Issues

The following are some of the issues and changed circumstances and conditions which were considered in the update of this element of the Comprehensive Plan.

Goal 5 ~~Open Spaces, Scenic & Historic Areas & Natural Resources~~

□ **Section 1, Fish and Wildlife Habitat**

- A new location-specific natural resources inventory was conducted in 1992.

- A decline in wildlife habitat has occurred since the Comprehensive Plan was first adopted as a result of urban development; lack of proper management of urban open spaces; restriction of access to a variety of habitats; tree cutting and fragmentation of forested areas; and, degradation of stream corridors.

GOALS, POLICIES, AND RECOMMENDED ACTION MEASURES

GOAL

Lake Oswego shall preserve and restore environments which provide fish and wildlife habitat.

POLICIES

1. Preserve and restore natural resources and lands which are important to fish and wildlife habitat including:
 - a. Wetlands, water bodies, stream corridors and associated vegetation;
 - b. The Willamette Greenway and the Urban Service Boundary's (USB) floodplains and floodways;
 - c. Surfacewater and groundwater quality;
 - d. Tree cover and understory vegetation, including downed trees and nesting snags; and,
 - e. Upland areas, especially forested hillsides.
2. Protect rare, threatened, and endangered fish and wildlife species and their associated habitats.
3. Preserve and restore fish and wildlife habitat through:
 - a. Land and habitat management practices on public and private lands; and,
 - b. Providing linkages to various habitats for access and safe passage of wildlife to food, water, nesting and cover.
4. Require developers to preserve and restore inventoried and identified fish and wildlife habitat through:
 - a. Site design and development standards and construction methods;

Goal 5 Open Spaces, Scenic & Historic Areas & Natural Resources

□ Section 1, Fish and Wildlife Habitat

- b. Preservation of habitat associated with floodways and floodplains and their meandering channels;
 - c. Protection, restoration and buffering of wetlands, stream corridors, water bodies; and,
 - d. Protection and restoration of upland habitat, especially forested hillsides.
- 5. Require the preservation or establishment and ongoing maintenance of vegetated buffer areas* when development occurs on property adjacent to stream corridors and wetlands.
 - 6. Preserve and restore native plant communities* to provide wildlife food, cover and nesting opportunities.
 - 7. Provide public education to promote preservation and enhancement of fish and wildlife habitat.
 - 8. Utilize a systems-wide management approach to preserve, restore and manage fish and wildlife habitat.
 - 9. Ensure linkage among wildlife habitat areas as a key component of the Lake Oswego parks, open space and surface water management systems.
 - 10. The City shall emphasize protection rather than mitigation of fish and wildlife habitat functions and values.

RECOMMENDED ACTION MEASURES

- i. Provide for a combination of incentives and regulatory measures to influence development to preserve and restore fish and wildlife habitat.
- ii. Provide for fish and wildlife habitat through measures such as:
 - a. Preservation and reestablishment of wetlands and waterbodies and native plant communities; and,
 - b. Maintenance practices and landscaping to provide food, nesting and cover.
- iii. Participate with state and federal agencies and private groups to protect rare and endangered species identified within the Urban Services Boundary.
- iv. Develop a connected open space network within the Lake Oswego Urban Services Boundary which:

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□ Section 1, Fish and Wildlife Habitat

- a. Provides fish and wildlife habitat in conjunction with passive recreation opportunities, and;
 - b. Connects to open space lands in surrounding jurisdictions.
- v. Preserve sensitive and critical wildlife habitat through methods such as special development regulations, land acquisition, purchase of development rights, land trades, transfer of development rights, etc.
- vi. Implement a systems-wide management approach to protect, restore and manage fish and wildlife habitat which:
- a. Monitors the health of the area's fish and wildlife habitat through periodic surveys and inventories;
 - b. Determines those responsible for public and private open space maintenance and restoration activities;
 - c. Sustains a program to remove invasive plant species;
 - d. Coordinates with conservation groups, other agencies, and jurisdictions; and,
 - e. Provides public education and awareness of habitat issues.
- vii. Encourage fences to be designed and built so as not to restrict wildlife access to habitat and waterbodies.
- viii. Cooperate with the Oregon State Parks Division, conservation groups and other jurisdictions and agencies to enhance the unique fish and wildlife habitat values of the Willamette River Greenway.
- ix. Encourage Metro and Clackamas County to identify and protect fish and wildlife habitat in areas outside the Urban Growth Boundary and adjacent to Lake Oswego, especially in the Stafford Area.
- x. Provide ongoing funding to implement fish and wildlife habitat and open space acquisition and management programs.
- xi. Establish environmental overlay zones to protect significant wildlife habitat areas.
- xii. Encourage schools and local organizations to provide public education opportunities regarding preservation and improvement of wildlife habitat within northwest ecosystems.

Goal 5: Open Spaces, ~~Historic~~ & Natural Areas

☐ Section 2, Vegetation

View From Iron Mountain Cliffs



The City shall protect and restore the community's wooded character and vegetation resources.

Goal 5 Open Spaces, Scenic & Historic Areas & Natural Resources

□ Section 2, Vegetation

BACKGROUND

Statewide Planning Goal 5: Open Spaces, Scenic and Historic Areas, and Natural Resources

“To conserve open space and protect natural and scenic resources.”

Statewide Planning Goal 5 requires communities to provide programs that will: 1) ensure open space; 2) protect scenic and historic areas and natural resources for future generations; and 3) promote healthy and visually attractive environments in harmony with the natural landscape character. Goal 5 requires communities to inventory Goal 5 resources, including ecologically significant natural areas, of which vegetation is an important element. The inventory is required to include a description of the location, quality and quantity of these resources, and an identification of conflicting uses. Where no conflicting uses have been identified, resources must be managed so as to preserve their original character. Where conflicting uses have been identified, the economic, social, environmental and energy (ESEE) consequences shall be determined and programs developed to achieve the goal.

Vegetation is an integral part of Lake Oswego’s environment. It is valuable for its aesthetic qualities and contribution to air and water quality, wildlife habitat, shade, and erosion control. Vegetation resources also support recreational opportunities and contribute substantially to Lake Oswego’s distinctive character.

Much of the native vegetation in Lake Oswego’s Urban Services Boundary (USB) has been displaced, first by agriculture and logging, and more recently, by urban development. Also, competition from introduced species such as English ivy, reed canary grass, and blackberries has made it difficult for native plant communities to reestablish themselves. However, many areas of environmentally significant vegetation still remain within the USB. These natural resource sites include vegetation in and around Oswego Lake, the Willamette River, wetlands, stream corridors and native tree groves. In addition, Lake Oswego has many outstanding non-native trees and ornamental plant materials.

Some of Lake Oswego’s vegetation resources have been inventoried by two studies: the 1975 Lake Oswego Physical Resources Inventory (LOPRI), and the Lake Oswego Natural Resources Inventory, completed in 1992. The 1992 study described and evaluated tree groves, and the natural values and functions of vegetation within wetlands and stream corridors as follows:

- Tree Groves: Tree groves within Lake Oswego’s Urban Services Boundary include coniferous, and mixed deciduous/coniferous stands of trees. The area’s remaining forested areas and tree groves are located mostly on steep hillsides, dry rocky bluffs, in or near wetlands and along streams. Tree

Goal 5 ~~Open Spaces, Scenic & Historic Areas & Natural Resources~~

□ Section 2, Vegetation

groves are valuable wildlife habitat, recreation and aesthetic resources. In addition, forested areas improve air quality, provide wildlife habitat, shade and stabilize steep slopes.

- Wetlands: The Lake Oswego area has both emergent wetlands, where grasses are the dominant plant community, and forested wetlands, which are dominated by trees and woody vegetation. Vegetation is essential for wetlands to perform the important natural functions of storm water storage, improvement of water quality, erosion control, ground water recharge and the provision of fish and wildlife habitat.
- Stream Corridors: Stream corridors are located throughout the Lake Oswego Area. Vegetation within stream corridors lessens downstream flooding and benefits water quality by slowing runoff and preventing erosion. Also, stream corridors provide vegetated corridors necessary for wildlife habitat and travel.

The Lake Oswego Tree Cutting Ordinance (LOC 55) regulates the removal of trees. In addition, the City's land use regulations also provide some protection for individual trees and tree groves and vegetation within stream corridors, wetlands, floodplains, hillsides and the Willamette Greenway. Further, conditions of approval can be applied through the development review process to preserve significant vegetation. Lake Oswego's regulations also require the preservation of certain rare plant species.

Landscaping and tree plantings on private and public property enhance the aesthetic character of Lake Oswego and also provide other benefits such as shade, wildlife habitat and buffering and screening among different types of land uses. Landscaping is required by the City's development standards for all major development. Also, the City's erosion control and hillside protection standards require the use of vegetation as a means to control soil erosion.

Summary of Major Issues

The following are some of the issues, changed circumstances and conditions which were considered in the update of this element of the Comprehensive Plan.

- The 1975 Lake Oswego Physical Resources Inventory (LOPRI) was updated in 1992 by the Lake Oswego Natural Resources Inventory.
- There has been an overall loss of native vegetation in Lake Oswego since the 1975 LOPRI.
- Lake Oswego's development regulations provide for varying levels of protection for vegetation. Landscaping is required to be installed as part of all major development.

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Section 2, Vegetation

GOALS, POLICIES AND RECOMMENDED ACTION MEASURES

GOAL

The City shall protect and restore the community's wooded character and vegetation resources.

POLICIES

1. Protect, restore and maintain existing vegetation which has environmental, wildlife habitat and aesthetic qualities, including tree groves and forested hillsides and vegetation associated with wetlands, stream corridors and riparian areas.
2. Protect, restore and maintain native plant communities, including identified threatened plant species.
3. Require developers to maximize the preservation of trees and to maintain and enhance the cohesive quality of tree groves through:
 - a. Site design and construction methods; and,
 - b. Open space dedication of areas which contain these resources.
4. Require the protection of significant or historic individual trees pursuant to a heritage tree protection program.
5. Ensure vegetation is maintained, protected and restored through:
 - a. Regulation of tree removal;
 - b. Conditions of development approval;
 - c. Monitoring of development to ensure compliance with the City's regulations and conditions of development approval; and,
 - d. Enforcement of regulations.

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□ Section 2, Vegetation

6. Require landscaping for all development other than individual single family dwellings and duplexes to:
 - a. Visually enhance development projects;
 - b. Provide buffering and screening between differing land uses;
 - c. Reduce surface water runoff, improve water quality and maintain soil stability;
 - d. Provide wildlife habitat; and,
 - e. Reduce energy use by using vegetation for shade and windbreaks.
7. Require the establishment and maintenance of landscaped areas in all new parking lots and expansion of existing lots, to provide shade and visual amenity. Parking lot landscaping shall emphasize:
 - a. The planting of broad spreading trees for shade and to mitigate the negative visual and environmental impacts of parking lots; and,
 - b. Effective screening and buffering between parking lots and adjacent uses.
8. Require tree planting for all development other than individual single family homes and duplexes, unless landscape standards are met by existing vegetation. When required, trees shall be planted along the street and throughout the development site.
9. Allow innovative site and building design including the clustering of buildings to preserve trees and other vegetation.
10. Ensure the continued maintenance of vegetation required pursuant to development approval, within landscaped and common areas.
11. Design and construct public works projects to preserve existing vegetation to the extent practical.
12. Protect and enhance vegetation resources within rights-of-way and other public lands through measures such as:
 - a. Regulations to protect public trees;
 - b. The provision of adequate right-of-way to ensure sufficient space for tree planting; and,
 - c. An ongoing planting and maintenance program for trees and other vegetation in public rights-of-way, open spaces and parks.

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□ Section 2, Vegetation

13. Preserve natural resource sites, through public acquisition and other methods such as conservation easements, to permanently limit development.
14. The City shall emphasize protection rather than mitigation of the functions and values of vegetation.

RECOMMENDED ACTION MEASURES

- i. Maintain a database of overall tree cover, threatened plant species, tree groves and significant individual trees within Lake Oswego's Urban Services Boundary.
- ii. Support neighborhood and community efforts to reestablish native plant communities, especially on hillsides, and in wetlands and stream corridors.
- iii. Provide information to the general public and developers regarding:
 - a. Tree maintenance and preservation;
 - b. Landscape design and the appropriate use of plant materials;
 - c. Protection of trees and other vegetation during construction;
 - d. Native plant materials that are low maintenance, drought tolerant and which enhance wildlife habitat; and,
 - e. The value that vegetation resources lend to both private property and the community.
- iv. Encourage Clackamas County to protect tree groves and other significant vegetation within the unincorporated portion of the USB, and to require landscaping and tree planting for all development other than individual single-family homes and duplexes within the area.
- v. Promote landscapes on public lands which are low-maintenance, drought-tolerant, require minimal chemical application and which support wildlife habitat.
- vi. Encourage neighborhood associations, schools and service clubs to participate in community improvement activities such as tree planting and natural area rehabilitation projects.
- vii. Encourage private property owners to protect and restore vegetation resources through measures such as:

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□ Section 2, Vegetation

- a. Improvement and maintenance of existing landscapes, including replanting when vegetation is removed;
 - b. Tree planting on the grounds of institutions such as schools and churches; and,
 - c. A voluntary protection program, such as a “Heritage Tree Program” for significant trees.
- viii. Encourage the use of native plant materials on both public and private property.
- ix. Establish regulations which prevent the use of destructive and nuisance plant materials such as English ivy as part of required landscaping.

Goal 5 Open Spaces, Scenic & Historic Areas & Natural Resources

Section 3, Wetlands

Goal 5: Open Spaces, ~~Historic~~ & Natural Areas

☐ Section 3, Wetlands

Bryant Woods Nature Park



The City shall protect, maintain, enhance and restore wetlands.

Goal 5 Open Spaces, Scenic & Historic Areas & Natural Resources

□ Section 3, Wetlands

BACKGROUND

Statewide Planning Goal 5: Open Spaces, Scenic and Historic Areas, and Natural Resources

“To conserve open space and protect natural and scenic resources.”

Wetlands are an important part of Lake Oswego’s environment. They are valuable for many reasons including storm water storage, erosion control, water quality enhancement, ground water recharge and fish and wildlife habitat. Also, wetlands contribute to the community’s aesthetic quality and provide opportunities for recreation and education.

Many of the wetlands within Lake Oswego’s Urban Services Boundary (USB) have been lost or significantly degraded by development. In the past, development activities have filled and drained wetlands, removed vegetation and interrupted or diverted water flows. However, wetlands still exist within the City’s USB.

Lake Oswego’s wetlands have been inventoried by two studies: the 1975 Lake Oswego Physical Resources Inventory (LOPRI) and the Lake Oswego Natural Resources Inventory, completed in 1992. The 1992 study described three different types of wetland sites within the USB as follows:

- Emergent Wetlands: The dominant plant communities in these wetlands are rushes, sedges and grasses. Although many of these wetlands often appear to be dry grassy meadows in the summer, they are wet in the winter and early spring. They often serve as significant habitat for migrating and wintering waterfowl. They often function as temporary storage areas for runoff and traps for sediment, nutrients and pollution carried by storm water.
- Forested Wetlands: These wetlands are seasonally flooded and located in low lying areas, near springs or seeps or adjacent to stream corridors. The typical plant community consists of a multi-layered canopy of cottonwoods, oaks, ashes, willow and a complex understory shrub community. This multi-layered canopy provides cover, food, nesting and perching sites for wildlife. Forested wetlands also provide flood storage and water quality enhancement by filtering sediment and nutrients from storm water.
- Ponds: These resources consist of natural ponds, abandoned quarries, and ponds created for storm water detention and agricultural uses. Ponds provide a year-round water source for wildlife including waterfowl. Their value as wildlife habitat increases when they are located adjacent to upland wildlife habitat. When ponds are adjacent or within stream corridors they may slow storm water runoff and alleviate flooding in downstream areas. Also ponds can serve to enhance water quality by trapping and filtering sediment, nutrients and pollutants.

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□ **Section 3, Wetlands**

Wetlands are regulated at the federal, state and local levels under the 1977 Clean Water Act (CWA), which is administered by the Environmental Protection Agency in conjunction with the U.S. Army Corps of Engineers (COE). The objective of the CWA is to restore and maintain the physical and biological integrity of the nation's waters, including wetlands. Filling and dredging of jurisdictional wetlands is prohibited without a permit from the COE. "Jurisdictional" wetlands occur in any instance where the three indicators of wetlands are present, including hydric soils that exhibit distinct characteristics of soils that have been fully inundated, vegetation typically adapted for life in saturated soils (hydrophytic vegetation*), and saturation by surface water or ground water at a sufficient duration to support hydrophytic vegetation.

In Oregon, the Division of State Lands (DSL) regulates wetlands and issues permits in conjunction with the COE. However, regulatory authority of these agencies pertains only to dredging and filling, with only limited oversight over other activities such as draining and clearing vegetation. In Oregon, the Oregon Revised Statutes, ORS 837, the Wetland Protection Act, requires cities to notify DSL of development activities for wetlands on National Wetland Inventory maps. ORS 196 regulates removal and fill activities in waters of the state, including all natural waterways, rivers, lakes, ponds and wetlands. Only activities that propose removal, filling or alteration of more than 50 cubic yards of material from a wetland require a permit from the state.

Oregon Administrative Rules for Oregon Statewide Planning Goal 5 allow jurisdictions to develop wetland protection programs specific to their communities. Local jurisdictions may provide expanded protection to wetlands beyond what state agencies have authority over. For instance, a jurisdiction may control vegetation clearing and draining and may require buffer areas when a wetland is developed.

Oregon Statewide Planning Goal 5 requires communities to inventory Goal 5 resources, including ecologically significant natural areas, of which wetlands are an important element. The inventory is required to include a description of the location, quality and quantity of these resources and an identification of conflicting uses. Where no conflicting uses have been identified, resources must be managed so as to preserve their original character. Where conflicting uses have been identified, the economic, social, environmental and energy (ESEE) consequences shall be determined and programs developed to provide an appropriate level of protection.

Wetlands are protected pursuant to the City's Sensitive Lands Program.

Summary of Major Issues

The following are some of the issues, changed circumstances and conditions which were considered in the update of this element of the Comprehensive Plan.

Goal 5 Open Spaces, Scenic & Historic Areas & Natural Resources

□ Section 3, Wetlands

- The 1975 Lake Oswego Physical Resources Inventory (LOPRI) was updated in 1992 by the Lake Oswego Natural Resources Inventory. An ESEE analysis of wetlands identified in the Natural Resources Inventory was conducted in 1994.
- Many of the wetlands within Lake Oswego's USB have been lost or significantly degraded by development.
- Development activities which could impact wetlands are regulated at the federal, state, and local levels. Statewide Planning Goal 5 allows jurisdictions to protect additional wetlands and apply more stringent regulations subject to the (ESEE) process.

GOALS, POLICIES AND RECOMMENDED ACTION MEASURES

GOAL

The City shall protect, maintain, enhance and restore wetlands.

POLICIES

- 1 Protect, maintain, enhance, and restore the natural functions and values* of wetlands including enhancement of water quality, flood protection, fish and wildlife habitat, open space and natural areas.
- 2 Designate wetlands within a Resource Protection District overlay zone on the Comprehensive Plan Land Use Map.
- 3 Enact and enforce standards and ordinances which regulate development, including filling and grading, within delineated wetlands, wetland buffer* areas and buffer edges.* These regulations shall require:
 - a. Preservation of the natural functions and values of wetlands;
 - b. No net loss of the total inventoried area of wetlands within Lake Oswego;
 - c. That wetlands which are designated as "distinctive natural areas," are forested or which contain rare or endangered plant or animal species, shall have the highest level of protection; and,
 - d. Preservation of wetlands, wetland buffer areas and buffer edges through dedication, deed restrictions, covenants and other means as a condition of development on properties containing such features.

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Section 3, Wetlands

4. Require activities which use wetlands to be compatible with the preservation of wetland functions and values.* These activities include uses such as public and private recreation, surface water management and flood control.
5. Require the review of any development proposal that could impact a wetland with the appropriate local, state and federal agencies.
6. Require all public and private development, including fill, removal and grading, proposed within or adjacent to wetlands to:
 - a. Incorporate and maintain wetland features, functions and values in the project design, such as ponds, streams, marshes, wetland vegetation, and fish and wildlife habitat;
 - b. Preserve non-invasive vegetation and provide and maintain buffer areas around wetlands; and,
 - c. Prevent the placement of contaminants or discharge of water pollutants into wetlands or buffer areas.
7. Allow development density on parcels containing wetlands to be transferred to other portions of the development site when wetlands and the required buffer areas are permanently dedicated as open space.
8. Allow innovative site and building design, including the clustering of buildings to preserve wetlands.
9. The City shall emphasize protection rather than mitigation of the functions and values of wetlands.

RECOMMENDED ACTION MEASURES

- i. Utilize wetlands as part of the City's Surface Water Management Program to enhance water quality, recharge groundwater and retain surface runoff.
- ii. Encourage Clackamas County to protect wetlands within the unincorporated portion of the Lake Oswego Urban Services Boundary (USB).
- iii. Develop and maintain an inventory of wetlands and their respective natural resource functions and values within Lake Oswego's Urban Services Boundary.
- iv. Support community efforts to restore and maintain wetlands.
- v. Preserve wetlands and other natural resource sites through public acquisition, conservation easements and other methods which permanently limit development.

Goal 5 ~~Open Spaces, Scenic & Historic Areas & Natural Resources~~

Section 3, Wetlands

- vi. Provide information to the general public and developers regarding the importance of wetlands to the community and ways in which they can be protected and restored.
- vii. Discourage activities and uses within the Urban Services Boundary which could harm wetlands, such as those whose effects could result in:
 - a. Interruption or diversion of water flows;
 - b. Discharge of water pollutants or contaminants, including sediment, into wetlands or buffer areas; and,
 - c. Negative impacts on adjacent natural systems such as forested areas, wildlife habitat and stream corridors.

Goal 5: Open Spaces, ~~Historic~~ & Natural Areas

☐ Section 4, Stream Corridors

Ball Creek



The City shall protect, restore, and maintain stream corridors to maintain water quality and to provide open space and wildlife habitat.

Goal 5 Open Spaces, Scenic & Historic Areas & Natural Resources

□ Section 4, Stream Corridors

BACKGROUND

Statewide Planning Goal 5: Open Spaces, Scenic and Historic Areas, and Natural Resources

“To conserve open space and protect natural and scenic resources.”

Statewide Planning Goal 5 requires communities to provide programs that will: 1) ensure open space; 2) protect scenic and historic areas and natural resources for future generations; and 3) promote healthy and visually attractive environments in harmony with the natural landscape character. Goal 5 requires communities to inventory natural resources, including streams. The inventory is required to include a description of the location, quality and quantity of these resources, and an identification of conflicting uses. Where no conflicting uses have been identified, resources must be managed so as to preserve their original character. Where conflicting uses have been identified, the economic, social, environmental and energy (ESEE) consequences shall be determined and programs developed to achieve the goal.

Lake Oswego has a complex geography with many steep, wooded hillsides and streams that flow from the higher areas into the Tualatin River, Oswego Lake and the Willamette River. The community has grown around its streams, which course through residential and commercial areas. In the older areas of the community, most streams have been placed in pipes and culverts below the surface. In more recent developments, most streams are in open channels and are often within protected open space areas. Current planning practices discourage channelization because streams left in an open, natural state can be utilized for effective, economical water conveyance and water quality management.

A stream corridor is the stream channel and adjacent stream banks formed by erosion and water flow over time. Streams were initially identified and described in the 1975 Lake Oswego Physical Resources Inventory (LOPRI) and selected streams were also included in the 1992 Natural Resources Inventory. There are 28 major stream corridor drainage basins within Lake Oswego’s Urban Services Boundary (USB), according to the 1992 Surface Water Management Plan. Streams can be seasonal or year-round, and sometimes run below the surface or into canals that feed Oswego Lake. Stream corridors provide many valuable functions in the community. They are essential components of Lake Oswego’s surface water management system because they convey and store storm water and help control flooding. Streams also provide habitat and travel corridors for wildlife, and are valued by residents for their open space and aesthetic aspects. They are often found in conjunction with other natural areas such as wetlands and tree groves.

Stream corridors and their associated riparian vegetation are especially sensitive natural areas that are susceptible to environmental degradation. Many stream corridors in Lake Oswego are naturally unstable and prone to erosion due to steep banks, the inherent characteristics of soils which occur in these areas

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□ **Section 4, Stream Corridors**

and the constant action of the water. Erosion and loss of water quality can be exacerbated by removal of vegetation, polluted storm runoff and development practices such as diversions of streams from their natural banks and water impoundment. These practices are discouraged by the Oregon Department of Fish and Wildlife (ODFW) and the Division of State Lands (DSL).

A combination of methods is used by the City to prevent and remedy stream degradation problems, including building setbacks, application of development standards and enforcement of regulations. Physical improvements are also made to deteriorated streams through the Surface Water Management Program. The City's Resource Protection District overlay zone and Development Standards recognize the importance of stream corridors and establish measures to control erosion hazards, preserve natural features, protect water quality and limit adjacent land uses. There are Development Standards for Erosion Control, Major and Minor Drainage, and Hillside Protection. The Stream Corridor standards most directly address stream protection, and require a 25 foot buffer zone and a building setback. [ZC 1-95-1204 Revised; 5/20/97]

Streams in Lake Oswego are also subject to water quality regulations under the federal Clean Water Act (CWA), administered by the Oregon Department of Environmental Quality (DEQ). In 1990, the DEQ found that the Tualatin river basin did not meet Federal and State water quality standards, and determined it to be "water quality limited."* (See also Goal 6, Water Quality). As a result, the City adopted the Lake Oswego Surface Water Management Plan (SWMP) and new Erosion Control Standards in 1992. The SWMP guides efforts to improve water quality, including stream corridor protection, enhancement and rehabilitation as essential components of surface water management.

Summary of Major Issues

The following are some of the issues, changed circumstances and conditions which were considered in the update of this element of the Comprehensive Plan.

- The Tualatin River drainage basin and Oswego Lake have been designated as "water quality limited" by the Oregon Department of Environmental Quality (DEQ).
- Degradation of stream corridors is caused by erosion, polluted storm runoff, removal of native vegetation and other problems related to urbanization.
- The Lake Oswego Surface Water Management Plan has been adopted.
- State and federal agencies discourage diversion and impoundment of streams as unsound environmental practices.

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□ Section 4, Stream Corridors

- Placement of public utilities, such as water and sewer lines, in stream corridors can result in infiltration and environmental disruption.
- The City has adopted Zoning and Development Standards for Erosion Control, Hillside Protection, Drainage and Sensitive Lands. [ZC 1-95-1204 Revised; 5/20/97]

GOALS, POLICIES AND RECOMMENDED ACTION MEASURES

GOAL

The City shall protect, restore and maintain stream corridors to maintain water quality and to provide open space and wildlife habitat.

POLICIES

1. Protect, maintain, enhance and restore the functions and values of stream corridors, including maintenance of water quality, storm and flood water conveyance, fish and wildlife habitat, open space and aesthetic values.
2. Identify stream corridors within the USB and designate stream corridors with Resource Protection overlay zones on the Comprehensive Plan Land Use Map. [ZC 1-95-1204 Revised; 5/20/97]
3. The City shall emphasize protection rather than mitigation of stream corridor functions and values.*
4. Enact and enforce standards and ordinances which regulate development, including filling and grading, within delineated stream corridors, stream corridor buffer* areas, and buffer edges. These regulations shall require:
 - a. Preservation of the functions and values of stream corridors;
 - b. No net loss of the total inventoried area of stream corridors within Lake Oswego;
 - c. That stream corridors which are designated as “distinctive natural areas,” or which contain rare or endangered plant or animal species shall have the highest level of protection; and,

Goal 5 Open Spaces, Scenic & Historic Areas & Natural Resources

□ Section 4, Stream Corridors

- d. Preservation of stream corridors, stream corridor buffer areas and buffer edges through dedication, deed restrictions, covenants and other means as a condition of development approval for properties containing such features.
5. Require activities which use stream corridors to be compatible with the preservation of stream corridor functions and values. These activities include uses such as private development, public and private recreation, surface water management and flood control.
6. Require the review of any development proposal that could impact stream corridors with the appropriate local, state and federal agencies.
7. Require all development proposed within or adjacent to stream corridors to:
 - a. Incorporate and maintain stream corridor features, functions and values in the project design such as stream banks, riparian vegetation, and fish and wildlife habitat; and,
 - b. Dedicate land or easements to preserve stream corridors and adjacent riparian areas.
8. Allow development density on parcels containing stream corridors to be transferred to other portions of the development site when stream corridors and the required buffer areas are permanently dedicated as open space.
9. Allow innovative site and building design, including the clustering of buildings to preserve stream corridors.
10. Prohibit diversion or impoundment of streams from their natural channels, except where:
 - a. Diversion would return a stream to its original location; or,
 - b. A stream channel occupies all or most of a legally created lot; or,
 - c. An impoundment is designed to reduce flooding or improve water quality.
11. Restore and enhance the environmental quality of streams.
12. Design and construct public works projects to preserve existing stream banks and adjacent riparian vegetation.
13. The City shall emphasize protection rather than mitigation of the functions and values of stream corridors.

Goal 5 Open Spaces, Scenic & Historic Areas & Natural Resources

□ Section 4, Stream Corridors

RECOMMENDED ACTION MEASURES

- i. Use streams as part of the City's Surface Water Management Program to enhance water quality and control.
- ii. Develop and maintain a database of stream corridors and their respective functions and values within Lake Oswego's Urban Services Boundary, and periodically update, through the Goal 5 ESEE inventory process.
- iii. Preserve environmentally sensitive stream corridor sites through public acquisition, dedication, conservation easements and other methods which permanently limit development.
- iv. Prohibit activities and uses within stream corridors, buffer areas and buffer edges, which could harm stream corridors, such as those whose effects could result in:
 - a. Interruption or diversion of water flows;
 - b. Discharge of pollutants or contaminants, including sediment, into stream corridors or buffer areas; and,
 - c. Negative impacts on adjacent natural systems such as forested areas, wildlife habitat and wetlands.
- v. Prohibit development in stream corridors, except:
 - a. For public storm drainage, water and sanitary sewer facilities; and,
 - b. Where site size and configuration prohibits all reasonable and economic use of the property.

The above public facilities may only be permitted within stream corridors when other locations have been evaluated, and it is shown that no other practical alternative exists. Stream corridor crossings by public or private utilities or roads may be permitted where disruption is minimized and mitigation measures are taken to compensate for any reductions in stream corridor functions and values resulting from the crossing.

- vi. Prevent the placement of contaminants or discharge of pollutants into stream corridors or buffer areas.
- vii. Minimize negative impacts from development on the functions and values of stream corridors.

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□ Section 4, Stream Corridors

- viii. Avoid negative impacts such as flooding and siltation on stream corridor areas both upstream and downstream of development sites. If negative impacts are found, require the responsible party to mitigate for any damage found.
- ix. Limit fences and other obstacles that would impede wildlife travel along stream corridors, and cause localized flooding due to debris accumulation.
- x. Regulate excavation, stockpiling of soil, grading, cutting and earthwork construction within the vicinity of stream corridors.
- xi. Require Erosion Control Plans as a condition of development approval to prevent increases in surface water runoff, erosion and siltation that can damage stream corridors.
- xii. Establish clearly defined Development Standards which require a buffer area and an additional building setback adjacent to stream banks.
- xiii. Monitor development adjacent to stream corridors to ensure compliance with the City's regulations and conditions of development approval.
- xiv. Support community efforts to restore, maintain and enhance stream corridors.
- xv. Restore and enhance the environmental quality of streams currently beneath pavement or in culverts by returning them to their natural, above-ground state where appropriate.
- xvi. Provide information to the general public and developers regarding the location and importance of stream corridors and ways in which they can be protected and restored.
- xvii. Encourage appropriate jurisdictions to protect stream corridors and adjacent riparian corridors within the unincorporated portion of the Lake Oswego Urban Services Boundary (USB).
- xviii. Coordinate with state and federal agencies and private organizations in stream restoration and water quality improvement efforts.

Goal 5 Open Spaces, Scenic & Historic Areas & Natural Resources

Section 4, Stream Corridors

Goal 5: Open Spaces, ~~Historic~~ & Natural Areas

☐ Section 5, Sensitive Lands

Forested Wetlands Near Carman Drive



The City shall protect, enhance, and maintain the wooded character and natural features of Lake Oswego that are sensitive lands prized by residents.

Goal 5 Open Spaces, Scenic & Historic Areas & Natural Resources

□ Section 5, Sensitive Lands

BACKGROUND

Statewide Planning Goal 5: Open Spaces, Scenic and Historic Areas, and Natural Resources

“To conserve open space and protect natural and scenic resources.”

Statewide Planning Goal 5 requires communities to provide programs that will 1) ensure open space; 2) protect scenic and historic areas and natural resources for future generations; and 3) promote healthy and visually attractive environments in harmony with the natural landscape character. Goal 5 requires communities to inventory these natural resources. The inventory is required to include a description of the location, quality and quantity of these resources, and an identification of conflicting uses. Where no conflicting uses have been identified, resources must be managed so as to preserve their original character. Where conflicting uses have been identified, the economic, social, environmental and energy (ESEE) consequences shall be determined and programs developed to achieve the goal. [ZC 1-95-1204 Revised; 5/20/97]

The Comprehensive Plan originally identified 85 Distinctive Natural Areas.* DNA’s included a broad range of resource types from tree groves and streams to individual trees and plant specimens.

Distinctive Natural areas were originally identified in the 1975 Lake Oswego Physical Resources Inventory (LOPRI). All of the LOPRI-nominated sites were designated as Distinctive Natural Areas on the resulting DNA Comprehensive Plan map. The inventory was part of a broader effort to adopt the City’s first Comprehensive Plan under Goal 5 of the Statewide Land Use Goals. [ZC 1-95-1204 Revised; 5/20/97]

In the years following 1976, the LOPRI data was used to create policies and development standards to protect open spaces and natural resources. The inventory was also used to identify initial priority sites for public acquisition as open space. Five DNA sites identified for public acquisition in the Comprehensive Plan have been purchased by the City or otherwise protected, including land on Iron Mountain, the “Frog Pond” at Village on the Lake (private) the Hallinan Woods, the South Shore Natural Area, and a large section of Kruse Oaks in the Westlake area. [ZC 1-95-1204 Revised; 5/20/97]

Under Goal 5, local jurisdictions are required to inventory and provide protection programs for a variety of natural resources, including:

- Land needed or desirable for open space;
- Fish and wildlife areas and habitats;
- Ecologically and scientifically significant natural areas;

Goal 5 ~~Open Spaces, Scenic & Historic Areas & Natural Resources~~

□ **Section 5, Sensitive Lands**

- Outstanding scenic views and sites; and,
- Water areas, wetlands, watersheds and groundwater resources.

All of the above-listed resources must be evaluated and mapped on a site-specific basis through the Goal 5 Environmental, Social, Energy and Economic (ESEE) analysis and a conflicting use analysis. If no conflicting uses are identified, the resource must be managed to preserve its original character. If conflicting uses are found, programs must be developed to resolve the conflicts and one of three alternatives applied:

- a. Preserve the resource site;
- b. Fully allow the conflicting use [the use(s) allowed by the zone]; or,
- c. Specifically limit the conflicting use [the use(s) allowed by the zone].

The ESEE and conflicting use analysis was begun in 1991/92 by an environmental consulting firm with an inventory update of wetlands, stream corridors and tree groves. The ESEE analysis of the sites that were inventoried was begun by a planning consultant in 1994. The results were used to assist the City in determining the boundaries and relative values of DNA sites inventoried in 1975 and to develop appropriate regulations and protection programs for listed DNA's and new significant resources discovered through the inventory.

In 1996 and 1997, this new information was used to develop a new “sensitive lands program”. This new program replaces the Distinctive Natural Area/Protection Open Space protection program with a more clear and objective protection program, to better identify, describe and rank significant natural areas, and to more clearly resolve the conflicts between preservation and development on a site containing significant natural resources. It is designed to improve protection for wetlands, stream corridors and tree groves, by designating such resources with Resource Protection (RP) District* and Resource Conservation (RC) District* overlay zones. [ZC 1-95-1204 Revised; 5/20/97]

Summary of Major Issues

The following are some of the issues, changed circumstances and conditions which were considered in the update of this element of the Comprehensive Plan:

- Statewide land use Goal 5 requires site specific mapping and an ESEE analysis for distinctive natural areas. The Goal 5 process must be used to protect new sites as additional distinctive features are brought to the City's attention and as endangered species are identified. [ZC 1-95-1204 Revised; 5/20/97]

Goal 5 Open Spaces, Scenic & Historic Areas & Natural Resources

□ Section 5, Sensitive Lands

- The Endangered Species Act requires protection of sensitive, threatened and endangered species. Some species of plants and animals in the USB may fall within these categories.

- Under Goal 5, the highest valued natural resources within Lake Oswego's USB, such as wetlands and stream corridors, may merit full preservation when there are no conflicting uses identified. Other natural areas such as tree groves may merit a more limited level of protection. [ZC 1-95-1204 Revised; 5/20/97]

GOALS, POLICIES, AND RECOMMENDED ACTION MEASURES

GOAL

The City shall protect, enhance and maintain the wooded character and natural features of Lake Oswego that are prized by residents. [ZC 1-95-1204 Revised; 5/20/97]

POLICIES

1. Protect, enhance, maintain and restore the functions and values* of existing and future wetlands, stream corridors, tree groves and other sensitive nature areas, such as:
 - a. Water and air quality enhancement;
 - b. Fish and wildlife habitat;
 - c. Community identity benefits;*
 - d. Open space, passive recreation, and visual enjoyment; and,
 - e. Public protection from natural hazards, such as areas subject to flooding, geological instability, or high erosion potential.

2. Designate the specific locations of significant Goal 5 resources through development of a Sensitive Lands Atlas* and special overlay zone designations.

3. Supplement the Sensitive Lands Atlas, pursuant to Statewide Planning Goal 5, as additional distinctive features are brought to the City's attention and as sensitive, threatened or endangered species are identified.

Goal 5 Open Spaces, Scenic & Historic Areas & Natural Resources

□ Section 5, Sensitive Lands

4. The City shall emphasize protection rather than mitigation of the functions and values of sensitive lands areas.
5. Enact and maintain regulations and standards which require:
 - a. Preservation of the functions and values of sensitive lands;
 - b. No net loss in the quantity or volume of wetland or stream corridor functions or values when development is allowed within such resource, buffer or edge. Such development shall only be allowed after an alternatives analysis and a finding that a development cannot practicably be placed entirely outside of the resource and its buffer and edge areas;*
 - c. Preservation of the most significant resources (i.e. no loss of area, functions, or values);
 - d. Protection of sensitive lands designated as RC or RP;
 - e. Establishment and maintenance of buffer and edge areas; and,
 - f. Establishment of wider buffer areas around the most significant sensitive lands.
6. Allow development density on parcels containing sensitive lands overlay zones to be transferred to other portions of the development site.
7. Allow innovative site and building design, including the clustering of buildings to preserve sensitive lands.
8. Require activities within sensitive lands overlay zones to be compatible with the preservation of resource functions and values. These activities include uses such as public and private development, public and private recreation, surface water management and flood control.
9. Require all development proposed within or adjacent to sensitive lands to:
 - a. Incorporate and maintain sensitive lands resource features, functions and values in the project design;
 - b. Preserve vegetation and provide and maintain buffer areas;
 - c. Prevent the placement of contaminants or discharge of water pollutants or sediments into sensitive lands and their buffer areas; and,
 - d. Restore and enhance disturbed sensitive lands with restoration landscaping to match the plant community of the resource.

Goal 5 Open Spaces, Scenic & Historic Areas & Natural Resources

□ Section 5, Sensitive Lands

RECOMMENDED ACTION MEASURES

- i. Identify and protect sensitive lands through imposition of overlay zones designed to protect the functions and values of such lands. Provide a process for protecting new or newly discovered sensitive lands.
- ii. Preserve sensitive lands that are found to have the highest levels of significance through a variety of means, including: fee simple acquisition, gifts, long-term leases, life estates, purchase of development rights, scenic or conservation easements and other similar methods.
- iii. Create development standards that provide specific protection measures for sensitive lands. Such standards should allow appropriate variances, density transfers and/or clustering of structures to protect valued features.
- iv. Provide information to the general public and developers regarding the importance of sensitive lands to the community and ways in which they can be protected and restored.
- v. Make public the location of sensitive lands in order to call attention to the need for public stewardship and protection.
- vi. Support the efforts of community groups to enhance and maintain public and private sensitive lands, and to encourage volunteer participation and stewardship of such lands within the USB.
- vii. Use a natural resources advisory body* to prioritize sensitive lands sites, and to assist Council in protecting such lands by acquisition, easements and management.
- viii. Coordinate with the Oregon Department of Parks and Recreation and other responsible jurisdictions, agencies and groups to preserve and enhance sensitive lands which benefit Lake Oswego citizens, such as Tryon Creek State Park and the Willamette Greenway.
- ix. Utilize the methodology established in the April 4, 1997, Resource Areas Report and ESEE Analysis for determining the significance of particular sensitive lands.

Goal 5: Open Spaces, ~~Historic~~ & Natural Areas

□ Section 6, Open Space

Cooks Butte



The City shall protect, enhance, maintain, and expand a network of open space areas and scenic resources within and adjacent to the Urban Service Boundary.

Goal 5 Open Spaces, Scenic & Historic Areas & Natural Resources

□ Section 6, Open Space

BACKGROUND

Statewide Planning Goal 5: Open Spaces, Scenic and Historic Areas, and Natural Resources

“To conserve open space and protect natural and scenic resources.”

Lake Oswego’s character and identity are closely tied to its natural assets and scenic resources. Such resources include Oswego Lake, the Willamette and Tualatin Rivers, streams, steep wooded slopes, and areas of undisturbed natural vegetation and associated wildlife habitat. Open space includes diverse elements such as wildlife preserves, scenic views, parks, wetlands, stream corridors, ball fields and golf courses. Open space serves several important functions:

Protection of wildlife areas, such as stream corridors, tree groves and wetlands.

Aesthetic character for the urban environment, including natural features such as rows of trees, wooded hillsides and scenic views.

Land for active recreational use, such as ball fields and play grounds. Land for passive recreational use,* such as wildlife viewing and nature walks.

Public welfare and safety , such as flood protection, erosion control and filtering of surface water.

Economic benefits, such as enhanced property values due to the presence of large trees, views, or other natural features.

Lake Oswego’s open space is comprised of parks, natural areas and private lands. Open space may be grouped into two broad categories: 1) natural open space; and, 2) developed open space as follows:

Natural Open Space*

Natural open space consists of natural areas that may be publicly or privately owned as follows. Natural open space typically includes such areas as stream corridors, wetlands, tree groves and steep slopes.

- A. **Public Open Space:** Public open space is property that is publicly owned and designated as “Open Space” on the Comprehensive Plan Map; or, property that has been dedicated to the public, designated as a public open space tract or protected through a conservation easement or similar mechanism.

Goal 5 ~~Open Spaces, Scenic & Historic Areas & Natural Resources~~

□ **Section 6, Open Space**

Public open space is land that is to remain in a natural condition for the purpose of providing a scenic, aesthetic appearance, protecting natural systems, providing passive recreational uses or maintaining natural vegetation.

- B. Private open space (natural areas):** Privately owned open space also contributes to the community's identity or sense of openness where natural or formally landscaped open areas are visible to the public, even though access is limited to members or land owners. The Oswego Country Club, Oswego Lake, and the Hunt Club are examples of private open spaces. Private open space may also be protected within residential and commercial developments through legal instruments such as private open space tracts and conservation easements.

Developed Open Space

Developed open space includes both public parks and private open space that is formally landscaped. It includes such areas as ball fields, play grounds, neighborhood pocket parks, tot lots, picnic facilities, accessory buildings, paved areas, lawns and similar uses.

- A. Parks:** A park is a publicly owned area that is intended primarily for recreational uses or park purposes, and is designated as "Park" on the Comprehensive Plan Map. Specific parks policies are found in the Parks and Recreation policies of the Comprehensive Plan.
- B. Private landscaped areas:** Privately-owned open space includes areas such as golf courses and cemeteries. It also includes private open space tracts and common areas within subdivisions. Private open space is intended to be used by members or residents only within a private development or subdivision.

Both natural and developed open space are integral components of the community's open space system.

Open space and natural areas are important to Lake Oswego residents, as evidenced since the mid-1970s. In 1975, numerous community volunteers participated in the first natural resources inventory, called the Lake Oswego Physical Resources Inventory (LOPRI). The inventory data was used to create policies and development standards to protect open spaces and natural resources.

Open space has also been designated and purchased by the City over time. In 1978 the Springbrook Park Charter Amendment was passed, setting aside a large tract of land as public open space. Since the original Comprehensive Plan was approved in 1978, five of six areas identified for public acquisition have been purchased by the City or otherwise protected, including land on Iron Mountain, the "Frog Pond" at Village on the Lake (private), the Hallinan Woods, the South Shore Natural Area and a large section of Kruse Oaks in the Westlake area. Other areas within Lake Oswego's open space system include a wetland area south of Childs Road, the River Run Park site on the Tualatin River and the Beth

Goal 5 ~~Open Spaces, Scenic & Historic Areas & Natural Resources~~

❑ **Section 6, Open Space**

Ryan Nature Preserve (owned by the Lake Oswego Land Trust). Many of the City's public parks also contain natural open space, such as the wetlands in Waluga Park and the Willamette River Greenway in George Rogers Park and Roehr Park. [ZC 1-95-1204 Revised; 5/20/97]

As Lake Oswego's population has increased, housing has replaced many previously undeveloped lands. The need for preserving more open spaces has become an ever increasing concern for residents. This was demonstrated by voter approval of a \$12 million bond issue in 1990 to fund the purchase of park and open space lands and to develop pathways. Most of the open space bond fund was depleted by 1994. It is expected that a high demand will continue for undeveloped residential lots, many of which contain natural areas, as Lake Oswego approaches a fully developed state. While substantial progress has been made toward acquiring open spaces, a need still exists for additional land.

Larger open space lands (20+ acres) abut the City limits to the south of Lake Oswego. These areas represent an opportunity for the City, neighboring jurisdictions, and responsible agencies to preserve open space and to provide open space buffers as a transition between neighborhoods and communities far in advance of development pressure.

Summary of Major Issues

The following are some of the issues, changed circumstances and conditions which were considered in the update of this element of the Comprehensive Plan:

- Open space serves many important functions in Lake Oswego
- Both developed and natural open spaces are integral components of the community's open space system.
- Much of Lake Oswego has been developed, but opportunities still exist to preserve and acquire sensitive natural areas as open spaces. Undeveloped lands abutting the City Limits present an opportunity to preserve and acquire future open space and buffer areas.

GOALS, POLICIES AND RECOMMENDED ACTION MEASURES

GOAL

The City shall protect, enhance, maintain and expand a network of open space areas and scenic resources within and adjacent to the Urban Services Boundary.

Goal 5 ~~Open Spaces, Scenic & Historic Areas & Natural Resources~~

□ **Section 6, Open Space**

POLICIES

1. Establish an open space network within and adjacent to the Urban Services Boundary (USB) which:
 - a. Preserves natural areas in an intact or relatively undisturbed state;
 - b. Provides for maintenance of scenic resources and distinctive aesthetic qualities such as views of Mount Hood, Oswego Lake, the Willamette River, the Tualatin Valley and forested ridge lines;
 - c. Preserves areas valued for community identity benefits* such as stands of trees and rock outcroppings;
 - d. Protects the public from natural hazards, such as areas subject to flooding, geological instability or high erosion potential;
 - e. Provides buffers between incompatible uses;
 - f. Preserves fish and wildlife habitat; and,
 - g. Provides land which meets the open space and recreation needs of the community.
2. Preserve open space through dedication, deed restrictions, covenants, or other methods as conditions of development approval which, when possible, shall be consistent with the City's parks, open space and pathways plans.
3. Promote an open space network that:
 - a. Maintains the existing tree canopy;
 - b. Provides aesthetic and visual relief from urban development;
 - c. Provides opportunities for pedestrian and bicycle linkage; and,
 - d. Preserves essential natural systems.*
4. The City shall emphasize protection rather than mitigation of open space functions and values.
5. Manage publicly-owned, natural open space areas to control access and to maintain a balance of protected natural areas and areas open to the public.
6. Provide regulations such as the Sensitive Lands program and the Open Space Development Standard to preserve natural resources, including essential natural systems, lands containing natural hazards and unique natural areas valued for scientific, educational, recreational, scenic resource and community identity benefits.* Development will be allowed when compatible with natural systems that are present. [ZC 1-95-1204 Revised; 5/20/97]

Goal 5 Open Spaces, Scenic & Historic Areas & Natural Resources

□ Section 6, Open Space

7. Require a higher level of protection where all or a portion of a resource is designated within an RP or RC Zone (see Sensitive Lands Policies). [ZC 1-95-1204 Revised; 5/20/97]
8. Establish community open space buffers and protected view corridors between Lake Oswego and adjacent communities, for the purpose of defining the edge of the urban area and preserving the open, rural character of lands outside of the city.
9. Consider the following resources eligible for protection: [ZC 1-95-1204 Revised; 5/20/97]
 - a. Stream corridors and natural drainage ways;
 - b. Flood plains;
 - c. Willamette River Greenway;
 - d. The Tualatin River corridor;
 - e. Wetlands;
 - f. Oswego Lake, its bays and its canals;
 - g. Tree groves;
 - h. Forested ridge lines;
 - i. View points;
 - j. Steep slopes;
 - k. Weak foundation soils;
 - l. High ground water areas;
 - m. Areas of geologic hazard (unstable soils); and,
 - n. Scenic resources.

RECOMMENDED ACTION MEASURES

- i. Develop a comprehensive open space plan, in coordination with the Metropolitan Greenspaces Plan, to inventory and protect open space and to provide a connected open space network. The open space plan should utilize the City's open space, parks and pathways to provide linkages among open spaces.
- ii. Develop an open space management program for public and private open space areas to include:
 - a. An inventory and evaluation of maintenance needs;
 - b. Monitoring to ensure continued environmental health and benefit; and,
 - c. Enforcement of conditions of development approvals.
- iii. Preserve open space through measures such as acquisition of land, purchase of development rights and conservation easements to preserve open spaces, buffer areas and views within the

Goal 5 Open Spaces, Scenic & Historic Areas & Natural Resources

□ Section 6, Open Space

- unincorporated Urban Services Boundary and on adjacent County lands outside of the Urban Growth Boundary.
- iv. Use a variety of means for a continuing program of open space protection within the City, including fee simple acquisition, gifts, long-term leases, life estates, scenic or conservation easements and other similar methods.
 - v. Use a natural resources advisory body* to advise Council on methods of open space acquisition, open space acquisition priorities and the designation and management of Public Open Space.
 - vi. Support the efforts of community groups to enhance and maintain public and private open spaces and to encourage volunteer participation and stewardship of open space land within the City.
 - vii. Coordinate with the development of a regional greenspaces system in the Portland Metropolitan area, including an open space buffer for Lake Oswego and adjacent communities in lands just outside the Urban Growth Boundary.
 - viii. Coordinate with appropriate jurisdictions to manage development to preserve the open space and rural qualities of the Stafford Area.
 - ix. Coordinate with the efforts of the Oregon Department of Parks and Recreation and other responsible jurisdictions, agencies and groups to enhance adjacent public open spaces, such as Tryon Creek State Park and the Willamette Greenway, which benefit Lake Oswego citizens.
 - x. Coordinate with appropriate jurisdictions and citizen groups to preserve open space lands within and adjacent to the USB.
 - xi. Develop ordinances and standards to protect view corridors within the Urban Services Boundary for scenic resources, including views of Mount Hood, Oswego Lake, the Willamette River, the Tualatin Valley and other views valued by the community.

Goal 5 Open Spaces, Scenic & Historic Areas & Natural Resources

Section 7, Oswego Lake

Goal 5: Open Spaces, ~~Historic~~ & Natural Areas

□ Section 7, Oswego Lake

Oswego Lake



The City shall protect the natural resource, energy, aesthetic, and recreation values of Oswego Lake.

Goal 5 Open Spaces, Scenic & Historic Areas & Natural Resources

□ Section 7, Oswego Lake

BACKGROUND

Statewide Planning Goal 5: Open Spaces, Scenic and Historic Areas, and Natural Resources

“To conserve open space and protect natural and scenic resources.”

Oswego Lake is the City’s largest natural feature and its geographic center. The main portion of the Lake covers 385 acres (USGS), with an additional 7 acres in West Bay and 28 acres in Lakewood Bay. The Lake is 3.5 miles long. The Lake, a reservoir, is privately owned and managed by Lake Oswego Corporation, commonly known as “The Lake Corporation.” The Corporation has owned and maintained the Lake since 1942.

Rolling hills, steep hillsides and rocky bluffs surround Oswego Lake, with elevations ranging from 98 feet on the Lake to 970 feet on Mt. Sylvania to the north. The surrounding hills are bisected by many streams that direct surface water into Oswego Lake, the most notable of which is Springbrook Creek. The Tualatin River is a major source of water for the Lake, and enters through the Oswego Canal.

Before the pioneer settlement period in the 1860s, Oswego Lake was a natural, smaller body of water, fed by streams and springs. It was called Waluga Lake by the Clackamas Indians, meaning “wild swan.” Early settlers called it “Sucker Lake” for a type of whitefish that may have dwelled in its warm waters. The Lake was renamed “Oswego Lake,” after the turn of the century, by the owner of the Oregon Iron & Steel Company, to promote surrounding residential real estate development as a supplement to the Lake’s primary use as a reservoir.

The Lake has commercial and industrial functions important to the culture of the community. The Oswego Canal was dug between the Lake and the Tualatin River to increase water flow and raise the reservoir’s level. The Lake was used for a short time on a trial basis to transport people and goods between the Willamette and Tualatin Rivers, via ferry boat across the Lake and horse drawn railroad cars along the canal’s bank. Lake waters that flow into Oswego Creek were used to operate the Durham sawmill when Oswego was first settled. Much more significantly, the increased flow was used to operate first iron and then steel foundries operated by Oregon Iron & Steel Company. A hydroelectric power generating plant was built on Oswego Creek in 1909, and the Corporation continues to operate this plant today, selling surplus power to PGE. A spillover dam was completed in 1921 that raised the Lake and greatly increased its size, creating Blue Heron Bay and West Bay on the west end and Lakewood Bay on the east end.

Goal 5 ~~Open Spaces, Scenic & Historic Areas & Natural Resources~~

□ **Section 7, Oswego Lake**

Oswego Lake was initially described in the 1975 Lake Oswego Physical Resources Inventory (LOPRI), and was also included in the 1992 Natural Resources Inventory. Its natural features have been highly modified, first by logging in the late 1800s and later by residential development, which cleared much of the original forest that surrounded the Lake. Today, homes with formal lawns stretching to the Lake's edge and waterfront seawalls and docks are interspersed among second growth and ornamental trees. Shoreline development, including seawalls, docks and boathouses, is strictly controlled by the Lake Corporation.

There are a few remaining undeveloped natural areas surrounding the Lake at the mouths of streams, and forested areas on steep slopes. A few natural riparian areas and small pockets of wetlands remain along the streams which enter the Lake. These natural edges are important for wildlife nesting, food and shelter. The remaining forest is typically Douglas fir on the north-facing slopes and oak/madrone and fir on the south-facing rocky bluffs. These remaining forested areas provide perch sites for birds of prey such as osprey and heron. The Lake is also an important habitat for resident and migratory waterfowl including dabblers, diving ducks, Canada geese and great blue heron. Fish species in the Lake include bass, catfish, bluegill, carp, crappie and yellow ring tail perch. [ZC 1-95-1204 Revised; 5/20/97]

In addition to its natural resource values, Oswego Lake is a multiple-use facility that serves the community in a variety of roles. It is a hydroelectric reservoir at the center of a 7,400 acre drainage basin. The Lake receives the majority of its water from the Tualatin River via a canal and also surface water from tributary streams, storm drain outfalls and surface runoff. Also, there are several City sanitary sewer interceptors below the Lake's normal surface water elevation that have been constructed at an engineered grade to convey sewage to the Tryon Creek Sewage Treatment Plant.

The Lake offers shoreline recreation opportunities to specific residents at the Lake Grove Swim Park and the Lake Oswego Swim Park. A new City Park at Lakewood Bay offers visual access, but not physical access, to the Lake. Oswego Lake is heavily used for water-related recreation by lakeside residents and others with Lake easements* recognized by the Corporation. The Lake is also valued by residents for its open space and aesthetic aspects and for its historical and cultural importance. Residents consider the Lake to be a vital part of Lake Oswego's identity, and a natural resource valuable to the community.

The multiple roles of the Lake can cause conflict. Silt caused by erosion and nutrients from lawn fertilizers can diminish water quality, and construction by private owners on lakeside lots has eliminated most public view points. Improperly functioning septic systems immediately adjacent to the Lake or tributary streams adversely impact water quality. The reservoir's level is lowered from time to time by the Corporation to maintain its hydroelectric facilities. During these periods, the Corporation may dredge sediments, private landowners may maintain seawalls, boathouses and docks and the City has scheduled maintenance of public sanitary sewer interceptors. Periodically, a lowering of the Lake to

Goal 5 ~~Open Spaces, Scenic & Historic Areas & Natural Resources~~

□ Section 7, Oswego Lake

greater depths is requested by the City for major maintenance of public sanitary sewer interceptors. The lowering of the Lake temporarily affects small areas of fish and wildlife habitat.

The Corporation has ongoing programs to maintain and improve the Lake's water quality. It has an aquatic vegetation inspection and control program, a water quality management program and monitors activities on the Lake on a regular basis. The Corporation has commissioned studies of the Lake to address problems caused by high phosphate levels, macrophytes and sediments. It prepares a Water Quality Management Plan each year to preserve the beneficial uses of the Lake. The plan includes preventive actions, water treatments, sediment removal and continuous sampling. The Corporation is very attentive to the potential of invasion by non-native vegetation. In the opinion of the Corporation, the sedimentation of the Lake over time creates the greatest hazard to its use as a hydroelectric reservoir, its recreational uses and its fish and wildlife habitat. Removal of these sediments is required from time to time.

The City's Development Standards and procedures recognize the importance of the Corporation's efforts to maintain the Lake and establish measures to control erosion hazards, preserve natural features, protect water quality and regulate adjacent land uses. Relevant Development Standards include Stream Corridors, Erosion Control, Flood Plain, Drainage, Parks and Open Space, Tree Cutting and Hillside Protection. In addition, there are zoning regulations related to Oswego Lake, including the Cabana (WR) Zone and Supplementary Standards. The Cabana Zone is limited to the north side of Lakewood Bay. It permits single family residential or cluster developments on pilings. The Supplementary Standards of the Development Code require a 25 foot building setback from the shore of the Lake except seawalls, boathouses, docks and other improvements as approved by the Corporation.

In addition to City development regulations, Oswego Lake is subject to State and Federal regulations. The perimeter of the Lake is in the 100-year flood plain regulated by FEMA (Federal Emergency Management Agency). The State considers the waters of Oswego Lake to be "waters of the State," and subject to certain water quality regulations under the Federal Clean Water Act (CWA), administered by the Oregon Department of Environmental Quality (DEQ). In 1990, the DEQ found that the Tualatin River basin and Oswego Lake Basin did not meet Federal and State quality standards and determined them to be "water quality limited"* because of higher than allowable levels of phosphorus and other pollutants. The Lake's characterization arises from the condition of its tributaries and other sources of inflow. (See also Goal 6, Water Quality.) As a result, the City adopted the Lake Oswego Surface Water Management Plan (SWMP) and new Erosion Control Standards in 1992. The SWMP guides efforts to improve water quality, including rehabilitation of streams that drain into the Lake and public education programs.

Goal 5 Open Spaces, Scenic & Historic Areas & Natural Resources

□ Section 7, Oswego Lake

Summary of Major Issues

The following are some of the issues, changed circumstances and conditions which were considered in the update of this element of the Comprehensive Plan.

- Oswego Lake has multiple uses and values, including electrical power generation, reservoir storage capacity, surface water storage, single family residences, water recreation, aesthetic values and scenic views, habitat for fish and wildlife and social values.
- The Lake Oswego Surface Water Management Plan has been adopted by the City, in cooperation with the Corporation's water quality management program.
- The City has adopted erosion control standards and other regulations which are intended to help protect the natural resource and scenic values of Oswego Lake.
- The Tualatin River drainage basin and Oswego Lake have been designated as "water quality limited" by the Oregon Department of Environmental Quality (DEQ). The Lake's condition follows from the condition of its tributaries and other sources of inflows.

GOALS, POLICIES AND RECOMMENDED ACTION MEASURES

GOAL

The City shall protect the natural resource, energy, aesthetic and recreation values of Oswego Lake.

POLICIES

1. Cooperate with the Lake Oswego Corporation to protect the natural resource, energy, aesthetic and recreation values of Oswego Lake.
2. Establish significant public viewpoints to assure that residents of the community can identify with and enjoy Oswego Lake.
3. Identify wetlands, mouths of streams and tree groves on the shores and hillsides surrounding Oswego Lake and protect them with a sensitive lands overlay on the Comprehensive Plan Land

Goal 5 Open Spaces, Scenic & Historic Areas & Natural Resources

□ Section 7, Oswego Lake

Use Map. Regulate development and other activities in ways which provide protection of these resources and ensure the smooth functioning of the reservoir and removal of silt. [ZC 1-95-1204 Revised; 5/20/97]

4. Provide and support programs that improve the water quality of Oswego Lake. This could include silt prevention and silt removal programs in streams and storm water inflows where sediment buildups have the potential to limit beneficial uses.
5. Require all development proposed within or adjacent to Oswego Lake to:
 - a. Minimize negative impacts on upland vegetation, slopes, fish and wildlife habitat, wetlands, stream corridors and scenic views, while allowing reasonable recreational use by landowners;
 - b. Incorporate and maintain natural features, functions and values in the project design such as tree groves, steep slopes, riparian vegetation, scenic views and habitat for fish and wildlife;
 - c. Prevent damage caused by upstream erosion and siltation; and,
 - d. Prevent the placement of pollutants or contaminants, including sediments, into the Lake and its tributaries.
6. Allow development density on parcels containing natural resources associated with Oswego Lake to be transferred to other portions of the development site when steep slopes, tree groves, or wetlands are permanently protected as open space.
7. Allow innovative site and building design, including the clustering of buildings to preserve natural features associated with Oswego Lake.
8. Work with the Lake Oswego School District to preserve its rights to the existing swimming easement in the Lake Grove Area Swim Park.
9. Design, construct and operate public works projects to preserve natural features of the Lake and to preserve the water quality of the Lake.
10. Cooperate with the Corporation to safeguard the hydroelectric potential of the Lake as an energy source.

Goal 5 Open Spaces, Scenic & Historic Areas & Natural Resources

□ Section 7, Oswego Lake

RECOMMENDED ACTION MEASURES

- i. Coordinate with DEQ and other State and Federal Agencies, and cooperate with the Lake Corporation to enhance the water quality of the Lake through the City's Surface Water Management Program.
- ii. Cooperate with DEQ and the Tualatin Basin Designated Management Agencies to enhance the water quality of the Tualatin River and other tributaries of Oswego Lake.
- iii. Provide information to the general public and developers regarding the location and importance of resources associated with the Lake, and ways in which they can be protected and restored.
- iv. Support efforts to prevent and remove sedimentation from Oswego Lake.
- v. Explore alternatives for City-requested deep lake draining, such as the use of divers and video cameras to do inspections and conduct major maintenance of City sewer lines within the Lake.
- vi. Consider adoption of regulations designed to protect Oswego Lake from damage caused by upstream erosion, siltation and other pollutants.
- vii. Explore ways to remove sanitary sewer lines from Oswego Lake.

Goal 6 ~~Air, Water & Land~~ Resources Quality

Section 1, Air Resources Quality

Goal 6, Section 1: Air Resources Quality

The Air Resources Quality section of Goal 6 is carried forward from the 1994 Comprehensive Plan with no updates or revisions. It is to be updated and incorporated into a new Healthy Ecosystems chapter as the City makes revisions to its Sensitive Lands program. Water and Land Resources sections have been updated and incorporated into the Community Health and Public Safety chapters of the Plan.

Goal 6: ~~Air, Water & Land~~ Resources Quality

Section 1, Air Resources Quality



Reduce air pollution and improve air quality in Lake Oswego and the Portland Metropolitan Area.

Goal 6 ~~Air, Water & Land Resources Quality~~

□ Section 1, Air Resources Quality

BACKGROUND

Statewide Planning Goal 6: ~~Air, Water and Land Resources Quality~~

“To maintain and improve the quality of the air, water and land resources of the state.”

Statewide Planning Goal 6 requires communities to develop plans and implementing measures so that waste and process discharges from existing and future development do not threaten to violate, nor violate, applicable state or federal environmental statutes, rules and standards. With respect to the air, water and land resources of the applicable air sheds and river basins described or included in state environmental quality statutes, rules, standards and implementation plans, such discharges shall not 1) exceed the carrying capacity of such resources, considering long range needs; 2) degrade such resources; or, 3) threaten the availability of such resources.

Air pollution is both a regional and local problem. Lake Oswego and the rest of the Portland Metropolitan Region are part of the Willamette Valley air-shed which is influenced by the topography and climate of the Willamette Valley basin and the concentration of human activities in the metro area which emit air contaminants. Air pollutants which affect Lake Oswego and the rest of the Metropolitan area originate from three broad categories: 1) point sources which emit large volumes of pollutants from specific locations such as industrial sites; 2) area sources which discharge small levels of pollutants from numerous sites, such as woodstoves, garden equipment, solvents and backyard burning; and, 3) mobile sources, which are predominately automobiles.

Under the authority of the Federal Clean Air Act, the Environmental Protection Agency (EPA) has established national ambient air quality standards for six classes of pollutants: ozone, carbon monoxide, nitrogen oxides, sulfur dioxide, fine particulate matter and lead. The Oregon Department of Environmental Quality (DEQ) is responsible for monitoring and enforcing these standards and is also responsible for monitoring and regulating pollutants which are either known or probable human carcinogens. DEQ has a coordinated review system to enable local jurisdictions to review air discharge permits to determine compliance with local plans and ordinances.

The Willamette Valley is prone to prolonged periods of poor ventilation because physical and climatic conditions retard the dispersal of air pollutants. The Coast Range and Cascade Mountains confine air movement, and westerly winds are not generally strong enough to disperse pollution eastward. In the winter, surface cold air creates temperature inversions that reduce air mixing near ground level, resulting in high concentrations of carbon monoxide. Pollution problems also occur in the summer and early fall when winds are light and variable, coinciding with high concentrations of suspended particulates and ozone.

Goal 6 ~~Air, Water & Land Resources Quality~~

□ **Section 1, Air Resources Quality**

The air-shed in the Portland Metropolitan Region is a finite resource. Air pollution is growing in the region due to increased vehicle use, growing industrial activity, and increases in the number of area sources associated with a growing population. The region was designated by DEQ in 1991 as not meeting Federal Clean Air Act standards for ground level ozone and carbon monoxide. These pollutants are produced primarily by automobile emissions. Unless increasing air pollution is brought under control within the next five to ten years, mandated control programs will be enforced by the Department of Environmental Quality. In addition to environmental well-being, uncontrolled air pollution would significantly impact the region's economy.

The region's existing and future anticipated air quality problems are being addressed in the following ways.

- Planning for the regional transportation system is required by DEQ to conform to air quality standards. Prior to the construction of new roads, the impacts that additional automobile travel will have on the regional air-shed's "emission's budget" must be evaluated. Mass transit alternative travel modes are being promoted to reduce congestion and dependency on the private automobile.
- Mandatory motor vehicle emission tests are required for all automobiles less than twenty years old.
- The Oregon Transportation Planning Rule (OAR 660-12) requires vehicle miles traveled (VMT*) to be maintained to the year 2005 and reduced by 10% by 2015. Also, jurisdictions are obliged to amend land use regulations to encourage alternative transportation modes; such as bicycling, walking and transit by November, 1993.
- The 1992-93 Oregon Legislature adopted legislation which enacted ORS 468 A.363 which will implement the following:
 - a. Emission standards for the sale of new gasoline powered lawn and garden equipment;
 - b. Improvements in the Portland area vehicle inspection program including more extensive testing and expanded boundaries;
 - c. Maximum parking space* limits for new construction to result in a reduction of less vehicle trips;
 - d. Elimination of the 20 year old vehicle rolling emissions exception;
 - e. Bicycle, pedestrian and transit friendly land use patterns; and,
 - f. A mandatory employer trip reduction program whereby employers with more than fifty employees would be required to submit plans for reducing commute trips.

Goal 6 ~~Air, Water & Land~~ Resources Quality

☐ Section 1, Air Resources Quality

Summary of Major Issues

The following are some of the issues and changed circumstances and conditions which were considered in the update of this element of the Comprehensive Plan.

- The Portland Metropolitan Region was declared a non-attainment area for ground level ozone and carbon monoxide in 1991.
- Anticipated growth in population and traffic is expected to cause the region to exceed the ozone standard after the mid 1990's unless further measures are taken to reduce emissions.
- Air quality is a complex regional problem which must be addressed by the region's governments, business community and individual citizens.
- The Oregon Legislature adopted a number of specific measures to reduce air pollution in the region.

GOALS, POLICIES AND RECOMMENDED ACTION MEASURES

GOAL

Reduce air pollution and improve air quality in Lake Oswego and the Portland Metropolitan Area.

POLICIES

1. Cooperate with federal, state and regional agencies to meet the air quality standards of the Federal Clean Air Act.
2. Ensure commercial and industrial developments comply with all required state and federal air quality regulations and mitigate the impacts of air pollution through design and abatement measures.
3. Preserve and enhance the City's open space and natural resources to sustain their positive contribution to air quality.

Goal 6 ~~Air, Water & Land Resources Quality~~

□ **Section 1, Air Resources Quality**

4. Increase the opportunity to use alternative transportation as a means to reduce air pollution by:
 - a. Requiring safe and comfortable pedestrian and bicycle pathways as part of all new street construction projects, where feasible;
 - b. Ensuring new street projects accommodate existing and future transit requirements;
 - c. Requiring the design of new development to be supportive of pedestrian, transit and bicycle users;
 - d. Requiring payment of a systems development charge to be applied to the City's pedestrian and bicycle path system;
 - e. Providing appropriate pedestrian and bicycle facilities as part of new park projects; and,
 - f. Maintaining an ongoing program to build and maintain pedestrian and bicycle paths.
5. Encourage land use patterns which, while reducing dependency on the automobile, are also compatible with existing neighborhoods.
6. Reduce air pollution associated with municipal operations.
7. Reduce congestion and delay on major streets to lessen localized pollution impacts of automobile travel through methods such as signal timing, access management, intersection improvements, etc.

RECOMMENDED ACTION MEASURES

- i. Reduce the local effects of air pollution by requiring commercial and industrial development to undertake measures such as:
 - a. Locating discharge sources where impacts can be minimized;
 - b. Utilizing state of the art abatement equipment and processing technology; and,
 - c. Planting trees and other plant materials on the development site.
- ii. Ensure that industrial and commercial development with the potential for air pollution is reviewed by the Department of Environmental Quality to determine impacts on local and regional air quality.

Goal 6 ~~Air, Water & Land Resources Quality~~

□ Section 1, Air Resources Quality

- iii. Implement measures to reduce air pollution associated with City operations, such as utilizing lesser or non-polluting fuels in City vehicles, replacing chlorinated fluorocarbons in air conditioners and limiting the application of chemicals as part of grounds maintenance activities.
- iv. Work with Metro and DEQ to provide information on regional air shed characteristics and air quality regulations to new and expanding industry.
- v. Promote public education to communicate ways that individual action can reduce air pollution, such as limiting use of automobiles, wood burning stoves and fireplaces, outboard motors and gasoline powered lawn and garden equipment.
- vi. Reduce air pollution by decreasing the need for vehicle trips through:
 - a. Promoting pedestrian, bike and transit friendly land uses, including high density mixed use developments that are compatible with existing neighborhoods;
 - b. Implementing the Oregon Transportation Planning Rule;
 - c. Establishing limits on the number of new parking spaces within commercial and industrial zones;
 - d. Providing opportunities to utilize alternative transportation modes; and,
 - e. Encouraging employers, including the City of Lake Oswego, to implement programs to reduce single occupant trips to and from work.
- vii. Encourage the preservation and planting of trees to improve air quality.

Goal 6 ~~Air, Water & Land Resources Quality~~

Section 1, Air Resources Quality

Goal 15 Willamette River Greenway

Section 15, Willamette River Greenway

Goal 15: The Willamette Greenway –

The Willamette River Greenway chapter is carried forward from the 1994 Comprehensive Plan with no updates or revisions. It is to be updated and incorporated into a new Healthy Ecosystems chapter as the City makes revisions to its Sensitive Lands program.

Goal 15: Willamette River Greenway

View of Lake Oswego Water Sports Center On The Willamette River



The City shall protect, conserve, enhance and maintain the natural, scenic, historic, economic, and recreational qualities of the Willamette River Greenway.

Goal 15 Willamette River Greenway

□ Section 15, Willamette River Greenway

BACKGROUND

Statewide Planning Goal 15: Willamette River Greenway

“To protect, conserve, enhance and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River as the Willamette River Greenway.”

The Willamette River Greenway is a valuable natural asset of the City of Lake Oswego and the State of Oregon. The first suggestion that the Willamette River be somehow protected from becoming a heavily developed urban corridor, was broached in the late 1960’s. Several bills relating to the protection of the River were enacted by the State Legislature. The Willamette River Greenway was finally created in 1973 with the enactment of House Bill 2497 (ORS 390.310-368). Statewide Planning Goal 15, Willamette River Greenway, sets forth the overall framework within which state and local governments carry out protection and enhancement of the Greenway, including its natural, scenic, historical, agricultural, economic and recreational qualities. The Greenway boundary includes all lands within 150’ of ordinary low water.

The City received Land Conservation and Development approval of its Greenway goals and policies and Zoning Code Greenway Management Overlay in 1984. Goal 15 requires localities to adopt Greenway boundaries, specify uses permitted within those boundaries, indicate areas of potential acquisition along the Greenway and adopt provisions, by ordinance, requiring a compatibility review permit for any intensification, change of use or development within the Greenway boundaries. The City’s Greenway Management Overlay provides design review procedures for any of these activities in the Greenway.

One of the features of the Greenway law, is that the Oregon Department of Transportation, State Parks Division, may determine sites appropriate for purchase. The State has identified a nine acre natural feature with scenic, natural, and recreational qualities for future acquisition at the confluence of the Willamette River and Tryon Creek. This property is currently within Clackamas County and within the City’s Urban Service Boundary. Since this property is adjacent to Tryon Creek State Park, it has potential for connecting public land with a recreational trail that would reach the Willamette River.

On the Lake Oswego Comprehensive Plan Map, Greenway boundaries are 150 feet from ordinary low water (see Comprehensive Plan Map), except where they widen to include Roehr Park and George Rogers Park, which are City owned properties. In Lake Oswego, the largest portion of the Greenway contains residential uses. Commercial, recreation and public uses, such as the Tryon Creek Sewage Treatment Plant, are also present.

Beginning in 1993, the City participated in the Willamette River Corridor Coordination Plan. This project will result in a coordinated, regional vision and management plan for the River between the

Goal 15 Willamette River Greenway

□ Section 15, Willamette River Greenway

Multnomah/Clackamas County line and the Willamette Falls dam, and is scheduled for completion in 1994–95.

Summary Of Major Issues

The following are some of the issues, changed circumstances and conditions which were considered in the update of this chapter of the Comprehensive Plan:

- The City participated in the Willamette River Corridor Plan wherein several jurisdictions developed a coordinated, regional vision for the portion of the river lying within the Clackamas County urban area.
- Since the Willamette River Greenway was created in 1973, there has been a recognition that limiting water pollutants through surface water management is important for the health of the Willamette River and its tributaries. In 1991, the City adopted a Surface Water Management Plan to enhance water quality within the City's USB. This chapter recognizes this with the inclusion of surface water policies.

GOALS, POLICES AND RECOMMENDED ACTION MEASURES

GOAL

The City shall protect, conserve, enhance and maintain the natural, scenic, historic, economic, and recreational qualities of the Willamette River Greenway.

POLICIES

1. Designate the Willamette Greenway Boundary on the City's Comprehensive Plan Map, consistent with the location established by the Oregon Land Conservation and Development Commission.
2. Require non-water related and non-water dependent structures* to be set back from the Willamette River.
3. Manage lands within and adjacent to the Greenway to protect and restore natural vegetation.

Goal 15 Willamette River Greenway

□ Section 15, Willamette River Greenway

4. Protect, enhance, and restore the fish and wildlife habitat values of the Willamette River and the Greenway.
5. Minimize the visual impact of development on the Willamette River and the Greenway through measures such as setbacks, height restrictions, building materials and color choices and landscape screening.
6. Protect the water quality of the Willamette River by:
 - a. Regulating development to prevent pollutants and soil erosion from entering the River;
 - b. Ensuring discharge practices conform to state and federal standards, and other requirements; and,
 - c. Protecting and enhancing the natural functions and values of the ground and surface water systems which drain into the River.
7. Preserve significant view corridors to the Willamette River.
8. When appropriate, require dedication of public access easements within the Greenway and to the Willamette River, as part of the development review and approval process.
9. Designate the Willamette Greenway as Protection Open Space.

RECOMMENDED ACTION MEASURES

- i. The Willamette River Greenway Boundary shall include the potential nine acre acquisition site identified by the Oregon State Parks and Recreation Department at the confluence of the Willamette River and Tryon Creek.
- ii. Coordinate Greenway planning activities with Clackamas County, the Oregon State Parks and Recreation Department and other responsible jurisdictions and governmental agencies.
- iii. Acquire land and easements to protect the Greenway's natural resources and provide for continuous public access along, and to, the River.
- iv. Maintain public safety and protect public and private property from vandalism and trespass along the Greenway.
- v. Coordinate with other involved agencies and jurisdictions and users of the Willamette River to promote safe public use of the River and Willamette Greenway in compliance with local and state goals, policies and regulations.

Goal 15 Willamette River Greenway

Section 15, Willamette River Greenway

- vi. Protect, enhance and restore natural vegetation along the Willamette River.
- vii. Identify significant view corridors to the Willamette River Greenway and develop standards to protect them.

Adopted March18, 2014

Glossary

Adopted March 18, 2014

20-Minute Neighborhood: (See Twenty-Minute Neighborhood)

100 Year Flood: (See Base Flood)

Adaptive Reuse: To change a landmark building from its original use to another use. For instance, a train station that is remodeled into a restaurant. This is commonly done to preserve the structure while allowing a contemporary use

Adequate: Adequate is used in multiple contexts, and is defined as much or as good as necessary to meet the appropriate requirement or purpose, such as the statewide planning goals and the associated rules.

Advisory Body: A board, commission, standing or ad-hoc committee appointed by the City Council to advise it on issues pertaining to land use, natural and historic resources, parks and recreation, traffic, or other matters as prescribed by the Council.

Affected Governmental Units: Those local governments, state and federal agencies and special districts which have programs, land ownerships or responsibilities within the area included in the plan.

Affordable Housing: Housing where a household pays no more than 30 percent of its annual income on housing.

Ageing In Place: The ability to live in one's own home and community safely, independently, and comfortably, regardless of age, income or ability level.

Alteration, Minor: An exterior alteration to a historic landmark which changes the appearance or material of the landmark or contributing resource as it exists and which does not duplicate or restore the affected exterior features and materials as determined from historic photographs, historic period building plans or other evidence of original features or materials.

Alteration, Major: An exterior alteration to a historic landmark which is not a minor alteration.

Alternative Transportation: Transportation modes that provide alternatives to single occupant vehicles (SOV). Examples include mass transit, walking and bicycling.

Archaeological Resource: An archaeological object or site of archaeological significance that is defined as follows:

- a. **Archaeological Object is an object that:**
 - i. Is at least 50 years old;

- ii. Comprises the physical record of an indigenous (and subsequent) or other culture found in the state or waters of the state; and
 - iii. Is material remains of past human life or activity that are of archaeological significance including, but not limited to, monuments, symbols, tools, facilities, technological byproducts and dietary by-products.
- b. **Site of Archaeological Significance:**
- i. Any archaeological site* on, or eligible for inclusion on, the National Register of Historic Places as determined in writing by the State Historic Preservation Officer; or,
 - ii. Any archaeological site that has been determined significant in writing by an Indian tribe; or,
 - iii. Any archaeological site on the Lake Oswego Landmarks list.

Archaeological Site: A geographic locality, including but not limited to submerged and submersible lands within the state's jurisdiction, that contains archaeological objects and the contextual associations of the archaeological objects with:

- Each other; or,
- Biotic or geological remains or deposits.

Automatic Aid Agreement: An agreement between Lake Oswego and other cities and fire districts whereby each agrees to respond automatically to certain fire alarms within each other's jurisdiction.

Average Daily Traffic (ADT): The average daily number of automobiles passing a given point on a given street or road.

Base Flood: The flood having a one percent chance of being equaled or exceeded in any given year. The base flood is also known as the 100 year flood.

Bicycle Lane: A bicycle lane is that portion of the roadway designated by a wide stripe (8 inches) and bicycle pavement markings, for the exclusive or preferential use of bicycles. Bike lanes along Boones Ferry, between Jean Road and Upper Drive are an example of this type of bicycle facility. Bike lanes can be marked between on-street parking and the auto travel lane or can be shoulder bikeways designated by a wide stripe.

Buffer Area: An undeveloped natural area adjacent to a wetland or stream corridor Distinctive Natural Area (DNA) or other resource area that helps to enhance the functions and values of the resource, and provides insulation from human disturbances and domestic animals.

Buffer Edge: An area adjacent to the buffer area within which development may occur but within which certain activities are regulated to prevent negative impacts on nearby wetlands or stream corridors.

Adopted March 18, 2014

Buildable Land: Residentially designated vacant and redevelopable land within the Urban Growth Boundary that is not severely constrained by natural hazards, or subject to natural resource protection measures. Publicly owned land is not considered available for residential use. Land with slopes of 25 percent or greater and land within the 100-year floodway is considered unbuildable for purposes of density calculations.

Campus Institutional: Land uses allowed in Campus Institutional areas are all Office Campus uses, including those for educational, religious, social services, governmental agencies, related residential uses and facilities for care of the handicapped or other special care needs, located in a campus setting which preserves a substantial amount of landscaping and open space and the character of existing institutions.

Campus Research and Development (CR&D): A land use designation intended to provide a mix of clean, employee-intensive industries, offices and high density housing with associated services retail commercial uses in locations supportive of mass transit and the regional transportation network.

Capital Improvement Program (CIP): A financial planning tool in which needed improvements to the City's facilities are identified, priced and prioritized. Funding from a variety of sources, including local property taxes and utility fees, is matched with the projects. The City approves the CIP on a periodic basis, and projects are implemented using the CIP as the guiding document.

Certified Local Government: A preservation partnership between local, state and national governments focused on promoting historic preservation at the grassroots level. The program is jointly administered by the National Park Service (NPS) and the State Historic Preservation Office, pursuant to 36 CFR Part 61, the implementing regulations for the National Historic Preservation Act of 1966, as amended.

Citizen Involvement Guidelines: A set of program guidelines intended to establish an effective and responsible program for citizen involvement in the land use planning process in Lake Oswego. The guidelines were developed by the Lake Oswego Commission for Citizen Involvement and adopted by the City Council, pursuant to Statewide Planning Goal 1 (Citizen Involvement).

Commercial Corner: An area that accommodates a mix of limited, lower-intensity commercial and residential uses providing services for nearby residents. These locations are smaller in scale and size than Neighborhood Villages, typically located on one corner of an intersection, not more than one lot deep, and zoned commercial or mixed-use.

Community Identity Benefits: Elements of the physical environment that characterize Lake Oswego and are valued for their aesthetic appearance, their environmental values,

or their association with the character of a neighborhood or the community. Examples include stands of trees and forested ridgelines, views, rock outcroppings, water features, and individual tree and plant specimens.

Community Needs (for goods and services): These are needs which encompass the range of goods and services desired by the market area defined by Lake Oswego's Urban Services Boundary. These are needs met by the following:

- **Convenience goods and services.** Merchandise that is consumed daily and purchased frequently, such as food and drugs.
- **Primary goods.** Merchandise with a cost, rate of depletion, and frequency of purchase in-between that of convenience goods and secondary shopper's goods. Apparel, shoes and books are examples.
- **Durable goods.** Those goods that are intended to last five years or more such as furniture, appliances, and automobiles. Because of their cost and long life these goods are purchased less frequently than primary goods intended to provide for frequently recurring needs. Consumers typically travel greater distances to shop for durable goods than for other types of goods. These goods are also referred to as secondary goods.

Compact Urban Form: Uses land efficiently, focusing redevelopment within the current urban service boundary to discourage urban sprawl, and preserving rural lands outside the boundary.

Comprehensive Plan: Comprehensive Plan is defined in ORS 195.015 as a generalized, coordinated land use map and policy statement of the governing body of a local government that interrelates all functional and natural systems and activities relating to the use of lands, including but not limited to sewer and water systems, transportation systems, educational facilities, recreational facilities, and natural resources and air and water quality management programs. "Comprehensive" means all-inclusive, both in terms of the geographic area covered and functional and natural activities and systems occurring in the area covered by the plan. "General nature" means a summary of policies and proposals in broad categories and does not necessarily indicate specific locations of any activity or use.

Conflicting Land Use: The development or redevelopment planned for a property which may result in demolition, alteration or moving of a landmark. In the absence of a development proposal, the identified conflicting use is the most intensive use allowed in the zone.

Contaminant: Any physical, chemical, biological or radiological substance in water which makes it unfit for human consumption.

Coordinated: A plan is coordinated when the needs of all levels of governments, semi-public and private agencies and the citizens of Oregon have been considered and accommodated as well as possible.

Adopted March 18, 2014

County Housing Authority: The County agency responsible for administering affordable housing programs.

Crime Prevention Through Environmental Design: Site and building design methods that minimize opportunities for crime and increase public safety.

Cultural Node: Community gathering places where people come together to learn and participate in the culture of the City.

Cultural Resource: Evidence of an ethnic, religious or social group with distinctive traits, beliefs and social forms.

Critical Facilities and Infrastructure: As defined by the Natural Hazards Mitigation Plan Addendum. Critical facilities are City Hall: Dispatch, Law Enforcement; Fire Stations; the Adult Community Center; and Public Works Operations. Critical infrastructure includes infrastructure that provides services for the City of Lake Oswego, including treatment plants, major public facility lines, gas pipelines, transportation networks, substations, fiber optic lines and communications towers.

Dedication: A transfer of property or property rights as a condition of development approval to the City of Lake Oswego for public facilities such as streets, utilities, pathways, sidewalks, surface water management and street trees or for open space protection.

Demand Management: Actions designed to alter travel patterns to improve the efficiency of current transportation facilities and reduce the need for additional facilities. Examples include encouraging the use of alternative transportation systems and trip reduction ordinances.

DLCD: Department of Land Conservation and Development. This state agency administers the statewide land use planning program.

Developed Open Space: Open space that consists of ball fields, play grounds, neighborhood pocket parks, tot lots, picnic areas, accessory buildings, paved areas, lawns, formal landscaped areas or similar uses.

Development: Any man-made change to improved or unimproved property, including, but not limited to, construction, installation or alteration of a building or other structure, change of use, land division, establishment or termination of a right of access, storage on the land, grading, clearing, removal or placement of soil, paving, dredging, filling, excavation, drilling or removal of trees.

DOGAMI: The Oregon Department of Geology and Mineral Industries' (DOGAMI) primary function is to map the state's varied geology and natural hazards to help Oregonians

understand and prepare for the vast array of natural hazards that accompany the state's spectacular geology.

Dwelling Units per Acre on Vacant Buildable Land: The number of dwelling units allowed on a net buildable acre. A net buildable acre consists of 43,560 square feet of residentially designated, buildable land after excluding present and future rights-of-way, hazard areas, public open spaces and restricted resource protection areas.

Edge Area: An area adjacent to the buffer area within which development may occur but within which certain activities are regulated to prevent negative impacts on nearby resource areas.

Employment Centers: The City's economic drivers, providing land primarily for office, research, education, and industrial uses. Employment Centers support Lake Oswego's current leading employment sectors of Finance, Insurance, and Professional Consulting Services, and can support the future target industries as well. Employment Centers focus on higher intensity employment uses in the City, and can accommodate medium and large employers (50+ jobs per business) that seek business park, industrial, or institutional settings. Employment Centers may contain the following Comprehensive Plan designations: Commercial Research and Development (CR&D), Highway Commercial (HC), Mixed Commerce (MC)*, Office Campus (OC), Office Campus/High Density Residential (OC/R-3), Campus Institutional (CI), Open Space (OS); Parks and Natural Areas (PNA), Park (P), Industrial Park (IP) and, in the Mary's Woods Center, Low Density Residential (R-10).

Although the focus is on employment, Employment Centers do allow mixed use: limited retail, residential and commercial uses that are designed to support the primary employment purpose and provide additional vibrancy to its daily activities without supplanting each Center's primary employment focus. Centers should be well connected to the surrounding community. They are located around major arterials and highway facilities to facilitate access, movement of goods and employees, and are well-served by all modes of transportation. The City has three Employment Centers (Figures 3–5), Kruse Way, the SW Employment District, and Marylhurst—each with its own character and economic function. Kruse Way functions as the City's primary office commercial employment area, the SW Employment District functions as the City's primary Industrial and Industrial Park area, and Marylhurst's focus is on campus institutional uses (education).

Employment Uses: Defined as the commercial, industrial, campus institutional, public function and mixed-uses allowed in the Comprehensive Plan employment zones.

Employment Zones: Includes all Comprehensive Plan Map zones that allow employment uses: commercial, industrial, campus institutional, public functions and mixed-use zones.

Adopted March 18, 2014

Energy Systems, Small-Scale Renewable: Energy generation, storage and delivery systems that can be centralized (such as electricity and natural gas), or small-scale distributed energy systems, which are modular, decentralized, grid-connected or off-grid energy systems located in or near the place where energy is used.

Enhanced 911 (E-911): A regional emergency communications system which utilizes the existing phone network linked to a computerized system to locate emergencies and coordinate response in the shortest possible time.

Equitable Allocation: The allocation of the costs of expanding the capacity of public facilities within the Urban Service Boundary proportionate to the demand placed on the public facility by new development and the demand required by existing development.

Erosion: Detachment and movement of soil, rock fragments, mulch, fill or sediment by water, wind, gravity, frost and ice or by development activities.

ESEE: Refers to Environmental, Social, Energy and Economic (ESEE) analysis, pursuant to Statewide Planning Goal 5 (OAR 660, Division 23).

Essential Natural Systems: Natural systems with functions that contribute to flood protection, erosion control or surface water quality, including floodplains, stream corridors, wetlands and other living systems.

Essential Public Facilities: As defined by ORS 455.447 (a) “Essential facility” means:

- (A) Hospitals and other medical facilities having surgery and emergency treatment areas;
- (B) Fire and police stations;
- (C) Tanks or other structures containing, housing or supporting water or fire-suppression materials or equipment required for the protection of essential or hazardous facilities or special occupancy structures;
- (D) Emergency vehicle shelters and garages;
- (E) Structures and equipment in emergency-preparedness centers;
- (F) Standby power generating equipment for essential facilities; and
- (G) Structures and equipment in government communication centers and other facilities required for emergency response.

Essential Recreational Services: Provision of a wide range of recreation options under the following essential service categories: play for children, exercise and sports, and access to nature.

- Farm/Produce Stand:** A building or structure used for the retail sales of fresh fruits, vegetables, flowers, herbs, and/or plants, and accessory sales.
- FEMA:** The Federal Emergency Management Agency is the federal agency that administers the National Flood Insurance Program.
- Filling (Fill):** A deposit of earth by artificial means.
- Finished Water:** Water which has been treated, is ready for use and can be safely consumed.
- Flood or Flooding:** A general and temporary condition of partial or complete inundation of normally dry land areas from the overflow of inland waters or the unusual and rapid accumulation of runoff of surface waters from any source.
- Floodplain:** The area bordering a watercourse subject to flooding. The floodplain includes both the floodway fringe* and the floodway. The floodplain is further defined as being flooded by the 100-year flood, also referred to as the base flood.
- Floodway:** The area within the floodplain that includes the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than one foot.
- Floodway Fringe:** The area within the floodplain lying outside the floodway. This is the area, in addition to the floodway, that is inundated by the 100 year or base flood.
- Floor Area Ratio (FAR):** The ratio of the combined floor area of all stories of a building excluding vent shafts, courtyards, enclosed or covered parking areas, allowable projections, decks, patios, uncovered exit stairs and uncovered, above-grade driveways, to the net buildable area.
- Frequent Bus:** Frequent Bus provides high frequency local service along major transit routes with frequent stops. This service includes a high level of transit preferential treatments and passenger amenities along the route such as covered bus shelters, curb extensions, reserved bus lanes, lighting, median stations and/or signal preemption. The future Line 78, between downtown Lake Oswego and the Tigard Transit Center, via Country Club, Boones Ferry and Meadows Road, and the segment of Line 35 south of downtown Lake Oswego are planned as Frequent Bus lines.
- Frequently Recurring Needs (for goods and services):** The continuous demand for goods and services that are used on a regular or daily basis such as food, drugs, dry cleaning, etc. These are often referred to as convenience goods and services.
- Full Costs of Extending Urban Services:** Means the costs of constructing all public improvements needed to serve the development of an urban reserve area including both

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those facilities that need to be constructed within the area as well as the expansion in capacity of any facilities outside the area that are required either to serve the urban reserve area or to maintain existing levels of service within the City's 1996 Urban Service Boundary. Full Costs also includes the costs of maintaining and operating facilities needed to serve the urban reserve area as well as the operational costs of providing police, fire, parks, library and general governmental services to the area.

Functional Street Classification: A description of a street by its size (in lanes), function and level of service.

Functions and Values: The beneficial characteristics of natural resources including but not limited to:

- Water and air quality enhancement;
- Fish and wildlife habitat;
- Native vegetation preservation;
- Community identity and aesthetic benefits;
- Neighborhood character enhancement;
- Wildlife corridors that provide linkages to other natural areas;
- Ground water recharge and storage of flood and storm waters;
- Open space and visual enjoyment;
- Cultural, social, education and research potential;
- Maintenance of scenic resources and distinctive aesthetic qualities such as views of Mount Hood and forested ridge lines;
- Public protection from natural hazards, such as flooding, geological instability or high erosion potential;
- Buffering from noise and incompatible uses; and,
- Passive recreation and future recreational development opportunities.

General Commercial (GC): A land use designation intended to provide lands for commercial activities supplying a broad range of goods and services to a market area which includes the planning area identified in the Comprehensive Plan. This is the area within the Lake Oswego Urban Services Boundary.

Green Building: the practice of creating structures and using processes that are environmentally responsible and resource-efficient throughout a building's life-cycle, from siting to design, construction, operation, maintenance, renovation and deconstruction. This practice expands and complements the classical building design concerns of economy, utility, durability, and comfort. (This definition is from the EPA.)

Hazardous Substances: Any substance listed or described in ORS 453, “Hazardous Substances.” Hazardous substances are toxic, corrosive, irritants, strong sensitizers, flammable, combustible, or generate pressure through decomposition, heat or other means. Hazardous substances or mixture of substances may cause substantial personal injury or illness during, or as a proximate result of any customary or reasonably foreseeable handling or use.

Higher Intensity: Defined as a use that provides services for a market area beyond the City (planning area) or the City market area.

Highest and Best Use (recycling): Prioritizing end use recyclable materials to maximize resource conservation and minimize environmental and economic impacts for reuse.

Highway Commercial (HC): A land use designation intended to provide lands for commercial activities which meet the needs of the traveling public as well as other highway-oriented retail uses which require access to a market area larger than the general commercial zone. This district is not intended for regional shopping centers.

Home Occupation: A lawful occupation, profession, activity or use conducted in a dwelling unit that is clearly incidental and secondary to the use of the dwelling for dwelling purposes.

HUD: U.S. Department of Housing and Urban Development.

Hydrophytic Vegetation: Plant life growing in water or in soil that is at least periodically deficient in oxygen as a result of excessive water content.

Implementation Measures: These are the means used to carry out the plan. These are of two general types: 1) management implementation measures such as ordinances, regulations or project plans, and 2) site or area specific implementation measures such as permits and grants for construction, construction of public facilities or provision of services. The Lake Oswego Comprehensive Plan utilizes the term “Recommended Action Measures.”

Infiltration/Inflow (I/I): These are the extraneous components of wastewater flow. Infiltration occurs when groundwater leaks into the sanitary sewer through such defects as cracked or broken pipes, poor joints or dilapidated manholes. Inflow occurs when storm runoff flows directly into the sanitary sewer at storm sewer cross connections, roof and foundation drains, catchbasins and faulty or submerged manholes.

Invasive Plants: Non-native vegetation that displaces or dominates native plant communities, such as Himalayan blackberry, English ivy, reed canary grass, morning glory and scotch broom.

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Lake Easement: A conditional right to access Oswego Lake granted by Lake Oswego Corporation to certain designated properties. Lake easements were originally granted by the Oregon Iron and Steel Company, a previous owner of Oswego Lake, when it developed property in the Lake Oswego area.

Landmark: Any site, object or structure, and the property surrounding it, that is designated as a Landmark by the City according to OAR 660-16, as having historic, architectural or environmental significance.

Legislative Comprehensive Plan Amendment: A legislative amendment is a change to the text, including the goals, policies and recommended action measures of the Comprehensive Plan, or to the Plan map, which affects a large number of properties. A legislative amendment is oriented toward affecting land use policy and is broad in scope.

Level of Service (LOS): A level of comfort afforded to drivers as they travel. It is based on the amount of roadway capacity, average delay, and the volume/capacity ratio along an arterial. There are six levels of service: A through F. LOS "A" is the best rating, indicating a smooth flow of traffic. LOS "F" indicates a failure to the system.

Level of Service "D": This level is characterized by fairly substantial delays, such as waiting through two signal cycles to pass through an intersection after stopping. These queues will occasionally clear during the peak hour, but approximately 70% of green lights fail to deliver the waiting queues.

Locational Criteria for Land Uses: The guiding principles and standards for the placement of activities on land. They are derived from the values stated in the Plan goals and policies and are based on the need for compatible relationships between the urban and natural environment and the need for interaction among residents, businesses and institutions.

Low Impact Development: An engineering design approach to managing storm water runoff. Low Impact Development emphasizes conservation and use of on-site natural features to protect water quality. This approach implements engineered small-scale hydrologic controls to replicate the pre-development, hydrologic regime or condition of watersheds through infiltrating, filtering, storing, evaporating and detaining runoff close to its source.

Low and Very Low Income: The definition of low and very low income is based on regional (Portland Metropolitan Statistical Area) income levels. Low income is defined as earning less than 80% of median income. Very low income is considered as earning less than 50% of regional median income.

Lower Intensity: Defined as a use that provides services or activities for a neighborhood market area.

Main Streets: Main Streets are business districts that contain areas of higher density land uses, with concentrations of shopping, services and entertainment or restaurants. Multi-family residential is often located around the Main Street district and may exist on second or third stories above retail or offices. Main Streets are to have high quality transit service and a good pedestrian environment. In Lake Oswego there are two mapped Main Street Areas, Lake Grove (Boones Ferry Road, between Washington Court on the north side of Boones Ferry and the Southern Pacific Railroad right-of-way on the south side of Boones Ferry, and Kruse Way, as specified in Figure 7); and Lake Oswego (A Avenue between State Street and 6th Street, B Avenue between State Street and 5th Street and 1st Street, between C Avenue and Evergreen Road).

Major Development: A major development is one which requires a permit from the City involving the greatest level of review. “Greatest level of review means” any land use action that is required to go to a public hearing such as planned developments, zoned changes, comprehensive plan amendments, conditional use permits and major variances.

Major Transit Corridors: Roads classified as arterials within the Lake Oswego City limits which are used as transit routes. Major transit corridors consist of Highway 43 (State Street), A Avenue, Country Club Road, Boones Ferry Road and Kruse Way.

Major Transportation Facilities: Freeways and major arterials, as well as facilities such as bus barns that service a transportation fleet.

Mass Casualty Incident: A mass casualty incident is a single incident resulting in the need for 10 or more patients to be treated by emergency responders. The primary objective is to manage the delivery of patients to the appropriate area hospitals.

Metropolitan Planning Organization (MPO): An organization located within the State of Oregon and designated by the Governor to coordinate transportation planning in an urbanized area. Lake Oswego lies within the MPO governed by Metro.

Minimum Stream Flow: A level of stream flow which is necessary to support aquatic life and to minimize pollution. Use of water under rights and permits with priority dates junior to the ruling date is curtailed when minimum stream flow conditions cannot be met. Use of water under rights and permits with seniority dates senior to the ruling are not affected.

Mitigation: To rectify, repair or compensate for adverse impacts to a natural resource which are caused by development.

Mixed Commerce (MC): To provide for a mix of uses requiring highway access and which provide a strong visual identity. Intended uses include local and regional convention type facilities, office uses and supporting retail uses.

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Mixed Use Development: The development of a tract of land, building, or structure with a variety of complementary and integrated uses, such as, but not limited to, residential, office, retail, public or entertainment land uses.

Multi-Use Pathway: A path that is separated from motorized vehicular traffic, is a minimum of 10 feet in width, where possible, and either within the street right-of-way or within an independent right-of-way, for use by bicyclists, pedestrians, joggers or other means of non-motorized transportation.

Mutual Aid Agreement: An agreement between Lake Oswego and other cities and fire districts whereby fire fighting resources are dispatched to other jurisdictions upon their request.

National Flood Insurance Program: This program was established by the National Flood Insurance Act of 1968 and is further defined by the Flood Disaster Protection Act of 1973. The Flood Insurance Program established minimum floodplain management requirements which enables communities to receive federally subsidized flood insurance.

Native Plant Communities: Native vegetation adapted to a particular environment or ecosystem which does not displace or dominate other plant communities.

Natural Area: An area of land and/or water that has a predominantly undeveloped character. Natural areas may be pristine, or may have been affected by human activity such as vegetation removal, agriculture, grading or drainage if such areas retain significant natural characteristics, or have recovered to the extent that they contribute to the City's natural systems including hydrology, vegetation, or wildlife habitat. The purpose of natural areas is to provide a scenic, aesthetic appearance and/or protect natural processes, providing passive recreational uses, and/or maintaining natural vegetation. Natural areas shall be either dedicated to the public or by other means committed to use for the general public, or may also be permanently reserved by common ownership among the owners of a development. (See also, Significant Natural Resource/Area.)

Natural Ground and Surface Drainage Systems: Ground water is water held underground in the soil or in pores and crevices in rock. The water table is the level beneath which the ground is completely saturated with water. Surface water is water that collects on the surface of the ground. Natural systems are channels (creeks, rivers, streams, etc) formed in the existing surface topography of the earth prior to changes made by unnatural causes.

Natural Hazards: Floods, earthquake, landslides, wildfire, severe storms and volcanic eruption, as defined in statewide planning Goal 7 and the City of Lake Oswego's Natural Hazards Mitigation Plan Addendum (2010).

Natural Open Space: Property that is public or privately owned and is protected as a natural area by public ownership, legal instrument or regulation. Such areas typically include stream corridors, wetlands, tree groves and steep slopes. When privately owned, natural open space may be protected through legal instruments such as private open space tracts and conservation easements. In the absence of public or private protection, natural open space is protected through regulations such as through individual development standards.

Neighborhood Business/Commercial: Refers to zoning districts within a designated Neighborhood Village or Commercial Corner where both commercial and residential uses are allowed but are limited in scale and primarily serve the adjacent neighborhood(s).

Neighborhood Commercial (NC): A land use designation intended to provide land near or within residential areas for commercial activities to provide for the frequently recurring needs of surrounding residential neighborhoods.

Neighborhood Commons: Neighborhood-scale gathering places that allow for occasional limited commercial or community activities, which support the surrounding neighborhoods and may provide a temporary market for small businesses. They are centered on parks, schools, and other public places.

Neighborhood Plan: Neighborhood Plans are policy documents which provide specific guidance on matters such as land use, urban design and provision of public facilities for specific neighborhood areas. They are intended to become part of Lake Oswego's Comprehensive Plan. Neighborhood Plan goals, policies, recommended action measures and implementing land use regulations are required to be consistent with, and reinforce Lake Oswego's Comprehensive Plan and Statewide Planning Goals.

Neighborhood Villages: Provide goods and services to meet the daily needs of nearby residents. They serve as neighborhood centers of commerce and community. Neighborhood Villages allow for a mix of residential with retail, services, and other employment but with less intensity than Town Centers and Employment Centers.

These smaller-scaled, mixed-use centers are located near residential areas, and development in the villages should reflect this relationship in design, character, and connections to the surrounding neighborhoods. Neighborhood Villages support area residents' daily needs within a 20-minute walk, or bike ride, reducing daily car trips and promoting community health. Here, due to the scale of Villages, the 20-minute neighborhood concept extends past Village boundaries to focus on serving adjacent neighborhoods, as well as Village residents.

Neighborhood Villages are present at key intersections and are accessible by minor arterial roads and major collectors. To further promote community activity, Neighborhood

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Villages may include gathering spots such as parks, plazas and paths; and, where compatible with neighborhood plans and if existing in 2013, medium- and high-density residential areas may be located within Neighborhood Villages. Because of the close relationship between neighborhoods and their centers, each Neighborhood Village differs in its character, mix, and size. Examples of Neighborhood Villages include Mountain Park, West Lake Grove, Bangy Road, Rosewood, and Grimm's Corner/Palisades.

Net Area Per Unit: The minimum lot area required per dwelling unit, calculated on gross site area, excluding existing and future rights-of-way.

Net Loss: A permanent loss in surface area of a Distinctive Natural Areas (DNA), wetland or other resource area, or a permanent loss in functions or values resulting from development action.

Negative Noise Impacts: When background sound levels increase past 65 dBA (A-weighted decibel scale) and disruption is increased for conversation and other human activities. Other effects include noise impacts from large transportation facilities on sleep disruption, adverse impacts on residences and other land uses sensitive to noise, such as schools, open or natural spaces, libraries and hospitals.

Noise-Sensitive Land Uses: Buildings and parks where quiet is an important element of their intended purpose, residences, hospitals, hotels, schools, libraries, churches and similar uses.

Non-Structural Methods: A design that does not use pipes to store or convey surface water, but instead uses features such as street trees, landscaped swales and/or special paving materials that limit or reduce runoff by retaining surface water, allowing it to infiltrate. A detention basin, sometimes called a "dry pond," temporarily stores water after a storm, but eventually empties out at a controlled rate to a downstream water body. A retention basin also stores stormwater, but the storm water is retained, as the water remains in the retention basin until it infiltrates into the ground or evaporates.

Non-Durable Goods: Goods which have a life of less than five years. Typically these are convenience and secondary goods.

ODOT: Oregon Department of Transportation.

Office Campus (OC): A land use designation intended to provide lands for major concentrations of regionally oriented offices and employment opportunities for a market area larger than the planning area.

Open Drainage Ways: Commonly used open surface drainage systems include, but are not limited to, shallow ditches, open channels, grassed waterways and sloped banks.

Open Space: Parks and natural areas.

Operation and Maintenance Costs: The annual costs for personnel, supplies, and equipment necessary to operate and maintain existing public facilities and to provide other governmental services such as police, fire, library, recreation, engineering, planning, finance, legal, and administrative.

Park: Public or private land providing for the active or passive recreational needs of the community, or providing for the scenic and aesthetic appearance and/or protection of natural processes on land that is to remain in natural or landscaped condition, that is either dedicated to the public or by other means committed to use for the general public, or permanently reserved by common ownership among the owners of a development.

Parking Spaces: Parking and loading in areas planned for industrial, commercial, institutional, residential or public use.

Passive Recreation: Recreation not requiring developed facilities that can be accommodated without change to the area or resource (sometimes called low-intensity recreation).

Periodic Review: A requirement of ORS 197.640 which compels cities and counties to review their comprehensive plans and land use regulations periodically.

Plans: Plans are documents which guide land use decisions, including both comprehensive and single purpose plans of cities, counties, state and federal agencies and special districts.

Point- and Non-Point Sources: Point source pollution comes from a single source, such as a wastewater treatment plant, pipes, ditch, etc. Non-point source pollution is caused by rainfall or snowmelt moving over and through the ground. As the runoff moves, it picks up and carries away natural and human-made pollutants, finally depositing them into lakes, rivers, wetlands, coastal waters and ground waters.

Preservation (Stream Corridor): Action which ensures that stream corridors are maintained intact and unharmed, and otherwise protected from actions that might degrade their functions and values.

Preservation (Wetland): Ensuring that wetlands are maintained intact and unharmed, and otherwise protected from actions that might degrade their functions and values.

Primary Bus: Primary Bus service operates with maximum frequencies of 15 minutes with conventional stop spacing along the route. Transit preferential treatments and passenger amenities such as covered bus shelters, lighting, signal preemption and curb extensions are appropriate at high ridership locations. The future Line 41, between the Tualatin Park and Ride and the Barbur Transit Center, via Boones Ferry, McNary, Jefferson and Kerr, is planned as Primary Bus line.

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Private Open Space: Open space that is privately owned. Private open space may include open space tracts and common areas within subdivisions or planned developments. Private open space is intended to be used by members or residents only within a private development or subdivision.

Private Streets: Roadway surface improvements whose primary purpose is to convey traffic and provide vehicle access to a tract of land retained in private ownership by an individual or individuals, an association, a corporation or other legal entity having fee title to that tract of land. Examples of private streets are the major vehicular thoroughfares in shopping malls and office campuses* and dead end streets owned and maintained by homeowners associations in condominiums, apartment complexes and single family subdivisions.

Public Facility: Public water, sanitary sewer, storm water, transportation facilities and other governmental facilities. (See also, Public Facilities Plan and Urban Services.)

Public Facilities Plan: A public facility plan, for the purposes of compliance with Statewide Planning Goal 11 (OAR 660-11-45), is a support document or documents to a comprehensive plan that describes the water, sanitary sewer, storm water management and transportation facilities needed to support the land uses designated in the Comprehensive Plan.

Public Functions: Use such as government services, education and similar activities, as well as major and minor public facilities. Many of these uses are conditional. The Public Functions Zone is intended to accommodate Public Functions.

Public Open Space: Open space that is publicly owned and may be designated as “Open Space” on the Comprehensive Plan Map; or property that has been dedicated to the public, designated as a public open space tract, or protected through a conservation easement or similar mechanism providing for public use.

Public Services: Those services provided by the City of Lake Oswego, Lake Oswego School District, and West-Linn Wilsonville School District that would be needed by development within urban reserve areas including, but not limited to: water, sewer, storm drainage, transportation, parks and open space, library, fire and police protection, and schools.

Public Street: The surface improvements in a designated public right-of-way whose primary purpose is to convey traffic and provide access to abutting properties.

Quality of Life Indicators: Quantitative measurements of the elements of a community’s quality of life. Collectively the Indicators measure the extent to which a community has achieved its goals for a livable city. Individually the Indicators can be used to evaluate the impact of future development on the City’s quality of life.

Quasi-Judicial Plan Amendment: A quasi-judicial Plan amendment applies to a small number of identified properties or is required to effect a particular development permit application.

Redevelopment (of Commercial and Industrial Areas): Development action which increases the value, vitality and aesthetic quality, and commercial and industrial areas.

Regional Draw Business: Business that draws customers from not only the Lake Oswego market area but also from throughout the Portland Metropolitan Area. For the purposes of the Comprehensive Plan a regional draw business shall be any single tenant commercial establishment with a floor area of greater than 35,000 square feet.

Regional Shopping Center: For the purposes of the Comprehensive Plan, Regional Shopping Centers consist of one or more commercial establishment of 60,000 square feet of floor area or larger, planned, constructed, and managed as a total entity, with customer parking provided on-site, provision for goods delivery separated from customer access, aesthetic considerations and protection from the elements, and landscaping and signage in accordance with a plan approved through Development Review.

Regional transportation system: The regional transportation system consists of transportation facilities of regional significance, including regional arterials and throughways, high capacity transit and regional transit systems, regional multi-use trails with a transportation function, bicycle or pedestrian facilities that are located on or connect directly to other elements of the regional transportation system, and regional pipeline and rail systems.

Regional Rapid Bus: Regional Rapid Bus provides high frequency, high-speed service along major transit routes with limited stops. This service is a high-quality bus that emulates Light Rail Transit (LRT) service in speed, frequency and comfort. A high level of transit amenities is provided at major transit stops, including schedule information, ticket machines, lighting, benches, covered bus shelters and bicycle parking. The portion of existing Line 35, between Lake Oswego and Portland, is planned as a Regional Rapid Bus line.

Relative Earthquake Hazard Map: A map provided by DOGAMI (Oregon Department of Geology and Mineral Industries), illustrating the areas where earthquakes present the greatest hazard, on average, to least hazard.

Renewable Energy: Energy from solar, wind, geothermal, biomass and similar renewable resources. (See also, Energy System, Small-Scale.)

Resilience: A community's ability to effectively respond to disruptions that threaten both natural and human systems.

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Resource Conservation (RC) District: The Resource Conservation (RC) District is an overlay zone designed to protect significant tree groves. A tree grove may be placed within an RC District if the tree grove has:

- A HAS ranking of at least 35 in the 1994/95 ESEE study; or
- A “high” ranking for scenic values in the study; or
- Is adjacent to a stream corridor or wetland that has an RP ranking.

Resource Protection (RP) District: The Resource Protection (RP) District is an overlay zone designed to protect environmentally significant stream corridors and wetlands. The following resources may be placed within the RP District:

- Stream corridors and wetlands that have a HAS ranking of 50 or more (defined as “Class I stream corridors and wetlands”).
- Stream corridors and wetlands that have a HAS ranking of 35–49 or have a “high” ranking for scenic values (defined as “Class II” stream corridors and wetlands).

Riparian: Lands which are adjacent to rivers, streams, lakes, ponds, and other water bodies. They are transitional between aquatic and upland zones, and as such contain elements of both aquatic and terrestrial ecosystems. They have high water tables because of their close proximity to aquatic systems, soils are comprised largely of water-carried sediments, and contain some vegetation that requires free (unbound) water or conditions that are more moist than normal.

Rural Area: Land outside the Urban Growth Boundary.

Rural Buffer: Land that is not urbanized and allows agricultural and other supportive uses such as open space.

Scenic Resources: Elements of the physical environment that are valued for their aesthetic appearance and characterize Lake Oswego, such as trees, steep hillsides, forested ridge lines, rock outcroppings, water features, and views of Mount Hood, Oswego Lake, the Willamette River, and the Tualatin Valley.

Secondary Bus: Secondary Bus service provides coverage and access to higher level transit services. Secondary bus service runs as often as every 30 minutes on weekday. Weekend service is provided as demand warrants.

Secondary (Accessory) Dwelling Unit: A dwelling unit that has been created within, by means of addition to, or as an accessory structure to, a single family dwelling; with separate parking, kitchen and bathing facilities.

Seismically Active Areas: An area which has had earthquakes in historic times.

Sensitive Lands: Lands containing natural resources that have environmental significance within the Lake Oswego planning area (Urban Service Boundary) including wetlands, stream corridors, and tree groves. Such lands are more sensitive or easily damaged by development impacts than non-resource lands.

Sensitive Lands (SL) Atlas: The bound volume of maps on file in the Planning Department showing the boundaries of RP and RC Overlay districts on individual property maps at a scale of 1:200. The SL Atlas is a component of the Comprehensive Plan and Zoning Maps and is created and modified pursuant to the standards and criteria contained in LOC Article 48.17 (Sensitive Lands). The districts shall also be shown on the City-wide Comprehensive Plan and Zoning Maps for convenience, but the more specific boundaries as shown in the Atlas shall control regulation pursuant to LOC Article 48.17.

Settlement and Annexation Agreement: A legal agreement among the City, Unified Sewerage Agency of Washington County (USA) and property owners in the Kruse Way portion of the Lake Oswego's Urban Service Boundary. The agreement area was the result of a court case brought by the property owners to develop Kruse Way in Clackamas County to the County's development standards and be provided water and sewer service by USA and the Lake Grove Water District. Upon occupancy, each development is to be annexed to the City. The agreement was entered into in 1988.

Shared Roadway: On shared roadways, bicyclists and motorists share the same travel lanes. There are two variations: 1) a shared roadway is a wider than normal curbside travel lane, on streets with higher volumes and speeds, provided to give extra room for bicycle operation where there is insufficient space for a bicycle lane* or shoulder bikeway. An example of a shared roadway is the 14-foot wide curb lanes on State Street. On neighborhood streets with low traffic volumes (3,000 ADT* or less) and speeds (25mph or less), wide outside lanes are not necessary for safe conduct of bicycle traffic.

Shopping Centers: For the purposes of the Comprehensive Plan, Shopping Centers are a group of commercial establishments, planned, constructed, and managed as a total entity, with customer parking provided on-site, provision for goods delivery, separated from customer access, aesthetic considerations and protection from the elements, and landscaping and signage in accordance with an approved plan.

Significant Natural Resource/ Area: A natural resource or area that the City has found to be significant pursuant to Statewide Planning Goal 5: Natural Resources.

Single Occupant Vehicle (SOV) Trip: An auto trip made by a driver with no passenger. Reducing SOV trips and auto trips in general is the goal of encouraging alternative transportation (bicycling, walking, transit) and car pooling programs.

Specialized Services and Unique Goods: Goods and services, which cater to a specific or distinctive market and are specifically sought out by clientele within the community and throughout the region. Businesses in this category include establishments, which provide uncommon merchandise, high quality eating, entertainment, and cultural opportunities, arts and crafts, etc. Professional services, such as medicine, law, finance, etc., are considered to be specialized services and capable of attracting clients from beyond the community.

Stable City: A city which has constructed the basic public facilities needed to serve its present and projected population and which has limited land available for major expansion that would require major expansion of its public facilities to serve the additional growth.

Stafford Basin Urban Reserve: Land south of Lake Oswego outside the current Urban Growth Boundary but designated by Metro as suitable for urban development for the next 40 to 50 years; it includes reserves 4A, 4B, 4C and 4D.

Stream: A natural body of running water flowing continuously or intermittently in a channel on or below the surface of the ground.

Stream Corridor: A stream corridor is an area of land that includes a stream, and a set of natural features generally associated with the stream. These natural features include, stream channels, flood plains, wetlands, riparian vegetation, associated vegetation, steep slopes, and habitat features. A stream corridor generally includes the following:

- Hydrological Characteristics. Physical features that affect stream flow capacity, rates of channel erosion and patterns of sedimentation including but not limited to stream alignment, cross section and profile, roughness of channel and banks, and drainage patterns.
- Plant Communities and Wildlife Habitat. The association of trees, shrubs, ground cover, and aquatic plants that affects the hydrological characteristics of a stream corridor, reduces runoff turbidity, provides shade which lessens thermal pollution, filters out nutrients carried by runoff, protects stream corridors soils and slopes from erosion, and provides habitat for fish, wildlife and aquatic organisms.
- Soils with Potential for Severe Erosion. Soils within stream corridors tend to be very erosion-prone by nature. This feature affects channel erosion rates, patterns of sedimentation downstream, and potential for hazards to property within and adjacent to the stream corridor.
- Ravines and Steep Slopes. Lake Oswego stream corridors frequently include ravines and steep slopes.
- Associated Aquatic Elements. Floodplains and wetlands may be adjacent to or associated with the stream.

Stream Corridor Functions and Values: The beneficial characteristics of stream corridors, including, but not limited to:

- Protection of wildlife habitat and travel corridors,
- Protection of riparian vegetation,
- Erosion control,
- Flood and storm water control,
- Water quality enhancement,
- Open space, passive recreation, and visual enjoyment, and;
- Cultural, social, education and research values.

Strip Commercial Development: Commercial or retail uses, usually one-story high and one store deep, that front on a major street and are oriented towards access by the automobile. Strip commercial development is typically characterized by street frontage parking lots serving individual stores or strips of stores. Strip commercial development differs from central business districts in at least two of the following: 1) there are no provisions for pedestrian access between individual uses; 2) the uses are only one store deep; 3) buildings are arranged linearly rather than clustered; and 4) there is no design integration among individual uses.

Supporting Retail Uses: Supporting retail uses are limited to those appropriate in type and size to serve businesses, employees and residents of the employment center in order to preserve the majority of vacant or redevelopable land for the City's identified target industry clusters.* Supporting retail uses do not include regional or lifestyle shopping centers, or concentrations of retail uses greater than 60,000 square feet.

Surface Water Pollution: The contamination that occurs when pollutants are directly or indirectly discharged into water bodies (e.g., lakes, rivers, streams, wetlands), and which may enter aquifers and groundwater, without adequate treatment to remove harmful compounds. Water pollution affects plants and organisms living in these bodies of water, and can harm entire biological communities.

System Development Charges (SDC): An SDC is a reimbursement fee, an improvement fee, or a combination thereof, assessed or collected at the time of increased usage of a capital improvement or issuance of a development permit, building permit or connection to the capital improvement. System development includes that portion of a sewer or water connection charge that is greater than the amount necessary to reimburse the governmental unit for its average cost of inspecting and installing connections with water or sewer facilities. An "improvement fee" means a fee for costs associated with capital improvements to be constructed. A "reimbursement fee" means a fee for costs associated with capital improvements already constructed or under construction.

Target Industry Clusters: Defined as the types of businesses that may be attracted to Lake Oswego. The 2011 Economic Opportunities Analysis names these clusters as Finance and Insurance; Professional, Scientific, Technical Services and Information; Real Estate; Corporate or Regional Headquarters; Green Businesses; Health Care; Services for Residents; Services for Seniors; Government and Public Services; Advanced Continuing Education and the Arts.

Town Centers: The City's mixed-use anchors, include the Lake Grove Village Center on the west side of the City, and Downtown, including Foothills, on the east side. These Centers provide a mix of commercial uses (for example, restaurants, offices, retail, grocery stores, services) and residential development at higher densities than Neighborhood Villages. Having a mix of uses promotes the 20-minute neighborhood concept within the Center, providing services within walking distance to residents in the Center and the adjacent neighborhoods.

Town Centers are located around arterial roads and are supported by public transit to facilitate access, including pedestrian and bicycle connections within the Center and with adjacent neighborhoods. Additionally, these areas incorporate civic uses, public spaces, and public facilities that generate activity levels to support economic vitality of the Center. The Downtown Center also supports cultural uses, such as the library, community theater, and public art. The Metro Urban Growth Concept Plan also identifies Downtown and Lake Grove as Town Centers. (See Figures 6 and 7.)

Traffic Calming: A physical measure that reduces the negative effects of motor vehicle use, alters driver behavior and improves conditions for non-motorized street users. There are many different types of traffic calming measures, including but not limited to physical changes to a roadway, urban design techniques, traffic control devices, and signage, among others.

Transit Corridors: Within these corridors, development may be continuous, such as along portions of Boones Ferry Road in the Lake Grove area, or organized around major intersections or transit stops with sections of residential development in between, based on appropriate criteria. Transit corridors are to receive frequent, high-quality transit service. There are four transit corridors designated in Lake Oswego: 1) State Street, 2) A Avenue, 3) Boones Ferry Road, between Country Club and 1-5 and 4) Kruse Way (See Figure 16). Those segments with solid lines in Figure 16 represent Transit Corridors which contain commercial, high density residential, employment intensive, or mixed use development. The broken lines represent the portions of the Transit Corridor which link the nodes of higher intensity uses described above.

Transit Supportive Uses: Land uses and developments that encourage the use and development of alternative transportation facilities such as rail, bus, car-pooling, bicycle and pedestrian modes.

Transportation Disadvantaged: Those individuals who have difficulty in obtaining transportation because of their age, income, physical or mental disability.

Transportation System: Transportation facilities that are planned, operated and maintained in a coordinated manner to supply continuity of movement between modes of travel (including: automobile, mass transit, pedestrian pathways, bike lanes, railways) and within and between geographic areas and jurisdictions.”

Transportation System Plan (TSP): A plan for one or more transportation facilities that are planned, developed, operated and maintained in a coordinated manner to supply continuity of movement between modes, within and between geographical areas and jurisdictions.

Tree Grove: A stand of three or more trees (of the same species or a mixture) which form a visual and biological unit, including the area between the forest floor and the canopy, including skyline trees, and including any understory vegetation existing within the canopied area. The stand of trees must be at least 15’ in height and must have a contiguous crown width of at least 120’ to qualify as a tree grove.

Turn Refuge Lane: A turn lane which provides for left or right turns away from the vehicle travel lane. A turn refuge lane could be at an intersection of two streets or where other major turning movements are required.

Twenty-Minute (20-Minute) Neighborhood: A neighborhood with access to commercial and community services (e.g., parks and schools) within a ¼-mile to ½-mile walking distance, an approximate 20-minute walk. Pedestrian and bicycle connections and/or amenities facilitate safe access where feasible. The 20-minute neighborhood encourages active living, supports local businesses, provides diverse housing options, and builds community and neighborhood identity. The 20-minute neighborhood focuses on Town Centers and Neighborhood Villages and does not exclude the car.

Underutilized (Commercial and Industrial Land): Refers to a methodology used during periodic review of the Comprehensive Plan to comply with OAR 660-09(15)(A) to determine the total number of parcels of vacant or “significantly underutilized” parcels. A parcel is “underutilized” when there is a large difference between the value of improvements on a parcel and the land value. Where land value is significantly greater than the value of the improvements, redevelopment is probably profitable. A detailed description of the methodology is contained in the Economic Opportunities Analysis adopted with the Comprehensive Plan.

Urban Area: Land inside an Urban Growth Boundary.

Urban Heat Island Effect: When an urban area is warmer than the areas surrounding it because of the presence of urban development.

Adopted March 18, 2014

Urban Services: Water, sanitary sewer, storm water management, police and fire protection, parks, and transportation including streets, transit, pedestrian and bicycle facilities, as defined by Metro Code 3.09.050.

Urban Services Boundary: Lake Oswego's ultimate growth area, within which the City will be the eventual provider of urban services.

Urbanized Land: Land inside an Urban Growth Boundary that is developed at urban levels and receives urban services.

Urban Reserve Area: Land designated by Metro outside the 1996 Urban Growth Boundary for future growth.

Urban Services Boundary: Lake Oswego's ultimate growth area, within which the City will be the eventual provider of the full range of urban services.

Urbanization Plan: A comprehensive document including maps and text which specifies the land uses that will be developed in an urban reserve area, the on-site and off-site public facilities that will be required to be constructed to serve the development and maintain current service levels to existing development, and the financial strategy which specifies how the public facilities will be funded and how the ongoing costs of providing public services to the urban reserve area will be funded.

Vehicle Miles Traveled Per Capita (VMT): The number of miles traveled in single person vehicles per person in a specified area during a specified time period.

Walking Distance to a Transit Stop: One-quarter mile from bus stops or one-half mile from light rail stations, according to "Planning and Design for Transit," Tri-County Metropolitan Transportation District of Oregon, March, 1993.

Water Courses: Water courses are ephemeral, intermittent, and perennial drainageways which exhibit defined channels. They also include perennial springs. They may be either the result of natural processes or human-made features such as canals, mill races, and open drainageways which are either historic in nature, or have come to function as natural water courses, thus contributing to the quality of an area's overall natural systems including hydrology, vegetation and wildlife habitat.

- **Ephemeral** means water courses which convey water associated with rainfall events.
- **Intermittent** means water courses whose conveyance of water is seasonal in nature.
- **Perennial** means water courses which convey water year-round.
- **Springs** means water courses which flow underground, or emanate from the ground.

Water Dependent Structures: Structures necessary for a use or activity which can be carried out only on, in or adjacent to water areas because the use requires access to the waterbody for water-borne transportation, recreation, energy production or source of water.

Water Dependent Uses: A use or activity which can be carried out only on, in, or adjacent to water areas because the use requires access to the water body for water-borne transportation, recreation, energy production or source of water.

Water Quality Limited: A body of water is said to be water quality limited when it does not meet water quality standards even after conventional secondary wastewater treatment and effluent limits for industrial sources are applied. Pollutants which affect these water bodies include varying amounts of excessive nutrients, sediments, fecal coliform bacteria, copper and other metals, household and industrial chemicals, oil and grease.

Water Related Use: Uses which are not directly dependent upon access to a water body, but which provide goods or services that are directly associated with water-dependent land or water use, and which if not located adjacent to water, would result in a public loss of quality in the goods or services offered. Except as necessary for water-dependent or water-related uses or facilities, residences, parking lots, spoil and dump sites, roads and highways, restaurants, businesses, factories and trailer parks are not generally considered dependent or related to water location needs.

Watershed: The entire land area drained by a stream or system of connected streams from which a water provider acquires raw water for treatment and distribution.

Weak Foundation Soils: Also known as unstable soils. Those soils which may cause overall settlement or differential settlement resulting in damage to structures not designed to accommodate movements. Weak Foundation Soils have one or more of the following characteristics: Low strength, compressibility, high organic material content, high shrink-swell ratio or elasticity or slow percolation and wetness. (The Weak Foundation Soils and Potential Landslide Map is available at City Hall.)

Wetland: An area that is inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that under normal circumstances does support, a prevalence of vegetation typically adapted for life in saturated soil conditions, commonly known as hydrophytic vegetation.* Wetlands generally include but are not limited to swamps, marshes, bogs and area with similar vegetation.

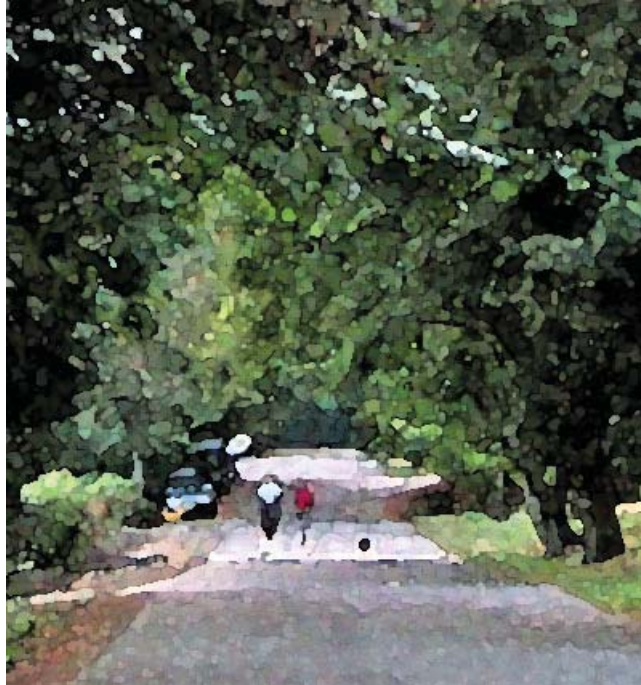
Wetland Functions and Values: The beneficial characteristics of wetlands including but not limited to:

Adopted March 18, 2014

- Wildlife and plant habitat protection,
- Protection of rare, threatened and endangered species,
- Erosion control,
- Flood and storm water storage,
- Water quality enhancement,
- Ground water recharge,
- Open space, passive recreation, and visual enjoyment, and; Cultural, social, education and research values.

Willamette River Greenway: An area along the Willamette River including all lands within 150 feet from the ordinary low water line on each side of the channel of the Willamette River and such other lands considered necessary. Development in the greenway is reviewed for compliance with the natural, scenic, historic and economic qualities of the greenway.

Evergreen Neighborhood Association



Neighborhood Plan

Adopted November, 2005

A COOPERATIVE EFFORT BETWEEN
THE EVERGREEN NEIGHBORHOOD ASSOCIATION
AND THE CITY OF LAKE OSWEGO



Credits

City of Lake Oswego City Council

Mayor Judie Hammerstad
Lynn Peterson, Council President
Jack Hoffman
Gay Graham
John Turchi
Ellie McPeak
Frank Groznik

City of Lake Oswego Planning Commission

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Evergreen Neighborhood Association Planning Committee

Warren Bacon, Chair
Colleen Cormack
Don Graham
Ted Hobbes
Andrea Lampert
Dave Pinch
Carol Radich

Special Thanks to...

Chris Brian, Evergreen
Neighborhood Association Chair
Pascal Chureau, Tucci Restaurant
David Regan, Tucci Restaurant
Suzi Regan, Tucci Restaurant

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EVERGREEN NEIGHBORHOOD PLAN

NEIGHBORHOOD CHARACTER STATEMENT

The Neighborhood Today

The Evergreen Neighborhood, 98 acres in total, encompasses the area between State Street on the east and 10th Street and Berwick Road on the west. “A” Street is the north boundary. Lakewood Bay forms the boundary on the south. The east end of the neighborhood is primarily commercial, as is “A” Avenue from State Street to 7th Street. Adjoining the east end commercial district are several blocks zoned high density residential, including occupant-owned townhouses and apartments. Predominantly, however, the neighborhood is single family residential, dominated by many trees and with a variety of housing styles.

Evergreen is a complete, integrated community, with shopping, dining, churches, recreation and regional transit, all within easy walking distance, making it feel like a safe, convenient, friendly small town. It is a unique and desirable place to live, work and visit.

Commercial areas are alive and well, with businesses offering a wealth of quality, affordable goods and services. Supermarkets and restaurants complete the “mix” for a self-sufficient community. New development architecture is high-quality, and public art is displayed on downtown streets. Having the Lake Oswego City Hall and Police Station located in the Neighborhood is a great convenience. The community Post Office is only a block away.

Recreation opportunities abound. The Lakewood Bay Easement provides swimming, boating and other water-oriented opportunities for many neighbors. Family picnics are held at a small green space on 3rd Street. Millennium Park Plaza is the focal point for a Farmers’ Market, outdoor concerts, and other special events. The City Library and Adult Community Center are close by; a cinema and wonderful live theater are only a few blocks to the South.

The community’s residential areas are quiet and restful. Contributing to the quality of life are: a diversity of housing styles, a village atmosphere, pedestrian-friendly narrow streets with canopies of trees, lake front access, green spaces and safe access to public transit and commercial areas. Evergreen Road is a particularly pleasant and useful walking street, with complete east – west connections between residential, commercial and recreational areas.

Our Vision for Evergreen (a statement from the neighborhood)

We see our neighborhood as an interrelated community with economic vitality and the compact activities of daily living within walking distance. We want to maintain and enhance the things we hold dear, including pedestrian safety, and the convenience of shopping and recreation. We value the small town atmosphere with the broad range of housing types and price levels to bring people of diverse ages and incomes into daily interaction.

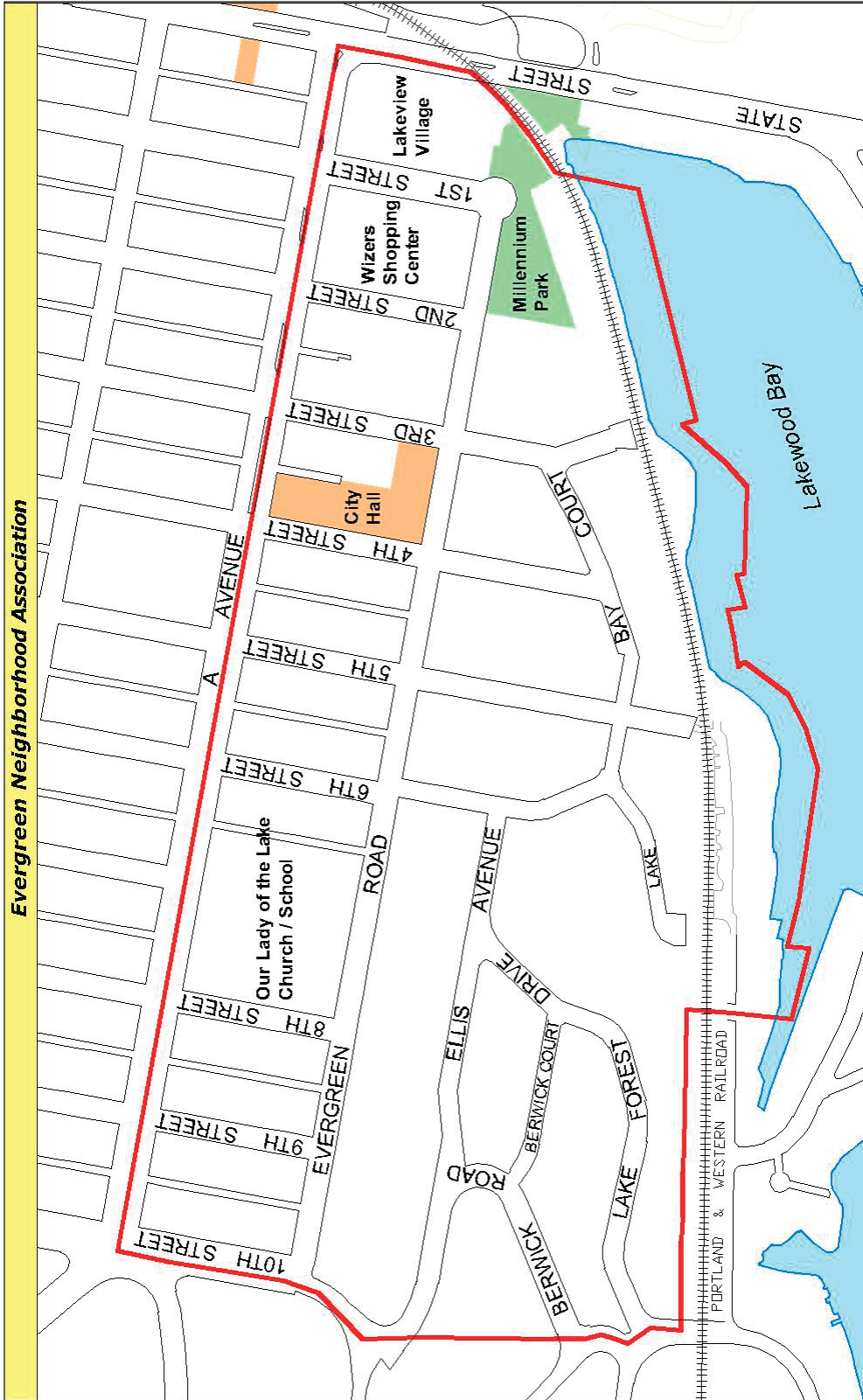
Challenges will include dealing with higher levels of activity relating to commerce and Lake Oswego area growth, with the resulting traffic and housing pressures. Preservation of the historical patterns of the neighborhood and conservation of the natural environment will be critical.

Key action areas to maintain and improve the Neighborhood include enhancing street design, especially Evergreen Road, for walking and bicycling safety, formalizing and improving the Evergreen/3rd Street park, working with the City and developers to influence the mix and impact of commerce, and ensuring that Evergreen remain an authentic community with architectural projects seamlessly linked to the surrounding neighborhood.

This is our vision for the Evergreen Neighborhood.



Sunset on Lakewood Bay



EVERGREEN NEIGHBORHOOD PLAN

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EVERGREEN NEIGHBORHOOD PLAN

BACKGROUND AND INFORMATION

Neighborhood Planning Program

In 1993, the City of Lake Oswego adopted a Neighborhood Planning Program to provide neighborhoods in the City an opportunity to develop a vision and corresponding customized guidance on matters of land use, building, site design, parking and street design and maintenance. The program was designed to go beyond the general guidance in the City's Comprehensive Plan, in order to address more localized and specific neighborhood needs. The Evergreen Neighborhood Plan is intended to retain or enhance those aspects of the neighborhood that contribute to its quality of life: diversity of housing and occupants, quiet village atmosphere, walkable narrow streets with canopy of trees, and safe access to public transit, parks and commercial uses. To accomplish this, the plan proposes strategies for general land use, transportation, commercial and residential land use, parks and recreation, and natural open space.

The Neighborhood Plan, as a set of goals, policies and recommended action measures, will become part of the City of Lake Oswego Comprehensive Plan. Status as a part of the Comprehensive Plan assures that the goals and policies will be carefully weighed when changes in land use designations and regulations within the neighborhood are considered. Additionally, the goals and policies of the Evergreen Neighborhood Plan will provide overall guidance to the development of new regulations, which will be binding on future development in the neighborhood.

Background and History

Evergreen became an officially recognized Lake Oswego neighborhood association in 1976. The Evergreen Neighborhood has changed dramatically over its short history. The blocks between A Avenue and Evergreen Road (then named First Street) were first platted as the First Addition Extension before 1910. Some early homes were built in that area. Until the 1940's the entire area south of Evergreen Road to Lakewood Bay was forested.

Lake Bay Homes and later Lake Bay Homes Addition were platted in the early 1940's, with new residential streets added. In the decade after WW II most of the existing homes in Evergreen were built. The last major change to the single-family residential area of the neighborhood was the 1950 addition of Our Lady of the Lake Catholic Church and school, built with a conditional use variance in the R-7.5 zone.

Many of the older homes from the early 1900's were demolished to allow for commercial and high density residential in the East End, Downtown Business District and along "A" Avenue. The most dramatic changes in the downtown have occurred in the past few years with the East End Redevelopment. The residential part of the neighborhood has continued to evolve through remodels and upgrades.

The Evergreen Neighborhood Plan

The Planning Process

In the Spring of 2003 the Evergreen Neighborhood Coordinating Council identified the need to develop a neighborhood plan. A five member planning committee was named at a neighborhood meeting on June 12, 2003. Their work for the next five months culminated at a general neighborhood meeting in December where small groups discussed a list of issues, concerns, and opportunities, deleting some and adding or changing others. A draft plan, developed from this input in December, was presented for public review at another general meeting in June 2004.

In September, 2004 the Evergreen Neighborhood Coordinating Council applied to the City of Lake Oswego to have the neighborhood plan reviewed and approved by the City Council. The planning committee worked with City staff and provided new draft chapters for review at the March, 2005 Evergreen Neighborhood Association general membership meeting. With the assistance and support of a City of Lake Oswego Long-Range Planner, a final draft plan was presented on a Saturday morning in June after a meeting of the Lake Oswego Neighborhood Action Coalition (LONAC). A second open house was held during the General Meeting of the Evergreen Neighborhood Association on July 24, 2005. Every member of the Association was mailed a notice of this meeting.

Organization of the Evergreen Plan

The Evergreen plan contains the following sections.

- Land Use: Commercial and Residential – describes land use downtown, multi-family, and single family residential, and outlines the character of Evergreen and the challenges as building and redevelopment continue.
- Transportation – discusses the value of our narrow, pedestrian-friendly streets and the ways of retaining their benefits while dealing with increasing traffic pressures.
- Open Spaces, Scenic & Historic Areas & Natural Resources – wetlands and Oswego Lake.
- Parks and Recreation – addresses the neighborhood’s need for park facilities and operational issues related to existing facilities.

Each section of the plan is divided into background information, neighborhood goals, policy statements, and recommended action items. The background information includes a description of the existing character that is to be retained, enhanced, or rehabilitated. It may also contain a statement of a desired future character that does not now exist but can be created.

Policies are statements of what must be done to achieve a desired result. The City must follow relevant policy statements when amending the Comprehensive Plan, or developing other plans or ordinances which affect land use such as public facility plans, and zoning and development standards. Neighborhood Plan policies further neighborhood goals, but must also be consistent with the Comprehensive Plan.

Action items are recommended projects, standards, or courses of action for the City and for the Evergreen Neighborhood Association. The completion of these items will depend on a number of factors such as citizen priorities, finances, staff availability, etc. These statements are suggestions to future City decision-makers and Neighborhood Association leaders as ways to implement the goals and policies. The listing of recommended action measures in the Plan does not obligate the City or the Association to accomplish them. Neither do recommended action measures impose obligations on applicants who request amendments or changes to the Comprehensive Plan or its Neighborhood Plan chapters. There are cases where Neighborhood Association action items are not supported by current City policy. The inclusion of Association action items in a Neighborhood Plan should not be construed to be a statement of support by the City's policy-making bodies [Planning Commission and City Council] to those Association action items; it is merely a listing of actions the Association wishes to support.

Relationship Between The Evergreen Neighborhood Plan and Existing Plans and Policies

The Evergreen Neighborhood Plan, which is part of the Lake Oswego Comprehensive Plan, must respond to changing conditions and circumstances. Updates are required as part of periodic review of the Comprehensive Plan to address changed and unanticipated circumstances that occur over time. Also, because the Evergreen Plan is intended to “comprehensively address” land use policy issues in the neighborhood, and the neighborhood is part of the City as a whole, there are no parts of either the City's Comprehensive Plan or the Evergreen Neighborhood Plan which can be considered separately from other parts. All Plan goals and policies are intended to be supportive of one another. The City's Comprehensive Plan and its Neighborhood Plan elements occupy center stage for directing Lake Oswego's future. However, other planning activities and documents are also important. Other plans such as the Park and Recreation Master Plan, Transportation System Plan, the various public facility plans, the Capital Improvement Plan and other Area Plans require consideration when making land use decisions. However, any portion of these plans and any related action dealing with land use must be consistent with the policy direction of the Comprehensive Plan and its Neighborhood Plan chapters.

The Neighborhood Plan elements of the Comprehensive Plan are implemented by the Community Development Code. The Comprehensive Plan does not contain specific standards for development. Instead it provides the policy basis for specific standards and procedures of the Community Development Code that are used to review new development and modifications to existing development. However, the Plan is applicable to legislative and some quasi-judicial decisions such as Plan and Zone Map amendments and certain other land use actions, which must address applicable Plan goals and policies. These include actions such as conditional uses and text changes to the City's Community Development codes.

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LAND USE: RESIDENTIAL

Existing Conditions

Single-family Residential

The single-family detached residential area of Evergreen Neighborhood consists primarily of single-story, ranch style¹ houses. Other architectural styles prominent in that area of the neighborhood include Cape Cod² and Craftsman/Bungalow³ styles. Most houses are modest in scale (less than 2,500 square feet) and characterized by the use of natural building materials, window and door openings emphasized with trim, and gable and hip roof forms. Few detached homes in the neighborhood exceed 1 1/2 stories⁴ or between 20-26 feet in height. The area is designated and zoned R-7.5 in the City's Comprehensive Plan and Zone Map. That zone sets a minimum lot size of 7,500 square feet. The styles of dwellings coupled with large, old trees create the atmosphere of a small, safe, quiet, rural village. The maintenance of this atmosphere preserves residential quality of life as well as property values. Commercial and public interests are served by maintaining the beauty of the neighborhood environment.

Attached and Multi-family Residential

There are currently 39 townhouses between Third Street, Evergreen Road, Second Street and A Avenue. There are 15 row-house style condominiums facing Fourth Street. There are 18 condominiums and 5 lofts facing Lakewood Bay. All of these properties have their own garages that are located behind or under the buildings and are therefore not seen from the street. All are architecturally compatible with their surroundings such as the Lake View Village development. In addition, there are two apartment complexes facing Evergreen and Third Street containing 68 apartments. The two apartment complexes have off street parking woven between the buildings for the use of their residents. These high-density structures have attractive landscaping between the street and the buildings. None of the buildings exceed three stories in height. Area residents are able to walk to the many amenities available in this area.

¹Ranch Style: Ranch style homes are usually built from natural materials (wood floors and wood or brick exteriors). Ranch homes lack much decorative detailing on the exterior aside from shutters or roof supports. Windows are large (usually double hung or picture windows) and often include sliding doors to a patio or deck.

²Cape Cod: Cape Cod style homes usually have two levels of living area featuring a steep roof slope and dormers. The design is generally symmetrical and does not feature much overhang or other ornamentation. The area of the second floor is usually 40-75% the area of the ground floor.

³Craftsman/Bungalow: Craftsman or Bungalow style homes typically have 1 or 1.5 stories and a low, pitched roof. They often have porches on the front with decorative square columns. Decorative stained glass windows are also popular on these homes.

⁴1 ½ Stories: A residence with two levels of living area featuring a steep roof slope and dormers. The area of the second floor is smaller in area than the ground floor.

In addition to the buildings noted above there are several small rental units in an area bounded by Evergreen and A Avenue and Fifth Street and Sixth Street. These include three duplexes, a four unit building and a six unit building. Duplexes and fourplexes are not currently allowed by the City's Community Development Code. There are some legal, non-conforming uses in the neighborhood that could not be rebuilt without a variance.

Neighborhood Goals

Maintain and enhance the appearance and character of the residential areas of the Evergreen neighborhood.

The neighborhood's primary goal is the preservation of the single-family, detached, residential character and the unique aesthetic of the existing neighborhood. In order to maintain the integrity of this character, new buildings, single-family and multifamily, should blend with the architectural styles and scale of existing structures on the same block face as the proposed development and on the block face across the street. Additionally, good transitions should remain between different densities of housing development and commercial. The neighborhood is very concerned about encroachment of commercial or higher density housing (R-0, R-2, R-3, R-5, EC) into the single-family area of the neighborhood, defined by what is currently zoned R-7.5 as shown in the map at the end of this chapter.

Consensus among neighbors is that the preservation of existing single-family dwellings is important to maintaining the character of the neighborhood. Experience has shown that newer homes are typically larger than the houses they replace. Therefore, the Evergreen neighborhood would like the Community Development Code to encourage remodels, where appropriate, instead of tearing down existing homes. Houses with non-conforming status can encounter a very difficult time attempting to remodel. It is the hope that opportunities can be identified in the future to make remodeling an existing home easier.

The neighborhood would like to protect the existing greenscape in the neighborhood through preservation of existing trees and landscaping, by requiring tree planting with new development and through regular updates to the City's tree removal and tree protection policies city-wide. Evergreen would like the City to enact a requirement that all development in the Evergreen neighborhood including single-family dwellings plant street trees to:

- a. Produce a continuous tree canopy over the street,
- b. Reduce the apparent scale or size of the street, and
- c. Enhance the beauty of the neighborhood.

Existing City Codes and Background

There are many ways in which the existing Community Development Code supports the neighborhood's goals.

The Residential Infill Design additions to the Community Development Code in 2003 introduced the concept of a front setback plane into residential zones in the City. This regulatory control helps to reduce the perceived size of new structures at the street. The Evergreen neighborhood supports the inclusion of this regulation, and others such as lot coverage, yard setbacks and height restrictions which diminish the perceived size of homes built in the neighborhood that are significantly larger than existing single-family, detached structures. Since the Infill Design additions have only been in effect for a few years there is not strong evidence for how they are affecting the Evergreen neighborhood. The neighborhood supports ongoing observation and continued improvement to these standards to make sure they have their intended effect.

Current City codes require that when a development creates a public or private street, or a parking lot, lights used to illuminate parking lots and pathways shall not produce annoying or disabling glare at normal viewing angles. Effort, however, is required to make sure these codes are enforced after development is complete. The neighborhood wishes to work with the City to assure compliance with all existing regulations to diminish light trespass.

Another concern for Evergreen neighbors has been the visual impact of residential garages and parking facilities in the neighborhood. The 2003 Community Development Code Infill Code Amendments addresses garages in the R-7.5 zone in Article 50.08.055, requiring that they be directed away from the street, or set back from the front of the house (subject to certain exceptions and exemptions).

The City's Tree Code (LOC Chapter 55) seeks to preserve trees in the neighborhood that are greater than 5" DBH (diameter at breast height). The neighborhood supports regular assessments of the tree code by a committee or commission of Lake Oswego residents to assure that it is indeed protecting the City's existing trees to the greatest extent possible.

The current code (LOC 50.69) is intended to insure that proposed conditional uses are as compatible as practical with surrounding uses. One of the three requirements for approval of a conditional use is, "[t]he functional characteristics of the proposed use are such that it can be made to be reasonably compatible with uses in its vicinity." However, there have been conflicts in the past between conditional uses in the Evergreen neighborhood and surrounding residential neighbors. Conflicts have included: unwanted light trespass and glare from building and parking lots into the residential area, noise levels that are higher than desired in a residential area, a lack of compatibility in design and size between residential and conditional uses and a lack of barriers which might visually or audibly buffer these impacts. A concern exists that the expansion of existing conditional use facilities or the approval of new conditional uses will exacerbate these problems.

At the time an application is reviewed, LOC 50.69 provides a way for the hearing body, or the City Manager, in the case of a minor modification, to impose conditions to assure compatibility of the proposed use with other uses in the vicinity. These conditions include, but are not limited to:

- a. Limiting the manner in which the use is conducted, by restricting the time an activity may take place and by minimizing such environmental effects as noise, vibration, air pollution, glare and odor.
- b. Limiting the location and intensity of outdoor lighting, requiring its shielding, or both.
- c. Limiting the height, size or location of a building or other structure.
- d. Designating the size, number, location and design of vehicle access points.
- e. Designating the size, location, screening, drainage, surfacing or other improvement of a parking area or truck loading area.
- f. Requiring berming, screening or landscaping and designating standards for its installation and maintenance.

The Lake Oswego Comprehensive Plan addresses zone changes in residential neighborhoods in Goal 2, Land Use Planning. Section 1, Policy 5 directs the City to, “maintain residential neighborhoods at existing zone and plan density designations,” except where certain criteria can be met. The full text of this section of the Comprehensive Plan, at the time this document was produced, is provided as Appendix 1.

Policies

- 1) Work to ensure that development occurs in a way that is compatible with the unique character of the Evergreen neighborhood.
- 2) Preserve the existing fabric of the neighborhood by developing incentives to remodel existing homes, where feasible, instead of tearing down and rebuilding single-family, detached residential properties.

Action Items

City Responsibility:

- 1) To promote compatibility between non-compliant development reviewed through Residential Infill Design (RID) review process, create Evergreen Neighborhood Design Objectives to serve as a guide for Residential Infill Design (RID) review applications.
- 2) Recommend improvements to the Infill Standards as needed.
- 3) Together with the Evergreen Neighborhood Association, prepare for Planning Commission review, a recommended Overlay Zone for the R 7-5 area of the Evergreen Neighborhood to specify the following requirements:
 - a. To assure more consistency between buildings, accessory structures in the detached, single-family area of the Evergreen neighborhood, including garages, should have the same roof pitch as the primary structure.
 - b. To limit new home construction to 1 ½ stories in height, the front setback plane requirement shall extend upward 16 feet (instead of 20 feet) before sloping back at a 6:12 pitch.
 - c. Encourage the rehabilitation of existing structures with respect to setbacks for homes built prior to 1950.

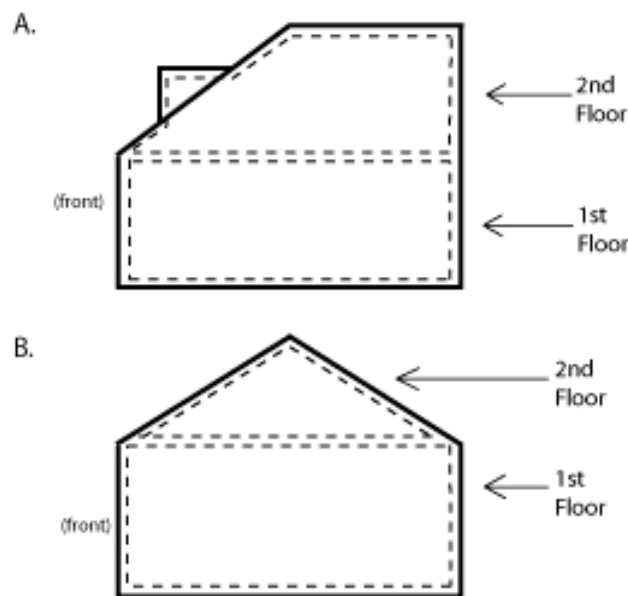
- 4) Prepare for Planning Commission review, a City-wide amendment to the Community Development Code requiring:
 - a. Two (2) street trees for every 50 feet of street frontage as a condition of approval for a new structure in the residential zones of the City. Existing street trees can be counted in order to comply with this requirement, as long as the type, location and viability of the existing trees are sufficient to provide a full streetscape of trees. Waivers to this requirement shall be allowed for situations where street trees are not appropriate.

Neighborhood Responsibility:

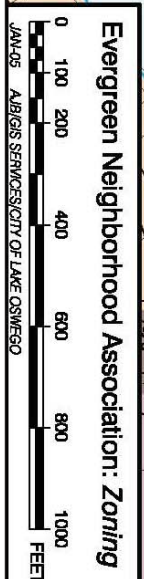
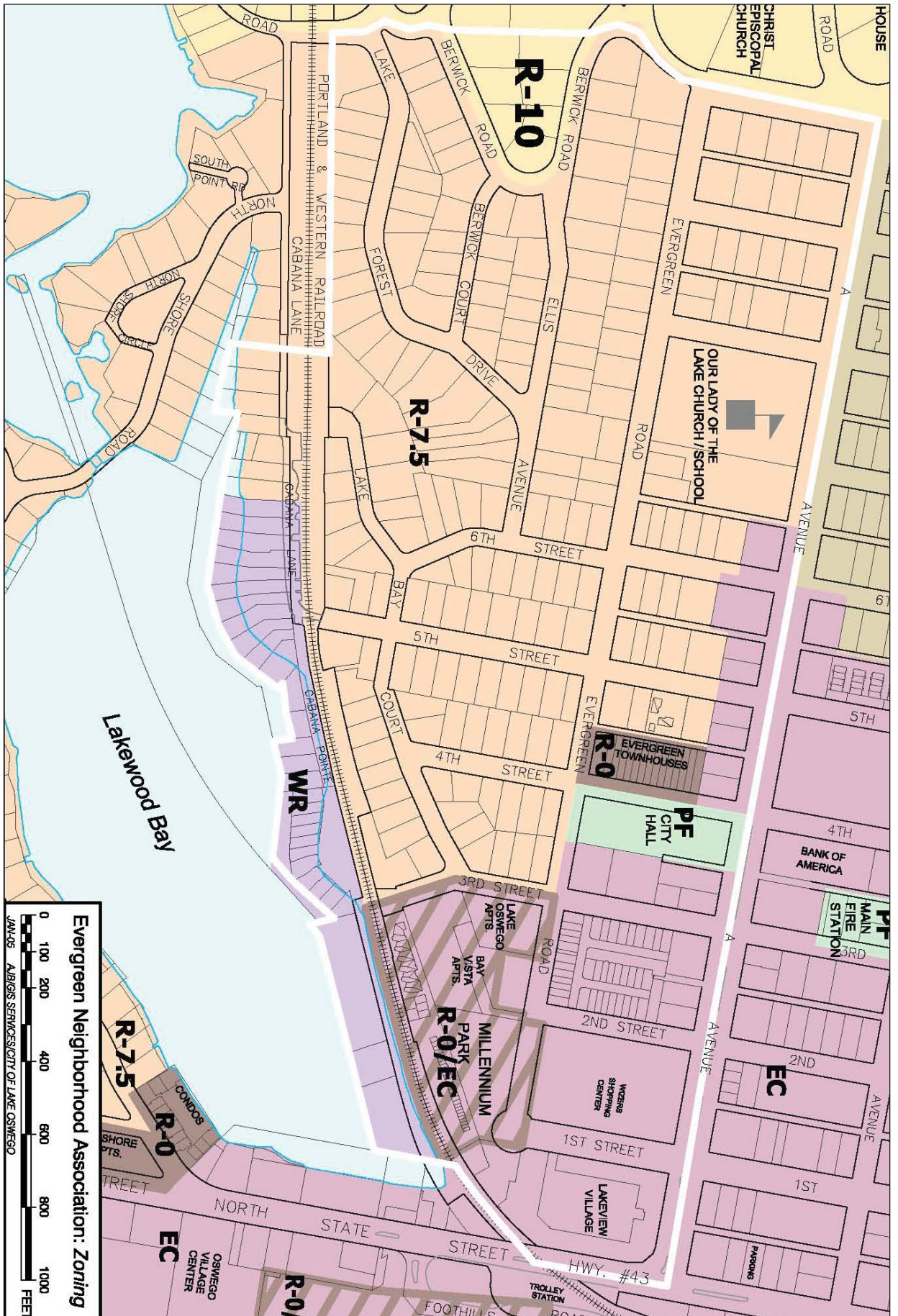
- 1) Through the neighborhood association, finalize the Neighborhood Design Objectives. Involve members in regular updates when needed.
- 2) Organize a neighborhood subcommittee to promote planting and conservation of trees, green spaces, and other vegetation that are appropriate for the neighborhood and region. Plantings are an attractive means of providing buffers between commercial or public-use and residential areas.
- 3) Through the Evergreen Neighborhood Association and with cooperation from the City, provide information to neighbors and property owners about the 2003 Residential Infill Design additions to the Community Development Code, and engage residents in ongoing monitoring of the regulations in LOC 50.08, the Community Development Code standards for the R-7.5 zone.
- 4) Two Evergreen Neighborhood Association delegates will monitor new development and attend pre-application meetings, where possible, with homeowners, developers, and/or city representatives for the purpose of reviewing minor and major development permit application requests.
- 4) Inform and educate members of the Evergreen Neighborhood Association about the Comprehensive Plan policy to maintain residential neighborhoods at existing density designations and the exceptions or criteria for allowing such a change (Goal 2 Land Use Planning, Section 1, Policy 5).

1 1/2 Story Concept:

2nd floor is smaller in size than the 1st floor and set back from the front of the structure.



EVERGREEN NEIGHBORHOOD PLAN



EVERGREEN NEIGHBORHOOD DESIGN OBJECTIVES

The following are an attempt to define the single-family, residential design character of the Evergreen neighborhood. Developed by members of the Evergreen Neighborhood Association in 2005, they provide general guidance, without legal obligation, for new, detached, single-family home construction in the neighborhood. The goal is new development that is compatible with existing homes in the community.

The Lake Oswego Community Development Code provides for the consideration of neighborhood design objectives or guidelines when applying the criteria for compatibility during the review of an application for Residential Infill Design Review (LOC 50.72.020). That is the only official application of these guidelines upon new development in the Evergreen neighborhood. Residential Infill Design Review is a voluntary process. However, these guidelines may be consulted when questions arise about compatibility generally in the neighborhood and can be a resource for property owners considering new development.

The Evergreen neighborhood is characterized by a diversity of small, cottage-like homes on large lots. Natural materials are often used including natural wood siding, masonry and brick, low stone walls and wood fences, arbors and gates. Lush landscaping including mature trees adds to the visual appeal of Evergreen homes, linking them to their surroundings and adding natural color and texture. Moderately pitched hipped and gable roofs are prominent. A few common styles in the neighborhood include the 1940's and 1950's Ranch-style home, the one story Neocolonial or Cape Cod and rehabilitations with Craftsman design elements.



Cottage-like appearance
(use of natural materials)



Craftsman elements
(use of natural materials)



Neocolonial (Cape Cod)



Neocolonial (Cape Cod)



Cottage-like appearance (use of natural materials)



Craftsman elements (use of natural materials)



1940's Ranch-style home



1940's Ranch-style home



1950's Ranch-style home



1950's Ranch-style home

LAND USE: COMMERCIAL

General Background

The commercial district of the Evergreen neighborhood includes a diversity of uses including townhomes, apartments, Millennium Plaza Park, City Hall, Lake View Village Shopping Center and local churches. Services along A Avenue include retail and office space with services such as boutique shops, medical offices, restaurants, banking, auto service outlets, two churches and a grocery store.

Development in the downtown district has brought a resurgence in local and metro-wide use. Millennium Plaza has provided a gathering place for neighbors and visitors to enjoy concerts, festivals, the Farmers' Market and other public and private events. These events also attract customers to the area who can take advantage of a variety of shopping and dining alternatives. Few neighborhoods enjoy such close proximity to attractive and diverse commercial enterprises, and businesses enjoy their close proximity to a consistent customer base as well.

The commercial area of the neighborhood is zoned as East End Commercial (EC). High density residential (R-0) designations occur along the boarder of the commercial district. There are Townhomes on 4th Street and between 2nd and 3rd, apartments on 3rd Street and condominiums behind those apartments on Lakewood Bay. The entire area designated EC, including that designated EC/R-0, is within the Lake Oswego Redevelopment Agency (LORA) Urban Renewal boundaries. Theses areas are subject to the regulations of the Downtown Redevelopment District Standards (LOC 50.65), and the East End Redevelopment Plan.

The Evergreen Neighborhood Association represents all residents and businesses owners within the neighborhood's boundaries. In addition, the Downtown Business District Association (DBDA) and the Lake Oswego Chamber of Commerce also represent business interests in the area.

Neighborhood Goals

1. Promote the village atmosphere of the Downtown Business District.
2. Maintain and support neighborhood-serving businesses in the Downtown Business District.

The Neighborhood's goal is to preserve or enhance the positive character of both the residential neighborhood and adjoining commercial establishments. Residential and business neighbors see the difficulties that can arise if adequate parking is not provided in and around the downtown core. Both groups value pedestrian safety and advocate for improved traffic management in the district. Residential neighbors would like to minimize truck traffic on Evergreen's residential streets. Both groups agree that the appearance of downtown is very important and that recent improvements have created a consistent, well maintained and attractive look for the area. Parking will be discussed in a subsequent chapter dedicated entirely to that issue.

Neighbors strive to preserve the village atmosphere of downtown by limiting the development of new structures that are greatly out of character with existing buildings. Taller buildings that produce shadows on area streets could make downtown less enjoyable for pedestrians.

The downtown area of the future, envisioned by the neighborhood, would share all the positive qualities of a small European village. A thread of continuity, based on design, would visually connect the buildings in the commercial district. Pedestrians would be greeted at every turn with safe and comfortable areas to walk, places to sit and opportunities for chance encounters with other downtown neighbors. Parking lots would be convenient but out of view. Walking would be the preferred way to travel in this district. There will be a mix of uses, different types of shopping and places to dine. The everyday necessities of residents could be met by an array of businesses. Other businesses would serve as a city-wide audience, but a balance would exist between both types. Familiar buildings would remain like the movie theater on State Street and new structures, designed with recognition for what came before, would blend seamlessly with the older fabric of the village center.

The following policies and action items are intended to inform City policy and development in the Downtown District of the Evergreen neighborhood and work towards the goals stated above.



Lakeview Village from Millennium Park Plaza

¹ **Frequently Reoccurring Needs (for goods and services):** The continuous demand for goods and services that are used on a regular basis such as food, drugs, dry cleaning, etc. These are often referred to as convenience goods and services.

² **Community Needs (for goods and services):** These are needs which encompass the range of goods and services desired by the market area defined by Lake Oswego's Urban Services Boundary.

Policies

1. Maintain a balance of commercial uses in the Downtown Business District between those that provide for the frequently reoccurring needs¹ of nearby residents and those that cater to wider community needs².

Action Items

City Responsibility:

1. Working with the Evergreen Neighborhood Association and the First Addition Neighborhood Association, prepare for Planning Commission review policies to assure that the design of new development in the East End Commercial (EC) zone, particularly on A Avenue, does not encourage delivery trucks to travel on streets within Evergreen's R-7.5 zone.
2. Working with the Evergreen Neighborhood Association and the First Addition Neighborhood Association, prepare for Planning Commission review a policy requiring development of ½ acre or greater in the EC zone that will include 35,000 or more square feet of total retail space to conduct a three part traffic study that measures the full impact of the development on surrounding streets. The developer shall conduct the required studies and measure traffic volumes on all neighborhood streets in the direct vicinity of the project including those that lead to minor and major collectors and set aside funds for mitigation if required. The studies shall occur at:
 - a. The time the permit is sought (to establish a baseline);
 - b. At 50% occupancy; and
 - c. 1 year after the second study.

Neighborhood Responsibility:

1. Promote on-going communication between neighborhood residents, downtown businesses and the City on issues which affect downtown by keeping a comprehensive mail and e-mail list with business contacts and regularly informing business owners about topics of interest and opportunities to get involved.
2. Conduct regular social mixers to introduce residents to different downtown businesses and expose business leaders to residents in a casual, social atmosphere.
3. Promote local neighborhood shopping and dining amongst neighbors to enhance and support quality businesses.
4. The Evergreen Neighborhood Association will identify delegates to attend pre-application meetings as allowed by the City of Lake Oswego. Delegates will be elected or appointed to represent the interests of the neighborhood in evaluating minor and major development permit requests.

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TRANSPORTATION

Local Residential Streets

Background

Those streets within the City designated to carry the least amount of traffic are labeled “local” or “residential” streets. According to the Lake Oswego Comprehensive Plan, the main function of these streets is to serve the circulation and access needs of residents adjacent to and abutting them. Aesthetics are to be of primary concern for local streets, subject only to considerations of function and public safety, foremost the safety of pedestrians and bicyclists. According to the Lake Oswego Code (Chapter 42, Streets and Sidewalks), local residential streets shall be designed and constructed for a minimum of disruption to neighborhood livability while providing adequate and safe circulation.

All streets, with the exception of A Avenue and State Street, within the Evergreen neighborhood are designated “local residential” with speed limits of 25 miles per hour. The minimum design for local neighborhood streets is 2 lanes, each 10 feet in width, with a 3 foot gravel shoulder on either side. Most streets in the residential portions of the neighborhood are designed in this way, however, in the downtown area; road designs include wider travel lanes, curbs and sidewalks. In residential areas, where pavement widths average about 20 feet, the full public right-of-way is often wider than minimum standards. The street shoulders on either side of the pavement are generally used as a graveled parking strip. In some cases where additional space exists, they have been landscaped by the owner of the adjacent property. In some isolated situations where the entire shoulder has been landscaped and a parking strip no longer exists, cars park on the paved roadway. This situation is often illegal and can become hazardous when a parked car obstructs motorists’ visibility, particularly on a curve.

Neighborhood Goals

- Create and maintain narrow, village-like streets that:
- a. Increase safety and aesthetic satisfaction for pedestrians;
 - b. Promote slow moving vehicular traffic; and
 - c. Reduce contaminated storm water runoff into lakes, rivers and streams.

The goal of the neighborhood is to create and maintain narrow, village-like streets that increase safety and aesthetic satisfaction for pedestrians and promote slow moving traffic. Negative elements such as unsafe intersections and wide expanses of pavement should be minimized. Cut-through traffic should be discouraged. One method is a clearer delineation of neighborhood entry points with beautification projects so drivers are aware when they have entered a residential area. The main entries to the neighborhood are at the intersections of :

- Evergreen Road and 10th Street;
- Berwick and 10th Street;
- Berwick Road and Lake Forest; and
- 3rd Street at Lake Bay Court.

Cut-through has been observed by neighbors on Evergreen Road from Iron Mountain Boulevard to the East End Commercial area, and from Evergreen Road to the North Shore bridge using Ellis Avenue, Lake Forest Drive, Berwick Road, or Lake Bay Court.

Existing Codes and Policies

The City of Lake Oswego Comprehensive Plan, Goal 12: Transportation, addresses several of Evergreen’s goals. The City’s goal for neighborhood collectors and local residential streets says:

- ☛ Lake Oswego shall develop a system of neighborhood collectors and local residential streets which preserves the quiet, privacy and safety of neighborhood living and which has adequate, but not excessive capacity, necessary to accommodate planned land uses.

Listed below are additional significant policies from this chapter:

- ☛ The City shall, in conjunction with the neighborhood association, plan for, develop and maintain a local residential street system at a service level and scale which:
 - Recognizes the need for safety for all modes of travel,
 - Recognizes the multi-use functions of neighborhood streets for walking, bicycling and social interaction, and which preserves the privacy, quiet and safety of neighborhood living,
 - Provides for safe access to abutting land; and,
 - Allows adequate and safe circulation from residential properties to the major streets system and neighborhood activity centers.

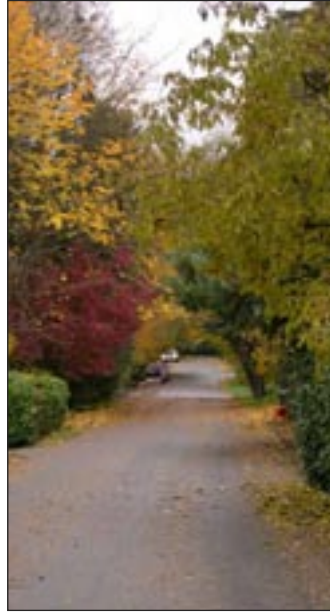
- ☛ The City shall ensure that new development which will use new and existing neighborhood collectors and local residential streets is compatible with these street’s function and character. Development approval of new land uses shall ensure that:
 - The quiet residential quality of neighborhood streets is fostered and maintained.
 - Street improvements required to serve new land uses are designed in accordance with the adopted neighborhood plan and to the minimum necessary scale.

Policies

1. Promote the planting of street tree species that will mature to produce a canopy over the street.
2. Maintain the existing narrow pavement area on Evergreen’s neighborhood streets except where additional width is necessary for pedestrian or bicycle safety.
3. Develop “green streets” in the Evergreen neighborhood to reduce contaminated storm water run off through the use of natural vegetation, rocks and unpaved shoulders.



Fifth Street



Evergreen Road

Action Items

City Responsibility:

1. Discourage cut-through traffic. Working with the Transportation Advisory Board (TAB), and the neighborhood seek approval for delineation of key entries to residential portions of the neighborhood through improvements such as neighborhood signs, beautification projects, diverters, chokers, curb extensions and raised or textured pedestrian crossings.
2. The design of Lake Bay Court lacks the narrow “village lane” look of most neighborhood residential streets; pavement covers much of the right-of-way and there are curbs. To calm the increased traffic on Lake Bay Court resulting from both Lakeview Village and the Headlee Walkway, mitigate its current street design, particularly between 3rd and 4th.

Neighborhood Responsibility:

1. Work with the City to develop a street tree-planting plan.
2. Develop a neighborhood policy regarding homeowners’ treatment of public right-of-way street shoulders. Establish a list of discouraged treatments (e.g., covering the right-of-way with heavy landscaping, asphalt, or large rocks).
3. Continue to work with the City, through participation in the Neighborhood Traffic Management Program, and with the Transportation Advisory Board (TAB) to resolve neighborhood identified traffic problems at the following locations:

EVERGREEN NEIGHBORHOOD PLAN

Street or Intersection	Problem	Possible Mitigation	Required Action	Action to Date
Lake Bay Court	Speeding	Traffic calming devices such as street trees, chokers	1. TAB Review 2. Request Neighborhood Enhancement Grant funding.	
4th and Lake Bay Court	Dangerous intersection.	Trim Vegetation. Install stop or yield sign. (Requires compliance with MUTCD**).	1. Trim vegetation. 2. Request traffic study if no change is observed.	
Fifth Street at Lake Bay Court	Speeding and dangerous intersections	Trim vegetation.	Trim overgrown vegetation.	All-way stops not warranted by MUTCD** standards
6th Street at Ellis	Visibility from Ellis. Speeding on 6th.	Trim Vegetation. Install speed humps. (Traffic management device requires study by NTMP*)	1. Trim Vegetation. 2. Conduct speed watch. 3. Request NTMP*study.	
Lake Forest	Blind curves	Pathway to allow safe movement for pedestrians and cyclists.	Request inclusion in the City's Transportation System Plan	
Ellis	Speeding	Traffic calming device. (Traffic management device requires NTMP* study)	A minimum score of 30 as evaluated by a traffic study.	Studied October, 2003. Points = 11 (30 is required).
Berwick between Berwick Court and Ellis	Blind intersection on curve	Sidewalk on east side of Berwick	1. Inclusion in Transportation System Plan 2. Review by TAB.***	
10th and Berwick	Dangerous intersection.	Create a traffic circle with the current island to better direct traffic.	Request funding through a Neighborhood Enhancement Grant.	
10th and Evergreen	Blind intersection, Evergreen looking south.	Trim Vegetation. Evaluate need for additional traffic controls.	1. Trim Vegetation. 2. Traffic control device, requires compliance with MUTCD**	

- * Neighborhood Traffic Management Program (NTMP), Lake Oswego’s traffic calming program.
- ** Manual of Uniform Traffic Control Devices (MUTCD), Federal standards for devices such as stop signs or traffic signals.
- *** The City of Lake Oswego Transportation Advisory Board.

4. Continue to use the Neighborhood Speed Watch public awareness program to alert neighbors to their own driving habits.
5. Participate in the Downtown Area Wide Transportation Management Plan conducted 2005-2006.

Alternative Transportation: Walking, Biking, And Transit

Background

The City Comprehensive Plan promotes opportunities for safe and convenient alternative transportation, including walking, biking and transit. The Evergreen neighborhood is ideally situated for walking, with shops, restaurants, a movie theater, and public facilities including mass transit all conveniently located nearby. The main “through” walking street for the neighborhood is Evergreen Road.

In addition, the Evergreen Neighborhood stresses the need to support and enforce existing City policies which require parking for bikes at all public and commercial facilities, particularly at Lakeview Village and Millennium Park. In some cases, bike facilities need to be made more visible so cyclists can find them easily.

Evergreen would support the development of a “walking city” campaign to promote Downtown Lake Oswego Village as a place to walk. Increased attention through an event that brings more people out to enjoy the streets could bring attention to the need for safety improvements. Banners on State Street and along A Avenue could promote the event and coordinated activities at the schools and around the Commercial District could support it by bringing additional participants. Early fall would be an excellent time to organize such a campaign.

Action Items

City Responsibility:

1. Ensure secure and pleasant passage for pedestrians and cyclists by working with residents through the Neighborhood Traffic Management Plan to identify hazardous areas, then use traffic interventions to improve safety.
2. Provide walking paths throughout the neighborhood, particularly in the following areas: Evergreen Road from 4th to 10th and 10th from Evergreen to A Avenue.
 - a. Request the inclusion of these pathways in the City of Lake Oswego Transportation System Plan.
 - b. Review by the Transportation Advisory Board.
 - c. Identify funding.
 - d. Pursue a Neighborhood Enhancement Grant for Berwick Court.
3. Support extension of the Portland Streetcar into downtown Lake Oswego and, in the future, southwest along the current railroad track to Tualatin.
4. Promote safe and accessible pedestrian and bicycle access from Downtown Lake

Oswego to the Foothills District.

5. Enforce existing City policies restricting parking within 6 feet of the center line of any road, particularly where this practice produces a dangerous situation for pedestrians, bicyclists or cars.
6. Work through the Evergreen Representative on the Foothills Plan Citizen Advisory Committee to find a safe and accessible pedestrian and bicycle access from Evergreen Neighborhood through downtown to the Foothills District.

Neighborhood Responsibility:

1. Work with the City and TAB to install walking paths throughout the neighborhood, particularly in the following areas: Evergreen Road from 4th to 10th, from Berwick Court to Ellis via Berwick Road, on 10th from Evergreen to A Avenue.
2. Work with the City to organize a “Walk Lake Oswego” event/campaign to promote Lake Oswego as a walking city.
3. The Association will prepare a street-by-street analysis of street lighting needs in the Evergreen neighborhood based on neighborhood opinion and safety considerations.
4. Provide information to the Police when vehicles are restricting the flow of traffic by parking within 6 feet of the center line of the street. Reports can be made the Lake Oswego Police Department non-emergency number.

Parking

Background

The Evergreen neighborhood consists of both residential and commercial properties with on-street and off-street parking to serve them. Parking on neighborhood streets is free and unrestricted except for limited duration parking along “A” Avenue and in sections of First, Second, Third and Fourth Streets between Evergreen and “A” Avenue. Patrons of downtown businesses, visitors to city events and users of Tri-Met sometimes park in the residential areas of the neighborhood. Residents realize that overflow parking from nearby businesses will increase as the area develops making it increasingly difficult for them to find spots to park in front of their homes.

Businesses in Evergreen rely on adequate, convenient parking to serve their customers. Restaurant owners/operators in particular are sensitive to lunch and dinner hour rushes when parking within a reasonable distance from their businesses may become limited. They require parking for their employees as well as their customers. Many owners are concerned that employee use of public parking spaces is limiting the accessibility for the customers of other businesses. For these owners, location is as critical an issue as overall supply. Parking must be accessible for customers, because from their perspective, available parking is directly related to their success as a business.

In the Transportation Chapter of the City of Lake Oswego Comprehensive Plan, Goal 12: Transportation sets the following goal for parking: “Adequate on-site parking and loading facilities shall be provided for all land uses.” The neighborhood would like to work with the City toward the achievement of this objective.

Another concern of the neighborhood is the availability of bicycle parking facilities including racks at downtown destinations that would encourage the use of alternative modes of transportation. In the same chapter of the Comprehensive Plan, Goal 7 States, “The City shall provide a network of safe and convenient bikeways integrated with other transportation modes to increase modal share of bicycle transportation for all trip purposes.” The fourth policy under this goal directs the City to,

- ☛ Require, as appropriate, and encourage the placement of bicycle lockers and bicycle racks at major destinations and activity centers. Encourage covered bicycle parking whenever possible.
- ☛ Article 50.55.015 from the City of Lake Oswego Community Development Code requires bicycle parking for any development that generates a parking need.

Neighborhood Goals

The neighborhood would like to see adequate off-street parking made available for every new development in the neighborhood and the maintenance of all existing street parking in the Downtown Commercial District including on A Avenue. Off-street parking near businesses is critical for their on-going success. The neighborhood would like to work cooperatively with the City to manage the use of public spaces downtown to keep parking out of the residential area.

The neighborhood would like additional, accessible bicycle parking installed at all public and private facilities downtown, creating an incentive for people to ride their bikes to visit businesses and enjoy Millennium Plaza instead of driving their cars.

Action Items

City Responsibility:

1. Conduct a parking analysis to determine the extent of overflow parking into the residential neighborhoods surrounding downtown and make recommendations for adjusting the City’s regulations or implementing new programs to address current parking needs and accommodate future growth.
2. The Parks and Recreation Department should continue their efforts to identify private parking facilities that may be used during busy downtown events like summer concerts and the weekly Farmers’ Market.
3. Sustain the existing free parking at downtown businesses for customer and employee use to reduce overflow parking in the Evergreen neighborhood’s residential areas.
4. Based on the determined need, identify opportunities for the development of additional, free, public, off-street parking facilities downtown for employee and customer parking.
5. Install additional bicycle racks where required at Millennium Plaza and downtown businesses.
6. Create an informational flier and map that identifies bicycle parking facilities around the Downtown Commercial District.



Outdoor Seating on “A” Avenue

Neighborhood Responsibility:

1. Work with the First Addition neighborhood to propose an increase from 2-hour to 3-hour parking limit along A Avenue. Support shorter limits for in and out trips where requested by a specific business.
2. Participate in the city-led parking analysis by collecting information about parking availability and usage in the commercial area of the Evergreen neighborhood.
3. Coordinate with the City to identify areas where and when parking is under-utilized and where demand for parking is greater than the supply.
4. Encourage businesses owners to direct employees toward appropriate places to park.
5. Encourage businesses to cooperate in identifying and establishing agreements for shared parking for their customers and employees.

A Avenue

Background

The City has established a functional classification system to specify the primary function of streets in Lake Oswego. Streets that the City has designated as “major arterials” are those that carry the second heaviest traffic loads after freeways. Two major arterials, “A” Avenue and State Street, border the Evergreen neighborhood. The posted speed is 30 mph on A Avenue and a portion in front of Our Lady of the Lake school is designated a 20 mph School Zone.

Neighborhood Goals

The neighborhood is concerned about the safety of “A” Avenue during peak traffic and wants to make sure every effort is made to improve the function of the street. Enforcement of posted speed limits has been identified as an issue by the neighborhood. Many neighbors express concern about the safety of walking across A Avenue because of high speeds and driver’s lack of attention for pedestrians.

Marked crosswalks currently located on A Avenue at 5th Street provide a crossing opportunity for pedestrians. The number of lanes that the pedestrian must cross, together with the average speed and volume of traffic on “A” Avenue can make crossing difficult. Previous analysis conducted by the City has shown that a signal at “A” Avenue and 5th Street does not meet the requirements of the Manual on Uniform Traffic Control Devices, established by the Federal Highway Administration (FHWA). The manual defines the standards used by road managers nationwide to install and maintain traffic control devices on all streets and highways and to promote the highest of safety standards for vehicles, cyclists and pedestrians.

Because of business and recreation opportunities on both sides of “A” Avenue, the crossing at this location is important to both Evergreen and First Addition residents. The Evergreen neighborhood believes that a signal is the only way to assure the safety of those crossing here. In addition, they believe that more people will choose to cross “A” Avenue at 5th Street if it is made safer for them to do so. For that reason, the neighborhood will advocate for the installation of a fully signalized intersection despite the high costs involved with a new signal and the fact that the intersection does not meet the requirements of the MUTCD.

There is also support in the neighborhood for the installation of curb extensions along “A” Avenue at 5th, 6th and 8th Streets to shorten the crossing distance for pedestrians and indicate to motorists that they are entering a neighborhood street.

Existing City Policies and Actions

The City of Lake Oswego Police Department conducts periodic “sweeps” to enforce the City’s speed limits on A Avenue. Neighbors should be in contact with the Police Department regarding speeding so that police can increase enforcement based on reports from neighbors.

The Lake Oswego Comprehensive Plan, Goal 12, Transportation, sets this goal for walking,

- ☞ The City shall provide a continuous citywide network of safe and convenient walkways that promotes walking as a mode of travel for short trips.

Street crossings are specifically addressed in the following policy:

- ☞ The City shall make the pedestrian environment safe, convenient, attractive and accessible for all users through:
 - Planning and developing a network of continuous sidewalks, pathways,



Bench on “A” Avenue

and crossing improvements that are accessible per the requirements of the Americans with Disabilities Act (ADA),

- Providing adequate and safe street crossing opportunities for pedestrians, and
- Improving street amenities (e.g., landscaping, pedestrian-scale street lighting, benches and shelters) for pedestrians, particularly near transit centers, town centers, main streets, employment centers, and transit corridors serving the primary transit network.

In addition, pedestrian friendly enhancements on A Avenue from 4th Street to 6th Street are called for in the Lake Oswego East End Redevelopment Plan. The plan calls for these improvements within the right-of-way to be coordinated with the redevelopment of Block 45 (current location of Safeway). Possible projects include sidewalk extensions at 6th, 7th and 8th Streets to reduce the walking distance across the street and the use of special pavements to improve the visual connection between both sides of the street.

Action Items

City Responsibility:

1. Work with Evergreen Neighborhood Association residents and businesses to create a “Walk Lake Oswego” campaign to promote downtown Lake Oswego as a safe and enjoyable place to walk.
2. Work with Evergreen and First Addition neighbors to install improvements for pedestrian safety at the traffic signals on A Avenue and 4th Street.
3. Where feasible, narrow the crossing distance of A Avenue at 5th and 6th streets by installing curb extensions where they are not currently located.

4. Narrow the crossing distance of 8th Street with curb extensions across 8th at A Avenue.
5. Continue the pedestrian amenities on A Avenue, by installing benches and landscaping from 4th Street to 10th Street.

Neighborhood Responsibility:

1. Campaign for the installation of a signal at 5th and A Avenue to provide for the safe crossing of pedestrians and bikes.
2. Inform Evergreen residents through general newsletters and neighborhood meetings to call City Hall and voice their concerns to appropriate representatives about speeding, and traffic congestion. Neighbors can contact the Police at the non-emergency number, (503) 635-0238.
3. Participate in the Neighborhood Traffic Management Program (NTMP) and the City's Speed Watch and Pace Car programs.



From the Lake Oswego East End Redevelopment Plan, May 2004

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OPEN SPACES, HISTORIC & NATURAL AREAS

Wetlands

Background

Wetlands are an important part of Lake Oswego's environment. Values include storm water storage, erosion control, water quality enhancement, ground water recharge, and fish and wildlife habitat. Wetlands also contribute to the community's aesthetic quality and provide opportunities for recreation and education.

The Evergreen neighborhood has a forested wetland of significant size tucked behind existing homes. The properties on Lake Forest Drive, Ellis, 6th street, and Lake Bay Court (Tax Map 21E10BA Tax Lots 0080 through 0108) abut the wetland. Evergreen neighbors are concerned about the health and maintenance of the wetland. A few areas have been filled over the years. The wetland floods seasonally and remains wet much of the year. It is in a low-lying area adjacent to a stream corridor and is fed by ground water, surface water and fresh water springs. The plant community in the area includes big leaf maple, alders, willow and a complex understory of shrub species. Non-native invasive species include blackberry, morning glory, English Ivy, Clematis, Reed Canary grass and Nightshades. The multi-layered canopy created by these plants provides shelter, food, nesting and perching sites for wildlife, which are enjoyed by the surrounding property owners.

The Evergreen neighborhood has already begun removing non-native invasive species and replanting with native species. Interested property owners from the neighborhood contacted staff from the City of Lake Oswego and visited an existing wetland in the process of being restored to learn about the restoration process. Written materials were provided by the City to assist with identifying nonnative plant species and desirable native species. This handout has been distributed to interested neighbors. Classes on restoring wetlands have been scheduled. Native plant nurseries have been contacted about supplying replacement native plants to property owners at reasonable prices.

Neighborhood Goal

The Evergreen neighborhood seeks to protect, maintain, enhance and restore the neighborhood's wetland area.

Action Items

Neighborhood Responsibility:

1. Create a position within the Evergreen Neighborhood Association to be the natural resource representative. This person will be a contact with City staff.
2. Encourage people within the neighborhood to attend training opportunities in the region and then serve as crew leaders for projects in the neighborhood.

Organizations who offer trainings include:

- Metro
- Tualatin River Keepers
- SOLV

- Tryon Creek State Park
 - Friends of Trees
3. Encourage neighborhood homeowners surrounding the wetlands to voluntarily begin cleanup and restoration of the wetlands by:
- Contacting neighbors about attending scheduled classes and participating in work parties on the wetlands.
 - Distributing informational materials on restoring wetlands.
 - Setting up additional on site visits with city experts and interested neighbors as the work progresses and need arises.

Oswego Lake: The North Shore Of Lakewood Bay

Background

Evergreen neighborhood includes the north shore of Lakewood Bay, extending from Millennium Plaza Park to the intersection of North Shore Road and Cabana Lane. Oswego Lake was a smaller body of water in the 1800’s and early 1900’s, the bay did not exist until 1921 when a dam raised the water level of the main lake and spilled water into Lakewood Bay, Blue Heron, and West Bay.

The majority of properties along the north shore of Lakewood Bay have been developed. Cabanas, single family residences on pilings, cover most of the lake front from North Shore Road to Millennium Plaza Park. The line of cabana homes is interrupted between 4th and 5th streets by an easement named the Lakewood Bay Community Club.

The area of the bay east of 3rd Street, the shoreline closest to Millennium Plaza Park is one of the few remaining undeveloped waterfront areas surrounding the lake. This lake edge, from 3rd street to Millennium Plaza Park, is important for wildlife nesting, food and shelter. Species include resident and migratory waterfowl such as Dabblers, Diving Ducks, Canada Geese and Great Blue Herons. Fish species in the Lake include Bass, Catfish, Bluegill, Carp, Crappie and Yellow Ring Tail Perch. For years, people have used this stretch of the shore for fishing, watching the wildlife, recreational walking, and enjoying views across the bay.

The City of Lake Oswego has developed the Headlee Walkway on this natural edge of the lake to support the use of this area for recreational walking and viewing the bay. It begins at the foot of Third Street, paralleling the lakeshore to the Lower Plaza Fountain in Millennium Plaza Park. The walkway is 8 feet wide with new landscaping, lighting and benches.

Action Items

City Responsibility:

1. Install a wildlife interpretive program along the Headlee walkway.

Neighborhood Responsibility:

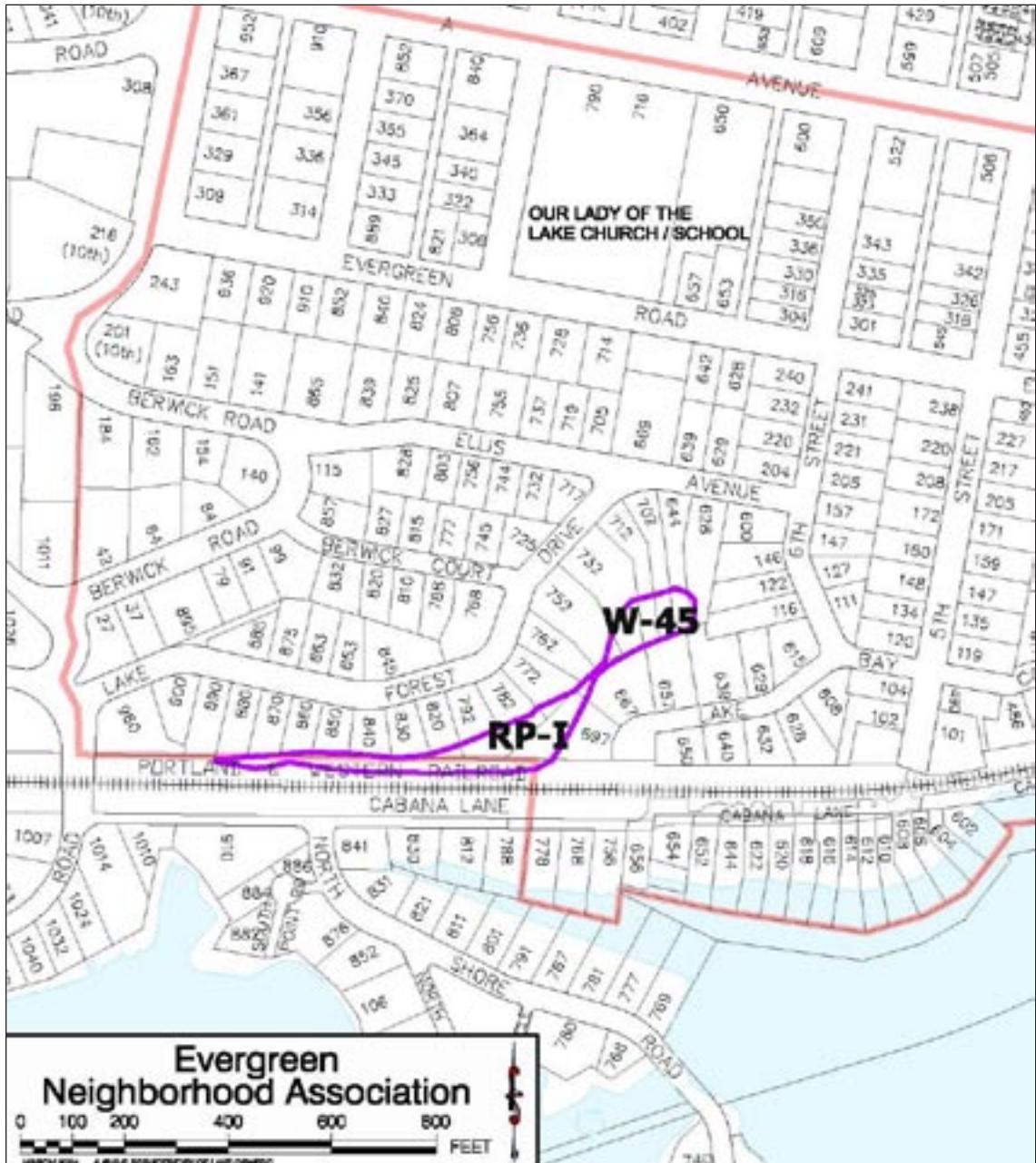
1. Provide that the neighborhood planning and redevelopment committees of the Evergreen Neighborhood Association participate in all projects that impact the lake shore.
2. Encourage the City to explore their ability to add fishing piers into the lake. Fishing, is currently discouraged by the Lake Corporation and the City of Lake Oswego.
3. Advocate during all plan review for a lake edge that improves the wildlife habitat, the lake front aesthetic and provides public access for all citizens.
4. Monitor the lake front for security problems and report them immediately to the Lake Oswego Police Department.
5. Request regular updates from the Lake Corporation on conditions affecting the health of the Lake and Lakewood Bay.



The North Shore of Lakewood Bay

Evergreen Neighborhood
Resource Protection Area

EVERGREEN NEIGHBORHOOD PLAN



Lakewood Bay Community Club



Entrance to the Lakewood Bay Community Club

Background

Lakewood Bay Community Club (LBCC) was chartered in 1941 when lake front properties were deeded from the Oregon Iron and Steel Company. It was initially called Snug Harbor Easement and was created for swimming, picnicking, and boating. The easement is managed and financially supported by deeded property owners. There are 151 deeded households in the Evergreen Neighborhood that are eligible for membership.

From meager beginnings, the dock has developed into a facility containing approximately 4,800 square feet of decking, 14 boat slips, racks for 17 canoes, a baby pool, a junior pool, a large swim area with diving board and slide, and a restroom-change facility. The dock has been rebuilt several times over the years, each time adding more boat slips and other necessary improvements.

The Lakewood Bay easement is a self-managed and financed facility with its own set of policies and action items. The LBCC is an important part of life in the neighborhood, physically, aesthetically, and for recreation. It is a coveted amenity whose existence adds to the value of the homes deeded for membership.

The Evergreen Neighborhood Association supports and strongly encourages the continued existence of the Lakewood Bay Community Club easement.

Action Items

Neighborhood Responsibility:

1. Increase and maintain adequate communication between the LBCC Board of Directors and the leadership of the Evergreen Neighborhood Association.

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PARKS AND RECREATION

Third and Evergreen

Background

The City of Lake Oswego's goal is, "to plan, acquire, develop and maintain a system of park, open space and recreation facilities, both active and passive, that are attractive, safe, functional, available to all segments of the population and serve diverse current and long range community needs." Millennium Plaza Park certainly meets this goal for the larger community. However, the Evergreen neighborhood needs a place that is always available for the use of its families and children. Rossman Park on 4th and C streets is an excellent example of the type of facility that meets this need for First Addition residents.



Green Space and Recommended Park Area (Evergreen and 3rd Street)

At the east end of Evergreen Street is a small $\frac{1}{4}$ block of open green space that is surrounded by deciduous trees on the north and evergreens on the west. The Evergreen neighborhood would like to see this city-owned open space developed into a city park similar to Rossman Park in First Addition. It would complement Millennium Plaza Park, a space intended for large community gatherings such as concerts and the Farmers' Market. Possible facilities at the 3rd and Evergreen site might include elements such as children's play structures, open lawn, a shelter for picnics, rest rooms and attractive landscaping including shade producing trees. It would also provide a restful space for City Hall and other area employees to enjoy.

The City is becoming increasingly aware of the limitations of the existing City Hall building at 380 A Avenue. Because the property discussed above is owned by the City and is located adjacent to the existing City Hall parking lot, it would be a logical place for a Civic Center expansion. In addition, this block is included in the East End Redevelopment Plan as a Civic Center project which might include retail, restaurant or service uses in addition to civic functions. The neighborhood understands that this is an option that the City would like to maintain, but believes that it is important to emphasize options that would not prevent park development.

Action Items:

City Responsibility:

1. Keep the Evergreen Neighborhood Association informed of City plans for this area.
2. Provide funds in subsequent budget cycles for the construction of a small neighborhood park for Evergreen residents.
3. If a Civic Center is envisioned for this block, design it in such a way that provides a green space to function as a small park for the Evergreen neighborhood and a restful space for city employees

Neighborhood Responsibility:

1. The neighborhood must remain proactive with the City on this issue. The Evergreen Neighborhood Association strongly supports a neighborhood park in this location.
2. At the appropriate time, solicit funds from individuals or groups for park development.

Millennium Plaza Park



Millennium Plaza Park looking west

At the east end of Evergreen is a gathering place called Millennium Plaza Park. Community members, sometimes in the thousands, attend concerts, a Farmers' Market, candle light vigils, an annual Holiday tree lighting, and private events such as weddings. Evergreen neighbors enjoy their close proximity to Millennium Plaza Park, allowing them to walk or bike to many free events. However, music can sometimes be loud and disturbing to close neighbors. Additionally, the traffic and parking requirements for these events can mean an inconvenience to neighbors, particularly those who live on 3rd, 4th and Lake Bay Court. These issues are addressed in more detail in the Transportation chapter of this plan.

The Park and Recreation Department manages the park system in the City of Lake Oswego. The policies for park use are established by City Council Ordinance. Copies are available on the City's web site or can be obtained at City Hall. The Department currently requires that all events in Millennium Plaza Park end by 10:00 p.m.. During the Farmers' Market, held every Saturday, May thru October, vendors are required to park their delivery vehicles at City Hall and not on neighborhood streets, however, many can not fit their vehicles into the space at City Hall. Parking arrangements are made with local businesses during the larger summer events like the annual Lake Run to provide additional parking. Based on an arrangement with the Lakeview Village shopping Center, the City can use that lot four times per year for large events.

Action Items

City Responsibility:

1. As the plans for Millennium Plaza Park are completed, include the planting of additional shade trees in the lawn area to provide additional protection from the sun for visitors to the park.
2. Uphold an agreement with the Evergreen Neighborhood Association that allows the association to hold two events at Millennium Plaza Park each year, depending upon availability, at no cost.

Neighborhood Responsibility:

1. Establish an official neighborhood contact or committee to review and make recommendations for changes to the City's present Millennium Plaza Park practices. The rules for all parks are available for review on-line at: <http://www.ci.oswego.or.us/parksrec/Park%20Rules%20Final%20122204.pdf>
2. Identify areas where available off-street parking is under utilized during events at Millennium Plaza Park. Inform the City and investigate the possibility of shared parking arrangements with those property owners.



FIRST ADDITION NEIGHBORS *and* FOREST HILLS



ADOPTED 1996 NEIGHBORHOOD PLAN WITH 2008 ADOPTED FOREST HILLS PLAN AMENDMENTS

A COOPERATIVE EFFORT BETWEEN THE FIRST ADDITION NEIGHBORS
AND FOREST HILLS NEIGHBORHOOD ASSOCIATION
AND THE CITY OF LAKE OSWEGO



Credits

1996 FAN Plan

City of Lake Oswego
City Council
Mayor Alice Schlenker
Bill Klammer, Council President
Mike Anderson
Heather Chrisman
Mary Puskas
Bill Atherton
Craig Prosser

City of Lake Oswego
Planning Commission
William Beebe, Chair
John Wells
Lawrence Ruby
Tom Lowrey
James Johnson
Ken Sandblast
Robert Able

Planning and Development
Tom Coffee, Assistant City Manager
Ron Bunch, AICP, Long Range Planning
Manager

Project Staff
Jane Heisler, AICP, Project Planner
Frieda Ryan, Intern, Plan Layout,
Photography
Iris Treinen, Layout, Publication
Roger Shepherd, GIS

FAN Steering Committee
Jim Bolland, Chair
Brad Beals
Cynthia Blanchard
Jeanne Hemphill
Catherine Matthias
Michael O'Brien
Norma Peterson
Ron Peterson
Kirk Shultz
Bari Arlo Thompson

2008 Forest Hills Additions

City of Lake Oswego
City Council
Mayor Judie Hammerstad
John Turchi, Council President
Frank Groznik
Roger Hennagin
Kristin Johnson
Donna Jordan
Ellie McPeak

City of Lake Oswego
Planning Commission
Daniel Vizzini, Chair
Mary Beth Coffey
Colin Cooper
Julia Glisson
Scot Siegel
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Stephan Lashbrook, Community
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Denny Egner, Long Range Planning
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Project Staff
Eryn Deeming Kehe, Project Planner
Sarah Selden, Neighborhood Planner

Forest Hills Steering Committee
Rick Benoit
John Benge
Jim Bolland
John Burke
Kim Epskamp
Maria Meneghin
Stefani Miller
Carole Ockert
Lisa Shaw-Ryan
Kris White

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INTRODUCTION AND INTENT

In 1993, the City Council adopted a Neighborhood Planning Program to provide neighborhoods in Lake Oswego an opportunity to develop a vision and corresponding customized guidance on matters of land use, building and site design and capital expenditures. The Neighborhood Planning Program was designed to go beyond the general guidance provided by the Comprehensive Plan goals and policies, in order to address more localized and specific neighborhood needs. The First Addition Neighborhood (FAN) was one of two neighborhoods initially selected to develop a neighborhood plan for fiscal year 1994/95. The FAN Plan was approved at the end of 1996.

The First Addition / Forest Hills Neighborhood Plan represents a commitment by the residents, property owners, business owners and the City of Lake Oswego to preserve, restore and enhance the quality of life in First Addition / Forest Hills.

The First Addition / Forest Hills Neighborhood Plan is intended to retain those aspects of the neighborhood that contribute to its quality of life: housing variety and affordability, “small-town” atmosphere, walkable streets and alleys that provide dual access to residential and commercial development and convenience and access to transit and commercial uses. To accomplish this, the Plan proposes land use, transportation, public facility, parking and street design and public institutional use strategies. A list of implementation actions is proposed for those parts of the Plan that remain to be accomplished. These projects and programs have been prioritized and coordinated with the City and will be reviewed by the City Council for consistency of the Comprehensive Plan and Statewide Planning goals.

The Neighborhood Plan, as a set of goals, policies and recommended action measures has become part of the Comprehensive Plan. It is somewhat more specific than other chapters of the Comprehensive Plan, but it reinforces and complies with other Comprehensive Plan policies. These goals and policies will provide overall guidance to the development of new regulations which will be binding on future development in the neighborhood. Status as a part of the Comprehensive Plan assures that the goals and policies will be carefully weighed as part of the future consideration of changes in land use designations and regulations within the neighborhood.

BACKGROUND OF THE FAN / FOREST HILLS NEIGHBORHOOD PLAN

First Addition is a neighborhood close to Lake Oswego’s traditional City Center and among the City’s oldest. The Neighborhood contains approximately 120 acres of land, excluding rights-of-way and is home to about 1,700 persons. There are a variety of land uses, including single family residential, single family attached and multi-family. Commercial lands include those devoted to retail and office, and services, such as dry-cleaning, restaurants, banking and auto service outlets. Single family or accessory dwellings make up about 515 dwelling units while multi-family or duplex comprise approximately 205 dwellings. There are about 140 commercial or institutional uses. Most of the poli-

cies and strategies outlined in the Plan concern the residential areas of First Addition / Forest Hills.

THE FIRST ADDITION / FOREST HILLS NEIGHBORHOOD PLAN PROCESS

When FAN was selected to develop a neighborhood Plan, it appointed a ten-member Neighborhood Planning Steering Committee, developed a work program and began developing a proposed neighborhood plan in July, 1994. The Steering Committee expanded upon the initial list of issues, which was presented to the neighborhood at a September, 1994 meeting. In order to solicit input regarding alternatives to the major issues, the Steering Committee formulated a survey, which was sent to the approximately 1,000 property owners, residents and businesses in FAN in March, 1995. Utilizing this input, the Steering Committee produced several drafts of the Plan, mailing Draft Three to the entire neighborhood in August, 1995. In addition, the FAN Coordinating Committee has reviewed all Plan drafts. In April, 1996, all residents and property owners were notified that the Fifth Draft was available for their review and would be discussed at the 1996 Annual Meeting. The Planning Commission approved the proposed neighborhood plan on July 22, 1996. On December 3, 1996, the City Council approved the FAN plan and the associated Zoning and Comprehensive Plan changes.

The Forest Hills area was added into FAN by City Council action in 2000. In 2004, the City Council directed staff to work with neighbors in Forest Hills to update the First Addition Neighborhood Plan. A neighborhood survey was conducted for the area in November 2005 and a meeting held the following January to collect additional input. Over the next year volunteers worked with City staff to develop amendments for the neighborhood plan.

INFORMATION COLLECTION

In addition to the overall neighborhood survey, which polled residents regarding street, land use, neighborhood design, secondary dwellings, and institutional use elements, a parking survey and limited land use inventory were conducted. A kickoff meeting with the neighborhood was held at which issues were discussed and refined. Two additional neighborhood wide meetings were held throughout the process. The purpose of these meetings was to gather information on the neighborhood's problems, assets and opportunities and to review draft plan language. Two meetings were held with the Downtown Business Association, and one meeting with the Chamber of Commerce Land Use Committee. The Steering Committee also discussed proposed policies with the East End Development Commission. The Steering Committee or its subcommittees met a total of 17 times during this process. Every effort was made to solicit opinions from neighborhood residents and property owners and to modify draft language based on residents' input.

HOW THE FIRST ADDITION / FOREST HILLS NEIGHBORHOOD PLAN IS ORGANIZED

The First Addition / Forest Hills Neighborhood Plan has several sections:

Perspective. The Perspective illustrates the overall vision the neighborhood sees for itself.

Comprehensive Plan Goals, Policies and Recommended Action Measures. These have been adopted as part of the Comprehensive Plan. *Goals* are stated in the broadest terms, usually a broad description of what the neighborhood is striving for. *Policies*, state the neighborhood’s strategies for specific issue areas or groups of issues, such as neighborhood character, street design, parking and public facilities. Policies are more specific than Goals, but not so specific as to be like decision making criteria (which would belong in an ordinance or standard). *Recommended Action Measures* are specific ideas on implementation that form the Action Chart items described below. Recommended Action Measures are simply “good ideas” and are not obligatory.

Comprehensive Plan Map and Zoning Map Amendments. These represent the allowed densities and uses for different areas of FAN.

Action Charts specify future possible projects, programs and regulatory measures that carry out the Neighborhood Plan’s Policies. They are assigned a time frame and possible leader(s) to carry them out. The leader listing is an expression of interest and support with the understanding that future circumstances may affect the implementation leader’s ability to take action.

Zoning Code Text Amendments for the creation of new R-6 and R-2 Residential Zones. This code language contains specific, clear and objective requirements for development to occur in FAN.

GENERAL COMMENTARY ON GOALS, POLICIES AND RECOMMENDED ACTION MEASURES

According to the Adopted Lake Oswego Comprehensive Plan, Goals, Policies and Recommended Action Measures each have a different purpose in terms of describing policy direction. These terms are also used in the First Addition Neighborhood Plan, hence the same meaning applies to these terms. Goals are stated in the broadest terms, usually a broad description of what the neighborhood is striving for. Policies are more specific, but not so specific as to be like decision making criteria (which would belong in an ordinance or standard). Recommended Action Measures are simply “good ideas” and are not obligatory. The following definitions are excerpted from the Comprehensive Plan:

GOAL

Definition - A general Statement indicating a desired end, or the direction the City will follow to achieve that end.

Obligation The City cannot take action which violates a goal statement unless:

1. Action is being taken which clearly supports another goal.
2. There are findings indicating the goal is being supported takes precedence (in the particular case) over another (goal).

POLICY

Definition - A statement identifying Lake Oswego’s position and a definitive course of action. Policies are more specific than goals. They often identify the City’s position in regard to implementing goals. However, they are not the only actions the City can take to accomplish goals.

Obligation - The City must follow relevant policy statements when amending the Comprehensive Plan, or developing other plans ordinances which affect land use such as public facility plans, and zoning and development standards or show cause why the Comprehensive Plan should be amended consistent with the Statewide Land Use Goals. However, in the instance where specific plan policies appear to be conflicting, the City shall seek solutions which maximize each applicable policy objective within the overall context of the Comprehensive Plan and Statewide Goals. As part of this balancing and weighing process, the City shall consider whether the policy contains mandatory language (e.g., shall, require) or more discretionary language (e.g., may, encourage).

RECOMMENDED ACTION MEASURES

Definition - A statement which outlines a specific City project or standard, which if executed, would implement goals and policies.

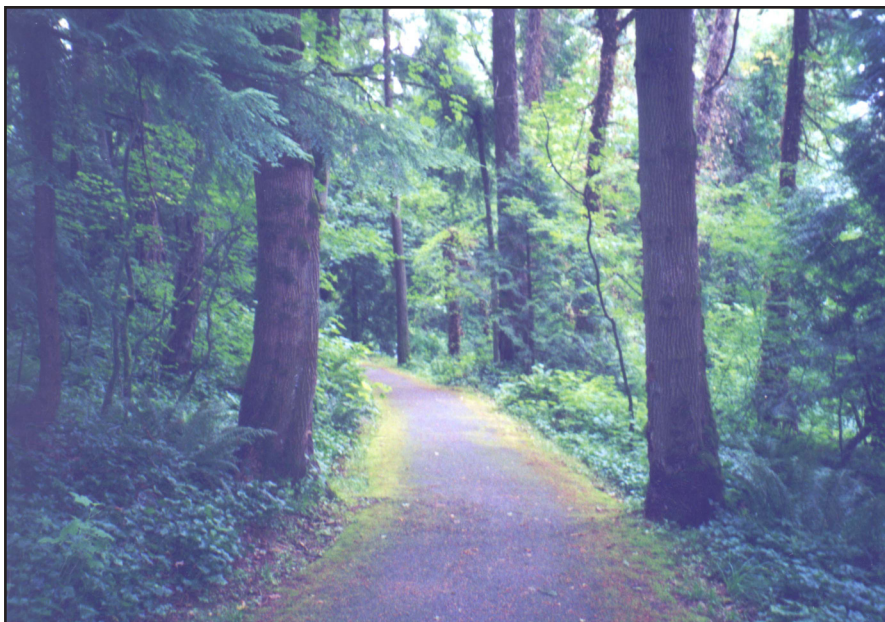
Obligation Completion of projects, adoption of standards, or the creation of certain relationships or agreements with other jurisdictions and agencies, will depend on a number of factors such as citizen priorities, finances, staff availability etc.

The City should periodically review recommended action measures to determine which are a priority to be accomplished in view of current circumstances, community needs and the City’s goal and policy obligations.

These statements are suggestions to future City decision-makers as ways to implement the goals and policies. The listing of recommended action measures in the plan does not obligate the City to accomplish them. Neither do recorded action measures impose obligations on applicants who request amendments or changes to the Comprehensive Plan.

FIRST ADDITION PERSPECTIVE

The First Addition Neighborhood lies adjacent to downtown Lake Oswego and is one of the oldest neighborhoods in the City. Laid out in even blocks, First Addition is marked by cozy houses, narrow streets without sidewalks and towering mature Douglas Fir and deciduous trees. It is a neighborhood of individuals and families of different ages. The diversity of housing types enables citizens from a wide range of economic levels and age groups to live within its boundaries. The variety of housing types is also a factor which defines this neighborhood. Platted in 1888, on 6,000 square foot lots, the neighborhood contains several historic structures, some of them built before the turn of the century. It also contains some of the oldest trees and gardens in the City.



Tryon Creek State Park, along FAN's northern border, provides an escape from the urban landscape.

First Addition is a largely single family residential neighborhood, but also contains some multi-family homes, commercial uses, such as offices and retail shops, and public facilities such as the Library, Post Office, Main Fire Station, Adult Community Center and the Transit Center. One of the benefits of being located in such close proximity to these facilities is the convenience of walking such a short distance to them. In this sense, First Addition is its own complete and integrated community, containing everything essential to the daily life of the residents and providing a center focus that combines commercial, civic, and recreational uses.

This mix of uses also encourages people to get out of their cars and walk to nearby services. Although neighborhood residents view these uses as valuable assets, at times these public facilities and non-residential uses result in conflicts with residential uses of the neighborhood, primarily with regard to traffic and parking.

The landscape elements and setting of First Addition are some of its major attributes and contribute to its clear identity. The neighborhood would like to grow in a way that is responsive and sensitive to that setting. The canyons and ravines of Tryon Creek State Park immediately to the north of the neighborhood provide a dramatic backdrop as well as an invitation to commune with nature, view wildlife and water features and, in general, retreat from the urban fabric by walking a few blocks away. Maintaining this forest cover and backdrop is important to FAN. The integration of trees with all development and change in the neighborhood is a continuing goal.

First Addition views its streets as much more than ways to places: they are places. Small scale residential streets with minimum paved area and vegetative canopy provide interesting routes to all destinations and promote neighborly interaction. High speed traffic is discouraged by spatial definitions such as the narrow width of paved area, trees and closeness of houses to the street. The narrow streets are a consistent feature of FAN that tie the neighborhood together with a “village” theme.

The neighborhood is bordered on three sides by State Street, A Avenue, and 10th Avenue which provide well defined edges. State Street and A Avenue provide through-traffic access to other parts of the City and access to the neighborhood as well. State Street is classified by the Oregon Department of Transportation as a District Highway. ODOT’s goal in managing this highway is to provide for safe and efficient moderate to low-speed operation with a moderate to high level of interruptions to traffic flow. Often, due to the congestion of these surrounding major streets, drivers seek alternate routes to their destinations through the First Addition. This results in daily traffic on some residential streets that is greater than that recommended by the City’s Comprehensive Plan and desired by residents.

The portion of FAN located in the EC (East End Commercial) zone forms the northern edge of the commercial hub of downtown Lake Oswego. The Metro Regional 2040 Plan indicates this commercial area, and the high density residential areas most immediately adjacent, as a “Town Center”, where compact development exists and multi-modal transportation modes converge. “Town Centers” are to provide local shopping and employment opportunities to serve the population’s needs while reducing auto travel. “Town Centers” will also act as social gathering places and community centers, much as FAN now enjoys.



The Lake Oswego Transit Center facilitates alternative forms of transportation for the community.

In order to maintain this “small town” atmosphere amidst remodeling of existing structures and uses and redevelopment in the downtown area, FAN envisions a downtown area which is conducive to walking, where transit and auto use does not intrude into the residential parts of the neighborhood, and which conforms to the “village” appearance described in the Urban Design Plan (1988) and the Lake Oswego Redevelopment Agency (LORA) Design Guidelines (1995).

The wide variety of housing styles and age of housing is another characteristic of FAN that adds to its charm as a neighborhood. The oldest homes in First Addition are located in the eastern half of the neighborhood. The west end of First Addition is generally characterized by post-World War II-era dwellings. Some of the homes in First Addition were constructed on multiple lots, which were partitioned in later years. Bungalow, Vernacular, Gothic, Prairie, Craftsman, Ranch, and Shed styles dot the neighborhood, typically blending in well, given the mature landscaping and compatible spacing and size. Over the last two decades, however, with the trend toward larger homes, maintaining compatibility with existing homes has become somewhat more difficult.

The First Addition was platted with 20’ wide alleys. These provide relief to the street system and a secondary access to individual parcels. Many residents access garages through alleys. Orienting parking away from the street and sidewalks also minimizes the number of driveways and affords an interesting and comfortable streetscape. Some infill development, however, has not been in keeping with alley access to garages. In some cases, new development has provided for garage access from the street, and the scale and location of the garage is not compatible with the rhythm of the streetscape provided by other existing facades. Also, if alleys are available, other functions, such as trash and recycling collection can occur at these locations rather than in front of residences.

The FAN of the future will be much like the FAN of today. The favorable elements outlined above will be integrated with new development and ensured through requirements for the layout of streets, houses, commercial buildings, etc. These elements make First Addition an identifiable neighborhood and preservation and continuation of these features will assure First Addition retains its character through time. New housing will complement existing residential structures, and will encourage neighborly interaction. Adequate commercial and multifamily parking will be provided and parking and traffic conflicts among various land uses will be minimized. To encourage greater pedestrian usage and safety, some walkways may be provided to connect parts of the neighborhood to popular destinations. Street design will recognize the various modes of travel in the neighborhood and the need for safe travel.

FOREST HILLS PERSPECTIVE

The Forest Hills area is almost 60 acres in size and forms the northwestern corner of the First Addition / Forest Hills neighborhood. The area is bounded by 10th Street to the east, Tryon Creek State Park to the north and west and Iron Mountain Boulevard and C Avenue to the south. It is an area zoned exclusively for single-family, detached, residential uses on lots at least 10,000 square feet in size. However, the typical lot in 2007 was larger. There are currently 111 homes in the neighborhood and the average lot size is 15,137 square feet.

The area was originally platted in the Town of Oswego in 1927 by the Oregon Iron and Steel Company. The area was called “Forest Hills Plat 4”. Few homes remain from this time, most were built in the 1950s. Forest Hills is set apart from the adjacent First Addition by its meandering streets, larger block pattern made up of large lots with stands of established trees. There are several groves of mature Douglas Fir and Maples in the area. There is a mixture of housing styles, but most present a low profile to their neighbors and a welcoming front to the street. To continue this streetscape pattern, there is a neighborhood preference to encourage lot partitions that allow side-by-side housing with street frontage. This encourages interaction with neighbors, a sense of community for the families that reside here, and a feeling of safety for the school children that come here to learn and to play.

In this quiet and welcoming residential area, neighbors express their enjoyment of walking along neighborhood streets. Forest Hills neighbors wish to keep the area’s streets safe for pedestrians by maintaining low traffic speeds and discouraging cut-through traffic. Keeping the streetscape interesting and aesthetically appealing with well-maintained landscaping will continue the appeal of walking in this neighborhood.

There is an elementary school inside the neighborhood which was built in 1949. Forest Hills Elementary School pulls its student population from the First Addition / Forest Hills neighborhood and beyond into areas of Birdshill, Forest Highlands, Evergreen and Country Club/North Shore. Some of the ongoing issues to be taken into consideration are pedestrian safety, traffic function, neighborhood livability and aesthetics. There needs to be a continued cooperation on the part of the neighborhood, the school district

and the City to maintain and promote the continued healthy functioning of the Forest Hills School within the Forest Hills Neighborhood.

Forest Hills faces many of the same challenges as other neighborhoods in Lake Oswego—increasing traffic and housing demands, and the potential loss of environmental quality that comes with these pressures. Neighbors are committed to working with each other and the City to keep and improve the amenities that have been established here—safe and walkable streets, a tree canopy that shelters homes and gardens, generous lots that encourage natural water flow and good drainage for homes, and a real sense of place among the diverse neighborhoods of Lake Oswego.

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GOALS AND POLICIES

GOAL: *CONDITIONAL USES*

Conditional Uses in the First Addition and Forest Hills areas shall be compatible with the character of the neighborhood as described in the neighborhood plan.



The Lake Oswego Public Library, in the heart of FAN, provides many services to the community.

POLICIES:

FIRST ADDITION

1. Two major public facilities, the City of Lake Oswego Public Library and the City of Lake Oswego Adult Community Center (ACC) are located within the boundaries of FAN. The continued health and vitality of these institutions are hereby declared to be a matter of city-wide concern and general citizen benefit. Program and facility expansions and alterations must be considered in this context.

The proximity to these facilities also confers a special benefit on FAN. At the same time, the City recognizes that the location of these popular facilities within the boundaries of a residential neighborhood on local streets also imposes a special burden on FAN not borne by other citizens, particularly in regard to traffic and parking. When making decisions regarding program or facility expansion or modification to the Library; or the ACC, the City shall consider these special

burdens in addition to the general public benefit, and shall attempt to mitigate negative impacts by imposing conditions of approval.

2. Library programs that decrease auto trips to the library, such as mail out/return books and materials, computer on-line services, book drops, shall be encouraged.

FIRST ADDITION / FOREST HILLS

3. Adequate on-site parking will be provided for any new Conditional Uses in FAN and any existing Conditional Uses in the commercial area.
4. New Institutional or Major Public Facilities which serve the entire community shall be discouraged from using local residential streets within First Addition / Forest Hills. Reuse of existing institutional structures to other institutional or public facility uses could occur if traffic, noise, parking and levels of operation can be adjusted to reduce conflicts with adjacent uses.
5. Returning existing institutional uses in the residentially zoned portion of First Addition / Forest Hills to residential uses is encouraged.

FOREST HILLS

6. Forest Hills Elementary School is another important public use inside the neighborhood which requires special efforts for compatible integration. The neighborhood supports a coordinated effort between the City, the School District and the neighborhood to:
 - a) Provide for efficient and safe traffic flow, especially during school opening and closing hours.
 - b) Provide adequate parking.
 - c) Encourage alternative modes of transportation.
 - d) Fit needed changes at the school into the aesthetic character of the neighborhood.
 - e) Consider ecologically responsible solutions that support the City's sustainability goals.

RECOMMENDED ACTION MEASURES - CONDITIONAL USE

FIRST ADDITION

- i. Develop a list of allowable conditional uses and review criteria for FAN, which are compatible with the character of the neighborhood.

FOREST HILLS

- ii. Pursue improvements on Andrews Road recommended in the Traffic Analysis Report produced for the School District by Charbonneau Engineering in 2003:
 - a. Improve the shoulder area along the north side of Andrews Road by upgrading the surfacing from dirt to compacted gravel. Widen the current six foot wide shoulder to eight feet of compacted gravel surface, allowing cars to park off the roadway. This allows the existing paved street width to be reserved for unobstructed two-way traffic flow conditions. Drainage will be improved on the site, parking maneuvers will be executed more safely when not coping with mud, and walking safety will be improved by providing a hard surface other than the street.
 - b. Provide signs along the north side of Andrews Road to designate that shoulder area is reserved for school parking during regular school hours on weekdays.

GOAL: STREET DESIGN AND TRAFFIC

Provide for safe, multi-modal access to all areas of First Addition / Forest Hills in a manner that retains the quiet, convenience and livability of the neighborhood.

POLICIES:

FIRST ADDITION

1. Provide for pedestrian and bicycle access and safety in multi-family areas by requiring sidewalks with all new development.
2. Reduce residential on-street parking needs and conflicts by maximizing the use of alleys for vehicle access to parking.

FIRST ADDITION / FOREST HILLS

3. Reduce traffic speeds and volumes in compliance with the Transportation Chapter guidelines for Local Streets, to make them safer for pedestrians, bicyclists and auto users.
4. Encourage traffic volumes that are within the limits set by the Comprehensive Plan, Transportation Chapter for all street classifications within First Addition / Forest Hills.
5. Reduce auto through-trips on residential streets in First Addition / Forest Hills by:
 - a) Using traffic control or traffic management devices, where warranted, and
 - b) Promoting the efficient movement of traffic on Collectors and Arterials within and bordering the neighborhood.
6. Develop street design standards for all street types in First Addition / Forest Hills. For the single family residential area, standards shall:
 - a) Retain the “country lane” character of the streets.
 - b) Provide sidewalks on a limited basis as described in Policy 8.
 - c) Reduce heat buildup from roadway surfaces by preserving trees and other vegetation, replanting where necessary, and minimizing paved surfaces.
 - d) Minimize long term costs of constructing, maintaining and repairing local streets within First Addition / Forest Hills.

- e) Reduce impervious surface to reduce the quantity and improve the quality of surface water runoff.
 - f) Propose a method for handling storm drainage, which can be implemented as the City budget permits.
 - g) Provide for uniform intersection design, and
 - h) Discourage through traffic.
7. Enhance the livability and character of First Addition / Forest Hills by developing a street tree planting plan that includes a mix of trees that will be compatible with First Addition / Forest Hills streetscapes and available planting areas, which includes guidelines for maintenance, removal and replacement of street trees.
 8. Protect single family residential street character by eliminating the requirement for curb and gutter in all single-family zoned areas.
 9. Use existing paved rights-of-way for walking and biking, but complete at least one connecting north/south and one east/west walkway to provide an out-of-travel-lane pedestrian way to access major destinations such as the Transit Center, Library, Adult Community Center and Forest Hills Grade School (Figure 1).
 10. Regulate street corner visibility at all intersections.
 11. Use street design to reinforce the identity of the residential portion of First Addition / Forest Hills and to slow traffic and to discourage through-traffic.
 12. Streets in First Addition / Forest Hills that are currently platted at less than 60 foot wide rights-of-way, shall remain at existing widths.



“Country lane” style streets contribute to the village atmosphere of the neighborhood.

RECOMMENDED ACTION MEASURES - STREET DESIGN AND TRAFFIC

FIRST ADDITION

- i. Require all platted alleys to be improved to a level that will allow use of alleys for trash and recycling collection and vehicle access and parking.
- ii. Provide an entry monument at Fourth and C Streets.
- iii. The City acknowledges that First Addition residents desire certain traffic control or management devices (Figure 1), and may seek the installation or implementation of such devices through existing City programs dealing with traffic control and management. A decision to install or implement one or more of such devices shall be considered pursuant to the review procedures and criteria in effect at the time of application based upon need, impact on the neighborhood and on the general traveling public, enforceability, cost and available resources. The listing of the following traffic control and management devices desired by FAN residents shall not be considered to be a commitment by the City to approve or support approval of such devices in the future:
 - a. Installation of a four-way stop at Fourth Street and D and E Avenues.
 - b. Installation of “No Right Turn from 4-6:00 p.m.” signs be installed on State Street at D and E Avenues.
 - c. Installation of “No Through Traffic” signs be installed at State Street and D and E Avenues.
 - d. Installation of two-way stop signs on First Street at C and D Avenues.
 - e. Installation of two-way stop signs on C Avenue at Seventh and Ninth Streets to discourage east/west through traffic.
 - f. Remove arrow directing traffic down First Street from “Neighborhood Traffic Only” sign at First Street and D Avenue.

FIRST ADDITION / FOREST HILLS

- g. Intersection improvements on 10th Street at E Avenue (crossing improvements) and C Avenue (intersection safety for motorists).
- iv. Enforce City code requirements for parallel parking in the single family residential areas.

- v. Add neighborhood identification to existing street signs in First Addition / Forest Hills.
- vi. Consider improvements, such as raised, textured pedestrian crossings, to define and delineate key entries to residential portions of First Addition / Forest Hills as a way to provide neighborhood identity and to discourage through traffic, while considering the needs of school buses and other vehicles that access neighborhood streets.
- vii. Ensure that traffic enforcement and regulation in First Addition / Forest Hills recognize the narrow pavement widths, turf and gravel shoulders and random availability of breaks in the parking “lane”.
- viii. Coordinate a comprehensive safe route to school campaign to encourage walking and biking to Forest Hills school. Strategies may include:
 - a. Educational programs and materials aimed at students and parents;
 - b. Events;
 - c. Surveys;
 - d. Parent monitors at intersections; and the
 - e. Installation of additional pathways in the neighborhood.

FOREST HILLS

- ix. The City acknowledges that Forest Hills residents desire certain traffic control or management devices (Figure 1), and may seek the installation or implementation of such devices through existing City programs dealing with traffic control and management. A decision to install or implement one or more of such devices shall be considered pursuant to the review procedures and criteria in effect at the time of application based upon need, impact on the neighborhood and on the general traveling public, enforceability, cost and available resources. The listing of the following traffic control and management devices desired by Forest Hills residents shall not be considered to be a commitment by the City to approve or support approval of such devices in the future:
 - a. The neighborhood would like the City to provide funding for the planning, engineering and design of alternatives for the intersection of Country Club Road/C Avenue and Iron Mountain Boulevard. This project is identified in the 2004-2009 Adopted Capital Improvement Plan.
 - b. Reduce the incentive for using the Forest Hills neighborhood as a cut-through route to avoid Country Club Road and A Avenue. Install a median island on Country Club Road to reduce the length of the left turn lane at the intersection with Iron Mountain and C Avenue.

- c. Create a Forest Hills garden entrance that includes a Forest Hills Neighborhood entry sign on the median island at the intersection of Bayberry Road and Iron Mountain Blvd.
- d. The neighborhood association will apply for traffic calming through the neighborhood traffic management program offered by the city of Lake Oswego to manage high speeds on C Avenue and Bayberry Road.
- e. Pursue improvements on Andrews road recommended in the Traffic Analysis Report produced for the School District by Charbonneau Engineering in 2003:
 - i. Improve the shoulder area along the north side of Andrews Road by upgrading the surfacing from dirt to compacted gravel. Widen the current six foot wide shoulder to eight feet of compacted gravel surface, allowing cars to park off the roadway. This allows the existing paved street width to be reserved for unobstructed two-way traffic flow conditions. Drainage will be improved on the site, parking maneuvers will be executed more safely when not coping with mud, and walking safety will be improved by providing a hard surface other than the street.
 - ii. Provide signs along the north side of Andrews Road to designate that shoulder area is reserved for school parking during regular school hours on weekdays.
- f. Connect existing pathways on the south side of Sunningdale to create a continuous and safe path for pedestrians from 10th Street to Andrew's Road.

GOAL: PARKING

Ensure the availability of on street parking for First Addition / Forest Hills residents and their guests, while providing for adequate, off-street parking for all uses throughout the neighborhood.

POLICIES:

FIRST ADDITION

1. Provide additional on-street parking near the transit center.

FIRST ADDITION / FOREST HILLS

2. Discourage long term, non-resident and non-guest parking on Local Streets in areas zoned for residential uses. In the Forest Hills area, encourage off-street parking as much as possible.
3. Favor programs for parking relief that rely on voluntary compliance and business and institutional cooperation over regulatory programs, due to regulatory and cost burdens on property owners, residents and the City.
4. When commercial uses, conditional uses or institutional uses are changed or intensified, customer and employee parking shall be adjusted commensurably.
5. Ensure adequate, but not excessive, off-street parking is provided for all land uses in First Addition/Forest Hills.
6. Include neighborhood association members, commercial use and institutional use owners and stakeholders in developing parking programs.
7. Periodically monitor and report on the effectiveness of non-resident parking solutions being implemented in First Addition/Forest Hills.
8. Promote parallel on-street parking in First Addition/Forest Hills' single family residential area to improve safety and avoid confusion.

9. Consider diagonal parking in commercial, institutional and multi-family areas where on-street parking is a problem and adequate right-of-way exists to accommodate all vehicles needing to use the street, as a way to increase available on-street parking spaces and to lessen commercial parking spillover into other residential areas.

RECOMMENDED ACTION MEASURES - PARKING

FIRST ADDITION

- i. Develop a “good neighbor” parking agreement with the Post Office to ensure sensitivity to effects of employee parking on residential area.
- ii. Study the feasibility of head-in, angle (diagonal) parking on Fourth Street between B and C Avenues, Fifth Street between A and B Avenues and Third Street, between B and C Avenues.
- iii. If the Post Office does not move to another location in the near future, investigate methods for controlling the employee parking spilling over into the residential area. Methods could include “Residential Parking Only” signage.

FOREST HILLS

- iv. The First Addition / Forest Hills Neighborhood Association will organize an annual meeting between Forest Hills neighbors and Forest Hills School administration to facilitate ongoing communication.
- v. The First Addition/Forest Hills Neighborhood Association will organize an annual meeting between Forest Hills neighbors, sports clubs, the Lake Oswego School District and the Lake Oswego Parks and Recreation Department to review programming for the Forest Hills Elementary School recreation fields and develop a program for field use that is agreeable to all parties.

GOALS: HOUSING, LAND USE, AND NEIGHBORHOOD CHARACTER

1. Preserve, maintain and enhance the character and design qualities of the existing residential area of First Addition/Forest Hills.
2. Encourage improvement and maintenance of properties within First Addition/Forest Hills to increase aesthetic value and uphold property values.

POLICIES:

FIRST ADDITION

1. To the maximum extent feasible, single family housing shall be preserved and steps taken to preserve its amenities and value. Special attention should be given to insuring that adjacent higher density housing, if developed, will not adversely affect neighborhood single family development.
2. Provide for compatible streetscapes in the residential area by encouraging access to garages through alleys, if available, for single family detached and attached dwellings, secondary dwelling units and multi-family dwellings, or an alteration affecting the garage(s) for these types of land uses.

FIRST ADDITION / FOREST HILLS

3. Encourage owner-occupied housing in First Addition/Forest Hills.
4. Promote upgrading and remodeling of residential structures, rather than demolition and new construction.
5. Protect the character of the neighborhood by encouraging new residences and residential alterations to be compatible with the building size and proportion of existing dwellings.
6. Create awareness among First Addition/Forest Hills property owners and residents regarding existing codes relating to public nuisances, inoperable vehicles, dangerous buildings, encroachments, home occupation requirements and manner of parking to enable individuals to resolve concerns in their immediate vicinity.
7. Encourage a variety of housing types within First Addition/Forest Hills that is compatible with neighborhood character and design.



Rowhouses maintain neighborhood character while permitting increased density.

8. Single family homes shall be protected from the deteriorating effects of adjacent land uses, including the commercial area and any open space areas which may be established. Particular attention should be given to the effects of traffic, parking, noise, glare, air pollution and appearance of structures.
9. Allow density within the neighborhood that is compatible with Comprehensive Plan Transportation policies, available street facilities, and actual developed densities, allows for structures that are compatible with neighborhood character, yet is supportive of local and regional transportation goals of encouraging walking, biking and transit use.
10. Expansion or change of non-conforming uses in First Addition/Forest Hills residential zones is discouraged due to noise, traffic, glare and appearance of structures which may be incompatible with abutting residential uses. Replacement of non-conforming uses with permitted uses is strongly encouraged.
11. Allow secondary dwelling units in the single family area of First Addition/Forest Hills in order to provide affordable housing, while preserving neighborhood character.
12. Require secondary dwelling unit (SDU) status and requirements to be recorded with the property records as a condition of approval so that prospective purchasers are knowledgeable of the requirements for SDUs.

13. Provide for systems development charges (SDCs) for SDUs that are proportional to the impacts on the City's public facilities system.
14. On lots containing secondary dwelling units require one unit per lot to be owner occupied.
15. Preserve and enhance First Addition/Forest Hills's historic resources through the identification, restoration and protection of structures, sites and objects of historic and cultural value within the neighborhood.
16. Require the design of surrounding development to be sympathetic to abutting Historic Landmark structures.

FOREST HILLS

17. Continue the traditional streetscape pattern in Forest Hills by encouraging the City and land use applicants to facilitate side-by-side housing development when lot partitions are sought.

RECOMMENDED ACTION MEASURES - HOUSING, LAND USE, AND NEIGHBORHOOD CHARACTER

FIRST ADDITION

- i. Amend the Comprehensive Plan Map from R-0 to R-2 in the area shown in Figure 2 due to lack of near term redevelopment potential and the existing single family character of the area.
- ii. Amend the Comprehensive Plan Map from EC to R-2 in the areas outlined in Figure 2, to create require uses that are more compatible with uses across C Avenue or to better reflect actual uses.
- iii. Amend the Comprehensive Plan Map from R-7.5 to R-6 in area shown on Figure 2, to better reflect actual platted, developed lot sizes.

FIRST ADDITION / FOREST HILLS

- iv. Revise existing development standards for setbacks, lot coverage, house size: compatibility, mass, bulk, scale and height, solar access, or other aspects of building placement or massing, for the purposes of ensuring compatibility with existing, surrounding neighborhood development.
- v. Produce and distribute a brochure on existing city codes and enforcement to distribute to neighborhood residents so that they can assist in maintaining neighborhood aesthetics.

- vi. Periodically update the inventory of historic resources in First Addition/Forest Hills and propose new structures, sites or objects for addition to the Lake Oswego Landmarks List.
- vii. Encourage public knowledge, understanding and appreciation of First Addition/Forest Hills' history and culture through educational workshops and events, voluntary signage of historic landmarks and development of brochures and other publications.

GOAL: DOWNTOWN COMMERCIAL DISTRICT

Work with the City to promote the village atmosphere of the Downtown Business District and preserve the residential character of the neighborhood bordering the commercial zone.



Trees and benches in downtown promote a pedestrian-friendly atmosphere.

POLICIES:

FIRST ADDITION

1. Ensure that commercial uses do not result in traffic in excess of volumes allowed by the Transportation Chapter of the Comprehensive Plan.
2. Ensure that adequate off-street, patron and employee parking is provided for commercial uses.
3. Provide a transition area of high density housing, between commercial and single family land uses to limit noise, parking and traffic impacts in the single family residential area and provide more compatible land uses along the street.
4. Improve pedestrian, bicycle and transit access in commercial areas and make sidewalks more pedestrian oriented through the use of:
 - a) intersection curb extensions and provision of continuous sidewalks
 - b) encouraging parking interior to the block,
 - c) providing street trees, plazas, sitting areas and awnings.

5. Retain the small village atmosphere of shopping district and support the LORA Design Guidelines to encourage a vital and attractive downtown.
6. Continue to maintain communications with the Downtown Business Association and all downtown businesses throughout the neighborhood planning process and implementation of the Neighborhood Plan.

RECOMMENDED ACTION MEASURES - DOWNTOWN COMMERCIAL DISTRICT

FIRST ADDITION

- i. Amend the Comprehensive Plan Map and Zoning Map from EC to R-2.5 for the area shown in Figure 2.

GOAL: PUBLIC FACILITIES/UTILITIES/SERVICES

Preserve the neighborhood character in matters of establishment, improvement, expansion or relocation of public facilities, utilities and services.



Rossman Park provides for active uses as well as a neighborhood gathering place.

POLICIES:

FIRST ADDITION

1. Where feasible, trash and recycling will be collected on alleys, rather than on streets.

FIRST ADDITION / FOREST HILLS

2. Reduce surface water problems which cause flooding, erosion and water quality problems.
3. The City will restore public rights-of-way to prior condition following City repair or replacement of water, sewer or storm drainage lines. The City will require the same of developers or property owners who perform these activities within the public right-of-way. This may include, but is not limited to restoration of pavement or grassy areas.
4. Acquire additional open space within the neighborhood to be used for passive uses, such as a community garden and picnicking uses.

- 5. Protect Heritage trees within First Addition/Forest Hills.*
- 6. Preserve the quiet environment of First Addition/Forest Hills.

**RECOMMENDED ACTION MEASURES - PUBLIC FACILITIES/
UTILITIES/SERVICES**

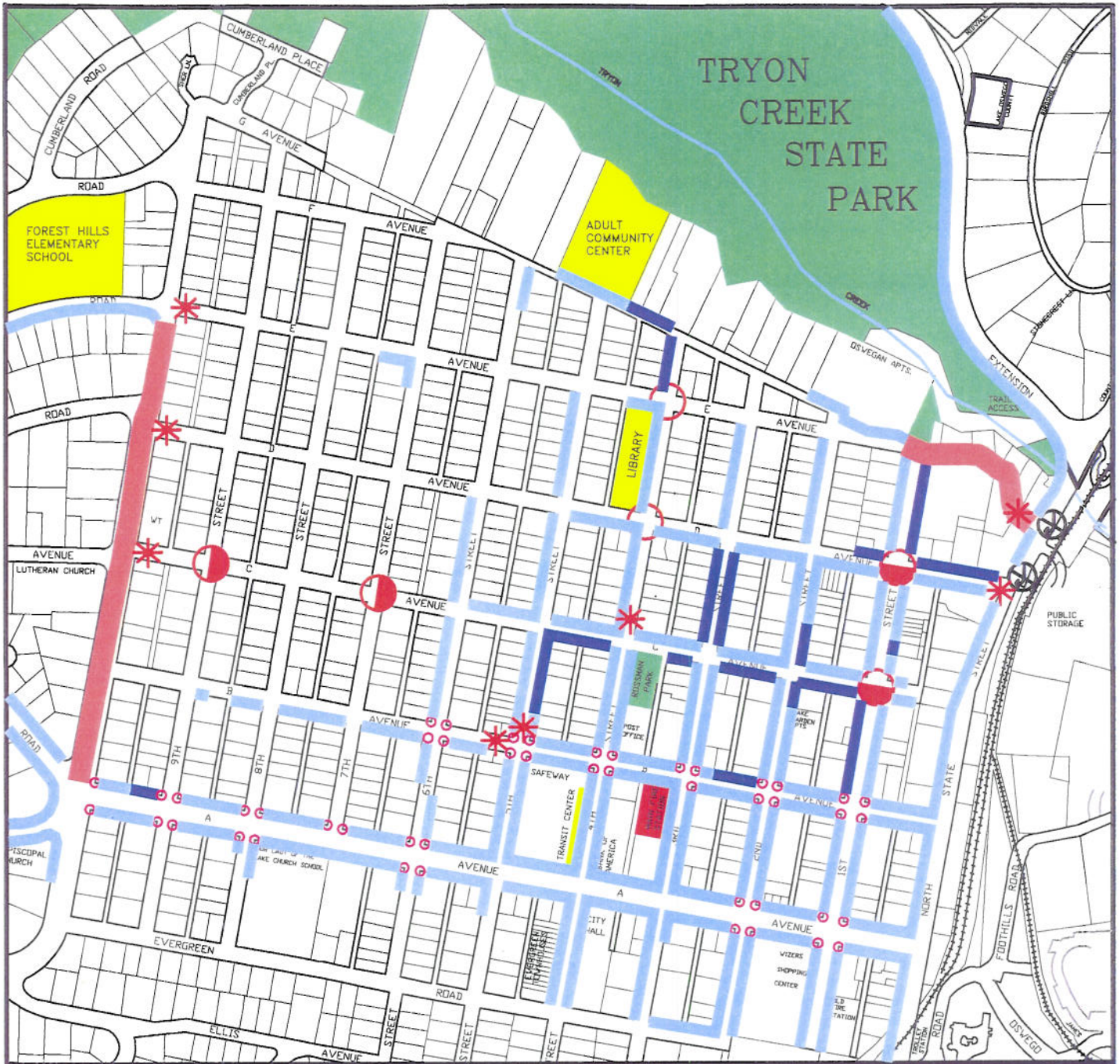
FIRST ADDITION

- i. Work toward systematic and eventual improvement of all alleys to enable both trash and recycling pickup to occur in all alleys.









FIRST ADDITION / FOREST HILLS

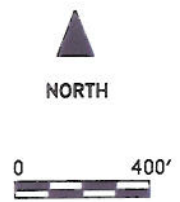
- ii. Have First Addition/Forest Hills residents note surface water problems in the right-of-way in First Addition/Forest Hills and communicate them to the City so that improvements can be coordinated with routine maintenance or the Capital Improvement Plan process.
- iii. Limit impervious surfaces in First Addition/Forest Hills to allow surface water runoff to percolate into the soil.
- iv. Update the inventory of Heritage trees within First Addition/Forest Hills to include only remaining trees.*

* The City has developed a Heritage Tree program to educate citizens about the importance of trees through protection and recognition. A Heritage Tree can be a tree that is special because of its age or size. A historical or landmark tree can also be a heritage tree. Once a tree is designated a heritage tree, a plaque is installed near the tree. The property owner also agrees to allow the City to record the tree's designation on the land title.



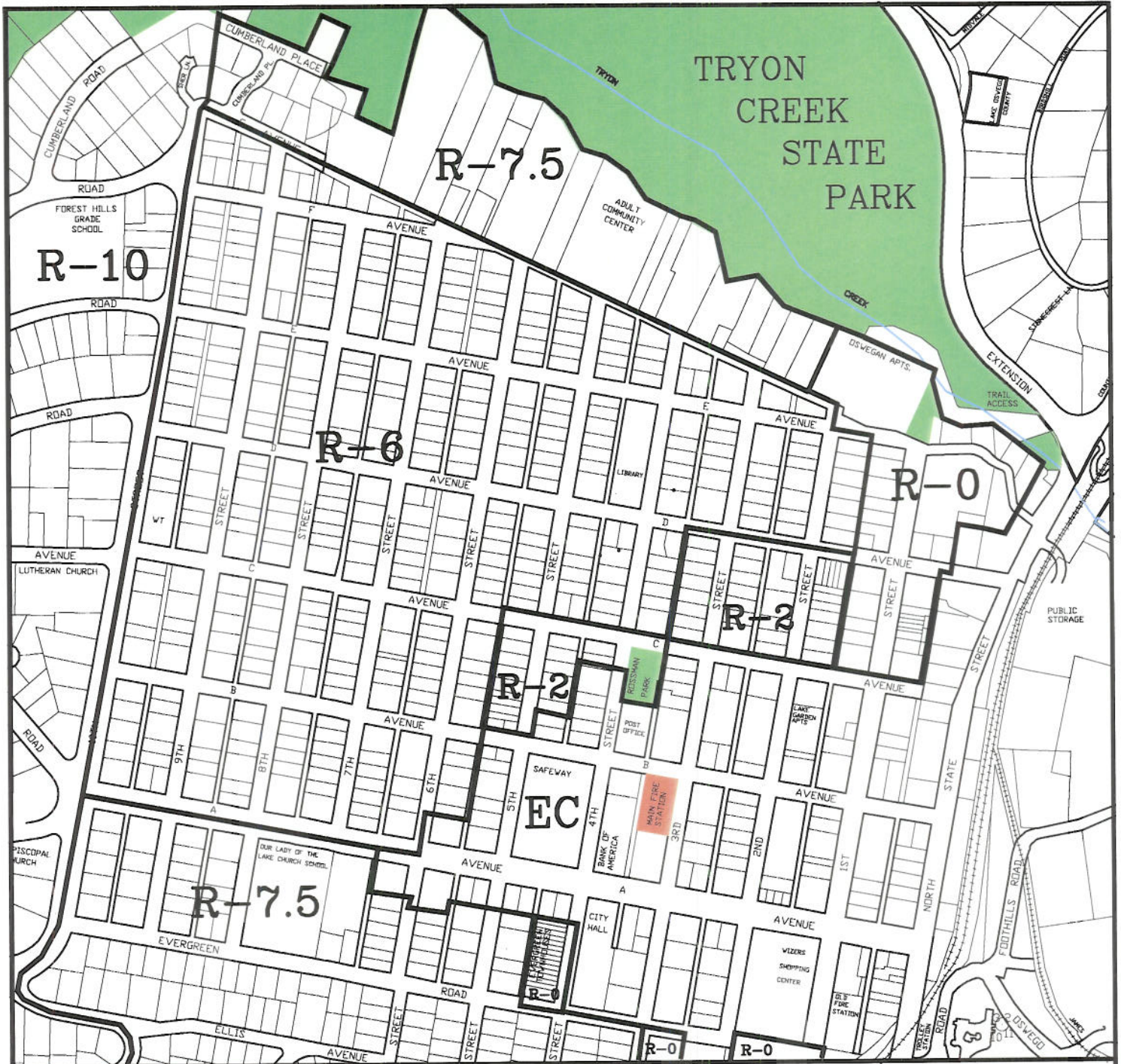
PROPOSED TRANSPORTATION IMPROVEMENTS

-  Proposed Directional Signage
"No Through Traffic" "No Right Turn Between 4 - 6 p.m."
-  Existing Walkways
-  New Walkway Corridor (exact location and design to be determined)
-  Complete Walkway Connections
-  Install Handicap Ramps
-  Proposed 4-Way Stop
-  Proposed 2-Way Stop
-  Key Entry Points



July, 1997

FIGURE 1

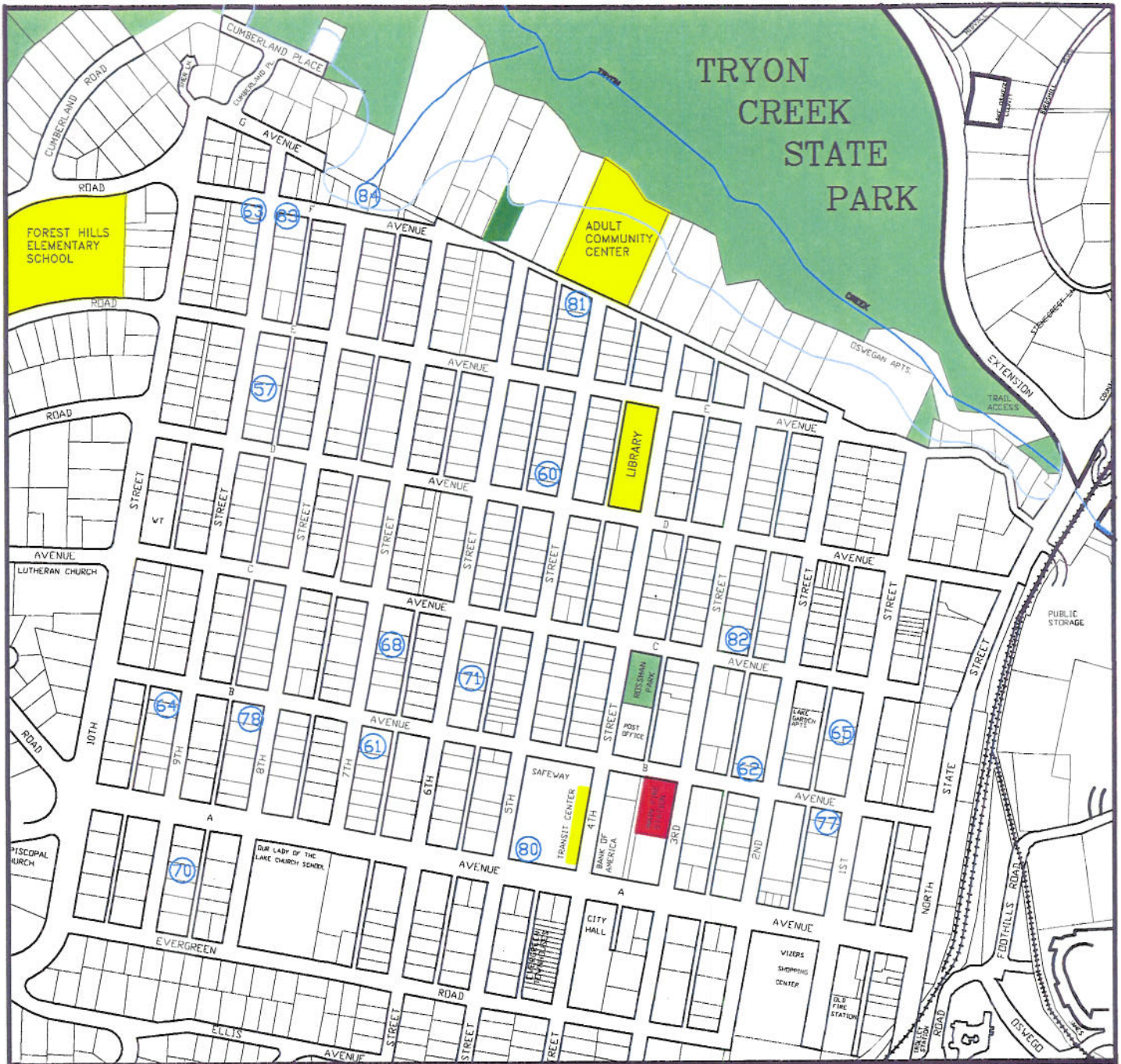


ZONING DESIGNATIONS

FIRST ADDITION NEIGHBORS NEIGHBORHOOD PLAN

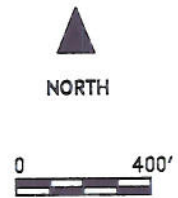


FIGURE 2



NATURAL RESOURCES, PARKS AND DISTINCTIVE NATURAL AREAS

- 80 Distinctive Natural Area Trees
- Stream Corridor
- Tree Grove
- Parks



July, 1997

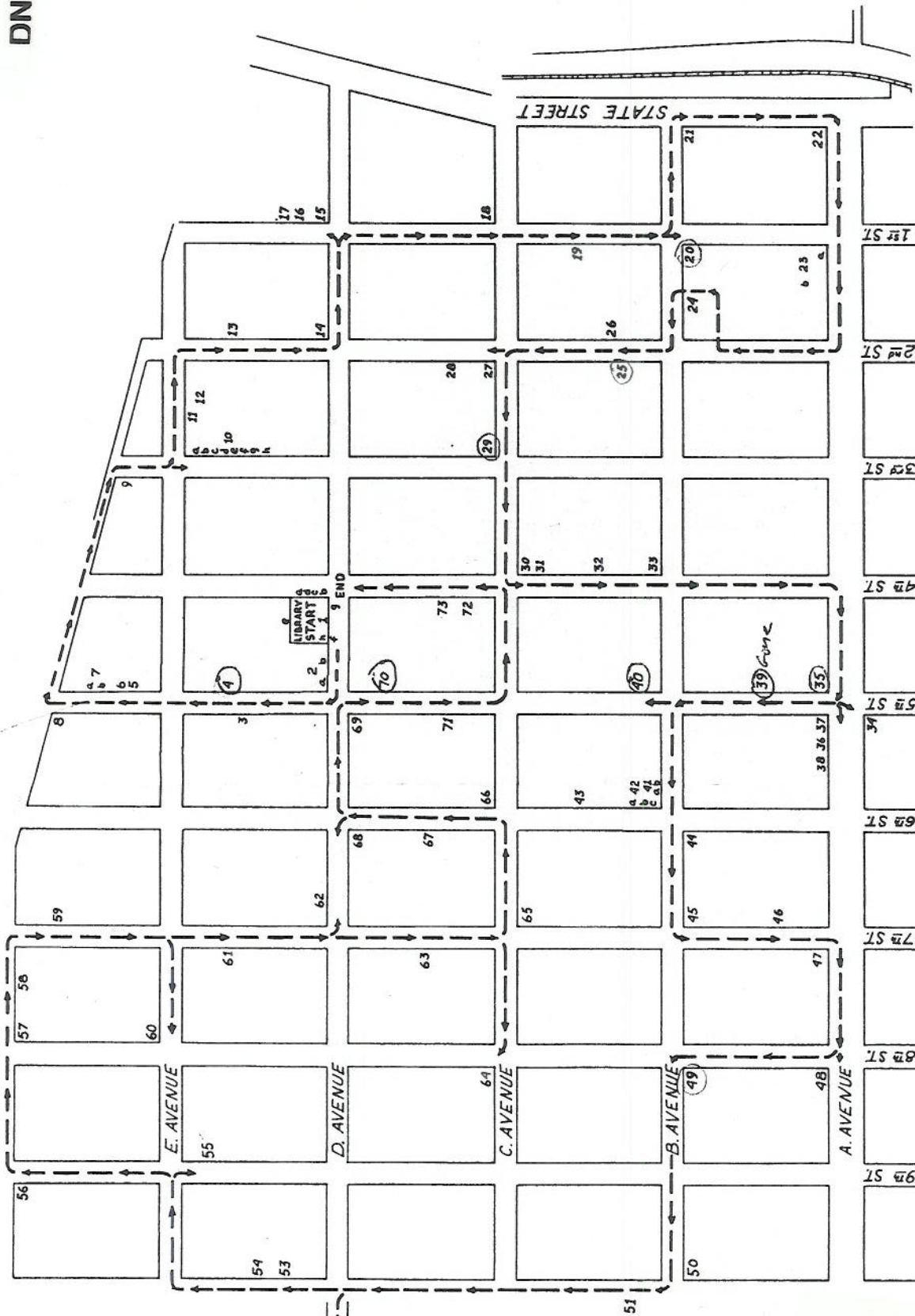
FIRST ADDITION NEIGHBORHOOD PLAN

Distinctive Natural Area Trees

- 57 Black Walnut - East side of 9th, midway between D and E Streets
- 60 Cherry Trees - 100 years old
- 61 Chestnut - 7th near B Avenue
- 62 Cutleaf Maple - West side of 2nd and B
- 63 Norway Spruce - Southwest corner of 9th and F
- 64 Dawn Redwood - near Southwest corner of 9th and B Avenue
- 65 Elms - West side of 1st midway between 9th and B Avenue
- 68 Douglas Firs - 7th between B and C Avenue
- 70 Katsura Trees - 355 9th Street
- 71 Myrtle Trees - East side of 6th between B and C Avenues
- 77 Poplar - 1st and B Street
- 78 Red Cedar - Southwest corner of 8th and B Street
- 80 Sequoia - "Christmas Tree" on Safeway lot, Northeast corner of 5th and A Avenue
- 81 Spruce - large specimen Southwest corner of 5th and F Avenue
- 82 Sugar Maple - Northeast corner of 3rd and C Avenue
- 83 Sweet Gum - Southeast corner of 9th and F Avenue
- 84 Prune Orchard - North of F Avenue at 8th Street

ROUTE OF THE FOREST HILLS GARDEN CLUB'S 'TREE WALK'

DNA #85



Code: E—EVERGREEN, D—DECIDUOUS, N—NATIVE, F—FLOWERING, S—SEEDS, C—CONES, N2—NUTS, B—BERRIES.

Library plantings donated by Garden Clubs & private citizens.

(See also Comp Plan Page 34)

No. Code	Specimen	Botanical name	No. Code	Specimen	Botanical name
1a D-F	Japanese Cherry	Prunus serrulata	35 E-C	*****Giant Sequoia	Sequoia gigantea
1b D-S	Silk Tree	Albizia julibrissin	36 D-F	Weeping Higan Cherry	Prunus subhirtella pendula
1c D-N	Devils Walking Stick	Aralia spinosa	37 D-F-C	Saucer Magnolia	Magnolia soulangeana
1d D-F	Big leaf Magnolia	Magnolia macrophylla	38 D-F	Japanese Flowering Cherry	Prunus serrulata Akebono
1e E-N-C	Shore Pines	Pinus contorta	39 D-S	Lombardy Poplar	Populus nigra italica
1f E-C	Colorado Blue Spruce	Picea pungens	40 D-S	Japanese Maple	Acer palmatum
1g D	Sunburst Locust	Robinia pseudo-acacia	41 D	Pin Oak	Quercus palustris
1h D-F	Higan Cherry	Prunus subhirtella	42a D-F	Flowering Crabapple	Malus floribunda
2 E-C	Jack Pine	Pinus banksiana	42b D-F	Flowering Crabapple pupurea	Malus purpurea
2 E-N-C	Ponderosa Pine	Picea ponderosa	43 E-C	Norway Spruce	Picea abies
3 E-C	Norway Spruce	Picea abies	44 E-F-S	†Big-leaved Magnolia	Magnolia Grandiflora
4 D-N	American Chestnut	Castanea dentata	45 D	White Poplar	Populus alba bolleana
5 D-S	Cutleaf Euro. White Birch	Betula pendula	46 D-N	American Chestnut	Castanea dentata
6 D-F-S	Northern Catalpa	Catalpa speciosa	47 D-F	Weeping Higan Cherry	Prunus subhirtella pendula
7a D-S	European White Birch	Betula pendula	48 E-N	Oregon Myrtle	Umbellularia californica
7b D-F	Tree of Heaven	Ailanthus altissima	49 E-N-C	Pacific Arborvitae (Red Cedar)	Thuja plicata
8 E-B	English Holly	Ilex aquifolium	50 D-N-F-S	Pacific Dogwood	Cornus nuttalli
9 D-N	Quaking Aspen	Populus tremuloides	51 D-F	Pink flowering Dogwood	Cornus florida rubra
10a E-N-C	Pacific Arborvitae	Thuja plicata	52 D-F-S	Empress Tree	Paulownia tomentosa
10b E-C	Japanese Black Pine	Pinus thunbergi	53 D-F-S	Ponderosa Pine	Pinus ponderosa
10c E-N-C	Sitka Spruce	Picea sitchensis	54 D-B	European Ash	Fraxinus excelsior
10d E-N-C	Mountain Hemlock	Tsuga mertensiana	55 D-N2	Black Walnut	Juglans nigra
10e E-N-C	California Incense Cedar	Libocedrus decurrens	56 E-C	Colorado Blue Spruce	Picea pungens
10f E-N-C	Ponderosa Pine	Pinus ponderosa	57 E-N-C	Douglas Fir	Pseudotsuga menziesii (P-douglasii)
10g E-N-C	Shore Pine	Pinus contorta	58 E-N-C	Ponderosa Pine	Pinus ponderosa
10h E-N-C	Pacific Hemlock	Tsuga heterophylla	59 D-S	Weeping Willow	Salix babylonica
10i E-N-C	Pacific Arborvitae	Thuja plicata	60 E-C	Japanese Cryptomeria	Cryptomeria japonica
11 E-C	Japanese Black Pine	Pinus thunbergi	61 D-N-F-S	Honey Locust (Black Locust)	Gleditsia triacanthos
12 D-F-S	European Linden	Tilia europaea	62 D-F	Flowering Crabapple	Malus purpurea eleyi
13 D-F	Pink Flowering Dogwood	Cornus florida	63 E-N-C	California Incense Cedar	Libocedrus decurrens
14 D-F	Tree of Heaven	Ailanthus altissima	64 D-F-S	English Hawthorn	Crataegus oxyacantha
15 D-F	Myrobalan Plum	Prunus cerasifera	65 D-C	Metasequoia (Dawn Redwood)	Metasequoia glyptostroboides
16 D-S	London Plane Tree (sycamore)	Platanus acerifolia	66 D-F-S	Tulip Tree	Liriodendron tulipifera
17 D-S	Black Maple	Acer nigrum	67 D	Scarlet Oak	Quercus coccinea
18 E-N-B	Pacific Madrona	Arbutus menziesii	68 D-F	Kanzen Flowering Cherry	Prunus serrulata Kanzen (Kwanzen)
19 D-S	American Elm	Ulmus americana	69 D-N-S	Oregon Maple	Acer macrophyllum
20 D-S	*Black Poplar	Populus nigra	70 D-F-S	Hardy Catalpa	Catalpa speciosa
21 D-S	**American Sweetgum	Liquidambar styraciflua	71 D-S	Norway Maple	Acer platanoides Crimson King
22 D-F	***Rancho Sargent Cherry	Prunus sargentii rancho	72 E-B	Box Elder	Acer negundo
23a D-S	Coral Bark Japanese Maple	Acer palmatum sango kaka	73 D-F-S	English Yew	Taxus baccata
23b D-S	Cutleaf Birch	Betula pendula alba gracilis			
24 E-C	Monkey Puzzle Tree	Araucaria Araucana			
25 D-S	***Cutleaf Japanese Maple	Acer palmatum			
26 D	American Elm	Ulmus americana			
27 D-N-B	European Mountain Ash	Sorbus aucuparia			
28 E	English Boxwood	Buxus sempervirens			
29 D-S	Sugar Maple	Acer saccharinum			
30 D-S	Weeping Willow	Salix babylonica			
31 E-C	Jack Pine	Pinus banksiana			
32 E-C	Deodar Cedar	Cedrus deodara			
33 E-C	Deodar Cedar	Cedrus deodara			
34 E-N-C	Pacific Hemlock	Tsuga heterophylla			

*Historical note: Son of first Mayor struck by lightning under this tree.

**Container trees—Oswego Garden Club project 1960.

***Curb plantings on A Avenue—Oswego Garden Club project 1965.

****Tree originally brought from Japan about 1900.

*****Official Christmas tree of the city. Saved by courtesy of the Safeway Corp

†Historical note: Originally the home site of the first Oswego Librarian.

APPENDIX I
FAN ACTION CHART



First Addition Neighborhood Plan Action Chart

Policy	Proposals for Action	Time					Implementors/ Advocates
		Complete w/ Plan	On- going	0-3 Yrs	3-5 Yrs	5-10 Yrs	
Conditional Uses, Policy 1	Amend LOC 48.06.20 (allowed cond. uses) to prohibit certain Cond. Uses on local streets	X (done)					Planning Staff, FAN
Street Design and Traffic, Policies 4, 6, 7, 9, 11, 12, 13	Develop street design standards for FAN Streets			X			City Staff, FAN
Policy 3, RAM vi.	Request traffic control devices			X			FAN, Engineering, Planning Staff
Policy 6	Develop a street tree planting plan			X			FAN, City Staff
Policy 11	Create development standards which require use of alleys for garage access, when feasible	X (done)					FAN, City Staff
RAM i.	Increase enforcement of parallel parking requirement		X				Police, FAN
Policy 12, RAM iii.	Entry monument in r-o-w in Fourth, at C Avenue			X			FAN, Engineering
Policy 12, RAM iv.	Add neighborhood i.d. to street signs		X				FAN, Engineering
Policy 12, RAM v.	Raised/textured pedestrian crossings at key entry points		X				FAN, NTAB, Engineering
Policy 13, Ram vii	Vacate portion of G Avenue			X			FAN, G Avenue Residents, City Staff

**First Addition Neighborhood Plan
Action Chart (continued)**

Policy	Proposals for Action	Time					Implementors/ Advocates
		Complete w/ Plan	On-going	0-3 Yrs	3-5 Yrs	5-10 Yrs	
Parking, Policies 1 and 2, RAM i	Develop a "good neighbor" parking agreement with Post Office			X			FAN, Post Office, Planning Staff
Parking, Policies 8 and 9, RAM ii	Study feasibility of diagonal parking on wider commercial street			X			FAN, City, Downtown Business Association, Chamber of Commerce
Policies 5 & 6	Include all stakeholders in developing and monitoring parking programs		X				FAN, parking stakeholders
Policy 7	Promote parallel parking requirement		X				FAN, Police
Housing and Neighborhood Character, Goals 1, 2, and Policies 2, 3, 4, 6, 9; RAM i	Revise Zoning and Development Standards relating to residential structures and uses; alley use.	X (done)					FAN, Planning Staff, Planning Commission, City Council
Policy 12	Record SDU status with property records		X	X (text)			FAN, Planning Staff, Planning Commission, City Council
RAM ii	Complete Comp Plan Map Amendment/Zone Changes from R-0 to R-2	X (done)					FAN, Planning Commission, City Council, City Staff

**First Addition Neighborhood Plan
Action Chart (continued)**

Policy	Proposals for Action	Time					Implementors/ Advocates
		Complete w/ Plan	On-going	0-3 Yrs	3-5 Yrs	5-10 Yrs	
RAM iii	Complete Comprehensive Plan Zone Change from EC to R-2.	X (done)					FAN, Planning Commission, City Council, City Staff
RAM iv	Complete Comprehensive Plan Amendment from R-7.5 to R-6	X (done)					FAN, Planning Commission, City Council, City Staff
Public Facilities/ Utilities/Services, Policy 1, RAM i	Address surface water problems in r-o-w through Capital Improvements Plan		X				FAN, Planning Dept, Maintenance Dept.
Policy 2	Amend appropriate code sections to require restoration of disturbed r-o-w.			X			FAN, City Staff
Policy 3	Acquire additional openspace in FAN.		X				FAN, Planning, Parks and Recreation, Planning Commission, City Council
Policy 4, RAM ii	Update the inventory of DNA trees within FAN to include only remaining DNA trees			X			FAN, City Staff

APPENDIX II

ZONE CODE AMENDMENTS

R-2 AND R-6



**Article 48.04. Residential - High Density
R-0, R-2, R-3, R-5, WR
Zones.**

**48.04.120. Permitted Uses; R-0, R-2, R-3,
and R-5 Zones.**

**48.04.125. Conditional Uses: R-0, R-2, R-3,
R-5 Zones.**

48.04.127. Permitted Uses in WR Zone.

**48.04.130. Maximum Density, Density
Bonus.**

48.04.132. Minimum Density.

48.04.135. Lot Size, Density Transfer.

48.04.140. Lot Coverage.

48.04.145. Unified Site Plan Required.

48.04.150. Setbacks, Buffers.

48.04.155. Height of Structures.

**48.04.120. Permitted Uses; R-0, R-2, R-3,
and R-5 Zones.**

Uses permitted in the R-0, R-2, R-3, and R-5 zones are as follows:

1. a. Except in the R-2 zone, any type of dwelling unit. b. In the R-2 Zone, the following types of dwelling unit are permitted:

i. Single family detached dwellings.

ii. Row house dwellings.

iii. Zero lot line dwellings.

iv. Duplexes.

c. Single family detached dwellings and accessory structures associated with such dwellings located within the boundaries of the First Addition Neighborhood Association, as they now exist or hereafter may be amended by

resolution of the City Council, shall be developed and altered pursuant to the standards for such dwellings contained in LOC 48.05.030(2) and (4), 48.05.045, 48.05.050, and 48.05.070.

2. Non-Profit social, recreational, educational or cultural facilities and uses such as open space, recreational sites, view points, community centers, swimming pools, tennis courts, and similar uses associated with a planned development, designed and intended for use by residents of the development.

3. Minor public facilities, including collocated telecommunications facilities but excluding new telecommunications facilities.

4. Home occupations.

5. Cluster developments.

6. Group care facilities.

7. Mobile home parks and subdivisions.

8. Secondary dwelling unit (associated with detached single-family dwelling unit only).

9. Special use housing.

10. Family Day Care Facility.

(Ord. No. 1851, Sec. 1; 11-16-82. Ord. No. 1882, Sec. 3; 3-6-84. Ord. No. 1980, Sec. 2, 2-07-89.) (Ord. No. 2096, Amended, 06/21/94; Ord. No. 2143, Amended, 12/18/96; Ord. No. 2149, Amended, 04/17/97)

**48.04.125. Conditional Uses: R-0, R-2, R-3,
R-5 Zones.**

Conditional uses in the R-0, R-2, R-3 and R-5 zones are as follows:

1. Request for up to a 25% density bonus for public agency rental housing projects (not special use housing or secondary dwelling units).

2. Major public facilities.

3. Nursing and convalescent homes.

4. Institutional uses.

5. Social, recreational, or cultural facilities, such as swimming pools, recreation centers, or community centers, operated by a non-profit organization made up of a homeowners association or associations, neighborhood groups or an association of such groups or neighbors.

6. New telecommunications facilities.

7. Non-profit office uses in structures on the City's Historical Landmarks List which are located on arterial streets. For the purposes of this section, "office uses" include business and management services, except for medical or dental offices.

(Ord. No. 1851, Sec. 1; 11-16-82. Ord. No. 1882, Sec. 4; 3-6-84.)

(Ord. No. 2096, Amended, 06/21/94; Ord. No. 2143, Amended, 12/18/96; Ord. No. 2149, Amended, 04/17/97; Ord. No. 2167, Amended, 05/19/98)

48.04.127. Permitted Uses in WR Zone.

The only uses permitted in the WR zone are single-family dwellings or cluster developments erected on piling over the water of Lake, Oswego. (Ord. No. 1851, Sec. 1; 11-16-82.)

48.04.130. Maximum Density, Density Bonus.

1. (a) The maximum density for each site in the R-0, R-2, R-3, R-5 and WR zones, expressed in number of dwelling units per net developable acre is computed by dividing the net developable acreage by the minimum lot area per unit and rounding down to the nearest whole number.

(b) The actual density allowed on a site will be determined at the time of development review, pursuant to LOC Chapter 49. Maximum density will be allowed to the extent that facts presented to the hearings body show that development at that density can occur within requirements set forth in the Development Standards.

2. The maximum density in the R-0, R-2, R-3, R-5 and WR zones may be increased if specifically allowed by the terms of this chapter or LOC Chapter 49. The maximum density bonus will be determined by the specific applicable Code provision. However, the total number of allowable units shall not exceed by more than 25% the number of units allowed in the zone, or allowed by the special use housing

provisions. (LOC 48.22.595). (Ord. No. 1851, Sec. 1; 11-16-82. Ord. No. 1882, Sec. 5; 3-6-84.)

(Ord. No. 2143, Amended, 12/18/96)

48.04.132. Minimum Density.

When lots are created through a partition or subdivision, a minimum density of 80% of the maximum density permitted by the zone is required on parcels of one-half acre or larger in the R-3 and R-5 zones. For purposes of this section, the number of lots required shall be determined by multiplying the maximum density, exclusive of potentially allowable density transfer, by .8. The result shall be rounded up for any product with a fraction of .5 or greater and rounded down for any product with a fraction of less than .5.

(Ord. No. 2147, Enacted, 03/18/97)

48.04.135. Lot Size, Density Transfer.

1. The minimum lot area for each dwelling unit is as follows:

<u>Zone</u>	<u>Area</u>
R-0	no minimum, FAR not to exceed 1.2
R-2	no minimum, FAR not to exceed 1.2
R-3	3,375 sq. ft.
R-5	5,000 sq. ft.
WR	3,375 sq. ft.

2. For projects in all five zones which are reviewed for approval as planned developments, pursuant to LOC 48.18.470 to 48.18.485, there is no required minimum lot area. Units may be placed on any portion of the site as long as the project complies with other requirements of this chapter and LOC Chapters 45 and 49.

3. For projects on properties subject to an RP or RC District Designation, lot areas may be modified as provided in LOC 48.17.115.

(Ord. No. 1851, Sec. 1; 11-16-82.)

(Ord. No. 2143, Amended, 12/18/96; Ord. No. 2148, Amended, 07/22/97)

ZONING CODE

§ 48.04.140

48.04.140. Lot Coverage.

Maximum lot coverage for buildings and required parking are as follows:

<u>Zone</u>		
R-0	60%	
R-2	35%	single family detached (excluding parking)
	55%	row house (excluding parking)
	55%	duplex (excluding parking)
R-3	50%	
R-5	50%	attached
	30%	detached new construction (excluding parking)
	35%	detached other than new construction
WR	100%	subject to compliance with LOC Chapter 45 Building Regulation Requirements

(Ord. No. 1851, Sec. 1; 11-16-82. Ord. No. 2027, Sec. 1; 04-02-91. Ord. No. 2053, Sec. 2; 04-07-92.)

(Ord. No. 2143, Amended, 12/18/96)

48.04.145. Unified Site Plan Required.

All development in the R-0, R-2, R-3, and WR zones and attached development in the R-5 zone will be developed under a unified site plan. The site plan will identify circulation patterns, method of the provision of public services and general placement of lots and structures. 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. (Ord. No. 1851, Sec. 1; 11-16-82. Ord. No. 2027, Sec. 1; 4-02-91.)

(Ord. No. 2143, Amended, 12/18/96)

48.04.150. Setbacks, Buffers.

1. a. Except as otherwise provided in this section, LOC 48.17.110 or LOC 48.20.535, the following setbacks are required for new construction in the R-0, R-3 and R-5 zones:

Dwelling			
<u>Type</u>	<u>Front</u>	<u>Side</u>	<u>Rear</u>
Attached	10'	10' (exterior wall) 0' (attached wall)	10'
Detached	20'	10'	20'

b. Except as otherwise provided in this section or LOC 48.20.535, the required setback in the R-0, R-3 and R-5 zones for alteration that does not qualify as new construction is 10 feet.

c. Except as otherwise provided in this section or LOC 48.20.535, the following setbacks are required in the R-2 zone:

Dwelling			
<u>Type</u>	<u>Front</u>	<u>Side</u>	<u>Rear</u>
Duplex	10'	7' (exterior wall) 0' (attached wall)	10'
Zero-lot line	10'	7' (exterior wall) 0' (attached wall)	10'
Row house	10'	7' (exterior wall) 0' (attached wall)	10'
Detached	20' [see subsection 1(d)]		20'

d. Side yard Setbacks for Detached Structures in R-2 Zone:

- i. Single story structures 5 feet
- ii. Multi-story structures 15 feet cumulative, 5 feet minimum on a side [but see subsection 1(e)].

e. A multi-story detached structure in the R-2 Zone may have a smaller cumulative side yard setback than required in subsection 1(d)(ii) where the ground floor is setback a

minimum of 5 feet and the remainder of the structure is stepped back from the side building line by at least four feet on each side.

2. Structures shall be setback from a street right-of-way line a minimum of 10 feet, or such greater distance not to exceed the height of the principal structure necessary to accommodate off street parking or provide visual or sound buffering from arterial and collector streets.

3. The Development Review Commission may increase required setbacks as necessary to achieve compliance with the Development Standards adopted pursuant to LOC Ch. 49.

4. a. Where a lot zoned R-0, 3 or 5 abuts a lot with a zone other than R-0, 3 or 5, a setback shall be established on the lot zoned R-0, 3 or 5 of a depth of at least the height of the principal building on the lot zoned R-0, 3 or 5.

b. Where a lot zoned R-2 abuts a lot in the R-6, R-7.5, R-10 or R-15 zone, the setback of the abutting yard on the lot zoned R-2 shall be the setback required for such yard in the abutting lower density zone.

5. When a new development or the expansion or reconstruction of an existing development occurs in a R-0, 3 or 5 zone which abuts an existing less intensive residential use, a setback shall be established on the lot zoned R-0, 3 or 5 of a depth of at least the height of the principal building on the lot zoned R-0, 3 or 5.

6. There are no setbacks required in the WR zone, subject to compliance with LOC Ch. 45 Building Regulation requirements.

7. Front lot lines on corner lots may face either street. The City Manager shall determine the front lot line after taking into consideration the orientation of structures on the site and nearby lots, the ability to meet setbacks without variances and physical site or solar access limitations. Street access should be local streets.

8. Setbacks required by this section may be reduced pursuant to the provisions of LOC 57.06.090 without the need to receive a variance pursuant to this chapter. (Ord. No. 1851, Sec. 1; 11-16-82. Ord. No. 1908, Sec. 1; 2-19-85. Ord. No. 1974, Sec. 2; 10-18-88. Ord. No. 2053, Sec. 3, 04-07-92.)

(Ord. No. 2091, Amended, 04/19/94; Ord. No. 2143, Amended, 12/18/96; Ord. No. 2148, Amended, 07/22/97)

48.04.155. Height of Structures.

1. a. On a lot or lots being developed as one project of 1/2 acre or greater in total area for the R-0 and R-3 zones and attached development in the R-5 zone, the structure height may average 40 feet over the entire site with no individual structure exceeding 50 feet.

b. On a lot or lots being developed as one project of 1/2 acre or greater in total area for the R-2 zone, the structure height may average 32 feet over the entire site with no individual structure exceeding 35 feet.

2. a. On lots of less than 1/2 acre, or for detached residential structures in the R-0, R-3 and R-5 zones, the height of a structure which qualifies as new construction shall not exceed 28 feet on flat lots or 35 feet on sloped lots. The height of an alteration that does not qualify as new construction shall not exceed 35 feet on flat or sloped lots.

b. On lots less than 1/2 acre, or for detached residential structures in the R-2 zone, the height of a structure shall not exceed 28 feet on flat lots or 35 feet on sloped lots.

3. A structure that qualifies as new construction shall not exceed a height of 28 feet on flat lots or 35 feet on sloped lots on any lot in the R-0, 3 or 5 zones if the structure is closer than 60 feet to a lot carrying a residential designation other than R-0, 3 or 5. The height of alteration that does not qualify as new construction shall not exceed 35 feet on flat or sloped lots in the same circumstance.

4. No structure in the WR zone can exceed 24 feet in height. Height is measured from the surface of the water. (Ord. No. 1851, Sec. 1; 11-16-82. Ord. No. 2027, Sec. 1; 04-02-91. Ord. No. 2053, Sec. 4; 04-07-92.)
(Ord. No. 2099, Amended, 08/01/94; Ord. No. 2143, Amended, 12/18/96; Ord. No. 2148, Amended, 07/22/97)

Article 48.05. First Addition Zoning District (R-6).

- 48.05.010. Purpose.
- 48.05.015. Permitted Uses.
- 48.05.020. Conditional Uses.
- 48.05.025. Lot Size, Lot Dimensions, Density Transfer.
- 48.05.030. Setbacks.
- 48.05.035. Height of Primary Structures.
- 48.05.040. Lot Coverage/Floor Area Ratios.
- 48.05.045. Single Family Dwelling Design.
- 48.05.050. Accessory Structures.
- 48.05.055. Parking.
- 48.05.060. Alleys.
- 48.05.065. Street Trees.
- 48.05.070. Administrative Modification.
- 48.05.075. FAN Advisory Opinion.

48.05.010. Purpose.

The FAN R-6 Zoning District is intended to implement the land use policies of the First Addition Neighborhood Plan. The purpose of this District is to ensure the design quality of proposed development in the neighborhood by:

1. Ensuring that proposed building designs are visually compatible with the character of existing structures, maintain adequate light and air between structures, and complement the neighborhood's architectural character.
2. Minimizing the visual impact of garages from the street, and to continue established alley uses and functions such as access to garages, off-street parking and trash removal.
3. Encouraging compatible and sensitive remodeling and renovation of existing residences.

4. Preserving the small-town character of the existing streetscape by allowing single family development that is human scale and pedestrian oriented.

5. Enhancing the natural environment of the neighborhood as one of its dominant characteristics.

6. Preserving FAN's historical and architectural character by encouraging infill development that is compatible in design character to Landmark structures on abutting lots.

(Ord. No. 2143, Enacted, 12/18/96)

48.05.015. Permitted Uses.

Uses permitted in the R-6 zone are as follows:

1. One single family dwelling per lot.
2. Zero lot line dwellings.
3. Raising of produce provided no sales office is maintained on the lot.
4. Animals kept for owner's use with no commercial activity allowed.
5. Home occupations.
6. Minor public facilities, including collocated telecommunications facilities but excluding new telecommunications facilities.
7. Cluster developments.
8. Group care facilities.
9. One secondary dwelling unit per lot.
10. Special use housing.
11. Family day care facility.

(Ord. No. 2143, Enacted, 12/18/96; Ord. No. 2149, Amended, 04/17/97)

48.05.020. Conditional Uses.

Uses Allowed. Conditional uses in the R-6 zone are as follows:

1. Institutional uses.
2. Major public facilities.
3. Private recreational uses that are predominately of an open space character, such as golf courses, hunt clubs, or other similar uses.
4. New telecommunications facilities.

5. Non-profit office uses in structures on the City's Historical Landmarks List which are located on arterial streets. For the purposes of this section, "office uses" include business and management services, except for medical or dental offices.

(Ord. No. 2143, Enacted, 12/18/96; Ord. No. 2149, Amended, 04/17/97; Ord. No. 2167, Amended, 05/19/98)

48.05.025. Lot Size, Lot Dimensions, Density Transfer.

1. Except as otherwise provided in this section, the minimum lot size and dimensions in the R-6 Zone are as follows:

- a. Minimum lot area per single family unit: 6,000 sq. ft.
- b. Minimum lot width at the building line: 50 feet
- c. Minimum lot depth: 100 feet.

2. Lot sizes and dimensions may be reduced for projects reviewed as planned developments, pursuant to LOC 48.18.470 to 48.18.485, and as provided by subsection (3) of this section. However, the overall density allowed on the site may not be exceeded except as allowed by LOC 48.06.205(2) and subsection (3) of this section.

3. Up to a 25% reduction in minimum required lot area for each dwelling unit shall be allowed in the R-6 zone to permit the relocation of a designated historic landmark, when relocation has been approved by the designated hearing body in conformance with the provisions of LOC Chapter 58.

4. For projects on properties subject to an RP or RC designation, lot areas may be modified as provided in LOC 48.17.115.

(Ord. No. 2143, Enacted, 12/18/96; Ord. No. 2148, Amended, 07/22/97)

48.05.030. Setbacks.

1. Except as otherwise provided in this section, LOC 48.17.110 or LOC 48.20.535, the following minimum setbacks are required for development in the R-6 zone.

- a. Front Yard: 20 feet.
- b. Side Yard Adjacent to a Street:
20 feet on arterials and collectors.
10 feet on local streets.
- c. Other Side Yards:
 - i. Single Story Structures: 5 feet.
 - ii. Multi-Story Structures:
15 feet cumulative, 5 feet minimum on a side, except as provide in subsection 3 of this section.
- d. Rear Yards: 20 feet.

2. A projecting covered front porch may extend into the front yard setback up to 6 feet.

3. A multi-story structure may have a smaller side yard setback than required in subsection 1(c)(ii) of this section where the ground floor is setback a minimum of 5 feet and the remainder of the structure is stepped back from the side building line by at least four feet on each side.

4. Eaves, bay windows, chimneys and other decorative features that do not expand the plane of the primary exterior wall may extend into the setback areas as long as minimum fire code distances are met. (Ord. No. 2143, Enacted, 12/18/96; Ord. No. 2148, Amended, 07/22/97)

48.05.035. Height of Primary Structures.

Primary Structures shall not exceed 28 feet in height. (Ord. No. 2143, Enacted, 12/18/96)

48.05.040. Lot Coverage/Floor Area Ratios.

1. Structures on lots of 6,000 square feet or less shall not exceed 35 percent in total lot coverage and shall not exceed a .5 Floor Area Ratio (FAR).

2. For lots from 6001 square feet to 15,000 square feet, the percentage of allowable lot coverage shall be reduced by 1% and the allowable total FAR shall be reduced by .02 for each 1-1000 square foot increment that the lot exceeds 6,000 square feet.

3. For lots larger than 15,000 square feet, maximum allowable lot coverage shall be 25% and the maximum allowable FAR shall be .3.

4. Decks less than 5 feet above grade, stairs, pergolas, trellises or other landscaping structures, and concrete slabs shall be exempt from lot coverage and FAR calculations.

5. No more than 60% of the lot may be covered with impervious surfaces.

(Ord. No. 2143, Enacted, 12/18/96)

48.05.045. Single Family Dwelling Design.

1. Roof Design. The minimum roof pitch for primary roof forms of a single family dwelling shall be 6:12. Shed type and flat roofs are not permitted as primary roof forms on single family dwellings. Secondary roof forms, such as sunrooms, balconies, dormers, porticos, or bays may be flat or shed roof types (See TABLE 48-3).

2. Front Porch Required. All new dwellings shall include a projecting covered front porch a minimum width of 50% of the building width at the front building line and six feet deep. Porch supports shall be provided and shall be wood or masonry or a solid material with the appearance of wood or masonry.

(Ord. No. 2143, Enacted, 12/18/96)

48.05.050. Accessory Structures.

1. In General:

a. Floor Area: A single accessory building shall not exceed 600 sq. ft. in ground floor area or the square footage of the ground floor area of the primary structure, whichever is less.

b. Height: The maximum height of an accessory structure shall be 24', except that no accessory structure shall be taller than the primary structure.

c. Setbacks: The side and rear setbacks for an accessory structure no more than 15 feet tall shall be 5 feet. Taller accessory structures shall meet the setback requirements of the primary structure. Accessory structures on abutting lots may not be built with common party walls.

d. Roof: Roof pitch on an accessory structure shall either match the pitch of the primary structure or be a minimum pitch of 6:12.

2. Garages. In addition to compliance with subsection 1 of this section, a garage shall comply with the following requirements.

a. Garages shall be accessed from an alley, if available.

b. For interior lots, garages shall be located so that the side of the garage facing the street is set back a minimum of 15 feet behind the front building line of the house (excluding a porch). (See TABLE 48-4).

c. Detached garages may be set back a minimum of 5 feet from alleys.

3. This section shall not apply to secondary dwelling units, which shall be governed by the requirements for the primary structure and LOC 48.20.547.

(Ord. No. 2143, Enacted, 12/18/96)

48.05.055. Parking.

1. Required off street parking spaces shall be paved with concrete, masonry, asphalt, gravel, grasscrete products or a combination of listed materials.

2. Defined parking areas may be created anywhere between the abutting property line and 3 feet from the edge of the existing paved travel lane, except that a designated parking area shall not conflict with an existing pedestrian walkway. If this area is currently paved with asphalt or other hard surface material, it may remain hard surfaced. Otherwise, on street parking shall be paved with gravel.

(Ord. No. 2143, Enacted, 12/18/96)

48.05.060. Alleys.

Alleys shall be surfaced in the following manner:

1. Alleys that serve single family residences only shall be paved with gravel or permeable material.

2. Alleys that serve commercial, multi-family, town house, row house, or duplex development or institutional uses shall be paved with asphalt or concrete.

(Ord. No. 2143, Enacted, 12/18/96)

48.05.065. Street Trees.

Two (2) street trees for every 50 feet of street frontage are required as a condition of approval of a new structure. Existing street trees can be counted in order to comply with this requirement, as long as the type, location and viability of the existing trees are sufficient to provide a full streetscape of trees.

(Ord. No. 2143, Enacted, 12/18/96)

48.05.070. Administrative Modification.

1. Notwithstanding LOC Article 48.24 (Variances), the Planning Director may grant an administrative modification to the lot coverage, height, front, rear and side yard setback requirements of the underlying zone, in the following amounts:

- a. Lot coverage: Up to 200 sq. ft.
- b. Front Yard Setback: Up to 2 feet.
- c. Garage front yard setback:
Up to 10 feet

2. The granting authority may grant an administrative modification pursuant to 1(a), (b) or (c), above, if:

a. The proposed development makes desirable visual linkages between surrounding buildings by repeating or incorporating similar ridge lines, eaves, window and door openings; or

b. The requested modification results in a development that is designed more compatibly with the topography and/or physical limitations of the site; or

c. The requested modification will enhance or better protect a significant natural feature(s) on the site (DNA, stream corridor or stream corridor buffer, tree, tree grove or wetland); or

d. The proposed development provides visual continuity and cohesiveness with any abutting historic landmarks through the incorporation of style features, proportions and massing of the landmark structure.

3. An administrative modification shall be processed as a minor development pursuant to the review procedures for minor development contained in LOC Chapter 49.

(Ord. No. 2143, Enacted, 12/18/96)

48.05.075. FAN Advisory Opinion.

The City Manager may request an advisory opinion from the First Addition Neighborhood Association regarding interpretation or application of standards and requirements of the R-6 zone.

(Ord. No. 2143, Enacted, 12/18/96)

TABLE 48-3
(LOC 48.05.045)

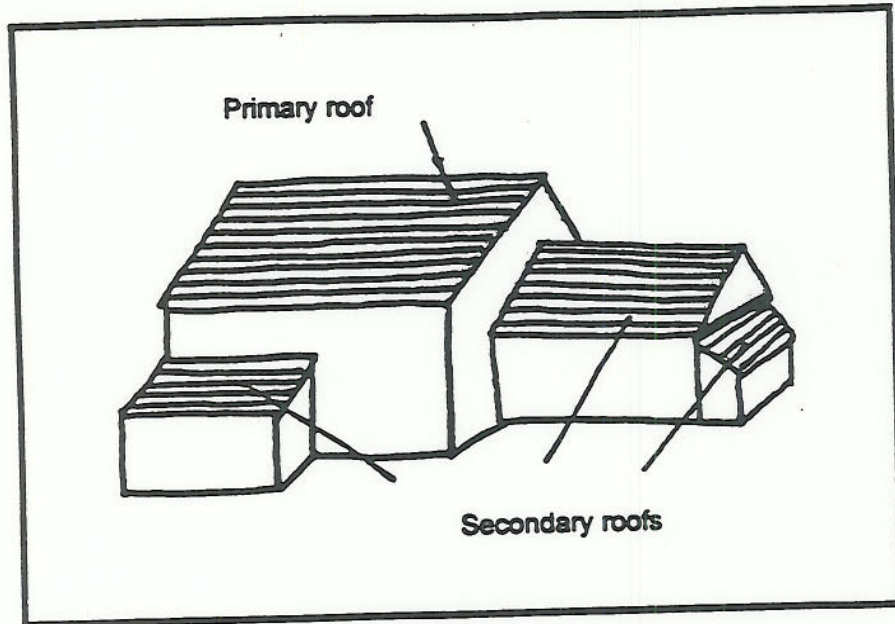
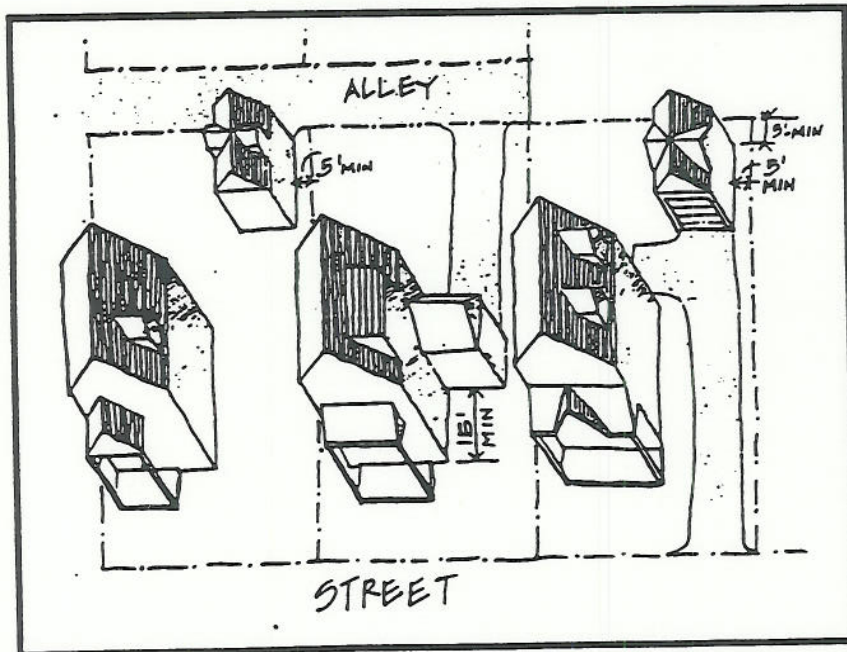


TABLE 48-4
(LOC 48.05.050)



FAN Building Bulk Standards - R-6 Zone				
Lot Size	Lot Cov.	Max. Sq.Ft.	Floor Area	
			Ratio(FAR)	Max. Area
Up to 6000 sf	35%	2100	0.5	3000
6001-7000	34%	2380	0.48	3360
7001-8000	33%	2640	0.46	3680
8001-9000	32%	2880	0.44	3960
9001-10000	31%	3100	0.42	4200
10001-11000	30%	3410	0.4	4400
11001-12000	29%	3720	0.38	4560
12001-13000	28%	4030	0.36	4680
13001-14000	27%	4340	0.34	4760
14001-15000	26%	4650	0.32	4800
15001-16000	25%	4960	0.3	4800
16001 or lgr.	25%	>4960	0.3	>4800

GLENMORRIE NEIGHBORHOOD PLAN

ADOPTED
NOVEMBER 14, 2000



View East From Glenmorrie Drive



Chapin Way



Glenmorrie Lane



View of Willamette River from Old River Road



Glenmorrie Neighborhood Plan Steering Committee
Colleen Lawson, Sonja Kollias, Carl Hoffman, Charles Bishop

**A COOPERATIVE EFFORT BETWEEN THE GLENMORRIE
NEIGHBORHOOD AND THE CITY OF LAKE OSWEGO**

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INTRODUCTION

- Direction and Applicability of the Plan
- Plan Format
- Definitions and Obligations of Goals, Policies and Recommended Action Measures

This is the first time Glenmorrie Neighborhood has developed a Neighborhood Plan specific to the area contained within its neighborhood association boundaries (Figure 1). It was developed over a period of eighteen months by the Glenmorrie Neighborhood Plan Steering Committee and involved substantial research, review and discussion. The Neighborhood Plan has been incorporated into the City's Comprehensive Plan by legislative amendment. It augments City-wide land use goals and policies in regard to land use issues within the boundaries of the Glenmorrie Neighborhood Association.

Development of the Glenmorrie Neighborhood Plan involved the careful consideration of many different factors and issues to make the best decisions for the neighborhood for the short and long term. The goals and policies of the Neighborhood Plan and those of the City-wide Comprehensive Plan are intended to guide future land use decisions in the neighborhood. This Plan is intended for use by all those who have concerns with land use actions in the neighborhood, including local officials, persons with development interests, state, regional and federal agencies, neighborhood and community groups, and citizens of all interests.

Because the Neighborhood Plan is part of the City-wide Comprehensive Plan it is required to be in conformance with the City's Comprehensive Plan, Statewide Planning Goals and the Metro Regional Framework Plan, which is also enabled by state statute. The Neighborhood Plan, prior to public hearings for adoption, was reviewed by both the City of Lake Oswego and the Department of Land Conservation and Development as to whether it meets these tests. Future changes are also evaluated as to consistency with the City, state and regional goals and policies.

The Glenmorrie Plan consists of eight goal and policy chapters as follows:

- Goal 1: Citizen Involvement
- Goal 2: Land Use Planning
- Goal 5: Open Spaces, Scenic and Historic Resources and Natural Resources
- Goal 6: Air, Water and Land Resources Quality
- Goal 10: Housing
- Goal 11: Public Facilities and Services
- Goal 12: Transportation
- Goal 15: Willamette River Greenway

These chapters are numbered and structured to be consistent with the City's Comprehensive Plan and statewide planning goals. Also, terms and phrases marked with an * asterisk are defined in a definition section at the end of the document.

It is important for both the Glenmorrie Neighborhood Plan and the Lake Oswego Comprehensive Plan to be responsive to changing conditions and circumstances. Because the Neighborhood Plan is part of the City-wide Plan its update is required as part of periodic review of the Comprehensive Plan to address changed and unanticipated circumstances which occur over time.

Also, because the Glenmorrie Plan is intended to “comprehensively address” land use policy issues in the neighborhood, and the neighborhood is part of the City as a whole, there are no parts of either the City’s Comprehensive Plan or the Glenmorrie Neighborhood Plan which can be considered separately from other parts. All Plan goals and policies are intended to be supportive of one another. However, when using the Neighborhood Plan to make decisions and conflicts arise between goals and policies, the City has an obligation to make findings, which indicate why the goal or policy being supported takes precedence over those which are found to be in conflict. This involves a decision-making process on the part of the City, which balances and weighs the applicability and merits of both the Neighborhood Plan’s and Comprehensive Plan’s many goals and policies against one another.

The City’s Comprehensive Plan and its Neighborhood Plan elements occupy center stage for directing Lake Oswego’s future. However, other planning activities and documents are also important. Other plans such as the Park and Recreation Master Plan, Transportation System Plan, the various public facility plans, and the Capital Improvement Plan are important to consider when making land use decisions. However, any portion of these plans and any related action dealing with land use must be consistent with the policy direction of the Comprehensive Plan and its Neighborhood Plan chapters.

The Neighborhood Plan elements of the Comprehensive Plan and the Zoning and Development Codes are intended to mutually support one another. The Plans do not contain specific standards for development. Instead they provide the policy basis for specific standards and procedures of the Zoning and Development Code which are used to review new development and modifications to existing development. However, the Plans are applicable to legislative and some quasi-judicial decisions such as Plan and Zone Map amendments and certain other land use actions, which must address applicable Plan goals and policies. These include actions such as conditional uses and text changes to the City’s Zoning and Development codes.”

NEIGHBORHOOD PLAN FORMAT - DEFINITIONS AND OBLIGATIONS OF GOALS, POLICIES AND RECOMMENDED ACTION MEASURES

Goals, policies and recommended action measures identify the intent of the City to accomplish certain results. The different types of plan statements vary in specificity. Usually, goals are the most general, and policies and recommended action measures are the most specific. The City’s obligations under these statements vary according to the type of statement.

The goals and policies are intended to relate to one another. The goals are followed by supportive policies. The goals and policies in turn are supported by recommended action

measures. However, each plan statement can stand alone, either as a goal or policy which are obligations the City wishes to assume, or as a recommended action measure which is a recommendation to achieve a desired end but does not signify an obligation.

The Comprehensive Plan and its Neighborhood Plan elements is the general guide for the City in matters relating to land use. However, a number of other factors should be recognized:

1. The Plan is not the only document, which establishes City policies and planning activities. For example, the City must conform to the Municipal Code, state and federal regulations, and intergovernmental agreements. To the extent possible, these requirements are referenced in the Plan.
2. If a project or process is not addressed by the Plan statements, the City may still take appropriate action to address it. However, if necessary, the Plan should be amended in this circumstance.
3. Although the goals and policies do not specifically address disaster situations (washed out roads, fire, broken utility lines, etc.), the City’s responsibility in areas of safety and public health may occasionally require emergency actions which would otherwise require adherence to specific permit requirements and findings of plan compliance.

I. GOAL

Definition - A general statement indicating a desired end or the direction the City will follow to achieve that end.

Obligation - The City cannot take action, which violates a goal statement unless:

1. Action is being taken which clearly supports another goal.
2. There are findings indicating the goal being supported takes precedence (in the particular case) over another.

II. POLICY

Definition - A statement identifying Lake Oswego’s position and a definitive course of action. Policies are more specific than goals. They often identify the City’s position in regard to implementing goals. However, they are not the only actions the City can take to accomplish goals.

Obligation - The City must follow relevant policy statements when amending the Comprehensive Plan, or developing other plans or ordinances which affect land use such as public facility plans, and zoning and development standards or show cause why the Comprehensive Plan should be amended consistent with the Statewide Land Use Goals. Such an amendment

must take place following prescribed procedures prior to taking an action that would otherwise violate a Plan policy. However, in the instance where specific plan policies appear to be conflicting, the City shall seek solutions which maximize each applicable policy objective within the overall context of the Comprehensive Plan and Statewide Goals. As part of this balancing and weighing process, the City shall consider whether the policy contains mandatory language (e.g. shall, require) or more discretionary language (e.g. may, encourage).

LOC 49.22.220 (Development Code) states that major development shall comply with any regulatory policies of the Lake Oswego Comprehensive Plan. Whether a policy is regulatory also depends upon the mandatory tone of its language, as above.

The Glenmorrie Neighborhood Plan was developed to be consistent with and implement the Lake Grove Comprehensive Plan, the Statewide Planning Goals and the Metro Functional Plan. Therefore some of its stated policies are restatements of existing regulatory policies contained in the Lake Oswego Comprehensive Plan. However, the Glenmorrie Plan’s policies are not verbatim restatements of the City Comprehensive Plan. They have been constructed in a manner specifically applicable to the Glenmorrie’s Neighborhood’s unique character and circumstances but, except in the case of Comprehensive Plan amendments/zone changes, they are not independently regulatory. They illustrate how existing regulatory Comprehensive Plan policies are applied to Glenmorrie’s neighborhood circumstances.

III. RECOMMENDED ACTION MEASURES

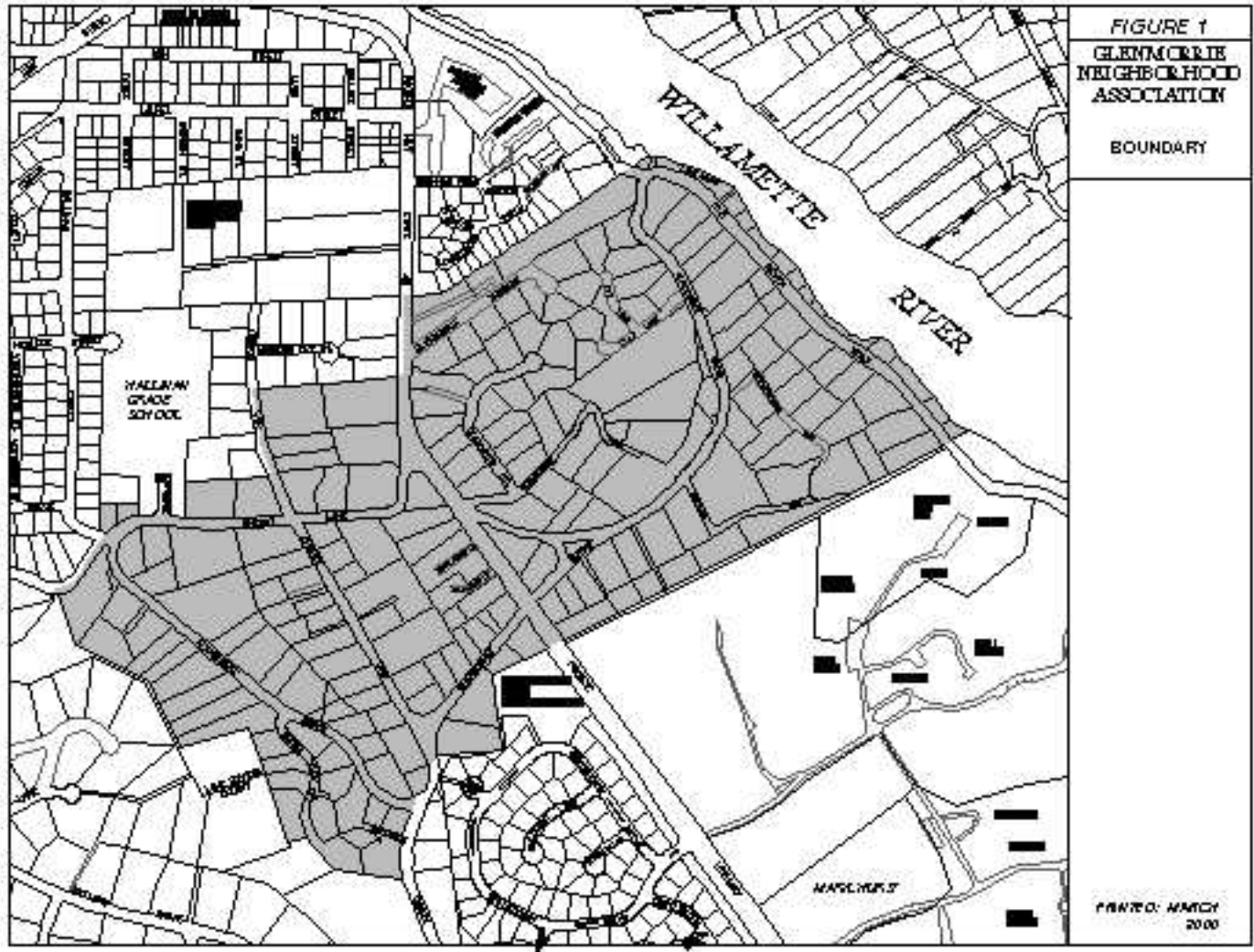
Definition - A statement that outlines a specific City project or standard, which if executed, would implement goals and policies. Recommended action measures also refer to specific projects, standards, or courses of action the City desires other jurisdictions to take in regard to specific issues. These statements also define the relationship the City desires to have with other jurisdictions and agencies in implementing Comprehensive Plan goals and policies.

Obligation - Completion of projects, adoption of standards, or the creation of certain relationships or agreements with other jurisdictions and agencies, will depend on a number of factors such as citizen priorities, finances, staff availability, etc.

The City should periodically review recommended action measures to determine which are a priority to be accomplished in view of current circumstances, community needs and the City’s goal and policy obligations.

These statements are suggestions to future City decision-makers as ways to implement the goals and policies. The listing of recommended action measures in the Plan does not obligate the City to accomplish them. Neither do recommended action measures impose obligations on applicants who request amendments or changes to the Comprehensive Plan or its Neighborhood Plan chapters.

The list of recommended action measures is not exclusive. It may be added to or amended as conditions warrant.



NEIGHBORHOOD CHARACTER STATEMENT

It is important for the Neighborhood Plan to define Glenmorrie’s “neighborhood character” and what constitutes neighborhood compatibility within the context of existing and desired future land use and physical conditions. This is because the primary goal of this planning effort is to preserve the neighborhood’s character and its future livability.

The following is intended to be the Neighborhood Plan’s explicit statement about what constitutes the themes of the neighborhood’s land use character. It is also meant to be the basis of future evaluation of the compatibility of future land uses with existing character. These following four themes were developed with the intention of ensuring consistency and conformance with the direction of the Lake Oswego Comprehensive Plan. The City-wide Plan makes many references of the importance of maintaining and enhancing neighborhood character and compatibility. The relevant policies are as follows. Their full text is provided in Appendix “B”.

- Goal 2: Land Use Planning, Section 1, Policies, 4 (b), 5(b[i]), 18
- Goal 6: Air, Water and Land Resource Quality, Section 1: Air Resource Quality, Policy 5
- Goal 8: Parks and Recreation, Policy 8(a)
- Goal 9: Economic Development, Policies 2(a), 3(c), 5
- Goal 10: Housing, Policy 2
- Goal 12: Transportation, Sub-Goal 3, Neighborhood Collectors and Local Residential Streets, Policies 4 (a) and 5(a, b)
- Goal 12: Transportation, Sub-Goal 7, Bicycling and Walking, Policy 2(b)
- Goal 14: Urbanization, Policy 13 (a, b, c)

The definition of Glenmorrie’s neighborhood character focuses on four themes:

Low Density, Detached Single-Family Residential Land Use Pattern

Glenmorrie consists of an exclusively low density, detached single-family residential land use pattern with large lots allowing for building setbacks which have been extensively landscaped. Many of the homes in the neighborhood are ranch style dwellings constructed in the 1950’s through 1970’s. The low vertical scale of much the built environment contrasts significantly with the abundance of mature trees, which impart a sense of spatial dominance. Visually, this makes the area’s natural character seem dominant to the human-made environment. Within this context there is an obvious absence of the glare of street lights and other major light sources and extensive paved areas.

Abundance of Natural Resources and the Sense of Privacy and Quiet

The extensive presence of natural resources including the Willamette River and its Greenway, stream corridors and extensive mature trees and other vegetation both native and non-native provide a tangible connection to nature. Many of the trees were in existence when the neighborhood was the estate of Fred Morey at the turn of the 20th Century. Stream corridors, their ravines, associated tree groves and the topography provides buff-

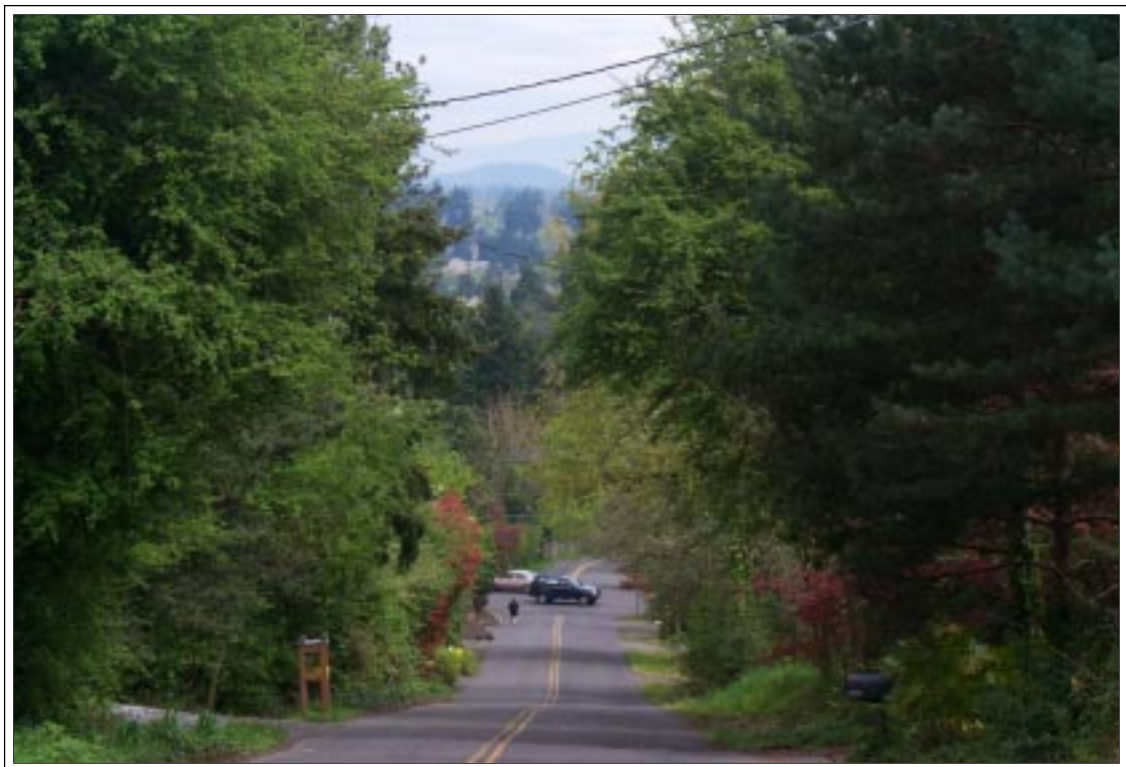
ering and screening between homes and a sense of enclosure essential to a feeling of privacy and quiet. The neighborhood’s topography, stream corridors, and vegetation, buffers the neighborhood from adjoining land uses, gives it a human sense of scale and a quality of being set apart from surrounding urban uses.

Narrow, Winding “Country Lane Streets”

Tree lined and narrow, “country lane” streets without sidewalks, curbs and gutters or other forms of urban storm drainage characterize the public realm of the street. These streets have very low traffic volumes and serve primarily neighborhood traffic. These streets, for the most part follow the neighborhood’s general topography. The street system contributes to the neighborhood’s sense of quiet and privacy. The street system discourages “cut-through” traffic because of its small scale and because it was not constructed in a grid pattern and directly accesses the arterial system via only one or two streets such as Glenmorrie Drive and Cherry Way.

A Sense of Spaciousness and Access to Views

The elevation of the neighborhood ranges from about 20 feet above sea level at the median low water line of the Willamette River to about 350 at the top of Glenmorrie Heights. The topography and low density of Glenmorrie provides the opportunity for residents to experience expansive views of the Willamette River, the Cascade Mountains and the closer-in natural landscape. Views are accessible to everyone, either from their own properties or as they travel the local street system. This contributes to a sense of spaciousness not present in many parts of the Portland Metropolitan Area.



View East From Glenmorrie Drive

HISTORIC CONTEXT

The Glenmorrie Neighborhood exists within a historic context, which is particular to the Lake Oswego area. This contributes significantly to the area's unique character and charm. An understanding of the neighborhood's beginnings is important to an appreciation of those unique characteristics which neighborhood residents wish to preserve.

Glenmorrie was first conceived and developed at the end of the 19th century by P. F. Morey, founder of Portland General Electric and one of Portland's most influential businessmen. Mr. Morey was an inventor and engineer. He had an extensive business empire with investments and property throughout the United States. Early on, he gained control of the hydroelectric generation rights at the Oregon City Falls. Subsequently, he formed the predecessor to Portland General Electric in 1892 and built the first electric transmission line between Portland and Oregon City.

Mr. Morey's desire to develop a riverside estate between Portland and Oregon City resulted in his purchase of property in the late 1880's between Marylhurst and Sucker Lake, now known as Oswego Lake. He continued to add acreage to the estate until 1899. He purchased portions of the donation land claims of Felix A. Pollard, Jessie Bullock and Gabriel Walling, a total of 640 acres.

His intent was to create a country retreat - a place of beauty where he and his family could find respite from city life and business concerns. One of his first acts was to hire John Gower, an English gardener who had worked at Kew Gardens near London. Morey had heard of Gower's skills from friends and business associates and convinced him to leave his post at Stanford University at Palo Alto.

Gower supervised the planning and building of the estate, and was to carry out Morey's directives for many years. He had a regular staff of gardeners and farm workers and often oversaw crews of laborers who worked on the estate's winding roads and stone work. Roads were graded with horse-drawn scrapers. Slag from the Oregon Iron and Steel Works in Oswego was overlaid by gravel, which Morey had delivered, by the hundreds of yards to his boat landing on the Willamette. The road system built by Gower at Morey's direction is the same used by today's Glenmorrie residents. However, much of the stone-work has disappeared, but the hand-built stone bridge crossing the creek on Stonebridge Way can still be seen.

Gower ordered trees and shrubs and planted them on the estate. Morey actively participated in this effort by shipping back plantings and cuttings collected on his trips around the country. One account tells that over 400 different varieties of trees, shrubs and vines were planted on the estate. Birches from Maine, Lombardy poplars from France, Spruce from Norway, European camperdown elms, English chestnut, English Holly, walnuts, linden, locusts, and magnolia are some of the trees that were planted. Many of the trees planted in the 1890's still survive. Giant redwood trees and poplars are the most noticeable along Glenmorrie's streets and lanes. A large park-like setting was developed be-

tween what are now Glenmorrie Lane and Glenmorrie Terrace. Ravines were deliberately left in more or less a natural state to provide for a plentiful supply of songbirds and small animals.

Morey directed Gower to plant an orchard, which covered nearly fifty acres. Manure hauled in from area dairies and charcoal procured from the Oregon Iron and Steel Company was used to amend the soil. Morey experimented with other agricultural efforts. One of his letters written in 1894 relates that 300 sacks of potatoes were sold to the Starns Fruit Land Company, and 20 sacks were given to the City Board of Charity. The wheat harvest resulted in 442 bushels of grain in 1898, another letter notes.

An extensive drainage system was developed throughout the estate to foster the gardening and agricultural endeavors. Morey had thousands of feet of drainage tile installed from the top of Glenmorrie Terrace to the river. Much of this tile was shipped down-river to Morey’s landing from a Newberg firm. These tiles continue to be a source of surprise to later residents since it is practically impossible to excavate a basement or foundation and not sever one or more of these lines.

Numerous barns and farm buildings were constructed including a barn, which spanned the roadway. The road ran through a huge barn built across the road with a hayloft connecting the two halves. Morey also built, as he referred to it, a “shack” to house his family during their frequent stays at the “ranch.” The “shack” had 11 bedrooms for the family upstairs, with others in the servants quarters.

Because of his controlling interest in the fledgling Portland General Electric, Morey naturally made generous use of electric lighting throughout his estate. In addition to all the main buildings being lighted Morey illuminated pathways and tennis courts.

The Morey family had residences in Portland, Oregon City and a vacation home in Illwaco, Washington, but often stayed long periods at the “ranch”. They often traveled by boat from Portland or Oregon City, landing at the foot of Poplar Drive at the south end of the estate. “Morey’s landing” was a sandy Beach located near the property line shared with the Marylhurst Convent just below where the island is. Here, a basalt bluff had large rings driven into the rock where shallow draft steamers would sometimes tie up. Overland access to the estate was by Old River Road before the bridge over Oswego Creek was washed out.

P. F. Morey relinquished presidency of the electric company in 1902. He retired to the estate and lived there until his death in July 1904.

The estate house burned in 1913. P. F. Morey’s son Fred and his wife Josephine lived in a cottage which had been built for her parents until a new house could be built on the same site.

Fred Morey had the property surveyed and platted in 1910 and set up the Glenmorrie Company to promote development of what he envisioned as an exclusive suburban housing district. A sales brochure told prospective buyers that, “A trip to Glenmorrie will convince him that no description or illustration can do justice to the manifold charms of this peerless home site.”

The Glenmorrie Company procured a bus, which ran from Oswego to Glenmorrie. However, the Land Company was not a stellar success, and the lack of interest soon put a stop to the bus operation.

Early on, just a few homes were built on the estate, but the end of World War I saw a surge in building activity. The Depression stopped all building. However, since the end of World War II the neighborhood developed slowly into its current state. Up until 1977, Glenmorrie was not part of Lake Oswego. It was in unincorporated Clackamas County. However, area-wide failing septic systems required annexation at that time to Lake Oswego to receive City sewer service.

The purpose of this Plan is to build on the legacy of P.F. Morey and all those who previously have sustained the neighborhood’s character and quality of life. In this regard, Glenmorrie has fortunately not been confronted with significant development pressure over the past 23 years since annexation, in part due to its low density, single-family detached zoning designation, topographic and natural resource constraints, and the desire of property owners to maintain the neighborhood’s character.



House on Glenmorrie Lane

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GOAL 1: CITIZEN INVOLVEMENT

Summary of Major Issues

This chapter of the Glenmorrie Neighborhood establishes goals, policies and recommended action measures (RAMs) that promotes the opportunity for all residents to become involved in decisions that affect them. It also recognizes the need for communication and coordination between the Neighborhood, adjacent institutional uses, such as the Christie School, Mary's Woods Continuing Care Retirement Center, Marylhurst University and other neighborhood associations. The locations of these adjacent land uses are shown by Figure 2. This chapter also calls for a high standard of communication between those proposing land use actions and neighborhood residents.

GOALS AND POLICIES

GOALS

1. Ensure that all residents of the Glenmorrie Neighborhood have the opportunity to be involved in all phases of the land use planning process.
2. Ensure that communication within the neighborhood and to the City regarding issues of both neighborhood and City-wide significance reflects the interests of neighborhood residents.

POLICIES

1. Ensure that coordination occurs between the Glenmorrie Neighborhood Association, Marylhurst University, Sisters of the Holy Name, and other neighborhood associations in regard to land use, public facility planning and construction, and other matters which have impacts on neighborhood residents.
2. Ensure that the Glenmorrie Neighborhood, the City of Lake Oswego and the Christie School residential treatment facility* maintain an open and ongoing dialogue to monitor, address and resolve existing and potential impacts on the neighborhood which result from the facility's operation such as traffic, parking, noise and security.
3. Ensure that the Christie School residential treatment facility* and the associated group care home are operated with all applicable local and state rules and regulations including adequate levels of staffing.

4. Provide timely information and notice so that neighborhood residents have the opportunity to participate in land use and public facility planning decisions and other issues of significance to the neighborhood and City.
5. Provide all residents a copy of the adopted Glenmorrie Neighborhood Plan to ensure they have the opportunity to become knowledgeable of the Plan’s content and applicability.
6. Ensure that pre-application neighborhood meetings* between those proposing land use applications and the neighborhood result in the attendees’ concerns and issues being accurately communicated by requiring:
 - a. The applicant to agree with the Neighborhood Association chair upon a mutually convenient meeting date, time and place.
 - b. Written minutes to be taken and the meetings audiotaped. The applicant shall mail minutes to the attendees and the Glenmorrie Neighborhood Chair or designee. A reasonable time, of not less than seven days and not more than 21 days, following mailing, shall be provided for the chair or designee in consultation with the attendees, to review and make written comment on the minutes. Also, the applicant shall make copies of the audiotapes conveniently available for neighborhood review within one week after the meeting and prior to development application to the City.
 - c. Meeting audiotapes, written minutes and any associated written comments by the neighborhood chair or designee are provided to the City at the time of application submittal.

RECOMMENDED ACTION MEASURES

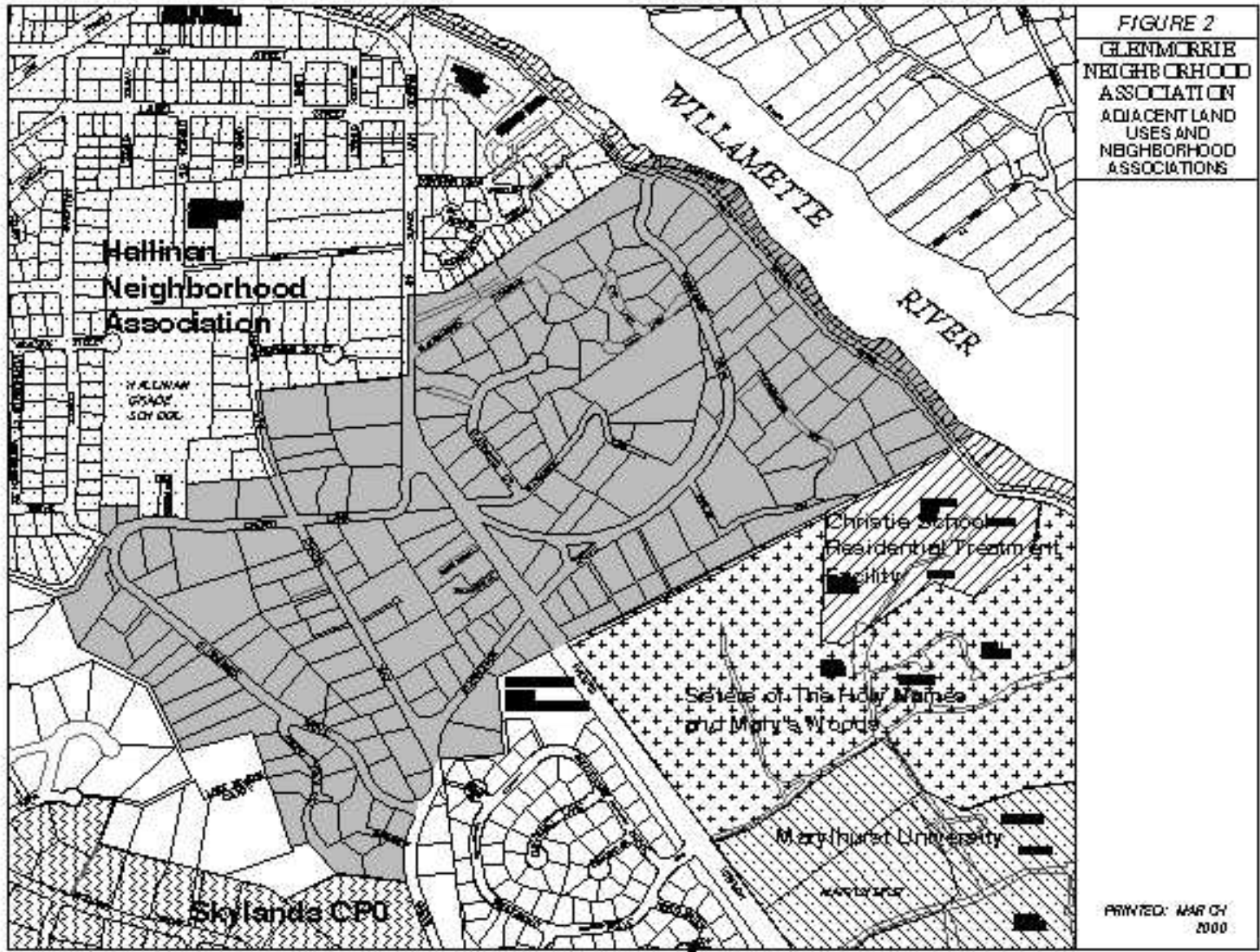
- i. Encourage Christie School representatives to meet regularly with the Glenmorrie Neighborhood Association Board and attend general neighborhood meetings to ensure effective communication, understanding and resolution of mutual issues and concerns.
- ii. Work with the City to monitor public uses, including recreation, of Old River Road to ensure early identification and resolution of problems which may occur such as trespass, conflicts between vehicles, pedestrians and bicyclists.
- iii. Work with the Lake Oswego Neighborhood Association Coalition (LONAC)* to communicate issues and provide opportunity for residents to discuss issues with other neighborhood associations.
- iv. Encourage elected and appointed City officials to periodically meet with the Glenmorrie Neighborhood Association to ensure its opinions and needs are communicated directly to the City.

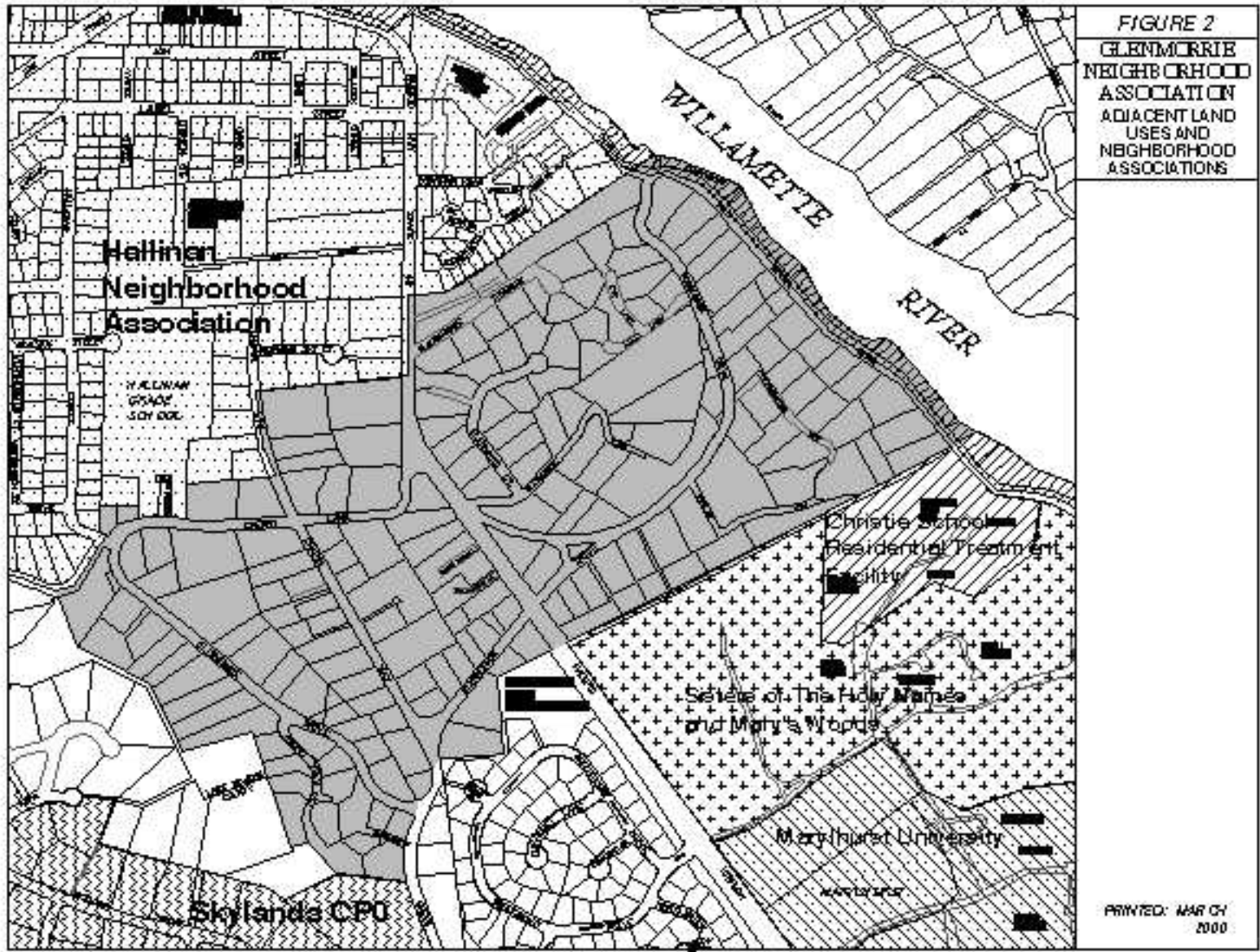
- v. Encourage neighborhood residents to participate in neighborhood safety and social activities through programs such as Neighborhood Watch, Block Home and school police department programs.
- vi. Encourage neighborhood residents to work together toward betterment of their neighborhood.
- vii. Assist the City in determining the priority needs of the neighborhood and Lake Oswego as a whole through the involvement of neighborhood residents with City Boards, Commissions and ad-hoc committees.
- viii. Work with the City and other Neighborhood Associations to establish and maintain a City-wide policy to assure public notice, information and communication procedures are in place to prepare for possible public safety events such as fire and law enforcement incidents, inclement weather and other emergencies and natural and man-made disasters.
- ix. Encourage continued membership of the Glenmorrie Neighborhood Association in the Neighborhood Coalition of Lake Oswego to ensure the availability of liability insurance for Neighborhood Association activities.



“Wild in the Willows” sculpture in the making on Glenmorrie Drive

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GOAL 2: LAND USE PLANNING

Summary of Major Issues

All of the Glenmorrie Neighborhood is designated by the Lake Oswego Comprehensive Plan and Zoning Maps as Low Density Residential R-15 (15,000 sq. ft. minimum lot size). This is shown by Figure 3. Glenmorrie residents recognize the livability benefits associated with Land Use Planning goals, policies, regulations and standards that ensure the preservation of the neighborhood's character * and positive qualities. In this regard it is essential that the Neighborhood Plan, the City's land use regulations, its Comprehensive Plan and other planning efforts are congruent, especially in regard to issues such as maintenance of neighborhood character, natural resource protection, and design compatibility. It is especially important to the neighborhood that adequate public facilities and services are provided to existing and new development including ways to accommodate storm water runoff.

The preservation of the low-density detached residential character of the neighborhood is a central issue for Glenmorrie residents. This is because Zoning and Comprehensive Plan Map amendments to higher residential densities or commercial uses would not be compatible with the neighborhood's physical and locational characteristics. Per the Lake Oswego Comprehensive Plan, these land uses would not have reasonable access to shopping, jobs, and the level of transit service, which could provide an alternative to automobile travel. Furthermore, it is the neighborhood's position that commercial, medium and high density residential uses could not be made compatible with, blended or effectively buffered from the existing land use pattern of single-family residential homes. There are no opportunities for these different land uses to serve as a transition, or "stepping-down" in intensity of development from more intense urban uses to the neighborhood's, low-density single family detached land use pattern.

Within Glenmorrie, new commercial, institutional and medium/high density land use designations would result in "island(s)" or "intrusion(s)" into a low-density single-family land use pattern. These land uses would be detrimental to the stability of the neighborhood because they could serve as "beachheads" to justify continuing Comprehensive Plan and Zoning Map applications for land uses, which would pose on-going compatibility problems. Therefore, the stability of this existing, low-density single family neighborhood far outweighs any benefits that might arise from providing for a small incremental increase in housing choice or economic development in Lake Oswego.

The Glenmorrie Neighborhood is bordered to the south by the Christie School Residential Care Treatment Facility.* A group care home,* which also houses some Christie School residents, is located in the neighborhood. In addition a popular Montessori school is located in the neighborhood. These uses, because of traffic, parking, hours of operation and numbers of users have impacts on the neighborhood. It is important to the Glenmorrie

Neighborhood that these and, possible future schools and group and residential care facilities be designed and operated consistent with the quiet residential character of a low-density, single-family residential neighborhood.



Glenmorrie Lane

GOALS AND POLICIES

GOAL

1. Ensure that the Glenmorrie Neighborhood Plan is implemented through the City’s land use regulations and related plans.

POLICIES

1. The Glenmorrie Neighborhood Plan shall apply to the area within the Glenmorrie Neighborhood Association Boundary (Figure 1).
2. Ensure that all new development in the Glenmorrie Neighborhood can be adequately served by the full range of public facilities and services. In particular, when evaluating development proposals recognize:

- a. The problems that the whole neighborhood has with surface water runoff and ensure that residential development, public facility and transportation projects do not contribute to existing, or create new surface water runoff and/or erosion problems; and
 - b. That Glenmorrie Water Cooperative has limited water storage.*
- 3. Ensure that the architectural, site design and landscape character of new development and major remodeling of structures within the Glenmorrie Neighborhood is aesthetically compatible with the character of the existing residential neighborhood.
- 4. Preserve Glenmorrie Neighborhood’s sense of privacy and its quiet, low-density, detached single-family residential character.
- 5. Approve applications to change land use designations in the neighborhood to commercial or higher density residential designations only if the resulting development would be:
 - a. Part of a predominate pattern of higher density residential uses;
 - b. Part of a pattern of more intense urban uses that provide opportunities for close to home employment, access to shopping, recreation and cultural opportunities and;
 - c. A transition or buffer from more intense urban land uses, such as a “stepping down” in land use intensity from less intense land uses such as low density, detached single-family residential neighborhoods.
- 6. Require that the development, siting, and operation of institutional uses and group care facilities be in full compliance with all applicable local, state and federal regulations.
- 7. Ensure that the design and operation of group and residential care facilities and institutional uses are compatible with, and do not disrupt the peace and quiet of the neighborhood nor compromise security.
- 8. Review and update the Glenmorrie Neighborhood Plan concurrent with Periodic Review of the City’s Comprehensive Plan.
- 9. Ensure Lake Oswego’s land use and other regulations preserve:
 - a. The neighborhood’s inventoried stream and environmentally significant stream corridors*, wetlands*, and tree groves*;
 - b. Significant* and historic trees;

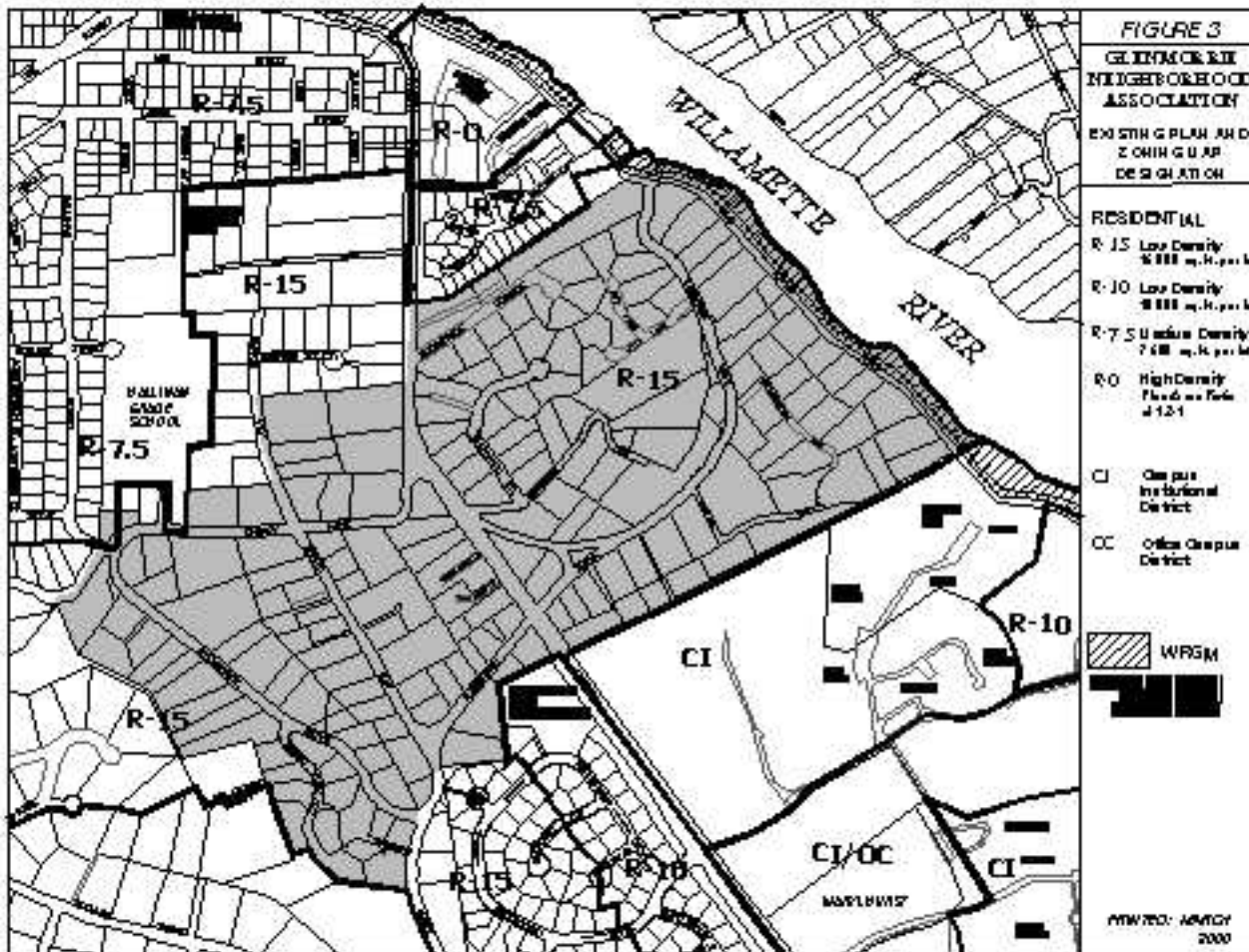
- c. Open drainage ways, public easements and facilities important for the conveyance of storm water.
10. Maintain Glenmorrie Neighborhood’s existing detached, single-family residential character and do not allow deterioration and/or demolition of existing homes as a reason for Plan and Zoning Map amendments to more intense land uses.

RECOMMENDED ACTION MEASURES

- i. Develop a design style manual that provides clear and objective standards and guidelines regarding how new residential development can be made compatible with the character of existing residential development within the Glenmorrie Neighborhood.
- ii. Require the preservation of permeable area and of natural resources and open spaces, within the neighborhood, especially those determined as important to maintaining effective surface water management and water quality.
- iii. Encourage private property owners, the Oregon Department of Transportation (ODOT) and the City of Lake Oswego to address existing surface water management and erosion control problems resulting from roads, streets and pathways.



Historic Yates House (rear view)



GOAL 5: OPEN SPACES, HISTORIC & NATURAL AREAS

Summary of Major Issues

The Glenmorrie Neighborhood contains several significant stream corridors* (Figure 4) and associated tree groves*. These natural resources have been inventoried and identified by the Lake Oswego’s Sensitive Lands Inventory (ESEE analysis)*. Development, which would impact these resources, is regulated by LOC 48.17, Sensitive Lands Overlay Districts. These natural resources are important to the neighborhood in several ways. In addition to providing open space and an aesthetic setting -- a sense of dimension and scale, they are important for wildlife habitat, surface water quality and storm water conveyance.

The Glenmorrie Neighborhood borders the Willamette River Greenway. The Willamette River Greenway has been designated as a statewide resource and is managed under the auspices of Statewide Planning Goal 15 and implementing administrative rules. The Oregon Department of Parks and Recreation administers these at the state level. Both the City and state, to ensure consistency with the Statewide Planning Goal, implementing administrative rules and local regulations (LOC 48.16, Willamette Greenway Management Overlay Zone), review any development within the Greenway.

The riparian resources/water quality resources* of the Willamette River and the Glenmorrie’s stream corridors are also protected by Title 3 of the Metro Urban Growth Management Functional Plan*. The purpose of Title 3 is to protect surface water quality. Lake Oswego has adopted or amended its regulations and standards to conform to this element of Title 3 including, Sensitive Lands Overlay Zones (LOC 48.17) and Flood Plain Standard (LODS 17.005).

As described previously, the Glenmorrie Neighborhood also has many large and significant individual trees that were planted or in existence when the area was first developed as the Morey Estate in the early 1890’s and later platted for housing in the early 20th Century. The Neighborhood believes it is important to the character of the area that these existing mature trees be protected and preserved to the extent possible.

GOALS AND POLICES

GOAL

1. Preserve and protect the Glenmorrie Neighborhood’s most valuable natural resource assets including the Willamette River Greenway, stream corridors*, tree groves,* wildlife habitat, and other significant mature trees*.

POLICIES

1. Preserve Glenmorrie’s stream corridors*, and tree groves* as designated by the City’s Goal 5: Sensitive Lands Inventory (Figure 4).
2. Ensure that all public works projects in the Glenmorrie Neighborhood are designed, implemented, and maintained to protect trees, stream corridors*, wildlife habitats and other natural resources.
3. Maintain, and where possible restore, the natural resource functions and values* of all:
 - a. Significant City inventoried stream corridors* and tree groves* in the Glenmorrie Neighborhood, and
 - b. Other natural resources which, pursuant to City and Metro standards, provide water quality benefits*.
4. Require storm drainage and water quality management measures* and facilities for all new development within the Glenmorrie Neighborhood to reduce the impacts of flooding, erosion, sedimentation and other effects of increased water runoff on neighborhood properties and natural resources.
5. Require preservation and maintenance of open space consistent with conditions of development approval including:
 - a. Preventing the removal of trees and non-invasive vegetation except as provided by the Lake Oswego Tree Code (LOC 55);
 - b. Removing invasive vegetation and replanting with native plant species where appropriate;
 - c. Preventing the dumping of garbage and yard debris in open space areas through enforcement of nuisance* provisions of the Lake Oswego Code (LOC 34.08.490).
6. Preserve and where possible enhance the Glenmorrie Neighborhood tree canopy* by:
 - a. Requiring developers to maximize the preservation of trees to maintain and enhance the cohesive quality of existing tree groves*;
 - b. Requiring, when new development is proposed, protection of significant existing trees* by including these resources as part of an open space reserve area.

- c. Enforcing the Lake Oswego Tree Code (LOC Chapter 55).
- 7. The development review process shall emphasize protection of significant trees* rather than allowing removal and subsequent mitigation through replanting.
- 8. Provide property owners the opportunity to preserve trees through participation in a City adopted Heritage Tree Protection Program*.
- 9. Protect and enhance significant trees* within the public right-of-way* and on other public lands by:
 - a. Adopting standards and regulations to protect public trees, and;
 - b. Ensuring maintenance of adequate public right-of-way * to plant trees.
- 10. When trees are removed in the Glenmorrie Neighborhood in violation of the Lake Oswego Tree Code (LOC Chapter 55) ensure that:
 - a. The first priority for tree planting which is required for mitigation occurs within the neighborhood’s boundaries, and;
 - b. Where feasible, any fines paid into the City’s tree fund are used to plant trees in the public open spaces within the neighborhood.
- 11. Preserve views* of the Willamette River and other territorial and mountain views from obstruction by new development.
- 12. Preserve the natural buffer areas (stream corridors* and tree groves*) along the neighborhood’s boundaries.

RECOMMENDED ACTION MEASURES

- i. Implement a Lake Oswego Community Forestry Program which:
 - a. Provides for an ongoing planting and maintenance program for trees and other vegetation in public rights-of-way, natural areas, open spaces, and;
 - b. Provides information regarding tree care to the general public.
- ii. Involve the City, neighborhood residents, property owners, and citizen groups, such as the Wetlands Conservancy, the Lake Oswego Land Trust and Willamette River Keepers to develop a common vision and action program to restore the natural functions and values* of Glenmorrie Neighborhood’s tree groves*, stream corridors* and the Willamette River Greenway.

- iii. Encourage property owners and citizen groups to landscape with native plants along stream corridors* and associated buffers.
- iv. Encourage the identification of historically significant buildings and features in the Glenmorrie Neighborhood.
- v. Encourage the dedication of conservation easements* to protect natural resources and open space.
- vi. Foster continued community support for tree protection in the Glenmorrie Neighborhood by encouraging City staff to provide prompt and reasonable determination of citizens’ tree removal needs.
- vii. Reestablish native plant communities*, especially on hillsides and in tree groves*, wetlands* and stream corridors*.
- viii. Encourage volunteer efforts involving the Neighborhood Association, property owners and civic groups such as scouting organizations to inventory, map, and assess the condition of potential heritage trees.
- ix. Encourage voluntary tree planting on private property and in public right-of-ways consistent with a neighborhood tree-planting plan approved by the Neighborhood Association and the City.
- x. Encourage the City of Lake Oswego to regulate and monitor the tree maintenance practices of tree care and utility companies to prevent actions, which harm the neighborhood’s tree resources.
- xi. Minimize the potential conflicts between human residents of the neighborhood and wildlife such as raccoons, coyotes and possums by encouraging measures such as:
 - a. Securing pet food and household garbage in access proof containers or locations;
 - b. Ensuring bird feeders do not become feeding stations for other creatures;
 - c. Removing brush piles and other garden and landscape debris, which would serve as cover from close proximity to, houses;
 - d. Timely disposal of tree-dropped fruit and nuts;
 - e. Keeping small pets inside at night, and;
 - f. Reporting any obviously diseased wildlife to Clackamas County Animal Control.

- xii. Identify Glenmorrie’s key view resources, including the Cascade Mountains, the Willamette River and other territorial scenes, and develop means to prevent their obstruction by new development.



Tree Grove at Glenmorrie Drive and Cherry Lane

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FIGURE 4

GEORGETOWN
NEIGHBORHOOD
ASSOCIATION

NATURAL RESOURCE
CITY DESIGNATED
STREAM CORRIDORS
& WETLANDS

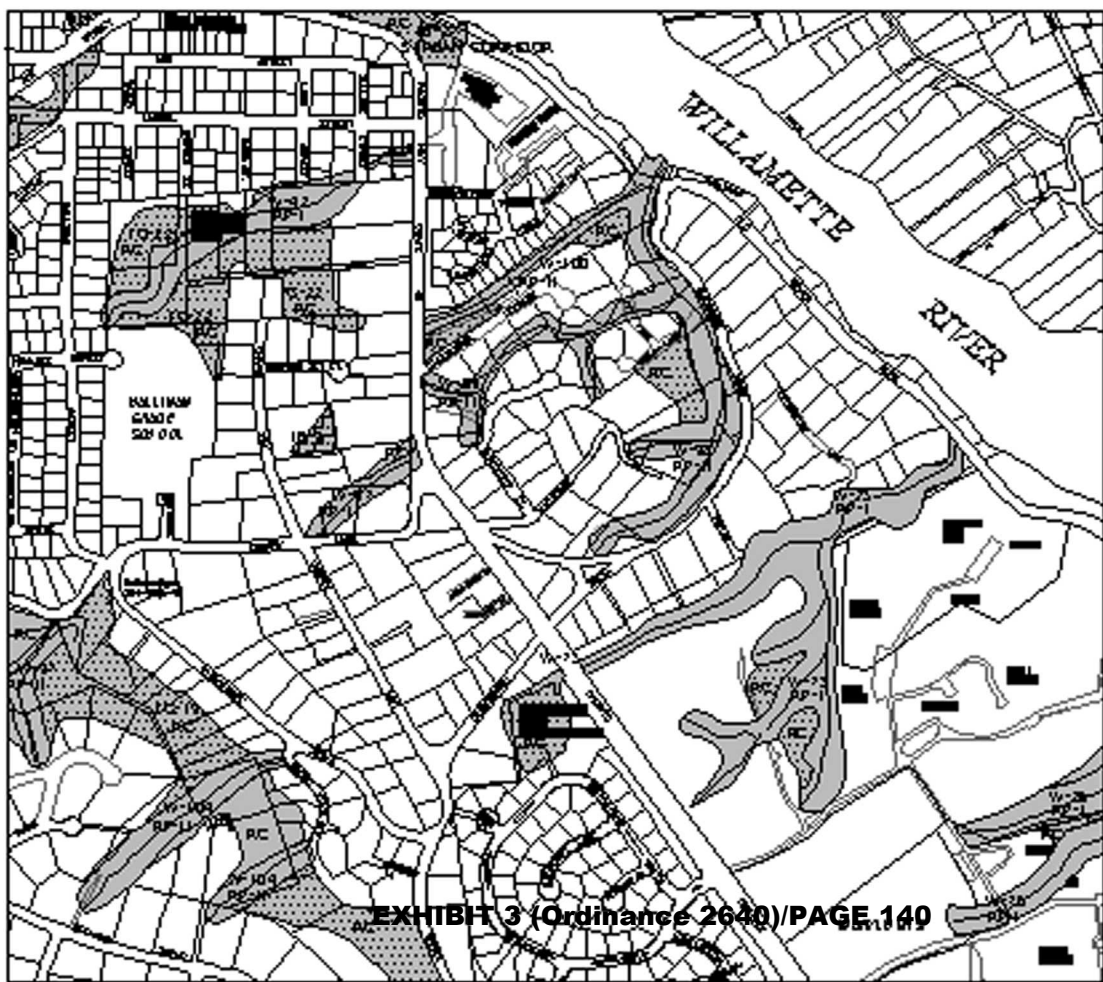
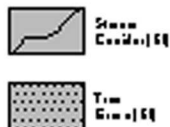


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GOAL 6: AIR, WATER & LAND RESOURCES

Summary of Issues

Uncontrolled surface water runoff and pollution of surface and ground water are major issues in the Glenmorrie Neighborhood, especially since the entire neighborhood slopes toward the Willamette River. Except for drainage improvements completed in 1999 on Chapin Drive, there is no piped drainage system within the neighborhood boundary. All runoff must either percolate into the soil or be conveyed by open ditches or stream corridors* to the Willamette River. During the wet weather months, this system is often inadequate. This often results in areas of localized, ponding and flooding. Numerous underground streams and areas of perched (high) water table exacerbates these problems.

Not all of the Glenmorrie Neighborhood is served by sanitary sewer. Several properties on Stone Bridge Way are still served by septic tanks and drainfields. This situation raises concerns about surface and ground water pollution. Therefore it is desirable for sanitary sewers to be made available to this area as soon as feasible.



Glenwood Court Stream Corridor

GOALS AND POLICIES

GOAL

1. In the Glenmorrie Neighborhood reduce and where possible eliminate flooding, soil erosion, standing water and water pollution associated with storm water runoff.

POLICIES

1. Protect the natural surface water drainage systems* and enhance water quality by treating and controlling pollution at the source.
2. Require that pathways* and road repair and construction projects do not contribute to localized flooding by concurrently constructing required drainage facilities and maintaining the same.
3. Require that the Old River Road pathway and road repair and construction projects do not contribute to localized flooding by concurrently constructing required drainage facilities and maintaining the same.
4. Require that septic and drainfields, fuel oil tanks, hazardous materials and other potential sources of pollution do not result in either ground or surface water contamination.
5. Ensure that public sanitary is made available to those properties that remain on septic tanks and drainfields to eliminate the potential for surface groundwater pollution and health hazard.”
6. Require that all development which could impact surface and groundwater resources comply with all applicable local, state and federal regulations to eliminate “downstream” impacts within the Glenmorrie Neighborhood.
7. Develop and implement measures to address the negative consequences of existing upstream development, including that within the neighborhood which results in runoff that cannot be accommodated by Glenmorrie’s existing surface water drainage system.
8. Where possible, ensure enforcement of City regulations and standards to:
 - a. Effectively addresses drainage and water quality problems within the neighborhood caused by existing upstream development; and

- b. Prevent new development, both upstream and within the neighborhood from contributing to existing problems or causing new ones.
9. Surface water detention and treatment facilities shall be attractive, unobtrusive and function properly so as to contribute aesthetically to the neighborhood.

RECOMMENDED ACTION MEASURES

- i. Request the immediate implementation of the sanitary sewer and surface water improvement projects within the Glenmorrie Neighborhood which are identified in the City’s Public Facility Plan (PFP)* and Capital Improvement Program (CIP)*.
- ii. Request that the City conduct a study to determine the best methods to address surface water management problems in the Glenmorrie Neighborhood and adjacent areas that affect the neighborhood.
- iii. Periodically survey the neighborhood residents to identify surface water management concerns and determine the extent of surface water management problems.
- iv. Encourage the Oregon Department of Transportation (ODOT) and the City of Lake Oswego to address existing drainage and erosion problems that result from State Highway 43 and City streets. Priority should be given to those problems that affect public safety and private property.



Chapin Way

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GOAL 10: HOUSING

Summary of Major Issues

The Glenmorrie Neighborhood is located at the southeast edge of Lake Oswego, on both sides of Highway 43 (Figure 1). It consists of approximately 142.87 acres and about 195 individual properties. The entire neighborhood is zoned low density, detached single-family residential (R-15: 15,000 sq. ft. minimum lot size).

As previously stated, there are four themes of neighborhood compatibility which the Glenmorrie Plan seeks to preserve and promote within the context of being consistent with the Lake Oswego Comprehensive Plan. These themes are repeated below.

Low Density, Detached Single Single-Family Residential Land Use Pattern

Glenmorrie consists of an exclusively low density, detached single-family residential land use pattern with large lots allowing for building setbacks which have been extensively landscaped. Many of the homes in the neighborhood are ranch style dwellings constructed in the 1950's through 1970's. The low vertical scale of much the built environment contrasts significantly with the abundance of mature trees, which impart a sense of spatial dominance. Visually, this makes the area's natural character seem dominant to the human-made environment. Within this context there is an obvious absence of the glare of streetlights and other major light sources and extensive paved areas.

Abundance of Natural Resources and the Sense of Privacy and Quiet

The extensive presence of natural resources, including the Willamette River and its Greenway, stream corridors and large areas of mature trees and other vegetation both native and non-native provides a tangible connection to nature. Many of the trees were in existence when the neighborhood was the estate of F.P. Morey at the turn of the 20th Century. Stream corridors, their ravines, associated tree groves and the topography provides buffering and screening between homes and a sense of enclosure essential to a feeling of privacy and quiet. The neighborhood's topography, stream corridors, and vegetation, buffers the neighborhood from adjoining land uses, gives it a human sense of scale and a quality.

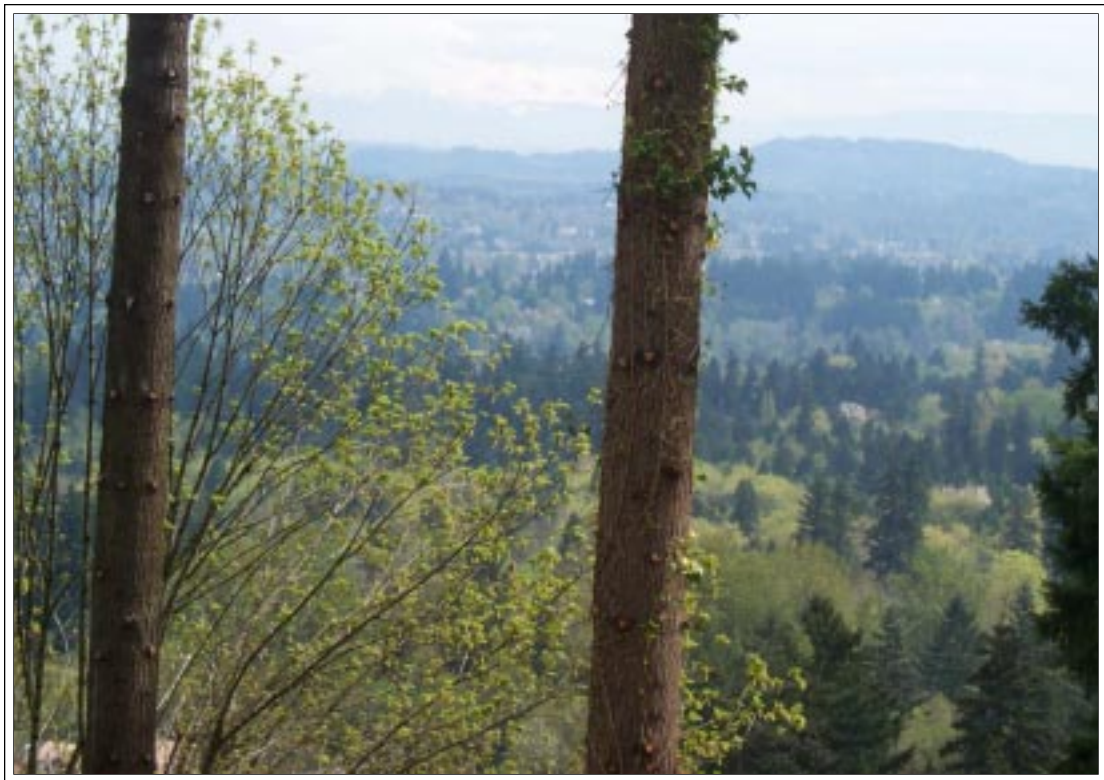
Narrow, Winding "Country Lane Streets"

Tree lined and narrow, "country lane" streets without sidewalks, curbs and gutters or other forms of urban storm drainage characterize the public realm of the street. These streets have very low traffic volumes and serve primarily neighborhood traffic. These streets, for the most part follow the neighborhood's general topography. The street system contributes to the neighborhood's sense of quiet and privacy. The street system discourages "cut-through" traffic because of its small scale and because it was not constructed in a grid pattern and accesses the arterial system via one or two streets such as Glenmorrie Drive and Cherry Lane.

A Sense of Spaciousness and Access to Views

The elevation of the neighborhood ranges from about 20 feet above sea level at the median low water line of the Willamette River to about 320 at the top of Glenmorrie Heights. The topography and low density of Glenmorrie provides the opportunity for residents to experience expansive views of the Willamette River, the Cascade Mountains and the closer-in natural landscape. Views are accessible to everyone, either from their own neighborhoods or as they travel the local street system. This contributes to a sense of spaciousness not present in many parts of the Portland Metropolitan Area.

As previously stated in the summary of issues for Goal 2: Land Use Planning, a primary focus of the Glenmorrie Neighborhood Plan is to assure the preservation of neighborhood quality and character. The primary means to accomplish this objective is to preserve the low density, detached single-family residential quality of the area.



View East From Green Bluff Drive

GOALS AND POLICIES

GOAL

1. Maintain the low density, detached single-family residential character of the Glenmorrie Neighborhood.



Glenmorrie Lane

POLICIES

1. Preserve the neighborhood’s “Country Lane/Estate” setting by:
 - a. Recognizing that the Glenmorrie Neighborhood is most appropriate for low-density, detached single-family residential uses because of its historic large-lot, single-family development pattern, topography, natural resources/constraints, locational characteristics, level of available public facilities and services;
 - b. Preserving existing open space, natural resources, wild life habitat and significant trees*, especially within street right-of-ways and on adjacent properties to provide tree-canopy and shade;
 - c. Ensuring the non-urban design character of local streets, including “skinny streets”* where warranted by traffic, safety and access concerns;
 - d. Protection of significant views and vistas, especially of the Willamette River; and
 - e. Maintaining homeowner’s sense of privacy and the natural buffers between properties.

2. Preserve the existing housing stock, and encourage the upgrade and remodeling of existing residential structures rather than demolition and new construction.
3. Utilize design compatibility standards to ensure that all, new residential development, and substantial remodeling projects, contribute to the design character of the neighborhood.
4. Preserve the low density, open space and natural resource characteristics along Glenmorrie Neighborhood’s boundaries by requiring:
 - a. The preservation and enhancement of the area’s existing designated stream corridors* , tree groves, and drainage ways essential for water quality, and
 - b. Installation and maintenance of buffering and screening measures such as trees and other vegetation.
5. Encourage those who propose to construct two-story and larger homes to meet with neighborhood residents prior to acquisition of building permits to promote:
 - a. Compatibility in building design and scale with the surrounding homes;
 - b. Tree preservation; and
 - c. Protection of neighbor’s existing views.
6. Prevent and abate nuisance situations* such as excess noise, abandoned or non-operational vehicles, dangerous buildings and the accumulation of refuse through enforcement of the nuisance provisions of the Lake Oswego Code (LOC 34.08).
7. Ensure that home occupations* do not conduct business activities, which cause adverse impacts such as outside storage, excessive traffic, and inappropriate hours of operation or noise.

RECOMMENDED ACTION MEASURES

- i. Encourage residents and others who store recreational vehicles and equipment, and non-operational automobiles in front yards to relocate them away from public view.
- ii. Strongly encourage voluntarily protection of the neighborhood’s mature tree canopy* and other significant trees* through property owner participation in a “Heritage Tree Program”*.

- iii. Develop design standards specific to Glenmorrie Neighborhood to ensure all new residential development, including secondary dwellings* and homes being substantially remodeled* contribute to the neighborhood’s positive design character which address issues such as:
 - a. Height, bulk, and lot coverage to ensure new residential development does not conflict with the predominant scale and design characteristics of the neighborhood;
 - b. Minimizing the impact of the automobile on the development site through residential design and development standards, which prescribe measures such as garage location, size of paved areas, driveway size and location, etc;
 - c. Appropriate setbacks, buffering and screening between existing and proposed development, and;
 - d. Preservation of existing mature canopy trees* and other significant trees* and landscape features* to the extent practicable.



Stonebridge Way



Glenmorrie Water Cooperative Pump House and Water Storage Facility

GOAL 11: PUBLIC FACILITIES AND SERVICES

Summary of Major Issues

The Glenmorrie Neighborhood Plan Steering Committee recognized that the City Comprehensive Plan contains numerous goals and policies, which are applicable to the neighborhood as well as to the community as a whole. However, it is important for the Neighborhood Plan to augment the City's Comprehensive Plan by addressing the Neighborhood Plan's specific conditions, needs and unique character regarding public facilities and services. It is also important to stress that this Plan chapter is intended to support several other policies in other parts of the plan that address public facility issues such as transportation, water quality and storm drainage.

The following goals and policies address police and fire protection, storm water and surface water management, delivery of domestic water, and private utilities. The common emphasis of this chapter and other parts of the Neighborhood Plan is to ensure that the Glenmorrie Neighborhood is provided with high quality, responsive and environmentally sound public facilities and services.

This chapter lists, and proposes implementation of specific projects derived from the City's Public Facility and Capital Improvement Plans. It also proposes other projects identified by the neighborhood. Most significant of these specific neighborhood projects are localized flooding problems caused by an inadequate surface water management system and the provision of sewer service to an area of the neighborhood currently not served.

It is important to stress that an integral part of Glenmorrie Neighborhood's identity is the Glenmorrie Water Cooperative. Even though most of the Glenmorrie Neighborhood is within the City of Lake Oswego, a special water co-op provides domestic water service. The Glenmorrie Water Cooperative has a long history dating back to April 1927 when the "Glenmorrie Cooperative Association" was chartered and took over the assets and assumed the liabilities of the defunct Glenmorrie Utilities Association. Since that time it has expanded its capability to meet the neighborhood's water demands for domestic use and fire protection.

The Cooperative draws water from wells, and has a storage capacity of 30,000 gallons. The water rights have been granted from the State of Oregon. The Cooperative has an interconnection to a twelve-inch City of Lake Oswego main line, capable of delivering 1,000 gallons per minute (g.p.m.) to the system. City water is delivered when water levels in the Glenmorrie storage reservoir drop below two feet. This makes it possible for water to be provided should the Glenmorrie source were interrupted. Especially important to the neighborhood is the ability to achieve adequate fire flows* at the Cooperative's 10 hydrants. There are seven additional fire hydrants in or adjacent to the neighborhood that are on the City's water system.

Recently, the Cooperative completed a major project to upgrade the size of water lines throughout the neighborhood to provide for greater fire protection. Fire flows*, of the existing hydrants, have been tested by the Lake Oswego Fire Department as delivering acceptable amounts of water between 1,000 g.p.m. and 1,500 g.p.m. Figure 5 shows the locations of the major elements of the Glenmorrie Water Cooperative including the storage reservoir, wells, city interconnection, and fire hydrants.

Water consumption data indicates that average water use has ranged from 30,000 gallons per day (g.p.d.) in 1994, 45,000 g.p.d. in 1995, and 43,000 in 1996. With the continued cooperation of the City of Lake Oswego, to provide for emergency situations the Cooperative will be able to meet the neighborhood’s domestic water and fire protection needs for the foreseeable future.

The only future project envisioned is replacement of a short section of leaky water line on Glenwood Court. Also, the Lake Oswego Fire Department feels that a few more fire hydrants would be beneficial to improve fire-fighting capabilities.

Almost the entire Glenmorrie Neighborhood is served by sanitary sewer except for several properties on Stone Bridge Way, which remain on septic tanks. The Glenmorrie Neighborhood is part of the Marylhurst Basin into which a substantial area north of the Neighborhood also drains. Effluent flows east and north down two interceptors to the Marylhurst pump station and then is routed via a pressure line in the George Rogers bike path to the Tryon Creek Treatment Plant. A pump station is located at the intersection of Glenmorrie Drive and Old River Road. Figure 6 illustrates the existing sewer interceptor system.

The Glenmorrie Neighborhood has significant problems with localized flooding and standing water during the wet weather months. This issue is also discussed in Chapter 6 of the Neighborhood Plan. As previously stated, these problems result from two factors. First, the entire neighborhood slopes from west to east towards the Willamette River and second, as the neighborhood developed, an inadequate surface water management system was developed. This has resulted in standing water and localized flooding problems both within the public right-of-way and on private property. Figure 7 shows where residents have identified localized drainage problems.

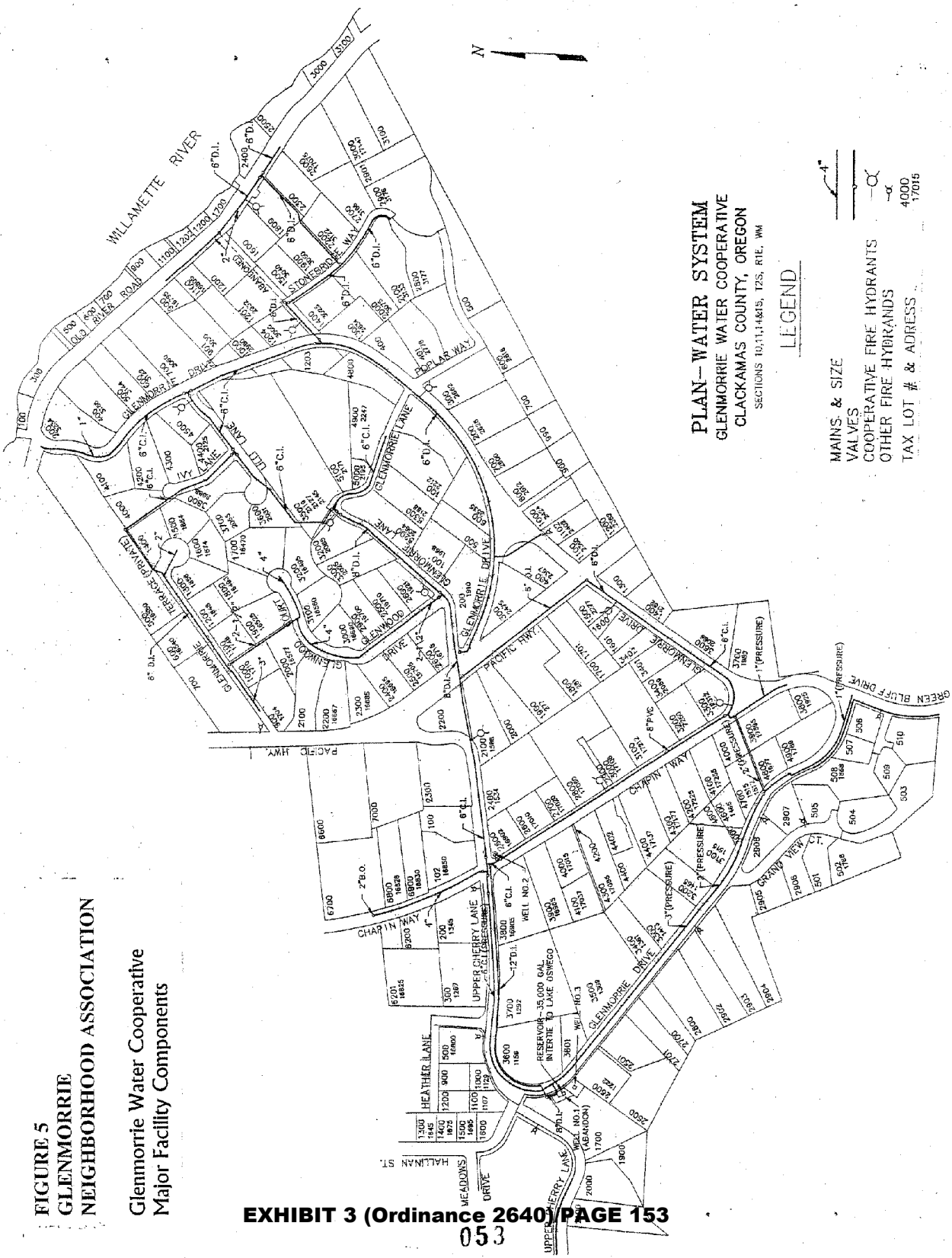
Surface water problems within the public right-of-way* and which also affect private property are typically the responsibility of the City or, in the case of Highway 43, the Oregon Department of Transportation (ODOT). Those drainage problems that occur on private property, that are not caused by a public action, such as from a street, are the responsibility of the affected property owners. However, the Glenmorrie Neighborhood Plan Steering Committee believes that more joint public and private management of surface water problems can go a long ways towards resolving the worst issues which, include proper local street drainage, maintenance of drainage channels and management of runoff from Highway 43.

**FIGURE 5
GLENMORRIE
NEIGHBORHOOD ASSOCIATION**

**Glenmorrie Water Cooperative
Major Facility Components**

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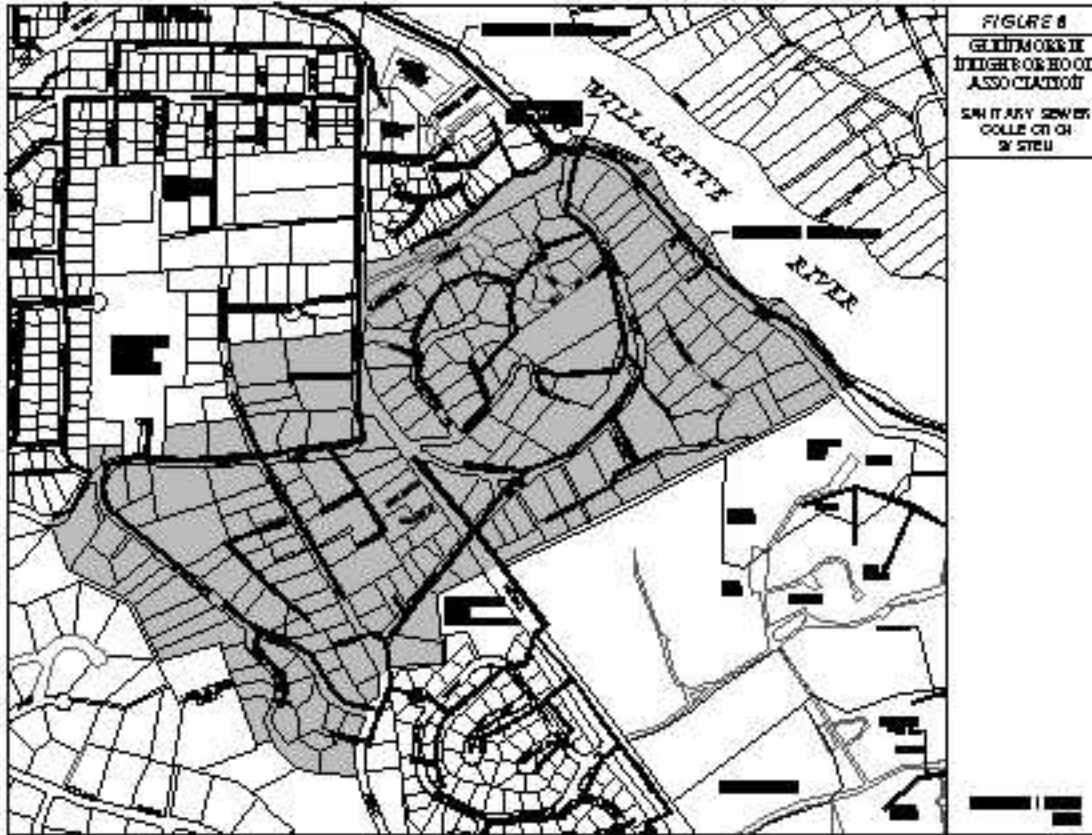
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**PLAN - WATER SYSTEM
GLENMORRIE WATER COOPERATIVE
CLACKAMAS COUNTY, OREGON**
SECTIONS 10,11,14&15, 12S, RTE. 9W

LEGEND

- MAINS & SIZE
- VALVES
- COOPERATIVE FIRE HYDRANTS
- OTHER FIRE HYDRANTS
- TAX LOT # & ADDRESS



GOALS AND POLICIES

GOAL - POLICE AND FIRE PROTECTION

1. Provide a high level* of police, fire protection and emergency preparedness services to the Glenmorrie Neighborhood.

POLICIES

1. Utilize law enforcement when necessary to:
 - a. Ensure safety on Glenmorrie’s streets, particularly Old River Road and Highway 43; and
 - b. Prevent trespass and illegal activities such as drug and alcohol consumption within the Willamette Greenway.
2. Ensure that Lake Oswego continues to be a partner with the Glenmorrie Water Cooperative to guarantee that adequate water is available to fight fires.

GOAL - STORM WATER AND SURFACE WATER MANAGEMENT

1. In the Glenmorrie Neighborhood, reduce, and where possible eliminate, flooding, soil erosion, standing water in the public right-of-way*, and water pollution associated with storm water runoff.

POLICY

1. Implement the drainage, pollutant reduction and stream rehabilitation projects identified in the Lake Oswego Public Facility Plan (PFP)*, Capital Improvement Plan (CIP), and other projects identified by the neighborhood (Figure 7), to address local drainage and water pollution issues.

GOAL - WATER DELIVERY AND FIRE FLOW REQUIREMENTS

1. Ensure that Glenmorrie properties have a reliable and adequate supply of high quality water to meet domestic consumption and adequate fire flow requirements.

POLICIES

1. Implement those improvements to the Glenmorrie Water Cooperative, necessary to ensure a reliable and adequate supply of water to the Neighborhood.
2. Ensure that future construction or repair of water transmission lines in the Glenmorrie Neighborhood minimizes the impact on developed property and utilizes the public right-of-way or existing easements whenever possible.
3. Continue the Glenmorrie / Lake Oswego agreement to maintain the interconnection between the two water systems and to have the Lake Oswego Fire Department periodically inspect and flow test* fire hydrants within the neighborhood.

GOAL - SANITARY SEWER

1. Ensure Glenmorrie residents receive environmentally safe and reliable sanitary sewer service.

POLICIES

1. Implement the sanitary sewer improvements identified in the Lake Oswego Public Facilities Plan (PFP) and Capital Improvements Program (CIP) necessary to ensure maintenance of a reliable and environmentally sound sanitary sewer system in the Glenmorrie Neighborhood.
2. Ensure that future construction of sanitary sewer lines in the Glenmorrie Neighborhood minimizes impact on developed property and utilizes the public right-of-way or existing easements whenever possible.

RECOMMENDED ACTION MEASURES

- i. Encourage the City of Lake Oswego to provide sanitary sewers to the unsewered properties on Stone Bridge Way.

GOAL - PRIVATE UTILITIES AND PUBLIC SCHOOLS

1. Ensure private utilities provide reliable, high quality service to the Glenmorrie neighborhood and that neighborhood families are assured of close-to-home* elementary and junior high educational opportunities for their children.

POLICIES

1. Require underground utilities, where practicable*, throughout the neighborhood as public improvements and any private developments are planned and implemented.
2. Enhance the reliability and quality of electrical and communication services to the neighborhood by working directly with utility companies, the City, and Public Utility Commission.

RECOMMENDED ACTION MEASURES

- i. Work with the City, school district, and the Oregon Department of Transportation to ensure safe access to area schools, through traffic management, traffic-controlled crosswalks, safe bus waiting areas and planning and implementation of logical school bus routes.
- ii. Encourage the Lake Oswego School District to accommodate students within their elementary school attendance boundaries to prevent Glenmorrie elementary students from being bused outside their district.
- iii. Work with utility providers to ensure that they have adequate emergency preparedness and response plans.

GLENMORRIE NEIGHBORHOOD PUBLIC FACILITY PROJECTS

The following public facility projects (Figure 8) are identified within the City’s 20-Year Public Facility Plan (PFP)* and five-year Capital Improvement Program (CIP). It should be noted that some projects are identified in one plan and not in the other. In addition, the Glenmorrie Neighborhood has identified specific projects, which it desires to see addressed. The funded CIP projects are priority projects, which are intended to be implemented over a five-year period. PFP projects, which have not been included in the CIP, are proposed to be implemented over a longer time frame – up to twenty years. Neighborhoods have an ongoing opportunity to influence the type and timing of public facility projects by participating in the CIP and PFP updates. Update of the CIP corresponds to the budget process either at one or two year intervals, and includes several opportunities for neighborhood involvement at public meetings and at Planning Commission and City Council public hearings.

The following projects are listed by their reference numbers in the City’s Public Facility Plan* Those projects that do not have reference numbers are identified in the Five Year Capital Improvement Plan and not in the PFP.

SANITARY SEWER

PFPP Project SS-37- Stone Bridge Way Sanitary Sewer Extension

This project would extend the eight-inch sanitary sewer line in Old River Road to several properties on Stone Bridge Way that are currently served by septic tanks and drainfields. This project would resolve problems that may arise if these individual systems fail. It should be noted that some neighborhood residents have complained of odor and potential surface and ground water contamination from drainfield/septic tank failures that may have already occurred. The Clackamas County Sanitarian’s Office has also expressed concern that untreated effluent may be pooling at ground level and also flowing through the subsurface down to Old River Road.

This project was originally identified in the City’s Public Facility Plan* as scheduled for 1998 and costing \$215,000. However it has yet to be implemented, and has not been scheduled within the Capital Improvement Plan. The funding source is identified as local property assessments (local improvement district). In excess of 50 percent of the affected property owners would have to agree to be assessed for the project and it would require subsequent City Council authorization. The reason it has not been scheduled within the Capital Improvement Plan is the uncertainty of the local assessment (L.I.D) funding option.

The neighborhood recommends that if this project is implemented, that pavement repair on Stonebridge Way occur concurrent with sewer line construction.

PFPP Projects SS-42 - Marylhurst Lift Station Upgrades

Upgrades to the Marylhurst lift station are intended to reduce maintenance costs and extend the life of the Marylhurst lift station. The project is proposed to replace existing pumps, valving controls and electrical systems; install cathodes to protect against rust, and undertake seismic protection measures.

The project is scheduled in the CIP for 1999 – 2000 and is estimated to cost \$42,000. The funding source is the City Sanitary Sewer Fund.

PFPP Project SS-05 – Marylhurst Basin Sewer Line Rehabilitation Projects

Citywide, there are a number of sanitary sewer line rehabilitation projects that will:

- Eliminate cross connections between sanitary sewers and the surface water system, and;
- Rehabilitate or replace entirely deteriorated sewer pipe and manholes.

Major objectives of work within the Glenmorrie Neighborhood are to contain sanitary sewage within the piped system and to substantially reduce the infiltration* of storm water. This will significantly reduce the need to construct new lines, ensure that the hydraulic capacity of the sewage system, including the treatment plant is not exceeded. Reducing infiltration and inflow* also helps maintain conformance with Department of Environmental Quality regulatory requirements.

The CIP has programmed \$123,000 to be spent within the Glenmorrie Neighborhood, including sewer lines on Old River Road. Much of the work will take place on existing manhole connections to repair leaking connections. These projects are scheduled for 1999 – 2000. The funding source is the City Sanitary Sewer Fund.

PFP Project SS-18 – Marylhurst Trunk Upgrades

This is a relatively small project that is scheduled several years in the future (2015). If needed it will upgrade the pipe size of a major sewer line where it connects to the pressure line interceptor* located in the George Rogers Park bike path. This project may be needed because flows upstream may increase as development increases. However, if planned infiltration and inflow* reductions are achieved it may not be needed. The City will continue to monitor the performance of the line and make this determination at some time in the future.

The estimated cost of the project is \$13,000 and the funding is source is the City Sanitary Sewer Fund.

STORM WATER AND SURFACE WATER MANAGEMENT

Localized Flooding and Standing Water in the Public Right-Of-Way

The Glenmorrie Neighborhood Plan Steering Committee, through a questionnaire, sent to neighborhood residents identified a number of localized flooding problems, which represent potential damage and safety problems and are inconvenient for neighborhood residents. These are also identified on Figure 7 and are summarized below.

1. There is standing water and erosion at the intersection of Glenmorrie Drive and Chapin Way.
2. At 1361 Glenmorrie Drive there is a “sinkhole” which overflows and runs downhill on the driveway access for 17033 and 17037 Chapin Way.
3. On Glenmorrie Drive at 2277, 2221, 2165 and 2111, residents have noted that water flows down onto their property every winter and ponds, and sometimes washes out yards.
4. At 16705 Glenwood Court there occurs standing water at the bottom of the driveway and in the area between this property and 16715 Glenwood Court.
5. On View Crest Lane, surface water often overflows the berm at the back of the adjoining property and flows uncontrolled downhill towards Highway 43.
6. The drainage ditch on Highway 43 in the vicinity of View Crest Lane and Green Acres Lane, is full of debris and water overflows the ditch onto the adjacent properties.

7. At 16695 Glenwood Court there is standing water during the wet season along the length of the back portion of the property which abuts Highway 43. Water flows under the road to a location at the northwest corner of the property, which is about 9 – 10 feet below the road’s crown. Standing water also occurs on the property about 50’ – 60’ east of its northwest corner.
8. Standing water occurs at the Sharp corner of Glenmorrie Lane within the vicinity of 2064 and 2127, 2145 Glenmorrie Lane.
9. Standing water occurs on 2025 and 2064 Glenmorrie Lane.
10. At 2212 Glenmorrie Lane water runoff has a “petroleum smell and there is a iridescent oily look to it after it rains. Also excessive water runs from the back of 2535 Glenmorrie Drive through 2212 Glenmorrie Lane.
11. Standing water occurs at the “cul-de-sac” at the end of Glenmorrie Terrace and soil erosion occurs on the adjoining property.
12. Standing water occurs in the vicinity of 3025 and 3132 Stone Bridge Way.
13. Standing water occurs on 16965 Chapin Way.
14. There is a significant drainage problem on Highway 43 between Cherry Lane and the east side of Highway 43 on the back side of Tax Lots 2100, 2200, and 2300, Tax Map 2 1E CC which front on Glenwood Court. Water sheets west to northeast from Cherry Lane and also runs along the asphalt berm on the east side of the Highway to a catch basin. This catch basin is drained further eastward by a line which daylight to a stream corridor. Surface water flows often exceed the capacity of the catch basin and its discharge pipe. This condition has resulted in undermining of the catch basin and erosion in the area. These excess flows have also resulted in the flooding of the house at 16685 Glenwood Court.
15. Culverts in the road side ditch on the west side of Highway 43, at the crossings of Green Acres Lane, View Crest Lane and Glenmorrie Drive are silted in. The drain line crossing Highway 43 at the southern boundary of the Neighborhood and the overall drainage system is inadequate. It discharges into a stream corridor that forms the southern boundary of the Glenmorrie Neighborhood and eventually drains into the Willamette River. Drainage problems are experienced by several neighborhood properties, which abut the stream corridor.

It should be noted that the drainage ditch along this portion of Highway 43 on the east side is excessively deep and has no shoulder. It poses a real danger to drivers and bicyclists.

Public facility projects identified by the neighborhood planning process are subject to the City’s policy of prioritization, funding and scheduling through the Capital Improvement Plan and Public Facility process. In the case of drainage problems identified by the neighborhood, the City will investigate and determine their magnitude and appropriate course of action.

CITYWIDE PROGRAMS POTENTIALLY APPLICABLE TO THE GLENMORRIE NEIGHBORHOOD

The following five surface water management programs are potentially applicable to the Glenmorrie Neighborhood and are all scheduled in the City’s Capital Improvement Plan.

CIP Project SWM - 1 - City Wide Stream Restoration Projects

The protected stream corridors* in the Glenmorrie Neighborhood are candidates for this program. It is intended to fund the design and construction of improvements to stream systems throughout the City. Potential projects include restoration of degraded stream corridors*; bank stabilization and restoration of native plant communities* to improve storm water detention capabilities and water quality.

This is an on-going program that is budgeted City-wide at \$460,000 for the next five years. Revenue sources include City Surface Water Management Revenue Bonds and the Surface Water Management Fund.

CIP Project SWM - 2 - Small Works Projects

Many of the above localized flooding and standing water problems within the public right-of-way are candidates for the CIP “Small Works” projects. These are minor projects, which are less than \$25,000 in cost and include construction of catch basins, manholes and short reaches of storm drainage pipe. These projects are typically constructed with larger utility projects or several smaller projects are constructed as part of one construction contract.

This on-going program is budgeted City-wide at \$350,000 for the next five years. The funding source is the City Surface Water Management Fund.

CIP Project SW - 9 - Citywide Drywell Improvements

This program designs and constructs drywell and infiltration trench systems in areas of the City that experience localized flooding and where gravity drainage systems are not feasible. The program is funded at \$190,000 for four years beginning in 2000 – 2001. The funding source is the City Surface Water Management Fund.

**FIGURE 7 LEGEND
LOCALIZED DRAINAGE PROBLEMS**

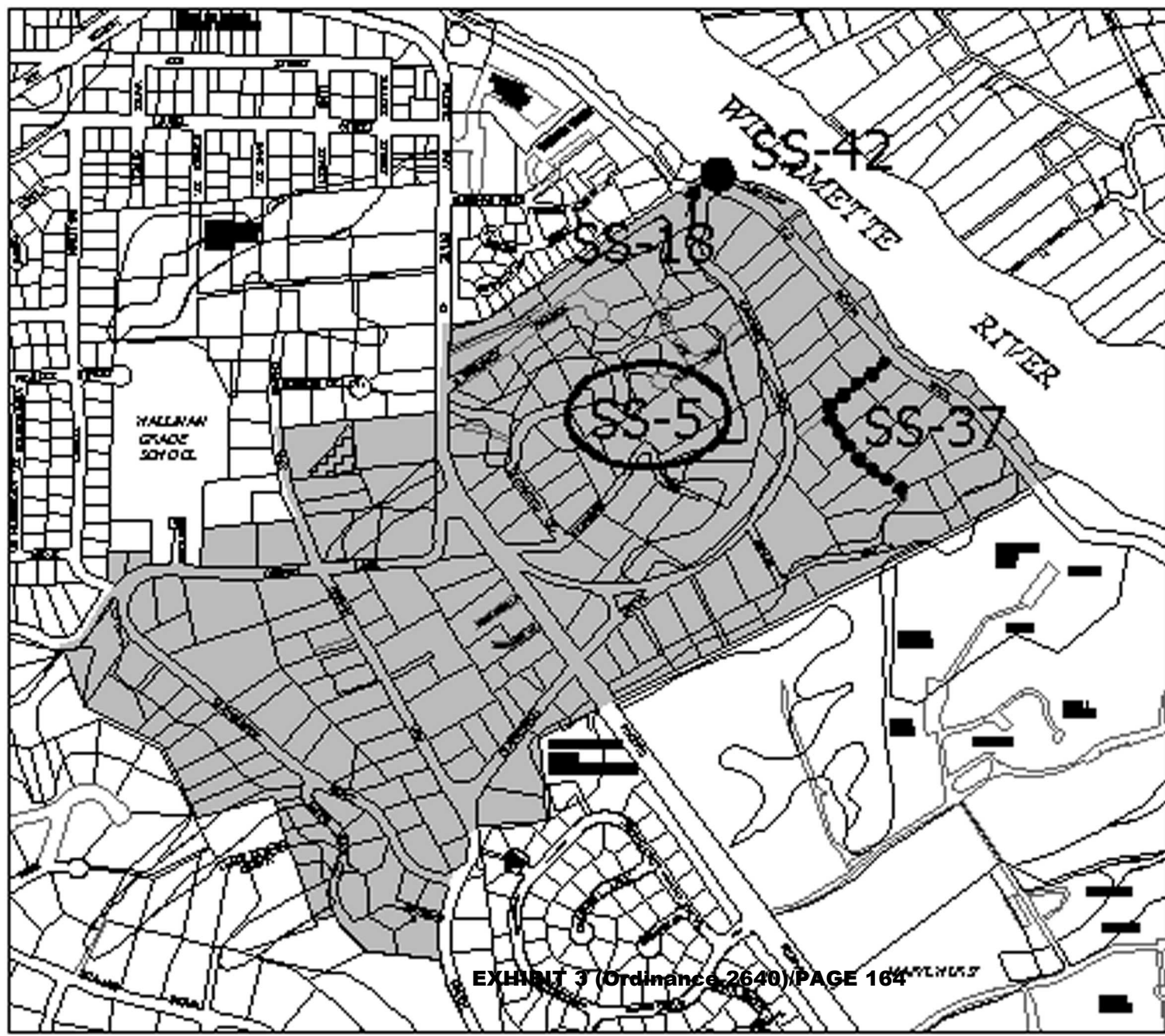
1. There is standing water and erosion at the intersection of Glenmorrie Drive and Chapin Way.
2. At 1361 Glenmorrie Drive there is a “sinkhole” which overflows and runs downhill on the driveway access for 17033 and 17037 Chapin Way.
3. On Glenmorrie Drive at 2277, 2221, 2165 and 2111, residents have noted that water flows down onto their property every winter and ponds, and sometimes washes out yards.
4. At 16705 Glenwood Court there occurs standing water at the bottom of the driveway and in the area between this property and 16715 Glenwood Court.
5. On View Crest Lane, surface water often overflows the berm at the back of the adjoining property and flows uncontrolled downhill towards Highway 43.
6. The drainage ditch on Highway 43, in the vicinity of View Crest Lane and Green Acres Lane, is full of debris and water overflows the ditch onto the adjacent properties.
7. At 16695 Glenwood Court there is standing water during the wet season along the length of the back portion of the property which abuts Highway 43. Water flows under the road to a location at the northwest corner of the property, which is about 9 – 10 feet below the road’s crown. Standing water also occurs on the property about 50’ – 60’ east of its north-west corner.
8. Standing water occurs at the sharp corner of Glenmorrie Lane within the vicinity of 2064 and 2127, 2145 Glenmorrie Lane.
9. Standing water occurs on 2025 and 2064 Glenmorrie Lane.
10. At 2212 Glenmorrie Lane water runoff has a “petroleum smell and there is a iridescent oily look to it after it rains. Also excessive water runs from the back of 2535 Glenmorrie Drive through 2212 Glenmorrie Lane.
11. Standing water occurs at the “cul-de-sac” at the end of Glenmorrie Terrace and soil erosion occurs on the adjoining property.
12. Standing water occurs in the vicinity of 3025 and 3132 Stone Bridge Way.
13. Standing water occurs on 16965 Chapin Way.
14. There is a significant drainage problem caused by inadequate drainage on Highway 43 between Cherry Lane and the east side of Highway 43 on the back side of Tax Lots 2100, 2200, and 2300, Tax Map 2 1E CC. Water sheets west to northeast from Cherry Lane and also runs along the asphalt berm on the east side of the Highway to a catch basin. This catch basin is drained further eastward by a line which daylight to a stream corridor. Surface water flows often exceed the capacity of the catch basin and its discharge pipe. This condition has resulted in undermining of the catch basin and erosion in the area. These excess flows have also resulted in the flooding of the house on 16685 Glenwood Court.
15. Culverts in the road side ditch on the west side of Highway 43 at the crossings of Green Acres Lane, View Crest Lane and Glenmorrie Drive are silted in. The drain line crossing Highway 43 at the southern boundary of the neighborhood and the overall drainage system is inadequate. It discharges into a stream corridor that forms the southern boundary of the Glenmorrie Neighborhood and eventually drains into the Willamette River. Drainage problems are experienced by several neighborhood properties, which abut the stream corridor. It should be noted that the drainage ditch along this portion of Highway 43 on the east side is excessively deep and has no shoulder. It poses a real danger to drivers and bicyclists.



FIGURE 7
 GLENWOOD HILL
 HIGHER OAKHOOD
 ASSOCIATION
 LOCALIZED
 DRAINAGE
 PROBLEMS

FIGURE 8
GLENMORRIS
NEIGHBORHOOD
ASSOCIATION

PUBLIC FACILITY
PLAN PROJECTS



GOAL 12: TRANSPORTATION

Summary of Major Issues

The transportation system within the Glenmorrie Neighborhood consists entirely of local residential streets except for State Highway 43, which bisects the neighborhood. These streets and Highway 43, a major regional arterial are integral to the character and quality of the neighborhood.

Especially important to the Glenmorrie Neighborhood is the management of cut-through traffic* and unsafe driving on Old River Road and Glenmorrie Drive. This is critical on Old River Road due to the large number of recreational walkers who must share the street with cars. Along the northwest boundary of the neighborhood, drivers also tend to cut-through on Cherry Lane to Hallinan Street and on to McVey Avenue to avoid back-ups that occur on Highway 43. This is a dangerous practice because of the difficulty of making northbound left turns from Highway 43 to Cherry Lane.

Highway 43 poses dangers to neighborhood residents and others which need to be addressed. The road is exceedingly difficult to cross, especially during peak travel times. Not only are drivers imperiled but so are school children walking, biking or riding the bus to Hallinan Elementary School. This situation also makes public transit use dangerous. The current bus stop is in an unsafe location because of the danger pedestrians are exposed to getting across the highway. The bike path on Highway 43 is also unsafe, because of the tendency of drivers to use it to pass on the right when cars are attempting to turn left onto Glenmorrie Drive and Cherry Lane. The curve by Cherry Lane has been the site of numerous accidents. These accidents are likely due to cars attempting to make the dangerous northbound left turn to Cherry Lane and being rear-ended and passing on the right. Between the period 1990 to mid 1999 a total of 25 reportable accidents involving 28 injuries occurred at this location and its general vicinity.

The neighborhood also has concerns that Highway 43 will become a greater barrier and its safety hazards get worse once the road widening required by the development of Mary's Woods is completed. In particular, it is feared that traffic speeds will increase and traffic conflicts will arise as the widened section of the Highway tapers back down to two lanes at the neighborhood's southern boundary.

There is a significant drainage problem on Highway 43 between Cherry Lane and the east side of Highway 43 on the back side of Tax Lots 2100, 2200, and 2300 of Tax Map 2 1E CC which front on Glenwood Court. Water sheets west to northeast from Cherry Lane and also runs along the asphalt berm on the east side of the Highway to a catch basin. This catch basin is drained further eastward by a line which daylight to a stream corridor. Surface water flows often exceed the capacity of the catch basin and its discharge pipe. This condition has resulted in undermining of the catch basin and erosion in the area. These excess flows have also resulted in repeated flooding of the house on 16685 Glenwood Court.

Culverts in the roadside ditch on the west side of Highway 43 at the crossings of Green Acres Lane, View Crest Lane and Glenmorrie Drive are silted in. The drain line crossing Highway 43 at the southern boundary of the neighborhood and the overall drainage system is inadequate. It discharges into a stream corridor that forms the southern boundary of the Glenmorrie Neighborhood and eventually drains into the Willamette River. Drainage problems are experienced by several neighborhood properties, which abut the stream corridor.

Within the Glenmorrie Neighborhood, there are no capacity related street construction projects currently identified by the Lake Oswego Five Year Capital Improvement Program (CIP) or within the Transportation Improvement Program (TIP) element of the City's current Transportation System Plan (TSP).

Two pathway construction projects are within the Glenmorrie Neighborhood. (Figure 9). One is identified within the current CIP and the other within the Public Facility Plan. These are the Old River Road and the Glenmorrie Drive multi-purpose pathways and are described below.

- Old River Road Pathway: This pathway was approved and funded by the City Council and connects George Rogers Park in Lake Oswego with West Linn's northerly city limits. The pathway is hard-surfaced, four to six feet in width and built on the east side of Old River Road for a distance of 4,800 feet. About 1,500 feet of the pathway is within the Glenmorrie Neighborhood. The pathway was built during the Summer of 2000.
- Glenmorrie Drive Pathway: This pathway is proposed along one side of Glenmorrie Drive beginning where the road intersects with Old River Road and the George Rogers Park bike path to Highway 43. It is scheduled within the 11-20 year time frame within the TSP's Transportation Improvement Program. The estimated cost is \$100,000 and the proposed funding sources are the City's Transportation System Development Charge (SDC) and other transportation related sources.

Both of the above pathways were studied extensively by a Council appointed ad-hoc citizen task force (Nov. 1998 - July 1999). The task force's report was mostly accepted by the City Council. However, the Council's decision regarding design of the Old River Road pathway, as described above, differed from that of the Task Force in several respects. The Old River Road Ad-Hoc Task Force had recommended a go-slow approach to building a pathway by:

- First, installing traffic management devices such as speed bumps and roadway pinch points to slow traffic and reduce the conflicts between pedestrians and the automobiles and to reduce the impacts on natural resources.

- Constructing a pathway only along the portion of Old River Road, outside the neighborhood, which fronts on the Sisters of the Holy Names, Christie School and Marylhurst University properties. Within the Glenmorrie Neighborhood the ad-hoc committee recommended to provide an improved graveled shoulder on the east side of the road to allow pedestrians to step off the road if necessary. This recommendation was made to reduce the aesthetic and environmental impacts of constructing a hard surface path on the neighborhood and the Willamette River Greenway.

The Task Force’s recommendation that the Glenmorrie pathway not be constructed was accepted. Copies of the Old River Road Report are available from the City of Lake Oswego Planning Department on the 3rd Floor of City Hall located at 380 “A” Avenue.

During the period of 1994-1998 Metro engaged in a process to identify the potential for a new Willamette River Crossing (bridge) in a travel shed* defined by the Ross Island Bridge and the I-205 Bridge in West Linn. Among several alternatives a bridge crossing south of the of the Glenmorrie Neighborhood was studied on property owned by the Sisters of the Holy Names. The alternative was rejected because, it did not provide for needed traffic relief in the travel shed; had significant negative environmental and neighborhood impacts and consequently had a very low benefit to the cost ratio.

In summary, the direction of the Goal 12: Transportation Chapter is to:

- Maintain the small-scale “country-lane” character of the neighborhood’s street system, and the privacy and quiet associated with low density detached residential development;
- Improve safety of all transportation modes*;
- Address access and other safety problems with Highway 43;
- Provide, safe and practicable pedestrian and bicycling opportunities, including the ability to cross Highway 43 safely; and
- Manage traffic to prevent speeding and to discourage cut-through traffic*

GOALS AND POLICES

GOALS

1. Ensure that the transportation system in the Glenmorrie Neighborhood is compatible with, and preserves the neighborhood’s character and positive qualities by:
 - a. Maintaining and enhancing the natural resources present in the neighborhood, such as stream corridors*, significant vegetation*, wildlife habitat and the Willamette River Greenway;
 - b. Maintaining or improving the safety of all transportation modes;
 - c. Maintaining the neighborhood’s aesthetic quality, and sense of privacy, safety and quiet, and;
 - d. Preserving the Willamette River Greenway in its natural state.
2. Reduce the safety hazard posed by Highway 43 to neighborhood residents and others.

POLICIES

1. Where appropriate, utilize traffic management devices* to prevent speeding, discourage cut-through traffic* and enhance pedestrian safety on Old River Road and Glenmorrie Drive and other local streets at risk of becoming routes for cut-through traffic.
2. Construct improvements on State Highway 43 and take other necessary safety actions to ensure road’s ability to function as a major transportation corridor and to prevent traffic diversion onto local residential streets.
3. Take action to ensure the ability to safely cross Highway 43 and to provide safe access to the roadway from Glenmorrie’s local streets.
4. Ensure the safety of Glenmorrie’s streets by maintaining low traffic volumes and slow speeds by preserving the narrow country lane character of the street system and using traffic management measures where necessary.
5. Ensure that Glenmorrie’s landowners are integrally involved from start to finish in the planning, design and implementation of transportation projects, such as pathways and make certain their concerns are addressed.

6. Maintain and improve access for neighborhood residents to public transit service on State Highway 43, especially by providing a safe means for pedestrians to reach the transit stop(s) and cross the road.
7. Maintain the small scale, “country lane” character of the neighborhood’s street system by:
 - a. Utilizing flexible design standards* to ensure pavement width and street design is appropriate for the function of the street and needs of the area served;
 - b. Using permeable surfaces, roadside ditches and bio-filtration methods* to convey and treat surface water runoff;
 - c. Preserving trees and other vegetation within the public right-of-way*; and
 - d. Maintaining the non-grid street pattern.
8. Preserve trees within the rights-of-way and on adjacent property, which provide tree canopy* and shade.
9. Give protection to pedestrians by providing adequate shoulder width to move out of the way of traffic, and of secondary importance to provide for on-street parking.
10. Ensure that the first use of undeveloped street right-of-way* is for future street trees, and pedestrians, and secondly for on-street parking and ensure it is not prevented from being utilized for these and other public uses by private encroachments such as landscape improvements, storage of vehicles, boats and trailers.
11. Ensure that the construction and repair of pathways* and roads does not contribute to localized flooding and erosion.
12. Vigorously oppose any Willamette River bridge crossing within the Glenmorrie Neighborhood or elsewhere in Lake Oswego.

RECOMMENDED ACTION MEASURES

- i. Identify and correct situations at intersections and on streets such as that which exists on Glenmorrie Terrace and Glenmorrie Lane as soon as they become apparent. These problems include poor street geometry and clear vision and turning radius restrictions, which pose traffic safety hazards and prevent safe access by emergency vehicles and school buses. Solutions may include street realignment, vegetation removal, installation of convex mirrors, and installation of stop bars.

- ii. Maintain traffic management devices* (speed bumps) on Old River Road and that portion of Glenmorrie Drive east of Highway 43 to enhance pedestrian and traffic safety and manage cut-through traffic*.
- iii. Encourage the City and the Glenmorrie Neighborhood Association to work together to determine the appropriateness of speed bumps or other traffic management devices* on neighborhood streets in addition to Old River Road and Glenmorrie Drive.
- iv. Work with the City to evaluate the possibility of lowering the speed limit on dead end streets and on Old River Road to 15 m.p.h. because of the extensive recreational use of the road by walkers, and bicyclists.
- v. Work with neighborhood residents, Hallinan School, Christie School and Montessori school to minimize traffic and parking impacts on neighborhood streets.
- vi. Work with the Oregon Department of Transportation (ODOT), Tri-Met and the City of Lake Oswego to develop a safe means to get pedestrians and bicyclists across Highway 43 such as a pedestrian stoplight and crosswalk.
- vii. Design and place neighborhood identification signage at major neighborhood intersections.
- viii. Where appropriate, allow alternative surface treatments such as gravel or other permeable, non-paved surfaces in the design for sidewalks, pathways and walkways*.
- ix. Identify and correct intersection sight distance* and geometry/alignment problems on Glenmorrie’s streets and install stop-bars where necessary to emphasize the requirement to stop such as at the intersection of Glenmorrie Lane and Glenmorrie Drive approaching Highway 43.
- x. Work with the City of Lake Oswego and ODOT to enhance roadside vegetation and implement other measures, such as new pavement materials to reduce noise on Highway 43. In this instance noise mitigation does not include concrete walls.
- xi. Work with the City of Lake Oswego and ODOT to resolve the following safety problems on Highway 43:
 - a. Unsafe crossing at Glenmorrie Lane for drivers, bicyclists, pedestrians and the school bus;
 - b. Drivers using the bike lanes to pass on the right;
 - c. Accidents, which happen on the curve by Glenmorrie Drive and Cherry Lane;

- d. Excessively deep roadside ditches with no shoulder separation from the pavement; and
 - e. Unsafe, turning movements onto and from Highway 43 at Glenmorrie Drive, Cherry Lane, View Crest Lane and Green Acres Lane.
- xii. Encourage the City of Lake Oswego to amend its Transportation System Plan to delete the proposed multi-purpose pathway on Glenmorrie Drive. A pathway is impractical because of:
- a. Inadequate width for new pavement due to proximity of steep banks associated with a protected stream corridor;
 - b. The number and location of driveways on the street; and
 - c. The presence of significant trees* and other vegetation, that would have to be removed to construct a pathway.

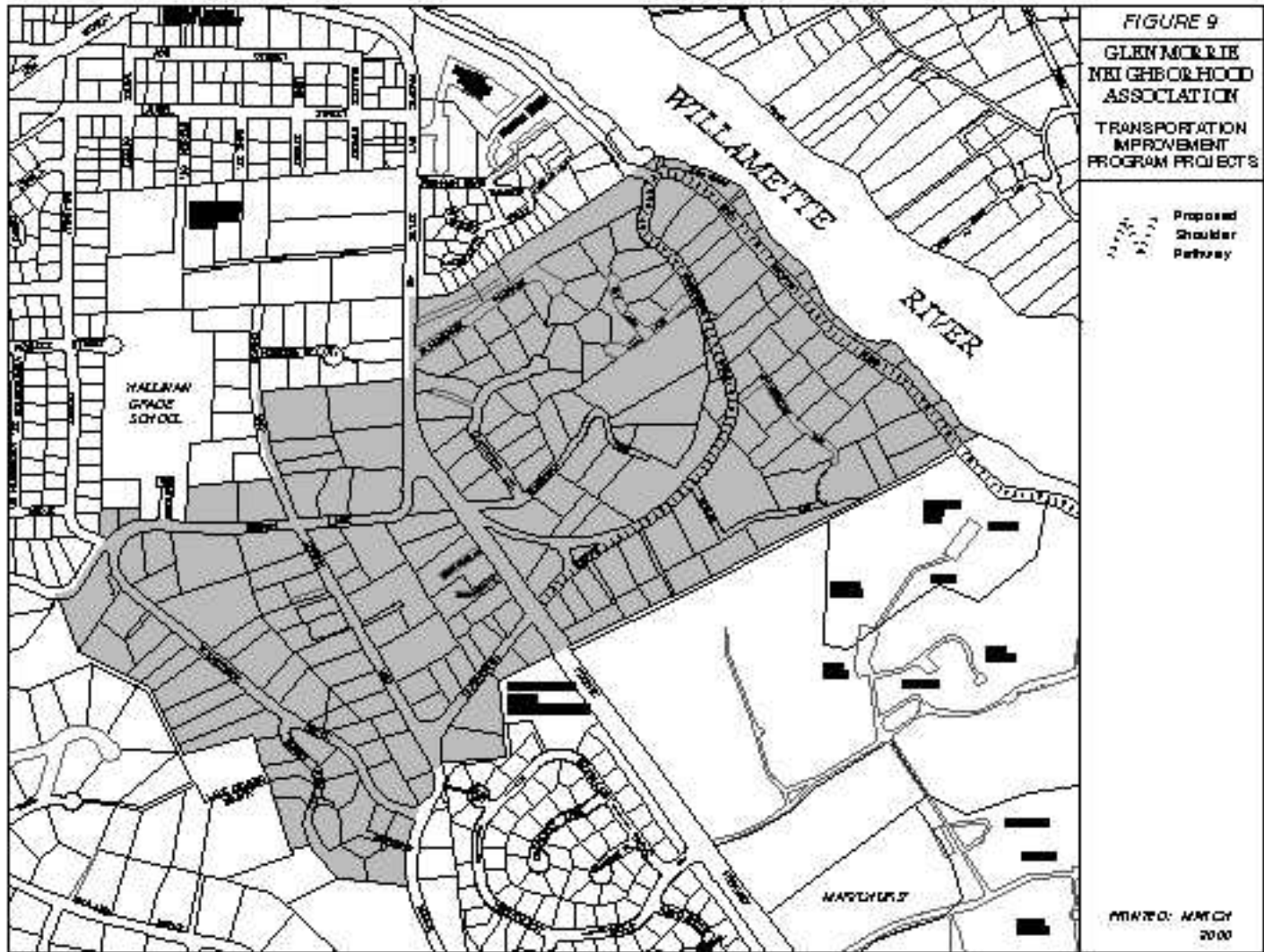


Walkers on Old River Road

- xiii. Discourage unauthorized, private improvements in the public street right-of-way and seek City enforcement of the Lake Oswego Municipal Code to remedy any problems posed by these actions such as:
 - a. Soil erosion and drainage problems;
 - b. Vehicle and equipment storage;
 - c. Through-way obstruction for pedestrians and bicyclists; and
 - d. Clear vision restrictions.



Highway 43 at Mid-morning



GOAL 15: WILLAMETTE RIVER GREENWAY

Summary of Major Issues

The Willamette River and its Greenway are among the most important defining natural features of the Glenmorrie Neighborhood. Glenmorrie borders the Willamette River continuously for approximately 2,000 feet (Figure 9). Within this area Old River Road provides access to abutting properties and also attracts a significant number of recreational walkers and bicyclists. The road itself runs for about 4,800 feet along the Willamette River from the George Rogers Park bike path connection to Old River Road to the West Linn City Limits, through Glenmorrie Neighborhood and property owned by the Sisters of the Holy Names and Marylhurst University.

Old River Road provides the recreational walker a means to directly enjoy the Willamette River Greenway. During good weather hundreds of joggers, walkers and cyclists use the road every week. When the Mary's Woods continuing care retirement center is built many more active elderly will walk on the road for recreation and exercise.

The public popularity of Old River Road and the City's interest in constructing a pathway within the road's right-of-way * presents several challenges to the neighborhood, including:

- Preservation of the area's sense of quiet and private character;
- Ensuring that private property is protected from trespass and the security of area residents is assured; and
- Preservation of the rural, non-urban character of the area and enhancement of the natural beauty and character of the Willamette River Greenway.

The neighborhood believes that it is possible to both accomplish these objectives, and safely accommodate those who enjoy walking on or along Old River Road, through careful management and cooperation by the City of Lake Oswego. This can be done by implementing the following goal, policies and recommended action measures.

GOALS AND POLICIES

GOAL

1. Preserve and enhance the scenic and natural resource values* of the Willamette River Greenway and its positive contribution to the natural beauty, peace and quiet of the Glenmorrie Neighborhood.

POLICIES

1. Protect and enhance the natural resource values and functions* of the Willamette River, its Greenway, and adjacent natural areas by:
 - a. Minimizing the amount of development, including impermeable surface (asphalt and concrete), retaining walls, grading and vegetation removal associated with improvements to accommodate automobiles, pedestrians and bicyclists on Old River Road;
 - b. Mitigating the impact of development through natural resource enhancement and restoration projects*;
 - c. Restoring wildlife habitat through restoration where possible of native vegetation; and
 - d. Environmentally sound bank stabilization.
2. Ensure future improvements and natural resource enhancement projects done in the Greenway and adjoining lands take into account the need to preserve views to the Willamette River for the enjoyment of Glenmorrie residents and those that walk and bike on Old River Road.
3. Protect trees and other native vegetation within the Greenway and where possible improve these resources through restoration projects*.
4. Ensure all development within the Greenway, including improvements within the Old River Road right-of-way* are consistent with all applicable regulations and standards including those pertaining to the Willamette River Greenway, water quality, flood plains, sensitive lands and tree-cutting.
5. Protect public and private property from vandalism and trespass and ensure public safety and the security of Glenmorrie residents.

RECOMMENDED ACTION MEASURES

- i. Install monument type entry signs at the Lake Oswego/West Linn City limits and the entrance to Old River Road from George Rogers Park to inform recreational walkers and bicyclists to be considerate of private property on both sides of the road.
- ii. Fix damaged and deteriorated guard rails and replace where possible with more aesthetic barriers consistent with the natural character of the area.

- iii. Develop and implement a law and regulation enforcement effort and public safety education program germane to the special conditions on Old River Road and the Willamette River Greenway to:
 - a. Minimize conflicts between vehicles, pedestrians, and bicyclists;
 - b. Prevent vandalism and trespass; and
 - c. Protect the safety and security of area residents.
- iv. Improve safety for those who use Old River Road by undertaking timely pavement repair and needed drainage improvements.
- v. Maintain the rural, natural quality of the Greenway and the country lane character of Old River Road by:
 - a. Minimizing the amount of development necessary to accommodate recreational walkers including new impervious surface, grading, retaining walls and tree removal;
 - b. Limiting the use of paint and signage to that needed for safety only;
 - c. Not installing streetlights or other forms of public outdoor lighting, and
 - d. Improving the appearance of the sewer pump station at the intersection of Glenmorrie and Old River Road consistent with the natural character of the Greenway.

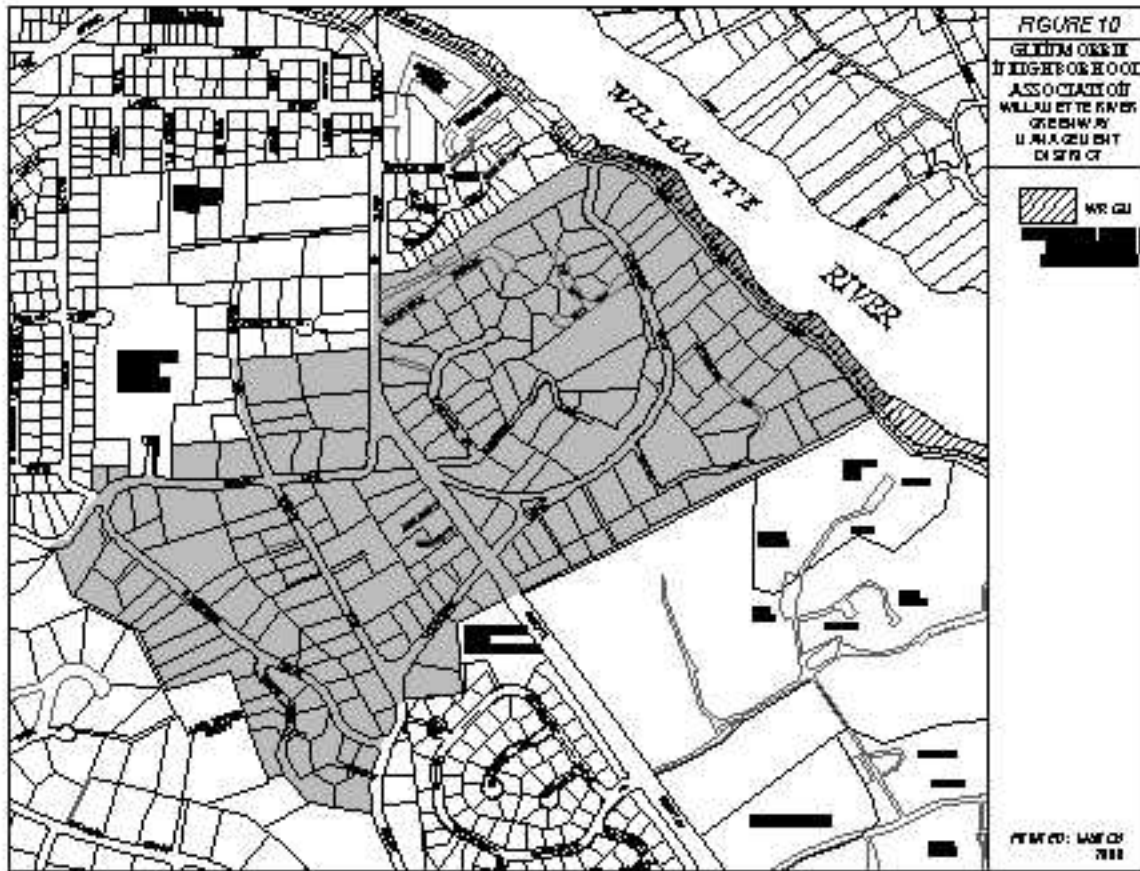


View of Willamette River From Old River Road

- vi. Encourage the City, State, Metro and other government agencies to work with Glenmorrie property owners, Marylhurst and the Sisters of the Holy Names to enhance the natural resource functions and values* of privately owned river front properties, especially in recognition of the endangered species of anadromous fish listing by the National Marine Fisheries.
- vii. The City should seek to minimize disturbance of established yards and landscaping when doing maintenance or improvements to Old River Road.
- viii. Enhance neighborhood security, prevent trespass and the destruction of Greenway resources by preventing unauthorized parking along Old River Road through installation of aesthetic barriers in those locations identified to be problems.
- ix. Judiciously utilize signage that is aesthetic and creative that states laws are enforced pertaining to trespass, blocking driveways, dumping garbage, etc.
- x. Involve both West Linn and Lake Oswego neighborhoods in an active program to promote driving safety on Old River Road and to report any unauthorized access to private property along the Greenway.



Willamette River Greenway - Old River Road



APPENDIX A

Terms and phrases which are marked by an asterisk* in the previous text are defined below:

Bio-filtration: Bio-filtration refers to practices, natural features and specially constructed facilities which use natural processes to remove sediments and other pollutants from surface water. For example, natural features such as vegetated swales, wetlands, stream corridors and permeable surfaces provide bio-filtration of surface water.

Reference(s): Goal 12, Policy 7

Capital Improvement Plan (CIP): The City of Lake Oswego's Capital Improvement Plan (CIP) is a five-year planning programming, and financing plan for protecting the City's investment in its infrastructure and for constructing new facilities to meet increased service demands. Every one or two years, Lake Oswego's CIP is updated and presents a prioritized schedule of major public improvements that will be implemented within a five year period and their possible sources of funding.

Reference(s): Plan Preface; Goal 6, RAM i; Goal 11, Summaries of Major Issues; Section IV, Sanitary Sewer, Policy 1.

Christie School Residential Treatment Facility: The Christie School is a non-profit organization which provides a secure living, learning and treatment environment for children who are severely emotionally handicapped. The Christie School is located adjacent to the Marylhurst Convent and borders Glenmorrie Neighborhood. Also, the Christie School operates a Group Care Home on Stone Bridge Way in the neighborhood.

Reference(s): Goal 1, Summary of Major Issues, Policies 2 and 3; Ram i.

Close-To-Home Educational Opportunities: This term, refers to the desire for Glenmorrie children, particularly of elementary and junior high school age, to not be transported to schools outside of the existing school attendance boundary, due to situations such as overcrowding, poor facility condition, budget decisions or other reasons.

Reference(s): Goal 11, Section V; Goal 1.

Conservation Easements: The granting of conservation easements is made possible by LOC Chapter 59 which establishes a process to encourage the voluntary retention and protection of the natural, scenic and open space values of the community by private property owners through donation or dedication of easements to the City or other non-profit or governmental organization whose purpose is to protect these resources.

Reference(s): Goal 5, RAM v.

Cut-Through Traffic: Cut-through traffic is through traffic or auto trips, which have neither trip end nor beginning within the neighborhood association boundary. Pursuant to Lake Oswego Comprehensive Plan, Goal 12, Sub-Goal 1, cut-through traffic is discouraged on residential streets and neighborhood collectors.

Reference(s): Goal 12, Summary of Major Issues, Policy 1, Ram ii.

Fire Flows (Adequate): A fire-hydrant and its service line is determined to deliver adequate flow to fight a residential fire if it can deliver a sustained flow of between 1,000 and 1,500 gallons per minute (g.p.m.).

Reference(s): Goal 11, Summary of Major Issues, Section 3, Goal 1.

Flow Test (Fire Hydrant): The Lake Oswego Department periodically “flow tests” hydrants by measuring their ability to deliver an acceptable amounts of water necessary to fight the type of fires that could strike the land uses within the general vicinity.

Reference(s): Goal 11, Section 3, Policy 4

Goal 5 ESEE Natural Resources Inventory: The Economic, Social, Environmental and Energy Analysis (ESEE) is defined by LOC 48.02.015 and is required pursuant to Statewide Planning Goal to regulate natural resources with the purpose of ensuring their protection. The purpose of the ESEE analysis is to balance the relative value of an inventoried natural resource against conflicting uses and thereby determine an appropriate level of protection through land use regulations. The ESSE Analysis forms the factual basis for the Lake Oswego Sensitive Lands Program (LOC Article 48.17) and was used initially to designate properties for protection. The City’s ESEE Analysis is available as the Lake Oswego Resource Areas Report and ESEE Analysis, dated April 1, 1997, as revised July 15, 1997.

Reference(s): Goal 5, Summary of Major Issues

Group Care Home: Group care homes are those where housing is provided for five or fewer, physically, mentally or socially handicapped persons. Consistent with state law, group care homes are allowed outright in all zoning districts where residential uses are allowed.

Reference(s): Goal 1, Policy 3; Goal 2, Summary of Major Issues

Heritage Tree Protection Program: The Heritage Tree refers to City Ordinance No. 2159 which is intended to recognize, foster appreciation of and provide for the voluntary protection of “Heritage Trees.” A Heritage Tree(s) is a tree or stand of trees of landmark importance due to age, size, species, horticultural quality or historic importance.

Reference(s): Goal 5, Policy 8, and RAM iii.

High level of police, fire protection and emergency preparedness services: For the purposes of the GMNP, this term is described as:

- a. The ability of the Lake Oswego Fire Department to reach the location of fire alarms within the City within eight minutes or less, and;
- b. The ability of the Police Department to reach the location of emergency calls for protection of life and property within a maximum time of five minutes.

Reference(s): Goal 11, Section 1, Goal 1

Home Occupations: Home occupations are defined by LOC 49.02.015 as a lawful use conducted in a residential zoning or on the premises of a dwelling unit, said use being secondary to the use of the dwelling for dwelling purposes. Home occupations are regulated by LOC 48.20.545, which states:

A home occupation may be conducted where allowed by other provisions of this chapter if the following conditions are continuously complied with:

- a. The use does not alter the residential character of the neighborhood nor infringe upon the right of residents in the vicinity to the peaceful enjoyment of the neighborhood.
- b. A current and valid business license is maintained.
- c. No employees other than family members who reside at the dwelling.
- d. No outside storage of goods or materials other than vegetation.
- e. No more than 25% of the dwelling is devoted to non-residential use. (Ord. No. 1851, Sec. 1; 11-16-82.)

Reference(s): Goal 10, Policy 7

Infiltration and Inflow (I&I): This term is used to describe extraneous components of wastewater flow. Infiltration occurs when groundwater leaks into the sanitary sewer through defects such as cracked or broken pipes, poor joints or dilapidated manholes. Inflow occurs when storm runoff flows directly into the sanitary sewer system at storm sewer cross connections, roof and foundation drains, catch basins and faulty or submerged manholes.

Reference(s): Goal 11, PFP Project Descriptions, SS-18 and SW-9.

Lake Oswego Neighborhood Association Coalition (LONAC): LONAC is an organization composed of representatives of the Lake Oswego’s Neighborhoods not chartered by the City which serves as a forum to discuss and represent the common interests of the community.

Reference(s): Goal 1, RAM iii.

Landscape Features: This term includes features such as, groves of trees, individual and significant trees, unique vegetation; historic sites, stream corridors and topographic features all which, either individually or together, lend uniqueness to the Glenmorrie Neighborhood.

Reference(s): Goal 10, RAM iv

Limited Water Storage (Glenmorrie Water Cooperative): This term refers to the relatively small storage capacity of the Cooperative’s reservoir (30,000 gallons). The small size of the reservoir would pose a problem for emergency fire-flow needs if an interconnection had not been made with a Lake Oswego 12 inch water line which can provide up to 1,000 g.p.m. if needed.

Reference(s): Goal 2, Policy 3

Mary’s Woods Continuing Care Retirement Center (CCRC): The Mary’s Wood’s CCRC is a major retirement / care center built on the property of the Sister’s of the Holy Names Convent. Ultimately, the project may include up to 700 units and range of supporting land uses.

Reference(s): Goal 1, Summary of Major Issues; Goal 12, Summary of Major Issues, Goal 15, Summary of Major Issues.

Metro Urban Growth Management Functional Plan: The purpose of the Metro Urban Growth Management Functional Plan is to implement the Regional Urban Growth Goals and Objectives including the Metro 2040 Growth Concept and the Regional Framework Plan. The Functional Plan is intended to serve as a guideline for local Comprehensive Plans consistent with ORS 268.390.

Reference(s): Goal 12, Summary of Major Issues; Goal 15, Summary of Major Issues

Native Plants and Plant Communities: The association of trees, shrubs, ground cover and aquatic plants that provide the opportunities for food, cover and nesting to sustain wildlife populations. Native plants or plant communities are those which are indigenous to the area. Within stream corridors these plant communities affect the hydrologic characteristics of a stream corridor, reduces runoff turbidity, provide shade which reduces thermal pollution, filters out nutrients carried by runoff, protects stream corridor soils and slopes from erosion, and provides habitat for fish, wildlife and aquatic organisms.

Reference(s): Goal 5, RAM iii

Natural Resource Functions and Values: Natural resource functions and values are defined in LOC 48.02.015 as the benefits provided by natural resources. The benefits may be physical, environmental, aesthetic, scenic, educational, or some other non-physical function or a combination of these. For example, the functions and values of a wetland can include its ability to provide storm water detention for “x” units of water draining “y” acres and its ability to provide food and shelter for “z” varieties of migrating waterfowl. In addition, an unusual native species of plant and

a natural resource area could be of educational, heritage or scientific value. Most natural resources have multiple functions and values. For example stream corridors, tree groves and wetlands share some or all of the following beneficial characteristics:

- a. Wildlife and plant habitat protection
- b. Protection of sensitive, threatened or endangered species
- c. Erosion control
- d. Flood and storm water storage
- e. Water quality enhancement
- f. Ground water recharge
- g. Open space, passive recreation, and visual enjoyment
- h. Cultural, social, educational and research values.

Goal 5, Policy 3; Goal 15, RAM vi.

Natural Surface Water Drainage System: This is the part of the surface water drainage, storage and retention system that does not consist of curbs, pipes and catch basins. It is comprised of open channels, swales, stream corridors and wetlands. Also, to a significant degree it consists of permeable surfaces which allows water to percolate into the soil.

Reference(s): Goal 6, Policy 1

Neighborhood Character: Neighborhood character is the composite of natural and built features, locational context and social characteristics which makes Glenmorrie Neighborhood unique within the larger context of Lake Oswego and the Portland metropolitan area. As used in the Neighborhood Plan, neighborhood character is what Glenmorrie residents hold valuable and wish to preserve and enhance.

There are four neighborhood character themes within the Plan. These are:

1. A low density, detached single family residential land use pattern;
2. Abundance of natural resources and the sense of privacy and quiet;
3. Narrow, winding “country lane” streets;
4. A sense of spaciousness and access to views.

Reference(s): Neighborhood Character Statement; Goal 10, Summary of Major Issues and Appendix B.

Nuisance Situations: Nuisances are broadly defined as anything which interferes with, annoys or disturbs the free use of one’s property or which renders its ordinary use or physical occupation uncomfortable. This definition extends to everything that endangers life or health, gives offense to the senses, violates the laws of decency, or obstructs the reasonable and comfortable use of property. Nuisances also refer to wrongs arising from an unreasonable or unlawful use of property to the discomfort, annoyance, inconvenience or damage of another. This usually involves continuous or recurrent acts.

A public nuisance is further defined by LOC 34.08.400 as:

- a. Any condition or use of property, which causes or tends to cause detriment or injury to the public health, safety, welfare;
- b. Any condition specified in LOC 34.10.500 to 34.12.600; or
- c. A condition defined as a nuisance by any Lake Oswego Code provision. (Ord. No 1856, Sec. 1; 12-28-82.)

Reference(s): Goal 5, Policy 6

Pathways, Walkways, and Sidewalks: Walkways are defined as paved or graveled pedestrian ways within the public right-of-way usually at the same grade with an adjacent street. Pathways may be also separated from the street by an intervening landscaped strip. Pathways are multi-purpose-paved areas intended to accommodate both pedestrians and bicyclists. They may be also adjacent and at the same grade as the street or separated by a landscaped strip. Pathways and walkways are, contrasted to urban sidewalks, which are typically constructed in conjunction with curbs, gutters and a piped storm drainage system.

Reference(s): Character statement; Goal 6, Policy 2; Goal 12, Summary of Major Issues and RAM ix.

Pre-application Neighborhood Meetings: This term refers to LOC 49.36.705, which requires neighborhood contact by a person proposing a land use action for certain land use applications. The LOC requires that prior to submittal of an application for a partition, subdivision or a major development, the applicant shall contact and discuss the proposed development with any affected neighborhood as provided in this section. The Planning Director may require neighborhood contact pursuant to this Section prior to the filing of an application for any other development permit if the Director deems neighborhood contact to be beneficial.

The purpose of neighborhood contact is to identify potential issues or conflicts regarding a proposed application so that they may be addressed prior to filing of an application. This contact is intended to result in a better application and to expedite and lessen the expense of the review process by avoiding needless delays, appeals, remands or denials. The City expects an applicant to take the reasonable concerns and recommendations of the neighborhood into consideration when preparing an application. The City expects the neighborhood association to work with the applicant to provide such input.

Reference(s): Goal 1, Policy 4

Preserve Views: It is the intent of the Glenmorrie Plan to encourage and where possible prevent new development from obstructing important neighborhood views through review of site design; regulation of building mass and heights; and the planting of new ornamental vegetation, especially hedges.

The neighborhood Plan does not intend that the desire for view protection to result in the removal of existing vegetation or to prevent the management or enhancement of the area’s natural resources, including native and nonnative trees, stream corridors, Willamette River and other riparian areas.

Reference(s): Goal 5, Policy 11, RAM xii

Public Facility Plan (PFP): The City’s PFP identifies the major facilities and capacity improvements to city infrastructure that are necessary to support land uses allowed by the Comprehensive Plan. These facilities include water, sanitary sewer, storm drainage and surface water management, and major transportation improvements. The PFP is used in conjunction with the CIP as described above to coordinate, program and phase public facility funding decisions.

PFPs are required by Statewide Planning Goal 11, Public Facilities and Services for all cities with populations greater than 2,500 to ensure that cities plan and develop timely, orderly and efficient arrangements of public facilities and services to serve as the basis of urban development.

Reference(s): Plan Preface; Goal 1, Policies 1 and 2, Goal 6, RAM I, Goals 11 and 12, Summaries of Major Issues

Restoration / Enhancement Projects (Natural Resources): Natural resource restoration/enhancement projects are efforts to re-establish the functions and values of degraded natural resources through human effort.

Riparian / Water Quality Resources: These are resources associated with water bodies such as wetlands, stream corridors, and the Willamette River and are dependent on access to water. Riparian areas are transitional between aquatic and upland zones, and as such contain elements of both aquatic and terrestrial ecosystems. Riparian resources are valuable to water quality by stabilizing banks and channels and also serving as a buffer between bodies of water and surface water runoff by thus filtering sediments and other pollutants.

Reference(s): Goal 5, Summary of Major Issues

Secondary Dwellings: A secondary dwelling unit, attached or separate, may be located on a lot already containing a dwelling unit which complies with LOC 48.20.547 [LOC 48.02.015]. These standards are as follows:

A secondary dwelling unit may be allowed in conjunction with a single-family dwelling by conversion of existing space, by means of an addition, or as an accessory structure on the same lot with an existing dwelling, when the following conditions are met:

- a. The site is large enough to allow one off-street parking space for the secondary unit in addition to the required parking for the primary dwelling.
- b. Public services are to serve both dwelling units.
- c. The number of occupants is limited to no more than two persons in the secondary unit.
- d. The unit does not exceed one bedroom and an area of 800 square feet, or a total FAR of 0.4 for all buildings. No more than one additional unit is allowed.
- e. The unit is in conformance with the site development requirements of the underlying zone and LOC Chapter 45.
- f. The following minimum area standards shall be met: a) 1 person - 250 square feet; b) 2 persons - 500 square feet
- g. One unit shall be occupied by the property owner.

Reference(s): Goal 10, Ram iv.

Sewer Pressure Line: This is a sewer line that is pressurized by a pump which conveys sewage under pressure. Sewer pressure lines are most often used where there is inadequate grade to allow wastewater to flow by gravity to the treatment facility or main interceptor. The sewer line along the George Rogers Park bike path is a pressure line.

Reference(s): Goal 11, Summary of Major Issues

Sight Distance Problems (pertains to streets): Sight distance problems occur when vegetation or other materials obstruct the view of drivers, pedestrians or bicyclists at street intersections.

Reference(s): Goal 12, Ram x.

Significant Trees and other Landscape Features: Significant trees in the Glenmorrie Neighborhood are those evergreen trees 30 feet and taller and deciduous trees with a diameter of 10” or greater and a height of 30 feet or more. This term is also used in the context of “significant historic trees” and significant vegetation. For the purposes of implementing the Glenmorrie Plan historic trees are those which are fifty or more years old. Significant vegetation is that which by virtue of its uniqueness, mass, size or scale provides:

- a. Buffering, screening, and lends a sense of dimension to the neighborhood especially the streetscape;
- b. Food, cover and nesting habitat for wildlife;
- c. Occurs in conjunction with significant stream corridors, wetlands, tree groves and the Willamette River Greenway, and
- d. Focal point of horticultural interest.

Reference(s): Goal 5, Policies 7 and 9; Goal 10, Policy 1, RAMs iii and iv; Goal 12, RAM xiii.

Skinny Streets: In the context of the GNP “skinny streets” are those which are developed to a minimum driving width necessary to provide required access to adjacent residential land uses and to allow for emergency vehicle access. In some instances this may allow for the construction of “queuing” streets which are intended for two-way traffic, but are comprised of a single traffic lane and a parking lane on one or both sides of the street. When two vehicles meet, one of the vehicles must yield by pulling over into a vacant segment of the adjacent parking lane.

Reference(s): Goal 10, Policy 1

Stream Corridors: A stream corridor is an area of land that includes a stream and a set of natural features generally associated with the stream. These natural features include, stream channels, flood plains, wetlands, riparian vegetation, associated vegetation, steep slopes, and habitat features [LOC 48.02.015]. A stream corridor generally includes the following, which are further defined by LOC 48.02.015:

Reference(s): Neighborhood Character Statement; Goal 2, Policy 9; Goal 5, Summary of Major Issues, Goal, Policies 1, 2, 3, 12 and RAMS iii, and vii; Goal 6, Summary of Major Issues, Policy 6; Goal 11, CIP Project SWM-1; Goal 12, Summary of Major Issues, Goal 1, RAM 13.

Street Right-of-Way: A street right-of-way consists of publicly owned land on which there exists, or on which it is intended to construct, a public street and other public transportation improvements. Throughout the Neighborhood Plan the terms “street right-of-way”, “road right-

of-way”, and “public-right-way” are used interchangeably and have the same meaning. Within this context, the term undeveloped right-of-way means that portion of the right-of-way on which there is no public improvements such as road surface, sidewalks, pathways, drainage facilities

Reference(s): Goal 5, Policy 9, RAM i and ix; Goal 11, Summary of Major Issues, Section 2, Goal 1, Policy 2; Section 3, Policy 2; Goal 12, Summary of Major Issues, Policies 7, 8 and RAMs xii, xiv; Goal 15, Summary of Major Issues, Policy 4.

Substantially Remodeled: Exterior renovation or expansion of an existing residence that results in, a) an increase in the existing building foot-print of 10% or more; b) an increase or decrease in building height of 10% or more feet, and c) the construction of any new accessory structure which requires a building permit.

Reference(s): Goal 10, RAM iv.

Storm Drainage and Water Quality Management Measures: “Storm drainage and water quality management measures” are structural and non-structural practices associated with new development or any significant disturbance of soil necessary to:

- a. Maintain surface water quality by preventing measurable erosion or otherwise limit soil erosion and sediment transport to less than one (1) ton per acre per year;
- b. Control other pollutants from entering the surface water system, and;
- c. Control the quantity and duration of storm water discharged into the surface water system following major storm events.

Regulations and standards for erosion control are addressed by LODS 52.02.010. Lake Oswego Drainage Standards are addressed by LODS 11.005 and 12.005 for Major and Minor Development.

Reference(s): Goal 6, Policy 4

Traffic Management Devices: Traffic management devices are defined as apparatus installed or constructed to regulate the flow of traffic not subject to the standards of the MUTCD, including speed humps, curb extensions, traffic circles, traffic diverters and street closures [LOC 32.02.10].

Reference(s): Goal 12, Policy 1 and RAMs ii, iii.

Transportation Modes: This term refers to the full range of ways that people are capable of traveling from one place to another. The options readily available to Glenmorrie residents include walking, biking, bus and automobile.

Reference(s): Goal 12, Summary of Major Issues and Goal 1

Travel Shed: A travel shed is a term used in transportation planning that describes a large geographic area, that within which trips are generated that have discernible and cumulative impacts on specific facilities such as bridges and major streets or highways.

Reference(s): Goal 12, Summary of Major Issues.

Tree Canopy: In the context of the Glenmorrie Neighborhood Plan, the tree canopy is the three-dimensional aesthetic quality imparted to the neighborhood by the existence of large numbers of existing large trees whose crowns may or may not interweave. The Glenmorrie Neighborhood tree canopy is one of the predominant natural features common to the neighborhood, whose preservation and enhancement is essential to the neighborhood’s identity. The tree canopy may or may not have an associated understory.

Reference(s): Goal 5, Policy 6; Goal 12, Policy 8 and RAM iii.

Tree Grove(s): A tree grove is defined by LOC 48.02.015 and is a stand of three or more trees (of the same species or a mixture) which form a visual and biological unit, including the area between the forest floor and the canopy, including skyline trees, and including any understory vegetation existing within the canopied area. A stand of trees must be at least 15’ in height and must have a contiguous crown width of at least 120 feet to qualify as a tree grove.

- a. Associated Tree Grove: A tree grove that is contiguous with the boundaries of a designated stream corridor or wetland and contributes to the resource value of the riparian area by extending and operating in conjunction with the habitat of the riparian area and providing flood control and water quality enhancement. Such tree groves are located within the buffer areas of a wetland or stream corridor but may extend beyond the buffer.
- b. Isolated Tree Grove: A grove of trees that is not associated with a stream corridor or wetland as described as above.
- c. Upland (or upland forests): The non-riparian portions of tree groves lying outside of stream corridor.

Reference(s): Neighborhood Character Statement; Goal 2, Policy 9; Goal 5, Goal 1, Policies 1, 3, 6, 12 and RAM ii, vii.

Water Quality Benefits: Water quality benefits are derived when action is taken to remove sediments and other pollution from surface or ground waters. Also, natural conditions and resources such as stream buffers and healthy riparian areas provide water quality benefits by filtering pollutants and preventing erosion.

Reference(s): Goal 6, Policy 4

Water Quality Management Measures: These are actions which are taken to improve water quality such as restoration of stream corridors, construction of water detention facilities and use of effective erosion control measures.

Reference(s): Goal 5, Policy 4

Wetland(s): A wetland is defined by LOC 48.02.015 and is an area that is inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and under normal circumstances does support, a prevalence of vegetation typically adapted for life in saturated soil conditions, commonly known as hydrophytic vegetation. Wetlands generally include but are not limited to swamps, marshes, bogs, and similar areas. An Isolated Wetland: A wetland that is not linked or connected to an adjacent stream corridor, wetland or tree grove, or other wooded area.

Reference(s): Goal 2, Policy 9, Goal 5, RAM vii

Where Practicable: This term refers to a test of reasonableness and practicality when applying a condition of development approval or seeking to implement a specific plan goal, policy or recommended action measure. Factors to be considered include the cost and effort required to accomplish the desired end in relationship to the scale of development and whether the desired end is realistic in relationship to the resources available.

APPENDIX B

LAKE OSWEGO COMPREHENSIVE PLAN GOAL AND POLICY REFERENCES TO NEIGHBORHOOD CHARACTER AND COMPATIBILITY

Goal 2: Land Use Planning, Section 1, Policies, 4 (b), 5(b[i.]), 18

4. Require land use regulations to:
 - b. Promote compatibility between development and existing and desired neighborhood character;
5. Maintain residential neighborhoods at existing zone and plan density designations, except where:
 - b. In areas where applicable and adopted neighborhood plans allow consideration of zone and plan amendments to higher density designations based on:
 - i. Locational criteria and design and development standards to ensure compatibility with existing and **desired neighborhood character** and;
18. Develop and adopt specific Neighborhood Plans and implementing measures consistent with the Comprehensive Plan as the means to **enhance neighborhood livability and achieve desired neighborhood character**. A Neighborhood Association may request the Planning Commission and City Council to initiate Neighborhood Plan Map and text amendments at any time, without fee, upon finding that the proposed changes are in the public's interest and consistent with the Comprehensive Plan.

Goal 6: Air, Water and Land Resource Quality, Section 1: Air Resource Quality, Policy 5

5. Encourage land use patterns, which while reducing dependency on the automobile are also **compatible with existing neighborhoods**.

Goal 8: Parks and Recreation, Policy 8(a)

8. Develop Parks that:
 - a. Are **compatible with adjacent land uses** by using setbacks and effective buffering and screening to minimize impacts of intensive uses such as traffic, parking, bright lights, and noise;

Goal 9: Economic Development, Policies 2(a), 3(c), 5

2. Maintain the boundaries of existing commercial and industrial areas which border residential neighborhoods existing at the time of this policy’s adoption, except where adopted and applicable Neighborhood Plans allow consideration of zone and plan amendments to commercial or industrial designations based on:
 - a. Locational criteria and design and development standards to ensure compatibility with desired neighborhood character, and;
3. Require new commercial and industrial development to:
 - c. Comply with design and aesthetic standards to ensure compatibility with surrounding land uses and Lake Oswego’s overall community character.
5. Allow home occupations* subject to regulations that ensure compatibility with the surrounding residential neighbors.

Goal 10: Housing, Policy 2

2. Require design review to determine the actual number of units permitted on a development site through an inventory of site conditions which demonstrates how proposed development is compatible with the site, surrounding uses, other Plan policies, and capacity of public facilities.

Goal 12: Transportation, Sub-Goal 3, Neighborhood Collectors and Local Residential Streets, Policies 4 (a) and 5(a,b)

4. The City shall utilize flexible design criteria and construction standards for local residential street and neighborhood collector improvement projects. Design criteria shall be consistent with the adopted neighborhood plan. In particular these standards shall promote:
 - a. Street development which is compatible with the physical and social characteristics of each neighborhood to promote neighborhood identity and beauty.
5. The City shall ensure that new development which will use new and existing neighborhood collectors and local residential streets is compatible with these street’s function and character. Development approval of new land uses shall ensure that:
 - a. The quiet residential quality of neighborhood streets is fostered and maintained; and,

- b. Street improvements required to serve new land uses are designed in accordance with the adopted neighborhood plan and to the minimum necessary scale.



Glenmorrie Lane

APPENDIX C

NEIGHBORHOOD PLAN REFERENCES TO THE LAKE OSWEGO CODE

- LOC Chapter 48, Lake Oswego Zoning Code
- LOC Chapter 49, Lake Oswego Development Code
- LODS Chapter 17, Flood Plain Management Standard
- LOC Chapter 55, Tree Code
- LOC Chapter 38, Nuisances
- LOC Chapter 59, Conservation Easements
- LODS Chapter 52, Drainage Standard
- LOC Chapter 32, Streets and Sidewalks

**Lake Forest Neighborhood Plan
Lake Oswego City Council Adopted Version - March 5, 2002**

**NEIGHBORHOOD PLAN FORMAT - DEFINITIONS AND OBLIGATIONS
OF GOALS, POLICIES AND RECOMMENDED ACTION MEASURES**

Goals, policies and recommended action measures identify the intent of the City to accomplish certain results. The different types of plan statements vary in specificity. Usually, goals are the most general, and policies and recommended action measures are the most specific. The City's and County's obligations under these statements vary according to the type of statement.

The goals and policies are intended to relate to one another. The goals are followed by supportive policies. The goals and policies in turn are supported by recommended action measures. However, each plan statement can stand alone, either as a goal or policy which are obligations the City and County wish to assume, or as a recommended action measure which is a recommendation to achieve a desired end but does not signify an obligation.

The City and County Comprehensive Plans are the general guide in matters relating to land use. However, a number of other factors should be recognized:

1. The Plans are not the only documents, which establish City and County policies and planning activities. For example, the City must conform to the Municipal Code, state and federal regulations, and intergovernmental agreements. To the extent possible, these requirements are referenced in the Comprehensive Plan.
2. If a project or process is not addressed by the Plan statements, the City or County may still take appropriate action to address it. However, if necessary, the Plan should be amended in this circumstance.
3. Although the goals and policies do not specifically address disaster situations (washed out roads, fire, broken utility lines, etc.), the City and County responsibilities in areas of safety and public health may occasionally require emergency actions which would otherwise require adherence to specific permit requirements and findings of plan compliance.

I. GOAL

Definition - A general statement indicating a desired end or the direction the City and County will follow to achieve that end.

Obligation - The City and County cannot take action which violates a goal statement unless:

1. Action is being taken which clearly supports another goal.
2. There are findings indicating the goal being supported takes precedence (in the particular case) over another.

II. POLICY

Definition - A statement identifying the City and County positions and a definitive course of action. Policies are more specific than goals. They often identify the City and County position in regard to implementing goals. However, they are not the only actions that can be taken to accomplish goals.

Obligation - Relevant policy statements must be followed when amending the City and County Comprehensive Plans, or developing other plans or ordinances which affect land use such as public facility plans, and zoning and development standards or show cause why the

Comprehensive Plan should be amended consistent with the Statewide Land Use Goals. Such an amendment must take place following prescribed procedures prior to taking an action that would otherwise violate a Plan policy. However, in the instance where specific plan policies appear to be conflicting, the City and County shall seek solutions which maximize each applicable policy objective within the overall context of the Comprehensive Plan and Statewide Goals. As part of this balancing and weighing process, the City and County shall consider whether the policy contains mandatory language (e.g. shall, require) or more discretionary language (e.g. may, encourage).

III. RECOMMENDED ACTION MEASURES

Definition - A statement that outlines a specific project or standard, which if executed, would implement goals and policies. Recommended action measures also refer to specific projects, standards, or courses of action the City or County desires other jurisdictions to take in regard to specific issues. These statements also define the relationship desired other jurisdictions and agencies in implementing Comprehensive Plan goals and policies.

Obligation - Completion of projects, adoption of standards, or the creation of certain relationships or agreements with other jurisdictions and agencies, will depend on a number of factors such as citizen priorities, finances, staff availability, etc. Recommended action measures should periodically be reviewed to determine which are a priority to be accomplished in view of current circumstances, community needs and goal and policy obligations.

These statements are suggestions to future City and County decision-makers as ways to implement the goals and policies. The listing of recommended action measures in the plan does not obligate the City or County to accomplish them. Neither do recommended action measures impose obligations on applicants who request amendments or changes to the Comprehensive Plan.

The list of recommended action measures is not exclusive. It may be added to or amended as conditions warrant.

Perspective

The Lake Forest Neighborhood (LFNA) lies at the westerly end of Lake Oswego. It is bordered by the I-5 Freeway on the west, Boones Ferry Road on the South, Waluga Drive on the east and Meadows Road on the north. Most of the development in Lake Forest is residential, and, although the bulk of the neighborhood was platted in the 1920's, most residences were completed in the 1950's. Today, the neighborhood contains over 1000 homes on about 350 acres.

Lake Forest is characterized by tall evergreen trees, narrow streets and fairly large lots. While the overall density today is about three units per acre on average, at least 200 additional units could be constructed under Lake Oswego Comprehensive Plan densities. The challenge to the neighborhood lies in how to define and protect its valued character, defined by a quiet, natural setting, in light of future changes, including additional homes and surrounding commercial development and related traffic increases.

Neighborhood residents would like to ensure that through-traffic is limited and all traffic is slowed. Narrow roads with minimal improvements keep speeds low now. With redevelopment, Lake Forest would like street standards to provide for pedestrians, bikes and autos, while keeping roads drivable yet narrow, and utilizing natural roadside drainage where feasible.

Lake Forest residents also recognize the potential difficulties which may arise in an area that exists within two governmental jurisdictions. With a portion of land within the City of Lake Oswego and a portion under Clackamas County's jurisdiction, concerns such as differing land use standards, public utility service providers, levels of natural resource protection and transportation requirements, have arisen. While the City and County work together on projects and planning in the unincorporated area, this area within the Urban Service Boundary will eventually be in the City limits.

The City and the County have an agreement, the Urban Growth Management Agreement, which outlines roles and responsibilities of each jurisdiction. The UGMA specifies that the County is responsible for all implementing regulations and land use actions on unincorporated lands within the Dual Interest Area*. When any land division or multi-family, commercial or industrial development application is proposed, however, the Agreement requires annexation to Lake Oswego, if City water or sewer facilities are required for the development. This offers the neighborhood some degree of certainty for how land will be divided and developed.

However, the City can not serve some areas of the neighborhood with sewer. Those parcels which can be served by the Unified Sewerage Agency (USA), may be served with sewer if property owners sign an annexation agreement for future annexation. Therefore, some development could occur under County development standards. The Steering Committee proposes that the City and County work together to revise the UGMA so as to require County adoption of, at a minimum, regulations similar to the City's home occupation and tree cutting standards to the currently unincorporated areas of the neighborhood and allow City implementation and enforcement. The Steering Committee feels that this will ensure a smoother transition to City governance if, and when, residents decide to annex and that this action would result in preserving the quiet and privacy of the neighborhood environment. Additionally, the Plan calls for annexation to the City of Lake Oswego prior to approval of any development that is proposed at a higher intensity. In this way, when additional parcels, or larger developments are proposed, City codes and standards would be applied.

The following is a list of the policies contained in the Lake Forest Plan which will result in future City of Lake Oswego Code changes:

Goal and Policy Reference	Summary
Goal 6, Air, Water and Land Resources Quality, Sound Quality Section, Policy 4	Requirement for noise mitigation report.
Goal 10, Housing, Policy 4)	Requirement for consideration of additional building design standards including orientation, setbacks, lot coverage and buffer requirements.

The following is a list of the policies contained in the Lakes Forest Plan which are intended to result in future changes to the Urban Growth Management Agreement between the City and County:

Goal and Policy Reference	Summary
Goal 2, Policy 1	Requires annexation to the City prior to consideration of a Comprehensive Plan Map Amendments, Zone Map Amendment or land partition, subdivision, commercial or multi-family development proposal within the unincorporated area of the Neighborhood Plan
Goal 2, Policy 3	Require Clackamas County to apply Systems Development Charges (SDCs) derived from development to projects which directly benefit the area.
Goal 2, Policy 6	Encourage County adoption of City codes and regulations to apply to unincorporated area of the neighborhood, when they are determined to better protect the character of the area and where general consensus among the neighborhood is reached.
Goal 5, Policies 2, 3 and 10	Preserve and enhance, the Lake Forest Neighborhood tree canopy by applying the City of Lake Oswego’s tree cutting regulations to all parcels within the Neighborhood Plan boundary, including mitigation requirements.
Goal 9, Policy 5	All new home businesses will meet City home occupation standards which will be reviewed through the City business license and zoning process. Existing County-approved home occupations will be subject to the County’s non-conforming use standards (LOC 48.26)

Goal 1: Citizen Involvement

Summary of Major Issues:

This chapter of the Lake Forest Neighborhood Plan recognizes that opportunities must be provided for all residents to become involved in issues that affect them. It also emphasizes communication with surrounding neighborhoods and the City and County. Lake Forest is currently a County Planning Organization (CPO) authorized by Clackamas County. In recognition of the fact that it lies within the Lake Oswego Urban Service Boundary and will ultimately be within the City limits, it has stated a goal of being recognized as a City Neighborhood Association as well as a CPO.

Goals:

- 1. Ensure that all residents in the Lake Forest Neighborhood have the opportunity to be involved in all phases of the land use planning process.
- 2. Ensure ongoing, two-way communication between citizens and Neighborhood Association officers and board members, and between the neighborhood and City and County elected officials.

Policies:

- 1. Become a recognized City of Lake Oswego Neighborhood Association in order to receive all City communications, receive City funds for ongoing neighborhood communications and receive notification regarding developments that are proposed in or near the neighborhood boundaries. (Note: On May 2, 2000, the Lake Forest Neighborhood Association was recognized by the City Council. Figure 1 shows the adopted boundaries the Neighborhood Association.)¹
- 2. The Neighborhood will assist the City and County in determining the priority needs for the Neighborhood through neighborhood involvement on City and County Boards and Commissions, in the Capital Improvement* Planning process and in legislative changes to the City and County Comprehensive Plan, Zoning Code and Development Code.
- 3. Ensure that coordination occurs between Lake Forest Neighborhood Association, other neighborhoods and County Planning Organizations (CPOs)* in regard to land use, public facility planning and construction, and other matters which have impacts on neighborhood residents and business owners across neighborhood boundaries.
- 4. Provide timely information* and notice so that all neighborhood residents have the opportunity to participate in land use and public facility planning decisions and other issues of significance to the neighborhood and City.
- 5. Provide residents and businesses a copy of the adopted Lake Forest Neighborhood Plan to ensure awareness of the plan’s content and applicability.
- 6. Pursuant to LO Chapter 49, ensure that the neighborhood has adequate opportunity to understand and develop effective comments and testimony on land use applications.

The City Council passed Resolution 00-02, officially recognizing Lake Forest as a City Neighborhood Association on May 2, 2000.¹






GEOGRAPHIC
INFORMATION
SERVICES
JBYRAM, CITY OF LAKE OSWEGO

LAKE FOREST NEIGHBORHOOD PLAN

FIGURE 1
FEBRUARY 2002



-  Current Neighborhood Boundary
-  Area To Which Neighborhood Plan Applies
-  Amended Lake Forest Southerly Boundary (following adoption of Neighborhood Plan)



CITY COUNCIL

Recommended Action Measures:

- i. Support the activities of the Lake Oswego Neighborhood Association Coalition* (LONAC) as the means to communicate issues and provide opportunities for discussion among the City's various neighborhoods.
- ii. Encourage elected and appointed City and County officials to periodically meet with Lake Forest Neighborhood Association to ensure its opinions and needs are communicated directly to the City and County.
- iii. Consider the following strategies to improve notification opportunities in Lake Forest:
 - a. Notification of the Lake Forest Neighborhood Association Board as soon as City land use applications are accepted as complete, and;
 - b. Providing the Association Board an opportunity to meet with City staff prior to the required availability of the staff report* to discuss the application and staff's analysis of the proposal.
- iv. Consider the following strategies to ensure that City-required pre-application neighborhood meetings* between the applicant and the neighborhood are meaningful and that the attendees' concerns and issues are accurately communicated to decision-makers:
 - a. The applicant to agree with the Neighborhood Association chair upon a mutually convenient meeting date, time and place;
 - b. Written minutes to be taken and meetings clearly audiotaped; and,
 - c. The neighborhood contact meeting to include a presentation with a sufficient level of detail that conveys the appearance, site design, density, protection of natural resources, arrangement of uses, access and other relevant visual information that would be included in a complete application which would be submitted to the City, for the type of development proposed.

Goal 2: Land Use Planning

Summary of Major Issues

As discussed in the Perspective, the City of Lake Oswego is responsible for planning for and eventually providing services within the entire unincorporated neighborhood association area. The City, County and neighborhood anticipate that this will occur through annexation as stated in the City’s Comprehensive Plan and the City/County Urban Growth Management Agreement (UGMA). The City and County support the City providing an urban level of service to areas desiring improved services, when they are provided and paid for through annexation. Providing the highest level of coordination between the City and County to ensure a smooth transition from County to City governance and regulations is a priority for the neighborhood. The areas of highest priority to Lake Forest include the process and approach to land development, the protection of neighborhood character and livability, ensuring high standards of urban design compatible with the desires of the neighborhood, protection and enhancement of neighborhood character and protection and enhancement of natural resources. In order to accomplish protection of neighborhood character, this Chapter proposes requiring annexation to the City of Lake Oswego if comprehensive plan amendments, zone changes, land divisions, multi-family or commercial development or industrial developments are proposed within the unincorporated portion of the Lake Forest Plan area.

Through the neighborhood plan, Lake Forest would like to ensure that certain City land use regulations and processes could be adopted by the County and administered by the City when these regulations or processes are determined to better protect the character of the neighborhood within the unincorporated portion of the Lake Forest Plan. This would only occur in situations where general consensus among the neighborhood residents, the City and the County concur and when the services could be provided efficiently and economically by the City, with no financial burden to existing City residents and for a limited period of time until annexation occurs.

Maintaining the affordability of the neighborhood is important to its residents to enable residents to remain living in the neighborhood, reinvest in their properties and maintain a neighborhood stability. The neighborhood also recognizes that the affordability of Lake Forest not only makes the area attractive to residents and potential purchasers, but also to those who may wish to develop.

Goal:

Ensure that adopted land use processes and policy framework serve as a basis for all decisions and actions related to the use of land within the Lake Forest Neighborhood.

Policies:

1. Require property within the unincorporated portions of the Lake Forest Neighborhood Plan to be annexed to the City of Lake Oswego prior to being considered for a Comprehensive Plan Map Amendment, Zone Map Amendment land partition, or subdivisions. Annexation shall also be required for commercial or multi-family development proposals that would require City of Lake Oswego design review under the City of Lake Oswego Development Code. All other development, including individual single family building permits on lots of record, building permits for single family remodeling, grading, removal or replacement of soil, filling, excavation or change of use not requiring design review, would not require annexation and review would be conducted by the County, if applicable.
2. An applicant for a plan and zoning map change to a commercial designation shall be strictly required to demonstrate substantial evidence of the public need for the change, plus substantial evidence that the proposed change will best meet the identified public need versus other available alternatives, as required by Comprehensive Plan Goal 2, Policy 14(f).
3. Require necessary infrastructure improvements or non-remonstrances for future improvements as a condition of development approval. Within the unincorporated Lake Forest Neighborhood, require Clackamas County to apply Systems Development Charges (SDCs) derived from development to projects which directly benefit the area.
4. Maintain residential areas at existing zone and plan density designations, except where an applicant demonstrates that a proposed zone/plan density change to R-0, R-2, R-2.5 or R-3 complies with the Comprehensive Plan criteria for zone changes and the following additional criteria:
 - a. The area proposed for a zone/plan density change is first annexed to the City of Lake Oswego;
 - b. That the need for the zone/plan change is balanced with the need to ensure the cohesiveness and design integrity of single-family residential neighborhoods by requiring the subject parcel to abut a major arterial street and be within walking distance (1/4 mile) to bus lines or transit centers;
 - c. Demonstrate that the proposed density is appropriate for the location given public facilities, natural resources and hazards, road or transit access and proximity to commercial areas and employment concentrations; (new CPA/ZC amendment criteria)
 - d. A proposed plan/zone density change shall have no negative effect on the City's compliance with the Metro Housing Rule (OAR 666-07-000).
5. Develop and implement strategies to maintain the affordability of neighborhood single-family housing.

6. Encourage County adoption of City codes and regulations to apply to the Lake Forest Neighborhood Plan area that is unincorporated when these codes and regulations are determined to better protect the character of the area and where general consensus among the neighborhood is reached and when services can be efficiently and economically provided by the City with no financial burden to existing City residents.

County adopted City regulations may be administered and enforced by the City, for a limited time period until annexation occurs, but in no event for more than three years.

7. The City, County and Lake Forest neighborhood will explore available options that would result in annexation of the unincorporated portion of the neighborhood within three years. These options may include:
 - a. A vote of property owners and residents in the unincorporated territory and holding of a public hearing allowing City residents to be heard on the question of annexation, in compliance with state law.
 - b. Pursuing consensual annexation of property owners.
 - c. Provision of accurate information so property owners to make decisions about annexation.
 - d. City Council consideration of a phase-in of City taxes for the unincorporated area of the Lake Forest Neighborhood, within the parameters allowed by state law.
 - e. Other measures as allowed by state law.

Recommended Action Measures:

- i. When the City considers Comprehensive Plan Amendments and Zone Map changes to commercial uses within the Lake Forest Neighborhood Plan, it should consider whether any change in circumstance has occurred which would cause a departure from the following three studies:
 - a. The findings and conclusions of “An Analysis of Commercial and Industrial Land Use and Employment in Lake Oswego Oregon²”
 - b. Findings for vacancy rates for rentable retail space cited in the “Market Analysis for the Lake Oswego GAP Quick Response Grant³”and;
 - c. Findings that there are not adequate employment opportunities such that the City cannot meet Metro established job targets identified within the most recent Metro 2020 Regional Forecast and Growth Allocation.

² This is an August, 1988 Background Report prepared in fulfillment of Statemwide Planning Goal 9 for the Periodic Review of the Lake Oswego Comprehensive Plan.

³ This is a market analysis report prepared for a legislative Plan and Zoning Map Amendment PA 4-98/ZC 6-98/DA 1-98.

Goal 5: Open Spaces, Scenic and Historic Resources and Natural Resources

Summary of Major Issues:

A defining feature of the Lake Forest Neighborhood is the tree canopy that exists throughout the area. The neighborhood is also ringed with wetlands, tree groves and a stream corridor, Carter Creek, to the north. The health of these resources is important to neighborhood residents.

Currently, the majority of the neighborhood lies within the unincorporated portion of Clackamas County, outside the Lake Oswego City limits. There are no restrictions on tree-cutting in the unincorporated portion of the neighborhood. Within the City limits, however, Lake Oswego regulates the removal of trees over five inches in diameter. Two trees between five and ten inches per year may be removed with a Type I permit. More than two trees, or trees greater than 10” in diameter, require a Type II permit.

The 1997 Neighborhood Survey contained several questions regarding tree cutting. About one-third of the 223 respondents indicated that they would not want any tree cutting restrictions. About one-third indicated that tree cutting permits should be required and should only allow for the removal of diseased or threatening trees and limbing of healthy trees. An additional one-quarter favored tree cutting restrictions based on the diameter of the tree. This draft Plan calls for the City’s tree-cutting permit system to be applied within the unincorporated area following adoption of this Plan by the City and County and amendment of the City/County intergovernmental agreement.

A majority of respondents listed the area’s trees as one of the things they liked best about the neighborhood. Policies were developed which focus on:

- *Emphasizing protection of significant trees and maintaining tree health, rather than allowing removal and subsequent mitigation through replanting;*
- *Providing property owners the opportunity to preserve trees through participation in a City adopted Heritage Tree Protection Program*.*
- *Protecting and enhancing significant trees within the public right-of-way and on other public lands, and;*
- *Monitoring the Neighborhood’s tree canopy over time through a City-maintained data collection and inventory system.*

There is one site in the neighborhood of historical significance for its architecture, which was inventoried in 1989 as part of the City of Lake Oswego’s Historic Resources Inventory. The Cecelia Arildsen House at 16480 Lake Forest Blvd. was built in 1937 by Simon Bigham, a noted stonemason. The property was noted for its architectural significance. It was not placed on the City’s Landmarks List, as it is not in the City limits. State regulations relating to historic resources now call for voluntary, rather than mandatory, property owner participation in

protecting significant resources. This could affect whether this structure receives protection under Goal 5 with either the County or, eventually, the City.

The RAMs in this chapter also identify several sites as candidates for landscaping and beautification suggested by neighborhood residents.

Goal 5: Open Spaces, Scenic and Historic Resources and Natural Resources

Goal:

Preserve Lake Forest Neighborhood's natural resources and wooded character.

Policies:

1. Preserve Lake Forest Neighborhood's stream corridors*, tree groves*, and wetlands* as designated by the City's Sensitive Lands Map and Atlas* for parcels within the City. (Figure 2)
2. Pursuant to City regulations, preserve and maintain open space reserves * consistent with conditions of development approval including:
 - a. Preventing the removal of trees and non-invasive vegetation* except as provided by the Lake Oswego Tree Code (LOC 55);
 - b. Removing invasive vegetation* and replanting with native plant species where appropriate;
 - c. Preventing the dumping of garbage and yard debris in open space areas through enforcement of nuisance provisions Lake Oswego Code (LOC 34.08.490), and;
 - d. Not allowing the encroachment on open spaces of structures, yards, landscaping or other private improvements.
3. Preserve, and where possible, enhance, the Lake Forest Neighborhood tree canopy* by applying the City of Lake Oswego's tree cutting regulations to all parcels within the Neighborhood Plan boundary.
4. Require developers to maximize the preservation of trees and tree groves designated on the Sensitive Lands Map and Atlas, in accordance with City standards.
5. Require, when new major development is proposed, open space designation of the land on which there are significant trees.
6. The development review process shall emphasize protection of significant trees rather than allowing removal and subsequent mitigation through replanting.
7. Provide property owners the opportunity to preserve trees through participation in the City adopted Heritage Tree Protection Program*.
8. Protect trees within the public right-of-way and on other public lands, where appropriate.

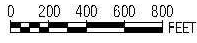


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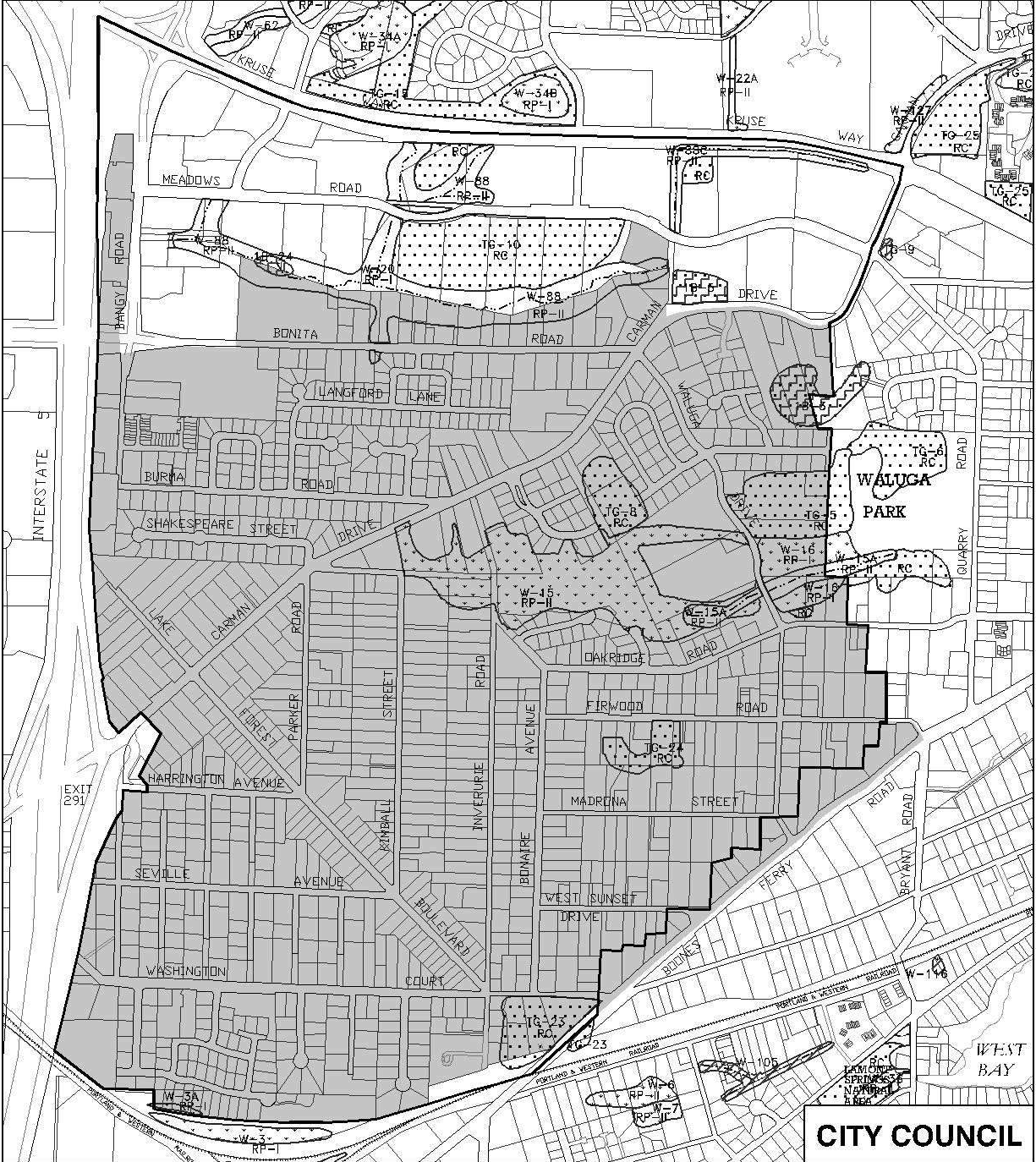
LAKE FOREST NEIGHBORHOOD PLAN

SENSITIVE LANDS

FIGURE 2
 FEBRUARY 2002



	Stream Corridor (RP)		1B Resource
	Wetland (RP)		Insignificant Resource
	Tree Grove (RC)		Area To Which Neighborhood Plan Applies



9. Ensure public works projects in the Lake Forest Neighborhood are designed, implemented, and maintained to protect trees, significant vegetation and other natural resources, in accordance with City codes and regulations.
10. Ensure that when trees are removed in the Lake Forest Neighborhood in violation of the Lake Oswego Tree Code (LOC Chapter 55), replanting required for mitigation occurs within the neighborhood's boundaries, in accordance with LOC Chapter 55.
11. Monitor the condition of the Lake Forest Neighborhood's tree canopy over time, including the identification and progression of disease such as laminated root rot, through a City maintained tree canopy data collection and inventory system.*
12. Protect and restore the natural resource functions and values* of Carter Creek and the other City inventoried stream corridors, wetlands and tree groves in the Lake Forest Neighborhood, which are shown on the Sensitive Lands Map and Atlas and protected by the City's Zoning Code.
13. Require storm drainage and water quality management measures* and facilities for all new development within and outside Lake Forest Neighborhood to ensure Lake Forest Neighborhood properties and natural resources are protected from flooding, erosion and sedimentation and other effects of increased water run-off in accordance with the Lake Oswego Development Standards.

Recommended Action Measures:

- i. Encourage a Lake Oswego Community Forestry Program which:
 - a. Provides for an ongoing tree planting and maintenance program in public rights-of-way, natural areas, open spaces and parks, and;
 - b. Provides information regarding tree care to the general public.
- ii. Encourage property owners and citizen groups to landscape with native plants along stream corridors and adjacent to wetland buffer areas.
- iii. Encourage the identification of historically significant buildings and features in the Lake Forest Neighborhood.
- iv. Encourage the dedication of conservation easements* to protect natural resources and open space.
- v. Develop and maintain landscaped entry features and focal points within the Lake Forest Neighborhood at the following locations:
 - Neighborhood entryway planter at Carman Drive on the east side of I-5.
 - Washington Court near Lake Forest and Boones Ferry
 - Bonita Road at the Hunt Club Apartments
- vi. Foster continued community support for tree protection in the Lake Forest Neighborhood by encouraging City staff to provide prompt and reasonable determination of citizens' tree

removal needs.

- vii. Strongly encourage voluntary protection of the neighborhood's mature tree canopy and other significant trees through property owner participation in a "Heritage Tree Program"*.
- viii. Develop a separate fund for any fines for violations or fees-in-lieu of tree planting that result from violations or required mitigation in Lake Forest so that these fees can be used to plant trees within the neighborhood.

Goal 6: Air, Water and Land Resources

Summary of Major Issues:

The Lake Forest Neighborhood lies within the Oswego Lake Drainage Basin. The surface water that collects in the neighborhood eventually finds its way to the Willamette River, through an interconnected system of creeks, and natural and piped drainages. Thus, water pollution anywhere in the drainage basin can affect downstream waters.

As the neighborhood grows, natural surfaces that used to absorb surface water may be covered over with streets, parking areas and buildings. Excess rainwater, often carrying pollutants from these impervious surfaces, flows directly into storm drains and ditches. This creates high water levels which result in flooding, erosion, sedimentation and damage to wildlife and vegetation habitat. In addition, water pollution can come from many other sources such as septic tanks and chemicals used to maintain lawns and landscaped areas.

The City of Lake Oswego adopted a Surface Water Management (SWM) Plan for the area within the Urban Services Boundary in 1992. This is the City's primary document to guide enhancement of water quality within the USB. Its main objectives include promoting the use of natural drainage systems rather than closed pipe to convey water runoff, preventing pollution from getting into runoff and allocating costs in an equitable manner to all who will benefit from improvements.

Lake Forest is interested in retaining its natural drainage systems to control runoff, ensuring that land development processes and methods protect and enhance water quality, and responding effectively to potential pollution problems such as septic failures in an efficient manner.

The Lake Forest neighborhood would also like to maintain its quality of life by minimizing noise from the I-5 freeway. Transportation is a significant source of continuous noise affecting properties near I-5 and major streets such as Boones Ferry Road. Noise problems are harder to solve after development has occurred, however. Therefore, Lake Forest would like to evaluate potential noise problems as part of development review so that noise sensitive uses, such as parks and special use housing, are not located near noise generating activities or mitigation occurs as part of development when these uses are adjacent. Encouraging buffering and planting will also mitigate negative air quality effects of these transportation corridors.

Goal 6: Air, Water and Land Resources

Air Quality:

Goal:

Minimize air pollution and improve air quality in the Lake Forest Neighborhood.

Policies:

1. Preserve and enhance the natural tree canopy in Lake Forest and other open space and natural resources, to sustain its positive contribution to air quality.
2. Increase the opportunity to use alternative transportation as a means to reduce air pollution, including provision of pathway* and bicycle facilities that connect to shopping, bus service and employment areas.
3. Ensure major streets can accommodate existing and future transit needs in accordance with City Comprehensive Plan policies and City regulations.

Recommended Action Measures:

- i. Encourage the preservation and planting of trees to improve air quality.
- ii. Encourage land use and transportation patterns which reduce dependency on the automobile.
- iii. Encourage ODOT to reduce air pollution as a result of I-5 through additional plantings within the right-of-way

Water Quality:

Goal:

Reduce surface water and groundwater pollution.

Policies:

1. Ensure that future land use activities protect and enhance neighborhood water quality through implementation of City of Lake Oswego development standards.
2. Promote natural drainage systems* for the conveyance and treatment of surface water.
3. Promote the maintenance of existing septic systems to ensure proper functioning. In areas where failing septic systems are contaminating ground and surface waters, sewers shall be extended in accordance with the processes outlined in the Lake Oswego Code.
4. Minimize impermeable surfaces to reduce runoff.
5. Restore the functions and values of wetlands and stream corridors as a means to enhance water quality through existing standards in LOC 48.17, Sensitive Lands Overlay Districts.
6. Encourage water quality facilities and above-ground water detention facilities to be attractive and function properly.

Recommended Action Measures:

- i. Cooperate with Clackamas County to educate and inform residents about proper septic system maintenance.
- ii. Encourage the use of the City's Planned Development standards for developments proposed within the neighborhood, which require flexible setbacks and lot coverage to preserve natural vegetation in order to reduce surface water and enhance the quality of surface water and ground water.
- iii. Inform residents of methods and costs of sewer extension and provide administrative assistance with the sewer extension process.
- iv. Encourage the use of permeable surfaces for parking.

Sound Quality:

Goal

Reduce noise levels in Lake Forest and maintain the quiet character of the neighborhood.

Policies:

- 1. Prevent noise problems by requiring the consideration of the compatibility of noise-sensitive and noise-producing land uses during Zone Changes, Comprehensive Plan Amendments, conditional uses, variances and home occupations, through enforcement of City regulations. Separate incompatible uses where feasible.
- 2. Locate, design and buffer new residential development in such a manner as to minimize the negative impacts of noise sources such as transportation facilities and active recreation uses, in accordance with existing building design and landscaping and buffering development standards.
- 3. Work with ODOT and other jurisdictions to minimize noise impacts of existing and future transportation improvements.
- 4. The City shall develop and consider for adoption, an ordinance requiring a noise mitigation report to be submitted as part of development applications when multi-family or commercial land uses are proposed abutting single family residential land uses. The purpose of the report is to determine whether the new use will produce noise levels above the existing ambient residential noise levels. If noise levels associated with the new development will be higher than existing ambient levels, a noise-mitigation plan shall be required.

Recommended Action Measures:

- i. Encourage traffic management measures that discourage through-traffic from using local residential streets.
- ii. Inform and educate City residents in the Lake Forest Neighborhood about City noise ordinances and enforcement.

Goal 8: Parks and Recreation

Summary of Major Issues:

The City of Lake Oswego provides diverse recreation opportunities and experiences for all residents within the City and its surrounding Urban Service Area. In terms of neighborhood park space, the Lake Forest Neighborhood is primarily served by Waluga Park, located on Waluga Drive. This 53.2 acre park provides active and passive recreational opportunities. Lake Forest residents have identified concerns regarding the continued protection of the wetland within Waluga Park and improved pathway access to the park.

Ultimately, the Lake Forest neighborhood will be under City jurisdiction. The City is responsible for planning for facilities and services within the Neighborhood. Residents have expressed a desire to ensure the City identify and acquire any additional lands which could satisfy long range neighborhood needs within Lake Forest.

Goal 8: Parks and Recreation

Goal:

The City shall maintain existing City park facilities and expand park facilities where feasible, which are safe, provide both active and passive recreational opportunities and are accessible by a variety of transportation modes to meet the needs of the Lake Forest Neighborhood as well as surrounding area residents.

Policies:

- 1. Preserve and enhance the sensitive lands within Waluga Park through limiting uses that conflict with the functions and values* of the wetlands and tree groves as specified in LOC 48.17 Sensitive Lands Overlay.
- 2. Examine opportunities for additional recreational facilities within the neighborhood, when planning and acquiring additional park land.
- 3. Plan and develop a system of pathways to connect open spaces and park facilities in the neighborhood with existing pathways and transit lines.
- 4. Require developers to pay their fair share of future park acquisition and development costs.

Recommended Action Measures:

- i. Implement an Adopt-a-Path program in the neighborhood to encourage pathway cleanup.
- ii. When additional uses are proposed for Waluga Park, encourage an analysis of impacts on natural resources within and around the park.

- iii. Encourage acquisition of a parcel or parcels that would provide space for a tot lot, picnicking, or other low-intensity neighborhood uses, to provide park access within walking distance for those residents further from Waluga Park. One possible opportunity may be pursuing public dedication of the private open space area at Washington Court/Lake Forest/Roosevelt.

- iv. Engage neighborhood residents in the planning and design process for park facilities, to address issues such as natural resource preservation, neighborhood compatibility and transportation issues.

Goal 9: Economic Development and Commercial Lands

Summary of Major Issues:

The boundaries of the Plan as proposed contain one area of commercially zoned land, which is the West Lake Grove Design District near Boones Ferry and Madrona. However, the Kruse Way office/ commercial area lies to the north and the Lake Grove Commercial District lies to the southeast. The neighborhood relies upon the commercial areas for its daily shopping needs. Some residents may also work there or in the Kruse Corridor, so maintaining vitality in these areas, as well as compatibility with the surrounding neighborhood, is important.

Within the Lake Forest Neighborhood area, there are also several Metro 2040 Growth Concept designations which may affect how development occurs. The overall principles embodied in the Metro 2040 Growth Concept* and the Regional Urban Growth Goals and Objectives (RUGGO) include encouraging a compact urban form in specific Design Type areas including Town Centers, Employment Centers, Main Streets, Regional Centers and Transit corridors (Figures 3). An additional intent of focusing development in these Design Type areas is to enable established neighborhoods outside of Design Type areas to develop at existing Comprehensive Plan densities rather than requiring higher densities. In this way, the bulk of additional units that jurisdictions are required to provide to meet targeted dwelling units for 2017 will be located in Design Type areas.

The following Design Types exist within the Lake Forest area: A Main Street on Boones Ferry Road, extending from Kruse Way south to Washington Court on the north and the Southern Pacific right-of way on the south (to include the West Lake Grove Design District area); Transit Corridors on Boones Ferry Road and Kruse Way, which are to receive frequent, high quality transit service; the Kruse Corridor Employment Area and the Lake Grove Town Center. A map illustrating these areas is shown in Exhibit 3. Existing zoning in these areas allows compact development.

It is important to stress that representatives on the Steering Committee agreed that it was appropriate to establish a boundary beyond which the Lake Forest Commercial District would not expand into the residential portion of the neighborhood- This Boundary is specifically outlined on the map in Figure 3 and in Policy 4.

Goal 9: Economic Development and Commercial Lands

Goal:

Promote policies and actions which prohibit expansion of commercial uses into the residentially zoned portion Lake Forest Neighborhood and ensure compatibility of existing commercial uses in commercially zoned areas, with the character of the residential area of the neighborhood.

Policies:

1. Require that future improvements to Boones Ferry Road maintain or improve safe access to area businesses for the automobile, transit, pedestrians and bicyclists, while maintaining the function and character of adjacent neighborhood collectors and local residential streets.
2. New commercial development shall protect existing natural resources, pursuant to the City's Tree Code and Sensitive Lands Overlay Zone, to the extent possible through implementation of conditions of development approval. Trees, and especially mature Douglas Firs, shall be replaced consistent with approved landscape plans. New trees shall be installed as required whenever possible along streets, pedestrian ways, building setbacks and within public places within commercial areas.
3. Ensure that land use regulations for commercial and multi-family development foster compatibility with surrounding residential neighborhoods through measures such as:
 - a. Outdoor lighting controls
 - b. Separating noise sources from adjacent noise sensitive uses;
 - c. Containment and screening of trash collection areas;
 - d. Utilizing setbacks, buffering and screening to mitigate the visual and operational impacts of outdoor storage areas and other outdoor activities, and;
 - e. Enforcement of prior conditions of development approval per LOC 48.02.055 - 48.02.075
4. Commercial development is provided for in this plan, in the area shown in Figure 3. The neighborhood will oppose attempts to rezone in any other areas of the neighborhood from the residential zoning designation existing at the time of this plan's adoption to commercial, based upon the policies herein which taken together as a whole discourage rezoning of residential to commercial outside of those areas depicted in Figure 3.
5. All new home businesses will meet City home occupation standards which will be reviewed, administered and enforced by the City. Existing County-approved home occupations will be subject to the County's non-conforming use standards (LOC 48.26)

Recommended Action Measures:

- i. Encourage intra-city transit connections between the Lake Forest Commercial District and other business districts and employment centers and with the City's residential neighborhoods.

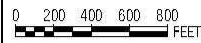



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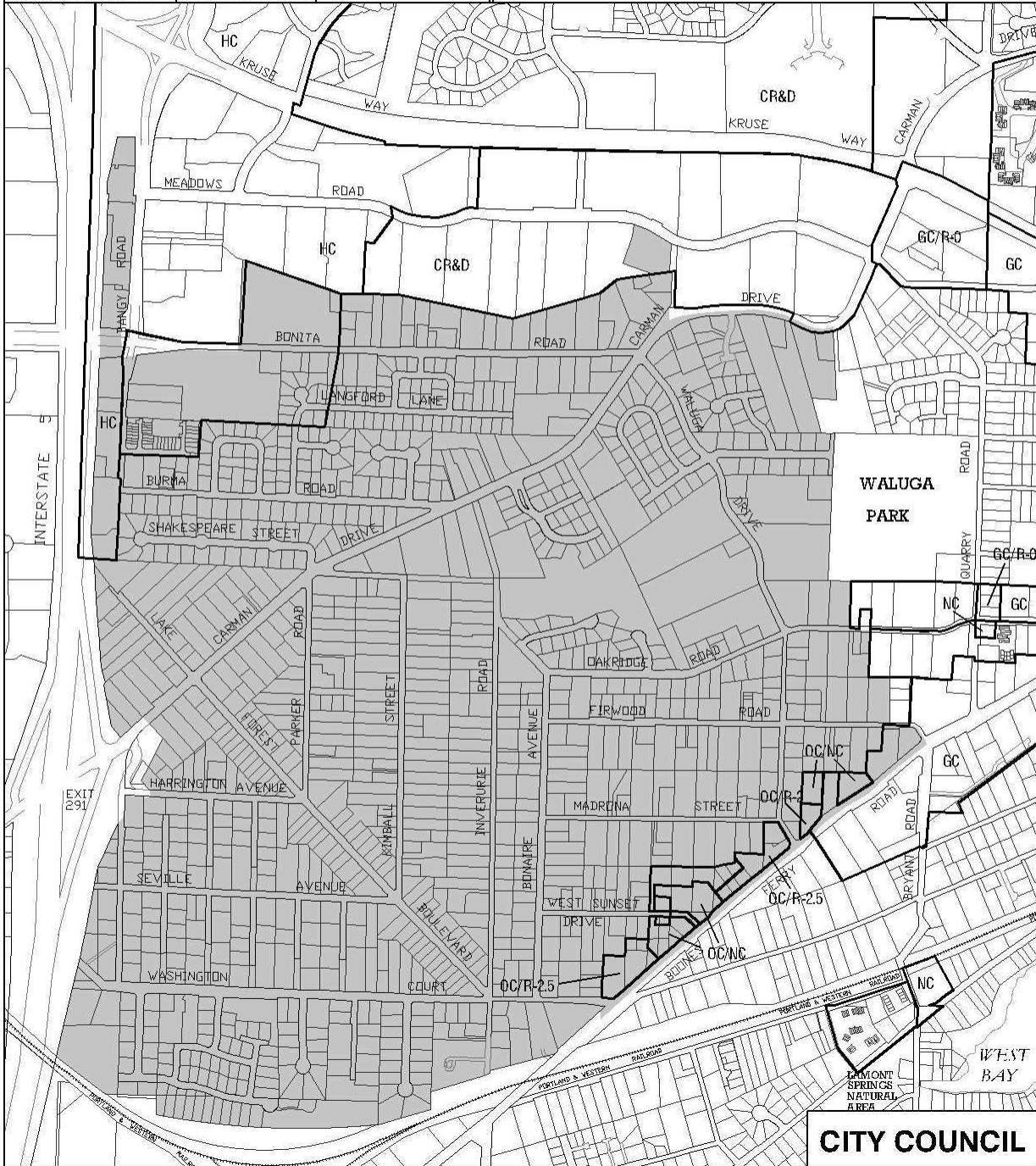
LAKE FOREST NEIGHBORHOOD PLAN

LIMITS OF COMMERCIAL LAND USE

FIGURE 3
FEBRUARY 2002



- | | |
|---|---|
| NC Neighborhood Commercial District | OC Office Campus District |
| GC General Commercial District | OC/R-2.5 Mixed Use (office/residential) |
| HC Highway Commercial District |  Area To Which Neighborhood Plan Applies |
| CR&D Campus Research and Development | |



CITY COUNCIL

Goal 10: Housing/Residential Land Use

Summary of Major Issues:

Lake Forest Neighborhood is comprised of primarily modest single family homes on relatively large lots. As sewer becomes available to this area, pressure to redevelop parcels may increase. The Neighborhood has expressed interest in preserving as many trees as possible, maintaining the “country lane” appearance of streets and blending and screening new development as it occurs. This chapter primarily focuses on these types of issues.

A zoning proposal to allow some additional higher density (approximately 10 units per acre) within the proposed West Lake Grove Design District commercial/office area on Boones Ferry Road, was approved by the Lake Oswego City Council in 1999. It is important to neighborhood residents that higher density housing be buffered from existing lower density housing and be compatible in height, bulk and scale. Residents have participated in the development of the Design District and have worked hard to include buffering and screening measures in the drafts.

Other issues that the neighborhood has discussed include requiring auto, bike and pedestrian circulation for developments, clustering buildings to preserve trees, wetlands and existing vegetation and promoting an open space network that enhances the tree canopy, provides visual relief from development and preserves essential natural systems.

Goal 10: Housing/Residential Land Use

Goal:

Preserve the livability and aesthetic character of Lake Forest’s Residential Neighborhoods.

Policies:

1. Ensure that the scale and character of neighborhood collectors and local streets, which provide access to and within Lake Forest’s residential neighborhoods are appropriate to the area served and are designed in accordance with the Lake Oswego Development Standards. Especially important are:
 - a. Preservation of trees within street right-of-ways and on adjacent properties to provide tree canopy* and shade, and;
 - b. The non-urban design character of local streets including:
 - i. “Skinny Streets”* where warranted by traffic, safety and access conditions;
 - ii. No curbs, gutters and sidewalks where alternative storm drainage and safe pedestrian movement can be accommodated by pathways* and the natural drainage system, and;
 - iii. Area for adequate on-street parking for residents and their guests which can also provide for safe pedestrian travel.
 - c. The safety and convenience of pedestrians and bicyclists, and;
 - d. Access by emergency vehicles and school buses.

2. Ensure that undeveloped street right-of-way* remains available for street trees, on-street parking and pedestrian use and is not prevented from being utilized for these and other public uses by private encroachments such as landscape improvements and storage of vehicles, boats and equipment, per City regulations.
3. Allow development of residential infill lots within the Lake Forest Neighborhood subject to specific City of Lake Oswego design and development standards which ensure compatibility of resulting development with neighborhood design character. These standards include:
 - a. Flag lots*, excluding the access way, be the same size as required by the existing zone;
 - b. Adequate, but not excessive, vehicular access width to ensure efficient utilization of land
 - c. Demonstration that infill development will not preclude future development options on the parent parcel or on adjoining lands;
 - d. Buffering and adequate separation of new buildings from existing residences.
4. The City will develop and consider for adoption new regulations to increase compatibility of development on residential infill lots in the incorporated portion of Lake Forest. Items for review include building design standards and orientation, setback, lot coverage and buffer requirements height averaging, increased side yard setbacks commensurate with proposed height of structure and requiring adjacent property owners to grant easements for access when flag lots are proposed so that wide accesses can be avoided.
5. Abate nuisance situations* such as excess noise, abandoned or non-operational vehicles, dangerous buildings*, and accumulation of refuse through the Lake Oswego Code (LOC 34.08.000 – 34.11.599) and the County’s nuisance provisions.
6. Ensure home occupations* do not include business activities which cause adverse impacts on residential neighborhoods such as outside storage, excessive traffic, inappropriate hours of operation, noise, etc., per LOC 48.20.545.
6. Allow secondary dwelling units* only when one unit is owner occupied, per LOC 48.20.547.

Recommended Action Measures:

- i. Encourage identification and correction of intersections and streets which restrict access by emergency vehicles and school buses.
- ii. Encourage owners who store recreational vehicles, construction equipment and non-operational automobiles in front yards to relocate them away from public view.
- iii. Promote public safety and a sense of visual and social connection throughout the neighborhood by:
 - a. Discouraging the planting of hedges and other plant materials which substantially screens residences from view, and
 - b. Encouraging property owners to cut back overgrown vegetation*.

- iv. Consider placing a blue, City “Entering Neighborhood” sign at Bonita near the Hunt Club Apartments since this area has been annexed.

Goal 11: Public Facilities: Police and Fire Protection, Surface Water Management, Water Treatment and Delivery, Sanitary Sewer, and Private Utilities

The City of Lake Oswego Comprehensive Plan contains numerous policies in the Goal 11: Public Facilities and Services Chapter, which apply to the City portions of the Lake Forest Neighborhood and the rest of the community. The following policies have been developed to be specific to Lake Forest neighborhood’s specific conditions and character. They are intended to be supportive and complementary to the other Comprehensive Plan policies which apply citywide.

The majority of the Lake Forest Neighborhood is currently served by septic tanks rather than sanitary sewer for sewage disposal. As areas redevelop or need to connect to sewer, two options will become available through the City’s existing agreements with USA and Clackamas County as well as its Comprehensive Plan policies. First, those parcels that lie within the Lake Oswego drainage would connect to Lake Oswego sewer. Those within the Unified Sewerage Agency (USA) drainage area would connect to USA sewer after annexation into the USA district boundary. If these parcels are contiguous to the City, they will be required to annex. If they are not contiguous to the City, they must sign a Consent to Annex, which would require annexation at some time in the future, when inclusion in the City limits will create a logical boundary. For those parcels requiring City sewer service, annexation will be required.

The bulk of the neighborhood is currently served by the Lake Grove Water District (LGWD). The Lake Grove system receives water from the City of Portland via an intertie which travels south to the neighborhood from Boones Ferry Road. The City of Lake Oswego has an agreement with LGWD to provide surplus water when needed. The Lake Oswego Comprehensive Plan and Urban Growth Management Agreement with Clackamas County designate the City as the ultimate provider of water service within the Urban Services Boundary. Because of this, the City and the other water providers need to work together to define the future roles each will play in providing water and how and when transfer of service will occur.

The Lake Forest area is currently served by three fire districts: The City of Lake Oswego in the incorporated portion, and either Lake Grove Fire District or Tualatin Valley Fire District in the unincorporated portion. The City of Lake Oswego provides fire and rescue services to the Lake Grove Fire District through a contractual arrangement. Upon annexation to the City, parcels are withdrawn from Lake Grove Fire or Tualatin Valley Fire and served by the City of Lake Oswego Fire and Rescue Services.

The Lake Forest Neighborhood has identified a range of specific public facility issues and projects that pertain specifically to the neighborhood. These specific projects are subject to periodic review and revision when the City’s Public Facility Plan* and Capital Improvement Plan* are updated.

Police and Fire Protection:

Goal:

Provide Lake Forest neighborhood residents and businesses a high level* of police, fire protection and emergency preparedness services.

Surface Water Management

Goal:

In the Lake Forest Neighborhood, reduce, and where possible eliminate, flooding, soil erosion, standing water in the public right-of-way, and water pollution associated with storm water runoff.

Policies:

1. Implement the drainage, pollutant reduction and stream rehabilitation projects identified in the Lake Oswego Public Facility Plan (PFP) and the Capital Improvement Plan (CIP), as well as the Clackamas County PFP and CIP.
2. Reduce the accumulation of sediments in Lake Forest Neighborhood's stream corridors and wetlands through the City's catch basin cleaning and street-sweeping program for those parcels located within the City.
3. Ensure pathways and road repair and construction projects do not contribute to localized flooding, by maintaining adequate drainage during construction through enforcement of existing standards.

Water Treatment and Delivery

Goal:

Ensure Lake Forest neighborhood residents and businesses receive a reliable and adequate supply of high quality domestic water to meet consumption and fire flow requirements.

Policies:

1. Implement the pipeline, water treatment and storage improvements identified in the Lake Oswego Public Facilities Plan (PFP) and Capital Improvement Program (CIP) necessary to ensure a reliable and adequate supply of water to Lake Forest Neighborhood residents and

businesses. Encourage the Lake Grove Water District to implement its Capital Improvement Plan for water improvements.

2. Encourage Lake Grove Water District to supply the highest quality water possible to its customers within the Neighborhood.

Sanitary Sewer:

Goal:

Ensure Lake Forest Neighborhood residents and businesses, which are within the City limits, receive environmentally safe and reliable sanitary sewer service.

Policies:

1. Implement the sanitary sewer improvements identified in the Lake Oswego Public Facilities Plan (PFP) and Capital Improvements Program (CIP) to ensure maintenance of a reliable and environmentally sound sanitary sewer system in the Lake Forest Neighborhood.
2. Ensure that future construction of sanitary sewer lines in the Lake Forest Neighborhood minimizes impacts on developed property.
3. In areas where failing septic systems are contaminating ground and surface waters, sewers shall be extended, through the City's sewer extension program* or a local improvement district if funds are available, or by property owners pursuing their own financing.

Recommended Action Measures:

- i. Encourage the Unified Sewerage Agency to provide reliable and environmentally sound sanitary sewer service to residents within its district boundary and to implement its Capital Improvement Plan as it applies to the Lake Forest area.
- ii. Promote communication with the Unified Sewerage Agency to ensure enforcement of the City/USA Agreement and City Comprehensive Plan policies regarding when annexation is required and when consents to annexation are required.

Private Utilities:

Goal:

Ensure private utilities provide reliable, high quality service to Lake Forest neighborhood.

Policies:

1. Require underground utilities in the neighborhood as public improvements are planned and implemented as development occurs, in accordance with City and County codes and requirements.
2. Enhance the reliability and quality of electrical and communication services to the neighborhood by working with utility companies, the City and Public Utility Commission.

Recommended Action Measures:

- i. Encourage the City of Lake Oswego to work with other jurisdictions to promote legislation which would allow the collection of System Development Charges (SDCs) for school facilities.
- ii. Work with utility providers to ensure that they have adequate emergency preparedness and response plans.
- iii. Allow the expansion of the Clackamas County lighting district within the neighborhood if service is desired by residents, until such time that annexation of properties occurs.



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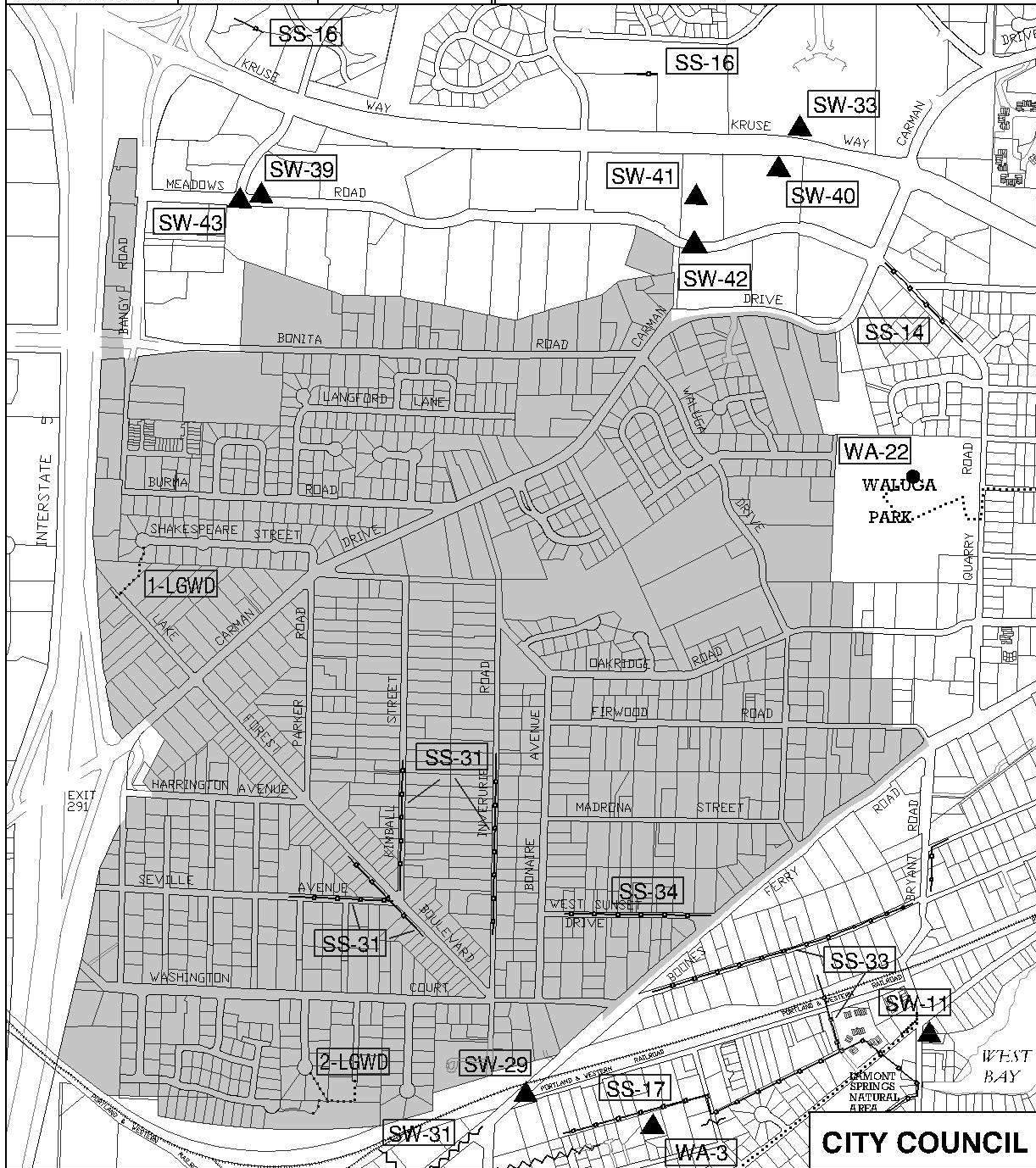
LAKE FOREST NEIGHBORHOOD PLAN

PLANNED PUBLIC FACILITY PROJECTS

FIGURE 4
FEBRUARY 2002



- WA-Water**
Pipeline, Water Treatment Plant and other Water Facility/Storage Reservoir Improvements
- LGWD**-Lake Grove Water District
- SS-Sanitary Sewer**
Pipeline, Extension, Pump Station, Upgrade, Inflow/Infiltration Reduction, and other Sanitary Sewer Improvement Projects
- SW-Surface Water**
Major Drainage, Pollutant Reduction Facilities, Stream Rehabilitation and Small Works Projects
- Area To Which Neighborhood Plan Applies**



CITY COUNCIL

Goal 12: Transportation

Summary of Major Issues

The Lake Forest Neighborhood Plan Transportation Goals and Policies emphasize that the neighborhood's transportation system is an integral element of the character and design quality of the neighborhood. Given the historical focus on providing for auto mobility in this area, as well as most suburban areas, the Steering Committee felt that a focus on pedestrian, bike and transit needs in the area could help to reduce auto miles driven, improve air quality and provide social benefits to the neighborhood. Pedestrian, bicycle and transit access can provide ease and convenience in reaching a destination enabling people to have the freedom to choose how to travel to work, shopping or other destinations. The direction of this chapter is to:

- Provide practical pedestrian, transit and bicycling opportunities;
- Improve safety of all transportation modes;
- Maintain the aesthetic quality, privacy and quiet of residential areas;
- Provide for adequate traffic movement and access within residential and business areas appropriate to the aesthetic character, transportation, and safety needs of each area.

The Plan's goal and policies propose to maintain the small-scale "country lane" character of the Lake Forest neighborhood's local residential streets and neighborhood collectors and ensure that improvements to the major street system accommodate through-traffic to prevent its diversion onto the local system. The Neighborhood Plan also specifies the use of traffic management devices* where appropriate to prevent speeding and cut-through traffic* on local streets. On local streets, the Plan proposes to:

- Utilize flexible design standards and innovative surface water management solutions to ensure pavement width and street design and appropriate for the function of the street and needs of the area served, and;
- Require "skinny" streets*, developed at minimal yet safe widths, with no curbs or gutters in existing single family residential areas

The Plan also proposes locations for bicycle and pedestrian facilities in the neighborhood. Figure 5 shows proposed pedestrian connections. Residents favor pathways over sidewalks, as more compatible with neighborhood character and offering the opportunity for meandering around significant trees or vegetation, for local and neighborhood collector streets. On higher classification streets, such as Boones Ferry and Carman Drive, if a pathway separated from the travel lane by vegetation is not feasible, sidewalks are preferred over shoulder pathways.

Existing and desired bicycle facilities in the neighborhood are included in the draft Plan (Exhibit 7). The neighborhood prefers the "shared roadway" concept* for bicycles on streets where speeds and volumes are low, such as Lake Forest Blvd. On higher volume, higher speed streets, such as Carman and Boones Ferry, separate bicycle lanes are preferred.

The neighborhood desires improved transit frequencies to encourage transit usage in the Neighborhood and supports the Lake Oswego Comprehensive Plan transit service improvements.

Goal 12: Transportation

Goal:

Ensure that the transportation system in the Lake Forest Neighborhood is safe and enhances neighborhood character and quality by:

- a. Providing pedestrian, transit, parking and bicycling opportunities;
- b. Improving safety of all transportation modes;
- c. Maintaining the aesthetic quality, privacy and quiet of residential areas;
- d. Providing for adequate traffic movement and access within residential and business areas appropriate to the transportation and safety needs of each area.

Policies:

1. Maintain the small scale “country lane”* character of Lake Forest Neighborhood’s existing designated local residential streets and neighborhood collectors by:
 - a. Utilizing flexible design standards and innovative surface water management solutions to ensure pavement width and street design are appropriate for the function of the street and needs of the area served, and;
 - b. Not requiring the dedication of unnecessary right-of-way or construction of standard full width, curbed and guttered streets as a condition of residential development approval on existing streets. Internal streets for new multi-family or commercial development shall be the minimum width necessary and shall be developed with curbs, gutters and sidewalks, where feasible. New single family residential developments of four or more units and including a new street, may develop with curbs, gutters and sidewalks.
2. Where appropriate, utilize traffic management devices to prevent speeding and discourage cut-through traffic on local residential streets and neighborhood collectors. On all streets, traffic will be managed to preserve the existing Functional Street Classification, rather than increase the designation to a higher classification
3. Support the construction of improvements on Major Arterials, such as traffic signal timing, which facilitate the flow of traffic to reduce non-local trips through the neighborhood’s local streets.
4. Conduct a planning and design process for Carman Drive which results in a plan which will:
 - a. Create a pedestrian friendly environment,
 - b. Encourage mobility for all modes of travel, and;
 - c. Maintain the viability of the existing residential neighborhood along Carman Drive by ensuring that curb extensions, street trees, limitations on truck traffic, traffic calming, pedestrian crossings, bicycle and pedestrian facilities and median plantings, where feasible, are incorporated into the future street design.

5. Provide for an interconnected pathway system in Lake Forest including linkages between Inverurie and Bonnaire and along Baliene between Kimball and Parker, to reduce travel distance and promote the use of alternative modes of travel as shown in Figure 5, which will be adopted as part of the City's Public Facilities Plan.
6. Future transportation improvements on Boones Ferry Road should address the need to balance automobile access with additional opportunities for and safety for alternative modes of transportation such as bike, pedestrian and transit.
7. Ensure the ability to walk safely throughout the neighborhood by providing pedestrian facilities as follows:
 - a. At a minimum, on one side of all neighborhood collectors and other selected local streets;
 - b. On both sides of major streets (arterials and major collectors), and;
 - c. Additional facilities as shown in Figure 5, which will be adopted as part of the Lake Oswego and Clackamas County Public Facility Plan.
8. Work with Tri-Met to encourage greater access to public transit service through more frequent bus service on existing lines and safe and convenient pedestrian and bicycle connections to transit.
9. Reduce vehicle miles traveled in the Lake Forest Neighborhood by:
 - a. Placement and design of new streets which reduce trip length to shopping, transit, schools and parks;
 - b. Considering pedestrian and bicycle facilities where appropriate to increase the use of alternative travel modes, and;
 - c. Providing for safe and efficient transit streets to encourage the use of public transportation as an alternative to the single occupant vehicle.
10. Allow street vacations only when there is no existing or future need for the right-of-way, consistent with the policies in this plan.
11. Encourage acquisition or development of land for pathways that do not parallel streets, when street connections are not feasible. These connections shall be required only when development is proposed on parcels where pathways are indicated in Figure 5.
12. Provide pedestrian facilities as shown in Figure 5. Pathways, separated from travel lanes with a vegetated buffer, are preferred over sidewalks. Pathways shall meander around significant trees if necessary. On Carman Drive and Boones Ferry Road, a separated pathway is preferred over a shoulder pathway.
13. Provide bicycle facilities on Bangy, Bonita, Carman, Meadows, Boones Ferry and Firwood, between Boones Ferry and Waluga. Those designated roads with speeds of 25 mph or less and 3000 vehicles per day or less in volume will be shared roadways*. Other facilities shall be bike lanes on each side of the travel lane. (Figure 6)



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LAKE FOREST NEIGHBORHOOD PLAN

EXISTING AND PLANNED PEDESTRIAN FACILITIES

FIGURE 5
FEBRUARY 2002



- Existing Sidewalk or Pathway
- - - Proposed Sidewalk
- ~ Proposed Pathway
- o-o-o-o-o-o-o-o Proposed Off-Street Pathway*

- Pathway connection desired—exact location undetermined
- Area To Which Neighborhood Plan Applies

*Approximate location only. Construction only to occur upon future development of surrounding parcels. Exact location and design to be determined.





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LAKE FOREST NEIGHBORHOOD PLAN

EXISTING AND PLANNED BICYCLE FACILITIES

FIGURE 6
FEBRUARY 2002

0 200 400 600 800 FEET

- | | | | |
|--|----------------------------|--|---|
| | Existing Bike Lane | | Proposed Bike Lane |
| | Existing Multi-use Pathway | | Proposed Multi-use Pathway |
| | Shared Roadway | | Area To Which Neighborhood Plan Applies |



CITY COUNCIL

Recommended Action Measures:

- i. Work with Tri-Met to provide neighborhood residents greater access to transit service by:
 - a. Providing more frequent transit service to and from the Lake Forest Neighborhood and the Tualatin Transit Center, the Lake Grove Commercial District, the Lake Oswego Transit Center and any future west end transit center(s); and;
 - b. Improving the comfort and safety of transit waiting areas.
- ii. Recommend site specific solutions to ensure safe and comfortable bike and pedestrian use along Boones Ferry Road, including safe crossing opportunities, when land use and design studies or issues arise.
- iii. Work with Clackamas County to resolve traffic problems that are in the best interest of both jurisdictions and the safety and character of the neighborhood. Examples of coordination include cooperation in the analysis and placement of traffic management devices, traffic control devices, traffic counts, speed studies and public education.
- iv. Increase and improve pedestrian crossing opportunities and safety across major streets to shopping, transit and employment. Consider textured or raised crosswalks, pedestrian signals, mid-block curb extensions to reduce crossing distance, or improve sight distance and additional crosswalks where appropriate.
- v. Correct intersection sight-distance problems* on local residential streets in accordance with the City Zoning Code.

LAKE FOREST NEIGHBORHOOD PLAN DEFINITIONS

Terms and phrases which are marked by an asterisk *in the above text are defined below

Capital Improvement Plan (CIP): The City of Lake Oswego's Capital Improvement Plan (CIP) is a five-year planning, programming, and financing plan for protecting the City's investment in its infrastructure and for constructing new facilities to meet increased service demands. Each year, Lake Oswego's CIP is updated and presents a prioritized schedule of major public improvements that will be implemented within a five year period and their possible sources of funding.

City Sewer Extension Program: This program has been established by City Ordinance (Ord. 2010) and incorporated into LOC Chapter 40, Improvement Procedure. It is intended to facilitate the extension of sanitary sewer service to the unsewered areas of the City limits and areas within the unincorporated Urban Service Boundary. The program allows the City to coordinate street overlays with the extension of sanitary sewer service; construct projects that serve an entire area, avoiding piecemeal construction, and extend service to areas with failing septic systems.

Under this program, the City provides the initial funding for extension of the main sewer line. Connection to the sanitary sewer system is required when a property owner's septic system fails or at the owners request. The City recovers its initial cost by imposing a line charge to property owners at the time of connection. This cost is determined by the number of connections possible for the property.

Conservation Easements: The voluntary retention and protection of the natural, scenic and open space values of the community by private property owners through donation or dedication of easements to the City or other non-profit or governmental organization whose purpose is to protect these resources. The granting of conservation easements is made possible by LOC Chapter 59 which outlines the process.

County Planning Organizations (CPOs): County Planning Organizations (CPOs) are comparable to the City of Lake Oswego Neighborhood Associations and are chartered by Clackamas County. There are three CPOs in the Lake Oswego Urban Services Boundary and adjacent to the City limits: Rosewood Action Group, Forest Highlands and Lake Forest CPOs.

Cut-Through Traffic: Cut-through traffic is through traffic or auto trips, which have neither trip end nor beginning within the neighborhood association boundary. Pursuant to Lake Oswego Comprehensive Plan, Goal 12, Sub-Goal 1, cut-through traffic is discouraged on residential streets and neighborhood collectors.

Dangerous and Unsafe Buildings: These are buildings or structures that are regulated pursuant to the City of Lake Oswego Building Code [LOC Chapter 45] which are structurally unsafe or not provided with adequate egress, or which constitute a fire hazard or are otherwise dangerous to human life. The Building Code pursuant to LOC 45.09.060 declares any use of these structures which constitute a hazard to safety, health, or public welfare by reason of inadequate maintenance, dilapidation, obsolescence, fire hazard, disaster damage or abandonment as an

unsafe use. Also declared unsafe are parapet walls, cornices, spires, towers, tanks, statuary and other appendages or structural members which are supported by, attached to, or part of a building and which are in a deteriorated condition or otherwise unable to sustain design loads specified in the Lake Oswego Building Code. Dangerous and Unsafe Buildings may be abated by the City of Lake Oswego, when located in the City or by Clackamas County, when located in the unincorporated area.

Development: Any human-made change to improved or unimproved real property, including, but not limited to, construction, installation or alteration of a building or other structure, change of use, land division, establishment or termination of a right of access, storage on the land, grading, clearing, removal or placement of soil, paving, dredging, filling excavation, drilling or removal of trees.

Dual Interest Area: The area described in the Clackamas County, City of Lake Oswego Urban Growth Management Agreement and to which the Agreement applies. The Dual Interest Area is an area outside the City limits of Lake Oswego, but within its Urban Service Boundary, where it is mutually advantageous for the City and County to ensure coordination and consistent comprehensive plans and coordination of the provision of urban services,

Flag Lots: A flag lot is a lot located behind another lot that has normal street frontage and where access is provided to the rear lot via a narrow “flag pole” (i.e. driveway), or an easement. There are two distinct parts of a flag lot; the flag, which comprises the actual building site, located behind another lot, and the pole, which, provides access from the street to the flag. A flag lot results from the division of a large lot with the required area and depth for two lots, but which has insufficient width to locate both lots on the street frontage. The creation of flag lots are subject to specific criteria within LOC 48.19 to enhance compatibility with the surrounding residential neighborhood.

Heritage Tree Protection Program: Refers to City Ordinance No. 2159 which is intended to recognize, foster appreciation of and provide for the voluntary protection of “Heritage Trees.” A Heritage Tree(s) is a tree or stand of trees of high importance due to age, size, species, horticultural quality or historic importance.

High level of police, fire protection and emergency preparedness services: For the purposes of the RLGNP, this term is described as:

- a. The ability of the Lake Oswego Fire Department to reach the location of fire alarms within the City within eight minutes or less, and;
- b. The ability of the Police Department to reach the location of emergency calls for protection of life and property within a maximum time of five minutes.

Home Occupations: Home occupations are defined by LOC 49.02.015 as a lawful use conducted in a residential zone or on the premises of a dwelling unit, that is secondary to the use of the dwelling for dwelling purposes. Home occupations are regulated by LOC 48.20.545, which states:

A home occupation may be conducted where allowed by other provisions of this chapter if the following conditions are continuously complied with:

- a. The use does not alter the residential character of the neighborhood nor infringe upon the right of residents in the vicinity to the peaceful enjoyment of the neighborhood.
- b. A current and valid business license is maintained.
- c. No employees other than family members who reside at the dwelling.
- d. No outside storage of goods or materials other than vegetation.
- e. No more than 25% of the dwelling is devoted to non-residential use. (Ord. No. 1851, Sec. 1; 11-16-82.)

Invasive Vegetation: This term is defined by the Lake Oswego Development Code, LOC 48, as vegetation that displaces or dominates the natural plant communities. Examples of invasive vegetation include Himalayan blackberry, English ivy, reed canary grass and scotch broom.. A list of such plants is maintained on file at the Lake Oswego Department of Planning and Development.

Lake Oswego Neighborhood Association Coalition (LONAC): LONAC is an organization composed of representatives of the Lake Oswego's Neighborhoods which serves as a forum to discuss and represent the common interests of the community. LONAC is not chartered by the City.

Metro 2040 Growth Concept: This is an outgrowth of the principles outlined in Metro's Urban Growth Management Functional Plan. The overall principles include encouraging a compact urban form in specific Design Type areas including Town Centers, Employment Centers, Main Streets, Regional Centers and Transit Corridors. Through the Design Types, the Growth Concept provides for the bulk of additional units that jurisdictions are required to provide to meet targeted dwelling unit goals for 2017. The resulting compact urban form is designed to accommodate approximately 720,000 additional residents and 350,000 additional jobs over 40 years region-wide. This compact form is to be served by multiple modes of transportation, maintain a clear distinction between urban and rural lands and reduce urban sprawl. The City of Lake Oswego has determined its Design Type boundaries, which are briefly described below.

Town Centers: Town Centers may serve a population base of tens of thousands of people. Within these areas the City will encourage good transit services, a pedestrian environment, shopping, services, entertainment, and higher density housing so that residents may have more transportation choices by locating near these uses and services.

Employment Area: An area containing various types of employment and some high density residential, with limited commercial uses. There is one designated employment area in Lake Oswego, which encompasses areas which are designated by the Comprehensive Plan as Highway Commercial, Campus Research and Development, Office Campus, R-0 and some R-3, within the Kruse Way Corridor.

Transit Corridors: Within these corridors, development may be continuous, such as along portions of Boones Ferry Road in the Lake Grove area, or organized around major

intersections or transit stops with sections of residential development in between. Transit corridors are to receive frequent, high-quality transit service.

Main Streets: Main Streets are business districts that contain areas of higher density land uses, with concentrations of shopping, services and entertainment or restaurants. Multi-family residential is often located around the Main Street district and may exist on second or third stories above retail or offices. Main Streets are to have high quality transit service and a good pedestrian environment.

Inner Neighborhoods: Inner Neighborhoods are accessible to jobs and neighborhood businesses and typically average (citywide) six dwelling units per acre. All residential areas which do not lie within another Design Type area, in the Lake Oswego Urban Service Boundary, are considered Inner Neighborhoods.

Natural Resource Functions and Values: Natural resource functions and values are defined in LOC 48.02.015 as the benefits provided by natural resources. The benefits may be physical, environmental, aesthetic, scenic, educational, or some other non-physical function or a combination of these. For example, the functions and values of a wetland can include its ability to provide storm water detention and its ability to provide food and shelter for migrating waterfowl. In addition, an unusual native species of plant in a natural resource area could be of educational, heritage or scientific value. Most natural resources have multiple functions and values. For example stream corridors, tree groves and wetlands share some or all of the following beneficial characteristics:

- a. Wildlife and plant habitat protection
- b. Protection of sensitive, threatened or endangered species
- c. Erosion control
- d. Flood and storm water storage
- e. Water quality enhancement
- f. Ground water recharge
- g. Open space, passive recreation, and visual enjoyment
- h. Cultural, social, educational and research values.

Natural Drainage System: This term refers to the open and vegetated drainage channels and the surface water treatment facilities which comprise the great majority of Lake Oswego's storm water conveyance system.

Nuisance Situations: Nuisances are broadly defined as anything which interferes with, annoys or disturbs the free use of one's property or which renders its ordinary use or physical occupation uncomfortable. This definition extends to everything that endangers life or health, gives offense to the senses, violates the laws of decency, or obstructs the reasonable and comfortable use of property. Nuisances also refer to wrongs arising from an unreasonable or unlawful use of property to the discomfort, annoyance, inconvenience or damage of another. This usually involves continuous or recurrent acts.

A public nuisance is further defined by LOC 34.08.400 as:

- a. Any condition or use of property which causes or tends to cause detriment or injury to the public health, safety, welfare;
- b. Any condition specified in LOC 34.10.500 to 34.12.600; or
- c. An condition defined as a nuisance by any Lake Oswego Code provision. (Ord. No 1856, Sec. 1; 12-28-82.)

Open Space Reserves: This term as used by LFNP, refers to the City’s requirement pursuant to the LOC 8.05 “Park and Open Space” for all major residential development and office campus development to provide open space or parkland approved by the City in an aggregate amount equal to at least 20 percent of the gross land area of the development. Commercial and industrial development shall provide open space or parkland to at least 15 percent of the gross land area of the development. Open space per LOC 8.005 is defined as land to remain in natural condition for the purpose of providing a scenic, aesthetic appearance; protecting natural processes; providing passive recreational uses or maintaining natural vegetation. Open space land shall be permanently reserved by common ownership among the owners of a development, dedication to the public, or by other appropriate means.

Overgrown Vegetation: For the purpose of the LFNP, overgrown vegetation is that which completely screens from view the primary residence from the street.

Pre-application Neighborhood Meetings: This term refers to LOC 49.36.705, which requires neighborhood contact by a person proposing a land use action for certain land use applications. The LOC requires that prior to submittal of an application for a partition, subdivision or a major development, the applicant shall contact and discuss the proposed development with any affected neighborhood as provided in this section. The Planning Director may require neighborhood contact pursuant to this Section prior to the filing of an application for any other development permit if the Director deems neighborhood contact to be beneficial.

The purpose of neighborhood contact is to identify potential issues or conflicts regarding a proposed application so that they may be addressed prior to filing of an application. This contact is intended to result in a better application and to expedite and lessen the expense of the review process by avoiding needless delays, appeals, remands or denials. The City expects an applicant to take the reasonable concerns and recommendations of the neighborhood into consideration when preparing an application. The City expects the neighborhood association to work with the applicant to provide such input.

Pathways, Sidewalks: For the purposes of the LFNP, pathways are defined as paved pedestrian ways within the public right-of-way usually at the same grade with an adjacent street. Pathways may be also separated from the street by an intervening landscaped strip. Pathways are contrasted to urban sidewalks, which are typically constructed in conjunction with curbs, gutters and a piped storm drainage system.

Public Facility Plan (PFP): The City’s PFP identifies the major facilities and capacity improvements to city infrastructure that are necessary to support land uses allowed by the Comprehensive Plan. These facilities include water, sanitary sewer, storm drainage and surface

water management, and major transportation improvements. The PFP is used in conjunction with the CIP as described above to coordinate, program and phase public facility funding decisions. PFPs are required by Statewide Planning Goal 11, Public Facilities and Services for all cities with populations greater than 2,500 to ensure that cities plan and develop timely, orderly and efficient arrangements of public facilities and services to serve as the basis of urban development.

Required Availability of the Staff Report: This term refers to the requirement of LOC 44.44.915 which, states that the land use staff report prepared by staff shall be completed and be available for public inspection at no cost at least ten days prior to the date of the public hearing. (Ord. No. 2088, Enacted, 03/03/94). The staff report shall contain an analysis of the applicable criteria and the evidence in the record. Based upon this review, the Planning Director shall recommend approval, approval with conditions, denial, or continuance of the application.

Secondary Dwellings: A secondary dwelling unit, either attached or separate, may be located on a lot already containing a dwelling unit which complies with LOC 48.20.547 [LOC 48.02.015]. A secondary dwelling unit may be allowed in conjunction with a single-family dwelling by conversion of existing space, by means of an addition, or as an accessory structure on the same lot with an existing dwelling, when the following conditions are met:

- a. The site is large enough to allow one off-street parking space for the secondary unit in addition to the required parking for the primary dwelling.
- b. Public services are to serve both dwelling units.
- c. The number of occupants is limited to no more than two persons in the secondary unit.
- d. The unit does not exceed one bedroom and an area of 800 square feet, or a total FAR of 0.4 for all buildings. No more than one additional unit is allowed.
- e. The unit is in conformance with the site development requirements of the underlying zone and LOC Chapter 45.
- f. The following minimum area standards shall be met: a) 1 person - 250 square feet; b) 2 persons - 500 square feet
- g. One unit shall be occupied by the property owner.

Sensitive Lands Map and Atlas: The City of Lake Oswego's mapped natural resources that have environmental significance within the Lake Oswego planning area (Urban Service Boundary) which includes wetlands, stream corridors and tree groves. Sensitive Lands are designated on the Comprehensive Plan Map and Zoning Map. The purpose of these maps is to give a general overview as to the location of the districts and not intended to show the precise district boundaries.

Shared Roadway: A road or street that has speeds of 25mph or less and traffic volumes under 3000 vehicles per day. On such streets, the neighborhood desires bicycle traffic to be co-mingled with auto traffic, rather than construction of separate bicycle facilities.

Sight Distance Problems (pertains to streets): Sight distance problems occur when vegetation or other materials obstruct the view of drivers, pedestrians or bicyclists at street intersections.

Skinny Streets: In the context of the LFNP, “skinny streets” are those which are developed to a minimum driving width necessary to provide required access to adjacent residential land uses and to allow for emergency vehicle access. In some instances this may allow for the construction of “queuing” streets which are intended for two-way traffic, but are comprised of a single traffic lane and a parking lane on one or both sides of the street. When two vehicles meet, one of the vehicles must yield by pulling over into a vacant segment of the adjacent parking lane.

Small Scale Country Lane: A public right-of-way with a local street designation that possesses the following characteristics: 1) is narrower than a typical local street (20 feet of paving or less), 2) has gravel shoulders or grass shoulders for parking, 3) has a roadside swale or other natural drainage system, 4) may have a pathway, but does not have a sidewalk or curbs.”

Stream Corridors: A stream corridor is an area of land that includes a stream and a set of natural features generally associated with the stream. These natural features include stream channels, flood plains, wetlands, riparian vegetation, associated vegetation, steep slopes, and habitat features [LOC 48.02.015]. A stream corridor generally includes the following, which are further defined by LOC 48.02.015: hydrological characteristics, plant communities and wildlife habitat, soils with potential for severe erosion, ravines and steep slopes and associated aquatic elements.

Storm Drainage and Water Quality Management Measures: Structural and non-structural practices associated with new development or any significant disturbance of soil necessary to:

- a. Maintain surface water quality by preventing measurable erosion or otherwise limit soil erosion and sediment transport to less than one (1) ton per acre per year;
- b. Control other pollutants from entering the surface water system, and;
- c. Control the quantity and duration of storm water discharged into the surface water system following major storm events.

Regulations and standards for erosion control are addressed by LOC 52.02.010. Lake Oswego Drainage Standards are addressed by 11.005 and 12.005 for Major and Minor Development.

Street Right-of-way: A street right-of-way consists of publicly owned land on which there exists, or on which it is intended to construct, a public street and other public transportation improvements or associated landscaping improvements.

Timely Information (citizen involvement and notification purposes): The intent of this term as used in the LFNP, is to emphasize the need for clear and prompt communication with the neighborhood as soon as land use applications or major public facility issues are raised. This requires the City and Neighborhood to maintain a positive relationship and open avenues of communication.

Townhouse Units: This term refers to single-family dwellings, which are attached by a common wall or with a party wall separating the dwelling units. These dwellings have primary ground-floor access to the outside.

Traffic Management Devices: For the purpose of implementing the LFNP, traffic management devices are defined as apparatus installed or constructed to regulate the flow of traffic not subject to the standards of the Manual of Uniform Traffic Control Devices (MUTCD), including speed humps, curb extensions, traffic circles, traffic diverters and street closures [LOC 32.02.10].

Tree Canopy: In the context of the Lake Forest Neighborhood Plan, the tree canopy is the three-dimensional aesthetic quality imparted to the neighborhood by the existence of large numbers of existing large trees whose crowns may or may not interweave. The Lake Forest Neighborhood tree canopy is the predominant natural feature in the neighborhood, the preservation and enhancement of which is essential to the neighborhood's identity. The tree canopy may or may not have an associated understory.

Tree Canopy Data Collection and Inventory System: A tree canopy data collection and inventory system is a systematic and empirical analysis of the area of Lake Forest covered by the tree canopy. The system is intended to be maintained over-time with a reference to a base year to determine the tree canopy loss or gain in the neighborhood. These systems are typically based on a chronological analysis of aerial photography. This type of data collection system is not yet established by the City, but could be considered as part of a Community Forestry Program.

Tree Grove(s): A tree grove is defined by LOC 48.02.015 as a stand of three or more trees (of the same species or a mixture) which form a visual and biological unit, including the area between the forest floor and the canopy, including skyline trees, and including any understory vegetation existing within the canopied area. A stand of trees must be at least 15' in height and must have a contiguous crown width of at least 120 feet to qualify as a tree grove. Currently, in the unincorporated portion of the neighborhood, there are no designated tree groves and tree cutting can occur legally in any area, without a permit.

- a. **Associated Tree Grove:** A tree grove that is contiguous with the boundaries of a designated stream corridor or wetland and contributes to the resource value of the riparian area by extending and operating in conjunction with the habitat of the riparian area and providing flood control and water quality enhancement. Such tree groves are located within the buffer areas of a wetland or stream corridor but may extend beyond the buffer.
- b. **Isolated Tree Grove:** A grove of trees that is not associated with a stream corridor or wetland as described as above.
- c. **Upland (or upland forests):** The non-riparian portions of tree groves lying outside of stream corridor.

Urban Growth Management Agreement between the City of Lake Oswego and Clackamas County (UGMA): The UGMA is an agreement between the City and County, allowed by ORS 190.003 to 190.030, which allows units of local government to enter into agreement for performance of any or all functions and activities which they have authority to perform. The UGMA applies to all unincorporated areas within the City's Urban Services Boundary (USB) and outlines responsibilities within this area for comprehensive planning, development proposals, notice and coordination, neighborhood planning and annexations.

Urban Service Boundary: Lake Oswego's ultimate growth area, within which the City will be the eventual provider of the full range of urban services.

Wetland(s): A wetland is defined by LOC 48.02.015 and is an area that is inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and under normal circumstances does support, a prevalence of vegetation typically adapted for life in saturated soil conditions, commonly known as hydrophytic vegetation. Wetlands generally include, but are not limited to, swamps, marshes, bogs, and similar areas.

Isolated Wetland: A wetland that is not linked or connected to an adjacent stream corridor, wetland or tree grove, or other wooded area

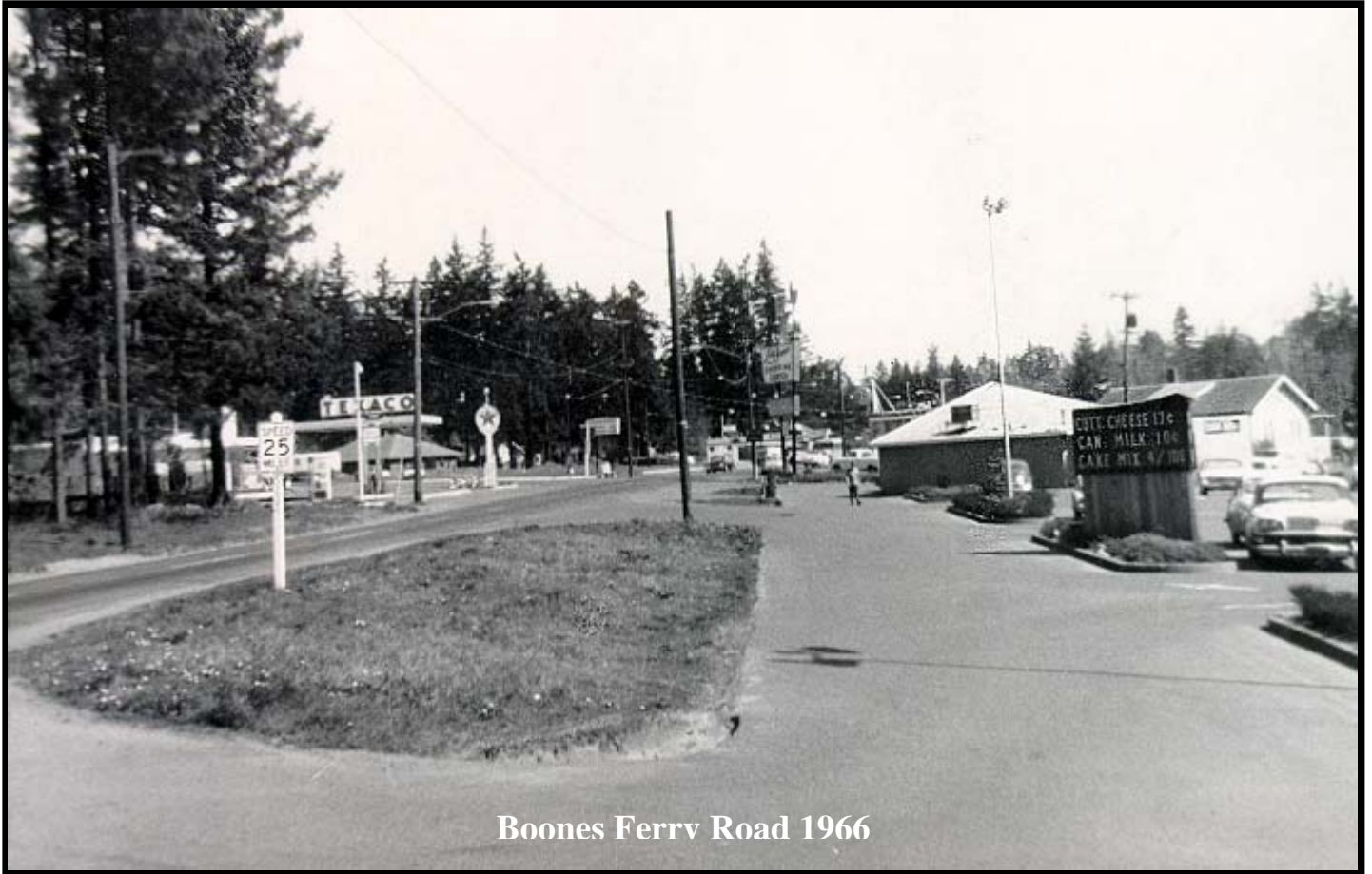
Zero Lot Line Dwelling: A building providing two dwelling units on two separate lots and used for residential purposes. Zero lot line dwellings are allowed in all zones in Lake Oswego.

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LAKE GROVE NEIGHBORHOOD PLAN

Goals, Policies and Recommended Action Measures

ADOPTED DECEMBER 15, 1998



LAKE GROVE NEIGHBORHOOD PLAN STEERING COMMITTEE:
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A COOPERATIVE EFFORT
BETWEEN THE
LAKE GROVE NEIGHBORHOOD ASSOCIATION
AND THE
CITY OF LAKE OSWEGO



PREFACE
LAKE GROVE NEIGHBORHOOD PLAN

This is the first time Lake Grove has developed a Neighborhood Plan specific to the area contained within its neighborhood association boundaries (Figure 1). It was developed over a period of two years by the Lake Grove Neighborhood Plan Steering Committee and involved substantial research, review and discussion. The Neighborhood Plan has been incorporated into the City's Comprehensive Plan by legislative amendment. It augments city wide land use goals and policies in regard to land use issues within the boundaries of the Lake Grove Neighborhood Association.

Development of the Lake Grove Neighborhood Plan involved the careful consideration of many different factors and issues to make the best decisions for the neighborhood for the short and long term. The goals and policies of the Neighborhood Plan and those of the Citywide Comprehensive Plan are intended to guide future land use decisions in the neighborhood. This Plan is intended for use by all those who have concerns with land use actions in the neighborhood, including local officials, persons with development interests, state, regional and federal agencies, neighborhood and community groups, and citizens of all interests.

Because the Neighborhood Plan is part of the Citywide Comprehensive Plan it is required to be in conformance with the City Plan, Statewide Planning Goals and the Metro Regional Framework Plan, which is also enabled by state statute. The Neighborhood Plan, prior to public hearings for adoption, was reviewed by both the City of Lake Oswego and the Department of Land Conservation and Development as to whether it meets these tests. Future changes are also evaluated as to consistency with the city, state and regional goals and policies.

The Lake Grove Plan consists of six goal and policy chapters as follows:

- Goal 1: Citizen Involvement
- Goal 5: Open Spaces, Scenic and Historic Resources and Natural Resources
- Goal 9: Economic Development/Commercial Lands
- Goal 10: Housing/Residential Lands
- Goal 11: Public Facilities and Services
- Goal 12: Transportation

These chapters are numbered and structured to be consistent with the City's Comprehensive Plan and statewide planning goals. Also, terms and phrases marked with an * asterisk are defined in a definition section at the end of the document.

It is important for both the Lake Grove Neighborhood Plan and the Lake Oswego Comprehensive Plan to be responsive to changing conditions and circumstances. Because the Neighborhood Plan is part of the citywide Plan its update is required as part of periodic review of the Comprehensive Plan to address changed and unanticipated circumstances which occur over time.

Also, because the Lake Grove Plan is intended to "comprehensively address" land use policy issues in the neighborhood, and the neighborhood is part of the City as a whole, there are no parts of either the City's Comprehensive Plan or the Lake Grove Neighborhood Plan which can be considered separately from other parts. All Plan goals and policies are intended to be supportive of one another. However, when using the Neighborhood Plan to make decisions and conflicts arise between goals and policies, the City has an obligation to make findings, which indicate why the goal or policy being

supported takes precedence over those which are found to be in conflict. This involves a decision-making process on the part of the City, which balances and weighs the applicability and merits of both the Neighborhood Plan's and Comprehensive Plan's many goals and policies against one another.

The City's Comprehensive Plan and its Neighborhood Plan elements occupy center stage for directing Lake Oswego's future. However, other planning activities and documents are also important. Other plans such as the Park and Recreation Master Plan, Transportation System Plan, the various public facility plans, and the Capital Improvement Plan are important to consider when making land use decisions. However, any portion of these plans and any related action dealing with land use must be consistent with the policy direction of the Comprehensive Plan and its Neighborhood Plan Chapters.

The Neighborhood Plan elements of the Comprehensive Plan and the Zoning and Development Codes are intended to mutually support one another. The Plans do not contain specific standards for development. Instead they provide the policy basis for specific standards and procedures of the Zoning and Development Code which are used to review new development and modifications to existing development. However, the Plans are applicable to legislative decisions such as Plan and Zone Map amendments and certain other land use actions, which must address applicable Plan goals and policies. These include actions such as conditional uses and text changes to the City's zoning and development codes."

NEIGHBORHOOD PLAN FORMAT

Definitions And Obligations Of

Goals, Policies And Recommended Action Measures

Goals, policies and recommended action measures identify the intent of the City to accomplish certain results. The different types of plan statements vary in specificity. Usually, goals are the most general, and policies and recommended action measures are the most specific. The City's obligations under these statements vary according to the type of statement.

The goals and policies are intended to relate to one another. The goals are followed by supportive policies. The goals and policies in turn are supported by recommended action measures. However, each plan statement can stand alone, either as a goal or policy which are obligations the City wishes to assume, or as a recommended action measure which is a recommendation to achieve a desired end but does not signify an obligation.

The Comprehensive Plan is the general guide for the City in matters relating to land use. However, a number of other factors should be recognized:

1. The Plan is not the only document, which establishes City policies and planning activities. For example, the City must conform to the Municipal Code, state and federal regulations, and intergovernmental agreements. To the extent possible, these requirements are referenced in the Plan.
2. If a project or process is not addressed by the Plan statements, the City may still take appropriate action to address it. However, if necessary, the Plan should be amended in this circumstance.
3. Although the goals and policies do not specifically address disaster situations (washed out roads, fire, broken utility lines, etc.), the City's responsibility in areas of safety and public health may occasionally require emergency actions which would otherwise require adherence to specific permit requirements and

findings of plan compliance.

I. GOAL

Definition - A general statement indicating a desired end or the direction the City will follow to achieve that end.

Obligation - The City cannot take action, which violates a goal statement unless:

1. Action is being taken which clearly supports another goal.
2. There are findings indicating the goal being supported takes precedence (in the particular case) over another.

II. POLICY

Definition - A statement identifying Lake Oswego's position and a definitive course of action. Policies are more specific than goals. They often identify the city's position in regard to implementing goals. However, they are not the only actions the City can take to accomplish goals.

Obligation - The City must follow relevant policy statements when amending the Comprehensive Plan, or developing other plans or ordinances which affect land use such as public facility plans, and zoning and development standards or show cause why the Comprehensive Plan should be amended consistent with the Statewide Land Use Goals. Such an amendment must take place following prescribed procedures prior to taking an action that would otherwise violate a Plan policy. However, in the instance where specific plan policies appear to be conflicting, the City shall seek solutions which maximize each applicable policy objective within the overall context of the Comprehensive Plan and Statewide Goals. As part of this balancing and weighing process, the City shall consider whether the policy contains mandatory language (e.g. shall, require) or more discretionary language (e.g. may, encourage).

III. RECOMMENDED ACTION MEASURES

Definition - A statement that outlines a specific City project or standard, which if executed, would implement goals and policies. Recommended action measures also refer to specific projects, standards, or courses of action the City desires other jurisdictions to take in regard to specific issues. These statements also define the relationship the City desires to have with other jurisdictions and agencies in implementing Comprehensive Plan goals and policies.

Obligation - Completion of projects, adoption of standards, or the creation of certain relationships or agreements with other jurisdictions and agencies, will depend on a number of factors such as citizen priorities, finances, staff availability, etc.

The City should periodically review recommended action measures to determine which are a priority to be accomplished in view of current circumstances, community needs and the City's goal and policy obligations.

These statements are suggestions to future City decision-makers as ways to implement the goals and policies. The listing of recommended action measures in the plan does not obligate the City to accomplish them. Neither do recommended action measures impose obligations on applicants who request amendments or changes to the Comprehensive Plan or its Neighborhood Plan Chapters.

The list of recommended action measures is not exclusive. It may be added to or amended as conditions warrant.

LAKE GROVE NEIGHBORHOOD PLAN

Goal 1: Citizen Involvement

Summary of Major Issues

The Lake Grove Neighborhood Plan Chapter on Citizen Involvement recognizes that the neighborhood is composed of both residential and commercial areas, which have specific needs and interests. The Plan's Citizen Involvement goal and policies stress the need to involve all residents and businesses in all phases of land use planning. Furthermore communication within the neighborhood and to the City regarding significant issues must reflect the diversity of interests of those who live, work and do business in the neighborhood.

The chapter also recognizes the essential need to communicate and coordinate issues with the other neighborhood associations and County Planning Organizations (Rural Lake Grove Neighborhood) which border the Lake Grove Neighborhood.

The Plan stresses that the City's current notification process does not provide adequate notice of impending land use issues. In some cases the current 300-foot notice does not notify all those who may be affected by a development proposal. The Neighborhood Plan Steering Committee felt that it was important to reach a threshold number of notified property owners to provide a greater opportunity for participation in land use matters.

Therefore the Steering Committee crafted Goal 1, Policy 3, which states:

"When minor or major development* is proposed, require that the closest fifty property owners* be notified when less than fifty are contained within the required 300 foot notification boundary*."*

Furthermore, the Plan directs in Policies 4 and 5 that City staff, take a proactive and visible role in communicating development issues to the neighborhood. Policy 5 directs that City staff notify both the Neighborhood Association Board and the Lake Oswego West/Lake Grove Business Association as soon as land use applications are accepted as complete. Many land use issues applications and resultant staff reports involve an analysis of many complex issues such as traffic, public facilities, surface water quality, natural resources protection and neighborhood compatibility. The Neighborhood Planning Steering Committee felt that it is important for the neighborhood to have as much time as possible to review these issues and prepare comment because of past experience of not having enough time to do so. Therefore, the policy also directs the City to provide an opportunity for the Neighborhood Association Board to meet with staff at least seven days prior to the required 10-day availability of the staff report to discuss land use applications and staff's preliminary analysis.

Policy 6 ensures that pre-application meetings between applicants and the neighborhood are meaningful and that concerns and issues are accurately communicated. Policy 6 as presented below proposes specific ways by which this should happen:

"Ensure that pre-application neighborhood meetings between those proposing land use applications and the neighborhood result in the attendees' concerns and issues being accurately communicated by requiring:*

- a. *The applicant to agree with the Neighborhood Association chair upon a mutually convenient meeting date, time and place;*
- b. *Written minutes to be taken and the meetings audio taped. The applicant shall mail minutes to the attendees and the Lake Grove Neighborhood Chair or designee. A reasonable time, of not less than seven days and not more than 21*

days, following mailing, shall be provided for the chair or designee in consultation with the attendees, to review and make written comment on the minutes. Also, the applicant shall make copies of the audio tapes conveniently available for neighborhood review within one week after the meeting and prior to development application to the City.

- c. *Meeting audio tapes, written minutes, and any associated written comments by the neighborhood chair or designee be provided to the City at the time of application submittal.”*

LAKE GROVE NEIGHBORHOOD PLAN

Goal 1: Citizen Involvement

Goals, Policies and Recommended Action Measures

GOAL(s)

1. Ensure that all residents and business owners in the Lake Grove Neighborhood have the opportunity to be involved in all phases of the land use planning process.
2. Ensure that communication within the neighborhood and to the City regarding issues of both neighborhood and citywide significance reflects the diversity of interests of those who live, work, and do business in the neighborhood.

POLICIES

1. Ensure that coordination occurs between Lake Grove Neighborhood Association, other neighborhoods and County Planning Organizations (CPOs)* in regard to land use, public facility planning and construction, and other matters which have impacts on neighborhood residents and business owners across neighborhood boundaries.
2. Provide timely information *and notice so that both neighborhood residents and business owners have the opportunity to participate in land use and public facility planning decisions and other issues of significance to the neighborhood and City.
3. When minor* or major development* is proposed, require that the closest fifty property owners* be notified when less than fifty are contained within the required 300 foot notification boundary*.
4. Provide business owners and residents a copy of the adopted Lake Grove Neighborhood Plan to ensure they have the opportunity to become knowledgeable of the plan’s content and applicability.
5. Ensure the neighborhood has adequate opportunity to understand and develop effective comment and testimony on land use applications by:
 - a. Notifying the Neighborhood Association Board and the Lake Oswego West /Lake Grove Business Association as soon as land use applications are accepted as complete, and;
 - b. Providing the Association Board an opportunity to meet with City staff at least seven days prior to the *required availability of the staff report to discuss, for information purposes only, the application and staff’s analysis of the proposal. The applicant shall receive prior notice of any meeting and be given an opportunity to attend.
6. Ensure that pre-application neighborhood meetings* between those proposing land use applications and the neighborhood result in the attendees’ concerns and issues being accurately communicated by requiring:
 - a. The applicant to agree with the Neighborhood Association chair upon a

- mutually convenient meeting date, time and place;
- b. Written minutes to be taken and the meetings audio taped. The applicant shall mail minutes to the attendees and the Lake Grove Neighborhood Chair or designee. A reasonable time, of not less than seven days and not more than 21 days, following mailing, shall be provided for the chair or designee in consultation with the attendees, to review and make written comment on the minutes. Also, the applicant shall make copies of the audio tapes conveniently available for neighborhood review within one week after the meeting and prior to development application to the City.
- c. Meeting audio tapes, written minutes, and any associated written comments by the neighborhood chair or designee be provided to the City at the time of application submittal.

RECOMMENDED ACTION MEASURES

- i. Support the activities of the Lake Oswego Neighborhood Association Coalition* (LONAC) as the means to communicate issues and provide opportunities for discussion among the City’s various neighborhoods.
- ii. Encourage the Lake Oswego West/Lake Grove Business Association to develop and distribute information to area residents about shopping, entertainment and service opportunities provided by the Lake Grove Neighborhood Commercial District.
- iii. Encourage the City to work in partnership with the Lake Grove Neighborhood Association and Lake Oswego West/Lake Grove Business Association to assure public notice, information and communication procedures are in place to prepare for possible public safety events such as fire and law enforcement incidents, inclement weather and other emergencies and natural and man-made disasters.
- iv. Encourage elected and appointed City officials to periodically meet with Lake Grove Neighborhood Association to ensure its opinions and needs are communicated directly to the City.
- v. Encourage neighborhood residents and business owners to make a personal commitment to neighborhood safety and social quality by taking interest in the well being of their neighbors.
- vi. Encourage neighborhood residents and business owners to work together toward betterment of their neighborhood.

LAKE GROVE NEIGHBORHOOD PLAN

**Goal 5: Open Spaces, Scenic And Historic Resources And Natural Resources
Summary of Major Issues**

A defining feature of the Lake Grove Neighborhood is its namesake -- the tree canopy that predominates throughout the area. Eighty-two percent of the 223 persons who responded to the neighborhood survey conducted by the Neighborhood Planning Steering Committee in 1995 responded affirmatively that policies should be established to protect trees and other natural resources.

A major focus of the Plan’s Goal 5 chapter is preservation of and enhancement of the tree canopy. Furthermore, the Plan recognizes the benefits of the City’s Sensitive Lands Protection Program and stresses protection of the neighborhood’s stream corridors, tree groves and wetlands as designated by the City’s ESEE analysis. The Plan also recognizes the benefits of the City’s Open Space Standard and emphasizes in Goal 5, Policy 2 the

need to take specific action to preserve and maintain open space.

The Goal 5 Chapter identifies specific policy action to provide a greater level of tree protection and enhancement of the neighborhood tree grove. Policy 3 proposes to amend the LOC Chapter 55 as follows:

Require(ing) all tree cutting applications be subject to a Type II Permit pursuant to the Lake Oswego Tree Code (LOC Chapter 55) when it is proposed to remove evergreen trees thirty feet and taller and deciduous trees with a diameter of 10” or greater and a height of 30 feet or more In instances where trees proposed for removal are obviously dead* or represent an obvious immediate hazard*, application fees for the Type II permit shall be waived..*

This policy also proposes that the City amend its Development Standard to ensure that: *Developers maximize the preservation of trees to maintain and enhance the cohesive quality of existing tree groves, and require, when new development is proposed, open space dedication* of the land on which there are significant trees.*

Policies 4 through 10 also emphasize tree protection. In summary these policies state:

- *Require, when practicable*, tree planting for all new development including single family homes;*
- *That the development review process emphasize protection of significant trees rather than allowing removal and subsequent mitigation through replanting;*
- *Provide property owners the opportunity to preserve trees through participation in a City adopted Heritage Tree Protection Program*.*
- *Protect and enhance significant trees within the public right-of-way and on other public lands, and;*
- *Monitor the Neighborhood’s tree canopy over time through a city-maintained data collection and inventory system.*

Springbrook Creek is the neighborhood’s primary stream corridor and policies 11, 12 and 13 address protection of this natural resource. The Neighborhood Plan Steering Committee stressed that it is particularly important to protect the stream corridor and adjoining properties from erosion and sedimentation, which could result from upstream development. Furthermore, these policies address the need to protect the stream corridor and adjoining property from damage if any portion of Springbrook Creek sewer interceptor should fail.

The Chapter’s Recommended Action Measures (RAMs) identify several sites in the neighborhood that have local historic and cultural significance. Also, the RAMs identify several sites as candidates for landscaping and beautification.

LAKE GROVE NEIGHBORHOOD PLAN

Goal 5: Open Spaces, Scenic and Historic Resources and Natural Resources Goal, Policies and Recommended Action Measures

GOAL

Preserve Lake Grove Neighborhood’s natural resources and wooded character.

POLICIES

1. Preserve Lake Grove Neighborhood’s stream corridors, tree groves*, and wetlands* as designated by the City’s Goal 5: ESEE Inventory* (Figure 2).
2. Require preservation and maintenance of open space reserves* consistent with conditions of development approval including:
 - a. Preventing the removal of trees and non-invasive vegetation* except as

- provided by the Lake Oswego Tree Code (LOC 55);
 - b. Removing invasive vegetation* and replanting with native plant species where appropriate;
 - c. Preventing the dumping of garbage and yard debris in open space areas through enforcement of nuisance provisions Lake Oswego Code (LOC 34.08.490), and
 - d. Not allowing the encroachment of structures, yards, landscaping or other private improvements.
- 3. Preserve and where possible enhance the Lake Grove Neighborhood tree canopy by:
 - a. Requiring all tree cutting applications be subject to a Type II Permit* pursuant to the Lake Oswego Tree Code (LOC Chapter 55) when it is proposed to remove evergreen trees thirty feet and taller and deciduous trees with a diameter of 10” or greater and a height of 30 feet or more. In instances where trees proposed for removal are obviously dead* or represent an obvious immediate hazard*, application fees for the Type II permit shall be waived.
 - b. Requiring developers to maximize the preservation of trees to maintain and enhance the cohesive quality* of existing tree groves;
 - c. Requiring, when new development is proposed, protection of significant existing trees by including these resources as part of an open space reserve area*.”
 - d. Enforcing the Lake Oswego Tree Code (LOC Chapter 55).
- 4. When practicable*, require landscaping and planting of trees which grow to a significant size for all new development*. Tree planting, including species selection and location shall take into account solar access requirements *of LOC Chapter 57.
- 5. The development review process shall emphasize protection of significant trees rather than allowing removal and subsequent mitigation through replanting-
- 6. Provide property owners the opportunity to preserve trees through participation in a City adopted Heritage Tree Protection Program*.
- 7. Protect and enhance significant trees within the public right-of-way and on other public lands by:
 - a. Adopting standards and regulations to protect public trees, and;
 - b. Ensuring maintenance of adequate public right-of-way to plant trees, out of the area needed for the travel surface, that are known to grow to a significant size.
- 8. Ensure public works projects in the Lake Grove Neighborhood are designed, implemented, and maintained to protect trees, significant vegetation and other natural resources.
- 9. When trees are removed in the Lake Grove Neighborhood in violation of the Lake Oswego Tree Code (LOC Chapter 55) ensure that:
 - a. Tree planting which is required for mitigation occurs within the neighborhood’s boundaries, and;
 - b. Any fines paid into the City’s tree fund are used to also plant trees within the neighborhood.

10. Monitor the condition of the Lake Grove Neighborhood's tree canopy over time, including the identification and progression of disease such as laminated root rot, through a City maintained data collection and inventory system.*
11. Restore the natural resource functions and values* of Springbrook Creek and the other City inventoried stream corridors, wetlands and tree groves in the Lake Grove Neighborhood.
12. Require storm drainage and water quality management measures* and facilities for all new development within and outside Lake Grove Neighborhood to reduce the impacts of flooding, erosion, sedimentation and other effects of increased water run-off on neighborhood properties and natural resources.”
13. Protect, through periodic monitoring and maintenance of the Springbrook sewer interceptor, the Springbrook Stream Corridor and adjacent properties from damage that could occur if any portion of the sewer interceptor could fail.
14. Allow property owners to conduct restoration activities within stream corridors, wetlands and tree groves without the dedication of conservation easements when these efforts are undertaken at their own expense.

RECOMMENDED ACTION MEASURES

- i. Implement a Lake Oswego Community Forestry Program which:
 - a. Provides for an ongoing planting and maintenance program for trees and other vegetation in public rights-of-way , natural areas, open spaces and parks, and;
 - b. Provides information regarding tree care to the general public.
- ii. Involve the City, neighborhood residents, property owners, and citizen groups, such as the Wetlands Conservancy and the Lake Oswego Land Trust to develop a common vision and action program to restore the natural functions and values of Lake Grove Neighborhood's tree groves, stream corridors and wetlands.
- iii. Encourage property owners and citizen groups to landscape with native plants along stream corridors and adjacent to wetland buffer areas.
- iv. Encourage the identification of historically significant buildings and features in the Lake Grove Neighborhood. These important sites include but are not limited to:
 - a. Carl House (Old Postmasters House) at 15110 Boones Ferry Road;
 - b. The Home of Oregon's first woman attorney at 4124 Sunset Drive;
 - c. Community Hall Plaque at 16211 Reese Road;
 - d. Anne Shannon Monroe, the Lake Grove Neighborhood author's home at 16600 Bryant Road.
- v. Work with the City to determine an appropriate public or quasi-public use for the old fire station located at 16400 Bryant Road.
- vi. Encourage the dedication of conservation easements* to protect natural resources and open space.
- vii. Develop and maintain landscaped entry features and focal points within the Lake Grove Neighborhood at the following locations:
 - a. Along Lower Boones Ferry Road between Madrona Street and the Railroad tracks;
 - b. At the northwest corner of the intersection of Lower Boones Ferry Road and Upper Drive;

- c. At the intersection of Upper Drive, Lakeview Boulevard and Iron Mountain Boulevard and on City owned property at the southeast corner of the intersection of Lakeview and Iron Mountain Boulevard;
 - d. Within the Boones Ferry Road right-of-way between Twin Fir Road and Spring Lane and;
 - e. On public open-space property located between tax lots 15110 and 15400 (21E-8BA);
 - f. On City owned land at the intersection of Lake Grove Avenue and Upper Drive.
- viii. Foster continued community support for tree protection in the Lake Grove Neighborhood by encouraging City staff to provide prompt and reasonable determination of citizens' tree removal needs.

LAKE GROVE NEIGHBORHOOD PLAN

Goal 9: Economic Development/Commercial Lands

Summary of Major Issues

The Lake Grove Commercial District is a significant and defining part of the neighborhood. Business and residential property owners realize that a positive relationship is essential to further the interests of both. Therefore, the emphasis of the Goal 9: Economic Development/Commercial Lands Chapter is, per its Goal to: *Promote policies and actions which support the viability of the Lake Grove Commercial District and its ability to provide goods and services to area residents and businesses in an innovative manner compatible with the character of surrounding residential neighborhoods*

This goal is proposed to be accomplished by specific actions embodied in the following policies which are intended to ensure future transportation improvements are multi-modal in nature and result in a safe and efficient transit and pedestrian environment. Particularly important to the area businesses and the residential neighborhood is the ability of Boones Ferry Road to provide for safe access to area businesses, while maintaining the character and function of the adjacent local street system. The goal and policies for the Economic Development/Commercial Lands Chapter are also intended to ensure:

- Opportunities for mixed use development (residential/commercial) within the business district;
- That the design quality of the business district is enhanced by enacting specific land use and design regulations;
- Future commercial development protects trees and other natural resources, especially mature Douglas Firs;
- Tree planting and quality landscaping occurs whenever possible, and
- Compatibility is enhanced between the business district and the residential neighborhood through enactment and enforcement of land use regulations which address issues such as outdoor lighting, buffering and screening, and abatement of nuisance situations. In this context, the Neighborhood Plan Steering Committee stressed that it is important not to allow new drive-in or drive-through food service windows.

It is important to stress that both business and residential representatives on the Steering Committee agreed that it was appropriate to establish a boundary beyond which the Lake Grove Commercial District would not expand into the residential portion of the

neighborhood. This Boundary is specifically outlined in Goal 9, Policy 10.

LAKE GROVE NEIGHBORHOOD PLAN
Goal 9: Economic Development/Commercial Lands
Goals, Policies, and Recommended Action Measures

GOAL

Promote policies and actions which support the viability of the Lake Grove Commercial District and its ability to provide goods and services to area residents and businesses in an innovative manner compatible with the character of surrounding residential neighborhoods.

POLICIES

1. Ensure that future improvements to Boones Ferry Road maintain or improve safe access to area businesses for the automobile, transit, pedestrians and bicyclists, while maintaining the function and character of adjacent neighborhood collectors and local residential streets.
2. Minimize the number of driveway access points to Boones Ferry Road through use of wide consolidated driveways of sufficient width to allow simultaneous ingress and egress.
3. Provide opportunities for mixed-use development to occur in the Lake Grove Commercial District whereby multi-story buildings would accommodate businesses on the ground floor and residential units above.
4. Do not allow new drive-in or drive-through food service windows in the Lake Grove Business District.
5. Ensure the design quality of future development in the Lake Grove Commercial District by enacting land use and design regulations which enhance the district's existing built environment and positive design qualities and which also provide the opportunity for a variety of architectural design, and building types and sizes, including variations in setbacks, height, bulk and scale, which are consistent with these characteristics.
6. New commercial development shall protect existing natural resources, including significant vegetation, to the extent possible through implementation of approved protection plans. Significant vegetation which is removed, including trees, and especially mature Douglas Firs, shall be replaced consistent with approved landscape plans. New trees shall be installed whenever possible along streets, pedestrian ways, building setbacks and within public places.
7. New commercial and multi-family development shall provide landscape buffering and screening between differing land uses to enhance aesthetic quality and mitigate visual and operational impacts.
8. Ensure that the design of new commercial development and required public improvements contribute to the development of a safe and efficient transit and pedestrian environment within the Lake Grove Commercial District.
9. Ensure that land use regulations foster compatibility between new and existing commercial and multi-family development and with surrounding residential neighborhoods through measures such as:
 - i. Outdoor lighting controls;
 - ii. Separating noise sources from adjacent noise sensitive uses;
 - iii. Containment and screening of trash collection areas;

- iv. Utilizing setbacks, buffering and screening to mitigate the visual and operational impacts of outdoor storage areas and other outdoor activities;
 - v. Enforcement of prior conditions of development approval per LOC 48.02.055 - 48.02.075
10. Prevent and abate nuisance situations, such as excess noise, unconfined garbage and light spillover, through enforcement of the nuisance provisions of the Lake Oswego Code (LOC 34.08.000 - 34.11.599).
 11. Do not expand the eastern/southeastern boundary of the Lake Grove Commercial District as shown by Figure 3 and generally described as running from the City limits existing at the time of this policy's adoption, beginning at the southeast corner of 16480 Lower Boones Ferry Road (TL 2600-21E7DD) and ending at the southerly right-of-way boundary of Spring Lane, which corresponds to the northern boundary of (TL 300-21E8BA).
 12. Control and license home businesses within the residential zones of the Lake Grove Neighborhood to ensure they will not increase traffic and noise or disrupt in any other way the livability of the residential area.

RECOMMENDED ACTION MEASURES

- i. Develop and implement a study of the Lake Grove Commercial District to identify ways in which commercial growth can be accommodated in ways compatible with the surrounding residential neighborhoods and the capacity of the area's transportation systems.
- ii. Work with the Lake Oswego West/Lake Grove Business Association and area neighborhood associations to develop a plan for Boones Ferry Road, which will address:
 - a. Safety and vehicular and pedestrian access to area businesses and adjacent residential neighborhoods;
 - b. Future auto capacity needs of the roadway;
 - c. Enhancement of the pedestrian environment;
 - d. Transit, and;
 - e. Streetscape character and aesthetics.
- iii. Encourage intra-city transit connections between the Lake Grove Commercial District and other business districts and employment centers and with the City's residential neighborhoods.
- iv. Work with area neighborhood associations, property owners, and other interested parties to develop a land use plan for the area on both sides of Boones Ferry Road between Madrona Street and the Railroad Tracks to identify the potential for future high density residential and office commercial land uses.
- v. Metro should work within the policy framework established by the Lake Grove Neighborhood Plan to ensure application of its Main Street concept to the Lake Grove Commercial District is consistent with the Plan's goals and policies.

LAKE GROVE NEIGHBORHOOD PLAN

Goal 10: Housing/Residential Land Use

Summary of Major Issues

The intent of this chapter is to “preserve the livability and aesthetic quality of Lake Grove’s residential neighborhoods.” The policies developed by Lake Grove Neighborhood Plan Steering Committee propose to accomplish this goal by stating that:

- The existing housing stock is to be preserved and low-density single family uses shall be the predominant land use in the neighborhood;
- Deterioration and/or demolition of existing single family homes on lands zoned for single-family residential uses are not to be used as reasons for plan and zone amendments to commercial or industrial uses or to higher residential densities than allowed by the current zone.
- Design compatibility standards are to be used to ensure all new residential development, including substantial remodeling, contributes to the positive design character of the neighborhood;
- Preservation of the character of existing non-urban local streets is important including, the non-grid street pattern and preservation of trees within rights-of-way and on adjacent property which provide tree canopy and shade;
- Infill development and secondary housing units may be allowed, including flag lots, subject to specific design and development standards to ensure design compatibility;
- An appropriate mix of high-density housing and office commercial land uses should be allowed on both sides of Boones Ferry Road between Madrona Street and the Railroad tracks subject to very specific, design and engineering criteria;

The Goal 10, Housing/Residential Land Use Chapter also addresses issues and problems caused by nuisances, non-compliant home occupations and storage of vehicles, boats and equipment within the public right-of-way. This chapter contains the same policy as in Economic Development/Commercial Lands Chapter, Goal 9 that specifically demarcates the boundary between the commercial and residential portions of the neighborhood.

LAKE GROVE NEIGHBORHOOD PLAN

Goal 10: Housing/Residential Land Use

Goals, Policies and Recommended Action Measures

GOAL

Preserve the livability and aesthetic character of Lake Grove’s Residential Neighborhoods.

POLICIES

1. Ensure that the scale and character of neighborhood collectors and local streets, which provide access to and within Lake Grove’s residential neighborhoods are appropriate to the area served. Especially important are:
 - a. Preservation of trees within street rights-of-way and on adjacent properties to provide tree canopy* and shade
 - b. The non-urban design character of local streets including:
 - i. “Skinny Streets”* where warranted by traffic, safety and access conditions;
 - ii. No curbs, gutters and sidewalks where alternative storm drainage and safe pedestrian movement can be accommodated by pathways* and walkways* and the natural drainage system*, and;
 - iii. Area for adequate on street parking for residents and their guests which can also provide for safe pedestrian travel.
 - c. The safety and convenience of pedestrians and bicyclists, and;
 - d. Access by emergency vehicles and school buses.

2. Ensure that undeveloped street right-of- way*, not needed for the travel surface, remains available for street trees, on-street parking and pedestrian use and is not prevented from being utilized for these and other public uses by private encroachments such as landscape improvements and storage of vehicles, boats and equipment.
3. Allow new development on new and existing residential lots* within the Lake Grove Neighborhood subject to specific design and development standards which ensure compatibility of resulting development with neighborhood design character. These standards shall require:
 - a. Flag lots*, excluding the access way, be the same size as required by the existing zone;
 - b. Adequate, but not excessive, vehicular access width to ensure efficient utilization of land;
 - c. Building design standards and orientation, setback, lot coverage, and buffer requirements to ensure design compatibility with existing residences and other surrounding land uses;
 - d. Demonstration that infill development will not preclude future development options on the parent parcel or on adjoining lands;
 - e. Buffering and adequate separation of new buildings from existing residences;
 - f. That any division of land to provide for infill development will result in 80% of the maximum allowed density* allowed on a parcel by the applicable zone designation.
4. Do not allow deterioration and/or demolition of existing single family homes on lands zoned for single-family residential uses as a reason for plan and zone amendments to commercial or industrial uses or to higher residential densities than allowed by the current zone.
5. Allow development of an appropriate mix of high-density housing and office commercial uses on lands within the West Lake Grove Design District subject to an adopted land use plan for the area, which ensures that:
 - a. The area proposed for rezoning is comprised of assemblages of property that are large enough to be developed under unified development plans*; allow efficient transportation access and internal circulation and provide for buffering and screening from adjacent residential neighborhoods;
 - b. The size and configuration of the area to be rezoned not compromise the cohesiveness* of adjacent residential neighborhoods;
 - c. Driveway access to Boones Ferry Road be minimized through use of wide consolidated driveways sufficiently wide to allow simultaneous ingress and egress;
 - d. Future development is designed to discourage cut-through traffic* in surrounding residential neighborhoods.
 - e. Traffic generated by future development is directed immediately to Boones Ferry Road by traffic management devices* and street and driveway design.
 - f. New development in the area creates an aesthetic entry* to the Lake Grove Neighborhood which includes site and building design elements, such as:

- i. A variety of architecturally designed structures of high design quality; in scale with the site; in proportion to similar buildings in the Lake Grove Commercial District and which utilize a pleasing variety of materials, colors, finishes and textures;
 - ii. Conservation of mature Douglas Fir trees* and other significant trees to retain the “landmark” status* imparted by these resources;
 - iii. Orientation of building-entrances to the street and screening and buffering of the subject properties from adjacent residential neighborhoods;
 - iv. High quality, designed landscapes involving plant materials which will grow to significant size and impart seasonal color and interest;
 - g. Existing canopy trees are protected to the extent possible.
6. Ensure all new residential development, including secondary dwellings* and homes being substantially remodeled* contributes to the positive design character and qualities of Lake Grove’s existing residential neighborhoods. This shall be accomplished through the application of design compatibility standards, which include:
 - a. Height, bulk, and lot coverage standards to ensure new residential development does not conflict with the predominant scale and design characteristics of the neighborhood.
 - b. Minimizing the impact of the automobile on the development site through residential design and development standards, which prescribe measures such as garage location, size of paved areas, driveway size and location, etc.
 - c. Appropriate setbacks, buffering and screening between existing and proposed development;
 - d. Preservation of existing mature canopy trees and other significant trees* and other landscape features* to the extent practicable;
 7. Prevent and abate nuisance situations* such as excess noise, abandoned or non-operational vehicles, dangerous buildings*, and accumulation of refuse through enforcement of the nuisance provisions of the Lake Oswego Code (LOC 34.08.000 - 34.11.599).
 8. Ensure home occupations* do not conduct business activities which cause adverse impacts on residential neighborhoods such as outside storage, excessive traffic, inappropriate hours of operation noise, etc.
 9. Require those who store boats, recreational vehicles, equipment and automobiles under repair on the street to remove them from the public right-of-way through enforcement of Lake Oswego Uniform Traffic Code (LOC Chapter 32).
 10. Maintain the non-grid street pattern in the Lake Grove Neighborhood to preserve the peaceful and quiet feel of the neighborhood.
 11. Do not expand the eastern/southeastern boundary of the Lake Grove Commercial District as shown by Figure 4 and generally described as running from the City limits existing at the time of this policy’s adoption, beginning at the southeast corner of 16480 Lower Boones Ferry Road (TL 2600-21E7DD) and ending at the southerly right-of-way boundary of Spring Lane, which corresponds to the northern boundary of (TL 300-21E8BA).

12. Allow secondary dwelling units only when one unit is owner occupied.

RECOMMENDED ACTION MEASURES

- i. Identify and correct intersections and streets which restrict access by emergency vehicles and school buses.
- ii. Encourage the upgrading and remodeling of existing residential structures rather than demolition and new construction.
- iii. Encourage owners who store recreational vehicles, construction equipment and non-operational automobiles in front yards to relocate them away from public view.
- iv. Encourage those who propose to construct two story homes and larger to meet with neighborhood residents prior to acquisition of building permits to promote compatibility in terms of building design and scale with surrounding homes.
- v. Promote public safety and a sense of visual and social connection throughout the neighborhood by:
 - a. Discouraging the planting of hedges and other plant materials which substantially screens residences from view, and
 - b. Encouraging property owners to cutback overgrown vegetation*.
- vi. Where appropriate on local streets allow alternative surface treatments and design for sidewalks*, pathways* and walkways* such as gravel or other permeable, non-paved surfaces.
- vii. Strongly encourage voluntarily protection of the neighborhood’s mature tree canopy and other significant trees through property owner participation in a “Heritage Tree Program”*.
- viii. Correct intersection sight-distance problems* on local residential streets as soon as they become apparent.

LAKE GROVE NEIGHBORHOOD PLAN

Goal 11: Public Facilities and Services

Police and Fire Protection, Surface Water Management, Water Treatment and Delivery, Sanitary Sewer, Private Utilities and Schools

Summary of Major Issues

The Neighborhood Plan’s Goal 11: Public Facilities and Services Chapter recognizes that the City of Lake Oswego Comprehensive Plan contains numerous policies which are applicable to the community as a whole. In view that the City wide Plan is generally sufficient, this element of the Neighborhood Plan was developed to apply to the Lake Grove Neighborhood’s specific conditions, character and needs. The Plan Chapter addresses Police and Fire Protection, Storm Water and Surface Water Management, Water Treatment and Delivery, and Private Utilities and Schools. The common emphasis of the Goals and Policies is to ensure that the Lake Grove Neighborhood is provided with high quality, responsive and environmentally sound public facilities and services.

The Plan Chapter lists, and proposes implementation of specific projects derived from the City’s Public Facility and Capital Improvement Plans. It also proposes other projects identified by the neighborhood. Most significant of these specific neighborhood projects is localized flooding caused by an inadequate storm drainage system.

LAKE GROVE NEIGHBORHOOD PLAN

Goal 11: Public Facilities and Services

Police and Fire Protection, Surface Water Management, Water Treatment and

Delivery, Sanitary Sewer, Private Utilities and Schools
Goals, Policies and Recommended Action Measures

The City of Lake Oswego Comprehensive Plan contains numerous policies in the Goal 11: Public Facilities and Services Chapter, which apply to the Lake Grove Neighborhood and the rest of the Community. The following policies have been developed to be specific to Lake Grove neighborhood's specific conditions, character and needs. They are intended to be supportive and complementary to the other Comprehensive Plan policies, which apply citywide.

The Lake Grove Neighborhood has identified a range of specific public facility issues and projects that pertain specifically to the neighborhood. These are summarized in the attached, "Lake Grove Neighborhood - Public Facility Projects and shown on Figure 5." These specific projects are subject to periodic review and revision when the City's Public Facility Plan* and Capital Improvement Plan* are updated.

POLICE AND FIRE PROTECTION

GOAL

Provide Lake Grove neighborhood residents and businesses a high level* of police, fire protection and emergency preparedness services.

STORM WATER AND SURFACE WATER MANAGEMENT

GOAL

In the Lake Grove Neighborhood, reduce, and where possible eliminate, flooding, soil erosion, standing water in the public right-of-way, and water pollution associated with storm water runoff.

POLICIES

1. Implement the drainage, pollutant reduction and stream rehabilitation projects identified in the Lake Oswego Public Facility Plan (PFP), Capital Improvement Plan (CIP), and other projects identified by the neighborhood, to address local drainage and water pollution issues.
2. Reduce the accumulation of sediments in Lake Grove Neighborhood's stream corridors and wetlands through an aggressive catch basin cleaning and street-sweeping program.
3. Ensure pathways, road repair and construction projects do not contribute to localized flooding by maintaining positive drainage and concurrently constructing required drainage facilities.

WATER TREATMENT AND DELIVERY

GOAL

Ensure Lake Grove neighborhood residents and businesses receive a reliable and adequate supply of high quality domestic water to meet consumption and fire flow requirements.

POLICIES

1. Implement the pipeline, water treatment and storage improvements identified in the Lake Oswego Public Facilities Plan (PFP) and Capital Improvement Program (CIP) and other projects identified by the neighborhood, necessary to ensure a reliable and adequate supply of water to Lake Grove Neighborhood residents and businesses.
2. Ensure that future construction or repair of water transmission lines in the Lake Grove Neighborhood minimizes the impact on developed property and utilizes the public right-of-way whenever possible.

SANITARY SEWER

GOAL

Ensure Lake Grove Neighborhood residents and businesses, which are within the City limits, receive environmentally safe and reliable sanitary sewer service.

POLICIES

1. Implement the sanitary sewer improvements identified in the Lake Oswego Public Facilities Plan (PFP) and Capital Improvements Program (CIP) necessary to ensure maintenance of a reliable and environmentally sound sanitary sewer system in the Lake Grove Neighborhood.
2. Ensure that future construction of sanitary sewer lines in the Lake Grove Neighborhood minimizes impact on developed property and utilizes the public right-of-way whenever possible.

PRIVATE UTILITIES AND SCHOOLS

GOAL

Ensure private utilities provide reliable, high quality service to Lake Grove neighborhood and that neighborhood families are assured of close-to-home educational opportunities for their children.

POLICIES

1. Require underground utilities, where practical, throughout the neighborhood as public improvements are planned and implemented.
2. Enhance the reliability and quality of electrical and communication services to the neighborhood by working directly with utility companies, the City and Public Utility Commission.

RECOMMENDED ACTION MEASURES

- i. Encourage the City of Lake Oswego to work with other jurisdictions to promote legislation, which would allow the collection of System Development Charges (SDCs) for school facilities.
- ii. Work with the City and the School district to ensure safe access to public schools through the construction of pathways, traffic-controlled crosswalks, safe bus waiting areas and planning and implementation of logical bus routes.
- iii. Encourage the Lake Oswego School District to accommodate students within their elementary school attendance boundaries.
- iv. Work with utility providers to ensure that they have adequate emergency preparedness and response plans.
- v. Encourage the City of Lake Oswego to work with utility companies during franchise negotiations to develop a plan to underground utilities in the Lake Grove Neighborhood.
- vi. Encourage the responsible public power company to properly maintain and repair streetlights.

LAKE GROVE NEIGHBORHOOD PUBLIC FACILITY PROJECTS

LAKE GROVE NEIGHBORHOOD PLAN

The following public facility projects are identified within the City's 20-Year Public Facility Plan (PFP) and Five-Year Capital Improvement Program (CIP). In addition, the Lake Grove Neighborhood has identified specific projects, which it desires to see addressed. The funded CIP projects are priority projects, which are intended to be implemented over a five-year period. PFP projects, which have not been included in

the CIP, are proposed to be implemented over a longer time frame – up to twenty years. Neighborhoods have an ongoing opportunity to influence the type and timing of public facility projects proposed in their neighborhoods by participating in the CIP and PFP updates. Update of the CIP corresponds to the budget process, and includes several opportunities for neighborhood involvement at public meetings and at Planning Commission and City Council public hearings.

SANITARY SEWER

PFP Project SS-1 - East Mountain Park Drainage Basin Flow Monitoring

A substantial portion of the Lake Grove Neighborhood is within this sewer drainage basin. The sewer system in this area is relatively old compared to other parts of Lake Oswego. It is important to monitor the system's condition and undertake needed repairs prior to problems developing. When repairs become necessary, they usually consist of line and manhole rehabilitation, reconnections of service laterals, elimination of cross-connections between sanitary sewers and the surface water system with the objective of reducing infiltration and inflow* problems.

If actual sewer line rehabilitation is needed in this area, it will be scheduled as part of the CIP update. No cost has been assigned since this is an on-going and budgeted maintenance function.

PFP Projects SS-2 - East Mountain Park Sanitary Sewer Trunk Upgrade

The portion of this project within the Lake Grove Neighborhood is located within public easements between Boones Way and Boones Ferry Road north of Red Cedar Way; at the east end of Brookside Road and, within Lakeview Boulevard and Springbrook Court.

The City of Lake Oswego Sewer Utility Model has indicated the need for continuing monitoring of this interceptor line because it may be too small for projected flows. Flow monitoring will continue to evaluate the situation and determine if and when actual problems may occur. Excessive flows can lead to premature pipe and joint wear and manhole surcharging. The City's continued infiltration and inflow (I&I)* projects are one way to substantially reduce the flows entering this line. If the I&I program is successful upgrade of the sanitary sewer line may not be necessary. If reduction in I&I does not occur to satisfactory levels it may be necessary to replace existing sewer mains with larger diameter pipe.

This project was scheduled in the CIP for 1997 and 1998 and has been put on hold to determine its actual need as described above. Its estimated 1997 cost was \$236,000.

PFP Project SS –3 and SS-4 –Upper Drive Sanitary Sewer Extension

This project proposed to extend sewers outside the City limits within the Lake Grove Neighborhood to about 37 properties within both the City limits and unincorporated Urban Services Boundary which are currently served by septic tanks. These properties are located generally between Bryant Drive and Boones Ferry Road.

Many septic tanks and drain-fields in this area may be beyond their viable design life and there may not be adequate replacement area on existing lots. The project would have been initially funded by the City Sewer Extension Program*. Connection to sewer would have occurred as septic tank systems failed or on a voluntary basis. The cost would have been about \$10,250 dollars per dwelling unit equivalent. In this instance, because the cost for connection is based on a citywide average it is less than if the sewer was extended without the benefit of the City's participation. However, a majority of residents expressed their opposition to project because it would bring the prospect of new development to the

area and in their view change the neighborhood character. Furthermore, these properties would be required to annex to the City prior to the receipt of sewer. Due to opposition to the project the City has decided not proceed with funding it in the near future. This project was originally identified in the CIP for implementation in 1999/2000 and would have cost about \$310,000.

STORM WATER AND SURFACE WATER MANGEMENT
Localized Flooding and Standing Water in the Public Right of Way

The Lake Grove Neighborhood has identified a number of localized flooding problems which represent potential damage and safety problems and are inconvenient for neighborhood residents. These are also identified on Figure 6 and are summarized below. Standing water is problem on the length of Sunset Drive between Reese and Bryant Roads and on Upper Drive between Bryant and Boones Ferry Road. In addition, standing water also tends to occur at the following locations throughout the neighborhood:

- 3200 Upper Drive;
- 3565 Upper Drive;
- At the stop sign at the corner of Lanewood and Douglas Circle;
- 15867 Twin Fir Road;
- 3718 Lake Grove Avenue;
- 4839 Upper Drive;
- 16112 and 16251 Reese Road;
- 16054 Reese Road, and
- At the intersection of Reese Road and Upper Drive.
- 3200 Upper Drive, and
- 3355 Upper Drive

The above localized flooding problems are candidates for the CIP “Small Works” projects. These are minor projects, which are less than \$25,000 in cost and include construction of catch basins, manholes and short reaches of storm drainage pipe. These projects are typically constructed with larger utility projects or several smaller projects are constructed as part of one construction contract.

PFPP Project SW 1 – Bryant/Lakeview Storm Drainage Improvements

This project proposes to replace and relocate existing undersized storm lines with much larger, 21 inch diameter pipe, beginning at Bryant Road and the railroad crossing to about 420 feet south. It will reduce flooding and resultant property damage. It will also provide the City with access for line cleaning and other maintenance tasks. This project is also identified in the CIP for implementation in 1999/2000 and is anticipated cost is \$93,000.

PFPP projects SW2, SW 3: Springbrook Creek Crossings at Twin Fir (upper and lower crossings) and at Brookside

These projects will protect existing infrastructure and reduce flooding damage to adjacent properties. Although, flooding does not occur on an annual basis, the drainage system at these locations is undersized. Significant flooding does occur during large infrequent storms. The project will replace existing undersized culvert pipe with box culverts. It is scheduled for 1998 and is projected to cost \$393,000.

PFPP Project SW 4: Culvert inlet replacement in the vicinity of Mercantile Drive and Kruse Way and replacement of culvert across Boones Ferry Road to Springbrook Creek

This project originated as part of the City's Surface Water Management Plan and proposes to increase the capacity of culverts which cross Kruse Way and Mercantile Drive to the Mercantile detention basin. It also proposes to install a new, larger culvert under Boones Ferry Road, which discharges into Springbrook Creek. The necessity for the project has yet to be determined and will depend on surface water flow monitoring. It is anticipated that little development will occur upstream and that today's flows, which are adequately handled by the existing system, will not increase substantially. The need for this project will continue to be monitored.

WATER

PFP Project WA 1 Seismic Retrofit of Existing and Finished Water Transmission Lines

This project is proposed Citywide to install isolation valves on major water transmission lines to allow water to be turned off in the event of an earthquake. It is scheduled in the CIP for 2000/2001 and is budgeted for \$400,000.

PFP Project WA2 - New Finished Water Main to Waluga Reservoir

This is a long term project intended to construct a new finished water main to the Waluga Reservoir when and if the City Water Treatment Plan is expanded. Within the Lake Grove Neighborhood it is identified to follow Iron Mountain Boulevard and connect to Brookside and follow Red Cedar Way to Douglas Way. The need for this project will continue to be monitored.

PFP Project WA3 – Waluga Reservoir Seismic Retrofit

This is a long-term project, which would retrofit the Waluga Reservoir for earthquake protection. The project is significant for the Lake Grove neighborhood is within the Waluga Reservoir pressure zone.*

LAKE GROVE NEIGHBORHOOD PLAN

GOAL 12: Transportation

Summary of Major Issues

The Lake Grove Neighborhood Plan Transportation Goals and Policies emphasize that the neighborhood's transportation system is an integral element of the character and design quality of the neighborhood. The direction of the chapter is to:

- Improve safety of all transportation modes;
- Maintain the aesthetic quality, privacy and quiet of residential areas;
- Provide for adequate traffic movement and access within residential and business areas appropriate to the aesthetic character, transportation, and safety needs of each area, and;
- Provide practicable pedestrian, transit, parking and bicycling opportunities.

The Plan's goal and policies propose to maintain the small-scale "country lane" character of the Lake Grove neighborhood's local residential streets and neighborhood collectors and ensure that improvements to the major street system accommodate through traffic to prevent its diversion onto the local system. The Neighborhood Plan Steering Committee was also very specific that traffic management devices were appropriate to prevent speeding and cut-through traffic on local streets. On local streets, the Steering Committee desires to:

- Utilize flexible design standards and innovative surface water management solutions to ensure pavement width and street design is appropriate for the function of the street and needs of the area served;

- Not require the dedication of unnecessary right-of-way or construction of standard full width, curbed and guttered urban streets as a condition of residential development approval, and
- Ensure the opportunity for safe on-street public parking on graveled shoulders.

The Plan also proposes standards for bicycle and pedestrian facilities in the neighborhood by stating that walking and biking should be accommodated on at least one side of all neighborhood collectors and selected local streets and on both sides of arterial and collectors. Furthermore it stressed that greater access to transit services is necessary. In particular, the neighborhood seeks to realize the potential of commuter rail. However, the plan policy in this regard seeks to reinforce the positive and mitigate the potential negative impacts of future rail travel through the neighborhood.

The ability of Boones Ferry Road to accommodate future traffic and provide needed access to area businesses is an important element of this Plan Chapter. Recommended Action Measures stress the need to develop a specific transportation study for the Commercial District focusing on Boones Ferry Road and affected local streets. Also, the RAMs support greater transit access and improved facilities on Boones Ferry Road; a Lake Grove Neighborhood Transportation Management Association; coordination of transportation issues with other nearby Metro designated Regional and Town Centers, and development of a parking strategy for the Lake Grove Commercial District.

LAKE GROVE NEIGHBORHOOD PLAN

Goal 12: Transportation

Goal, Policies and Recommended Action Measures

GOAL

Ensure that the transportation system in the Lake Grove Neighborhood enhances neighborhood character and quality by:

- a. Improving safety of all transportation modes;
- b. Maintaining the aesthetic quality, privacy and quiet of residential areas;
- c. Providing for adequate traffic movement and access within residential and business areas appropriate to the aesthetic character, transportation, and safety needs of each area, and;
- d. Providing practicable pedestrian, transit, parking and bicycling opportunities.

POLICIES

1. Maintain the small scale “country lane” character of Lake Grove Neighborhood’s local residential streets and neighborhood collectors by:
 - a. Utilizing flexible design standards and innovative surface water management solutions to ensure pavement width and street design is appropriate for the function of the street and needs of the area served;
 - b. Not requiring the dedication of unnecessary right-of-way or construction of standard full width, curbed and guttered urban streets as a condition of residential development approval.
 - c. Ensuring the opportunity for safe on-street public parking on graveled shoulders.
2. Where appropriate, utilize traffic management devices to prevent speeding and discourage cut-through traffic on local residential streets and neighborhood collectors.

3. Construct improvements on Bryant Road, Boones Ferry Road and Kruse Way to ensure their ability to function as major streets and to prevent traffic diversion onto neighborhood collectors and local residential streets.
4. Do not widen Boones Ferry Road for automobile travel lanes or related improvements which would have negative impacts on adjacent commercial land uses such as removal of buildings, pedestrian facilities or parking. Future transportation improvements shall be executed as part of a comprehensive transportation study of Boones Ferry Road to balance automobile access with the need to maintain existing land use patterns and develop a comfortable and safe pedestrian shopping environment.
5. Ensure the ability to walk and bike safely throughout the neighborhood by providing, where practicable, bicycle and pedestrian facilities:
 - a. On, at the minimum, one side of all neighborhood collectors and other selected local streets, and;
 - b. On both sides of major streets (arterials and major collectors).
6. Provide neighborhood residents, business owners, employees and customers greater access to public transit service.
7. Reinforce the positive and mitigate the potentially negative impacts of the future use of the existing railroad right-of-way (old Red Electric Railroad) as a commuter rail facility on the Lake Grove Neighborhood, including but not limited to:
 - a. Providing access opportunities, such as station stops and park and rides in locations and in a manner which would be compatible with residential neighborhoods and accessible to businesses.
 - b. Developing the railroad right-of-way in a manner which ensures the safe and efficient operation of commuter rail but which also contributes to the aesthetic and visual quality of the neighborhood, and
 - c. Developing the railroad right-of-way in a manner which ensures the safe and efficient operation of commuter rail but which also contributes to the aesthetic and visual quality of the neighborhood, and
 - d. Ensuring rail operation is compatible with safe and efficient traffic operations on all City streets.
8. Where practicable require that new development develop shared access to Boones Ferry Road through use of wide consolidated driveways of sufficient width to allow simultaneous ingress and egress and shared parking facilities.

RECOMMENDED ACTION MEASURES

- i. Work with Tri-Met to provide neighborhood residents, business owners, employees and customers greater access to transit service by:
 - a. Instituting flexible routes and provide local circulator service to residential areas;
 - b. Providing frequent transit service to and from the Lake Grove Commercial District, Downtown Lake Oswego and Kruse Way Employment Centers;
 - c. Increasing frequency of fixed Bus Routes along Boones Ferry Road, and;
 - d. Improving the comfort and safety of transit waiting areas.

- ii. Develop, within two years of the Neighborhood Plan’s adoption, a detailed, project and area specific, transportation study for the Lake Grove Commercial District to identify future projects and programs necessary to address the full range of current and future transportation issues.
- iii. Support the development of a Transportation Management Association (TMA) among Lake Grove area businesses to encourage measures to reduce single occupant automobile use such as:
 - a. Subsidization of transit options such as local circulator buses;
 - b. Car and van-pools for employees, and
 - c. Incentives for employees and customers who utilize alternative transit options.
- iv. Ensure discussion of transportation issues involves other Regional Centers, Town Centers and Employment Centers that have direct transportation connections with the Lake Grove Commercial District such as Downtown Tualatin, Tigard, Washington Square, Kruse Way and Downtown Lake Oswego.
- v. Develop site specific solutions to ensure safe and comfortable bike and pedestrian use of the entire length of Boones Ferry Road.
- vi. Work with area public schools and churches to minimize parking impacts on neighborhood streets.
- vii. Develop a parking strategy for the Lake Grove Commercial District to:
 - 1. Ensure safe customer access to area businesses;
 - 2. Maximize the efficiency of lands available for parking, and
 - 3. Minimize impacts on residential neighborhoods through measures which include but are not limited to:
 - A. Restriction of parking on Lanewood Street from Boones Ferry Road to Douglas Circle ;
 - B. Restriction of parking on Reese Road, on its west side, from Boones Ferry Road to Upper Drive .

LAKE GROVE NEIGHBORHOOD PLAN DEFINITIONS

Terms and phrases which are marked by an asterisk *in the above text are defined below

300 Foot Notification Boundary: This term refers to owners of property who are provided notice pursuant to LOC 49.40.805 and 49.44.920 prior to decision on major or minor development applications. Owners of property within 300 feet of the entire contiguous site for which the application is made receive notice. The property owner list is be compiled from the most recent property tax assessment roll. Notice shall also be sent to any recognized neighborhood association whose boundaries include the site. The Planning Director shall certify that such notice was given.

Aesthetic Entry (to the Lake Grove Neighborhood): For the purpose of implementing LGNP Goal 10, Policy 6 (f), this term refers to the requirement to continue an attractive and visually interesting transition sequence from the City of Tualatin to the City of Lake Oswego and continue and expand upon the design requirements of the Boones Ferry Jean Road Site, [LOC 48.10.315 (13) and the Jean Way Site [LOC 48.10.315] (14). The development of an aesthetic entry to the Lake Grove Neighborhood shall include: The development of a variety of architecturally designed structures of high design quality; in scale with the site; in proportion to similar buildings in the Lake Grove Commercial

District and which utilize a pleasing variety of materials, colors, finishes and textures;

- a. Conservation of mature Douglas Fir trees and other significant trees to retain the “landmark” status* imparted by these resources;
- b. Orientation of building-entrances to the street and screening and buffering of the subject properties from adjacent residential neighborhoods
- c. High quality, professionally designed landscapes involving plant materials which will grow to significant size and impart seasonal color and interest;
- d. Preservation of existing canopy trees are protected to the extent possible, and
- e. Other special site and building design consideration such as undergrounding of utilities, special signage requirements, special setbacks to Boones Ferry Road, etc.

Capital Improvement Plan (CIP): The City of Lake Oswego’s Capital Improvement Plan (CIP) is a five-year planning programming, and financing plan for protecting the City’s investment in its infrastructure and for constructing new facilities to meet increased service demands. Each year, Lake Oswego’s CIP is updated and presents a prioritized schedule of major public improvements that will be implemented within a five year period and their possible sources of funding.

City Sewer Extension Program: This program has been established by City Ordinance (Ord. 2010) and incorporated into LOC Chapter 40, Improvement Procedure. It is intended to facilitate the extension of sanitary sewer service to the unsewered areas of the City limits and unincorporated Urban Service Boundary. The program allows the City to coordinate street overlays with the extension of sanitary sewer service; construct projects that serve an entire area and avoid piecemeal construction, and extend service to areas with failing septic systems.

Under this program, the City provides the initial funding for extension of the main sewer line. Connection to the sanitary sewer system is required when a property owner’s septic system failed or at the owners request. The City recovers its initial cost by imposing a line charge to property owners at the time of connection. This cost is determined by the number of connections possible for the property.

Closest fifty property owners (for notification purposes): The intent of the Lake Grove Neighborhood Plan, Goal 1, Policy 3 is to provide for fifty property owners to receive notice of development applications which propose minor or major developments. When less than fifty persons are contained within the required 300 foot notification area as defined below, the closest property owners from the subject property shall receive notice until the sum of those to be notified equals fifty.

Cohesiveness (of residential neighborhoods): This term, for the purpose of implementing LGNP Goal 10, Policy 6 (b), is defined as the physical continuity of residential land uses unbroken by intervening commercial land uses or major streets (major collectors, and arterials).

Cohesive Quality of Tree Groves: For, the purpose of implementing LGNP Goal 5: Policy 3(b) this term is defined as the closely contiguous and often-times interweaved tree canopy which forms a visual and biological unit pursuant to the definition of “tree grove” below. A cohesive tree grove also serves to protect individual trees within said grove from storm damage by virtue of its ability to withstand high winds more so than individual trees.

Conservation Easements: The granting of conservation easements is made possible by

LOC Chapter 59 which establishes a process to encourage the voluntary retention and protection of the natural, scenic and open space values of the community by private property owners through donation or dedication of easements to the City or other non-profit or governmental organization whose purpose is to protect these resources.

County Planning Organizations (CPOs): County Planning Organizations (CPOs) are comparable to the City of Lake Oswego Neighborhood Association and are chartered by Clackamas County. There are three CPOs in the Lake Oswego Urban Services Boundary and adjacent to the City limits. They are the Rosewood, Forest Highlands, and Rural Lake Grove CPOs. The Rural Lake Grove CPO shares a boundary with the Lake Grove Neighborhood Association.

Cut-Through Traffic: Cut-through traffic is through traffic or auto trips, which have neither trip end nor beginning within the neighborhood association boundary. Pursuant to Lake Oswego Comprehensive Plan, Goal 12, Sub-Goal 1, cut-through traffic is discouraged on residential streets and neighborhood collectors.

Dangerous and Unsafe Buildings: These are buildings or structures that regulated pursuant to the City of Lake Oswego Building Code [LOC Chapter 45] which are structurally unsafe or not provided with adequate egress, or which constitute a fire hazard or are otherwise dangerous to human life. The Building Code pursuant to LOC 45.09.060 declares any use of these structures which constitute a hazard to safety, health, or public welfare by reason of inadequate maintenance, dilapidation, obsolescence, fire hazard, disaster damage or abandonment as an unsafe use. Also declared unsafe are parapet walls, cornices, spires, towers, tanks, statuary and other appendages or structural members which are supported by, attached to, or part of a building and which are in a deteriorated condition or otherwise unable to sustain design loads specified in the lake Oswego Building Code. Dangerous and Unsafe Buildings may be abated by the City of Lake Oswego.

Flag Lots: A flag lot is a lot located behind another lot that has normal street frontage and where access is provided to the rear lot via a narrow “flag pole” (i.e. driveway), or where access is provided via an easement. There are two distinct parts of a flag lot; the flag, which comprises the actual building site, located behind another lot, and the pole, which, provides access from the street to the flag. A flag lot results from the division of a large lot with the required area and depth for two lots, but which has insufficient width to locate both lots on the street frontage. The creation of flag lots are subject to specific criteria within LOC 48.19 to enhance compatibility with the surrounding residential neighborhood.

Goal 5 ESEE Natural Resources Inventory: The Economic, Social, Environmental and Energy Analysis (ESEE) is defined by LOC 48.02.015 and is required pursuant to Statewide Planning Goal to regulate natural resources with the purpose of ensuring their protection. The purpose of the ESEE analysis is to balance the relative value of an inventoried natural resource against conflicting uses and thereby determine an appropriate level of protection through land use regulations. The ESSE Analysis forms the factual basis for the Lake Oswego Sensitive Lands Program (LOC Article 48.17) and was used initially to designate properties for protection. The City’s ESEE Analysis is available as the Lake Oswego Resource Areas Report and ESEE Analysis, dated April 1, 1997, as revised July 15, 1997.

Heritage Tree Protection Program: The Heritage Tree refers to City Ordinance No.

2159 which is intended to recognize, foster appreciation of and provide for the voluntary protection of “Heritage Trees.” A Heritage Tree(s) is a tree or stand of trees stand of trees of landmark importance due to age, size, species, horticultural quality or historic importance

High level of police, fire protection and emergency preparedness services: For the purposes of the LGNP, this term is described as:

- a. The ability of the Lake Oswego Fire Department to reach the location of fire alarms within the City within eight minutes or less, and;
- b. The ability of the Police Department to reach the location of emergency calls for protection of life and property within a maximum time of five minutes.

Infiltration and Inflow (I &I): This term is used to describe extraneous components of wastewater flow. Infiltration occurs when groundwater leaks into the sanitary sewer through defects such as cracked or broken pipes, poor joints or dilapidated manholes. Inflow occurs when storm runoff flows directly into the sanitary sewer system at storm sewer cross connections, roof and foundation drains, catch-basins and faulty or submerged manholes.

Invasive Vegetation: This term is defined by the Lake Oswego Development Code, LOC 48, as vegetation that displaces or dominates the natural plant communities such as Himalayan blackberry English ivy, reed canary grass, scotch broom, etc. A list of such plants is maintained on file at the Lake Oswego Department of Planning and Development.

Lake Oswego Neighborhood Association Coalition (LONAC): LONAC is an organization composed of representatives of the Lake Oswego’s Neighborhoods not chartered by the City which serves as a forum to discuss and represent the common interests of the community.

New and Existing Residential Lots: For the purposes of implementing LGNP, Goal 10, Policy 4, new and existing residential lots are defined as:

- a. Vacant existing lots of record and lots created by partition or subdivision;
- b. Flag lots as defined above, and;
- c. Vacant lots within residential zones created by the demolition of existing structures.

Home Occupations: home occupations are defined by LOC 49.02.015 as a lawful use conducted in a residential zoning or on the premises of a dwelling unit, said use being secondary to the use of the dwelling for dwelling purposes. Home occupations are regulated by LOC 48.20.545, which states:

A home occupation may be conducted where allowed by other provisions of this chapter if the following conditions are continuously complied with:

- a. The use does not alter the residential character of the neighborhood nor infringe upon the right of residents in the vicinity to the peaceful enjoyment of the neighborhood.
- b. A current and valid business license is maintained.
- c. No employees other than family members who reside at the dwelling.
- d. No outside storage of goods or materials other than vegetation.
- e. No more than 25% of the dwelling is devoted to non-residential use. (Ord. No. 1851, Sec. 1; 11-16-82.)

Landmark Status (pertains to mature trees especially Douglas Firs): The landmark

status of mature Douglas Fir trees refers to their visual preeminence within the landscape and their contribution to the identity and aesthetic quality of the neighborhood. These trees represent significant landmarks because they contribute to a sense of special identity and character.

Mature Douglas Fir Trees: These are trees that have obtained a height of 70 feet.

80% of Maximum Allowed Density: 80 % of maximum allowed density is established requires development of the number of allowed residential units to be at least 80% of the “net density” allowed by the underlying zone.

Minor and Major Development: Minor Development is defined by Section 49.20.110 of the Lake Oswego Development Code and is a development, which requires a permit from the City that requires a more discretionary level of review than a ministerial decision which is defined in LOC 49.20.105. Minor Developments are initially decided by the Planning Director subject to notice, the opportunity to request a hearing and appeal as provided by LOC 49.40.800 to LOC 49.40.820. Minor development is also intended to include decisions defined as “limited land use decisions” pursuant to ORS 197.020 (12).

Minor Development includes:

1. Construction of new single family detached dwellings, zero lot line or duplex dwellings or accessory structures or exterior remodeling of a structure containing a non-conforming use that requires a building permit, in the DD (Design District) zone.
2. Construction or exterior modification of a single-family structure or a structure accessory to a single family use which:
 - a. Does not qualify as a ministerial decision pursuant to LOC (49.20.105(2)(b)(I) through (xi);
 - b. Requires one or more Class 1 Zoning Code or Class I Development Code variances; or
 - c. Involves a determination by the Planning Director that a use not expressly permitted in the zone may be allowed pursuant to the considerations contained in LOC 48.02.095. In such case, the required notice shall include a description of the proposed use and the reasons for the Planning Director's determination.
 - d. Involves an improvement to an existing park or school facility that will increase the capacity of the park or school facility, generate additional traffic, or generate significant additional noise or other negative impact on the surrounding neighborhood.
3. Secondary dwelling units.
4. Construction of a structure other than a single family dwelling or accessory structure, or an exterior modification of such a structure which does not qualify as a ministerial development pursuant to LOC 49.20.105(2)(c).
5. Lot line adjustments which require one or more Class 1 Zoning Code or Class I Development Code Variances or which would increase allowable density on the site.
6. Partitions, including partitions which require one or more Class 1 Zoning Code or Class I Development Code Variances.
7. Subdivisions, including subdivisions which require one or more Class 1 Zoning Code or Class I Development Code Variances.

8. Review of development phases subject to an Overall Development Plan and Schedule (ODPS).
9. A change of use from one permitted use to another that requires additional parking pursuant to LODS Chapter (7).

Major Development includes:

1. A Major Development is a development, which requires a permit from the City involving the greatest level of review.
2. "Major Development" includes:
 - a. Construction or exterior modification of a permitted use, a permitted accessory structure or an prior approved conditional use in the zone in which the property is located which requires one or more Class 2 Zoning Code or Class II Development Code variances.
 - b. Lot line adjustments which require one or more Class 2 Zoning Code or Class II Development Code Variances.
 - c. Partitions which require one or more Class 2 Zoning Code or Class II Development Code Variances.
 - d. Subdivisions which require one or more Class 2 Zoning Code or Class II Development Code Variances.
 - e. Conditional uses.
 - f. Planned Developments (PD).
 - g. Any development defined as major development pursuant to this section, which is proposed to be phased pursuant to adoption of an Overall Development Plan and Schedule (ODPS).
 - h. Any development which requires a Comprehensive Plan or Development or Zoning Code map or text amendment.
3. A Major Development is subject to public notice, hearing and opportunity for appeal as described in LOC 49.44 to 49.46. (Ord. No. 2088, Enacted, 03/03/94).

Natural Resource Functions and Values: For the purpose of implementing LGNP Goal 5, Policy 5, natural resource functions and values are defined in LOC 48.02.015 as the benefits provided by natural resources. The benefits may be physical, environmental, aesthetic, scenic, educational, or some other non-physical function or a combination of these. For example, the functions and values of a wetland can include its ability to provide storm water detention for "x" units of water draining "y" acres and its ability to provide food and shelter for "z" varieties of migrating waterfowl. In addition, an unusual native species of plant and a natural resource area could be of educational, heritage or scientific value. Most natural resources have multiple functions and values. For example Stream Corridors, Tree Groves and wetlands share some or all of the following beneficial characteristics:

- a. Wildlife and plant habitat protection
- b. Protection of sensitive, threatened or endangered species
- c. Erosion control
- d. Flood and storm water storage
- e. Water quality enhancement
- f. Ground water recharge
- g. Open space, passive recreation, and visual enjoyment
- h. Cultural, social, educational and research values.

Natural Drainage System: This term refers to the open and vegetated drainage channels and the surface water treatment facilities which comprises the great majority of Lake Oswego’s storm water conveyance system.

New Development: For the purpose of implementing LGNP, Policy 4, “new development” is intended to include the following:

- a. Construction of new single-family home or installation of a manufactured approved through a ministerial process per LOC 49.22.210;
- b. Construction of a new street or major repair or improvement to an existing street;
- c. Construction or alteration of any public or private utility that visually impacts and/or removes existing vegetation;
- d. Construction of new parking lots or expansion of parking lots by more than four spaces;
- e. Site development and construction of any new land use approved either through the minor or major development process per LOC 49.20.110, Minor Development and 49.20.115, Major Development.

Nuisance Situations: Nuisances are broadly defined as anything which interferes with, annoys or disturbs the free use of one’s property or which renders its ordinary use or physical occupation uncomfortable. This definition extends to everything that endangers life or health, gives offense to the senses, violates the laws of decency, or obstructs the reasonable and comfortable use of property. Nuisances also refer to wrongs arising from an unreasonable or unlawful use of property to the discomfort, annoyance, inconvenience or damage of another. This usually involves continuous or recurrent acts.

A public nuisance is further defined by LOC 34.08.400 as:

- a. Any condition or use of property which causes or tends to cause detriment or injury to the public health, safety, welfare;
- b. Any condition specified in LOC 34.10.500 to 34.12.600; or
- c. Any condition defined as a nuisance by any Lake Oswego Code provision. (Ord. No 1856, Sec. 1; 12-28-82.)

Obvious Immediate Hazard: Pursuant to LOC Chapter 55, and for the purposes of LGN Plan (Goal 5, Policy 3(a)) trees which pose an obvious immediate hazard are ones which clearly present a public safety hazard or a foreseeable danger of property damage to an existing structure and such a hazard or danger cannot be reasonably alleviated by treatment or pruning.

Obviously Dead Trees: Pursuant to LOC Chapter 55 a dead tree is one which is “lifeless.” For the purposes of LGN Plan Goal 5, Policy 3 an obviously dead tree is one which visually exhibits lifeless characteristics such as a complete lack of viable foliage and buds, brittle and dead wood, and no reasonable prognosis of recovery.

Open Space Reserve Area: This term as used by LGN Plan Goal 5, Policy 2, refers to the City’s requirement pursuant to the LOC 8.05 “Park and Open Space” for all major residential development and office campus development to provide open space or parkland approved by the City in an aggregate amount equal to at least 20 percent of the gross land area of the development. Commercial and industrial development shall provide open space or parkland to at least 15 percent of the gross land area of the development. Open space per LOC 8.005 is defined as land to remain in natural condition for the purpose of providing a scenic, aesthetic appearance; protecting natural processes; providing passive recreational uses or maintaining natural vegetation. Open space land

shall be permanently reserved by common ownership among the owners of a development, dedication to the public, or by other appropriate means.

Overgrown Vegetation: For the purpose of LGNP, Goal 10, RAM v. overgrown vegetation is that which completely screens from view the primary residence from the street.

Pre-application Neighborhood Meetings: This term refers to LOC 49.36.705, which requires neighborhood contact by a person proposing a land use action for certain land use applications. The LOC requires that prior to submittal of an application for a partition, subdivision or a major development, the applicant shall contact and discuss the proposed development with any affected neighborhood as provided in this section. The Planning Director may require neighborhood contact pursuant to this Section prior to the filing of an application for any other development permit if the Director deems neighborhood contact to be beneficial.

The purpose of neighborhood contact is to identify potential issues or conflicts regarding a proposed application so that they may be addressed prior to filing of an application. This contact is intended to result in a better application and to expedite and lessen the expense of the review process by avoiding needless delays, appeals, remands or denials. The City expects an applicant to take the reasonable concerns and recommendations of the neighborhood into consideration when preparing an application. The City expects the neighborhood association to work with the applicant to provide such input.

Public Facility Plan (PFP): The City's PFP identifies the major facilities and capacity improvements to city infrastructure that are necessary to support land uses allowed by the Comprehensive Plan. These facilities include water, sanitary sewer, storm drainage and surface water management, and major transportation improvements. The PFP is used in conjunction with the CIP as described above to coordinate, program and phase public facility funding decisions.

PFPs are required by Statewide Planning Goal 11, Public Facilities and Services for all cities with populations greater than 2,500 to ensure that cities plan and develop timely, orderly and efficient arrangements of public facilities and services to serve as the basis of urban development.

Pathways, Walkways, and Sidewalks: For the purpose of LGNP, Goal 10, Policy 2, walkways are defined as paved or graveled pedestrian ways within the public right-of-way usually at the same grade with an adjacent street. Pathways may be also separated from the street by an intervening landscaped strip. Pathways are multi-purpose-paved areas intended to accommodate both pedestrians and bicyclists. They may be also adjacent and at the same grade as the street or separated by a landscaped strip. Pathways and walkways are contrasted to urban sidewalks, which are typically constructed in conjunction with curbs, gutters and a piped storm drainage system.

Required Availability of the Staff Report: This term refers to the requirement of LOC 44.44.915 which, states that the land use staff report prepared by staff shall be completed and be available for public inspection at no cost at least ten days prior to the date of the public hearing. (Ord. No. 2088, Enacted, 03/03/94)

The staff report shall contain an analysis of the applicable criteria and the evidence in the record. Based upon this review, the Planning Director shall recommend approval, approval with conditions, denial, or continuance of the application.

Secondary Dwellings: A secondary dwelling unit, either attached or separate, may be

located on a lot already containing a dwelling unit which complies with LOC 48.20.547 [LOC 48.02.015]. These standards are as follows:

A secondary dwelling unit may be allowed in conjunction with a single-family dwelling by conversion of existing space, by means of an addition, or as an accessory structure on the same lot with an existing dwelling, when the following conditions are met:

- a. The site is large enough to allow one off-street parking space for the secondary unit in addition to the required parking for the primary dwelling.
- b. Public services are to serve both dwelling units.
- c. The number of occupants is limited to no more than two persons in the secondary unit.
- d. The unit does not exceed one bedroom and an area of 800 square feet, or a total FAR of 0.4 for all buildings. No more than one additional unit is allowed.
- e. The unit is in conformance with the site development requirements of the underlying zone and LOC Chapter 45.
- f. The following minimum area standards shall be met: a) 1 person - 250 square feet; b) 2 persons - 500 square feet
- g. One unit shall be occupied by the property owner.

Skinny Streets: In the context of the LGNP “skinny streets” are those which are developed to a minimum driving width necessary to provide required access to adjacent residential land uses and to allow for emergency vehicle access. In some instances this may allow for the construction of “queuing” streets which are intended for two-way traffic, but are comprised of a single traffic lane and a parking lane on one or both sides of the street. When two vehicles meet, one of the vehicles must yield by pulling over into a vacant segment of the adjacent parking lane.

Sight Distance Problems (pertains to streets): Sight distance problems occur when vegetation or other materials obstruct the view of drivers, pedestrians or bicyclists at street intersections.

Significant Trees and other Landscape Features: Significant trees in the Lake Grove Neighborhood are those evergreen trees 30 feet and taller and deciduous trees with a diameter of 10” or greater and a height of 30 feet or more.

Solar Access Needs and Requirements: For the purpose of implementing LGNP Goal 5, Policy 4, this term refers to solar access as defined and regulated by LOC Chapter 57, Solar Access.

Stream Corridors: A stream corridor is an area of land that includes a stream and a set of natural features generally associated with the stream. These natural features include, stream channels, flood plains, wetlands, riparian vegetation, associated vegetation, steep slopes, and habitat features [LOC 48.02.015]. A stream corridor generally includes the following, which are further defined by LOC 48.02.015:

Street Right-of-Way: A street right-of-way consists of publicly owned land on which there exists, or on which it is intended to construct, a public street and other public transportation improvements.

Substantially Remodeled: Exterior renovation or expansion of an existing residence that results in, a) an increase in the existing building foot-print of 10% or more; b) an increase or decrease in building height of 10% or more feet, and c) the construction of any new accessory structure which requires a building permit.

Hydrologic Characteristics: Physical features that affect stream flow capacity, rates of

channel erosion and patterns of sedimentation including but not limited to stream alignment, cross section and profile, roughness or channel and banks and drainage patterns
Plant Communities and Wildlife Habitat: The association of trees, shrubs, ground cover and aquatic plants that affects the hydrologic characteristics of a stream corridor, reduces runoff turbidity, provides shade which reduces thermal pollution, filters out nutrients carried by runoff, protects stream corridor soils and slopes from erosion, and provides habitat for fish, wildlife and aquatic organisms.

- a. Soils with potential for Severe Erosion. Soils within stream corridors tend to be very erosion prone by nature.
- b. Ravines and Steep Slopes: Lake Oswego's stream corridors frequently include ravines and steep slopes.
- c. Associated Aquatic Elements. Floodplains and wetlands may be adjacent to or associated with the stream.
- d. Stream Corridor Functions and Values: The beneficial characteristics of stream corridors, including but not limited to:
 - Protection of wildlife habitat and travel corridors;
 - Protection of riparian vegetation;
 - Erosion Control;
 - Flood and storm water control;
 - Water quality enhancement;
 - Open Space, passive recreation and visual enjoyment, and;
 - Cultural, social, education and research values.
- e. Swale: A swale is a depression, sometimes swampy, in the midst of generally level land that conducts surface water.

Storm Drainage and Water Quality Management Measures: In reference to LGNP Goal 5, Policy 12, "storm drainage and water quality management measures" are structural and non-structural practices associated with new development or any significant disturbance of soil necessary to:

- a. Maintain surface water quality by preventing measurable erosion or otherwise limit soil erosion and sediment transport to less than one (1) ton per acre per year;
- b. Control other pollutants from entering the surface water system, and;
- c. Control the quantity and duration of storm water discharged into the surface water system following major storm events.

Regulations and standards for erosion control are addressed by LOC 52.02.010. Lake Oswego Drainage Standards are addressed by 11.005 and 12.005 for Major and Minor Development.

Timely Information (citizen involvement and notification purposes): The intent of this term as used in LGNP Goal 1, Policy 2 is to emphasize the need for clear and prompt communication with the neighborhood as soon as significant issues are raised such as land use applications, or major public facility issues. This requires the City and Neighborhood to maintain a positive relationship and open avenues of communication.

Town Houses: This term refers to single-family dwellings, which are attached by a common wall or with a party wall separating the dwelling units. These dwellings have primary ground-floor access to the outside.

Traffic Management Devices: For the purpose of implementing LGNP Goal 10, Policy 6

(e), traffic management devices are defined as apparatus installed or constructed to regulate the flow of traffic not subject to the standards of the MUTCD, including speed humps, curb extensions, traffic circles, traffic diverters and street closures [LOC 32.02.10].

Tree Canopy: In the context of the Lake Grove Neighborhood Plan, the tree canopy is the three-dimensional aesthetic quality imparted to the neighborhood by the existence of large numbers of existing large trees whose crowns may or may not interweave. The Lake Grove Neighborhood tree canopy is the predominant natural feature common to the neighborhood, whose preservation and enhancement is essential to the neighborhood's identity. The tree canopy may or may not have an associated understory.

Tree Canopy Data Collection System: Pursuant to LGNP Goal 5, Policy 10, and a tree canopy data collection system is a systematic and empirical analysis of the area of Lake Grove covered by the tree canopy. The system is intended to be maintained over-time with a reference to a base year to determine the tree canopy loss or gain in the neighborhood. These systems are typically based on a chronological analysis of aerial photography.

Tree Grove(s): A tree grove is defined by LOC 48.02.015 and is a stand of three or more trees (of the same species or a mixture) which form a visual and biological unit, including the area between the forest floor and the canopy, including skyline trees, and including any understory vegetation existing within the canopied area. A stand of trees must be at least 15' in height and must have a contiguous crown width of at least 120 feet to qualify as a tree grove.

- a. Associated Tree Grove: A tree grove that is contiguous with the boundaries of a designated stream corridor or wetland and contributes to the resource value of the riparian area by extending and operating in conjunction with the habitat of the riparian area and providing flood control and water quality enhancement. Such tree groves are located within the buffer areas of a wetland or stream corridor but may extend beyond the buffer.
- b. Isolated Tree Grove: A grove of trees that is not associated with a stream corridor or wetland as described as above.
- c. Upland (or upland forests): The non-riparian portions of tree groves lying outside of stream corridor.

Type II Permit: For the purpose of implementing Goal 5, Policy 3, the definition and requirements of a Type II Permit are as provided by LOC Chapter 55, 55.02.050 through 55.02.085.

Unified Development Plan: A unified development plan is a detailed concept plan to be adhered to by the applicant/developer, which shows:

- a. A project at full development including identification of all phases;
- b. The locational, design, and transportation relationships of the proposed development with surrounding land uses;
- c. Measures and improvements necessary to mitigate adverse impacts of the project on the transportation system, and ;
- d. Design compatibility with surrounding land uses such as building, scale, height and bulk, materials, colors, and landscaping.

Waluga Reservoir Pressure Zone: This is the geographic area served by the Waluga Reservoir. Pressure zones are typically engineered where the minimum water pressure is 40 lbs./sq. inch and the maximum pressure is 80 lbs./sq. inch.

Wetland(s): A wetland is defined by LOC 48.02.015 and is an area that is inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and under normal circumstances does support, a prevalence of vegetation typically adapted for life in saturated soil conditions, commonly known as hydrophytic vegetation. Wetlands generally include but are not limited to swamps, marshes, bogs, and similar areas. An Isolated Wetland: A wetland that is not linked or connected to an adjacent stream corridor, wetland or tree grove, or other wooded area.

Wetland Functions and Values: The beneficial characteristics of wetlands, including but not limited to:

- a. Wildlife and plant habitat protection
- b. Protection of sensitive, threatened or endangered species
- c. Erosion control
- d. Flood and storm water storage
- e. Water quality enhancement
- f. Ground water recharge
- g. Open space, passive recreation, and visual enjoyment
- h. Cultural, social, educational and research values].

When Practicable (related to requiring tree planting and landscaping): For the purposes of implementing LGNP Goal 5, Policy 4 “when practicable” refers a test of reasonableness and practicality when requiring landscaping and planting of trees for all new development. Factors to be considered include, the scale of the development such as a new single family residence versus a new office commercial development; cost, existing or preserved landscaping, and for new single-family residences, area available on the site for tree planting and landscaping.

Old Town Neighborhood Association



Neighborhood Plan 1998

A COOPERATIVE EFFORT BETWEEN
THE OLD TOWN NEIGHBORHOOD ASSOCIATION AND
THE CITY OF LAKE OSWEGO



Old Town Neighborhood Plan 1998



(Aerial Photo 1998)

Credits

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Heather Chrisman
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Old Town Neighborhood Plan

Introduction and Intent

Neighborhood Planning Program:

In 1993, the City Council adopted a Neighborhood Planning Program to provide neighborhoods in Lake Oswego an opportunity to develop a vision and corresponding goals and policies relating to land use, building and site design and capital expenditures. The Neighborhood Planning Program was designed to go beyond the general guidance provided by the Comprehensive Plan goals and policies, in order to address more localized and specific neighborhood needs.

Background and Process:

The Old Town Neighborhood Association has had goals and policies since 1982, when the City adopted the “Design District” zoning for the area. It was realized that as the neighborhood transitioned from a medium density, primarily single family area to higher density with a broader range of allowed housing choices, that existing lower density uses would need protections. These safeguards included, at the time, review by the Development Review Commission (DRC) of all exterior modifications needing a building permit, additional setbacks for new structures when abutting lower density uses and encouraging good architectural design and site planning.

Since 1982, these policies have been periodically updated. Changes made in 1996 focused on recognizing how the neighborhood had evolved over the past fourteen years and addressed residents’ concerns about the time and expense involved in processing simple additions and remodels of existing homes. Changes were made limiting review by DRC to new structures, rather than all exterior modifications. At that time, it was also recognized that simply encouraging “good architectural design” was not adequate to ensure that new development would be compatible with the design and scale of the existing neighborhood character.

The Neighborhood Association Board responded to this concern by appointing a seven-member Design Subcommittee to develop draft design standards for general neighborhood association review. This group began by identifying several housing architectural styles in the neighborhood that it felt provided the “village” atmosphere that it desired to preserve. City staff worked with the neighborhood to come up with three “Old Town Styles” which new buildings could “borrow” from to create desirable new residential design. Since the neighborhood contains one of the highest concentrations of pre-1900 buildings in the City, the scale and style of these structures was a primary consideration. The purpose of the resulting standards is to “develop a cohesive and orderly relationship between existing and proposed buildings in the Old Town Neighborhood by providing visual connections defined by the predominant architectural characteristics of the Old Town Styles. Copying the existing building styles is not the intention of these guidelines. While a new development may have a distinctive identity, its overall effect should support and reinforce the Old Town Styles.”

Other changes adopted in 1997 included allowing the City Manager to request an advisory opinion from the OTNA Board, allowing a reduction to the front yard setback along Durham

Old Town Neighborhood Plan

Introduction and Intent

Street to support the overall intent of making Durham the neighborhood's primary "walking street," limiting the amount of impervious surface allowed on a lot, reducing the allowed height of structures under certain conditions and requiring application of the Design Standards for new development or expansion of structures by more than 50% floor area.

The Neighborhood met at three general meetings to discuss the proposed Design Standards and other Comprehensive Plan, Zoning Code and Development Code and Standards changes. The Board and/or Design Committee met 10-12 times to discuss the proposed changes. The membership voted to support the proposed amendments with several minor changes.

Old Town Plan Organization

The Old Town Plan contains several sections:

- Background/Perspective. The Background/Perspective illustrates the overall vision the neighborhood sees for itself.
- Comprehensive Plan Goals and Policies. The goals and policies correspond to and develop the vision outlined in the Perspective. These have been adopted as part of the City's Comprehensive Plan. Goals are stated in the broadest terms, usually a broad description of what the neighborhood is striving for. Policies state the neighborhood's strategies for specific issue areas or groups of issues, such as neighborhood character, street character and land use. Policies are more specific than Goals, but not so specific as to be decision making criteria (which are contained in the Zoning Code, Development Code or Design Standards).
- Applicable Zoning Code Sections. The Zoning Code sections include those that apply specifically to the DD Zone, which includes all of the Old Town Neighborhood.
- Applicable Development Code Sections. The Development Code sections include those that apply specifically to the DD Zone.
- Development Standard 24, Old Town Development Standard. This Development Standard outlines neighborhood architectural styles to be used as guides for new development to provide more cohesive and orderly relationships between existing and proposed buildings in Old Town.
- Development Standard 18, Access. This Standard was amended to add the DD zone to the list of zones for which the required amount of lot frontage on a public street may be 17 feet.

Old Town Neighborhood Plan

Background/Perspective

The Old Town Neighborhood lies between State Street, the Willamette River, Oswego Creek and Leonard Street. Although geographically one of the City's smallest neighborhoods, it is the location of the original town of Oswego, and is the oldest portion of the City. Old Town contains several different types of land uses, including George Rogers Park, multi-family and single family dwellings and an array of shopping provided by two nearby shopping centers, within an area of less than 40 acres. Platted in 1851 by Albert Durham, the streets carry the names of people associated with the early iron industry such as Ladd, Leonard and Wilbur, as well as early settlers, such as Albert Durham, who founded the community.

George Rogers Park is located in the southern portion of the neighborhood. This area was the original site of the iron smelting business which operated in the community in the late 19th and early 20th centuries. A portion of the company's large basalt chimney still stands in the park. Several small dwellings from this era also remain, constructed by the Oregon Iron and Steel Company for its employees. The Odd Fellows Hall at Durham and Church streets also dates back to this early period.

Maintaining the neighborhood's character has been a concern of residents, particularly over the past 20 years. As the area's zoning allows for approximately 20 units per acre, single family homes have gradually been replaced by apartments, duplexes and other types of more dense housing. Often new structures and remodeling have not been compatible in scale, form and massing to the existing housing stock. This has lead the neighborhood to develop Comprehensive Plan policies and design and zoning standards to ensure that the neighborhood's transition to higher density occurs in such a way that the desirable "village" appearance is preserved.

The mix of uses in and near the neighborhood, its proximity to good transit service on State Street and its location near George Rogers Park, make Old Town an attractive place to live. Although residents view these facilities and uses as valuable assets, they at times result in conflicts with residential uses in the neighborhood, primarily with regard to traffic and parking.

Old Town would like to retain its generally narrow streets and few remaining alleys to discourage auto through-traffic and provide opportunities for alternate access to garages. The neighborhood would also like to encourage the use of Durham Street as a walking street by connecting sidewalks, restricting truck usage and maintaining appropriate lighting.

The Old Town of the future will likely posses a higher level of activity due to the increased usage of commercial outlets, a gradual move to higher density and increased park usage. The favorable elements outlined in the preceding paragraph will be integrated to ensure increased walking, rather than driving, within the neighborhood; ensure new structures that complement the existing neighborhood fabric; protect lower density developments from more intense adjacent uses; and minimize the visual impact of garages.

Old Town Neighborhood Plan

Goals, Policies and Recommended Action Measures

GOALS:

1. Assure that single family homes are protected during the area's transition to higher density residential use;
2. Facilitate good architectural design and site planning which maintains residential choices of unit size, cost and other amenities and supports the economic feasibility of new construction and development;
3. Assure protection and compatibility of all land uses, including commercial, residential, park, open space and historic sites.
4. Assure that adequate methods in addition to present city ordinances are available to carry out the design policies for Old Town's particular needs, and;
5. Designate the Old Town Neighborhood as a "Design District" on the Comprehensive Plan Map and guide its development in accord with the following policies:

POLICIES:

1. Designate Old Town as a "Design District" and guide its development in accord with the policies in this chapter.

2. Boundary

The boundaries of the District shall be as shown on the official Lake Oswego Comprehensive Plan map (PA 5-84-151). When considering Comprehensive Plan Map amendments, existing neighborhood character shall be preserved as much as possible. (See Map - Figure 1)

3. Residential Land Use

Generally, and in accordance with the policies of this plan, Old Town shall become higher density land use. However, existing neighborhood character shall be preserved as much as possible.

- a. Single-Family Housing

Single-family housing, while not exclusive of other types of housing, shall have priority. Therefore, single family housing shall be preserved and steps taken to preserve its amenities and value.

Where higher density land use is developed, special attention should be given to insuring that it will not adversely affect neighboring single family development.

Old Town Neighborhood Plan

Goals, Policies and Recommended Action Measures

Single-family homes and new development shall be protected from the deteriorating effects of adjacent land uses, including in particular the commercial areas, and any open space areas which may be established. Particular attention shall be given to the effects of traffic, parking, noise, glare, air pollution and appearance of structures.

New single-family construction shall be permitted on the existing platted 5,000 square foot lots.



The Mediterranean style George and Lottie Rogers House (1929), is a focal point in the Old Town Neighborhood. George Rogers owned and operated a grocery store on State Street for over 20 years and served on the City Council for many years. In 1961, the City named a 27 acre park, also located in the neighborhood, after him.

b. Multi-Family Residential

Multi-family use shall be permitted when it can be clearly demonstrated that other Old Town policies are being met by the proposal.

Duplexes shall be permitted on the existing platted 5,000 square foot lots. Innovative design shall be encouraged to create duplexes which are compatible and harmonious with adjacent land uses.

Old Town Neighborhood Plan

Goals, Policies and Recommended Action Measures

Several medium density multi-family developments exist in the neighborhood and blend well due to adequate setbacks, mature landscaping and compatible scale.



c. Residential Design Policy

New residential construction of all types shall be encouraged.

As noted under the Design District policies, all new construction of single family, duplex, zero lot line, multi-family dwellings, and exterior modification to a structure housing a non-conforming use that requires a building permit, shall be subject to Development Review.

Care should be taken to maintain certain existing physical attributes of the neighborhood which contribute to its special character, including but not limited to, unusual or special trees, landscaping, buildings and views.



A newer duplex in Old Town was sensitively designed for compatibility with other vernacular style structures in the neighborhood. Recessed garages, narrow setbacks and a sidewalk, create a pedestrian friendly atmosphere along Durham Street, Old Town's primary "walking street."

Old Town Neighborhood Plan

Goals, Policies and Recommended Action Measures

4. Commercial Land Uses

The boundary between R-0 and EC designated and shall be shown on the official Lake Oswego Comprehensive Plan Map.

- a. Any development in the adjacent EC zone shall provide a landscaped buffer-to function as a visual and physical barrier between dissimilar uses in the EC and DD zones.
- b. Traffic shall be routed away from residential properties. This may be accomplished by such methods as careful location of access points, traffic routing within the development, and relations of that routing to neighboring residential uses and streets and installation of any required capital improvements such as left turn lanes. Traffic studies maybe required to determine impacts.
- c. Replacement of non-conforming uses with permitted residential uses is strongly encouraged.

5. Streets

Through-traffic and circulation will be minimized, and the use of Wilbur Street as the principal access to the neighborhood, will be encouraged.

a. State Street

Provisions shall be made to make entering and exiting Old Town onto State Street as safe as possible.

A combination of landscaping, sidewalks, a wider curb lane and smaller building setbacks, enhance the atmosphere and usability of State Street for pedestrians and bicyclists.



Old Town Neighborhood Plan

Goals, Policies and Recommended Action Measures

b. State Street/McVey/Green Street

This intersection shall be improved to increase safety of turning movements and pedestrian safety on State Street to and from George Rogers Park, as well as to provide access to George Rogers Park for vehicles traveling southbound on State Street.



Alleys provide an opportunity to put garages to the rear of homes, allowing the more “social” aspects of the home to front the street. This fits well with Old Town residents’ desire to encourage walking by making the streetscape more comfortable for pedestrians. Alley-accessed garages relieve the street from being dominated by garage doors and cramped by curb cuts, which can reduce opportunities for on-street parking.

c. Ladd Street

The use of the north side of Ladd Street as a parking area for George Rogers Park should be discouraged, or steps taken to eliminate the inconvenience and disturbance to residences on Ladd Street.

d. Durham Street

The City shall encourage Durham Street to become a safe and pleasant walking street within the neighborhood through the addition of connected, handicapped access sidewalks, restrictions on truck usage, storm drainage improvements as necessary and appropriate lighting.

6. Historic Sites

Protect the historical or architectural integrity of the Peg Tree (Douglas Fir), Odd Fellows Hall and George Rogers' home, as Local Historic Landmarks.

Old Town Neighborhood Plan

Goals, Policies and Recommended Action Measures

7. George Rogers Park

Use of the park facilities should not interfere with normal residential uses in the adjacent neighborhood. Design or expansion of the park, which is a City facility serving all City residents, should be carried out with attention to the Old Town area, especially with regard to traffic, visual appearance, parking, noise, glare and behavior of park users. Green Street should be recognized as the primary auto access to George Rogers Park and steps should be taken to encourage auto access on Green Street.

The chimney stack in George Rogers Park is all that remains of the iron smelter built in 1865. The furnace produced the first pig iron west of the Rocky Mountains. The chimney is listed on the National Register of Historic Places.



8. Development Review

Consideration shall be given to the relationships between new construction and adjacent land uses as well as to how the proposed development incorporates the desirable “small village” or “historic town” appearance of Old Town as illustrated in its pitched roofs, wood and masonry construction materials, and building proportions and massing typical of the Vernacular, Craftsman and Cape Cod styles.

9. Parcel Size

Residential single family construction is to be permitted on lots or parcels of 5,000 square feet or more. The Development Review process should take account of the unusually small area of the lots in providing variances which may be requested for new single family uses. 12/28/82

Old Town Neighborhood Plan

Goals, Policies and Recommended Action Measures

Duplexes are to be permitted on lots or parcels of 5,000 square feet or more. Except for structures which have been determined by the State or the National Register of Historic Places as being of historic significance, multi-family construction is to be permitted on lots or parcels of a minimum of 15,000 square feet, which would allow seven units. Smaller parcels should be used for duplex or single family. The parcels should be shaped to minimize the number and length of property interfaces between adjacent uses to assure buffering landscaping can be installed.

Historic structures may be converted to residential use. No minimum parcel size shall apply, but the project shall demonstrate compliance with all other applicable zoning requirements and development standards. (PA 1-87-450, 7/9/87)



The Odd Fellows Hall on Durham Street is an example of successful redevelopment of a historic resource within Old Town. Vacant for many years, the structure (on right) was remodeled to accommodate several housing units. The new structure (on left) also contains housing, and was designed to be compatible with the Odd Fellows Hall. This adaptive reuse is nothing new for a structure which has been a fraternal hall, a doctors office, a drugstore and a community theatre.

Old Town Neighborhood Plan

Goals, Policies and Recommended Action Measures

10. Willamette River Greenway Access

Encourage the use of Furnace and Leonard Streets as pedestrian and bicycle connections to the existing Greenway trail. This policy is not intended to supersede or weaken Goal 15 (Willamette River Greenway) Policy 8 or Goal 15 RAM iii, which call for acquisition and development of continuous public access along the Greenway, including the Greenway area from Roehr Park to George Rogers Park in Old Town. This policy is intended to protect the privacy and security of existing single-family waterfront residences until such time as the Greenway pathway may be acquired through development to higher density/intensity uses, voluntary donation or purchase.



Pedestrian access to the Willamette River is available through George Rogers Park in Old Town. A pathway from Oswego Creek, south, to Old River Road, also provides a visual connection to the river.

Old Town Neighborhood Plan

General Commentary on Goals, Policies and Recommended Action Measures:

According to the Adopted Lake Oswego Comprehensive Plan, Goals, Policies and Recommended action Measures each have a different purpose in terms of describing policy direction. Old Town members and City staff need to keep in mind the purposes of various types of statements while developing the Old Town Neighborhood Plan language. In a nutshell, Goals are to be in the broadest terms, usually a broad description of what the neighborhood is striving for. Policies are more specific, but not so specific as to be like decision making criteria (which would belong in an ordinance or standard). Recommended action measures are simply “good ideas” and are not obligatory. The following is excerpted from the Plan:

Goal:

Definition - A general Statement indicating a desired end, or the direction the City will follow to achieve that end.

Obligation. The City cannot take action which violates a goal statement unless:

1. Action is being taken which clearly supports another goal.
2. There are findings indicating the goal is being supported takes precedence (in the particular case) over another (goal).

Policy:

Definition - A statement identifying Lake Oswego’s position and a definitive course of action. Policies are more specific than goals. They often identify the City’s position in regard to implementing goals. However, they are not the only actions the City can take to accomplish goals.

Obligation - The City must follow relevant policy statements when amending the Comprehensive Plan, or developing other plans ordinances which affect land use such as public facility plans, and zoning and development standards or show cause why the Comprehensive Plan should be amended consistent with the Statewide Land Use Goals. However, in the instance where specific plan policies appear to be conflicting, the City shall seek solutions which maximize each applicable policy objective within the overall context of the Comprehensive Plan and Statewide Goals. As part of this balancing and weighing process, the City shall consider whether the policy contains mandatory language (e.g., shall, require) or more discretionary language (e.g., may, encourage).

Recommended Action Measures:

Definition - A statement which outlines a specific City project or standard, which if executed, would implement goals and policies.

Old Town Neighborhood Plan

General Commentary on Goals, Policies and Recommended Action Measures:

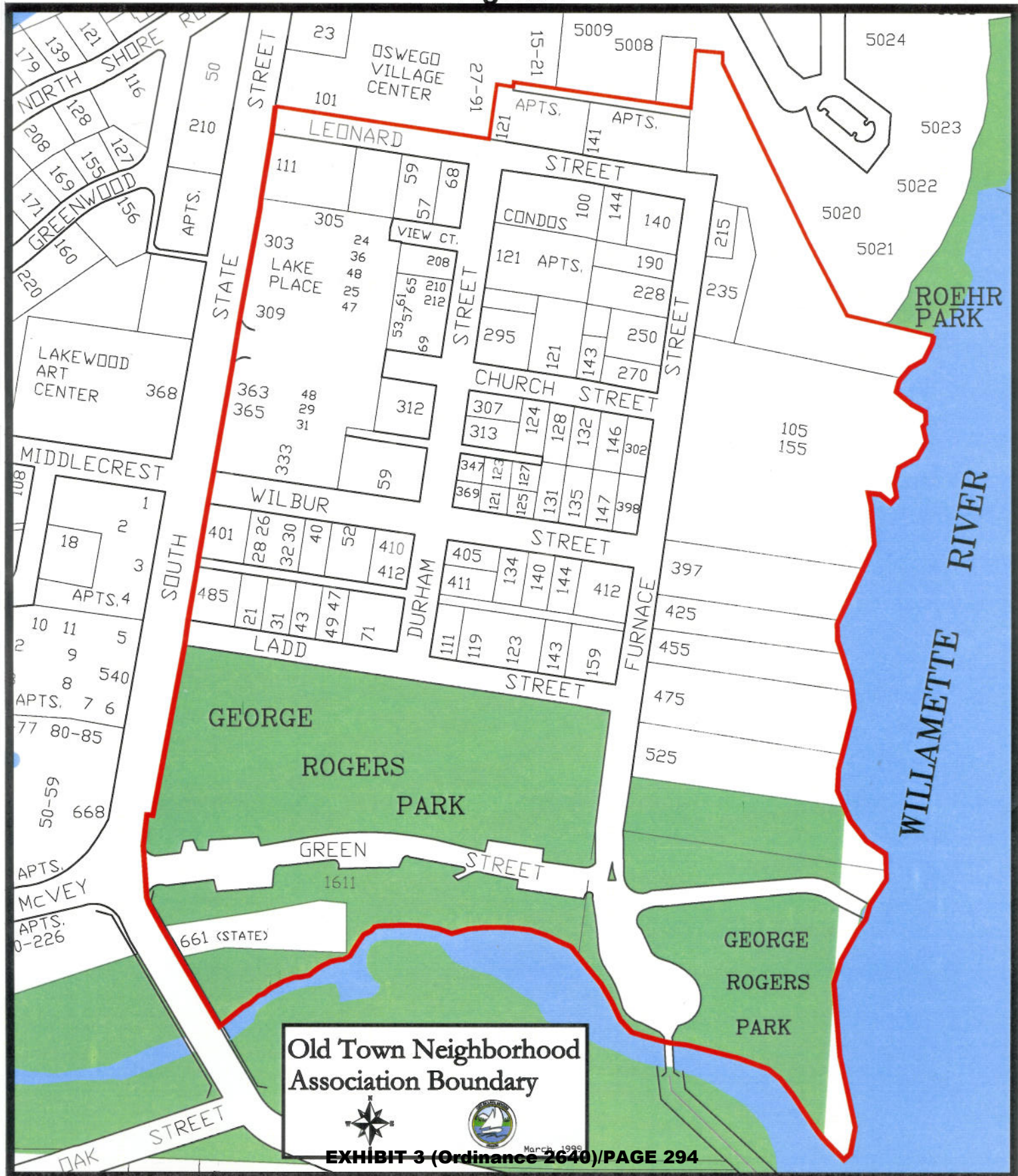
Obligation: Completion of projects, adoption of standards, or the creation of certain relationships or agreements with other jurisdictions and agencies, will depend on a number of factors such as citizen priorities, finances, staff availability etc.

The City should periodically review recommended action measures to determine which are a priority to be accomplished in view of current circumstances, community needs and the City's goal and policy obligations.

These statements are suggestions to future City decision-makers as ways to implement the goals and policies. The listing of recommended action measures in the plan does not obligate the City to accomplish them. Neither do recorded action measures impose obligations on applicants who request amendments or changes to the Comprehensive Plan.

NH-Assoc/Old Town/Neighborhood Plan/Perspect.doc

Figure 1



Old Town Neighborhood
Association Boundary

Old Town Neighborhood Plan

APPENDIX I

Article 48.08. Design District (Old Town).

- 48.08.240. Purpose.**
- 48.08.245. Permitted uses.**
- 48.08.250. Conditional Uses.**
- 48.08.255. Lot Size, Lot Dimensions,
Density.**
- 48.08.260. Setback Requirements, Buffers.**
- 48.08.265. Height of Structure.**
- 48.08.270. Lot Coverage.**
- 48.08.275. Development Review.**
- 48.08.276. Old Town Advisory Opinion.**
- 48.08.280. Allowable Density and Density
Transfer.**

(Rev. 08/04/98; bp)

48.08.240. Purpose.

1. The purpose of this district is to assure that single-family homes are protected from noise, light, glare and reduction in privacy to the maximum extent possible during the area's transition to higher density residential use, to facilitate good architectural design and site planning which maintains residential choices of unit size, cost and other amenities and supports the economic feasibility of new construction and development, and to assure protection and compatibility of all land uses, including commercial, residential, park, open space and historic sites.

2. The DD zone is intended for use in low density residential districts which are undergoing transition to increased densities, and which have scenic, historic, natural or residential features which should be preserved and integrated with the new development. (Ord. No. 1851, Sec. 1; 11-16-82.)

48.08.245. Permitted uses.

Uses permitted in the DD zone are as follows:

1. Single-family dwelling.
2. Zero lot line dwelling.
3. Duplex.
4. Multiple dwelling.
5. Raising of vegetables and produce, provided no sales office is maintained on the premises.
6. Home occupations.
7. Minor public facilities, including collocated telecommunications facilities but excluding new telecommunications facilities.
8. Request for up to a 25% density bonus for public agency rental housing projects (not special use housing or secondary dwelling units.)
9. Cluster developments.
10. Group care facilities.
11. One secondary dwelling unit per lot.

12. Special use housing.

(Ord. No. 1851, Sec. 1; 11-16-82. Ord. No. 1882, Sec. 9; 3-6-84.)

(Ord. No. 2149, Amended, 04/17/97)

48.08.250. Conditional Uses.

Conditional uses in the DD zone are as follows:

1. Institutional uses.
2. Major public facilities.
3. Nursing and convalescent homes.
4. New Telecommunications Facilities.
5. Non-profit office uses in structures on the City's Historical Landmarks List which are located on arterial streets. For the purposes of this section, "office uses" include business and management services, except for medical or dental offices. (Ord. No. 1851, Sec. 1; 11-16-82. Ord. No. 1882, Sec. 10; 3-6-84.) (Ord. No. 2149, Amended, 04/17/97; Ord. No. 2167, Amended, 05/19/98)

48.08.255. Lot Size, Lot Dimensions, Density.

1. The minimum lot area shall be 5,000 sq.ft. for single-family dwellings or duplexes.

2. Except for structures which have been determined by the State or the National Register of Historic Places as being of historic significance, the minimum lot area for a multiple dwelling development shall be 15,000 sq.ft.

3. (a) The maximum density for each site in the Old Town Design District, expressed in number of dwelling units per net developable acre is computed by dividing the net developable acreage by 2,000 sq.ft. and rounding down to the nearest whole number.

(b) The actual density allowed on a site will be determined at the time of development review, pursuant to LOC Ch 49. Maximum density will be allowed to the extent that facts presented to the hearings body show that development at that density can occur within requirements set forth in the Development Standards.

4. For projects on properties subject to an RP or RC designation, lot areas may be modified as provided in LOC 48.117.115.

(Ord. No. 1851, Sec. 1; 11-16-82. Ord. No. 1882, Sec. 11; 3-6-84. Ord. No. 1951, Sec. 1; 7-21-87.)

(Ord. No. 2148, Amended, 07/22/97)

48.08.260. Setback Requirements, Buffers.

1. Except as otherwise provided in this section or LOC 48.20.535, the required setback in the DD zone is 10 feet.

2. Structures shall be setback from a street right-of-way line a minimum of 10 feet, or such greater distance required to accommodate off street parking. Exception: On lots abutting Durham Street, front yard setbacks for new structures may be reduced to 3 feet for up to 50% of the building facade along Durham Street. The remaining 50% of the building may be between 5' and 10' from the front property line. The design of new structures along Durham Street must be compatible with LODS Section 24 (Old Town Design Standards).

3. The Development Review Commission may increase required setbacks as necessary to achieve compliance with the development standards adopted pursuant to LOC Ch. 49.

4. Where a lot zoned DD abuts a lot zone EC or R0-EC, a setback shall be established on the lot zoned DD of a depth equal to the setback required for the abutting yard in the abutting zone. On the lot zoned DD, a landscaped buffer a minimum of 5" in width is required in the setback area abutting the EC or R0-EC zone. The purpose of the landscaped area is to provide a vegetative screen. Plant material used for screening and buffering shall be of a size that will achieve sufficient height within three years of the date of planting to provide adequate screening.

5. a. When a new multi-family development or the expansion or reconstruction of an existing multi-family development occurs in a DD zone subject to DRC review as provided in LOC 48.08.275(2) which abuts an existing

less intensive residential use, the proposed multifamily structure shall be set back from the boundary of the less intensive use by at least the amount of feet equal to the height of the multi-family structure.

b. A setback of 15 feet will be required for new duplex development, or the expansion or reconstruction of an existing duplex development in the DD zone subject to DRC review as provided in LOC 48.08.275(2), when the proposed development:

- 1) is greater than 28 feet in height, and
- 2) abuts an existing, less intensive residential use.

c. Developments subject to subsection 5(a) or 5(b) of this section shall provide a landscaped area at least five feet wide within the setback area abutting the less intensive use. The purpose of the landscaped area is to provide a vegetative screen. Plant material used for screening and buffering shall be of a size that will achieve sufficient height within 3 years of the date of planting to provide adequate screening.

6. Front lot lines on corner lots may face either street. The City Manager shall determine the front lot line after taking into consideration the orientation of structures on the site and nearby lots, the ability to meet setbacks without variances, and physical site or solar access limitations. Street access should be to local streets.

7. Setbacks required by this section may be reduced pursuant to the provisions of LOC 57.06.090 without the need to receive a variance pursuant to this chapter. (Ord. No. 1851, Sec. 1; 11-16-82. Ord. No. 1908, Sec. 1; 2-19-85. Ord. No. 1974, Sec. 4; 10-18-88.)

(Ord. No. 2091, Amended, 04/19/94; Ord. No. 2148, Amended, 07/22/97; Ord. No. 2156, Amended, 09/16/97)

(Rev. 08/04/98; bp)

48.08.265. Height of Structure.

1. On a lot or lots being developed as one project of 1/2 acre or greater in total area, structures shall not exceed 35 feet in height. Exception: Structure height may average 40 feet over the entire site, with no individual structure exceeding 50 feet in the following circumstances:

- a. 25% or more of the gross site area is constrained by steep slopes, floodplain or mapped sensitive lands; or
- b. the development is for a Special Use Housing Project; and
- c. Structures taller than 35 feet are set back at least 50 feet from a public street.

2. On lots of less than 1/2 acre, the height of a structure shall not exceed 35 feet.

3. No structure shall exceed 35 feet on any lot in the DD zone which is closer than 60 feet to a lot carrying a residential zone other than DD, R-0, 3 or 5. (Ord. No. 1851, Sec. 1; 11-16-82.)

(Ord. No. 2156, Amended, 09/16/97)

48.08.270. Lot Coverage.

1. Maximum lot coverage for single family, detached dwellings in the DD zone is 35%.

2. Maximum lot coverage (including parking areas) for duplex or zero lot line developments in the DD zone is 60%.

3. The following maximum amounts of impervious surface coverage shall be permitted in the DD zone:

<u>Dwelling Type</u>	<u>Maximum Impermeable Surface Allowed:</u>
Single Family Detached	60%
Duplex, zero lot line	65%
Multi-family and rowhouse	70%

(Ord. No. 1851, Sec. 1; 11-16-82.) (Ord. No. 2091, Amended, 04/19/94; Ord. No. 2129, Amended, 04/02/96; Ord. No. 2156, Amended, 09/16/97)

48.08.275. Development Review.

In the DD zone major developments and the following listed minor developments, as those terms are used in LOC 49.20.110 and 49.20.115,

(Rev. 08/04/98; bp)

are subject to review by the Development Review Commission. The minor developments subject to Development Review Commission review are:

1. Construction of new detached single-family dwellings, duplexes, zero lot line and multi-family dwellings and exterior modifications to structures containing non-conforming uses that require a building permit and

2. Expansion or reconstruction of the structures listed in subsection 1. above, that result in a change of use (e.g. from single family to duplex) or in an expansion of floor area of an existing structure by more than 50%. (Ord. No. 1882, Sec. 12; 3-6-84.)

(Ord. No. 2091, Amended, 04/19/94; Ord. No. 2129, Amended, 04/02/96; Ord. No. 2156, Amended, 09/16/97)

48.08.276. Old Town Advisory Opinion.

The City Manager may request an advisory opinion from the Old Town Neighborhood Association regarding interpretation or application of standards and requirements of the DD zone. (Ord. No. 2156, Enacted, 09/16/97)

48.08.280. Allowable Density and Density Transfer.

1. Except as provided in subsection 2. of this section, this section explains the method for computation of the number of units allowed for each site in the DD, WR, R-0, R-3, R-5, R-7.5, R-10 and R-15 zones, except in mixed use zones.

a. Compute the area of Net Developable Acre by subtracting from gross acreage (at 43,560 sq.ft. per acre) of residentially designated land the area required for street right-of-way. For public streets, use the actual acreage if known or 20% of the gross acreage. For private streets, use actual acreage if known or 40 foot right-of-way.

b. For all residential zones except the R-0 zone if there are existing dwellings on the site that will remain as a part of the development, subtract from the area calculated in A, an area

amount equal to the minimum lot area per unit required in the zone. For the R-0 zone subtract an area amount equal to 1.2 times the floor area for the existing dwellings.

c. Compute the area of Density Transfer Acre by adding together the area of the components listed below.

i. Area within the floodway and the floodway fringe as shown on U. S. Army Corps of Engineers' flood maps.

ii. Area over 25% slope.

iii. Area in known landslide areas or in areas shown to have potential for severe or moderate landslide hazard.

iv. Area in public open space and parks.

d. Subtract the area of the Density Transfer Acre from the difference obtained after performing the calculation described in subsection 1.b., or if there are no existing dwellings on the site that will remain, from the area of the Net Developable Acre.

e. For zones, other than the R-0 zone, calculate the base number of units by dividing the result of the calculation from subsection 1.d. by the minimum lot area per unit allowed in the zone. For the R-0 zone, there is no base number of units. The base allowable FAR is 1.2 times the result of the calculation from subsection 1.d..

f. The area of the Density Transfer Acre may be added to the area of Net Developable Acre for the purpose of density calculation to the extent that the applicant has demonstrated by site specific information (in specified cases by an engineer's report) that the requirements of the Development Standards will be met for all units proposed to be built. The number of units allocated to the Density Transfer Acreage is computed in the same manner as the base number of units or FAR is calculated pursuant to subsection 1.e., less any units which cannot be placed due to failure to comply with the requirements of the Development Standards.

g. To determine the total number of units or FAR allowed on the site, add to the result of the calculation in subsection 1.e. the result of the calculation in subsection 1.f..

h. The hearing body will review the above calculations as part of the hearing process on the application. LOC 48.04.130(1)(b), 48.06.205(1)(b) and 48.08.255(3)(b) provide that the hearing body will approve the total number of units calculated in subsection 1.g. above if the facts presented by the applicant demonstrate that the resulting density can occur within requirements set forth in the Development Standards.

2. LOC 48.04.125, 48.04.130(2), 48.06.195, 48.06.205(2), 48.08.245, LOC Article 48.17. and Development Standard 21, the Residential Energy Conservation Incentives, provide for density bonuses under specified circumstances. The maximum number of units will not exceed the numbers allowed by those sections.

(Ord. No. 2088, Enacted, 03/03/94; Ord. No. 2148, Amended, 07/22/97)

(Rev. 08/04/98; bp)

Old Town Neighborhood Plan

APPENDIX II

Article 49.20. Types of Development.**49.20.100. Exempt Development.****49.20.105. Ministerial Development.****49.20.110. Minor Development.****49.20.115. Major Development.****49.20.100. Exempt Development.**

No development permit pursuant to this code is required for exempt development. Exempt Developments Include:

1. Landscaping or landscape alterations, unless such landscaping or alterations would modify or violate a condition of approval of a prior permit. In such instance, the permit shall be processed as a modification of the prior permit.
2. Normal or emergency repair or maintenance of public or private buildings, structures, landscaping or utilities.
3. Construction of a structure that does not require a building permit.
4. Interior remodeling which does not change a structure's occupancy classification or change the structure to a use that does not qualify as a permitted use in the zone.
5. Exterior remodeling of a structure that does not require a building permit.
6. Street vacations.
7. Temporary structures and uses listed in LOC 48.20.510 or which are for relief of victims of disaster or in an emergency.

(Ord. No. 2088, Enacted, 03/03/94)

49.20.105. Ministerial Development.

1. A ministerial development is a development which requires a permit from the City where the decision:
 - a. Is made pursuant to land use standards which do not require interpretation or the exercise of policy or legal judgement;
 - b. Approves or denies a building permit issued under clear and objective land use

(Rev. 06/01/98; bp)

standards; or

c. Determines final engineering design, construction, operation, maintenance, repair or preservation of a transportation facility which is otherwise authorized by and consistent with the comprehensive plan and land use regulations.

2. Ministerial developments include:

a. Exterior modification of single family detached dwellings, duplexes or zero lot line dwellings or modification of an accessory structure in the DD zone.

b. Construction or exterior modification of a detached single family dwelling, duplex, zero lot line dwelling or a structure accessory to such structures which:

i. Is not located within a delineated RP resource or buffer area [unless the applicant desires to modify the buffer pursuant to LOC 48.17.305(3), in which case the application shall be processed as a minor development] or RC protection area pursuant to LOC Article 48.17.

ii. Does not impact an Historic Landmark designated pursuant to LOC Chapter 58.

iii. Does not change the nature of the use or occupancy classification to a use that does not qualify as a permitted use in the zone or as an approved conditional use; or

iv. Does not require special design review by the zone, design district, prior development approval or Overall Development Plan and Schedule (ODPS) for the development in which the subject property is located.

v. Is not located on weak foundation soils as identified in LODS 13.040(1).

vi. Is not located in a "Known Potential Severe Landslide Area" as defined in LODS 16.010.

vii. Is not located in "Areas of Special Flood Hazard" as defined in LODS 17.015.

c. Exterior modification of a structure other than a detached single family dwelling, duplex, zero lot line dwelling or structure accessory to such structures which:

- i. Does not increase building footprint or height; or
- ii. Does not modify more than 25% of the facade or, if the property abuts property zoned for residential use, does not modify any portion of the facade visible from the residentially zoned property; and
- iii. Complies with LOC 49.20.105(2)(b)(i) through (vii).
- d. Lot line adjustments which do not increase the allowable density on a site.
 - i. Resource enhancement projects in an RP or RC District.
 - ii. Passive use recreational facilities within an RC or RP District if such a facility would otherwise qualify as a ministerial development.
- e. Construction or alteration of public transportation or utility facilities consistent with the Comprehensive Plan and land use regulations and is not located in a delineated RP Resource or buffer or RC protection area pursuant to LOC Article 48.17.
- f. Building permits for structures approved pursuant to a prior approved major or minor development.
- g. A change of use from one permitted use to another that does increase on-site parking or loading requirements or change access requirements pursuant to LODS Chapter (7) and will not result in the construction or the increased use of private streets, driveways or parking lot aisles pursuant to LODS Chapter (19).
- h. Collocated Telecommunications Facilities.
 - i. Delineation of a resource boundary pursuant to LOC 48.17.105(15).

3. Ministerial decisions are made without notice or the opportunity for appeal. (Ord. No. 2088, Enacted, 03/03/94; Ord. No. 2092, Amended, 03/15/94; Ord. No. 2129, Amended, 04/02/96; Ord. No. 2132, Amended, 07/02/96; Ord. No. 2149, Amended, 04/17/97; Ord. No. 2148, Amended, 07/22/97; Ord. No. 2156, Amended, 09/16/97; Ord. No. 2164, Amended, 01/20/98)

(Rev. 06/01/98; bp)

49.20.110. Minor Development.

1. A Minor Development is a development which requires a permit from the City that requires a more discretionary level of review than a ministerial decision. "Minor Development" is intended to include decisions defined as "limited land use decisions" pursuant to ORS 197.020(12).

2. "Minor Development" includes:

- a. Construction of new single family detached dwellings, zero lot line or duplex dwellings or accessory structures or exterior remodeling of a structure containing a non-conforming use that requires a building permit, in the DD zone.
- b. Construction or exterior modification of a detached single family structure, duplex, zero lot line dwelling or a structure accessory to such structures which:
 - i. Does not qualify as a ministerial decision pursuant to LOC 49.20.105(2)(b)(i) through (xi);
 - ii. Requires one or more Class 1 Zoning Code or Class I Development Code variances; or
 - iii. Involves a determination by the Planning Director that a use not expressly permitted in the zone may be allowed pursuant to the considerations contained in LOC 48.02.095. In such case, the required notice shall include a description of the proposed use and the reasons for the Planning Director's determination.
 - iv. Involves an improvement to an existing park or school facility that will increase the capacity of the park or school facility, generate additional traffic, or generate significant additional noise or other negative impact on the surrounding neighborhood.
- c. Secondary dwelling units.
- d. Construction of a structure other than a detached single family dwelling, duplex, zero lot line dwelling or accessory structure, or an exterior modification of such a structure which does not qualify as a

ministerial development pursuant to LOC 49.20.105(2)(c).

e. Lot line adjustments which require one or more Class 1 Zoning Code or Class I Development Code Variances or which would increase allowable density on the site.

f. Partitions, including partitions which require one or more Class 1 Zoning Code or Class I Development Code Variances.

g. Subdivisions, including subdivisions which require one or more Class 1 Zoning Code or Class I Development Code Variances.

h. Review of development phases subject to an ODPS.

i. A change of use from one permitted use to another that increases on-site parking or loading requirements or which changes access requirements pursuant to LODS Chapter (7) or that will result in the construction or the increased use of private streets, driveways or parking lot aisles pursuant to LODS Chapter (19).

j. Determining an RC District protection area pursuant to LOC 48.17.205.

3. Minor developments are initially decided by the Planning Director subject to notice, the opportunity to request a hearing, and appeal as provided by LOC 49.40.800 to LOC 49.40.820.

(Ord. No. 2088, Enacted, 03/03/94; Ord. No. 2092, Amended, 03/15/94; Ord. No. 2129, Amended, 04/02/96; Ord. No. 2148, Amended, 07/22/97; Ord. No. 2156, Amended, 09/16/97; Ord. No. 2164, Amended, 01/20/98)

49.20.115. Major Development.

1. A Major Development is a development which requires a permit from the City involving the greatest level of review.

2. "Major Development" includes:
a. Construction or exterior modification of a permitted use, a permitted accessory structure or an prior approved

conditional use in the zone in which the property is located which requires one or more Class 2 Zoning Code or Class II Development Code variances.

b. Lot line adjustments which require one or more Class 2 Zoning Code or Class II Development Code Variances.

c. Partitions which require one or more Class 2 Zoning Code or Class II Development Code Variances.

d. Subdivisions which require one or more Class 2 Zoning Code or Class II Development Code Variances.

e. Conditional uses.

f. Planned Developments (PD).

g. Any development defined as major development pursuant to this section which is proposed to be phased pursuant to adoption of an Overall Development Plan and Schedule (ODPS).

h. Any development which requires a Comprehensive Plan or Development or Zoning Code map or text amendment.

i. Construction of any public or private road, or major transportation or utility facility within a delineated RP District or buffer or RC protection area.

3. A Major Development is subject to public notice, hearing and opportunity for appeal as described in LOC 49.44 to 49.46.

(Ord. No. 2088, Enacted, 03/03/94; Ord. No. 2148, Amended, 07/22/97)

(Rev. 06/01/98; bp)

APPENDIX III

24.005 Title.

The title of this standard is "Old Town Building Design Standard". (Res. R-97-23; 09-02-97)

24.010 Purpose.

The purpose of this standard is to develop a cohesive and orderly relationship between existing and proposed buildings in the Old Town Neighborhood by providing visual connections defined by the predominant architectural characteristics of the Old Town Styles (Appendix B). Copying the existing building styles is not the intention of these guidelines. While a new development may have a distinctive identity, its overall effect should support and reinforce the Old Town Styles.

24.015 Definitions.

Old Town Styles.

Building appearance which borrows from the vernacular (gable front) style, craftsman bungalow style and Cape Cod (neo-colonial) style, which are the predominant historic styles in the DD District. These buildings are characterized by simple massing and composition, use of natural building materials, window and door openings emphasized with trim, and gable and hip roof forms. (Appendix B).

24.020 Applicability.

This standard is applicable to Major Development or Minor Development within the DD (Design District) Zone that is required to be reviewed by the Development Review Commission as described in LOC 48.08.275.

24.025 Building Siting and Massing.

1. Simple Massing Required.

New buildings shall utilize massing and composition characteristic of the Old Town Styles (See Appendix B) and shall be compatible with existing structures of the Old Town Styles located on the block face where the proposed structure will be located as well as those structures of the Old Town Styles in the block face across the street from where the proposed structure will be located. In addition to the other requirements of this section, rowhouse or townhouse units shall be differentiated from one another through the use of varied setbacks for each unit or groups of units and/or varied roof lines and heights to provide visual interest and create the appearance of a single family development pattern along the street. Abutting rowhouse or townhouse units shall not have identical facades.

2. Roof Form and Pitch.

New structures shall be designed with gable and hip roof forms. Flat or shed roof forms are prohibited for primary structures, but may be allowed for secondary building projections such as dormers or porches. (Appendix B, Figure 1). Roof pitch shall be similar to typical pitches of Old Town Styles. In no case shall pitch be less than 6':12' for the primary roof form. Structures located on the same block face as the proposed development as well as on the block face across the street, that are examples of the Old Town Styles, shall also be considered in determining preferable roof pitch. For corner lots, structures in the Old Town Styles on both block faces of the proposed development, as well as adjacent blocks across these streets, shall be considered.

24.030 Building Design and Materials.

1. Old Town Style Required.

New buildings shall be designed using the building design elements described in the Old Town Styles, to create buildings which blend with existing structures in these styles located on the same block face as the proposed development and on the block face across the street.

2. Materials.

a. Moldings.

Moldings, window casings and other trim elements utilized on buildings shall be similar to those represented in the Old Town Styles. Where possible, they shall match or compliment the detailing of structures on the same block face as the proposed development and on the block face across the street, which are designed in the Old Town Styles.

b. Siding.

The predominant exterior siding materials in the Old Town Styles are: (1) horizontal wood siding, (3 to 8 inch wide shiplap or clapboard), (2) board and batten siding, and (3) stone, brick or stucco of a type used in the Old Town Styles, and 4) plain or patterned wood shingles as described in the Old Town Styles. These materials may be used alone or in combination.

Development should use traditional materials as discussed in the Old Town Styles Description, but may include representations of the actual materials in pressed wood products, vinyl or metal. Traditional masonry materials, or concrete or other products made to appear like brick or stone, may also be used.

c. Prohibited Siding Materials.

Grooved, presawn plywood, (e.g., T-111), corrugated metal, diagonally applied or vertically oriented siding materials, with the exception of (2)(b)(2), above, are prohibited.

d. Roofing Materials.

Composition shingles, wood shingles or ceramic tiles, or materials which have the appearance of composition or wood shingles, or ceramic tiles, shall be used.

e. Chimneys

Chimneys shall be brick or stone, or boxed-in with the predominant siding material of the building.

f. Windows.

The general window shape and typical window placement and trim of the Old Town Styles shall be followed. Sash materials shall be wood, or vinyl, or other material with the appearance of wood.

g. Entrances and Stairs.

i. Entrances:

New buildings should have a minimum of one principal entry clearly visible from the street. This entry should be accentuated by characteristic elements of the Old Town Styles to make it a visual focal point. Where an entry to an additional unit is not directly visible from the street, its location should be clearly marked by some identifying feature such as an entry trellis, or entry gate with a visible address.

ii. Stairs:

Front entry stairs shall contain no more than seven (7) risers between each landing.

24.035. Fencing and Landscaping.

1. Fencing.

Fencing is not required. When fencing is included in the front yard, it shall be used in an ornamental or symbolic way rather than as a visual barrier. Metal chain link fencing is prohibited within the front yard setback. The maximum height of fencing within the front yard setback area shall be 48". Maintenance of existing stone fences is encouraged

when new development is proposed. Construction of new stone fences that are of similar height and character to existing stone fences is also encouraged.

2. Trees and Landscaping.

a. Mature trees or tree groves shall be preserved and incorporated into the site plan for new development, where feasible, unless doing so would substantially reduce development options on the site.

b. Two (2) street trees for every 50 feet of street frontage are required as a condition of approval of a new structure. Existing street trees can be counted in order to comply with this requirement, as long as the type, location and viability of the existing trees are sufficient to provide a full streetscape of trees. New street trees shall be selected from the City of Lake Oswego Draft "Approved Street Tree Planting List," (Appendix B, Figure 5).

24.040 Garages.

If a garage is provided, it shall meet the following siting requirements: (Also see Appendix B, Figure 4)

1. Minimize the visual impact of garages and parking from the street by:

a. Facing the garage door(s) on a separate street frontage from the front door of the primary structure, or

b. Setting back the side of the garage facing the street a minimum of five feet behind the front building line of the primary structure, when the garage doors are parallel to the same street frontage as the primary structure, or

c. Accessing the garage or parking area from the rear of the lot, where feasible.

2. Garages shall have the same roof pitch as the primary structure.

24.045 Additional Requirements for Multiple Family Dwellings.

Due to the potential size of multi-family structures, attention should be given to incorporating design forms and elements of surrounding buildings that are in the Old Town Styles, so that new structures are visually reduced in scale and relate to nearby residential structures and neighborhood scale in general. In addition to compliance with 24.025-24.035, multi-family projects shall also be subject to the following considerations: (See Appendix B, Figures 2 and 3)

1. Create visual linkages with surrounding buildings in the Old Town Styles by repeating or incorporating similar ridge lines, eaves, window and door openings.

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2. Offset building walls and roof lines to approximate width and height ratios of surrounding buildings.

3. Incorporate similar roof forms and gables, and smaller elements like porches, dormers or bays, to reduce the scale of new buildings and better relate them to nearby residential structures. Roof pitch may be less steep than 6':12' if a reduction results in visually reducing the scale of the proposed structure and better relates the proposed structure to those surrounding structures in the Old Town Styles.

4. Use landscape buffers between parking areas and the street as well as abutting residences.

5. Create visual interest along the street by breaking walls into smaller planes with windows, entrances, dormers or other appropriate design elements (Appendix B, Figure 3).

6. Break large parking areas into smaller groupings, where possible. Minimize the width of driveway curb cuts. Screen parking from the street with landscaping. Locate parking under, or at the sides and rear of buildings.

APPENDIX B OLD TOWN STYLES DESCRIPTION

Old Town Style:

Building appearance which borrows from the vernacular, (gable front) style, craftsman bungalow style and Cape Cod (neo-colonial) style. These buildings are characterized by simple massing and composition, use of natural materials, window and door openings emphasized with trim, and gable and hip roof forms.

Vernacular Style:

One or two story with moderately pitched gable front or side shape, often with a partial or full width front porch with shed or hip roof. Vernacular house forms include square, rectangular, L- or T-plan with intersecting gables. These houses include symmetrical placement of doors and double hung sash windows, which are emphasized by window trim. They are typically sided with shiplap, clapboard or other wood horizontal siding. Typically, there is little or no decorative detailing. On the more complex structures with intersecting gables, the roof ridge of one of the gables is sometimes higher than the other adjacent wing.



A typical vernacular “worker cottage” in Old Town.

Craftsman Style:

Low pitched gabled roof (occasionally hip) with wide, overhanging eaves, roof rafters usually exposed, decorative (false) beams or braces commonly added under gables, porches either full or partial width, with roof supported by tapered square columns or pedestals, frequently extended to ground level and frequently composed of stone, clapboard, brick or in combination. Dormers are commonly gabled, hip or shed roofed. Double hung windows, often multi-light in top half or often grouped in two's or three's, or large windows in the front facade with smaller pane sections above and often flanked by two smaller windows. The most common wall cladding is wood clapboard, wood and shingles, with stone and brick used in combination, or for porch post pillars or columns. Stucco is occasionally used as is board and batten.



Craftsman

Neo-Colonial (or Cape Cod):

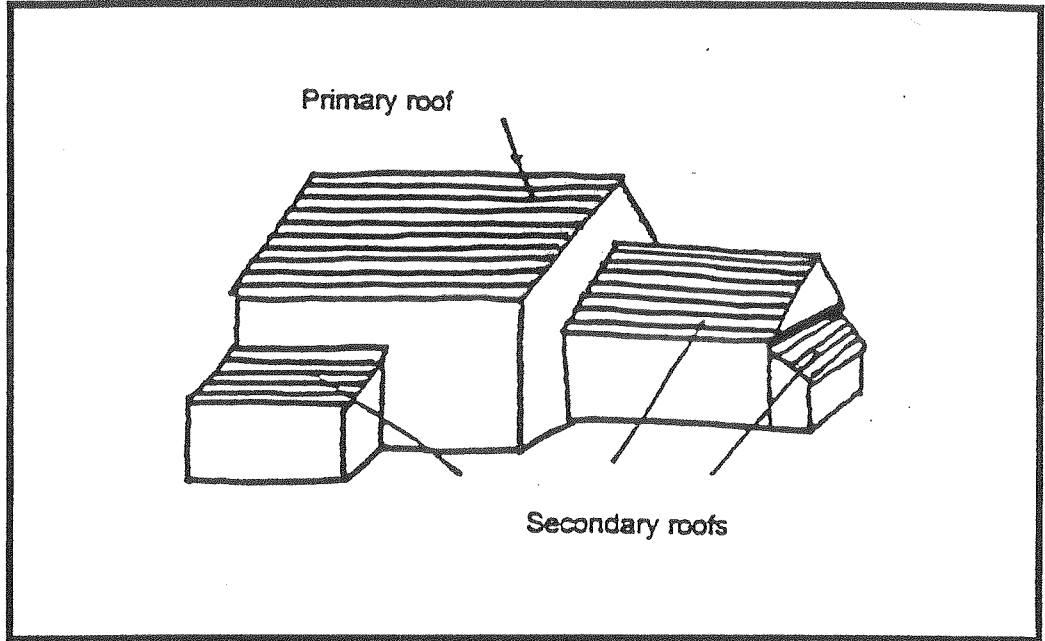
This is one of the styles built in America since 1940. The neo-colonial is a simplified form loosely based on the previously popular colonial of the 20's and 30's. This style grades into the preceding Colonial Revival style but differs in showing less concern for precisely copying Colonial prototypes. Free interpretations of colonial door surrounds and colonnaded entry porches are often used. Facades, although usually symmetrical, also lack the regularly spaced patterns of window placement seen in Georgian and Adam houses.

Cape Cod structures have a rectangular or L-plan, side gable roofs, sometimes with an intersecting gable often with dormers. There is often an accentuated front door, with a decorative crown (pediment) supported by pilasters or extended forward and supported by slender columns to form a small entry porch. Windows typically are with double-hung sashes, usually with multi-pane glazing on one or both sashes, frequently in adjacent pairs.



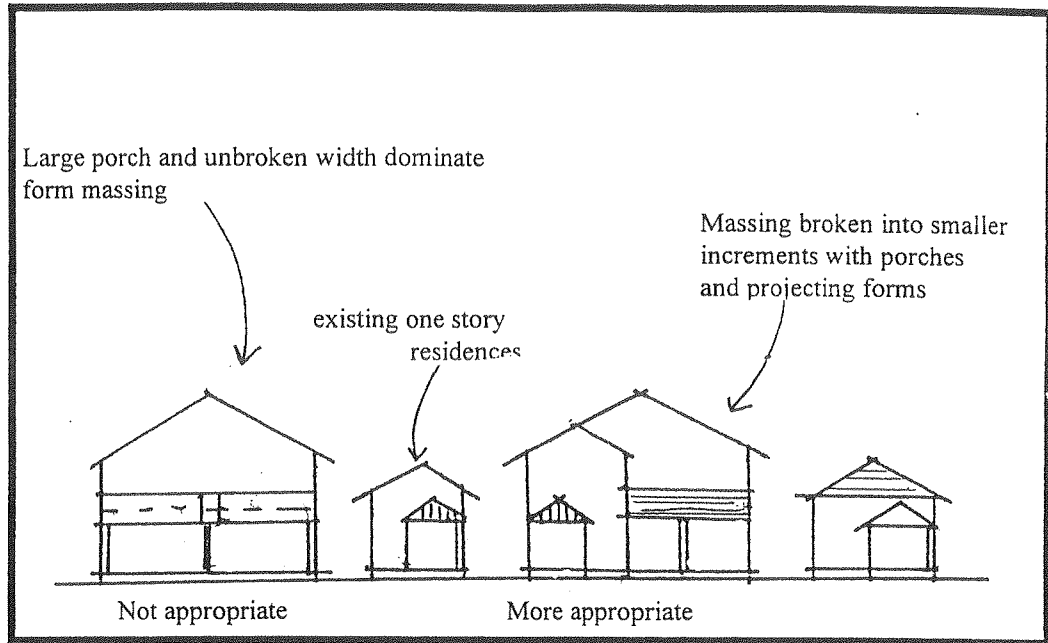
Cape Cod

Figure 1



Primary and Secondary Roof Forms

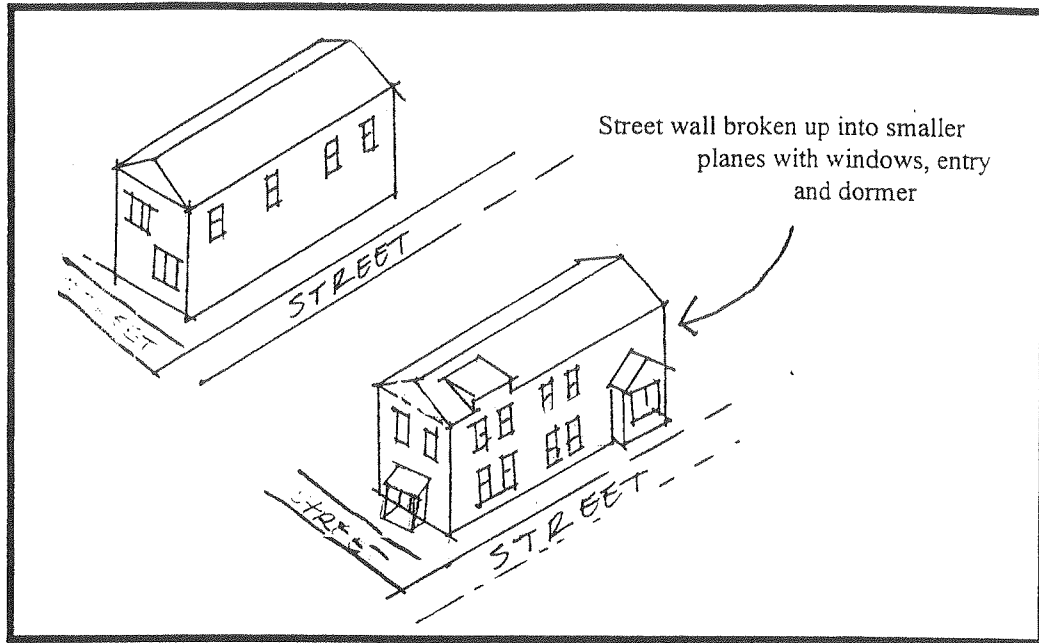
Figure 2



- Create visual linkages
- Offset building walls and roof lines
- Incorporate similar roof forms and smaller design elements

(Note: The intent of this drawing is not to indicate that full-length porches are not acceptable for multi-family dwellings, but that design features must be considered along with overall form and massing to achieve compatibility.)

Figure 3



- Create visual interest along the street
- Incorporate porches, dormers and bays to reduce scale of buildings and better relate to existing structures

Figure 4

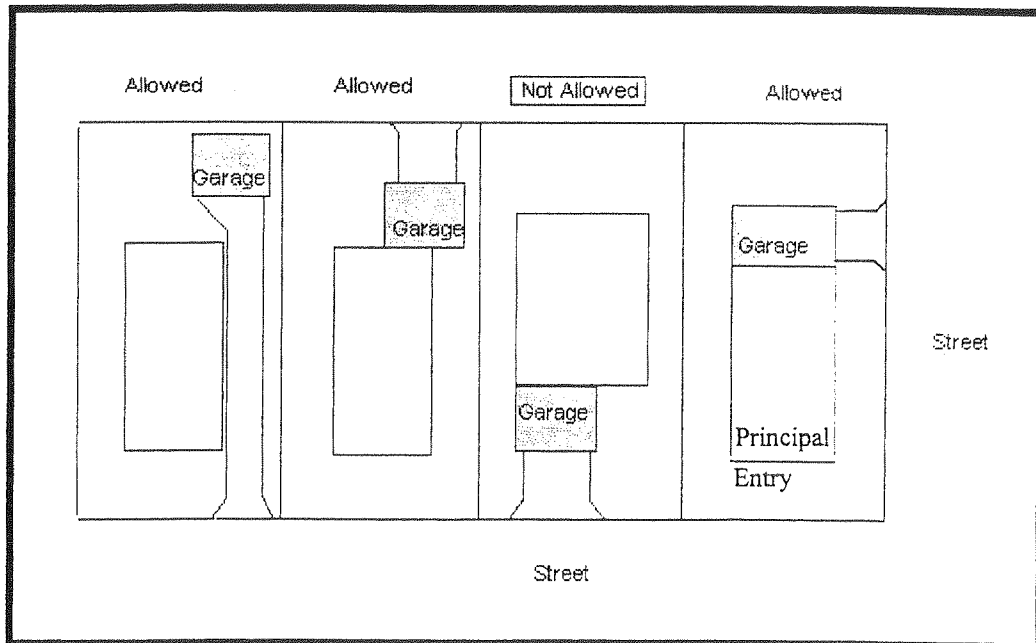


Figure 5, LODS 24.000, Old Town Design Standards

CITY OF LAKE OSWEGO
APPROVED STREET TREE PLANTING LIST

TREES FOR PLANTING STRIP SIZE UP TO 4'

<i>Tree Species</i>	<i>Height</i>	<i>Spread</i>	<i>Structure</i>	<i>Foliage</i>	<i>Flowers</i>	<i>Fall Color</i>	<i>Fruit</i>
Crimson Sentry Norway Maple / <i>Acer platanoides</i> 'Crimson Sentry'	25'	12'	Very Upright Dense	Red		Maroon to Reddish - Bronze	
Allegheny Serviceberry / <i>Amelanchier laevis</i>	25'	15'	Upright Oval	Green	White Clusters	Orange	Purplis Blue
Pyramidal Serviceberry / <i>Amelanchier canadensis</i> <i>Pyramidalis</i>	30'	12'	Very Upright	Dark Green	White Racemes	Brilliant Reds & Oranges	Maroo Purple Heavy Fruits
Lavalle Hawthorn / <i>Crataegus</i> X <i>Lavellei</i>	30'	20'	Upright to Vase	Dark Green	White Clusters	Bronze	Orange to Red
Crimson Cloud Hawthorn / <i>Crataegus laevigata</i> 'Crimson Cloud'	25'	18'	Oval	Glossy Green	Bright Red White Centers		Bright Red
Columnar Hawthorn / <i>Crataegus monogyna stricta</i>	30'	10'	Tightly Upright	Green	Double White	Yellow	Red
Flowering Ash / <i>Fraxinus ornus</i>	30'	15'	Pyramidal to Round	Medium Green	Off White Heavily Scented	Yellow	
Columnar Goldenrain / <i>Koelreuteria paniculata</i> <i>Fastigiata</i>	30'	6'	Narrow Fastigate	Green	Yellow	Yellow	Yellow Pods
Goldenchain / <i>Laburnum Vossi</i>	30'	20'	Upright to Vase	Green	Yellow Racemes	Yellow	
Blireiana Plum / <i>Prunus</i> X <i>Blireiana</i>	20'	20'	Round	Purple - Green	Bright Pink	Reddish - Bronze	
Newport Plum / <i>Prunus cerasifera</i> 'Newport'	20'	20'	Oval to Round	Dark Purple	Light Pink	Reddish	
Japanese Tree Lilac / <i>Syringa reticulata</i>	25'	15'	Pyramidal	Green	White Panicle		Yellow Brown
Trident Maple / <i>Acer buergeranum</i>	25'	20'	Oval to Round	Dark Green		Yellow Orange	
Paperbark Maple / <i>Acer griseum</i>	30'	20'	Round	Green above & Silvery under		Bright Red - Orange	
Amur Maple / <i>Acer ginnala</i>	20'	20'	Upright Round	Green		Yellow	
Hedge Maple / <i>Acer campestre</i>	25'	25'	Round	Dark Green		Yellow	
Glorybower Tree / <i>Clerodendrum trichotomum</i>	20'	20'	Round	Dark Green	White Fragrant Clusters		Blue - Green
Rocky Mountain Glow Maple / <i>Acer grandidentatum</i> 'Schmidt'	25'	15'	Oval	Dark Green		Bright Red	

**CITY OF LAKE OSWEGO
APPROVED STREET TREE PLANTING LIST**

TREES FOR PLANTING STRIP SIZE 4' TO 5 1/2'

<i>Tree Species</i>	<i>Height</i>	<i>Spread</i>	<i>Structure</i>	<i>Foliage</i>	<i>Flowers</i>	<i>Fall Color</i>	<i>Fruit</i>
Queen Elizabeth Maple / Acer campestre 'Queen Elizabeth'	35'	30'	Upright	Dark Green		Yellow	
Cleveland II Norway Maple / Acer platanoides 'Cleveland'	40'	25'	Upright	Medium Green		Bright Yellow	
Parkway Norway Maple / Acer platanoides 'Columnar Broad'	40'	25'	Oval	Dark Green		Yellow	
Paperbark Maple / Acer griseum	30'	20'	Round	Green above & Silver under		Bright Red - Orange	
Variiegated Norway Maple / Acer platanoides 'Drummondii'	35'	25'	Broadly Oval	Light Green White Margin			
Pacific Sunset Maple / Acer truncatum X A. Platanoides 'Warrenred'	30'	25'	Upright	Dark Green			
Chinese Dogwood / Cornus kousa Chinensis	30'	30'	Round	Green	White	Red	Red Pi
September Goldenrain / Koelreuteria paniculata 'September'	30'	25'	Flat Topped Open	Green	Yellow	Yellow	
Red Bud / Cercis canadensis	20'	25'	Spreading	Medium Green	Pink	Yellow	
American Hophornbeam / Ostrya virginiana	35'	25'	Oval	Medium Green		Yellow	
Newport Plum / Prunus cerasifera 'Newport'	20'	20'	Oval to Round	Dark Purple	Light Pink		Red
Capital Pear / Pyrus calleryana 'Capital'	35'	12'	Columnar	Medium Green	White Clusters	Reddish Purple	
Chanticleer Pear / Pyrus calleryana 'Glen's Form'	40'	15'	Pyramidal	Glossy Green	White Clusters	Orange Red	
Rocky Mountain Glow Maple / Acer grandidentatum 'Schmidt'	25'	15'	Oval	Dark Green		Bright Red	
Japanese Stewartia / Stewartia pseudo-camellia	40'	20'	Pyramidal	Dark Green	White Orange Center	Dark Red	
Rancho Linden / Tilia cordata 'Rancho'	45'	20'	Pyramidal	Dark Green	Yellow Fragrant	Yellow	
Chancellor Linden / Tilia cordata 'Chancellor'	35'	20'	Pyramidal	Dark Green		Yellow	

**CITY OF LAKE OSWEGO
APPROVED STREET TREE PLANTING LIST**

TREES FOR PLANTING STRIP SIZE 4' TO 5 1/2'

<i>Tree Species</i>	<i>Height</i>	<i>Spread</i>	<i>Structure</i>	<i>Foliage</i>	<i>Flowers</i>	<i>Fall Color</i>	<i>Fruit</i>
Lavalle Hawthorn / Crataegus X Lavellei	30'	20'	Upright	Dark Green	White	Bronze Red	Red
Flowering Ash / Fraxinus ornus	30'	15'	Pyramidal to Round	Medium Green	Off White Fragrant	Yellow	
Pyramidal Hornbeam / Carpinus betulus fastigiata	35'	20'	Broadly Oval	Dark Green		Yellow	
Olmsted Columnar Norway Maple / Acer platanoides columnar 'Olmsted'	40'	20'	Upright	Dark Green		Yellow	
Armstrong II Red Maple Acer rubrum 'Armstrong'	45'	15'	Narrow Fastigiata	Light Green		Yellow Orange - Red	
Gerling Red Maple Acer rubrum 'Gerling'	35'	20'	Pyramidal	Green		Orange - Red	
Saratoga Ginkgo Ginkgo biloba 'Saratoga'	30'	30'	Compact Spreader	Greenish - Gold		Yellow	
Columnar Sargent Cherry Prunus sargentii columnaris	30'	10'	Fastigiata	Green	Deep Pink	Orange - Red	
Glorybower Tree Clerodendrum trichotomum	20'	20'	Round	Dark Green	White Fragrant Clusters		Blue - Green
Globe Sugar Maple / Acer saccharum globosum	15'	20'	Round	Medium Green		Yellow & Orange	
Globe Serviceberry / Amelanchier canadensis oblongifolia	20'	20'	Round	Green	White	Bright Yellow - Red	Maroo Purple
Magnolia soulangiana Saucer magnolia	20'	20'	Upright- Rounded	Green	Red/ White	Yellow- Brown	

**CITY OF LAKE OSWEGO
APPROVED STREET TREE PLANTING LIST**

TREES FOR PLANTING STRIP SIZE 6' TO 8'

<i>Tree Species</i>	<i>Height</i>	<i>Spread</i>	<i>Structure</i>	<i>Foliage</i>	<i>Flowers</i>	<i>Fall Color</i>	<i>Fruit</i>
Urbanite Ash / Fraxinus pennsylvanica 'Urbanite'	50'	40'	Broadly Pyramidal	Lustrous Green		Bronze	
Marshall Ash / Fraxinus pennsylvanica lanceolata	50'	40'	Broadly Oval	Dark Green		Yellow	
Skyline Ash / Fraxinus americana 'Skyline'	45'	35'	Oval	Medium Green		Orange Red	
European Hornbeam / Carpinus betulus	50'	35'	Oval to Round	Dark Green		Gold Yellow	
Hackberry / Celtis occidentalis	45'	35'	Oval	Dark Green		Yellow	
Katsura Tree / Cercidiphyllum japonicum	40'	35'	Oval	Bluish - Green		Yellow to Scarlet	
Sourwood / Oxydendrum arboreum	50'	25'	Pyramidal	Green	White	Brilliant Scarlet	Golden
Macho Cork Tree / Phellodendron amurense 'Macho'	40'	30'	Broadly Vase	Medium Green		Yellow	
Tricolor Beech / Fagus sylvatica 'Rosed - Marginata'	40'	30'	Broadly Oval	Purple, Light Pink Border			
Yellowwood / Claprasitis lutea	40'	35'	Round	Yellow - Green to Bright - Green	White Fragrant Clusters	Orange to Yellow	
Skyline Honeylocust / Gleditsia triacanthos 'Skyline'	50'	35'	Broadly Pyramidal	Medium Green		Golden	
Shademaster Honeylocust / Gleditsia triacanthos 'Shademaster'	45'	35'	Vase	Dark Green		Yellow	
Scarlet Oak / Quercus coccinea	50'	40'	Broadly Oval	Glossy Green		Scarlet	
Glenleven Linden / Tilia cordata 'Glenleven'	45'	30'	Pyramidal	Medium Green		Yellow	
Halka Zelkova / Zelkova serrata 'Halka'	45'	30'	Vase	Medium Green		Yellow	
Globe Norway Maple / Acer platanoides globosum	15'	18'	Round	Medium Green		Yellow	
Globe Sugar Maple / Acer saccharum globosum	15'	20'	Round	Medium Green		Yellow & Oranges	
Saratoga Ginkgo / Ginkgo biloba 'Saratoga'	30'	30'	Round	Green Gold		Yellow	
Emerald Queen Norway Maple / Acer platanoides 'Emerald Queen'	50'	40'	Oval	Dark Green		Bright Yellow	

**CITY OF LAKE OSWEGO
APPROVED STREET TREE PLANTING LIST**

TREES FOR PLANTING STRIP SIZE 6' TO 8'

<i>Tree Species</i>	<i>Height</i>	<i>Spread</i>	<i>Structure</i>	<i>Foliage</i>	<i>Flowers</i>	<i>Fall Color</i>	<i>Fruit</i>
Crimson King Norway Maple / <i>Acer platanoides</i> 'Crimson King'	40'	35'	Round	Deep Purple		Reddish Orange	
Superform Maple / <i>Acer platanoides</i> 'Superform'	45'	40'	Oval	Medium Green		Yellow	
Red Sunset Red Maple / <i>Acer rubrum</i> 'Franksred'	45'	35'	Oval	Dark Green		Orange Red	
October Glory Maple / <i>Acer rubrum</i> 'October Glory'	40'	35'	Broadly Oval	Medium Green		Red to Purple	
Embers Red Maple / <i>Acer rubrum</i> 'Embers'	50'	40'	Open	Green		Bright Red	
Magnolia soulangiana Saucer magnolia	20'	20'	Upright-Rounded	Green	Red/White	Yellow-Brown	
* Douglas-fir, <i>Pseudotsuga menziesii</i>	100'			Dark green		evergreen	
Lodgepole Pine, <i>Pinus contorta</i>	100'			Dark green			
Shore pine, <i>Pinus contorta</i> var. <i>contorta</i>	25'		Upright-Irregular	Dark green		evergreen	
* Western red cedar, <i>Thuja plicata</i>	100'+		Pyramidal			evergreen	
* Grand fir, <i>Abies grandis</i>	100'+			Dark green		evergreen	
Noble fir, <i>Abies procera</i>	90'			Bluish green		evergreen	
Sitka spruce, <i>Picea sitchensis</i>						evergreen	
* Western hemlock, <i>Tsuga heterophylla</i>	100'		Narrow-pyramidal			evergreen	
Incense cedar, <i>Libocedrus decurrens</i>	90'		Narrow-pyramidal	Dark green		evergreen	

**CITY OF LAKE OSWEGO
APPROVED STREET TREE PLANTING LIST**

TREES FOR PLANTING STRIP SIZE 8 1/2' AND LARGER

<i>Tree Species</i>	<i>Height</i>	<i>Spread</i>	<i>Structure</i>	<i>Foliage</i>	<i>Flowers</i>	<i>Fall Color</i>	<i>Fruit</i>
Sycamore Maple / Acer Pseudo platanus	60'	50'	Wide Spreading	Green		Yellow	
Schwedler Norway Maple / Acer platanoides 'Schwedler'	50'	45'	Round	Green		Yellow	
Red Maple / Acer rubrum	60'	50'	Oval	Medium Green		Orange Red	
Red Oak / Quercus borealis rubra	65'	50'	Round	Green		Red	
Moraine Sweetgum / Liquidambar styraciflua 'Moraine'	60'	30'	Oval	Dark Green		Red Purple	
Red Horsechestnut / Aesculus X Carnea 'Briothii'	60'	40'	Round	Dark Green	Red	Yellow	
Wineleaf Sycamore Maple / Acer pseudo platanus 'Spaethi'	60'	50'	Pyramidal	Dark Green			
Urbanite Ash / Fraxinus pennsylvanica 'Urbanite'	50'	40'	Broadly Pyramidal	Lustrous Green		Bronze	
Yellowwood / Cladrastis lutra	40'	35'	Round	Yellow - Green to Bright - Green	White Fragrant Clusters	Orange to Yellow	
Scarlet Oak / Quercus coccinea	50'	40'	Broadly Oval	Glossy Green		Scarlet	
Halka Zelkova / Zelkova serrata 'Halka'	45'	30'	Vase	Medium Green		Yellow	
Saratoga Ginkgo / Ginkgo biloba 'Saratoga'	50' - 80'	40' - 80'	Variable	Green Gold		Yellow	
Halka Honeylocust / Gleditsia triacanthos 'Christie'	55'	40'	Upright	Green		Yellow	
Flame Ash / Fraxinus oxycarpa 'Flame'	35'	30'	Round	Green		Purple to Red	
Summit Ash / Fraxinus pennsylvanica lanceolata	45'	25'	Pyramidal	Medium Green		Yellow	
Purple Rivers Beech / Fagus sylvatica 'Riversi'	60'	40'	Oval	Deep Purple		Bronze	
Tricolor Beech / Fagus sylvatica 'Rosed - Marginata'	40'	30'	Broadly Oval	Purple, Light Pink Borders		Bronze	

**CITY OF LAKE OSWEGO
APPROVED STREET TREE PLANTING LIST**

TREES FOR PLANTING STRIP SIZE 8 1/2' AND LARGER

<i>Tree Species</i>	<i>Height</i>	<i>Spread</i>	<i>Structure</i>	<i>Foliage</i>	<i>Flowers</i>	<i>Fall Color</i>	<i>Fruit</i>
Catalpa / Catalpa speciosa	75'	50'	Round	Green	White	Yellow	
Katsura Tree / Cercidiphyllum japonicum	40'	35'	Oval	Bluish - Green		Yellow to Scarlet	
Sourwood / Oxydendrum arboreum	50'	25'	Pyramidal	Green	White	Brilliant Scarlet	Golden

CITY OF LAKE OSWEGO
APPROVED NATIVE TREE LIST
(All requiring a minimum 6' wide planting strip)

Conifers

Douglas-fir, *Pseudotsuga menziesii*
Lodgepole/Shore pine, *Pinus contorta*
Western red cedar, *Thuja plicata*
Grand fir, *Abies grandis*
Noble fir, *Abies procera*
Sitka spruce, *Picea sitchensis*
Western hemlock, *Tsuga heterophylla*
Incense cedar, *Libocedrus decurrens*

Deciduous trees

Bigleaf maple, *Acer macrophyllum*
Vine maple, *Acer circinatum**
Black hawthorn, *Crataegus douglasii**
Oregon crab apple, *Malus diversifolia**
Oregon white oak, *Quercus garryana*
Serviceberry, *Amelanchier sp.**

*These trees do not mature into large trees and may be planted in planting strips 4-6' wide.



Palisades Neighborhood Plan Amendments to the Lake Oswego Comprehensive Plan

Adopted November 18, 2008
Revised June 16, 2009

A COOPERATIVE EFFORT BETWEEN THE
PALISADES NEIGHBORHOOD ASSOCIATION AND
THE CITY OF LAKE OSWEGO



Palisades Neighborhood Association



ACKNOWLEDGEMENT

Lake Oswego City Council

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Palisades Neighborhood Association Board

2004 – 2007

Paul Ostroff, Chair
Jay Woodworth, Vice Chair
Cathy Heffernan (2005-2006)
Ann Pomazal, Secretary
Cindy Lewis, Treasurer

2007 – 2008

Sally Moncrieff, Chair
David Feathers, Vice-Chair
Keith Oelrich, Secretary
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PNA Plan Committee

(2004-5)

Ines Bojlesen
Art DeRosia
Larry Hittle
Cindy Lewis
Anni Miller
Jon Renner
Becky Salsburg

(2006 – Fall 2007)

Ines Bojlesen – Chair
Cindy Lewis
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Katie Richards
Becky Salsburg
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Mark Easley
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APPENDIX A: Palisades Neighborhood Character Assessment

DEDICATION

This Palisades Neighborhood Association Plan is the result of many caring residents contributing their thoughts, ideas and time in order to develop a shared 20-year vision for the future. This plan is a working document created to help guide efforts to preserve our connection to the past, maintain the valued characteristics of the present, and enhance our neighborhood's quality of life for the future.

We dedicate this neighborhood plan to those who have come before us and who have built a special Palisades way of life that is worth sustaining.

NEIGHBORHOOD VISION

Palisades Neighborhood 2028 Core Vision Statement

We are a vibrant residential neighborhood, whose families enjoy an excellent tradition of education and recreation. Our sustainability practices maintain the social and natural benefits of living here. An efficient public transportation system and roadways allow us to safely and expediently connect with other neighborhoods and cities. We are as satisfied, committed, and engaged in our neighborhood as we were 20 years ago.



Character Statement

Palisades Neighborhood Association (PNA) represents Lake Oswego's largest neighborhood in both geography and population. We are a friendly, family-oriented, secluded, safe community where people feel connected to others. Shifting elevations provide an array of ever changing views and beautiful vistas; there are a variety of perspectives available in the Palisades Neighborhood. We are a low-density neighborhood where houses are primarily owner-occupied and detached single-family residences. Our homes are diverse in size, style and price, and most homeowners show pride in their property by keeping it well maintained. We live close to scenic parks, protected natural areas, open spaces and Oswego Lake. **Palisades Neighborhood Association** members treasure the neighborhood's age diversity and its excellent schools with exemplary parent participation. There are public parks, three historic sites, three churches, and a municipal golf course within its bounds. PNA neighbors enjoy easy access to amenities such as public parks, natural areas, a high-quality public library, shopping and the regional transportation system.

Vision for the Future

We wish to promote continuity of the character of this area by creating a vision to guide us through change in the next 20 years. Our goal is sustaining the quality of life we have in the Palisades neighborhood. Palisades residents want future development to meet the demand for growth while preserving biological diversity and natural ecosystems. Thus, we intend to protect the scale, the character and the integrity of our established natural and constructed environment. We advocate for managed growth that maintains our low-density character and scale. We encourage awareness of environmental issues such as storm water management and the protection of wetlands, waterways and critical natural habitat. We desire effective and enforced traffic and parking controls to preserve the safety and accessibility of our streets for pedestrians, bicyclists, drivers and passengers in motor vehicles. We advocate for alternative transportation choices and for enhancing mobility for all ages.

We seek to be a friendly place where neighbors know each other and show pride in their property. Our neighborhood will be a quiet place where everyone can enjoy tranquility in their home and the vibrancy of their community. Residential neighborhoods will be separated from each other by a system of greenways and natural buffers. There will be an established and diverse urban forest because new trees replace those that are lost. Natural systems, including water circulation and drainage and animal and bird habitats, will function in safe and sustainable ways. There will be a balance between public lands used for recreation and those dedicated protected natural areas throughout the neighborhood. There will be more sidewalks to help people walk safely to school and other nearby amenities, and more lanes that provide a safe route for bicycles. Children will have safe and legal activities to participate in. We will work to continue and surpass the excellence of our local schools.

Pathway to Success

Community involvement within our own boundaries and within the city as a whole will be our means to these ends. By informing our citizens, encouraging committee participation, and moving for effective representation within our city, the **Palisades Neighborhood Association** will build a strong sense of community while working toward our goals that will benefit all Palisades citizens. The **Palisades Neighborhood Association** expects the City, County, Metro, State and private developers to reference and follow the adopted Palisades Neighborhood Plan, as it addresses housing, infill and sustainability issues, among others. By so doing, our neighborhood's inherent character and our citizens' concerns shall be considered when planning alterations or development of our community and its adjacent areas. The **Palisades Neighborhood Association** will work to ensure that any changes are consistent with the nature, scale and character of our neighborhood. We will advocate for issues beyond the boundaries of the neighborhood that are of interest to us and we expect to be part of the decision-making process.

PLAN ORGANIZATION

This document outlines the items from the 2008 adopted Palisades Neighborhood Plan that will amend the City of Lake Oswego Comprehensive Plan. An explanatory section on Plan Organization has been provided as background for the reader, and the Neighborhood Vision is included as the foundation for the Plan's goals, policies and action steps.

The complete version of the 2008 adopted Palisades Neighborhood Plan provides detailed background information and key information that is referenced by and will be necessary to implement the Plan's policies and action steps.

The Palisades Neighborhood Plan has been created by Palisades residents. It details goals and policies that define and shape the Palisades Neighborhood, and recommends specific projects and other actions to accomplish Palisades residents' unique vision for the future.

The Palisades plan contains the following chapters:

- Neighborhood History
- Citizen Involvement & Communication
- Land Use
- Parks and Recreation
- Transportation
- Natural Resources

Palisades Goals and Policies – New goals and policies developed specifically for the Palisades neighborhood are provided for chapters where additional guidance is required. Goals are general statements indicating the neighborhood's desired end, and policies are more specific statements indicating the neighborhood's position or course of action to accomplish the goals. They are strategic statements based on desires that members identified during the 20 Year Plan development process. Palisades Neighborhood Association goals and policies provide direction to the neighborhood association, and City goals and policies provide direction to the City through its Comprehensive Plan.

Action Steps – Action steps are recommended programs, projects, standards, or courses of action for the City and for the Palisades Neighborhood Association. The completion of these items will depend on a number of factors such as citizen priorities, finances, and staff availability. Action Steps guide future City decision-makers and Neighborhood Association leaders on ways to implement the goals and policies of the neighborhood plan.

Sustainability

Policies and action steps to promote environmental and social sustainability in the Palisades neighborhood are at the forefront of this plan. The symbol at the right is used throughout the document to note the policies and action steps that support the neighborhood and City's commitment to sustainable practices.



Sustainability is a matter of meeting the vital human needs of the present without compromising our ability to meet future needs. A sustainable Palisades is a community that makes choices and takes actions that support the long-term wellbeing of the people, organizations, economy and natural resources of the neighborhood and beyond. A sustainable Palisades cares for these resources in order to leave a legacy for generations to come. Information on the City of Lake Oswego's Sustainability strategy can be viewed at www.ci.oswego.or.us/plan/sustainability/Sustainability_homepage.htm.

City-Wide Actions

In some cases, an action step may address an issue of importance to the entire community as well as to Palisades residents. Action steps of city-wide importance are identified by the symbol shown at the right, and present an opportunity to coordinate with other community organizations, agencies and advocates who share a common concern.



City Decision-making and the Palisades Neighborhood Plan

Neighborhood goals, policies and action steps become part of the Comprehensive Plan upon adoption of the Palisades Neighborhood Plan. The Palisades Neighborhood Plan does not contain a code of standards for development. Rather, neighborhood goals and policies provide a basis for developing and amending standards in the Community Development Code that are used to review development applications. As part of the Comprehensive Plan, the City must follow relevant policy statements in the Palisades Neighborhood Plan when amending the Comprehensive Plan, developing other plans or ordinances which affect land use such as public facility plans, and when amending zoning and development standards.

The City must also apply relevant regulatory policy statements in the Palisades Neighborhood Plan for decisions affecting a particular development permit application when the application is required to be processed as a “major development.” These include decisions for plan and zone map amendments, Community Development Code text amendments, conditional uses, and phased major development.

Also, the City applies design objective or guidelines for residential development contained in adopted neighborhood plans in the review of Residential Infill Development (RID) for residential development applications that do not meet the development standards of the code but may otherwise be compatible with the character of the neighborhood and surrounding residential development. Projects identified in the Plan will also be added to the Capital Improvement Plan or other facilities plans, or may be implemented through a Neighborhood Enhancement Grant.

Relationship to Other Plans and Policies

The Palisades Neighborhood Plan, as part of the Lake Oswego Comprehensive Plan, must respond to changing conditions and circumstances. Updates are required as part of periodic review of the Comprehensive Plan to address changed and unanticipated circumstances that occur over time. Also, because the Palisades Plan is intended to “comprehensively address” land use policy issues in the neighborhood, and the neighborhood is part of the City as a whole, there are no parts of either the City’s Comprehensive Plan or the Palisades Neighborhood Plan which can be considered separately from other parts. All Plan goals and policies are intended to be mutually supportive of one another.

The City’s Comprehensive Plan and its Neighborhood Plan elements direct Lake Oswego’s future. However, other planning activities and documents are also important. Other plans such as the Transportation System Plan, the various public facility plans, the Capital Improvement Plan, the Park and Recreation Master Plan, and other Area Plans require consideration when making land use decisions. However, any portion of these plans and any related action dealing with land use must be consistent with the policy direction of the Comprehensive Plan and its Neighborhood Plan chapters.

NEIGHBORHOOD HISTORY

Palisades Goal for Neighborhood History

Neighborhood Goal

Promote and preserve Palisades connection to the people, places and events that helped shape the special character of the neighborhood.

Action Steps for Neighborhood History

City and Palisades Neighborhood Association Action Steps

1. Work with longstanding community members, interested residents, local historians, and the Historic Resources Advisory Board to create a book about the history of Palisades. Include information about the geology, landscape, people and development that has shaped the Palisades neighborhood over the centuries. Coordinate with the Lake Oswego Library, Oswego Heritage Council, and Holy Names Heritage Center to obtain historic documentation.
2. Work with the Historic Resources Advisory Board, Lake Oswego Parks and Recreation staff, Clackamas County staff, and private property owners of historic sites to develop a Historic Sites Trail including a marked path, interpretive signage, and printed materials featuring maps and historic information.
3. Coordinate with the Historic Resources Advisory Board and historic districts throughout the city to organize historic walking tours through the neighborhood for school groups and other interested parties.
4. Coordinate with the Historic Resources Advisory Board to research and document significant archaeological sites including the burial grounds located on Cook's Butte.
5. Work with the Historic Resources Advisory Board, the City of Lake Oswego and Pioneer Cemetery owners to enhance and preserve the historic value of the cemetery.

CITIZEN INVOLVEMENT

Palisades Goal and Policies for Citizen Involvement

Neighborhood Goal

Enhance the quality and increase the level of citizen participation in the Palisades Neighborhood.

City and Palisades Neighborhood Association Policies



1. Educate and partner with Palisades community members to build relationships within the neighborhood and increase sustainable practices in all Palisades households.
2. Ensure that conflict resolution procedures are available and communicated to neighbors that have concerns about their neighborhood.

LAND USE

Palisades Goal and Policies for Land Use

Palisades residents feel strongly that their neighborhood is first and foremost a place to live. The majority of residents support the predominately low density residential zoning designations and the regulatory provisions that have shaped the neighborhood as it is today. Quality of life is perceived as directly related to established land use patterns that promote a familiar residential community, and retain significant land for trees and lush woods, allowing nature to dominate throughout the neighborhood. Current residential zoning designations are perceived as important to ensuring the quiet, friendly, and safe neighborhood atmosphere valued by Palisades residents.

Neighborhood Goal

Maintain and enhance the neighborhood's established character and quality of life based on the predominant development pattern of single-family homes surrounded by scenic views, heritage landscapes, and nature.

City and Palisades Neighborhood Association Policies

1. Strengthen the Palisades neighborhood character by maintaining and enhancing scenic resources, heritage landscapes, and natural resources identified in the Lake Oswego Open Space Plan (adopted in 2001).
 - a. Preserve views that are essential to the character of the Palisades neighborhood.

2. Maintain single-family character and densities within the Palisades neighborhood. In the event of future redevelopment of Public Function and Park and Natural Area zones, ensure that existing open space, natural areas and recreational facilities are maintained and enhanced for use by Palisades residents, and for their positive contribution to neighborhood character.
 - a. Promote and support the parks, recreational facilities, natural areas and historic sites, which are valued by Palisades residents as neighborhood amenities due to their positive contribution to neighborhood quality of life.
 - b. Consider the contribution of dark night skies to the neighborhood's character and its natural habitat.

3. Ensure development occurs and functions in a way that is compatible with the predominant character and conditions of the surrounding area and addresses residents' objectives as identified in the Neighborhood Character section of this plan. (See Land Use, Existing Conditions, Neighborhood Character).
 - a. Ensure that new non-residential development creates a positive contribution to the pattern of single-family homes surrounded by scenic views, heritage landscapes, and natural resources.
 - b. Support ongoing observation and continued improvement to City development standards for residential infill design to ensure they have their intended effect.

- c. Seek continued efforts for enhancing the use of non-residential and conditional uses while seeking resolution to traffic, on-street parking, noise and light trespass issues for nearby residents.
 - d. Strive for creative solutions and resolution of parking, traffic, noise, lighting and other neighborhood concerns.
- 4. Provide for residents varied housing needs while ensuring the detached single-family character and scale of the Palisades neighborhood is not diminished.
 - a. Be sensitive to a range of households' needs including families with school-age children, working couples and singles, seniors, people caring for aging parents and spouses, and people with disabilities.
- 5. Consider zoning amendments as needed to address unique characteristics of properties in the Palisades neighborhood.
- 6. Encourage best available green building practices to minimize energy consumption, water use and waste, including permeable surfaces and pavement where applicable.
- 7. Coordinate with the Lake Oswego School District to:
 - a. Maintain quality school facilities within the neighborhood.
 - b. Promote and maintain safe walking and biking access for neighborhood students.



Action Steps for Land Use

City Actions Steps

1. Consider new overlay zones for the Palisades neighborhood to preserve and enhance existing neighborhood character:
 - a. Conduct an in-depth survey of properties in each Residential Development Typology area to determine the frequency of dominant neighborhood characteristics. Using the results, work with neighbors within each area to explore new regulations that would help to ensure that future development is consistent with the existing neighborhood character. Adopt an overlay zone/s to apply any additional regulations that are supported by the neighborhood.

2. Develop and implement an “Overlook Road Scenic Streetscape Concept Plan” to improve the character of this gateway to the Palisades neighborhood, and to protect scenic views identified in the Lake Oswego Open Space Plan (adopted in 2001) from adverse impacts caused by adjacent development. Scenic resources for Overlook Drive identified by the public as part of the Open Space Plan include:
 - Scenic drive coming down hill;
 - Scenic site near Stafford;
 - Scenic site at Ridge Lake Drive next to tennis courts looking east.
 - a. Work with residents, representatives from Lakeridge High School, The Stafford congregate care facility residents and management, Church of Jesus Christ Latter Day Saints, and adjacent property owners.
 - b. Consider designs to enhance stormwater management.
 - c. Investigate implementation funding including neighborhood enhancement grants and other grants available for heritage or natural resource enhancement projects.

3. Refer to the Neighborhood Character section of this plan when reviewing Conditional Use, Residential Infill Design (RID) and Major Development applications to identify design features and issues important for ensuring compatibility of new development with the surrounding neighborhood.

4. To ensure congregate and residential care housing developments maintain a residential neighborhood scale and character, amend the Community Development Code (LOC Section 50.69.057) to require the following additional standards within the Palisades Neighborhood boundaries:
 - a. Develop additional standards for structure design that would ensure that congregate housing and residential care housing facilities reflect characteristics of a detached, single-family development pattern while accommodating the unique functional needs of the facility.

5. Develop a pilot lakefront zone or overlay zone for Area 1 of the Palisades neighborhood that would address the unique aspects of lakefront properties and properties with lake views. The zone would be intended to serve as a model for the development of lakefront zoning citywide.



6. Establish guidelines, recommendations and incentives for the planting of native trees and vegetation to enhance neighborhood character and strengthen green corridors throughout the Palisades neighborhood as recommended in the Lake Oswego Open Space Plan (adopted 2001).
7. Involve Palisades Neighborhood Association representatives in planning processes associated with expansion of the Lake Oswego Urban Services Boundary.
8. Continue to implement recommendations identified in the Lake Oswego Open Space Plan (adopted in 2001) to protect and enhance the following resources of importance to the Palisades neighborhood character and quality of life:
 - a. Heritage Landscapes:
 - Luscher Farm
 - Homes and farms in the North Stafford Area
 - Pioneer Cemetery
 - Cook's Butte
 - Oswego Lake
 - b. Scenic Resources:
 - Stafford Road (scenic corridor, views and site)
 - Luscher Farm (scenic views and site)
 - Overlook Drive (scenic corridor)
 - Bergis Road (scenic corridor)
 - Childs Road at Stafford (scenic site and corridor)
 - Rosemont Road (scenic view and corridor)
 - Palisades Crest Drive (scenic views)
 - Cook's Butte (scenic view and site)
 - South Shore Boulevard (scenic corridor)
 - South Shore Natural Area (scenic view and site)

Recommended protections include, where appropriate:

- a) Amendments to the City's Historic Preservation Code (LOC 58) to include review of modifications to larger landscapes and adjacent properties visually linked to the heritage landscape resource.
- b) Amendments to City street and subdivision standards to enhance the rural character of the North Stafford area. Consider eliminating curb and gutter requirements and narrowing streets while accommodating pedestrian circulation and connectivity with a path system through the subdivision.
- c) Development of standards for view shed protection, and for buffers and screening to minimize visual impacts.
- d) Application of Goal 5 provisions to protect scenic roadside forested or vegetated buffers. Coordinate with Clackamas County, Metro, and other public stakeholders to protect the rural landscape located outside of cities' limits.

PARKS & RECREATION

Palisades Goal and Policy for Parks and Recreation

Neighborhood Goal



Maintain, enhance and develop access to public facilities that address Palisades neighbors' recreational needs.

City Policy

1. Develop additional pocket park facilities in Palisades that include active recreational opportunities.

Action Steps for Parks & Recreation

City Action Steps

1. Develop a Park Master Plan for the Rassekh property with participation from the outset by the Palisades Neighborhood Association.
2. As part of the Rassekh property master planning process, work with the Palisades Neighborhood Association to develop plans that protect and conserve natural resources. Use sustainable building materials and designs that efficiently use water and energy. 
3. Work with the Palisades Neighborhood Association to identify opportunities for improved sustainability at existing City park properties in Palisades, including energy efficient lighting, rainwater recycling, and chemical-free landscape care. Develop a plan and timeline to implement these measures. 
4. Involve the Palisades Neighborhood Association in planning, development, or amements to the Luscher Farm Master Plan.
5. Add signage at South Shore Natural area noting there are steep slopes and no pathways.

TRANSPORTATION

Palisades Goals and Policy for Transportation

Neighborhood Goals

1. Create a safe transportation system by ensuring that appropriate transportation regulations are being met.
2. Increase and enhance facilities for walking, biking and transit, including crosswalks.
3. Increase public transit options in Palisades.
4. Develop solutions to parking issues that meet the needs of Palisades residents, pedestrians, bicyclists, emergency vehicles, drivers and institutional uses.



City Policy for Palisades Streets & Roadways

1. Where new streets are constructed or old streets reconstructed in Palisades, where feasible, design the right-of-way to filter storm water runoff through natural vegetation and other pervious materials.

Action Steps for Transportation

Action Steps for Streets and Roadways

City Action Steps

1. Assess the following locations for additional stop signs. Engineering staff will install devices where they are deemed necessary to define the right-of-way and safe according to national standards for traffic control devices.
 - Crestview Drive at Wall St.
 - Crestview at Woodland Terrace
 - Park Forest Avenue at Lakeridge Drive
2.  Study the following intersections to evaluate intersection safety and determine if anything can be done to improve safety for drivers, cyclists and pedestrians. Work with neighbors to implement any necessary safety improvements.
 - Fernwood Drive at South Shore Drive
 - Lakeridge Drive at South Shore Drive
 - Overlook Drive and Stafford Road
 - Palisades Crest Drive and Westview Drive
3.  Add additional signage for the Golf Course along Stafford Road.

4. As part of the Transportation System Plan update, conduct a comprehensive, multi-jurisdictional study of Stafford Road to plan for changes anticipated inside and outside the Stafford basin that will impact the volume of traffic on this important arterial.
5. Monitor and assess safety along South Shore Blvd., Stafford Road, and their feeder streets.

Action Steps for Walking, Bicycling and Transit

Palisades Neighborhood Association and City Action Step

1. Prioritize the list of Palisades pathways. Work through the Transportation Advisory Board (TAB) to implement pathways at these priority locations.
 - Sidewalk on north side of Greentree Road, between Carter Place and Greentree Avenue
 - Sidewalk Eastside of Treetop between Overlook Dr. & Fernwood Dr.
 - Pathway from Cloverleaf Rd. to Overlook Dr. between Lakeridge HS & golf course
 - Sidewalk/Pathway on Southside of Greentree between Fernwood Dr. & Westview Dr.
 - Sidewalk on Eastside of Canyon between Greentree Rd. & South Shore.
 - Pathway between Park Rd. down to Greentree Easement exits between 4 homes.
 - Sidewalk on Westview between Greentree Rd. & South Shore.
 - Sidewalk from Cooks Butte Park up Palisades Crest onto Hillside Dr. to Fernwood Circle to Fernwood Dr.
 - On Meadowlark from Overlook south to connect to existing sidewalk

City Actions Steps

1. Update the Transportation System Plan to add a sidewalk on the eastside of Canyon Drive between Greentree Road and South Shore Blvd., and a sidewalk on Meadowlark Lane from Overlook Drive south to the existing sidewalk.
2. Work with the Palisades Neighborhood Association and TriMet to provide additional public transportation to Palisades residents through a vehicle shuttle service.
3. Work with the Palisades Neighborhood Association and The Stafford to determine the feasibility of a public shuttle bus that serves the Palisades neighborhood through pick-up and drop-off from the The Stafford facility.

NATURAL RESOURCES

Palisades Goal and Policy for Natural Resources

Neighborhood Goal

Promote conservation of natural resources by using sustainable practices throughout the neighborhood.

City and Palisades Neighborhood Association Policy

1. Increase public awareness and knowledge about trees in Palisades.

Action Steps for Natural Resources

City Action Steps

1. Provide training on tree identification, native tree planting, tree maintenance, and the City Tree Code to Community Forestry leaders.
2. Maintain trees in City-owned natural areas.
3. Provide ongoing assessment of the condition of natural resource sites in Palisades.



APPENDIX A: Neighborhood Character Assessment & Objectives

Primary character-defining features for the Palisades neighborhood are stunning views, mature evergreen trees and wildlife habitat, adjacent rural land, detached, single-family homes, and the lake. These features contribute to the area's private, quiet ambiance and the quality of life for Palisades' family-oriented neighborhoods. Character distinctions between areas within the Palisades neighborhood are closely associated with dates of single family home subdivision development. Most homes in Palisades were built approximately 20 to 40 years ago.

The Neighborhood Character Map (Figure 2) on the previous page identifies natural features, rural areas, historic sites and structures, and an approximate chronology of single family residential plats. Together, these elements comprise the character of Palisades neighborhoods. Character-defining features and related concerns are discussed on the following pages.

Character Assessment

Natural Features

"Palisades" means "a row of high cliffs, usually rising sharply from the side of a river, stream or lake." Palisades distinctive character is largely derived from prominent natural features such as the lake and steep, wooded slopes. These features have had a profound effect on land development and are important elements of community identity.

The highest point in Lake Oswego is Cooks Butte, a 718 foot extinct volcano located in the Palisades neighborhood: Cooks Butte has created a unique topography throughout the neighborhood that offers a variety of stunning views. The land form also has encouraged development patterns to maximize views and negotiate steep grades.

See the Natural Resources chapter for more details.

Neighborhood Objectives

- Preserve trees and the neighborhood's wooded, green character
- Protect neighborhood views from development.
- Maintain the natural beauty of the lake as well as the recreational opportunities it provides.
- Retain the natural quality of Cook's Butte Park.



Historic Luscher Farm lies just outside the Palisades neighborhood but contributes directly to the open, rural character valued by residents.



Oswego Lake is a highly valued scenic and recreational resource. (Photo credit: Anni Miller)



View of rural land to the southeast from Overlook Drive and Stafford Road.

Rural Roots

The first structures built in the Palisades area were vernacular farm houses and outbuildings located on two important market roads, Rosemont and Stafford, which were in use from the mid 1800s. Stafford Road's uncluttered, rural character is protected outside the City limit by its designation as a "Scenic Road" by Clackamas County. Original buildings remaining in this vicinity include the Shipley-Cook farmhouse, a County-designated historic landmark, and the Carter family farmhouse, a City-designated historic landmark. Luscher Farm was historically known as Fletcher Farm. It is the most intact historic farm in Clackamas County, and 23 acres have been designated as a County Landmark. The City of Lake Oswego has created a partnership with local community members with an eye on continuously developing and preserving the historic land.

Sacred Heart and Pioneer cemeteries are located along Stafford Road and were established in the mid- to late 1800's. The 1.7 acre land for Sacred Heart Cemetery was donated to the Catholic Church in 1880 and is currently owned by Our Lady of the Lake Church. There are about 160 headstones in the cemetery with the oldest dated 1875. The Pioneer Cemetery was established in 1881. The five-acre parcel is designated by the City as a historic landmark. As one resident noted, it is a "compilation of individual human history, memories, emotions, inspiration and other elements." It is also habitat for birds and small animals and a "place where residents can enjoy solace, renewal and walks in the hours of their daily living".

Rural, historic sites contain some of the only remaining symbols of Oswego's early and important people, and contribute to the historic, open character along Stafford Road. Historic sites and farm properties provide open space, scenic views and a connection to the area's rural roots that remain important to the character of the Palisades neighborhood today.

Neighborhood Objectives

- Protect open spaces.
- Protect the rural Stafford basin for its valued historic, rural, pastoral and open feeling.
- Ensure that any future development is consistent with the single family detached scale and character of the neighborhood.



The Carter House was built in 1881 and remains on Stafford Road at Overlook Drive as a City Landmark.



Historic Luscher Farm lies just outside the Palisades neighborhood but contributes directly to the open, rural character valued by residents.

Residential Character Typologies

Lakefront Development

Lush forests and Oswego Lake attracted developers to the area in the late 1920s and 1930's where grand homes were built along the lake front based on English styles such as English Tudor, English Cottage, and Arts and Crafts. The styles denoted social prestige. Materials such as native basalt stone, wood, and brick were compatible with the natural beauty of the lake sites. Noted architect Richard Sundeleaf designed and built his own residence in the English Cottage style at Phantom Bluff in 1939-40. The home is designated as a Historic Landmark by the City.

Today, Palisades lakefront homes remain among the highest in value in the city. These homes continue to echo the picturesque styles and emphasis on outdoor living and recreation of the first lakefront residences.

The non-profit Lake Oswego Corporation manages water quality, maintenance, and safety for Oswego Lake. Two easements owned by the Lake Oswego Corporation grant lake access for Palisades property owners: The Lakefront Easement and the Palisades Park Community Club Easement. Each easement is governed by its own individual set of by-laws and has its own volunteer board of directors.

The seven square mile Lake Oswego City Watershed is contained within City limits and has a significant impact on Oswego Lake water quality. Information from the Lake Oswego Corporation notes that initially, the only watershed for the lake was the surrounding 4500 acres. A navigation canal completed in 1872 exposed Oswego Lake to the 455,000 acre Tualatin River watershed. Given the lake's significance to the community, the Lake Oswego Corporation works cooperatively with the City of Lake Oswego as stewards of the watershed.

Neighborhood Objectives

- Maintain Oswego Lake water quality as a neighborhood priority.
- Promote and protect the interests of the Palisades homeowners with lake rights, including the Palisades Lakefront Easement and the LakeGrove Swim Park.
- Promote development standards that address the unique aspects of Palisades lakefront properties.



Noted architect Richard Sundeleaf designed and built this lakefront house in 1939-40 at Phantom Bluff in the English Cottage style for his personal residence.



Lakefront homes in Palisades are situated both at water's edge and nestled in the trees high above the lake with water access via the steep hillside.



Oswego Lake access is granted through membership in easements owned by the Lake Oswego Corporation. (Photo credit: Ines Bojlesen)

Mid-1940's to 1950's Development

The first wave of single-family subdivision development began in 1947 with the platting of the first phase of the Palisades Park. Ferncrest and Cherry Crest Plats were established in the 1950's (see Figure 1, page 20). The infill development that has occurred in these areas has not diminished their modest scale and quiet character. Palisades Elementary School opened in 1958. It exhibits a "modern", functional approach to design where the purpose of the building and honest use of materials are expressed.

Dominant Characteristics

- Zoning: R-7.5 & R-10; minimal potential for future lot partitioning. (Lot size matches zoning designation)
- Building Size: 1,000 sq.ft. to 3,000 sq.ft.
- Scale: Low at 1 to 1 1/2 floors.
- Style: Early Ranch informal, low profile, horizontal orientation, low-pitched roofs.
- Double-hung windows; some divided lites.
- Materials include painted wood siding, board and batten, white contrasting trim common at fascia and windows.
- Mild grades; lower elevations; no view sites – homes not oriented for views.
- Curbless "rural" street edge with wide shoulder.
- Distinctive decorative signs identify entry points to neighborhood.
- Backdrop of mature evergreen trees; lush natural vegetation.

Neighborhood Objectives

- Preserve the neighborhood character and style as homes are rebuilt and remodeled.



Palisades Park's mild grades accommodate low-scale, split-level homes with parking below.



Decorative sign identifies entry points to Palisades Park.



Narrow, quiet streets feature "rural" curbless shoulders. The ever-present backdrop of mature fir trees and natural vegetation enhances the area.



Palisades Elementary School opened in 1958 and exhibits the influence of the "modern" / international style with its low profile, flat roofs and overhanging eaves, lack of ornamentation, and a functional approach to design..

1960's Development

In the 1960's development grew to the east with Lakeridge High School, and moved to higher elevations with views from the Greentree and Palisades Heights developments. The design of these developments has allowed a significant amount of natural vegetation to mature and contribute significantly to the character of the area. Tall trees and moderate to steep grades enhance compatibility for a range of house styles and sizes.

Dominant Characteristics

- Zoning: R-7.5 & R-10; minimal potential for future lot partitioning.
- Building Size: 2,000 sq.ft. to 4,000 sq.ft.
- Scale: Low to medium to low scale. Split level and 1 to 2 floors typical.
- Styles: Eclectic including traditional Cape Cod, Craftsman, and Ranch styles, and Northwest Modern. Northwest Modern features include broad gabled roofs with overhanging eaves and wood-frame construction.
- Traditional styles feature double-hung windows. Modern styles feature large fixed glass windows to enhance views.
- Materials: Painted wood siding with white trim typical on traditional styles. Northwest Modern styles feature unpainted or natural stains on wood siding.
- Medium to steep grades; views are featured in the siting of homes in Palisades Heights.
- Urban curb and gutter. Few sidewalks.
- Backdrop of mature evergreen trees; lush natural vegetation.

Neighborhood Objectives

- Maintain eclectic neighborhood style.
- Preserve natural mature vegetation.
- Improve safety on busy streets for pedestrians.

"We bought our property in 1960 from Herb Kruse. In 1960 Cloverleaf was a gravel country road that ended where the present entrance to the water storage tank is. He also owned the land where Lakeridge is now. He had a big barn and raised beef cattle. These cows got out now and then to roam the neighborhood, going as far as Mapleleaf Road. The barn blew down in the Columbus Day storm. [1962] There were frogs singing every night - mallard ducks nesting in the wetlands - it was scary when mama duck took her little ducklings down Cloverleaf Road, Fernwood, across South Shore - taking them down to the lake. To go to Stafford Road from Cloverleaf Road, we had to drive to "Grimm's Corner" - McVey & South Shore. When we moved to Lake Oswego in 1954 the population was around 9000 - nice quiet, unassuming little downtown. Everybody knew everybody - fun time."

[Contributed by Ann Powers, Palisades neighbor 2007]



Cape Cod style home in the Greentree area.



Striking post-and-beam home with an internal orientation, open floor plan and expansive interior glass provides private views of nature.



Natural materials complement nature in this modern northwest bungalow. The home sits comfortably on a gently sloping lot and is situated to the natural setting.



Split-level ranch home on sloped lot is dominated by mature trees.

1970's to 1980's Development

The Palisades neighborhood was largely subdivided and built by the end of the 1980's. Developments such as Palisades Park Estates, Palisades Heights, and Ridgepoint continued up to the edge of Cook's Butte Park. Green Tree Slope and Sunny Hill were also developed at this time. Streets and cul-de-sacs followed topography to maximize view sites of Mount Hood and the Tualatin River basin. Steep grades served to mitigate scale and enhance compatibility. View-obstructing groves of trees have not been retained. The backdrop of mature evergreen trees at Cook's Butte continues to provide a forested, natural presence.

Dominant Characteristics

- Zoning: R-10 and R-15; minimal potential for future lot partitioning.
- Building Size: 3,000 sq.ft. to 6,000 sq.ft.
- Scale: 1 to 3 floors. Additional floors tucked on the down slope side mitigate scale at street.
- Styles: Eclectic including Traditional; Ranch; Craftsman; and Modern. Large expanse of windows at views. Broad gabled, hipped or shed roof forms.
- Materials: Painted wood siding. Stone and brick may be featured as an accent.
- Medium to very steep grades. Homes oriented for views.
- Forested character not common at street. Background of mature evergreen trees retained on larger lots and provided by natural areas such as Cook's Butte Park.
- Urban curb and gutter; sidewalk often featured on one side of street.

Neighborhood Objective

- Maintain the safe, quiet character of isolated streets and cul-de-sacs.



Cook's Butte provides a forested backdrop for homes sited to maximize views.



Modest street presentation of home belies grand views at the rear of the property on the downslope side.



Sunnyhill home exhibits features from both Ranch and Traditional styles.

Development from 1990's to the Present

Recent development features larger homes ranging in area from 4,000 to over 6,000 square feet. Homes on sloped areas are sited for views. The forested character of older areas is absent, most notably at the street. Developments include Evershed and Atherton Heights at the east face of Cook's Butte, Southshore Estates off of Greentree Road, and new homes off of Bergis Road. By 2007, most residential properties large enough to be partitioned have been developed.

Dominant Characteristics

- Zoning: R-10; R-15; minimal potential for future lot partitioning.
- Building Size: 4,000 sq.ft. to over 6,000 sq.ft.
- Scale: 1 to 3.5 floors
- Style: Eclectic with dominant traditional and European elements. Windows orient to views.
- Materials: Varied including painted wood, plaster, cultured stone.
- Steep grades mitigate scale and enhance compatibility.
- Few mature evergreen trees and little natural vegetation.
- Urban curb and gutter with sidewalks on one side of street; pedestrian connections are often provided.
- Sidewalks on one side.

Neighborhood Objective

- Encourage new and remodel construction projects to consider scale and character relative to neighboring properties.



Homes in Evershed development feature a range of traditional styles. Trees are removed so as not to obstruct views.



South Shore Estates home features brick veneer and traditional bay with view windows.



Homes off Bergis Road adjacent to county land zoned for agriculture.



Recent development in foreground exhibits traditional styles with modern styles from 1970's in background. All sites orient east to views of the rural Stafford area.

Non-Residential and Conditional Use Character

Development of non-residential uses in the 1970's and 1980's includes Lakeridge High School, which opened in 1971 on Overlook Drive on 33.91 acres at the location of the cattle farm owned by Herb Kruse in the 1960's. The original building was designed by noted local architect John Storrs and later underwent significant remodeling. Other non-residential development includes the Church of Jesus Christ of Latter-Day Saints, also on Overlook, and Christian City Church (formerly known as Bethlehem Church) on Stafford Road. Designs were typical for institutional buildings of the time. Non-residential development replaced rural open space and altered the character of the southeast gateway to the Palisades neighborhood at Stafford Road and Overlook Drive. Non-residential development from the 1990's to the present has included extensive remodeling improvements at Lakeridge High School including construction of a performing arts building. In 2007 The Stafford congregate care facility, the area's first higher density residential use, was developed as a conditional use on Overlook Drive between the Church of Jesus Christ of Latter-Day Saints and Lakeridge High School.

Neighborhood Objectives

- Promote compatibility of non-residential buildings with the rural or traditional qualities of the neighborhood including the use of trees and natural vegetation.
- Protect the historic rural character and scenic views in the neighborhood.
- Maintain the low density residential character of the neighborhood.



Several conditional use developments are located along Overlook Road near the intersection with Stafford Road.



The Church of Latter Day Saints is located across from Lakeridge High School.



The entrance to Lakeridge High School presents a modern façade of concrete and glass.



The Stafford added 105 units of senior housing on Overlook Drive in 2008.

Palisades Neighborhood Character

Open Space and Rural Land Use

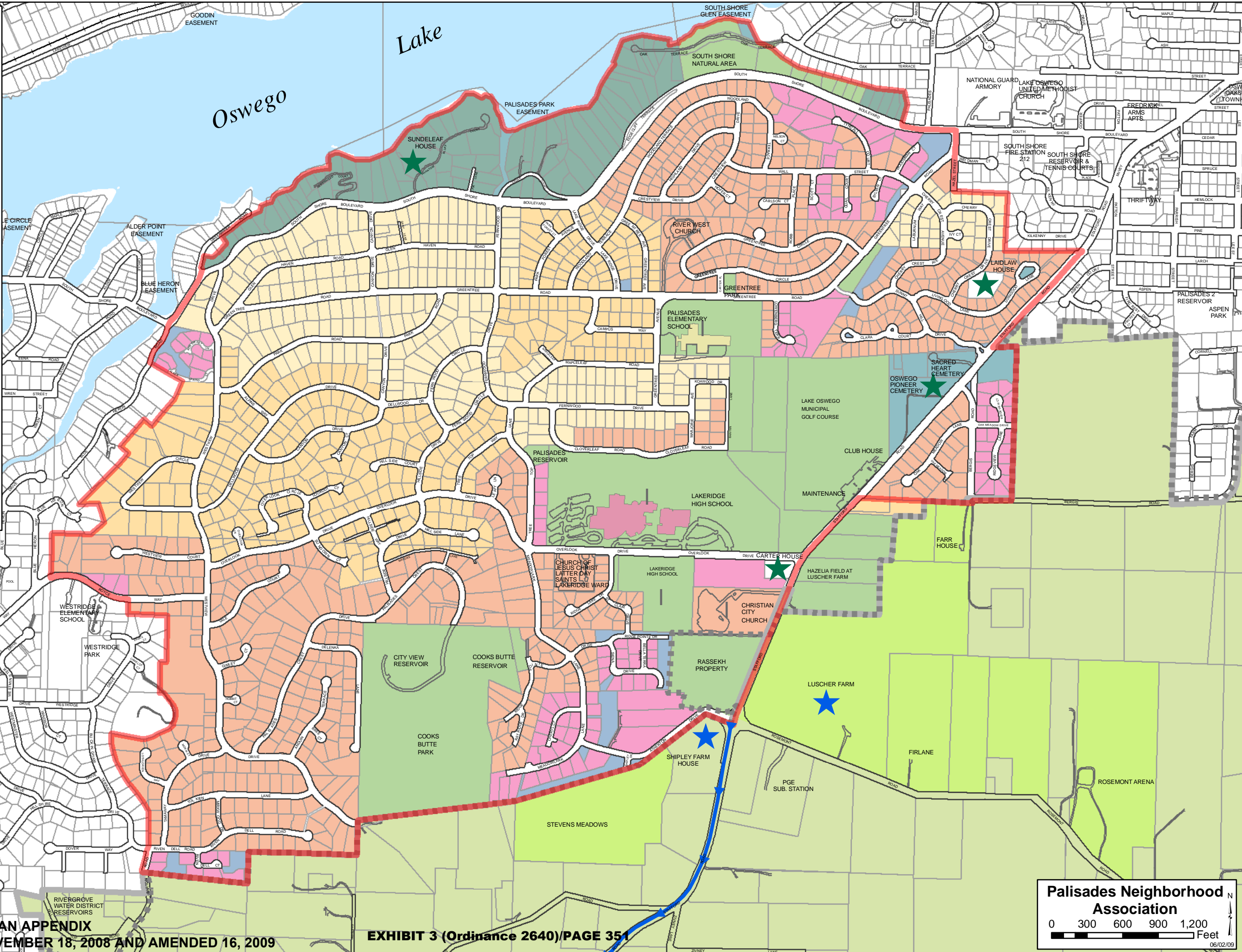
- County Rural Zoning
- City-owned County Land
- Park, Natural Area and Open Space
- Private Open Space

Development Typologies

- Lakefront Development
- Mid-1940's through 1950's
- 1950's through 1960's
- 1970's through 1980's
- 1990's to Present

Landmarks, Pathways & Edges

- Institutional Use
- Historic Landmark - City
- Historical Landmark - County
- Scenic Roadway - County
- Palisades Neighborhood Ass.
- City Limits
- Urban Growth Boundary



6. Coordinate with the Historic Resources Advisory Board to research and document significant archaeological sites including the burial grounds located on Cook's Butte.
7. Work with the Historic Resources Advisory Board, the City of Lake Oswego and Pioneer Cemetery owners to enhance and preserve the historic value of the cemetery.

CITIZEN INVOLVEMENT & COMMUNICATION

“...Community involvement within our own boundaries and within the city as a whole will be our means to these ends. By informing our citizens, encouraging committee participation, and moving for effective representation within our city, the Palisades Neighborhood Association will build a strong sense of community while working toward our goals that will benefit all Palisades citizens...”

—Palisades Neighborhood Association, Pathway to Success



Palisades neighbors share Oregon and Lake Oswego’s goal of ensuring opportunities for citizens to be involved in the many decisions that influence the future of their community. The neighborhood places high priority on their continued involvement in City, County and regional decision-making processes that will shape the character of their neighborhood, including the development of plans and projects, and the development and administration of the City’s Community Development Code.

Respondents to the 2005 Palisades neighborhood survey listed among their neighborhood strengths community involvement, and having good, friendly neighbors that look out for one another. Palisades neighbors appreciate the opportunity to be involved in their community at a neighborhood level, participating in activities of the Palisades Neighborhood Association and local schools, and fostering positive relationships with their neighbors. Palisades would like to see these relationships between neighbors broadened and strengthened to create strong social networks that can help to support community needs.

The Palisades Neighborhood Association also seeks to improve the association’s engagement of their membership in the issues facing their community, and provide a opportunities for neighbors to share their diverse perspectives. Neighbors have identified strategies to provide diverse representation of neighborhood interests and processes to help resolve neighborhood issues. Neighbors have also identified strategies and action steps that aim to increase opportunities for involvement and communication, understanding that most people lead very busy lives and may find it difficult to get involved. The strategies are aimed at providing opportunities for Palisades neighbors to connect with each other and with City decision makers based on their diverse interests, capabilities and availability.

Existing Conditions

There are different types of relationships that form a citizen involvement and communication network. This network can support information sharing, decision-making, social aid, and neighborhood improvements, to ultimately create a well-functioning neighborhood that can be sustained over time. Citizen involvement and communication in the Palisades Neighborhood can be divided into two broad categories based on their participants:

- City of Lake Oswego – Palisades Neighborhood Association
- Palisades Neighborhood Association – Palisades Neighbor

City of Lake Oswego – Palisades Neighborhood Association

The City of Lake Oswego created the neighborhood association structure as one way to achieve their goal of creating opportunities for involvement and ongoing communications with citizens. One of the policies created to achieve the City's comprehensive goal listed above says, "Provide for and encourage formation of neighborhood organizations."

The City's Citizen Involvement Guidelines provide a framework and process for citizen involvement in Lake Oswego's planning process, including neighborhood associations. The Guidelines establish minimum requirements that neighborhood associations must meet in order to receive City recognition and the corresponding benefits. The Guidelines require neighborhood associations to adopt bylaws that include certain minimum requirements, to elect association officers annually, to announce this annual meeting by mail to each neighborhood member, and to adhere to public meeting and notification requirements including announcing meetings in the local paper and posting signs for board meetings. In turn, the City assists neighborhood association with communications to its members, provides notification of City events and decisions, allows additional time for public testimony at hearings, and will waive the cost of a land use appeal.

The City provides information to neighborhood associations throughout its decision-making processes. In turn, the City looks to the neighborhood association to convey this information to its residents, offer an opportunity all neighbors to share their perspectives on the issues, and present majority and minority opinions before public decision-making bodies.

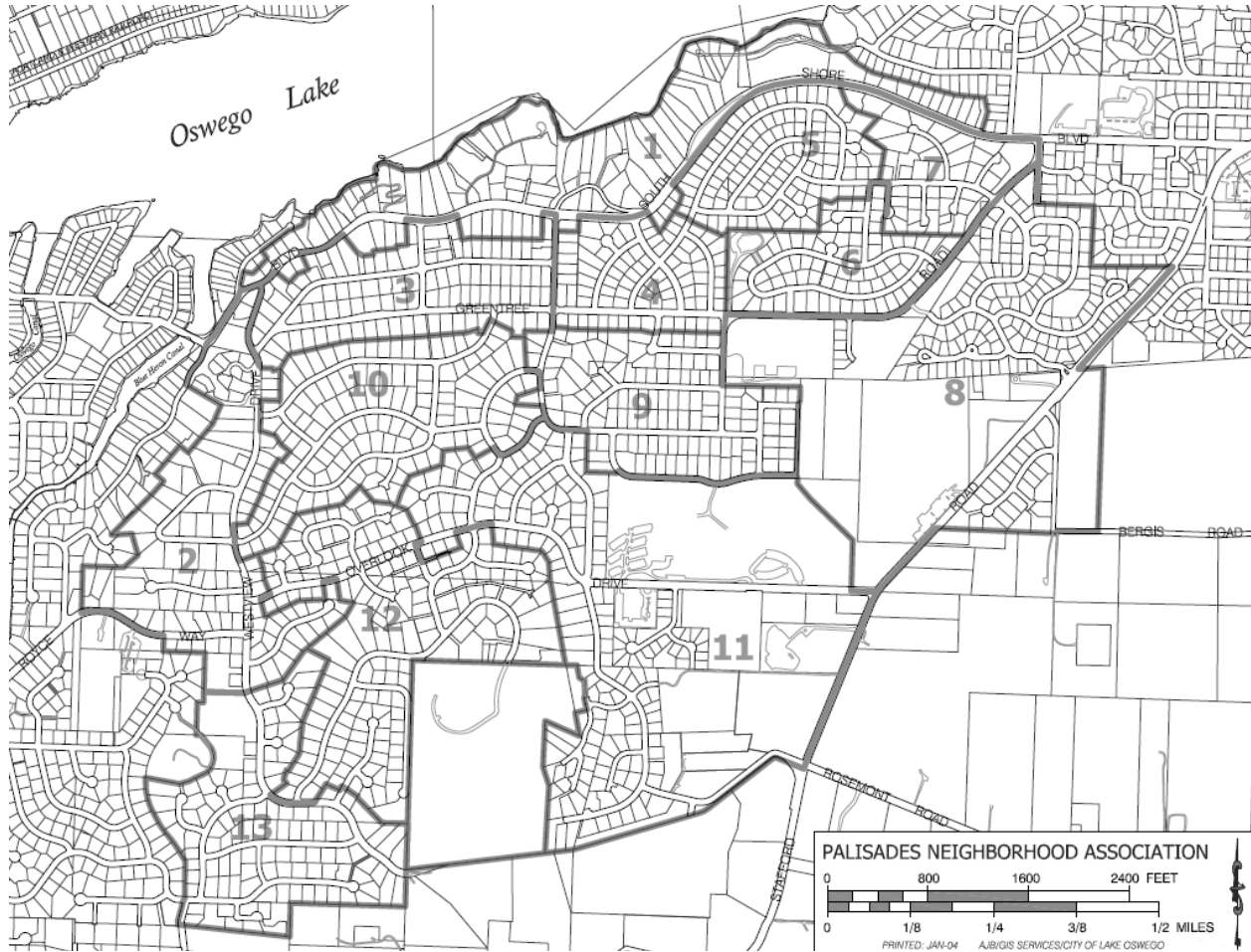
Palisades Neighborhood Association – Palisades Neighbor

According to the Palisades Neighborhood Association bylaws, last updated in 2006, "The purpose of the Association is to provide an organization through which the membership may work together for the general improvement of the community and the neighborhood and for enhancement of neighborhood impact on decisions affecting the livability of the community and neighborhood."

One of the challenges faced by the Palisades Neighborhood Association is the geographical size of the neighborhood and the number of people that it represents. Its physical size means that the issues important to one section of the neighborhood may not impact neighbors to the same degree in a different area. With approximately 1540 households in the area, the neighborhood association also finds it difficult to reach all of its members when their input is needed. Contacting every household is a time consuming and typically expensive endeavor.

Figure 7-1: Palisades Neighborhood Association Sub-Areas

The Palisades Neighborhood Association has developed unique strategies to provide outreach to residents across this large community:



- Creation of 13 sub-areas with area managers to encourage involvement and issue identification in every corner of the neighborhood. Each area manager has a seat on the association board both to facilitate the dissemination of information to their area and to bring their neighbor's issues to the attention of the board. Figure 7-1 depicts the boundaries of each neighborhood sub-area.
- Creation of an association website. The Association hosts the web site <http://www.palisadesneighborhood.org/> to provide information about upcoming meetings and events, the Palisades Neighborhood Plan, and to host neighborhood discussions. The neighborhood association's original site (www.palisadeslo.org) was visited over 5000 times between 2004 and summer 2007.
- Installation of a notice board at Palisades Market that contains information about the association and upcoming meetings. While it is difficult to measure how many neighbors use it, the board has provided an additional source of information for association members.

Existing City Policies and Programs for Citizen Involvement

City of Lake Oswego Comprehensive Plan Goal 1 Citizen Involvement

“The City shall:

- a. Create opportunities for every interested citizen to be involved in all phases of the planning process to ensure that their concerns are heard;*
- b. Encourage broadly based public participation including all geographic areas and diverse interests; and,*
- c. Ensure regular and ongoing two-way communication between citizens and City elected and appointed officials.”*

Goal 1 of the City's Comprehensive Plan sets several policies to broadly encourage public participation and two way communication. They include the encouragement of neighborhood associations and opportunities for involvement that is appropriate to the scale and nature of the planning effort. Policies state that the City should clearly outline the mechanisms through which they will receive a response from policy-makers at the onset of an involvement process, and direct the City to provide critical technical information in a simplified, understandable form. Another policy directs the City to appoint special purpose advisory bodies to aid in the development and implementation of detailed programs to carry out Comprehensive Plan elements.

The Comprehensive Plan also establishes a Commission on Citizen Involvement (CCI) to assist City Council in developing and maintaining a program to promote and enhance Citizen Involvement in land use planning, and to periodically evaluate that program. The Planning Commission currently serves that function, providing a public comment period at the beginning of each regularly scheduled Commission meeting to take input as the CCI. The Comprehensive Plan also refers to the Citizen Involvement Guidelines for Lake Oswego, which establish more detailed parameters for achieving the plan's goals. That document was first produced in 1990 based on existing guidelines from the 1970s. It has been updated three times in 1991, 2000 and 2004.

In addition, the Community Development Code sets specific requirements for public notice of land use decisions and public hearings, outlines parameters for public testimony at hearings and establishes criteria for decision making and appeals. In October 2004, the City began inviting trained representatives from recognized neighborhood associations to attend pre-application conferences being held for development under consideration within their neighborhood boundaries. Pre-application conference attendance allows neighborhood associations to learn about potential projects early in the process, inform the applicant about neighborhood perspectives and create a working relationship between the neighborhood and the applicant. Neighborhood participation in these conferences is a standard City practice, but not part of City policy or code.

Conflict Resolution Programs

Neighbors are encouraged to talk directly and treat each other with respect when discussing a dispute. Neighbors should try not to make assumptions about another person's actions, but ask open ended questions to find out more about what that person is thinking. Neighbor to neighbor and community disputes are often made more complicated when people assume the worst, act on that, and fail to find out what really matters to their neighbors. If direct discussion does not produce a better understanding of the issues and an agreement, the parties may want to engage the help of a neutral third party/mediator.

The City of Lake Oswego Citizen Information Center will take calls from citizens seeking to resolve disputes. The Citizen Information Center staff may refer the matter to the Clackamas County Dispute Resolution Center (CCDRC), which has a contract to provide services to the City of Lake Oswego. The CCDRC will then interview parties to the dispute to determine whether or not mediation is appropriate for the given situation. Mediation can be offered for neighbor to neighbor issues, or larger public issues.

Mediators will help to establish direct communication between the parties, listen to the concerns of all involved, and facilitate a constructive problem-solving process. Participation in the mediation process is voluntary and all discussions with the mediators and program staff are confidential.

Palisades residents may access this program at no charge to find mutually acceptable solutions to the problem at hand.

Palisades Goals and Policies

Neighborhood Goal

Enhance the quality and increase the level of citizen participation in the Palisades Neighborhood.

Palisades Neighborhood Association Policies

1. Create an open and respectful environment for citizen participation.
2. Promote stability, continuity, and diversity within the PNA board and committees.
3. Utilize collaborative processes to build consensus.
4. Foster participation, positive communication, and cooperation between neighbors, and with the PNA, City, schools, and with other organizations in the neighborhood.
5. Organize Palisades neighbors, businesses, schools, and other organizations around common efforts.
6. Improve and expand PNA communication tools and processes.

City of Lake Oswego and Palisades Neighborhood Association Policies

7. Educate and partner with Palisades community members to build relationships within the neighborhood and increase sustainable practices in all Palisades households.
8. Ensure that conflict resolution procedures are available and communicated to neighbors who have concerns about their neighborhood.

Action Steps for Citizen Involvement

Neighborhood Action Steps

1. Continue to explore ways to promote continuity, stability, and diversity in the PNA board, such as:
 - a. Designate a PNA member to serve as a board member recruiter, seeking to form a board that represents the diverse perspectives in the neighborhood.
 - b. Strive to ensure local representation of each neighborhood-sub area on the PNA board.
 - c. Consider staggering board elections to create two-year terms with half of the board elected each year.
2. The PNA will promote a process that can be accessed to resolve problematic issues that arise within the neighborhood, or for residents who feel their concerns or perspectives are not being acknowledged:
 - a. Help to bring all affected parties to the table in a facilitated dialog to explore creative solutions.
 - b. Encourage neighbors to raise concerns through the procedure outlined in the PNA bylaws, which allows any group of 20 neighbors to be granted a special meeting of the association, within fifteen days of their written request being received by the board.
 - c. Recommend a dispute resolution process when the issue may benefit from a neutral third party mediator.
3. Organize activities to help community members meet each other and build relationships.
 - a. Organize community members around common efforts outlined in the Neighborhood Plan Action Steps.
 - b. Involve Palisades schools in community projects to encourage the participation of neighborhood parents and children.
4. Create a volunteer coordinator position on the Palisades Neighborhood Association Board to recruit new volunteers and connect interested residents with local projects.
5. Expand neighborhood communication tools to include:
 - a. Post announcements at Lakeridge High School and Palisades Elementary School.
 - b. Develop a voluntary neighborhood directory with addresses, phone numbers and e-mail addresses to help contact people when issues arise. Invite people to join the mailing list each time a newsletter or announcement is sent to every household address.
 - c. Make additional information available on the Palisades Neighborhood Association web site:
 - i. Information about recent pre-application conferences attended by members.
 - ii. Information about all upcoming meetings that impact the neighborhood, including public hearings and workshops held by the City.
 - iii. A link to the City's list of active land use cases in Palisades;
<http://www.ci.oswego.or.us/plan/land.htm>.
 - iv. A link to past meeting minutes. These are kept at the City's web site;
www.ci.oswego.or.us/neighborhoods.
6. Improve communications between management at the neighborhood's various conditional use facilities (churches, schools, residential care homes) and the residents who live nearby.
 - a. Create a neighborhood association board position to serve as a conditional use liaison. This person would be the neighborhood's representative in meetings with local churches, schools and other non-residential uses.

- b. Establish an annual meeting between the Palisades Neighborhood Association and administration at Lakeridge High School and Palisades Elementary School to discuss conflicts and concerns of neighbors.



- 7. Facilitate an exchange of skills and resources among community members.
 - a. Organize a day of sustainability workshops and activities led by neighborhood experts to teach residents of all ages about landscaping, rainwater harvesting, composting, energy savings and other sustainable practices.
 - b. Identify a resident to serve as the Palisades Neighborhood Master Recycler through the local Master Recycler training program. This expert can serve as the neighborhood's official recycling resource and help educate residents by speaking at neighborhood association meetings and events.
 - c. Foster sustainability of a diverse community by developing a neighborhood skill sharing bank to share resources such as babysitting, lawn mowing, trips to the store, home grown fruits and vegetables, dog walking, tutoring or cooking.
 - d. Host a Palisades Green Tour of Homes to showcase neighborhood properties that have utilized sustainable approaches in their homes and gardens, and share best practices between neighbors.
- 8. Work with neighbors and the City's Community Emergency Response Team to train residents in response skills and develop a disaster plan for residents in the Palisades neighborhood.
- 9. Identify or develop places for community gatherings, and distribute a list of community meeting locations in the neighborhood.



- 10. Request the City to consider the following concepts as possible updates to the Citizen Involvement Guidelines:
 - a. Include new policies that define the existing practice of neighborhood association involvement in pre-application meetings.
 - b. Provide specific guidance to City staff for how to notify and engage the Lake Oswego citizens of ordinances, studies, programs budgets and other projects initiated and developed by City departments. These recommendations should go beyond the notice requirements of the City Code to discuss:
 - i. Workshops
 - 1. Noticing methods and guidelines for workshops.
 - 2. Scheduling to avoid major conflicts.
 - 3. Videotaping workshops if possible, and making them available on Community Television.
 - ii. Make study or plan materials available before the process is complete. Materials may be made available on the City web site and/or the public library, depending on their scope. Provide a means for citizens to provide feedback remotely.
 - iii. Share project information at major public events like the Farmer's Market, as staff and community schedules permit.
 - iv. Provide additional guidance to special purpose advisory committees on:
 - 1. How to communicate information back to the constituencies they represent and how to solicit information.
 - 2. How to engage the general public in the development of their recommendations.

LAND USE

“We are a low-density neighborhood where houses are primarily owner-occupied detached single family residences... We advocate for managed growth that maintains our low-density character and scale.”

—Palisades Neighborhood Association, Vision for the Future



Forested slopes and Cook's Butte viewed from Greentree Road.

Residents responding to the 2005 neighborhood survey said the neighborhood qualities they most want to preserve include mature trees and woods, quiet, friendly neighborhoods of single family homes, natural areas and parks, high quality education, neighborhood-serving schools, and adjacent rural land. When asked how they would like to see their neighborhood's character in the future, residents favored Palisades established low density residential development pattern.

Palisades Neighborhood Survey (2005)	
Qualities to Preserve (Top Ten)	% Responses (Top Ten)
Wooded, greenery, trees	17
Single family houses/small, residential	15
Open spaces/natural areas/parks	15
No noise, quiet	13
Family, friendly, quaint neighborhood	12
Safety	7
Quality education/neighborhood schools	7
Uncrowded/rural feel/pastures	7
Good upkeep of homes	4
Small town feel	3

**Top Ten Qualities
PNA Residents Most Want to Preserve**

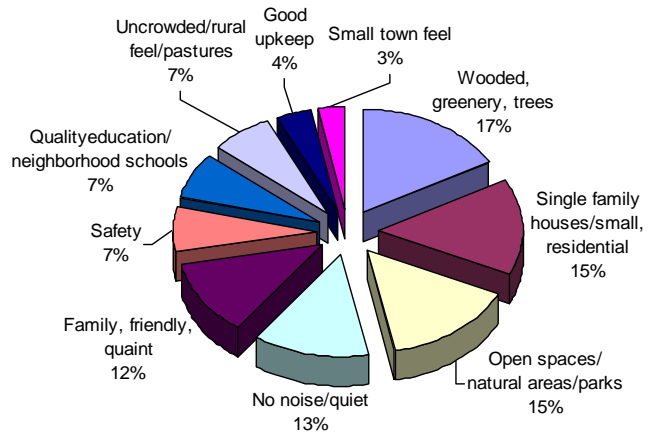
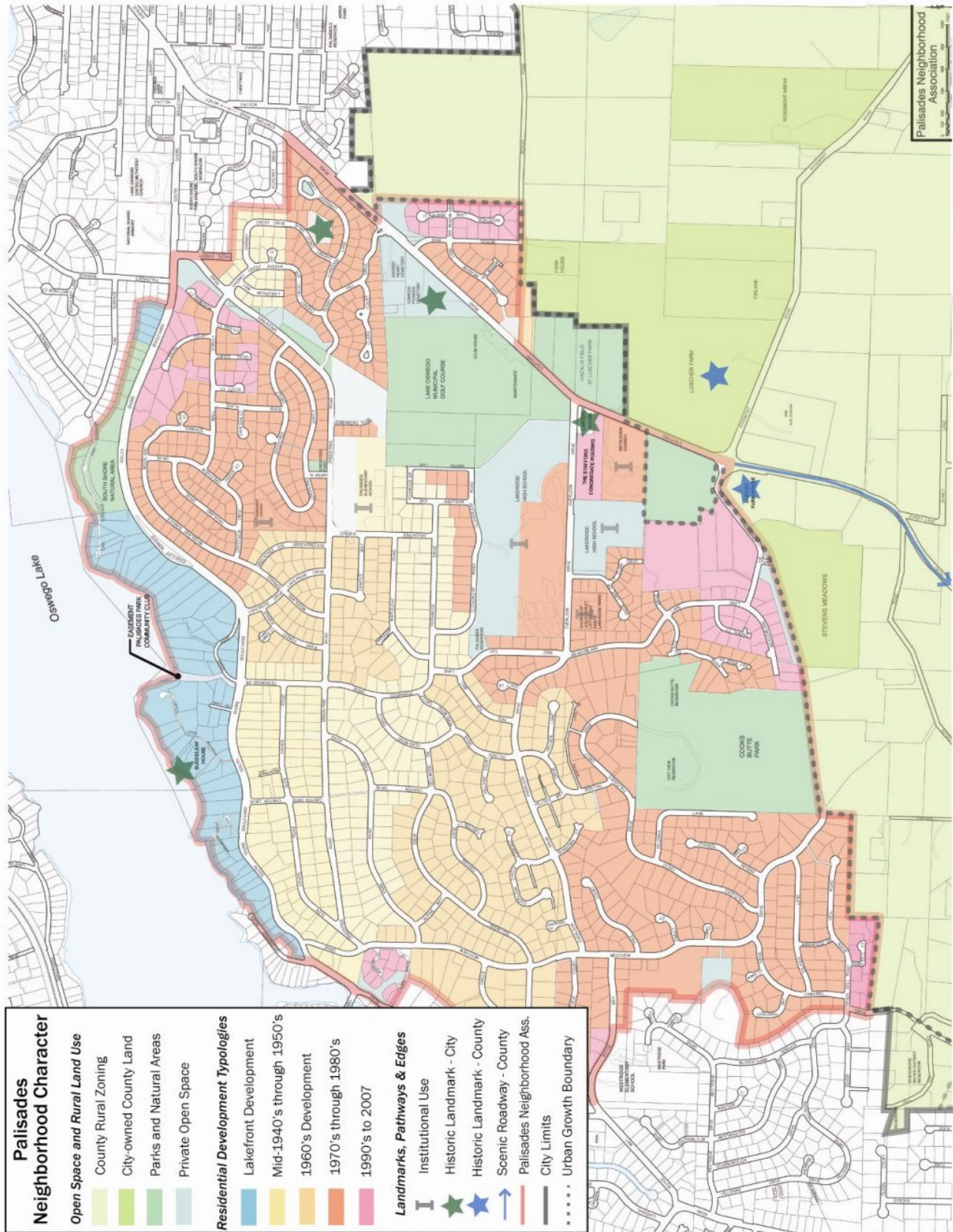


Figure 2-1: Neighborhood Character Map



Existing Conditions

Neighborhood Character Assessment and Objectives

Primary character-defining features for the Palisades neighborhood are stunning views, mature evergreen trees and wildlife habitat, adjacent rural land, detached, single-family homes, and the lake. These features contribute to the area's private, quiet ambiance and the quality of life for Palisades family-oriented neighborhoods. Character distinctions between areas within the Palisades neighborhood are closely associated with dates of single family home subdivision development. Most homes in Palisades were built approximately 20 to 40 years ago.

The Neighborhood Character Map (Figure 2-1) on the previous page identifies natural features, rural areas, historic sites and structures, and an approximate chronology of single family residential plats. Together, these elements comprise the character of Palisades neighborhoods. Character-defining features and related objectives are discussed on the following pages.

Character Assessment

Natural Features

"Palisades" means "a row of high cliffs, usually rising sharply from the side of a river, stream or lake." Palisades distinctive character is largely derived from prominent natural features such as the lake and steep, wooded slopes. These features have had a profound effect on land development and are important elements of community identity.

The highest point in Lake Oswego is Cooks Butte, a 718 foot extinct volcano located in the Palisades neighborhood: Cooks Butte has created a unique topography throughout the neighborhood that offers a variety of stunning views. The land form also has encouraged development patterns to maximize views and negotiate steep grades.

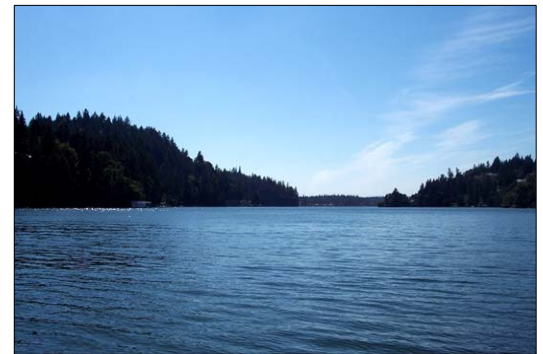
See the Natural Resources chapter for more details.

Neighborhood Objectives

- Preserve trees and the neighborhood's wooded, green character.
- Protect neighborhood views from development.
- Maintain the natural beauty of the lake as well as the recreational opportunities it provides.
- Retain the natural quality of Cook's Butte Park.



Historic Luscher Farm lies just outside the Palisades neighborhood but contributes directly to the open, rural character valued by residents.



Oswego Lake is a highly valued scenic and recreational resource. (Photo credit: Anni Miller)



View of rural land to the southeast from Overlook Drive and Stafford Road.

Rural Roots

The first structures built in the Palisades area were vernacular farm houses and outbuildings located on two important market roads, Rosemont and Stafford, which were in use from the mid 1800s. Stafford Road's uncluttered, rural character is protected outside the City limit by its designation as a "Scenic Road" by Clackamas County. Original buildings remaining in this vicinity include the Shipley-Cook farmhouse, a County-designated historic landmark, and the Carter family farmhouse, a City-designated historic landmark. Luscher Farm was historically known as Fletcher Farm. It is the most intact historic farm in Clackamas County, and 23 acres have been designated as a County Landmark. The City of Lake Oswego has created a partnership with local community members with an eye on continuously developing and preserving the historic land.



The Carter House was built in 1881 and remains on Stafford Road at Overlook Drive as a City Landmark.

Sacred Heart and Pioneer cemeteries are located along Stafford Road and were established in the mid- to late 1800's. The 1.7 acre land for Sacred Heart Cemetery was donated to the Catholic Church in 1880 and is currently owned by Our Lady of the Lake Church. There are about 160 headstones in the cemetery with the oldest dated 1875. The Pioneer Cemetery was established in 1881. The five-acre parcel is designated by the City as a historic landmark. As one resident noted, it is a "compilation of individual human history, memories, emotions, inspiration and other elements." It is also habitat for birds and small animals and a "place where residents can enjoy solace, renewal and walks in the hours of their daily living".



Historic Luscher Farm lies just outside the Palisades neighborhood but contributes directly to the open, rural character valued by residents.

Rural, historic sites contain some of the only remaining symbols of Oswego's early and important people, and contribute to the historic, open character along Stafford Road. Historic sites and farm properties provide open space, scenic views and a connection to the area's rural roots that remain important to the character of the Palisades neighborhood today.

Neighborhood Objectives

- Protect open spaces.
- Protect the rural Stafford basin for its valued historic, rural, pastoral and open feeling.
- Ensure that any future development is consistent with the single family detached scale and character of the neighborhood.

Residential Character Typologies

Lakefront Development

Lush forests and Oswego Lake attracted developers to the area in the late 1920s and 1930's where grand homes were built along the lake front based on English styles such as English Tudor, English Cottage, and Arts and Crafts. The styles denoted social prestige. Materials such as native basalt stone, wood, and brick were compatible with the natural beauty of the lake sites. Noted architect Richard Sundeleaf designed and built his own residence in the English Cottage style at Phantom Bluff in 1939-40. The home is designated as a Historic Landmark by the City.

Today, Palisades lakefront homes remain among the highest in value in the city. These homes continue to echo the picturesque styles and emphasis on outdoor living and recreation of the first lakefront residences. The non-profit Lake Oswego Corporation manages water quality, maintenance, and safety for Oswego Lake. Two easements owned by the Lake Oswego Corporation grant lake access for Palisades property owners: The Lakefront Easement and the Palisades Park Community Club Easement. Each easement is governed by its own individual set of by-laws and has its own volunteer board of directors.

The seven square mile Lake Oswego City Watershed is contained within City limits and has a significant impact on Oswego Lake water quality. Information from the Lake Oswego Corporation notes that initially, the only watershed for the lake was the surrounding 4500 acres. A navigation canal completed in 1872 exposed Oswego Lake to the 455,000 acre Tualatin River watershed. Given the lake's significance to the community, the Lake Oswego Corporation works cooperatively with the City of Lake Oswego as stewards of the watershed.

Neighborhood Objectives

- Maintain Oswego Lake water quality as a neighborhood priority.
- Promote and protect the interests of the Palisades homeowners with lake rights, including the Palisades Lakefront Easement and the LakeGrove Swim Park.
- Promote development standards that address the unique aspects of Palisades lakefront properties.



Noted architect Richard Sundeleaf designed and built this lakefront house in 1939-40 at Phantom Bluff in the English Cottage style for his personal residence.



Lakefront homes in Palisades are situated both at water's edge and nestled in the trees high above the lake with water access via the steep hillside.



Oswego Lake access is granted through membership in easements owned by the Lake Oswego Corporation. (Photo credit: Ines Bojlesen)

Mid-1940's to 1950's Development

The first wave of single-family subdivision development began in 1947 with the platting of the first phase of the Palisades Park. Ferncrest and Cherry Crest Plats were established in the 1950's (see Figure 1, page 20). The infill development that has occurred in these areas has not diminished their modest scale and quiet character. Palisades Elementary School opened in 1958. It exhibits a "modern", functional approach to design where the purpose of the building and honest use of materials are expressed.

Dominant Characteristics

- Zoning: R-7.5 & R-10; minimal potential for future lot partitioning. (*Lot size matches zoning designation*)
- Building Size: 1,000 sq.ft. to 3,000 sq.ft.
- Scale: Low at 1 to 1 1/2 floors.
- Style: Early Ranch informal, low profile, horizontal orientation, low-pitched roofs.
- Double-hung windows; some divided lites.
- Materials include painted wood siding, board and batten, white contrasting trim common at fascia and windows.
- Mild grades; lower elevations; no view sites – homes not oriented for views.
- Curbless "rural" street edge with wide shoulder.
- Distinctive decorative signs identify entry points to neighborhood.
- Backdrop of mature evergreen trees; lush natural vegetation.

Neighborhood Objectives

- Preserve the neighborhood character and style as homes are rebuilt and remodeled.



Palisades Park's mild grades accommodate low-scale, split-level homes with parking below.



Decorative sign identifies entry points to Palisades Park.



Narrow, quiet streets feature "rural" curbless shoulders. The ever-present backdrop of mature fir trees and natural vegetation enhances the area.



Palisades Elementary School opened in 1958 and exhibits the influence of the "modern" /international style with its low profile, flat roofs and overhanging eaves, lack of ornamentation, and a functional approach to design..

1960's Development

In the 1960's development grew to the east with Lakeridge High School, and moved to higher elevations with views from the Greentree and Palisades Heights developments. The design of these developments has allowed a significant amount of natural vegetation to mature and contribute significantly to the character of the area. Tall trees and moderate to steep grades enhance compatibility for a range of house styles and sizes.

Dominant Characteristics

- Zoning: R-7.5 & R-10; minimal potential for future lot partitioning.
- Building Size: 2,000 sq.ft. to 4,000 sq.ft.
- Scale: Low to medium to low scale. Split level and 1 to 2 floors typical.
- Styles: Eclectic including traditional Cape Cod, Craftsman, and Ranch styles, and Northwest Modern. Northwest Modern features include broad gabled roofs with overhanging eaves and wood-frame construction.
- Traditional styles feature double-hung windows. Modern styles feature large fixed glass windows to enhance views.
- Materials: Painted wood siding with white trim typical on traditional styles. Northwest Modern styles feature unpainted or natural stains on wood siding.
- Medium to steep grades; views are featured in the siting of homes in Palisades Heights.
- Urban curb and gutter. Few sidewalks.
- Backdrop of mature evergreen trees; lush natural vegetation.

Neighborhood Objectives

- Maintain eclectic neighborhood style.
- Preserve natural mature vegetation.

"We bought our property in 1960 from Herb Kruse. In 1960 Cloverleaf was a gravel country road that ended where the present entrance to the water storage tank is. He also owned the land where Lakeridge is now. He had a big barn and raised beef cattle. These cows got out now and then to roam the neighborhood, going as far as Mapleleaf Road. The barn blew down in the Columbus Day storm. [1962] There were frogs singing every night - mallard ducks nesting in the wetlands - it was scary when mama duck took her little ducklings down Cloverleaf Road, Fernwood, across South Shore - taking them down to the lake. To go to Stafford Road from Cloverleaf Road, we had to drive to "Grimm's Corner" - McVey & South Shore. When we moved to Lake Oswego in 1954 the population was around 9000 - nice quiet, unassuming little downtown. Everybody knew everybody - fun time." — [Contributed by Ann Powers, Palisades neighbor 2007]



Cape Cod style home in the Greentree area.



Striking post-and-beam home with an internal orientation, open floor plan and expansive interior glass provides private views of nature.



Natural materials complement nature in this modern northwest bungalow. The home sits comfortably on a gently sloping lot and is situated to the natural setting.



Split-level ranch home on sloped lot is dominated by mature trees.

1970's to 1980's Development

The Palisades neighborhood was largely subdivided and built by the end of the 1980's. Developments such as Palisades Park Estates, Palisades Heights, and Ridgepoint continued up to the edge of Cook's Butte Park. Green Tree Slope and Sunny Hill were also developed at this time. Streets and cul-de-sacs followed topography to maximize view sites of Mount Hood and the Tualatin River basin. Steep grades served to mitigate scale and enhance compatibility. View-obstructing groves of trees have not been retained. The backdrop of mature evergreen trees at Cook's Butte continues to provide a forested, natural presence.



Cook's Butte provides a forested backdrop for homes sited to maximize views.

Dominant Characteristics

- Zoning: R-10 and R-15; minimal potential for future lot partitioning.
- Building Size: 3,000 sq.ft. to 6,000 sq.ft.
- Scale: 1 to 3 floors. Additional floors tucked on the down slope side mitigate scale at street.
- Styles: Eclectic including Traditional; Ranch; Craftsman; and Modern. Large expanse of windows at views. Broad gabled, hipped or shed roof forms.
- Materials: Painted wood siding. Stone and brick may be featured as an accent.
- Medium to very steep grades. Homes oriented for views.
- Forested character not common at street. Background of mature evergreen trees retained on larger lots and provided by natural areas such as Cook's Butte Park.
- Urban curb and gutter; sidewalk often featured on one side of street.



Modest street presentation of home belies grand views at the rear of the property on the downslope side.

Neighborhood Objective

- Maintain the safe, quiet character of isolated streets and cul-de-sacs.



Sunnyhill home exhibits features from both Ranch and Traditional styles.

Development from 1990's to the Present

Recent development features larger homes ranging in area from 4,000 to over 6,000 square feet. Homes on sloped areas are sited for views. The forested character of older areas is absent, most notably at the street. Developments include Evershed and Atherton Heights at the east face of Cook's Butte, Southshore Estates off of Greentree Road, and new homes off of Bergis Road. By 2007, most residential properties large enough to be partitioned have been developed.

Dominant Characteristics

- Zoning: R-10; R-15; minimal potential for future lot partitioning.
- Building Size: 4,000 sq.ft. to over 6,000 sq.ft.
- Scale: 1 to 3.5 floors
- Style: Eclectic with dominant traditional and European elements. Windows orient to views.
- Materials: Varied including painted wood, plaster, cultured stone.
- Steep grades mitigate scale and enhance compatibility.
- Few mature evergreen trees and little natural vegetation.
- Urban curb and gutter with sidewalks on one side of street; pedestrian connections are often provided.
- Sidewalks on one side.

Neighborhood Objective

- Encourage new and remodel construction projects to consider scale and character relative to neighboring properties.



Homes in Evershed development feature a range of traditional styles. Trees are removed so as not to obstruct views.



South Shore Estates home features brick veneer and traditional bay with view windows.



Homes off Bergis Road adjacent to county land zoned for agriculture.



Recent development in foreground exhibits traditional styles with modern styles from 1970's in background. All sites orient east to views of the rural Stafford area.

Non-Residential and Conditional Use Character

Development of non-residential uses in the 1970's and 1980's includes Lakeridge High School, which opened in 1971 on Overlook Drive on 33.91 acres at the location of the cattle farm owned by Herb Kruse in the 1960's. The original building was designed by noted local architect John Storrs and later underwent significant remodeling. Other non-residential development includes the Church of Jesus Christ of Latter-Day Saints, also on Overlook, and Christian City Church (formerly known as Bethlehem Church) on Stafford Road. Designs were typical for institutional buildings of the time.

Non-residential development replaced rural open space and altered the character of the southeast gateway to the Palisades neighborhood at Stafford Road and Overlook Drive. Non-residential development from the 1990's to the present has included extensive remodeling improvements at Lakeridge High School including construction of a performing arts building.

In 2007 The Stafford Congregate Care Facility, the area's first higher density residential use, was developed as a conditional use on Overlook Drive between the Church of Jesus Christ of Latter-Day Saints and Lakeridge High School.

Neighborhood Objectives

- Promote compatibility of non-residential buildings with the rural or traditional qualities of the neighborhood including the use of trees and natural vegetation.
- Protect the historic rural character and scenic views in the neighborhood.
- Maintain the low density residential character of the neighborhood,



Several conditional use developments are located along Overlook Road near the intersection with Stafford Road.



The Church of Latter Day Saints is located across from Lakeridge High School.



The entrance to Lakeridge High School presents a modern façade of concrete and glass.

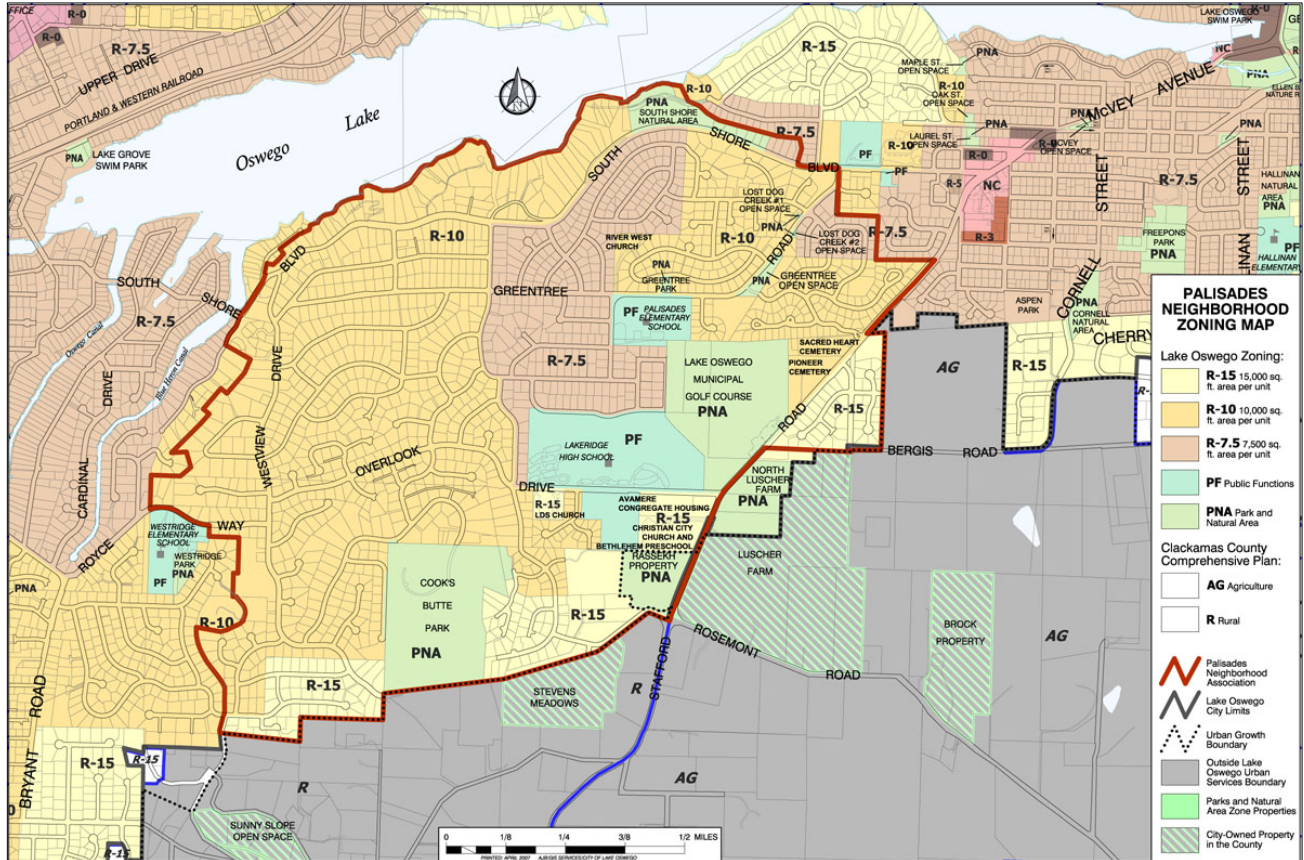


The Stafford added 105 units of senior housing on Overlook Drive in 2008.

Zoning and Land Uses

The Palisades neighborhood is 857 acres in size and is nearly exclusively developed as single-family homes, schools and open space.

Figure 2-2 - Palisades Neighborhood – Existing Zoning and Land Uses (2007)



Residential Zoning

Low density residential development is the primary land use and zoning designation within the Palisades neighborhood. The Palisades Neighborhood Zoning Map above shows single family residential zoning accounting for 694 acres or 81 percent of the neighborhood land area. Twelve percent of the neighborhood land area is zoned for natural areas and parks (106 acres) and seven percent for public functions such as schools (57 acres).

Approximately 1540 tax lots are zoned and developed as single family residences with zone designations requiring minimum lot areas of 7,500 (R-7.5), 10,000 (R-10) and 15,000 (R-15) square feet. Residential uses permitted within the established context of detached single family homes include secondary dwelling units, group care homes, and conditional uses as congregate and residential care housing.

The table below summarizes the distribution of low density residential zoning and development in the Palisades neighborhood. Darker shaded lots on Lot Size to Minimum Lot Size Map (Appendix B) indicate where there is potential for increasing residential density under current zoning because the size of the lot is at least twice the size of the minimum lot area allowed, and the lot could be partitioned. These larger lots are typically developed with large homes, many exceeding 6,000 square feet in floor area as shown on the House Size Map (Appendix B).

Table 2-1: Palisades Neighborhood – Low Density Residential Zoning and Land Uses				
Residential Zone Designation	Min. Lot Area	# Tax Lots ¹	Average (Mean) Lot Size	% Residential Zones
R - 7.5	7,500	343	11,520 sq. ft.	22%
R – 10	10,000	1,061	15,860 sq. ft.	68%
R – 15	15,000	151	22,526 sq. ft.	10%
¹ 2006 data compiled by the City of Lake Oswego does not reflect parks, the golf course, Palisades reservoir, cemeteries, and substandard lots less than 1,000 square feet.				

Residential Market

Improvement to Land Value Ratio Map (Appendix B) shows where the value of the land significantly exceeds the value of improvements. An improvement to land value ratio less than 1 typically indicates a property that is a candidate for redevelopment or tear-down. The map indicates that there are relatively few properties in the Palisades neighborhood that fall under the 1:1 threshold. Many of the lakefront properties indicate a low improvement to land value relationship, however the value of this special class of land distorts typical redevelopment measures and improvement values are nevertheless also very high. The map also indicates that many of the large homes located on large dividable lots are not likely to be demolished due to their high value.

Non-residential Zoning and Conditional Uses

Non-residential zone designations and conditional uses within and in the vicinity of the Palisades Neighborhood are identified on the Palisades Neighborhood Zoning Map (Figure 2, page 38) and summarized in the table below. There are no commercial, industrial or med/high-density zone designations within the Palisades Neighborhood.

Land Use	Zone Designation	Conditional Use
Cooks Butte Park	Parks and Natural Area Zone	No
Greentree Park		No
Municipal Golf Course		No
North Shore Natural Area		No
Hazelia Field at Luscher Farm (Within City Limits, outside PNA)		Yes
Raseekh Property – (Within City Limits, outside UGB and USB)		No
Palisades Lakefront Easement	R-10	Yes
Greentree Community Pool	R-7.5	Yes
Sunny Hill Neighborhood Assn Park	R-10	No
Palisades Elementary School	Public Facilities	Yes
Lakeridge High School		Yes
South Shore Fire Station 212 (<i>located in an adjacent neighborhood, however a valued resource for Palisades residents</i>)		No
Oswego Pioneer Cemetery	R-10	Yes
Sacred Heart Cemetery		Yes
Riverwest Church (pending redevelopment 2008)		Yes
Church of Jesus Christ Latter Day Saints	R-15	Yes
Christian City Church (formerly known as Bethlehem Church)		Yes
The Stafford (Avamere Congregate Care)		Yes

Parks, Open Space, Adjacent Rural Land and Views

Parks, recreational facilities such as the Municipal Golf Course, and natural areas owned and maintained by the City are described in the following chapter. The south and east boundaries of the Palisades Neighborhood to a large extent, correspond with the City Limits and the Urban Service Area Boundary. These adjacent areas are zoned Rural (R) and Agricultural (AG) by Clackamas County as shown on the Palisades Neighborhood Zoning Map. The map also indicates four agricultural- or rural-zoned properties outside the city limits that are owned by the City of Lake Oswego: Luscher Farm, Stevens Meadows, Sunny Slope Open Space and the Brock Property. Go to the Parks & Recreation section of this report for more detailed information and goals.

Palisades residents also noted views of open space that are important to the character of the neighborhood:

- View looking east from the corner of Overlook Dr. and Stafford Road, over hills of park. This view provides a sense of the neighborhood's rural surroundings, spaciousness, and dark skies.
- View of trees in South Shore Natural Area from South Shore Blvd, and the view of Oswego Lake through the trees at Oak Terrace, through South Shore Natural Area. These views provide a feeling of closeness to nature.
- View of Luscher Farm along Stafford Road, and the view of the farmhouse along Bergis Road. These views provide a sense of rural life and connection to the area's agricultural tradition.
- Possible view of Mt. Hood from top of Cook's Butte, if trees were trimmed appropriately.
- View of Mt. Hood and Mt. St. Helens from Wall Street facing east.



View from Wall Street of Mt. Hood at sunrise.
(Photo credit: Dustin Miller)

Palisades Schools

Neighborhood Schools Valued by Palisades Residents

"We the residents of the Palisades Neighborhood Association do much to support and maintain the quality of the schools within the Lake Oswego School District. Our neighbors who do not currently have children or youth attending school, equally value the importance of excellent schools. We treasure and value these schools located within the Palisades Neighborhood Association. The neighborhood is proud of its active citizen involvement, high parent participation, and the students who excel and are a credit to our neighborhood. Our children and youth are the future."

— Palisades Neighbor

Palisades residents highly value the two outstanding public schools, Palisades Elementary School (Grades K-6) and Lakeridge High School (Grades 9-12), within the neighborhood. Residents consider the schools to be treasured resources bringing vitality to the neighborhood and providing a catalyst for meaningful community engagement and relationships. As expressed by residents in the Citizen Survey and meetings held, the Palisades Elementary School and Lakeridge High School are an integral part of the character of the Palisades neighborhood and are important in maintaining a sense of neighborhood.

Residents noted that high parent participation by Palisades residents adds to a sense of community and shared values within the neighborhood.

Palisades Elementary opened in 1958, providing comprehensive educational programs for grades kindergarten through six. Palisades benefited from structural upgrades in 2004, including a fire alarm upgrade, new roofing, new carpeting, and a technical systems upgrade. Palisades Adult Leadership (PALS) is an active parent group that supports educational projects at the school, including art literacy, book fairs, and family dances. PALS also coordinates auctions and fund raisers to make special purchases to enrich Palisades, including new playground equipment and computers. The school has been rated Exceptional by the Oregon Department of Education, one of very few Oregon schools to receive this rating.

Lakeridge High School is a four-year secondary school that offers a rigorous course of study aimed at meeting the needs of a predominately college-bound student body. Extensive student activity programs include athletics, drama, music, dance, speech, clubs, and student government. Lakeridge, which opened in 1971, completed a substantial renovation in 2004, including the addition of a new performance auditorium, new classrooms, a new food services kitchen, and a new main entryway. New artificial turf fields were installed in 1999 and 2007 along with a girls softball field. The school was selected as one of the nation's most outstanding secondary schools in the U.S. Department of Education's National Secondary Schools Recognition Award program.

Quality Education

The Lake Oswego School District provides an outstanding education for its students. Both Palisades Elementary School and Lakeridge High School have been rated "Exceptional" for years by the Oregon Department of Education. Of the 1075 schools in Oregon, only 147 are rated "Exceptional." Very few senior high schools in Oregon have achieved this distinction. Many residents have children or teenagers who currently attend these schools, or have attended them previously. After school and during summers the playgrounds and ball fields at these two schools are in continuous use. The auditorium at Lakeridge, the multipurpose room at Palisades Elementary, and other facilities at these two schools host a multitude of community activities enjoyed by a range of Palisades neighbors.

Existing City Goals and Policies

Existing and Neighborhood goals, policies, programs and projects are discussed below in terms of how they address concerns identified by residents in the Existing Conditions section. Palisades residents determined that existing goals and policies should be supplemented with Neighborhood Goals and Policies to specifically address the needs and future vision of Palisades residents.

Palisades residents recognize the important livability benefits associated with Land Use Planning goals, policies, regulations and standards that maintain established neighborhood qualities and provide protection from incompatible land uses. The following City goals, policies and code provisions support Palisades neighborhood goals:

City of Lake Oswego Comprehensive Plan, Goal 2 – Land Use Planning

Lake Oswego shall ensure that:

- a. The City's land use planning process and policy frame-work serve as a basis for all decisions and actions related to the use of land and;***
- b. Land use regulations, actions and related plans are consistent with, and implement the Comprehensive Plan.***

Zone Changes

Land use policies require, among other things, that development promote compatibility with existing and desired neighborhood character and scale. The Lake Oswego Comprehensive Plan addresses zone changes in residential neighborhoods in Goal 2, Land Use Planning. Section 1, Policy 5 directs the City to, "maintain residential neighborhoods at existing zone and plan density designations" except where certain criteria can be met. (Comprehensive Plan Goal 2, Section 1: Land Use Policies and Regulations, Policies #4 and #5.)

Residential Infill Design

In 2003, the City adopted Community Development Code amendments to help make new residential development more compatible with surrounding development. The amendments introduced the front setback plane regulation and others such as lot coverage, height, and Floor Area Ratio (FAR) limitations for residential development. Palisades residents overall support the impact of these provisions on development¹.

Residential typologies vary widely throughout locations in the Palisades neighborhood and are largely related to the date of subdivision development, lot size, and orientation to topography, views and Oswego Lake. The dominance of mature trees and natural habitat, narrow, winding streets, and scenic views contribute as significantly as the styles of individual homes to the character of much of the neighborhood. The Neighborhood Character Assessment recommended in this neighborhood plan would be useful in any discretionary review of development in the Palisades neighborhood.

City of Lake Oswego Comprehensive Plan, Goal 5, Section 6: Open Space

The City shall protect, enhance, maintain and expand a network of open space areas and scenic resources within and adjacent to the Urban Services Boundary.

See the City of Lake Oswego web site at http://www.ci.oswego.or.us/plan/Infill_2005/Infill_2005.htm for additional information on the Infill Task Force work.

Policy #8

Establish community open space buffers and protected view corridors between Lake Oswego and adjacent communities, for the purpose of defining the edge of the urban area and preserving the open, rural character of lands outside of the city

Recommended Action Measure xi

Develop ordinances and standards to protect view corridors within the Urban Services Boundary for scenic resources, including views of Mt. Hood, Oswego Lake, the Willamette River, the Tualatin Valley and other views valued by the community.

2001 Lake Oswego Open Space Plan

Adopted in 2001, the Open Space Plan provides a road map for the City for property acquisition, new programs and new legislation to protect natural and scenic resources. Its recommendations comprise an integrated approach to planning for community identity, sustainability and character based elements that capture values expressed by Palisades residents including protection of trees and natural resources, scenic views and corridors, and heritage landscapes. These include Stafford Road, Cook's Butte, Oswego Pioneer Cemetery and historic homes and farms in the North Stafford Area. Though it is not currently incorporated into the Comprehensive Plan, Lake Oswego Open Space Plan recommendations serve to implement many policies of the Comprehensive Plan. The Open Space Plan fosters protection of resources that define the Palisades neighborhood's character and its quality of life.

Additional existing programs and policies as they relate to the Palisades neighborhood are addressed in the Natural Resources chapter of this neighborhood plan.

City of Lake Oswego Community Development Code

Conditional Uses

Residential care and congregate housing and most non-residential uses such as recreational facilities, schools and churches may be permitted in the Palisades neighborhood as conditional uses. A conditional use is an activity which is permitted in a zone but which, because of some characteristics which are not entirely compatible with low density uses allowed in the zone, cannot be permitted outright. The current code, LOC 50.69, is intended to insure that proposed conditional uses are as compatible as practical with surrounding uses. One of the three requirements for approval of a conditional use says, "[t]he functional characteristics of the proposed use are such that it can be made to be reasonably compatible with uses in its vicinity." In approving a conditional use, conditions may be imposed to insure that the use proposed use will be as compatible as practical with surrounding low density residential uses. These conditions include, but are not limited to:

- Limiting the manner in which the use is conducted, by restricting the time an activity may take place and by minimizing such environmental effects as noise, vibration, air pollution, glare and odor.
- Limiting the location and intensity of outdoor lighting, requiring its shielding, or both.
- Limiting the height, size or location of a building or other structure.
- Designating the size, number, location and design of vehicle access points.
- Designating the size, location, screening, drainage, surfacing or other improvement of a parking area or truck loading area.
- Requiring berming, screening or landscaping and designating standards for its installation and maintenance.

Light Trespass

Current City codes require that when a development creates a public or private street, or a parking lot, lights used to illuminate parking lots and pathways shall not produce annoying or disabling glare at normal viewing angles. Effort, however, is required to make sure these codes are enforced after development is complete. The City of Lake Oswego is drafting a new set of lighting standards for City Council consideration that aim to conserve energy, improve visual perception, minimize light trespass, preserve the dark night skies and protect the natural environment from damaging lighting. The proposed standards also establish light zones based upon the level of development and land use, and specify appropriate lighting intensity and shielding for each zone.

Noise and Property Maintenance

City code provisions regulate nuisance and property maintenance, on-street parking and storing of vehicles and equipment, and noise. Covenants, Conditions and Restrictions (CC&Rs) made as part of each property owner's deed at the time a subdivision is established also may govern and enforce these nuisances. The City of Lake Oswego does not keep record of CC&Rs or plays a role in their enforcement as they are entirely private agreements.

Tree Code

The City's Tree Code (LOC Chapter 55) seeks to preserve trees in the neighborhood that are greater than 5" DBH (diameter at breast height). The neighborhood supports regular assessments of the tree code by a committee or commission of Lake Oswego residents to assure that it is indeed protecting the City's existing trees to the greatest extent possible.

Sensitive Lands

Palisades has numerous natural resource sites mapped on City's Sensitive Lands Map and protected by Article 50.16 Sensitive Lands Overlay Districts. The Resource Conservation (RC) overlay district protects tree groves and the Resource Protection (RC) overlay district protects stream corridors and wetlands. Inclusion as a Sensitive Lands site limits where and how development happens, but does not call for resource restoration.

Palisades Goals and Policies for Land Use

Palisades residents feel strongly that their neighborhood is first and foremost a place to live. The majority of residents support the predominately low density residential zoning designations and the regulatory provisions that have shaped the neighborhood as it is today. Quality of life is perceived as directly related to established land use patterns that promote a familiar residential community, and retain significant land for trees and lush woods, allowing nature to dominate throughout the neighborhood. Current residential zoning designations are perceived as important to ensuring the quiet, friendly, and safe neighborhood atmosphere valued by Palisades residents.

Neighborhood Goal

Maintain and enhance the neighborhood's established character and quality of life based on the predominant development pattern of single-family homes surrounded by scenic views, heritage landscapes, and nature.

Palisades Neighborhood Association Policies

1. The PNA will promote full discussion and seek positive resolution for proposed changes to existing conditional uses or applications for new conditional uses in their neighborhood
 - a. Provide opportunities for all Palisades residents to learn about changes to conditional land uses in the neighborhood and provide their input.
 - b. Ensure an open dialog that respects diverse perspectives and communicates these perspectives during the discussion and decision-making process.
 - c. Follow the process described in the Citizen Involvement Chapter of the Palisades Neighborhood Plan when issues arise around neighborhood conditional uses.

City and Palisades Neighborhood Association Policies

1. Strengthen the Palisades neighborhood character by maintaining and enhancing scenic resources, heritage landscapes, views and natural resources identified in the Lake Oswego Open Space Plan (adopted in 2001) and that are essential to the character of the Palisades neighborhood.
 - a. Preserve views that are essential to the character of the Paliasdes neighborhood.
2. Maintain single-family character and densities within the Palisades neighborhood. In the event of future redevelopment of Public Function and Park and Natural Area zones, ensure that existing open space, natural areas and recreational facilities are maintained and enhanced for use by Palisades residents, and for their positive contribution to neighborhood character.
 - a. Promote and support the parks, recreational facilities, natural areas and historic sites, which are valued by Palisades residents as neighborhood amenities due to their positive contribution to neighborhood quality of life.
 - b. Consider the contribution of dark night skies to the neighborhood's character and its natural habitat.

3. Ensure development occurs and functions in a way that is compatible with the predominant character and conditions of the surrounding area and addresses residents' objectives as identified in the Neighborhood Character section of this plan. (See Land Use, Existing Conditions, Neighborhood Character).
 - a. Ensure that new non-residential development creates a positive contribution to the pattern of single-family homes surrounded by scenic views, heritage landscapes, and natural resources.
 - b. Support ongoing observation and continued improvement to City development standards for residential infill design to ensure they have their intended effect.
 - c. Seek continued efforts for enhancing the use of non-residential and conditional uses while seeking resolution to traffic, on-street parking, noise and light trespass issues for nearby residents.
 - d. Strive for creative solutions and resolution of parking, traffic, noise, lighting and other neighborhood concerns.
4. Provide for residents' varied housing needs while ensuring the detached single-family character and scale of the Palisades neighborhood is not diminished.
 - a. Be sensitive to a range of households' needs including families with school-age children, working couples and singles, seniors, people caring for aging parents and spouses, and people with disabilities.
5. Consider zoning amendments as needed to address unique characteristics of single family residential properties in the Palisades neighborhood.
6. Encourage best available green building practices to minimize energy consumption, water use and waste, including permeable surfaces and pavement where applicable.
7. Coordinate with the Lake Oswego School District to:
 - a. Maintain quality school facilities within the neighborhood.
 - b. Promote and maintain safe walking and biking access for neighborhood students.



Action Steps for Land Use

Palisades Neighborhood Association Action Steps

1. Identify projects in coordination with the City to strengthen neighborhood identity, identify gateways, enhance orientation within the neighborhood, reference the history and natural environment of the area, and improve aesthetics. Consider the following for potential projects:
 - a. Provide life-like bronze sculptures of local wildlife in natural settings and locations visible from the public right-of-way, parks and natural areas.
 - b. Placement of a large-scale public art element at intersections to provide a neighborhood focal point and slow down cars at selected locations. These may include, but are not limited to, the intersection of Greentree Road and Greentree Avenue at Palisades Elementary School, or the crosswalk on Overlook Road adjacent to Lakeridge High School. Consider a sculptural element or painted or paved surface designs. Investigate a collaboration between artists and Palisades neighbors and students.
 - c. Identify additional locations and design treatment.
2. Appoint a Palisades Neighborhood Association member to provide information to residents and property owners about provisions for Residential Infill Design, and potential amendments to standards for low density residential development in the Community Development Code. If needed, recommend additional design guidelines as amendments to the Palisades Neighborhood Plan to ensure new development strengthens desired neighborhood character.
3. Ensure continued monitoring of new development in Palisades. Assign trained representatives to attend pre-application meetings with homeowners, developers, and/or City representatives. Comment on proposed development at public hearings. In communications with the City and land use applicants, refer to the Neighborhood Character section of this plan to identify design features and issues that are important for ensuring neighborhood compatibility.
4. Appoint a PNA liaison to establish on-going communication with representatives of neighborhood conditional use facilities.
5. Appoint a PNA School District liaison to review upcoming agenda items and highlight items of interest to the Palisades neighborhood.
6. Provide forums and materials to educate property owners about their responsibilities regarding code provisions for noise, property maintenance, public encroachments and other nuisance provisions.
7. Encourage homeowners associations to review and update their Codes, Covenants and Restrictions to foster sustainable practices among individual homeowners.
8. Appoint a Palisades Neighborhood Association board member to participate in local and regional public policy discussions and actions related to growth, density and future development, particularly as they relate to established low density neighborhoods and the Stafford Basin.
 - a. Represent neighborhood concerns about increased traffic on Stafford Road that may result from future growth. Specific interests relate to providing additional routes through areas south of Palisades to alleviate traffic increases along Stafford, including access Highway 43 and I-205 and across the Tualatin River.





9. Form a neighborhood task force to work with City staff to establish effective guidelines, recommendations and incentives for the planting of native trees and vegetation to enhance neighborhood character and strengthen green corridors throughout the Palisades neighborhood as recommended in the Lake Oswego Open Space Plan (adopted March 6, 2001). Provide educational opportunities to show residents how they may create areas linking wildlife habitat on their properties. In older areas characterized by established plantings and healthy tree canopies, information would address issues such as removing invasive species. In more recently developed areas, the focus would be on how to plant vegetation to enhance neighborhood character and benefit wildlife with a focus on native plants.
10. Advocate for the designation and protection of heritage landscapes and scenic resources identified in the Lake Oswego Open Space Plan adopted in 2001 (see City Actions #1). Through the development pre-application process, provide comments on development in the vicinity of identified open space amenities to minimize irrevocable alteration to the long-established character of the Palisades neighborhood, as well as the character and image for which the City is known.
11. Encourage the City to develop a handbook of “best practices” demonstrating how exemplary designs for secondary dwelling units currently permitted in low-density zones enhance the character of single-family neighborhoods and expand housing options for residents.
12. Encourage the City to amend the Community Development Code to require two street trees for every 50 feet of street frontage as a condition of approval for a new structure in the residential zones of the City. Ensure provisions provide flexibility for planting arrangements and species appropriate for the non-urban curb conditions, view corridors, and natural vegetation characterizing locations in the Palisades neighborhood.

City Actions Steps

1. Consider new overlay zones for the Palisades neighborhood to preserve and enhance existing neighborhood character:
 - a. Conduct an in-depth survey of properties in each Residential Development Typology area to determine the frequency of dominant neighborhood characteristics. Using the results, work with neighbors within each area to explore new regulations that would help to ensure that future development is consistent with the existing neighborhood character. Adopt an overlay zone/s to apply any additional regulations that are supported by the neighborhood.
2. Develop and implement an “Overlook Road Scenic Streetscape Concept Plan” to improve the character of this gateway to the Palisades neighborhood, and to protect scenic views identified in the Lake Oswego Open Space Plan (adopted in 2001) from adverse impacts caused by adjacent development. Scenic resources for Overlook Drive identified by the public as part of the Open Space Plan include:
 - Scenic drive coming down hill (toward Westview Drive);
 - Scenic site near Stafford;
 - Scenic site at Ridge Lake Drive next to tennis courts looking east.
 - a. Work with residents, representatives from Lakeridge High School, The Stafford congregate care facility residents and management, Church of Jesus Christ Latter Day Saints, and adjacent property owners.
 - b. Consider designs to enhance storm water management.
 - c. Investigate implementation funding including neighborhood enhancement grants and other grants available for heritage or natural resource enhancement projects.

3. Refer to the Neighborhood Character section of this plan (pages 40-47) when reviewing Conditional Use, Residential Infill Design (RID) and Major Development applications to identify design features and issues important for ensuring compatibility of new development with the surrounding neighborhood.
4. To ensure congregate and residential care housing developments maintain a residential neighborhood scale and character, amend the Community Development Code (LOC Section 50.69.057) to require the following additional standards within the Palisades Neighborhood:
 - a. Develop additional standards for structure design that would ensure that congregate housing and residential care housing facilities reflect characteristics of a detached, single-family development pattern while accommodating the unique functional needs of the facility.
5. Develop a pilot lakefront zone or overlay zone for Area 1 of the Palisades neighborhood that would address the unique aspects of lakefront properties and properties with lake views. The zone would be intended to serve as a model for the development of lakefront zoning citywide.
6. Establish guidelines, recommendations and incentives for the planting of native trees and vegetation to enhance neighborhood character and strengthen green corridors throughout the Palisades neighborhood as recommended in the Lake Oswego Open Space Plan (adopted 2001).
7. Continue to implement recommendations identified in the Lake Oswego Open Space Plan (adopted in 2001) to protect and enhance the following resources of importance to the Palisades neighborhood character and quality of life:
 - a. Heritage Landscapes:
 - Luscher Farm
 - Homes and farms in the North Stafford Area
 - Pioneer Cemetery
 - Cook's Butte
 - Oswego Lake
 - b. Scenic Resources:
 - Stafford Road (scenic corridor, views and site)
 - Luscher Farm (scenic views and site)
 - Overlook Drive (scenic corridor)
 - Bergis Road (scenic corridor)
 - Childs Road at Stafford (scenic site and corridor)
 - Rosemont Road (scenic view and corridor)
 - Palisades Crest Drive (scenic views)
 - Cook's Butte (scenic view and site)
 - South Shore Boulevard (scenic corridor)
 - South Shore Natural Area (scenic view and site)
 - c. Recommended protections include, where appropriate:
 - Amendments to the City's Historic Preservation Code (LOC 58) to include review of modifications to larger landscapes and adjacent properties visually linked to the heritage landscape resource.
 - Amendments to City street and subdivision standards to enhance the rural character of the North Stafford area. Consider eliminating curb and gutter requirements and narrowing streets while accommodating pedestrian circulation and connectivity with a path system through the subdivision.



- Development of standards for view shed protection, and for buffers and screening to minimize visual impacts.
- Application of Goal 5 provisions to protect scenic roadside forested or vegetated buffers.
- Coordinate with Clackamas County, Metro, and other public stakeholders to protect the rural landscape located outside of cities' limits.

PARKS & RECREATION

“...Palisades Neighborhood Association residents want future development to enhance, yet respect, conform to, and preserve the existing neighborhood character.... surrounded by scenic parks, natural areas and open space... There is a balance between public lands used for recreation and those dedicated, protected natural areas throughout the neighborhood...”

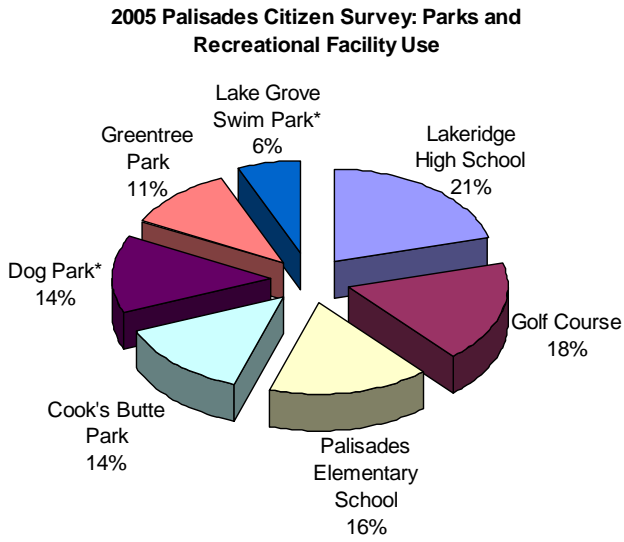
— Palisades Neighborhood Association, *Vision for the Future*



The Palisades neighbors that participated in the planning process mentioned existing parks, open spaces and recreation facilities as one of the things they most wanted to preserve in their neighborhood.

For many Palisades neighbors, the open spaces and parks in this area are what make it a place where they wish to live. When asked, “What are the opportunities of living in PNA?” parks, and proximity to the Golf Course and schools were among the top responses.

The 2005 Citizen Survey conducted by the Palisades Neighborhood Association collected additional input about parks. According to the survey, Lakeridge High School is one of the recreational facilities used most often by respondents and their families. The municipal golf course and Palisades Elementary School were close behind. In fact, survey respondents used most of the Lake Oswego park facilities located in Palisades and just outside the neighborhood. The chart below shows the distribution of facility use.

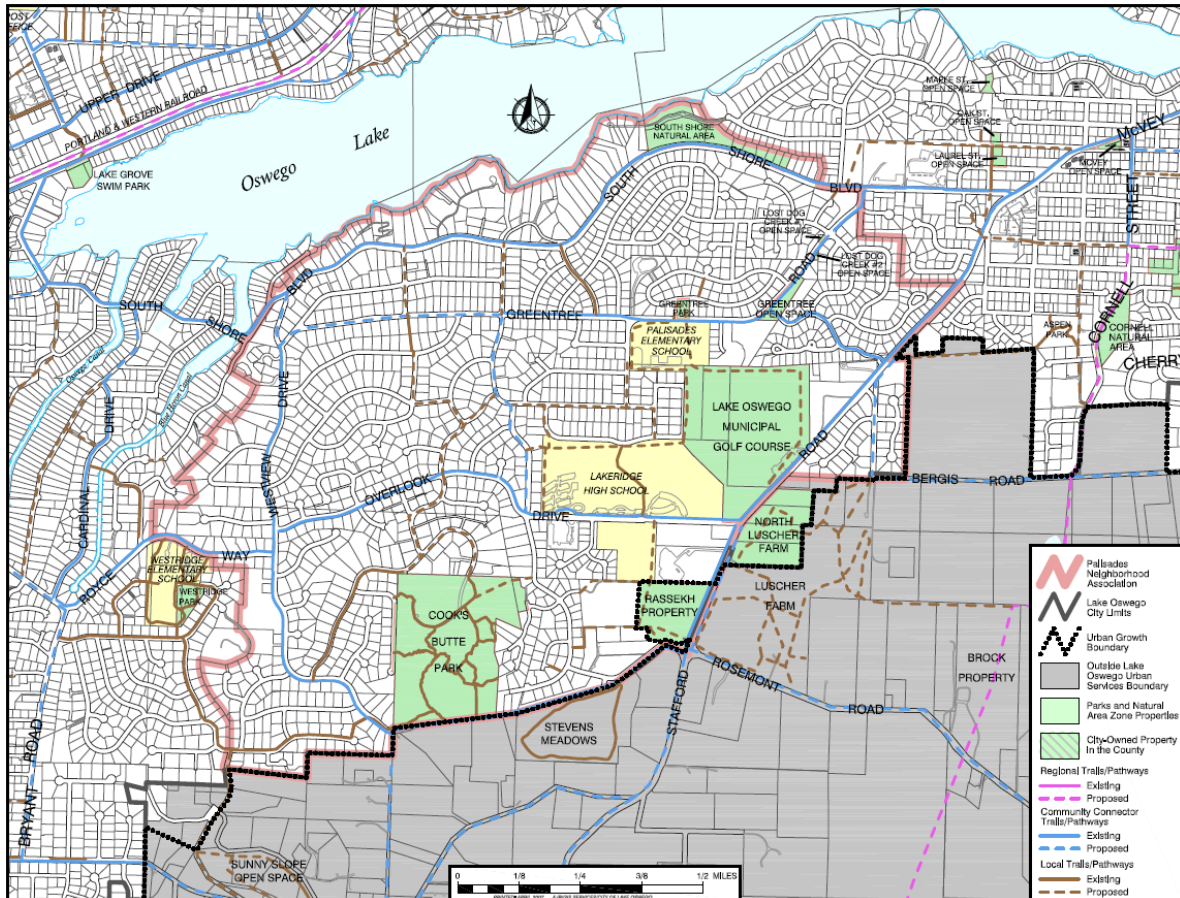


Recreation Facility	% Responses
Lakeridge High School	21
Golf Course	18
Palisades Elementary School	16
Cook's Butte Park	14
Dog Park *	14
Greentree Park	11
Lake Grove Swim Park *	6

* Outside Palisades

Figure 4-1: Parks, Recreation and Natural Areas in Palisades

* Map being updated



Existing Conditions

In total, there are 88.4 acres of City-zoned park lands inside the Palisades neighborhood (see map Figure 4-1). These lands are part of the City’s Park and Natural Area Zone (PNA) and include active and passive parks and natural areas. The City’s standards for the availability of park land call for 14 acres per 1,000 residents. Using this standard, 49 acres of park land are needed to meet the needs of Palisades neighborhood residents. While the total acreage of PNA-zoned land exceeds this standard, the recreational uses are limited by the current type of facilities in Palisades. In addition to the Municipal Golf Course, park lands in and near Palisades are predominantly natural or undeveloped areas. Cook’s Butte Park and Stevens Meadows are available for passive recreational use, while South Shore Natural Area, and Greentree and Lost Dog Creek natural areas, are not accessible for recreational use. School properties add additional recreational facilities that are available for public use when school is not in session and facilities are not scheduled for school-sponsored activities.

There is neighborhood desire for more pocket parks in the Palisades neighborhood that would provide active recreational opportunities within walking distance for the community. The Palisades neighborhood has only one small 0.4-acre pocket park (Greentree Park), while the City’s standards would call for 23 acres of developed park to serve Palisades residents.

A 2004 Facility Study conducted by the City’s Parks and Recreation Division also confirmed a city-wide need for trail enhancements, land acquisition and athletic fields.

Figure 4-2: Palisades Neighborhood Area Park, Recreation and Natural Area Facilities

	Park	Description / Amenities	Size
Active Recreation Sites in Palisades	Greentree Park	Playground, play area, basketball court, bench.	0.4 acres
	Lake Oswego Municipal Golf Course	18-hole, 61-par, 2,725-yard golf course with 13 mat driving range, pro shop, 4,650 sq. ft. clubhouse, grounds maintenance shop on Stafford Road.	39 acres
Passive Recreation, Natural Areas and Undeveloped Sites in Palisades	Cook’s Butte Park	Natural area on an extinct volcano with heavily wooded west and south hillsides, natural meadow on the hilltop, streams, hiking paths, overlooks of lake and city.	42 acres
	South Shore Natural Area	Natural area along south shore of Lake Oswego, acquired with Metro park bonds to preserve endangered habitat. Not accessible for recreational use due to its steep slopes.	7 acres
	Greentree Open Space	Natural area. Not accessible for recreational use.	1.29 acres
	Lost Dog Open Space 1 & 2	Natural areas. Not accessible for recreational use.	0.05, 0.07 acres
	Rassekh Property	Currently undeveloped. Neighborhood desire for future park on property.	9.55 acres

	Park	Description / Amenities	Size
School Properties	Lakeridge High School	6 tennis courts, 1 lighted football/soccer/lacrosse field, 1 lighted track/football/soccer/lacrosse field, 1 lighted baseball field, 1 lighted softball field, 1 unlit baseball field, soccer practice area, 2 large gymnasiums.	34 acres
	Palisades Elementary School	Playground, play area, 2 basketball courts, 2 soccer fields, a small gymnasium.	10 acres

	Park	Description / Amenities	Size
Private Facilities	Greentree Pool	Outdoor swimming pool with sunning deck, lockers, and restrooms. Managed by members of the Greentree Pool Association.	30 x 60 foot pool
	Palisade Park Community Club Easement	Lake easement property on SouthShore and Cedar Ct, provides rights to lake access to certain surrounding properties. Managed by Lake Corp and paying right-holders.	2 acres
	Lake Grove Swim Park on Lakeview Blvd <i>*Located outside of the Palisades neighborhood</i>	Lake swim park granting certain homeowners access to the facility. Rights extend into the PNA neighborhood and is operated by the LO School District.	1 acre
	Oswego Lake	Owned and managed by the Lake Corporation.	415 acres

	Park	Description / Amenities	Size
Near Palisades	Stevens Meadows	0.6 mile loop trail, two benches built by Eagle Scouts.	20 acres
	Luscher Farm Complex	Community garden; Oregon Tilth Demonstration Garden, Friends of Brewster Rogerson Clematis Collection greenhouse and garden, Community Supported Agriculture (CSA) cooperative farm; historic barn, farmhouse and other outbuildings; 1 multi-purpose artificial turf athletic field, 2 dog parks, and play structure.	90 acres

** In addition, there are several open space tracts within the Palisades neighborhood that are privately owned by individual homeowners associations.*

Lake Oswego Municipal Golf Course

The 39-acre Lake Oswego Municipal Golf Course rates high among parks and recreation facilities that Palisades residents want to preserve and enhance. The golf course is zoned a Park and Natural Area (PNA).

The golf course is comprised of an 18-hole, par 3 course with a 21-station driving range, pro shop, and cafe. The course is popular for beginners, juniors, seniors and seasoned golfers. The course is used regularly by local community groups, including the Lakeridge High School Golf Team and classes sponsored by the Parks and Recreation Department and Portland Community College. There are also several annual tournaments held at the course, including the Youth Action Council Tournament and the Mayor's Tournament held as a fundraiser for the golf course.

The golf course is an enterprise fund used to account for all financial activity associated with its operation. This fund is totally self-supporting, with its primary revenue coming from green fees, driving range fees, public and private lessons, cafe, and merchandise sales in the pro shop.

Since 2004, the City has been taking steps to improve the facilities and help to ensure the long-term financial viability of the course. The City's 2004-2009 Capital Improvement Plan earmarked \$2.5 million in for major repairs to its irrigation system and driving range, and safety improvements to its fairway and greens. In the spring of 2007 additional programmatic changes began to boost profits, and operational and facility plans are being developed for the near and long-term future of the course.

Cooks Butte Park

Cook's Butte Park is a 42-acre wooded natural area with a system of informal dirt trails leading to the summit for beautiful views of the Stafford Basin. The 2001 Lake Oswego Open Space Plan identifies Cook's Butte as a scenic viewpoint location and a Heritage Landscape. Heritage Landscapes were defined in the Plan as community landmarks that contribute to a community's identity, with Cook's Butte as a "unique natural feature."

There are trail entrances located at the top of Palisades Crest Drive, the southern end of Westview Drive and the southeast corner of the park. Community Connector trails along Atherton Drive and Westview Drive provide links between park trails and the neighborhood. Most Community Connector trails in Lake Oswego are either shared-use paths or separate facilities (i.e., a sidewalk or pathway for pedestrians and on-street bike lanes for bicyclists). These pathways provide an important link for Cook's Butte park users, particularly due to the absence of vehicle parking at park entrances.

Community members volunteer with the Lake Oswego Parks and Recreation Department to help maintain the park through activities such as removing invasive species. The Parks and Recreation Department is developing a natural area management plan to guide current and future resource protection and enhancement efforts.

Rassekh Property

This currently undeveloped 9-acre property is owned by the City, and is zoned Park and Natural Area (PNA). The City acquired this property in 1996 with the intention of providing parks and recreation facilities in the future. A master plan has not yet been developed for the property. The area is currently inside the city limits, but outside the urban growth boundary and urban services boundary, which will limit the type of development allowed. The western edge of the property contains Pecan Creek, a stream that is the headwater for Lost Dog Creek and three streams feeding to the Tualatin Basin, and is mapped on the City's Sensitive Lands Map.

The 1997 *Lake Oswego Park, Recreation and Open Space Master Plan for Luscher Farm, Taylor, Farr, and Rassekh Properties* identified this site for playing fields. Since that time, use of the site for playing fields has been precluded by changing community priorities. Representatives from the Palisades Neighborhood Association have had discussions with the Mayor and City Manager about developing the

property as a family-oriented neighborhood park. Development of a temporary park facility was approved by the Parks and Recreation Advisory Board in fall of 2007. The temporary park may include a grass lawn, picnic tables and parking for up to eight vehicles, and may be in place until a master plan for a permanent park is developed and implemented.

The 2005 Citizen Survey asked Palisades neighbors how they would like the City to use this green area:

Desired Use	Percentage of Respondents
Public park	38
Leave open space as is	38
Soccer fields	12

Existing City Policies and Programs

Palisades residents determined that existing goals and policies identified in the Parks and Recreation section of the Lake Oswego Comprehensive Plan encompass the neighborhood's needs and future vision. Existing policies, programs and projects are discussed under each of the four topics in terms of how they address concerns identified by residents. Action steps are identified in the following section.

City of Lake Oswego Comprehensive Plan, Goal 8 – Parks and Recreation

The City shall plan, acquire, develop and maintain a system of park, open space and recreation facilities, both active and passive, that is attractive, safe, functional, available to all segments of the population and serves diverse current and long range community needs.

The following Comprehensive Plan policies address neighborhood interests and concerns for parks and recreation programs and facilities in Palisades.

Policy #20

“The Park and Natural Area Zone shall provide a wide range of passive and active recreational uses while protecting, preserving, conserving and enhancing natural areas, greenways and parks.”

In 2007, a Park and Natural Area Zone was established to simplify and clarify zoning for park and natural area uses citywide. The Comprehensive Plan was amended to add this new policy under Goal 8 – Parks and Recreation.

The Park and Natural Area Zone is intended to:

- Protect, preserve, conserve and enhance natural areas, greenways and parks.
- Permit a wide range of passive and active recreational uses, and accessory uses, on property for the future use and enjoyment of the City and its residents.
- Establish a Master Plan process for park planning and development.

All of the City park properties in the Palisades neighborhood, including the undeveloped Rassekh property, were re-zoned from residential zoning and given the Park and Natural Area Zone designation. The zone limits the permitted and conditional uses to parks and park improvements, natural areas, agriculture, master-planned uses, and public facilities or concessions. Other uses such as residential development would require a zone change and associated public process.

Policy #2

Identify and acquire lands which satisfy current and/or long-range community recreation needs in terms of size and usability for planned activities and facilities.

Important opportunities have been identified to enhance recreational offerings for all Palisades residents. Neighbors acknowledged needs for additional small, neighborhood-oriented park facilities. Small parcels for additional “pocket parks” like Greentree Park are not easy or inexpensive to acquire, and developable parcels may be limited. Nevertheless, there is a real desire identified by the neighbors who worked on this plan for additional small, neighborhood-oriented parks.

Policy #3

Coordinate park planning, acquisition and development with affected neighborhoods and with other community projects and programs.

The Community Development Code outlines the elements of a Park and Natural Area Zone master plan. Public involvement elements include developing the plan through a City approved committee; holding public meetings to address the project, site analysis and design alternatives; and holding a study session with board and commission members to review the proposal.

Policy #7

Plan and develop a system of pathways which can connect open space and park facilities with neighborhoods.

The Lake Oswego Trails and Pathways Master Plan, adopted in 2003, identifies several pathways through the Palisades neighborhood (see map, figure 5-4). Pathways are classified as:

- **Community Connector trails:** Link important land uses and areas of interest within the City, including shopping, schools, parks, transit centers, churches, employment districts, libraries and others. They also connect users to adjacent communities and the regional trail system. Most community connector trails in Lake Oswego are either shared use paths or separate facilities (i.e., a sidewalk or pathway for pedestrians and on-street bike lanes for bicyclists).
- **Local Access trails:** Local access trails primarily serve pedestrians with safe and direct connections to local features such as schools and parks. They are often located within parks (e.g., the Cooks Butte trail system).

The Trails and Pathways Master Plan recommended a phased implementation of trails and pathways. Palisades trail segments from the following projects are planned for implementation between 10 and 25 years:

- Bryant/Palisades Loop (Community Connector)
- Luscher Farm Trail System (Local Access Trail)

Tier III projects are long-term projects recommended for implementation between the next 25 and 50 years from Plan adoption. These are projects that generally supplement the trail and pathway system or may provide potential pathways over a longer period of time as land uses and regional planning boundaries change. Palisades trail segments from the following projects are included in Tier III:

- Westview Drive (Community Connector)
- Greentree Road (Community Connector)
- Treetop Lane (Community Connector)

Palisades residents identified improved pathway connectivity as an unmet desire for their neighborhood. Neighbors have also expressed a desire for regular upkeep on the pathways in the neighborhood. Additional detail about desired neighborhood pathway locations and the implementation process can be found in the Transportation chapter of the Palisades Neighborhood Plan,.

Policy #14

Inform and involve the citizens of Lake Oswego in the development and operation of the Parks and Recreation system and in evaluating the effectiveness of parks and recreation activities.

The Palisades Neighborhood Association needs to be involved in planning for the Parks and Recreation system for activities and sites within, and adjacent to, the Palisades neighborhood. Some neighbors expressed a desire for additional recreational facilities and programs including a swimming pool, racquetball, indoor tennis courts, martial arts programs, toddler programs, picnic areas, and programs and activities attractive to teens.

Palisades Goals and Policies

Neighborhood Goal

Maintain, enhance and develop access to public facilities that address Palisades neighbors' recreational needs.

Palisades Neighborhood Association Policies

1. Participate in the planning and operation of Palisades neighborhood parks.
2. Develop additional pocket park facilities in Palisades.
3. Support the recreational needs of diverse age groups in Palisades.
4. Promote maintenance and enhancement of Palisades natural area parks.
5. Improve pathway connectivity throughout the neighborhood.
6. Increase and maintain communication between the PNA and representatives of the Palisades Park Community Club (Lake Easement), Lake Grove Swim Park, and Greentree Community Swimming Pool.

City Policies

1. Develop additional pocket park facilities in Palisades that include active recreational opportunities.

Action Steps for Parks & Recreation

Palisades Neighborhood Association Action Steps

1. Work with the City to develop a master plan for a park on the Rassekh property.
2. Advocate for additional pocket park facilities. Priorities include play equipment and picnic facilities for Palisades residents and guests.
3. Incorporate and consider the needs of youth in planning for future recreational facilities. Consider the following:
 - Target activities for specific age groups.
 - Address after-school needs of children and families. Consider paid staff to organize and supervise after-school programs.
 - Coordinate with Lakeridge High School leaders to learn what activities are attractive to teens. Develop a survey for this purpose.
4. Develop a plan for facilities in Palisades that will provide activities for diverse age groups.
5. Promote use of the Municipal Golf Course to improve its economic viability. Action items include:
 - Hold an annual Palisades Golf Tournament.
 - Work with golf Course management to hold a Palisades Neighborhood Association general meeting at the golf course club house after hours, and have neighbors dine together at the Slice of Life Café prior to the meeting.
 - Promote golf course activities through the Palisades Newsletter.
 - Participate in City planning efforts regarding golf course facilities and operations.
6. Work with the City's Natural Resource Coordinator to identify opportunities for maintenance and planting activities in Palisades natural areas including Cook's Butte, South Shore Natural Area and Greentree Natural Area. Coordinate neighbors for volunteer opportunities to address maintenance and enhancement activities within Palisades natural areas.
7. Work with Lakeridge High School to improve the pathway between the varsity ball field and the golf course, down to the bottom of Cloverleaf and Banyon roads.

City Action Steps



1. Develop a Park Master Plan for the Rassekh property with participation from the outset by the Palisades Neighborhood Association.
2. As part of the Rassekh Property master planning process, work with the Palisades Neighborhood Association to develop plans that protect and conserve resources. Use sustainable building materials and designs that efficiently use water and energy.
3. Work with the Palisades Neighborhood Association to identify opportunities for improved sustainability at existing City park properties in Palisades, including energy efficient lighting, rainwater recycling, and chemical-free landscape care. Develop a plan and timeline to implement these measures.
4. Involve the Palisades Neighborhood Association in planning, development, or amendments to the Luscher Farm Master Plan.
5. Add signage at South Shore Natural area noting there are steep slopes and no pathways.



TRANSPORTATION

“...We desire effective and enforced traffic and parking controls to preserve the safety and accessibility of our streets for pedestrians, bicyclists, drivers and passengers in motor vehicles. We advocate for alternative transportation choices and for enhancing mobility options for all ages...There will be more sidewalks to help people walk safety to school and other nearby amenities, and more lanes that provide a safe route for bicycles.”

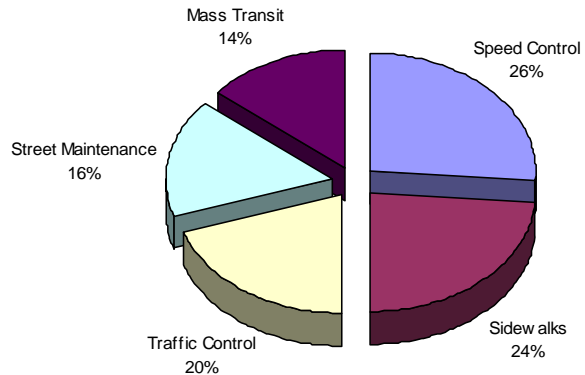
— Palisades Neighborhood Association, Vision for the Future

Palisades neighborhood residents responding to the 2005 neighborhood survey said that the most significant changes seen in their neighborhood in the past five years are increases in speeding, traffic, congestion, and parking demands. When asked about the threats to living in the Palisades neighborhood, 46% identified increased traffic as the number one threat. When asked, “What are the major improvements that would make living in Palisades better for you?”, the top responses were better speed control, traffic management/less traffic, better parking management, and more sidewalks. When asked: “Of the services and facilities above that you marked (in need of improvement or non-existent), which three should be given the highest priority by your local government,” survey respondents identified five transportation items as their top priorities:

- Speed control (1st priority)
- Sidewalks (where not in existence) (2nd priority)
- Traffic control (3rd priority)
- Street maintenance (4th priority)
- Mass transit (5th priority)

**Top Priorities for Local Government
(% of Top Five)**

Palisades Neighborhood Survey	
Highest Priority for Local Government	% Responses (Top Five)
Speed Control	26
Sidewalks (where not in existence)	24
Traffic Control	20
Street Maintenance	16
Mass Transit	14



This chapter will address transportation in Palisades for three primary modes: driving, walking/bicycling, and public transit. According to the 2000 US Census, 87% of area residents (Census Tract 204.02 approximates the Palisades neighborhood) arrive to work in a car, truck or van. Of those, 93% drive alone and the remaining 7% reported carpooling. A little over 2% reported taking public transportation and less than 0.5% reported walking to work. The average travel time to work was about 20 minutes.

Organization

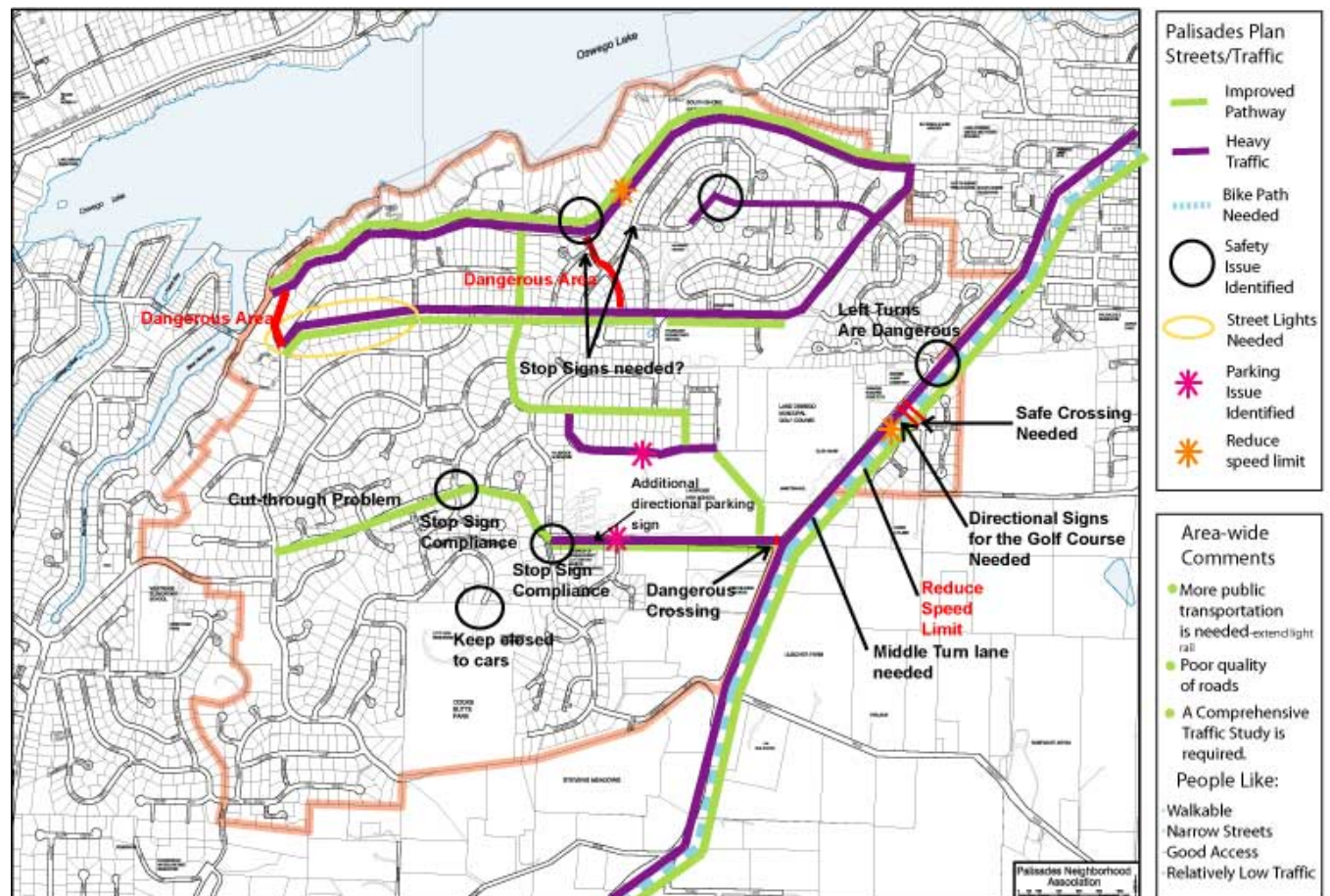
The transportation section of the Palisades Neighborhood Plan is organized under the following topics:

- Streets and Roadways
- Walking, Bicycling and Transit
- Parking
- Street Lights and Utilities

Palisades residents determined that most existing goals and policies identified in the Transportation Element of the Lake Oswego Comprehensive Plan encompass the neighborhood's needs and are adequate in terms of a future vision. Existing conditions including neighborhood concerns (identified on Figure 5-1) and objectives, and relevant City policies, programs and projects are discussed under each of the four topics.. Action measures are identified when a concern requires further attention.

The primary focus of the transportation section is on outlining issues of importance to residents of the Palisades neighborhood, and identifying action measures to address these issues and implement adopted goals in this area of the city. The map on the following page illustrates issues identified by Palisades neighbors at neighborhood plan meetings.

Figure 5-1: Neighbors' Transportation Concerns Summary Map



Streets and Roadways

Existing Conditions

Major Streets: Stafford Road and South Shore Boulevard

Stafford Road

Stafford Road is classified by the City of Lake Oswego as a minor arterial. Minor arterials are designed, according to the functional classification system of the Lake Oswego Comprehensive Plan, as an inter-urban connector between different parts of the city and should accommodate between 7,500 and 25,000 cars per day with two-four lanes including turn lanes or acceleration lanes. Direct access is restricted except from existing platted lots which may be allowed direct access when there is no feasible alternative. On-street parking is generally prohibited.

Average traffic counts for Stafford Road between South Shore Boulevard and Overlook Drive taken in 2004 and 2005 range between 10,500 and 12,200 cars per day. Projected volumes are related to development beyond the existing Urban Service Boundary into North Stafford. North Stafford is a candidate for future expansion of the regional growth boundary. Metro is expected to consider expansion of the boundary within the next three years. The Lake Oswego Comprehensive Plan states that if the City is required to expand the Urban Services Boundary, new development shall not “diminish the quality of life the City has presently attained.” While the anticipated scale of future growth in the North Stafford area is not certain, it should be acknowledged that recently filed Measure 49 claims in the North Stafford area, and any expansion of the urban growth boundary by Metro would likely contribute to increased traffic volumes on Stafford Road.

Stafford Road is currently designed as a two-lane arterial within the Palisades neighborhood with a left turn lane and right turn pocket located at the Overlook Drive intersection. A traffic signal is also located at Overlook. Other intersections or significant access locations include the Golf Course, Bergis Road, and Sunny Hill Drive. Minor street approaches are controlled by stop signs. The speed limit zoned within the Palisades neighborhood is 40 miles per hour starting 450 feet south of Kilkenny Road. Speed data collected by City engineering staff indicates the average 85th percentile speed is 41 mph. This 85th percentile speed is recognized as an objective measure of reasonable speed and is considered with other factors when setting speed zones. Crash data shows eight traffic accidents over the past three years along the Palisades section of Stafford Road. The results do not indicate a high safety concern or specific accident pattern.

Neighborhood concerns about Stafford Road pertain primarily to traffic volumes and the resulting impacts for residents given the arterial's two-lane design with no turning lanes or signalization provided except at Overlook Drive, and a minimal right-turn pocket marked at Sunny Hill Drive. Concerns include delays, safety issues when making turns onto and off of intersecting streets, and noise. Traffic and safety concerns noted at specific locations included the following:

- Residents noted problems making left turns onto and off of Stafford Road at Sunny Hill Drive. The City has found the right of way limited by a wetland identified on the south side of the roadway, which reduces the area available to build turn lanes at this location.
- Neighbors have indicated a desire for turn lanes to improve safety when turning onto and off of Stafford Road and South Shore Boulevard. Palisades neighbors have noted that drivers headed west from Stafford Road may cut through on Sunny Hill to access South Shore and Greentree rather than incur potential delays involved in turning left at McVey. When the function of a major street begins to result in delays, people may choose to avoid the congestion by cutting through on neighborhood streets.

- Residents noted that a signal is needed at the intersection of Stafford and Bergis Road, primarily to assist with pedestrian crossing.
- Residents identified a need to provide a Golf Course sign further east on Stafford facing both directions, noting the current sign location is too close to the entry drive. Neighbors also voiced safety concerns related to sight distance at the southwest corner of the Stafford and Overlook intersection.

Another concern on Stafford Road is speeding. Residents are interested in reducing speeding on Stafford Road including changing the posted speed limit. The State Speed Control Board sets the speed zones for city streets, county roads, and state highways passing through cities. The Board sets speed zones based on careful studies that determine a reasonable speed for the road. This includes physical characteristics, accident history, and the speed at which 85 percent of drivers travel. Currently, the Board will not change any speed zone by more than 5 miles per hour. Requests for the Board to conduct a study must come from the City Council, who receives recommendations from City staff.

Palisades residents expressed concerns about the level of traffic volume on Stafford. This road serves as a transportation connection for travelers beyond the city of Lake Oswego. It is a minor arterial, intended to carry 7,500-25,000 cars a day. The City measures traffic volume yearly to identify changes, however, a comprehensive regional traffic study may provide a more complete picture of the regional significance of this route and anticipated future demand for the road from Stafford-area development, and new uses along the Palisades section of the road including The Stafford (Avamere Congregate Care), and the City-owned dog park and turf field.

South Shore Boulevard

South Shore Boulevard is classified as a major collector, intended to channel traffic from local streets to the arterial system. Major collectors can also provide access to abutting properties. Major collectors are designed to carry between 1,500 and 10,000 cars per day on 2 lanes. Turn refuge lanes may be allowed subject to review. Direct access is discouraged but access to abutting properties may be allowed. On-street parking is limited.

Average traffic counts for South Shore Boulevard taken in 2003 and 2005 between Westview Drive and McVey range between approximately 3,200 and 3,800 cars per day on 2 lanes. Projected volumes would be expected to remain in the same general range given that areas served by South Shore Boulevard are relatively built-out, though allowances may be made for increases in density primarily toward the downtown area. Intersections include Westview Road, Canyon Drive, Fernwood Drive, Cedar Court, Lakeridge Drive, Edgecliff Terrace and Greentree Road. A left turn lane is provided at Greentree Road, and a stop sign and flashing red light control traffic on South Shore at Westview. Other minor approaches are controlled by stop signs. Speed limits are zoned at 35 miles per hour from McVey to within 200 feet of Canyon Drive, where speeds reduce to 25 miles per hour through the western boundary of the Palisades neighborhood. Speed data for 2003 and 2005 indicates an average 85th percentile speed of 38 miles per hour. Tri-Met buses operate on South Shore Monday-Friday. Posted stops are located on Canyon Drive, Lakeridge Drive and Greentree Road.

Neighborhood concerns about South Shore Boulevard were similar to those for Stafford Road and pertained to traffic volumes and related impacts including delays, safety issues when making turns, and noise. Speeding is also a concern on South Shore Boulevard and there is interest in reducing the 35 mile per hour speed limit (See *Stafford Road – Concerns* above for information about the State Speed Control Board). This is particularly a problem along the western portion of South Shore, where vehicles speed down the hill or accelerate rapidly uphill. Residents also noted difficulty in seeing oncoming traffic when turning onto Lakeridge Drive from South Shore. Traffic and safety concerns noted at specific locations included glare on South Shore at Lakeridge Drive. Safety concerns related to vegetation impeding visibility were noted at the intersections with South Shore Blvd.

Palisades residents expressed concerns about the level of traffic volume on South Shore Boulevard. As noted above, South Shore is operating within its carrying capacity. The neighborhoods served by South Shore Blvd. are primarily built-out, and are not expected to add a significant volume of additional traffic in the future.

Neighborhood Streets

The Palisades neighborhood is served by four neighborhood collectors: Greentree Road and Overlook Drive running east-west, and Treetop Lane/Fernwood Dr. and Westview Drive running north-south. These streets are intended to provide access to abutting properties and serve the local access needs of neighborhoods by channeling traffic to the major collector and arterial system. They are not intended to serve through traffic. Neighborhood collectors are designed to carry between 1,000 and 3,000 cars per day on two lanes. Direct access to each lot is permitted as is on-street parking.

The remaining streets in Palisades are local residential streets with the purpose of providing access to neighborhood land uses. They are not intended to serve through traffic for trips beginning or ending outside the neighborhood. The speed limit on neighborhood streets is 25 miles per hour.

Greentree Road

Average traffic counts for Greentree Road taken in 2006 are approximately 1,100 cars per day on two lanes. Projected volumes would be expected to remain in the same general range for all neighborhood collectors in the Palisades neighborhood. Intersections are controlled on the minor approach by stop signs. Traffic on Greentree Road is controlled by stop signs at Greentree Avenue adjacent to Palisades Elementary School, Fernwood Drive, Canyon Drive and Westview Drive (see Figure 5-3 Stop Signs and Sidewalks/Pathways Map). Speeds are zoned at 25 miles per hour and further reduced to 20 miles per hour within the vicinity of Palisades School. Speed data for Greentree Road indicates an average 85th percentile speed of 35 miles per hour, in excess of the 25 mile per hour posted speed.



Overlook Drive.

Weekday traffic counts were conducted along Overlook Drive in April 2008. Average two-day counts conducted over a 24-hour period between Tree Top Lane and Stafford Road were 4,112 vehicles per day, exceeding the target traffic volume for neighborhood collectors. Traffic on Overlook Drive is controlled by stop signs at Westview Drive, Hillside Drive, and Treetop Lane/Meadowlark Drive. A stop light controls traffic at Stafford Road. The posted speed limit is 25 mph.

Treetop Lane/Fernwood Drive.

Average daily traffic counts for Treetop and Fernwood taken in 2003 show approximately 970 vehicles/day for Fernwood Drive and 1,000 vehicles/day for Treetop Lane. Traffic is controlled by stop signs at Overlook Drive, Fernwood Drive, Fernwood Circle (2), Greentree, Glen Haven Road, and South Shore Boulevard. Traffic on Treetop Lane/Fernwood Drive is controlled by stop signs at Overlook Drive. The posted speed limit is 25 mph. Speed bumps were installed along Treetop Lane from Overlook to Fernwood Drive.

Westview Drive.

Weekday traffic counts were conducted along Westview Drive in April 2008. Average two-day counts conducted over a 24-hour period from just north of Overlook Drive to South Shore Boulevard were 1,646 vehicles per day. Traffic is controlled by stop signs at Royce Way, Greentree Road, and South Shore Boulevard. The posted speed limit is 25 mph.

Lakeridge Drive

Traffic counts for Lakeridge Drive are not available, however, it is a high traffic feeder street to the neighborhood from South Shore. The intersection at Southshore is identified by neighbors as a one of the most dangerous in the neighborhood. Speeding on Lakeridge Drive is common.

Stop Signs

Participants in planning meetings identified locations where stop signs may be needed or where compliance is a problem for an existing stop sign.

Neighbors can request a study to determine whether a stop sign is needed in a particular location by making that request directly to the City Transportation Engineering Staff. Stop signs are not effective for speed control or reducing traffic volume, but rather are used to assign the right-of-way. If a stop sign is not perceived as being warranted, motorists will not comply with the stop. Decisions about new stop signs rely on the standards established in the Manual on Uniform Traffic Control Devices (MUTCD). The MUTCD is a document issued by the Federal Highway Administration (FHWA) of the United States Department of Transportation (USDOT) to specify the standards by which traffic signs, road markings, and signals are designed, installed, and used. In the United States, all traffic control devices must generally conform to these standards.

See figure 5-3 for identification of current stop signs. See action items for specific locations of concern.

Speeding and Driver Behavior

Speeding and traffic volumes were of concern on several local residential streets and neighborhood collector streets.

Neighbors can apply to have the City Transportation Engineering department conduct a study to determine if their street qualifies for traffic calming through the Neighborhood Traffic Management Program. If the street meets the City's qualifications outlined in City Code, Chapter 32, the application will be forwarded to the Traffic Advisory Board (TAB) for review. The TAB will make a decision based on a set of criteria. Recently, the City has agreed to cover 50% of the cost of installing traffic calming devices at approved locations. The balance must be collected by neighbors.

Neighbors can also participate in the Neighborhood Speed Watch Program. This program provides residents with equipment and training to record speeds and license numbers for cars exceeding the speed limit. Participants give this information to the City, who will send the driver a letter encouraging them to slow down. Neighbors can also request a radar speed reader board to be temporarily placed in areas where speeding is a concern.

Neighbors are also particularly concerned about driver behavior near the high school, including speeding and illegal u-turns occurring on Ridge Lake Drive. Two speed zone improvements were implemented in 2006 following a meeting sponsored by the City Manager's Office:

- School Zone speed signs were installed on Cloverleaf, Marjorie Avenue and Banyon Lane.
- Automobile speeds were recorded in the area for the purpose of analyzing the need for speed bumps or other interventions to reduce speeds.

In September, 2006, the Transportation Advisory Board was presented with information regarding neighborhood concerns on the neighborhood streets surrounding Lakeridge High School. Although the

data collected in June did not support the construction of speed bumps, several alternatives were presented to neighbors to help address their concerns. The preferred alternative was the installation of reflective, "buttons", installed into the pavement of the street at the two curves on the east and west ends of Cloverleaf drive. These create a line which clearly separates the two lanes of traffic, requiring cars to stay in their designated lane while turning, effectively reducing their speed. The response from neighbors has been positive.

Sight Distance

Sight distance and visibility were mentioned as a problem at the intersection of Palisades Crest Drive and Westview Drive.

City and County Policies and Programs for Streets & Roadways

Lake Oswego Comprehensive Plan Goal 12: Major Street System

Lake Oswego shall develop a major street system consisting of major and minor arterials and major collectors, which will have minimal impact on the City's air quality, address the mobility needs of residents for all modes of travel and promote energy conservation.

Major Streets Policies

Major streets policies require Stafford Road and South Shore Boulevard to meet level of service standards at peak hours. Level of service is used to identify the desired level of traffic flow with ratings ranging from "A" to "F". The Comprehensive Plan requires major streets to be designed to function at a level of service "E" or better. Traffic flow on Stafford Road and South Shore Boulevard currently functions within this required level of service standard. Level of service "E" indicates speed restrictions, delays at traffic signals and traffic volumes near capacity.

Existing major streets policies also give preference to transportation improvements that increase the efficiency, safety, and design capacity without increasing corridor width. Projects to manage turning movements while maintaining capacity may not be feasible at certain locations along Stafford Road and South Shore Blvd. due to right-of-way constraints. Consideration must also be given to "preserving community aesthetics by considering existing topography and vegetation." Major streets policies require traffic impacts on noise, safety, aesthetics and air quality be minimized where Stafford Road and South Shore Boulevard bisect residential neighborhoods. For example, the City should ensure traffic generated by new land uses does not exceed the design capacity of the street system, or adversely affect the neighborhoods.

Projects – Public Facilities Plan

The Public Facilities Plan is included in the Transportation Chapter of the Comprehensive Plan. It provides a list of projects anticipated for all modes of transportation including estimates project costs, approximate locations and possible funding sources. Table 5-1 shows Street and Roadway projects identified in the Public Facilities Plan for Stafford Road and South Shore Boulevard in the Palisades neighborhood. Projects for both streets would provide left turn lanes but may be difficult to construct due to site constraints such as protected wetlands at the Stafford Road/Sunny Hill Road intersection. Pedestrian, bicycle and transit facility projects identified in the Public Facilities Plan for the Palisades neighborhood are identified in Table 5-4. Projects that have not been completed will be looked at for their feasibility and timeline as part of the Transportation System Plan update scheduled for 2008.

Table 5-1: Public Facilities Plan Roadway Projects in Palisades

Location	Description	Timeframe	Potential Funding	Status
South Shore Blvd./Westview Drive	Left turn lane, retaining wall	11-20 Years (2008–2017)	System Development Charges (SDC)	Incomplete. Constrained right-of-way,
Stafford Road/Golf Course Road	NB left turn lane on Stafford	11-20 Years (2008–2017)	SDC	Incomplete. Constrained right-of-way,
Stafford Road/Sunny Hill Drive	NB left turn lane on Stafford	11-20 Years (2008–2017)	SDC	Incomplete. Right-of-way, constrained due to wetlands.
Stafford Road/Bergis Road	Left turn lane on SB Stafford Rd	11-20 Years (2008–2017)	SDC	Incomplete.
South Shore Blvd./Fernwood Drive	Left turn lane on SB South Shore	11-20 Years (2008–2017)	SDC	Incomplete. Constrained right-of-way.

Lake Oswego Comprehensive Plan Goal 12: Neighborhood Streets

Lake Oswego shall develop a system of neighborhood collectors and local residential streets which preserves the quiet, privacy and safety of neighborhood living and which has adequate, but not excessive capacity, necessary to accommodate planned land uses.

Neighborhood Streets Policies

Existing policies addressing traffic management on neighborhood streets state that traffic calming measures should be used where feasible to encourage non-local traffic to use Stafford Road and South Shore Boulevard. Traffic calming measures should not significantly divert traffic to other neighborhood streets of the same or lower classification. For example, measures to address speed issues noted on Westview Drive should not result in drivers choosing alternative routes on local streets such as Palisades Crest Drive.

Neighborhood streets policies in the Comprehensive Plan require the City to act in conjunction with the Palisades Neighborhood Association to plan for, develop and maintain the local residential street system at a service level and scale which allows adequate and safe circulation from residential properties to the major streets system and neighborhood activity centers including schools, churches and parks. The policies also state that the City and neighborhood associations shall jointly plan for the use of public rights-of-ways in residential neighborhoods. Finally, existing neighborhood streets policies require the City to ensure that new development which will use new and existing neighborhood collectors and local residential streets is compatible with these street's function and character. Development approval criteria must ensure that the quiet residential quality of Palisades neighborhood streets is maintained and promoted.

Inter-Governmental Coordination

An overwhelming majority of respondents to the 2005 Citizen Survey said the City and the County should work together to develop solutions to the increasing traffic issues on Stafford Road. The existing Lake Oswego Comprehensive Plan transportation goal addressing inter-governmental coordination says:

Lake Oswego Comprehensive Plan Goal 2: Inter-Governmental Coordination

Lake Oswego's transportation system shall be planned, developed and operated in a coordinated manner with other state, regional and local transportation providers.

Clackamas County Comprehensive Plan

Stafford is a County-Designated Scenic Roadway

In public meetings held for this plan, neighbors spoke about the rural look and feel of the neighborhood created by the nearby farms and open space all along Stafford Road. The Clackamas County Comprehensive Plan, Transportation Chapter (April 2005) designates Stafford Road from Lake Oswego to Mountain Road as a Scenic Road. The following is what the plan says about the implementation of the Scenic Road System.

35.1 The Scenic Road designation is intended to protect recreation values, scenic features, and an open, uncluttered character along the roadway. Developments adjacent to scenic roads shall be designed with sensitivity to natural conditions. The following policies are intended to accomplish these ends:

- a) *Scenic roads shall have strict access control on new developments.*
- b) *Scenic roads should have shoulders wide enough for pedestrians or bicycles.*
- c) *Turnouts should be provided where appropriate for viewpoints or recreational needs.*
- d) *Design review of developments adjacent to scenic roads shall require visual characteristics and signing appropriate to the setting.*
- e) *Buildings should be set back a sufficient distance from the right-of-way to permit a landscaped or natural buffer zone.*
- f) *Parking areas adjacent to scenic roads should be separated from the right-of-way by a landscaped buffer.*
- g) *Frontage roads, if any, adjacent to scenic roads should be separated by a vegetative buffer.*
- h) *Encourage underground placement of utilities.*



Scenic Stafford Road forms the eastern edge of the Palisades neighborhood. Several open spaces border the road along both sides.

The portion of Stafford Road inside the City of Lake Oswego (from South Shore Boulevard to Overlook Drive) is bordered by neighborhoods and several public properties shown in green on Figure 2-2. Decisions about the use and design of these properties will have the greatest influence on the Lake Oswego portion of Stafford Road.

Clackamas County Roadways Projects

Clackamas County has identified three projects in their 2006 Capital Improvement Program for Stafford Road at locations south of the City and Palisades neighborhood boundary. Issues addressed include road capacity, traffic flow, and intersection performance and safety. The projects are part of a 5-year program.

Walking, Bicycling and Transit

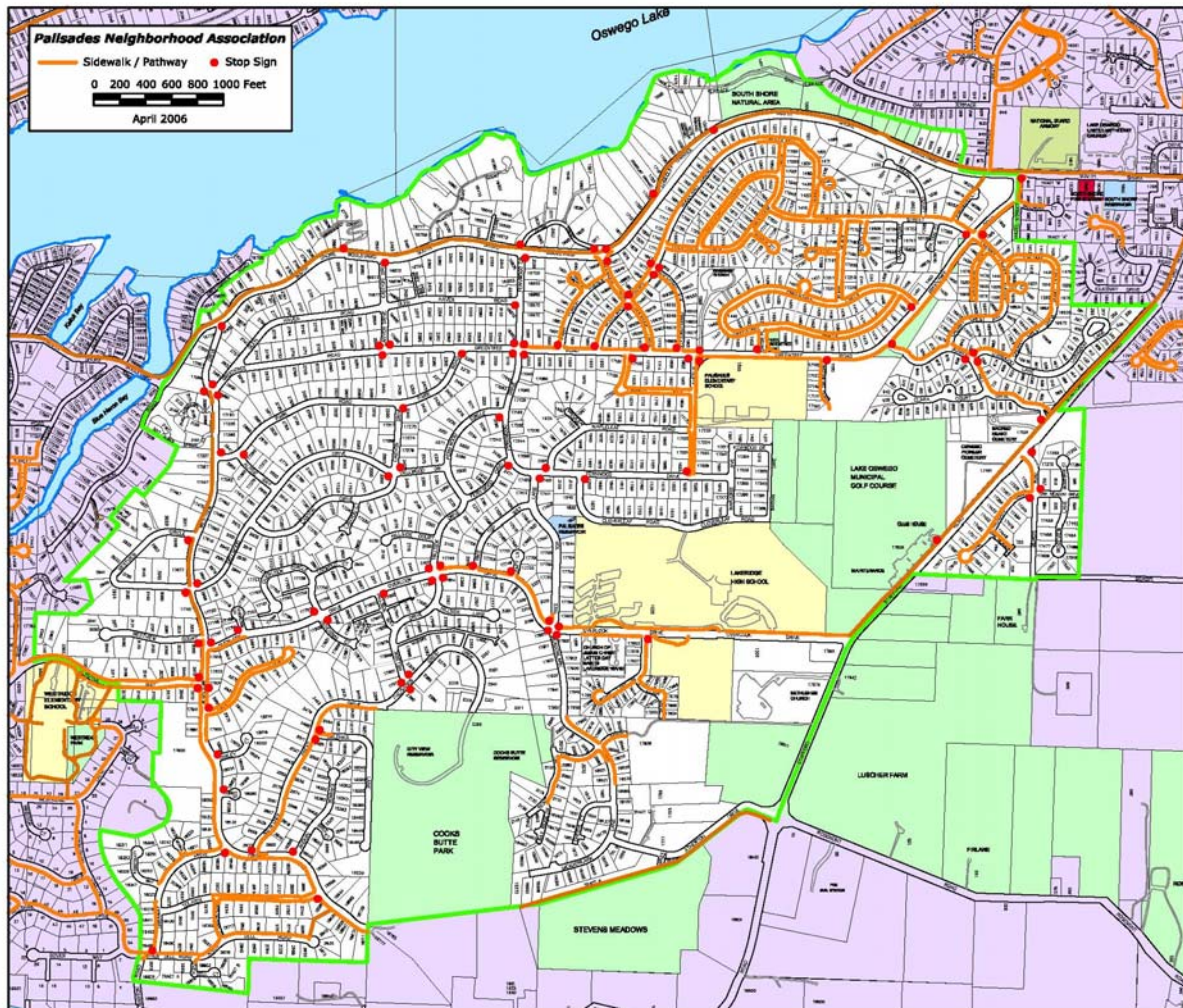
“We advocate for alternative transportation choices and for enhancing mobility for all ages... There will be more sidewalks to help people walk safely to school and other nearby amenities, and there will be more lanes that provide a safe route for bicycles...”

— Palisades Neighborhood Association, *Vision for the Future*

The 2005 survey indicated that residents value the pedestrian environment in the Palisades neighborhood and wish to maintain the qualities that already make many areas within the neighborhood “a good place to walk.” Residents also desired improvements to the existing pedestrian and bicycle system and noted it was important for children to be able to safely walk to school. Existing sidewalks and pathways within the Palisades neighborhood are shown on Figure 5-3 below. Some neighbors said that they anticipate needing more access to public transportation in the future and desired safer, more comfortable places to wait for the Tri-Met bus currently operating on South Shore Boulevard.

See the Parks & Recreation section of this report for related information on policies, plans and goals for pathways.

Figure 5-3: Existing Stop Signs and Sidewalks/Pathways



Existing Conditions

Many Palisades streets do not have sidewalks or pathways. Pathways are located along many streets that do not have curbs, and are defined by a paved area outside of the traffic lane. On South Shore Blvd. and Westview Drive, the pathways are striped along the edge of the roadway, while along Stafford Road the pathway is separated from the roadway by a narrow grass buffer.

Sidewalks and pathways are primarily located along one side of the street, with some exceptions in newer areas of development where sidewalks have been built along both sides. Areas of the neighborhood that developed in the 1950's and 1960's, including Palisades Park, Ferncrest, and Palisades Heights, are largely without sidewalks or pathways for pedestrians. This includes Palisades sub-areas 3, 9 and 10, and parts of sub-areas 11 and 12. On some neighborhood streets, sidewalks have been added incrementally in response to redevelopment and do not extend the entire length of the road (See Figure 5-3, page 73).

Many of the roadways in Palisades are also narrow and winding, which lends interest to pedestrians and bicyclists. This may also pose a safety concern along streets without a sidewalk or pathway, depending on the traffic volume, visibility, and available space for pedestrians and bicyclists.

Several pathways in Palisades are currently listed on the City's Transportation System Plan. Pathways included in the Palisades Neighborhood Plan that are not part of the TSP should be included in the TSP when the TSP is updated.

Public transportation in Palisades is currently limited to one bus that serves weekday commuters. Tri-Met operates the #36 bus along South Shore Boulevard that connects riders to the Tualatin Park and Ride and to downtown Portland. The bus operates Monday-Friday from 6 a.m. to 6 p.m. Buses arrive every 30 minutes during rush hours and every 60 minutes during non-rush hours.

South Shore Boulevard

Residents raised concerns about the pathway on South Shore, which is not separated from the road. Pedestrians are not always comfortable walking so close to passing cars and there can be competition for this space from cyclists who sometimes use it as a bike lane. Residents indicated the need for a bike path that is separated from the pedestrian path and the vehicle lane for the entire length of South Shore Boulevard. They specifically noted problems at Edgecliff Terrace where it was noted that the people walking and particularly, bicycling do not use the alternative route provided at this location.

Stafford Road

Stafford Road was also noted as a street where greater separation at certain portions of the existing pathway could make the pathway more comfortable for pedestrians. Residents noted that the existing pathway is not adequate for a multi-use pathway intended to serve both pedestrians and cyclists. They recommended widening the existing pathway for pedestrians and providing a striped bike lane separate from the vehicle travel lane. Stafford Road is very difficult to cross, particularly at uncontrolled intersections. There is a long gap between the signal at South Shore and the next signal at Overlook. The intersection at Bergis Road was specifically mentioned as a location where a signal is desired to assist with pedestrian crossing.

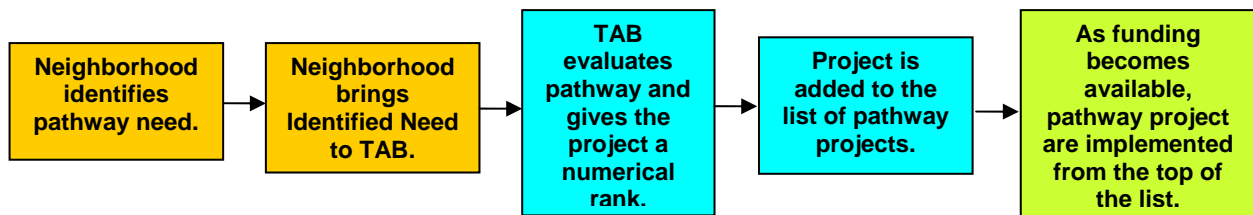
Additional Sidewalk and Pathway Improvements

Neighbors who participated in the development of this plan generally supported the construction of additional sidewalks, particularly in the vicinity of Palisades Elementary School and Lakeridge High School and busier streets where pedestrians have no alternative except the street. Specific locations of desired sidewalks can be found in the Action Steps section.

The process for getting a new pathway will depend on the street classification for the route. For pathways on local residential and neighborhood collector streets, neighbors can apply to the Neighborhood Pathway Program through the Transportation Advisory Board (TAB). The TAB will consider the pathway based on a set of criteria when selecting their top projects for implementation. For pathways on major collectors or arterials, staff will make recommendations for projects to be added to the Capital Improvement Plan (CIP), which is updated biannually along with the budget. Neighbors should work with Staff to place the pathway on the CIP, and advocate for project funding during the City’s budget process.

Neighbors may also pursue new pathway construction through a Local Improvement District process in which property owners collectively assume the cost of construction. Due to limited City funding and the large number of new pathways desired citywide, this approach may expedite the implementation process.

TAB PATHWAY PROCESS



Transit Service

At transportation planning meetings, neighbors recommended a Tri-Met bus route be added on Stafford Road to access downtown Lake Oswego and Portland. Neighbors suggested supplementing existing Tri-Met service on South Shore Boulevard to serve neighbors during more hours and on every day of the week. This could be done with a shuttle van to link residents with bus lines and local shopping destinations. Neighbors noted that partnerships should be considered with Lakeridge High School and the The Stafford facility. They also noted that high school students should have access to public transportation when going to advanced classes at Community Colleges or PSU, or going to their jobs.

Existing City Goals, Policies and Programs

Lake Oswego Comprehensive Plan Goal 12: Walking, Bicycling and Transit

The City shall provide a continuous citywide network of safe and convenient walkways that promotes walking as a mode of travel for short trips.

The City shall provide a network of safe and convenient bikeways integrated with other transportation modes to increase modal share of bicycle transportation for all trip purposes.

The City shall encourage transit ridership by working with Metro, Tri-Met, and ODOT to develop a transit system which is fast, comfortable, accessible and economical through development of land use patterns, development design standards and street and pedestrian/bikeway improvements which support transit.

Walking Policies

Existing policies call for local walkways to connect to activity centers including schools, parks and transit corridors. Policies also call for the City to make the pedestrian environment safe, convenient, attractive and accessible for all users by providing adequate and safe street crossing opportunities for pedestrians, and improving street amenities including landscaping, pedestrian-scale street lighting, benches and transit shelters. The goal is to develop a network of continuous sidewalks, pathways and crossings that also meet Americans with Disabilities Act requirements. Developers are required to provide pathway connections from new development projects to the existing pedestrian and bicycle system. Finally, existing policies require citizens to be involved in the planning and design of pedestrian improvements.

Bicycling Policies

Existing policies require bicycle access needs to be integrated into the design of all transportation improvement projects. Local bicycle facilities must be connected to local and regional destinations, and the regional bicycle network. The Transportation Systems Plan identifies bike lanes on South Shore Boulevard and Stafford Road. Shared Roadway bicycle routes are identified for Westview, Overlook, Tree Top Lane, Fernwood Drive, and Dellwood Drive.

Transit Policies

Existing policies establish transit as a viable alternative to auto use and calls for the City to work with Tri-Met to develop a network of transit routes. The Comprehensive Plan also calls for areas not directly served by transit to be served with park and ride lots. There are currently no park and ride lots within the Palisades boundaries. The nearest facility is located at the Lake Oswego United Methodist Church on South Shore Blvd.

Projects – Public Facilities Plan

The City’s Public Facilities Plan (PFP) addresses a few neighborhood collectors as well as arterials and collectors. Most projects are for sidewalks and shoulder pathways (P-3 and P-18). The following table shows the status of Palisades projects that are part of the City’s PFP and have yet to be fully implemented.

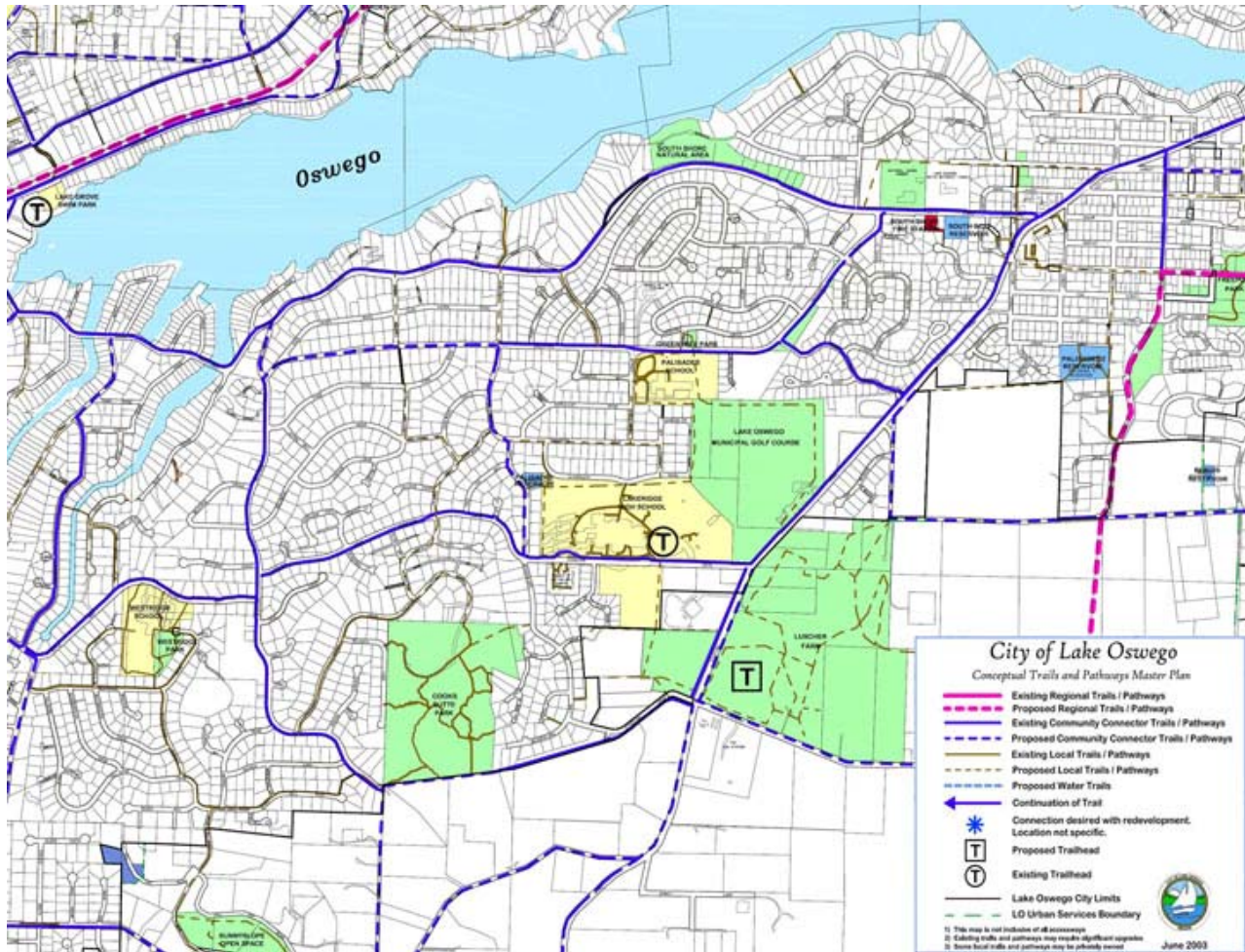
Table 5-4: Public Facilities Plan Pathway Projects in Palisades

Map #	Timeframe	Location	Description	Potential Funding Source	Status
P-3	1-10 Years (1997–2007)	Greentree Road, Fernwood to Westview	Shoulder Pathway	SDC, NLFS	Not completed. On list of top ten pathway projects to be implemented.
P-18a	1-10 Years (1997–2007)	Treetop/Fernwood between Greentree/ Overlook	Sidewalk	SDC, NLFS	Not completed. On list of top ten pathway projects to be implemented.
P-18b	1-10 Years (1997–2007)	Greentree Ave. between Greentree Rd & Fernwood Dr & Fernwood Dr between Mapleleaf & Greentree Ave	Pathway, one side	SDC, NLFS Partially Complete	Completed sidewalk along Greentree Avenue. Not completed along Fernwood Drive.

Lake Oswego Trails and Pathways Master Plan (2003)

The City has identified four pathways inside the Palisades neighborhood as part of its 2003 Trails and Pathways Master Plan: The first is the Stafford/Rosemont Trail which was identified as a Tier 1 project (meant for implementation in 5-10 years). The Bryant/Palisades Loop, which includes South Shore Blvd., Stafford from South Shore Blvd. to Overlook and Overlook Drive to Royce Way, was listed as a Tier II project (for implementation in 10-25 years). Tier III projects in the neighborhood include a Lake Loop (the full length of South Shore Blvd.), Greentree Road and Treetop Lane. These projects are identified on Figure 5-4 Planned Trails and Pathways below:

Figure 5-5: Lake Oswego Trails and Pathways Master Plan – Palisades Neighborhood



Parking

Existing Conditions

Overflow parking is a concern often raised by neighbors, particularly those living near high impact uses such as schools and churches, which host activities that draw large groups of people. Another parking concern is vehicles that park along on-street bicycle paths and shared pedestrian pathways striped along the edge of the road. Parking in a pathway is prohibited by state law under ORS 811.555, and can be reported to the police department for enforcement.

Existing City Goals and Policies

Lake Oswego Comprehensive Plan Goal 12: Parking

Adequate on-site parking and loading facilities shall be provided for all land uses.

Existing policies require that existing and new development or intensification of an existing institutional, commercial or industrial use must provide adequate off-street parking facilities commensurate with the size and relative needs of the proposed use. The Comprehensive Plan also calls for the City to work with the Palisades Neighborhood Association to develop residential area parking guidelines to maintain the safety, character and utility of residential streets.

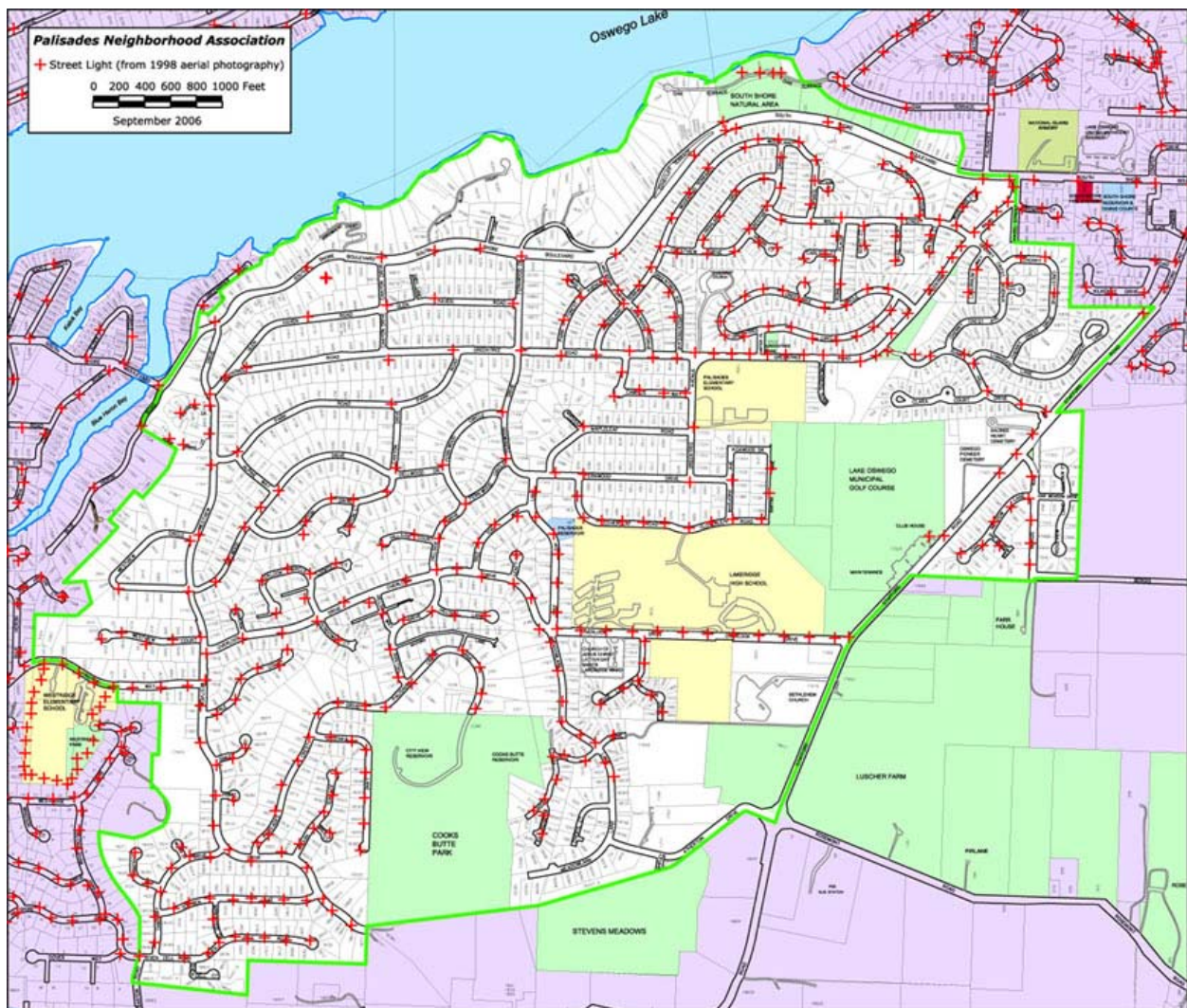
Street Lights and Utilities

Existing Conditions

Street Lights

Some areas of the Palisades neighborhood do not have street lights installed. One area of concern raised by a neighbor was the lack of streetlights on busy and dangerous intersections. Some neighbors prefer the lack of street lights, while others would like additional lighting installed. Some neighbors have also been bothered by lights on churches and schools that trespass light onto adjacent private property. Figure 5-6 maps the locations of most of the neighborhood's existing streetlights.

Figure 5-6: Existing Streetlights Map



Overhead Utility Lines

The Palisades neighborhood still has overhead utility lines in some locations. Some residents' opinion is that overhead lines are visually unattractive and detract from the appeal of the neighborhood. Neighbors also expressed safety concerns with overhead utility lines during winter storms. Because of the many trees in the area, broken limbs or fallen trees may cause down power lines.

Existing City Policies and Programs

City of Lake Oswego Community Development Code

The City of Lake Oswego requires the installation of streetlights and underground utility and service facilities with all new development that requires utility service (LOC 50.64.015). The requirement extends to the remodel of a structure if it results in a substantial modification to the existing utility service or requires the construction of a utility trench (LOC 45.09.75). The Development Code also identifies standards addressing equipment and lighting levels for Street (Pathway, Parking Lots) Lights (LOC 50.63). The City does not currently have a funding source for the installation of street lights unless it is determined that a safety issue is involved.

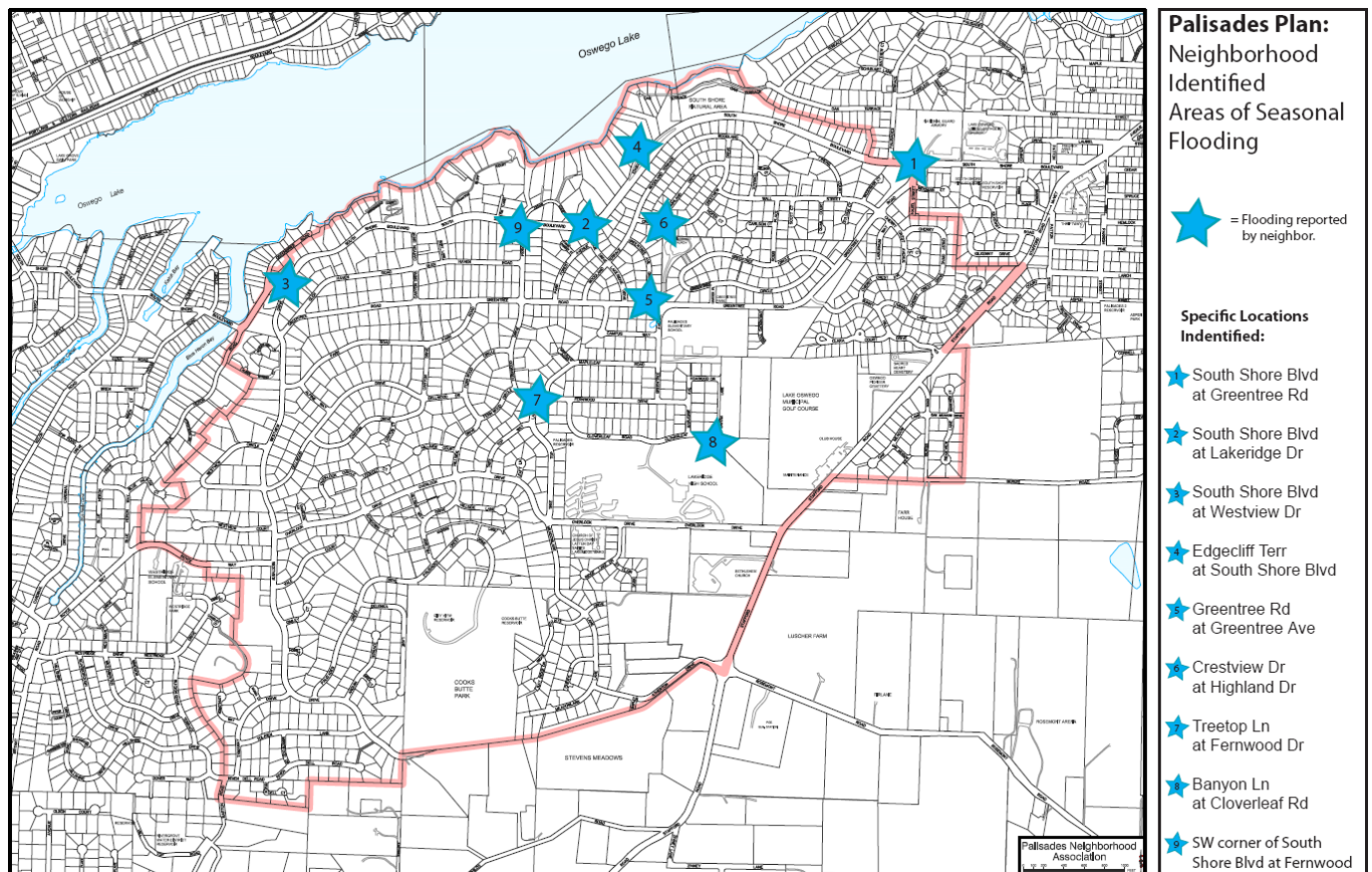
In permitting a new conditional use, or modifying an existing conditional use in Palisades, conditions may be imposed which are necessary to assure compatibility of the proposed uses with residential uses in the vicinity. Conditions may include limiting the location and intensity of outdoor lighting and requiring its shielding (LOC 50.69.015).

Stormwater and Street Maintenance

Existing Conditions

Palisades residents identified several areas where seasonal flooding and drainage problems occur. These locations and their conditions are highlighted on the map below. The areas of concern are found primarily at the bottom of slopes where a storm drain is located. Drains blocked by leaves and debris often cause water to pool at such locations. The Lake Oswego Maintenance Department cleans streets with curbs and gutters at least four times yearly, and streets without curbs and gutters at least twice yearly. During the fall, the City's three street sweepers run ten hours a day to clean up fallen leaves. City Code prohibits placing debris into the streets, including blowing leaves from private properties. Clearing leaves from collecting in the streets and drains can help to reduce seasonal flooding problems along the roads.

Figure 5-2: Areas of Seasonal Flooding



Palisades Goals and Policies for Transportation

Neighborhood Goals

1. Create a safe transportation system by ensuring that appropriate transportation regulations are being met.
2. Increase and enhance facilities for walking, biking and transit, including crosswalks.
3. Increase public transit options in Palisades.
4. Develop solutions to parking issues that meet the needs of Palisades residents, pedestrians, bicyclists, emergency vehicles, drivers and institutional uses.

Palisades Neighborhood Association Policies for Streets & Roadways

1. Minimize seasonal flooding from leaf-plugged storm drains through neighborhood assistance and City programs.
2. Promote compliance with and enforcement of traffic rules in Palisades to provide safe streets for all community members.
 - a. Provide effective communications and process to help neighbors identify and work with the city to resolve traffic safety issues in our neighborhood including speeding, stop signs, dangerous intersections, pedestrian/bike path risks, persistent violations and obstruction issues.
 - b. Monitor and assess high traffic streets and dangerous intersections, working with the City to implement existing City policies and consider alternatives and resolve the problems, particularly as new development impacts traffic conditions.

City Policies for Streets & Roadways

1. Where new streets are constructed or old streets reconstructed in Palisades, design the right-of-way to filter storm water runoff through natural vegetation and other pervious materials.

Palisades Neighborhood Association Policies for Walking, Bicycling and Transit

1. Increase the use of alternative transportation in Palisades by helping neighbors to car pool, car share, ride TriMet, walk and bicycle.
2. Participate in the City's planning and implementation process for sidewalks and pathways.
 - a. Obtain additional pathways through the Transportation Advisory Board (TAB) process, and Capital Improvement Plan.

Palisades Neighborhood Association Policies for Parking

1. Develop a process for resolving parking issues.
2. Provide safe streets by encouraging off-street parking.

Palisades Neighborhood Association Policies for Street Lights and Utilities

1. Educate neighbors to assist in the resolution of light trespass issues.
2. Promote putting overhead utility lines underground.

Action Steps for Transportation

Action Steps for Streets and Roadways

Palisades Neighborhood Association Actions Steps

1. Identify neighbors willing to work with others on their street to apply for traffic calming devices for the following locations through the Neighborhood Traffic Management Program and/or participate in a Neighborhood Speed Watch activity.
 - Tree Top Lane
 - Westview Drive
 - Lakeridge Drive
 - Overlook Drive
 - Fernwood Drive
 - Greentree Road
 - Greentree Avenue
 - Cloverleaf Road
 - South Shore Blvd
2. Request police enforcement of the 35 mph speed zone on South Shore Blvd.
3. Identify neighbors willing to work with others on their street to contact the Lake Oswego Police Department about the following locations and/or participate in a Neighborhood Speed Watch activity. Neighbors can report areas of noncompliance with traffic regulations and request increased enforcement from the Traffic Unit of the Lake Oswego Police Department by calling the non-emergency number at 503-635-0238. If contact is made with the Police Department, details regarding the approximate location of traffic violations and the time of day they are mostly to occur will be very helpful.
 - Overlook Drive and Hillside Drive (noncompliance with stop signs)
 - Overlook Drive at Ridge Lake Drive (illegal u-turns on Overlook Drive)
 - Overlook Drive and Tree Top Drive (noncompliance with stop signs)
4. Address transportation concerns related to turns at intersection of Stafford Road and Sunny Hill Drive by working with the Sunny Hill HOA to submit a letter to the City's Traffic Engineer requesting a study of existing conditions and alternative solutions.
5. Work to address areas of seasonal flooding due to storm drains blocked with leaves by:
 - Encourage residents to organize a neighborhood leaf cleanup for their street each fall.
 - Encourage neighbors to collect leaves fallen on private property instead of blowing them into the street.
 - Encourage neighbors to keep personal property such as garbage cans and basketball hoops out of the street to facilitate City street sweeping
 - Encourage neighbors to call the City Street Maintenance Department at 503-635-0280 to report blocked drains.
 - Provide these ideas to residents through the Palisades web site and fall newsletter.
6. Through the City budget process, encourage the City to re-visit the feasibility of a fall leaf management program.



City Action Steps

1. Assess the following locations for additional stop signs. Engineering staff will install devices where they are deemed necessary to define the right-of-way and safe according to national standards for traffic control devices.
 - Crestview Drive at Wall St.
 - Crestview at Woodland Terrace
 - Park Forest Avenue at Lakeridge Drive
2. Study the following intersections to evaluate intersection safety and determine if anything can be done to improve safety for drivers, cyclists and pedestrians. Work with neighbors to implement any necessary safety improvements
 - Fernwood Drive at South Shore Drive
 - Lakeridge Drive at South Shore Drive
 - Overlook Drive and Stafford Road
 - Palisades Crest Drive and Westview Drive
3. Add additional signage for the Golf Course along Stafford Road.
4. As part of the Transportation System Plan update, conduct a comprehensive, multi-jurisdictional study of Stafford Road to plan for changes anticipated inside and outside the Stafford basin that will impact the volume of traffic on this important arterial.
5. Monitor and assess safety along South Shore Blvd., Stafford Road, and their feeder streets.



Action Steps for Walking, Bicycling and Transit

Palisades Neighborhood Association Actions Steps

1. Request a study of pedestrian safety by the City's Traffic Engineer of following locations.
 - Stafford Road at Bergis Road
 - Stafford Road and Overlook Drive, particularly the crosswalk at the south side of the intersection.
2. Through the City's budget process, advocate for funding of new and improved intersections and pathways.
3. Develop a Palisades neighborhood carpool program to connect nearby residents with similar destinations who may be able to ride together or deliver goods to residents who are not able to get places on their own.
4. Support and promote a program to provide carsharing vehicles for public use in the City of Lake Oswego.



Palisades Neighborhood Association and City Action Step

1. Prioritize the list of Palisades pathways. Work through the Transportation Advisory Board (TAB) to implement pathways at these priority locations.
 - Sidewalk on north side of Greentree Road, between Carter Place and Greentree Avenue
 - Sidewalk Eastside of Treetop between Overlook Dr. & Fernwood Dr.
 - Pathway from Cloverleaf Rd. to Overlook Dr. between Lakeridge HS & golf course
 - Sidewalk/Pathway on Southside of Greentree between Fernwood Dr. & Westview Dr.
 - Sidewalk on Eastside of Canyon between Greentree Rd. & South Shore.

- Pathway between Park Rd. down to Greentree Easement exits between 4 homes.
- Sidewalk on Westview between Greentree Rd. & South Shore.
- Sidewalk from Cooks Butte Park up Palisades Crest onto Hillside Dr. to Fernwood Circle to Fernwood Dr.
- On Meadowlark from Overlook south to connect to existing sidewalk

City Actions Steps



1. Update the Transportation System Plan to add a sidewalk on the eastside of Canyon Drive between Greentree Road and South Shore Blvd., and a sidewalk on Meadowlark Lane from Overlook Drive south to the existing sidewalk.
2. Work with the Palisades Neighborhood Association and TriMet to provide additional public transportation to Palisades residents through a vehicle shuttle service.



3. Work with the Palisades Neighborhood Association and The Stafford to determine the feasibility of a public shuttle bus that serves the Palisades neighborhood through pick-up and drop-off from the The Stafford facility.

Action Steps for Street Lights and Utility Lines

Palisades Neighborhood Association Action Steps

1. Educate neighbors about shielding available for street lights to limit light trespass onto private property.
2. Contact PGE and ask them to come out and lower the lights to the city code height maximum of 22', and to install a 70W lamp instead of their usual 100W or 150W lamp.
3. To address concerns about lights on conditional use buildings, meet with property owners or managers to discuss lighting concerns. Prior to the meeting, the Palisades Neighborhood Association will outline ideas about how the properties could maintain safety and security while limiting the amount of light trespass.



4. Through the City of Lake Oswego and Clackamas County budget process, encourage the allocation of funds for underground utilities particularly along Stafford Road, in consideration of Clackamas County Comprehensive Plan, item 35.1, item h., which provides that the underground placement of utilities should be encouraged including along Stafford Road.

NATURAL RESOURCES

“Palisades Neighborhood Association residents want future development to meet the demand for growth while preserving biological diversity and natural ecosystems...Residential neighborhoods are separated from each other by a system of greenways and natural buffers. There is an established and diverse urban forest because new trees replace those that are lost. Natural systems, including water circulation and drainage and animal and bird habitats, function in safe and sustainable ways. There is a balance between public lands used for recreation and those dedicated protected natural areas throughout the neighborhood.”

— Palisades Neighborhood Association, *Vision for the Future*



The Palisades neighborhood occupies a unique location in Lake Oswego, with its northern boundary formed by Oswego Lake and its southern boundary formed by the edge of the city and the regional urban growth boundary. A series of parks and open spaces extend along the neighborhood's southeastern edge, providing a visual link to the Stafford Basin beyond, and giving an open and rural character to the neighborhood.

Natural resources were among the most frequent responses when Palisades residents were asked what aspects of their neighborhood they wanted to see preserved in 2028. Palisades residents place high value on their neighborhood's mature trees, green open spaces, views, lake, tranquility, and the rural feel of their neighborhood. When asked what should be added to the neighborhood in the future, more trees and open space were also common replies.

Existing Conditions

Sensitive Lands

Palisades has numerous natural resource sites mapped on City's Sensitive Lands Map due to their value for wildlife habitat. There are also two sites in Palisades that are identified on the 1998 adopted Sensitive Lands Map as "potential" resource areas in the City's inventory (Figure 6-1). This status indicates that during the previous inventory, there was not enough information to determine the resource size or quality. One such site is located between Sacred Heart Cemetery and the Municipal Golf Course. The other site is located northwest of the Municipal Golf Course, adjacent to the west fork of Lost Dog Creek. The City of Lake Oswego assessed these sites as part of the Natural Resource Inventory Update conducted in 2007-2008. The quality of the resource is being evaluated and may result in adding or removing these resources from the Sensitive Lands Map.

Vegetation

The character of the Palisades neighborhood is marked by a hilly topography with homes nestled between the trees. In addition to their scenic beauty, these trees provide shade, habitat for birds, and water and air filtration. They also aid in controlling erosion, which is particularly important for sloped areas of Palisades.

The largest Palisades tree groves designated on the Sensitive Lands Map are located at South Shore Natural Area and Cook's Butte Park. Four smaller groves are also distributed throughout the neighborhood. The Three Rivers Land Conservancy owns part of South Shore Natural Area, and partners with the City on natural resource management. Three Rivers has received grants in the past that have allowed them to remove invasive plants from the natural area. Invasive plants and hazardous trees are problematic in South Shore and in most City natural areas. The tree grove in South Shore Natural Area also contains an eagle's nest, and a viewpoint to Oswego Lake that will close in over time as trees mature.

Stream Corridors & Oswego Lake

The Palisades neighborhood is located within the Oswego Lake and Willamette River Watersheds. Several streams, including Lost Dog Creek and its tributaries, flow through Palisades to empty into Oswego Lake, Blue Heron Canal, and the Tualatin River. Lost Dog Creek is a tributary to Oswego Lake, and water quality and erosion are primary concerns as this creek risks degradation from encroachment of neighboring properties. There is also a stream located along the western edge of the Rassekh Property, which is the Atherton Tributary to Pecan Creek, a tributary to the Tualatin River.

The southern shore of Oswego Lake, between Oak Terrace and the end of Greenbrier Road, forms the northern boundary of the Palisades neighborhood. This portion of the lake has steep banks, and is bordered by private residential properties. Views of the lake are afforded from South Shore Natural Area. The Oswego Lake Watershed is seven square miles, and is fed by numerous streams including Lost Dog Creek, as well as by many storm drains from the City of Lake Oswego. An electronically controlled headgate regulates the amount of water allowed into the lake from the Tualatin River. Flooding from the lake is not a significant concern for lakefront property owners in Palisades, due to the slope of the bank.

When it rains, surface water runoff flows over lawns, roads, driveways, and parking lots on its way to the storm drain system, and collects sediment, fertilizer, pesticides, animal droppings, trash, oil, gas, dirt, and other contaminants along the way. These pollutants are then carried directly into local streams, Oswego Lake, and the Tualatin and Willamette rivers. The hilly topography of the Palisades neighborhood brings a significant amount of runoff downhill and into the lake and streams. Runoff containing fertilizers and decomposing leaves add phosphorous to the lake and streams, which contributes to algae growth and other ecosystem problems. Palisades residents can help to keep their local streams clean by using natural and low-phosphorous lawn care, raking and composting fallen leaves, and reducing stormwater runoff by infiltrating rainwater through vegetation and pervious landscape materials.

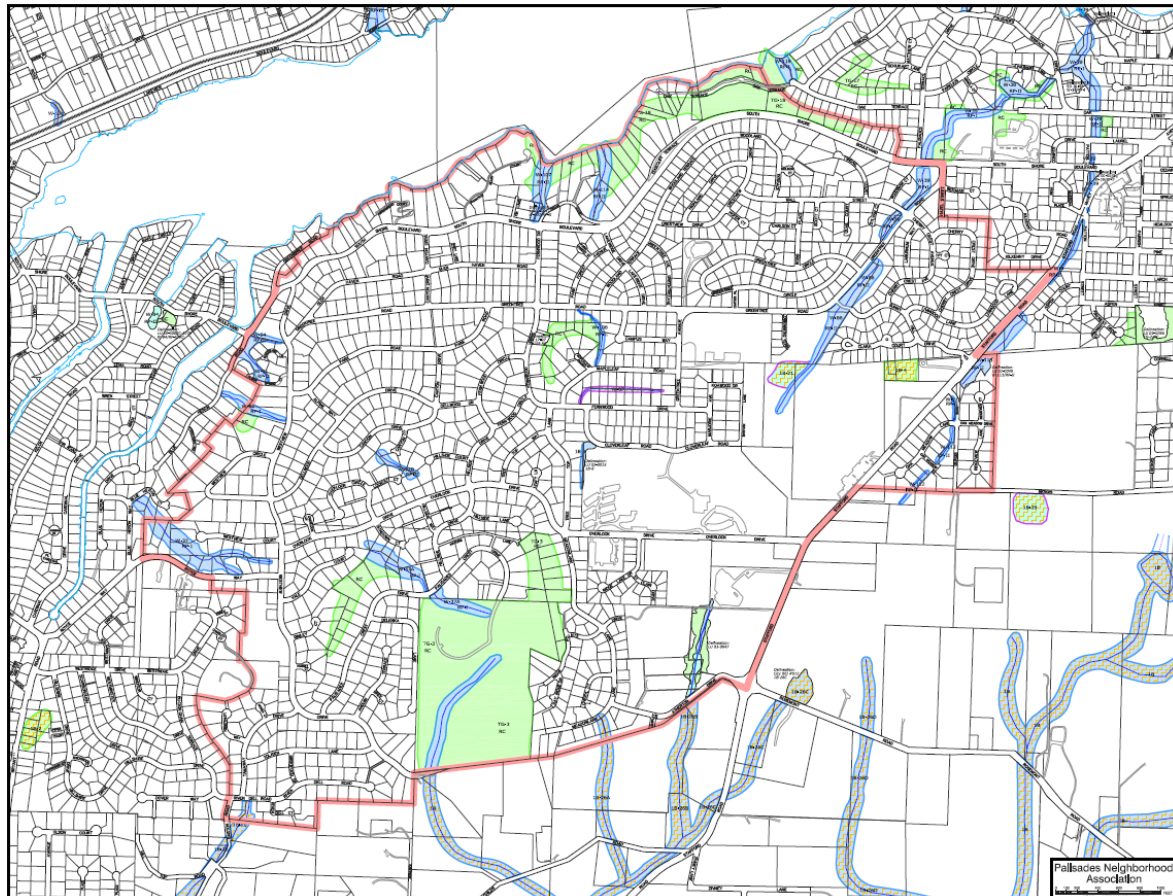
Wetlands

Many wetlands, both in Palisades and across Lake Oswego, have been degraded or drained to facilitate development. The Lakeridge High School playing fields are located in a stream drainage area; while now developed, the area still experiences seasonal standing water. There are currently two wetlands in Palisades that are designated on the Sensitive Lands Map. One is located at the northwestern corner of the Municipal Golf Course, and the other is located in a tree grove along the western edge of the Rassekh Property. Palisades neighbors would like these remaining wetlands to be preserved.

Wildlife Habitat

The cluster of parks and open space along the Stafford Corridor provides habitat for wildlife in Palisades. The Luscher Farm area, the Municipal Golf Course, Pioneer and Sacred Heart cemeteries, the Raseekh property, Stevens Meadows and Cook's Butte are large open parcels that contribute to this corridor. Wildlife that live and travel through Palisades include deer, coyotes, raccoons, beavers, otters, osprey, blue heron and other small animals and birds. An eagle's nest is located both in South Shore Natural Area and in a tree at the intersection of Stafford Road and Bergis Road. Brook trout also live in Lost Dog Creek and their health is monitored as a resident species. Keeping the creek clean is important to preserving this local fish habitat.

Figure 6-1: Sensitive Lands Map (Adopted 1998) – Palisades Neighborhood



Existing City Goals, Policies and Programs

City of Lake Oswego Comprehensive Plan Goal 5: Open Spaces, Historic and Natural Areas

(Includes goals for: Fish and Wildlife Habitat, Vegetation, Wetlands, Stream Corridors, Sensitive Lands, Open Space and Oswego Lake)

City of Lake Oswego Comprehensive Plan Goal 6: Air, Water and Land Resources Quality

Numerous policies in the Comprehensive Plan address specific aspects of the natural environment. Policies call for the protection and restoration of wetlands, stream corridors, vegetation and wooded character, environments that provide fish and wildlife habitat, and Oswego Lake.

The policies are implemented through regulations including a citywide tree code established in 1971, and Sensitive Lands Overlay Districts that protect tree groves, wetlands and streams with significant habitat.

Tree Programs

In addition to the citywide tree code, the City of Lake has adopted a comprehensive plan for its urban forest. The plan includes initiatives to maintain street trees and trees in public parks, and voluntary efforts to promote tree stewardship on private land. The specific maintenance needs of Palisades urban forest have not yet been evaluated. The City is looking to neighborhoods for assistance through neighborhood-led tree inventories, which will help the City to refine its Urban and Community Forestry implementation effort. A tree inventory was initiated by a resident and has been completed for Area 9 of the Palisades neighborhood. The inventory shows that fir trees are the most common type of tree in this area of the neighborhood, with Fernwood Drive containing the highest overall number of trees.



Photo Credit: Ines Bojlesen

Lake Oswego's Heritage Tree program recognizes trees or stands of trees "of landmark importance due to age, size, species, horticultural quality or historic importance." Residents may nominate trees to be designated by the Natural Resource Advisory board as Heritage Trees, and marked with a Heritage Tree plaque. The designation creates a higher level of review for tree cutting, and helps foster appreciation and awareness of trees. There is one tree in the Palisades neighborhood that has been designated as a Heritage Tree. The White Oak is located on private property at 1421 Greentree Circle and is marked with a plaque. Additional trees in Palisades may be eligible for this designation.

Sensitive Lands

The City's Sensitive Lands Overlay Districts provide additional protection for resources that contribute to wildlife habitat. These resource sites were identified through surveys conducted in 1993-1994, and were adopted as part of the Lake Oswego Comprehensive Plan when the Sensitive Lands Overlay Districts were designated in 1998. The Resource Conservation (RC) overlay district protects tree groves and the Resource Preservation (RP) overlay district protects stream corridors and wetlands. Designation as a Sensitive Lands site limits where and how development happens, but does not call for resource restoration. The location of sites shown in the City atlas is approximate; resources must be precisely delineated when development occurs near them. Sensitive Lands in Palisades are identified on Figure 6-1.



Photo Credit: Ines Bojlesen

Palisades Goals and Policies for Natural Resources

Neighborhood Goals

Promote conservation of natural resources by using sustainable practices throughout the neighborhood.

Palisades Neighborhood Association Policies

1. Consider the impacts that neighborhood association decisions have on neighborhood wildlife and vegetation.
2. Promote improved watershed quality in and around Palisades.
3. Increase awareness and knowledge about trees in Palisades.

City and Palisades Neighborhood Association Policy

1. Increase awareness and knowledge about trees in Palisades.

Action Steps for Natural Resources



Palisades Neighborhood Association Action Steps

1. Work with the City to organize a storm drain marking project. Organize community members to participate in marking Palisades storm drains with messages indicating the lake or river they drain into. This will help to prevent dumping hazardous materials and educate residents about their watershed.
2. Promote improved watershed quality in Palisades by providing information on the Palisades Neighborhood Association web site and newsletter about what residents can do to improve the health of their lake and streams.
3. Identify Community Forestry leaders in each neighborhood sub-area. Work with the City to provide training to community leaders and members about trees and tree inventories. Partner with Palisades residents and community groups to complete inventories of each neighborhood sub-area.
4. Promote education about trees by providing information on the Palisades Neighborhood Association web site and newsletter.
5. Encourage neighbors to identify local trees “of landmark importance due to age, size, species, horticultural quality or historic importance” to be designated as Heritage Trees. Property owners can nominate trees on their property by submitting nomination and consent to the City. The Palisades Neighborhood Association can nominate trees on public property by submitting a nomination to the City Manager.
6. Encourage the City and School District to plant trees on their properties.

City Action Steps



1. Provide training on tree identification, native tree planting, tree maintenance, and the City Tree Code to neighborhood Community Forestry leaders.
2. Maintain trees in City-owned natural areas.
3. Provide ongoing assessment of the condition of natural resource sites in Palisades.

Waluga Neighborhood Plan

Adopted March 5, 2002

Introduction

In 1993, the City Council adopted a Neighborhood Planning Program to provide neighborhoods in Lake Oswego an opportunity to develop a vision and corresponding customized guidance on matters of land use, building and site design and capital expenditures. The Neighborhood Planning Program was designed to go beyond the general guidance provided by the Comprehensive Plan Goals and policies, in order to address more localized and specific neighborhood needs.

This is the first time the Waluga Neighborhood has developed a Neighborhood Plan specific to the area contained within its neighborhood association boundaries (Figure 1). The Plan was developed over a period of over five years by the Waluga Neighborhood Association Plan Steering Committee and involved substantial research, review and discussions. The Neighborhood Plan has been incorporated into the City's Comprehensive Plan by legislative amendment. It augments Citywide land use goals and policies in regard to land use within the boundaries of the Waluga Neighborhood Association.

Because the Neighborhood Plan is part of the Citywide Comprehensive Plan it is required to be in conformance with Statewide Planning Goals and the Metro Regional Framework Plan, which is also enabled by state statute. The Neighborhood Plan has been reviewed by both the City of Lake Oswego and the Department of Land Conservation and Development as to whether it meets these tests. It has been concluded that the Waluga Neighborhood Plan is in conformance with the City's Comprehensive Plan, Statewide Planning Goals and the Metro Regional Framework Plan.

The Waluga Plan consists of eight goal and policy chapters as follows:

- GOAL 1: Citizen Involvement
- GOAL 2: Land Use
- GOAL 5: Open Space, Scenic and Historic Resources and Natural Resources
- GOAL 8: Parks and Recreation
- GOAL 9: Economic Development
- GOAL 10: Housing
- GOAL 11: Public Facilities and Services
- GOAL 12: Transportation

These chapters are numbers and structured to be consistent with the City's Comprehensive Plan and Statewide Planning Goals. Also, terms and phrases marked with an (*) asterisk are defined in the definition section at the end of the document.

It is important for both the Waluga Neighborhood Plan and the Lake Oswego Comprehensive Plan to be responsive to changing conditions and circumstances. Because the Neighborhood Plan is part of the Citywide Comprehensive Plan, its update is required as part of periodic review of the City's Comprehensive Plan to address changes and unanticipated circumstances which occur over time.

In addition, because the Waluga Plan is intended to “comprehensively address” land use policy issues in the neighborhood, and the neighborhood is part of the City as a whole, there are no parts of either the City’s Comprehensive Plan or the Waluga Neighborhood Plan which can be considered separately from other parts. All Plan goals and policies are intended to be supportive of one another. However, when using the Neighborhood Plan to make decisions, if conflicts arise between goals and policies, the City has an obligation to make findings, which indicate why the goal or policy being supported takes precedence over those which are found to be in conflict. This involves a decision-making process on the part of the City, which balances and weighs the applicability and merits of both the Neighborhood Plan’s and Comprehensive Plan’s many goals and policies against one another.

The City’s Comprehensive Plan and its Neighborhood Plan elements occupy center stage for directing Lake Oswego’s future. However, other planning activities and documents are also important. Other plans, such as the Park and Recreation Master Plan, Transportation System Plan, the various public facility plans, and the Capital Improvement Plan, are important to consider when making land use decisions. Any portion of these plans and any related action dealing with land use must be consistent with the policy direction of the Comprehensive plan and its Neighborhood Plan Chapters.

The Neighborhood Plan elements of the Comprehensive Plan and the Community Development Code are intended to mutually support one another. The Plans do not contain specific standards for development. Instead they provide the policy basis for specific standards and procedures of the Community Development Code, which are used to review new development and modifications to existing development. However, the Plans are applicable to legislative and some quasi-judicial decisions such as Plan and Zone Map amendments and certain other land use actions, which must address applicable regulatory Plan goals and policies. These include actions such as conditional uses and text changes to the Community Development Code.

**NEIGHBORHOOD PLAN FORMAT
DEFINITIONS AND OBLIGATIONS OF GOALS, POLICIES AND
RECOMMENDED ACTION MEASURES**

Goals, policies and recommended action measures identify the intent of the City to accomplish certain results. The different types of plan statements vary in specificity. Usually, goals are the most general, and policies and recommended action measures are the most specific. The City's obligations under these statements vary according to the type of statement.

The goals and policies are intended to relate to one another. The goals are followed by supportive policies. The goals and policies in turn are supported by recommended action measures. However, each plan statement can stand alone, either as a goal or policy which are obligations the City wishes to assume, or as a recommended action measure which is a recommendation to achieve a desired end, but does not signify an obligation.

The Comprehensive Plan and its Neighborhood Plan elements are the general guide for the City in matters relating to land use. However, a number of other factors should be recognized:

1. The Plan is not the only document, which established City policies and planning activities. For example, the City must conform to the Municipal Code, state and federal regulations, and intergovernmental agreements. To the extent possible, these requirements are referenced in the Plan.
2. If a project or process is not addressed by the Plan, the City may still take appropriate action to address it. However, if necessary, the Plan should be amended in this circumstance.
3. Although the goals and policies do not specifically address disaster situations (washed out roads, fire, broken utility lines, etc.) the City's responsibility in areas of safety and public health may occasionally require emergency actions which would otherwise require adherence to specific permit requirements and findings of plan compliance.

I. GOAL

Definition:

A general statement indicating a desired end or the direction the City will follow to achieve that end.

Obligation:

The City cannot take action, which violates a goal statement unless:

1. Action is being taken, which clearly supports another goal.
2. There are findings indicating the goal being supported takes precedence (in the particular case) over another.

II. POLICY

Definition:

A statement identifying the City's position and a definitive course of action. Policies are more specific than goals. They often identify the City's position in regard to implementing goals. However, they are not the only actions the City can take to accomplish goals.

Obligation:

The City must follow relevant policy statements when amending the Comprehensive Plan, or developing other plans or ordinances which affect land use such as public facility plans, and zoning and development standards or show cause why the Comprehensive Plan should be amended consistent with the Statewide Land Use Goals. Such amendments must take place following prescribed procedures prior to taking an action that would otherwise appear to be in conflict with a Plan policy. However, in the instance where specific Plan policies appear to be conflicting, the City shall seek solutions which maximize each applicable policy objective within the overall context of the Comprehensive Plan and Statewide Goals. As part of this balancing and weighting process, the City shall consider whether the policy contains mandatory language (e.g. shall, require) or more discretionary language (e.g. may, encourage).

III. RECOMMENDED ACTION MEASURES

Definition:

A statement that outlines a specific City project or standard, which if executed, would implement goals and policies. Recommended action measures also refer to specific projects, standards, or courses of action the City desires other jurisdictions to take in regard to specific issues. These statements also define the relationship the City desires to have with other jurisdictions and agencies in implementing Comprehensive Plan goals and policies.

Obligation:

Completion of projects, adoption of standards, or the creation of certain relationships or agreements with other jurisdictions and agencies, will depend on a number of factors such as citizen priorities, finances, staff availability, etc.

The City should periodically review recommended action measures to determine which are a priority to be accomplished in view of current circumstances, community needs and the City's goal and policy obligation.

These statements are suggestions to future City decision-makers as ways to implement the goals and policies. The listing of recommended action measures in the plan does not obligate the City to accomplish them. Neither do recommended action measures impose obligation on applicants who request amendments or changes to the Comprehensive Plan or its Neighborhood Plan Chapters.

The list of recommend action measures is not exclusive. It maybe added to or amended as conditions warrant.

NEIGHBORHOOD CHARACTER STATEMENT

The Waluga Neighborhood boundary represents a diversity of public facility, commercial, office, single-family and multi-family developments that desire to share a “planned community”* which maximizes the quality of life. The Waluga Neighborhood is striving to create a “small town” atmosphere which supports mass transit, maintains the current balance of land uses and densities, and provides clear transitions from different types of land uses.

We are an active partner and supporter of the Lake Grove Business Association, which encourages business development and planning along the borders of our Neighborhood Association. The neighborhood’s commercial businesses are patronized by both the neighborhood and the community. Commercial businesses on our east, west and north borders, provide valuable jobs and revenue to our area and we would like to see these businesses continue to thrive. However, efforts should be made to keep commercial generated traffic on the arterial system and to discourage cut-through traffic* in residential neighborhoods.

The Waluga Neighborhood Association believes that the single-family residential area is slowly being encroached upon by multi-family, commercial and office developments. Balance of the existing land uses should be maintained to ensure the preservation of the character and livability of the area is not jeopardized. We strive to improve and preserve the existing balance of land uses to maintain accessibility to the school, park and businesses and to encourage neighborhood interaction and a sense of community. We would also like to encourage and accommodate bicycle and pedestrian connectivity within the community in order to create a safe and friendly atmosphere.

Higher density multi-family developments are located between commercial areas and lower density residential development. This is an efficient and smart land use pattern that should continue to be used, as long as it is not a detriment to existing single-family residential development. With all considerations taken into account, new multi-family and commercial development should be located near major arterials, mass transit and businesses in order to take advantage of the potential for increased walking and decreased auto use.

Waluga Park is a prized resource within the neighborhood association boundary and we want to continue to expand, improve and protect it, without negatively impacting neighborhood traffic and parking. We believe it greatly enhances the livability of our neighborhood and provides a cornerstone for our neighborhood and focal point.

It is the goal of the Neighborhood Plan to ensure that new planning efforts and development support the vision for our neighborhood and that all residents are provided the opportunity to participate in the issues facing our neighborhood.

The Waluga Neighborhood can be characterized as a quiet neighborhood on the edge of a vibrant and active commercial crossroad. The diversity of the land uses and destination points in this neighborhood represent one of Lake Oswego’s finest mixed use neighborhood.

The boundaries of the Waluga Neighborhood include approximately 208 acres of land comprised of single-family residential, multi-family residential, office, commercial and park development. Of the 208 acres, there is approximately 28 acres of right-of-way (13.5%), 68 acres of housing (32%), 19 acres of park (9%) and 66 acres of commercial development (32%). The Waluga Neighborhood generally lies to the west of Boones Ferry Road, to the south and east of Carman Drive, north of Firwood Road and generally east of Waluga Drive.

The Waluga Neighborhood is located along the crossroads of two major arterials, Kruse Way (which runs west-east connecting to I-5 and Boones Ferry Road) and Boones Ferry Road (which runs north-south connecting to I-5 and Portland). Residents within the neighborhood use these roadways to get to destination points within the Waluga Neighborhood such as Waluga Park, Lake Grove Elementary School, the commercial corridor located along Boones Ferry Road and the Kruse Way Office complexes located on Kruse Way.

Waluga Park is approximately 53 acres, of which 19 active and tranquil acres are located in the Waluga Neighborhood. The park is the site of an old working quarry and inactive volcano. The amenities the park offers include walking trails picnic areas, ball fields, wetlands, natural vegetation and wildlife. Due to the size, quality and amenities, the park attracts people from the abutting neighborhoods as well as Citywide.

Another highlight of the neighborhood is the Lake Grove Elementary School. Between 1924 and 1953, the school was part of the Lake Grove School District. It wasn't until 1954 that the school became part the Lake Oswego School District. In 1949 the school burned down and had to be rebuilt. Today, the school site is approximately 7 acres in size, 61,000 square foot of building and serves children from kindergarten through sixth grade. As of January 2, 2001, there were 463 students attending the school.

The Waluga Neighborhood is located in the heart of the Lake Grove Business District*. The area around the neighborhood was originally the center of a rural community, and has since grown and expanded both north and south along Boones Ferry Road and west along Kruse Way. Businesses in this area are primarily of a community or neighborhood scale, although as one goes further west along Kruse Way, commercial office complexes have developed in the recent past. This growth in commercial and office development has ensured that the Lake Grove Business District* will continue to prosper and contribute to the livelihood of the community.

In conclusion, the Waluga Neighborhood wishes to continue to see the neighborhood flourish within its current diversity of natural resources, land uses and recreational opportunities, and at the same time, protect the balance of low-density residential, multi-family and commercial uses. The impact of over-development of multi-family or commercial uses around the periphery of the neighborhood would result in negatively impacting the quality of life that the neighborhood has come to enjoy. It is these characteristics that contribute to the quality of life that the neighborhood would like to preserve and enhance.

GOAL 1: CITIZEN INVOLVEMENT

Summary of Major Issues:

This Chapter of the Waluga Neighborhood Plan recognizes that opportunities must be provided for all residents to become involved in issues that affect them. It is especially true for the Waluga Neighborhood. The association was the second city recognized neighborhood association in Lake Oswego (Figure 2). Since then, neighborhood residents have been actively involved in commenting on current land use applications and developing transportation and land use plans for the neighborhood.

It is important for the Waluga Neighborhood that there be continued involvement and cooperation in citywide as well a localized matter that relate to the neighborhood. Due to the diversity of land uses within the Waluga Neighborhood the plan recognizes and ensures that there be notification and the opportunity for comments on a variety of current land use issues, to make certain that compatibility and the character of the neighborhood is maintained.

Goals:

1. Create opportunities for every interested citizen to be involved in all phases of the planning process to ensure that their concerns are heard.
2. Encourage broadly based public participation including all geographic areas and diverse interests.
3. Ensure regular and ongoing two-way communication between citizens and City elected and appointed officials.
4. Ensure that all residents and business owners in the neighborhood have the opportunity to be involved in all phases of the land use planning process.
5. Ensure that communication within the neighborhood and to the City regarding issues of both neighborhood and citywide significance reflects the diversity of interest of those who live, work, and do business in the neighborhood.

Policies:

1. Assist the City in determining the priority needs for the Neighborhood and the City, through neighborhood involvement in City Boards and Commissions.
2. Ensure that coordination occurs between the Neighborhood Association, other neighborhoods and County Planning Organizations (CPO)* in regard to land use, public facility planning and construction, and other matters which have impacts on neighborhood residents and business owners across neighborhood boundaries.
3. Provide timely information and notice so that both neighborhood residents and business owners have the opportunity to participate in land use actions and the development of public facilities.
4. Pursuant to LOC Chapter 49, ensure the neighborhood has adequate opportunity to understand and develop effective comments and testimony on land use applications.

Recommend Action Measures:

- i. Support the Lake Oswego Neighborhood Action Coalition (LONAC)* through actions such as participating in general meetings.
- ii. Encourage elected and appointed City officials to periodically meet with the Neighborhood Association to ensure its opinions and needs are communicated directly to the City.
- iii. Encourage the Lake Grove Business Association to develop and distribute information to area residents about shopping, entertainment and service opportunities provided by the Lake Grove Business District*.
- iv. Work in partnership with the Neighborhood Association to assure public notice, information and communication procedures are in place to prepare for possible public safety events such as fire and law enforcement incidents, inclement weather and other emergencies and natural and man-made disasters.
- v. Encourage neighborhood residents and business owners to make a personal commitment to neighborhood safety and social quality by taking interest in the well being of their neighbors.
- vi. Encourage neighborhood residents and business owners to work together toward betterment of their neighborhood.
- vii. Make available to business owners and residents a copy of the adopted Neighborhood Plan to ensure they have the opportunity to become knowledgeable of the Plan's content and applicability.
- viii. Work in partnership with the Neighborhood Association to develop Zoning Code text amendments to reflect the following:
 1. When minor or major development is proposed, require that the minimum threshold for notification of proposed land use action be the closest fifty property owners when less than fifty are contained within the required 300-foot notification boundary.
 2. Ensure that required pre-application neighborhood meetings between the applicant and the neighborhood are accurately communicated to decision-makers by requiring:
 - a. The applicant to agree with Neighborhood Association chair upon a mutually convenient meeting date, time and place.
 - b. Special attention shall be given to ensure that attendees concerns and issues are noted within the meeting minutes and that they are clearly audio-taped. The developer shall mail minutes to the attendees and the Neighborhood Association Chair or designee. A reasonable time, of not less than seven days following mailing, shall be provided for the chair or designee in consultation with the attendees, to review, correct if necessary, and approve the minutes. Also, the developer shall make

copies of the tapes conveniently available for Neighborhood Association review within one week after the meeting and prior to development application to the City.

- c. Meeting audiotapes and written minutes approved by the Neighborhood Association chair or designee is provided to the City at the time of application submittal.

GOAL 2: LAND USE PLANNING

Summary of Major Issues:

The Waluga Neighborhood is unique in that it has developed into an example of a mixed use neighborhood. It has the distinction of having integrated low-density residential, high-density residential, special-use housing, commercial, office, retail and recreational uses, while also offering different modes of transportation for travel (Figure 3). It is this unique balance of land uses that contributes to the character of the Waluga Neighborhood and it is this character that the neighborhood would like to enhance and preserve.

Residents recognize that the character of a neighborhood is the result of good land use planning goals, policies, regulations and standards. In this regard, it is essential that the Neighborhood Plan, the City's land use regulations, Comprehensive Plan and other planning efforts are consistent and support one another. It is especially important in regards to issues such as compatibility of new development and maintaining the balance of existing land uses.

The Waluga Neighborhood would like to ensure that new development, be it single-family, multi-family, office or commercial, enhance and do not negatively impact the character of the neighborhood. Among other things, "character" includes aesthetics, the ability to walk and bike, natural resources, air quality and the sense of a friendly easygoing atmosphere.

Maintaining the balance of land uses, especially for single-family dwellings is important. The Waluga Neighborhood Association believes that single-family dwellings represent an ever-shrinking island within the Waluga Neighborhood that needs to be preserved because of the perception that the single-family residential areas is slowly being encroached upon by multi-family, commercial and office developments. The balance of the existing land uses should be maintained to ensure the preservation of the character and livability of the area is not jeopardized. We strive to improve and preserve the existing balance of land uses to maintain accessibility to the school, park and businesses and to encourage neighborhood interaction and a sense of community.

The Waluga Neighborhood Association has indicated that it will oppose attempts to rezone in any other areas of the neighborhood from the residential zoning designations existing at the time of the adoption of this plan based upon the policies herein, which the WNA believes that taken together as a whole discourage rezoning of residential to commercial outside of those areas depicted in Figure 6.

Goals:

1. Ensure that the City's land use planning processes and policy framework serve as a basis for all decisions and actions related to the use of land in the Waluga Neighborhood Association.
2. Ensure that the City's land use regulations, actions and related plans are consistent with and implement the Waluga Neighborhood Plan.

Policies:

1. Applicants proposing a zone/plan density change to R-0, R-2, R-2.5, or R-3, shall demonstrate that the proposal complies with the following criteria:
 - a. Demonstrate that the proposed density is appropriate for the location given public facilities, natural resources and hazards, road or transit access and proximity to commercial areas and employment concentrations.
 - b. A proposed plan/zone density change shall have no negative effect on the City's compliance with the Metropolitan Housing Rule (OAR 666-07-000).
2. As applicable by City Code, ensure that the architectural, site design and landscape character of new development and substantial remodel of structures within the Waluga Neighborhood is compatible* with the character of the existing neighborhood.
3. As applicable by City Code, ensure that the design and operation of group and residential care facilities and institutional uses are compatible* with, the site and neighborhood character.
4. Per City Code, require developers to bear the burden of proof to demonstrate how proposed land use actions are consistent with the Comprehensive Plan, Waluga Neighborhood Plan and applicable codes and land use regulations.
5. Do not adopt criteria that would include deterioration/demolition as justification for a zone change.
6. An applicant for a plan and zoning map change to a commercial designation shall be strictly required to demonstrate substantial evidence of the public need for the change, plus substantial evidence that the proposed change will best meet the identified public need versus other available alternatives, as required by Comprehensive Plan Goal 2, Policy 14(f).

Recommended Action Measures:

- i. Review and update the Waluga Neighborhood Plan concurrent with Periodic Review of the City's Comprehensive Plan.
- ii. Where possible encourage the conversion and change of zoning of commercial and multi-family properties to single-family residential zoning.
- iii. Investigate the feasibility of Comprehensive Plan and zone change amendments that would result in actual utilization of properties zoned other than single-family residential are actively used or developed to the appropriate underlying zone or initiate a zone change to reflect the existing use. For example, the properties located at 15820 and 15850 should be considered rezoned back to single-family residential use.
- iv. The Waluga Neighborhood Association shall encourage property owners and builders not to develop properties to maximum density through discussions at the required land use neighborhood meeting.

- v. The Neighborhood Association will support, review and communicate Waluga Neighborhood positions regarding development of Public Facilities Plans and the implementation of Capital Improvement Programs.
- vi. Explore the possibility of a Comprehensive Plan text amendment that would apply a certain time limit on a Comprehensive Plan and zone change amendment, in which a property would be required to be used for what it was rezoned to, or the property would revert back to its original zoning designation. The property would automatically revert back to the previous zoning if no substantial progress has been made towards developing the property for what it was rezoned to. Substantial progress may include, but is not limited to, issuance of a building permit or the City's acceptance of a completed land use application.
- vii. When the city considers Comprehensive Plan amendments and zone changes to commercial uses within the Waluga Neighborhood boundary, it should consider if any change in circumstance has occurred which would cause a departure from:
 - a. The Findings and Conclusion of "An Analysis of Commercial and Industrial land Use and Employment in Lake Oswego Oregon¹";
 - b. Findings for vacancy rates for rentable retail space cited in the "Market Analysis for the Lake Oswego GAP Quick Response Grant²"; and
 - c. Findings that there are not adequate employment opportunities such that the City cannot meet Metro established job targets identified within the most recent Metro 2020 Regional Forecast and Growth Allocation.

¹ This is an August, 1988 Background Report prepared in fulfillment of Statewide Planning Goal 9 for the Periodic Review of the Lake Oswego Comprehensive Plan.

² This is a market analysis report prepared for a legislative Plan and Zoning Map Amendment PA 4-98/ZC 6-98/DA 1-98.

GOAL 5: OPEN SPACES, SCENIC AND HISTORIC AREAS, AND NATURAL RESOURCES

Summary of Major Issues:

A defining characteristic of the Waluga Neighborhood is its natural resources. Specifically, its mature tree canopy, the bountiful natural resources in Waluga Park and wetlands and tree groves found throughout the neighborhood. This signature characteristic should be preserved and enhanced.

Along many of the residential streets in the neighborhood mature trees loom high above residential and commercial development, reflecting the fact that these trees have been here for a long time. Among these old trees, you also find meandering paths, which add to the sense of place and provides for safe and efficient pedestrian and bicyclist travel.

Waluga Park is a prized resource within the Waluga Neighborhood and it should continue to be expanded, improved and protected, without negatively impacting the neighborhood's quality of life. The Waluga Neighborhood Association believes it greatly enhances the livability of the neighborhood and provides a cornerstone for the community.

The Waluga Neighborhood contains a significant stream corridor*, wetlands* and tree groves* (Figure 4). These significant natural resources have been inventoried and identified in the Lake Oswego Sensitive Lands Inventory (ESEE Natural Resources Inventory analysis)*. Development which would impact these resources is regulated by the Sensitive Lands Overlay District. These natural resources add to the character of the neighborhood and are important in many ways, such as providing for wildlife habitat, surface water quality and storm water conveyance, and adding to the natural beauty and aesthetics of the neighborhood.

To preserve these natural resources, the Plan looks to emphasize many of the standards and regulation already in existence within the City Code. Protection and mitigation is sought through the vigilant application of the Sensitive Lands Ordinance. New landscaping and compatibility of uses is achieved through the stringent application and review of design standards.

Goal:

Preserve and protect Waluga Neighborhood's natural resources and wooded character.

Policies:

1. Pursuant to the Sensitive Lands Overlay District, preserve stream corridors*, tree groves*, wetlands* as designated by the City's Sensitive Lands Inventory (Figure 4), particularly within Waluga Park.
2. Pursuant to City Regulations, require preservation and maintenance of open space reserves* consistent with conditions of development approval including:
 - a. Preventing the removal of trees and non-invasive vegetation* except as provided by the Lake Oswego Tree Code (LOC 55);
 - b. Removing invasive vegetation* and replanting with native plant species where appropriate;

- c. Preventing the dumping of garbage and yard debris in open space areas through enforcement of nuisance provisions Lake Oswego Code (LOC 34.08.490); and
 - d. Not allowing the encroachment of structures, yards, landscaping or other private improvements.
- 3. Preserve and where possible, enhance the Waluga Neighborhood tree canopy* by applying the City's tree cutting regulations to all parcels within the Neighborhood Plan Boundary, per LOC 55.
- 4. Where practicable*, require landscaping and planting of trees which grow to a significant size for all new development. Tree planting, including species selection and location shall take into account solar access requirements (LOC Chapter 57).
- 5. As per the Sensitive Lands Overlay District, emphasize protection of significant trees* and tree groves* over tree and vegetation removal and subsequent mitigation through replanting.
- 6. Provide property owners the opportunity to preserve trees through participation in a City adopted Heritage Tree Protection Program*.
- 7. Where practicable, protect and enhance significant trees within the public right-of-way and on other public lands by:
 - a. Adopting standards and regulations to protect public trees;
 - b. Ensuring maintenance of adequate public right-of-way to plant trees that are known to grow to a significant size; and
 - c. Ensuring no adverse effects from surrounding use impacts tree viability.
- 8. Pursuant to the Sensitive Lands Overlay District, ensure public works projects in the Waluga Neighborhood are designed, implemented and maintained to protect trees, stream corridor*, wildlife habitats and other natural resources.
- 9. Pursuant to the Sensitive Lands Overlay District, ensure development does not disturb or harm surrounding or abutting natural resources and sensitive lands, either directly or indirectly, by requiring resource protection measures as part of the development review process.
- 10. When trees are removed in the Waluga Neighborhood in violation of the Lake Oswego Tree Code (LOC Chapter 55) ensure that tree planting, which is required for mitigation occurs within the Waluga Neighborhood's boundaries.
- 11. Protect, preserve and restore where practicable the natural resource functions and values of City inventoried stream corridors, wetlands and tree groves in the Waluga Neighborhood, which are shown on the Sensitive Lands Map and Atlas* and protected by the City's Community Development Code.
- 12. Pursuant to City standards, require storm drainage and water quality management measures* and facilities for all new development within and outside the Waluga Neighborhood to ensure Waluga Neighborhood properties and natural resources are

protected from flooding, erosion and sedimentation and other effects of increased water run-off.

13. Pursuant to the Sensitive Lands Overlay District, allow property owners to conduct restoration activities within stream corridors, wetlands and tree groves without the dedication of conservation easements when these efforts are undertaken at their own expense.

Recommended Action Measures:

- i. Actively support a Lake Oswego Community Forestry Program which:
 - a. Provides for an ongoing planting and maintenance program for trees and other vegetation in public rights-of-way, natural areas, open spaces and parks.
 - b. Provides information regarding tree care to the general public.
- ii. Encourage property owners and citizen groups to landscape with native plants along stream corridors and adjacent to wetland buffer areas.
- iii. Encourage the identification of historically significant buildings and features in the Waluga Neighborhood.
- iv. Encourage the dedication of conservation easements* to protect natural resources and open space.
- v. Develop and maintain landscaped entry features and focal points with the Waluga Neighborhood at the intersection of Quarry Road and Boones Ferry Road.
- vi. Monitor the condition of Waluga Neighborhood's tree canopy over time, including the identification and progression of disease such as laminated root rot, through a City maintained data collection and inventory system.
- vii. Re-evaluate the labeling of the stream/wetland identified as W-17B (east side of Daniel Way) on the Sensitive Lands Map as "insignificant".

GOAL 8: Parks and Recreation

Summary of Major Issues:

Waluga Park is approximately 53 acres, of which 19 active and tranquil acres are located in the Waluga Neighborhood (Figure 5). The park is the site of an old working quarry and inactive volcano. The amenities the park offers include walking trails picnic areas, ball fields, wetlands, natural vegetation and wildlife viewing. Due to the size, quality and amenities, the park attracts people from the abutting neighborhoods as well as citywide.

The Waluga Neighborhood strongly identifies with the park because it provides the area a unique identity and it sets the tone for the character of the rest of the neighborhood and the surrounding community. The park is an amenity that should be preserved, maintained and improved for all to enjoy.

Results of the neighborhood survey indicated that 72% of respondents were in favor of the City purchasing private property to add to the existing park. In addition, 66% of respondents supported the use of tax dollars to expand Waluga Park. Specifically, as identified in RAM (i), the Waluga Neighborhood would like the City to consider purchasing the property located at the corner of Quarry Road and Oakridge Road. The acquisition of this heavily wooded property would be a significant addition to the continued success of Waluga Park and serve as a potential pedestrian gateway to the park from the south.

Goal:

To expand, improve and maintain Waluga Park for active and passive activities, providing attractive, safe, functional and available access to all segments of the neighborhood population.

Policies:

1. Identify and recommend improvements to Waluga Park that satisfies the recreation needs of the neighborhood.
2. Identify and recommend acquisition of lands, contiguous with Waluga Park, when they become available on the market.
3. Avoid the irrevocable loss of any parts of Waluga Park.
4. Per LOC Chapter 39, require developers to pay their equitable share for park acquisition and development costs.
5. Provide accessibility to all park users, which meet or exceed applicable state and federal laws.
6. According to community and neighborhood needs, add new facilities to Waluga Park, which enhance the character of the park.
7. Pursuant to City Code, develop Waluga Park such that:

- a. Developments are compatible with adjacent land uses, by using setbacks and effective buffering and screening to minimize impacts of intensive uses such as traffic, parking, bright lights and noise;
- b. Traffic generation does not exceed design capacity of adjacent streets at off peak hours, local streets are not used to accommodate traffic generated by intensive use, and adequate parking facilities are constructed to minimize and discourage automobile parking outside of the park on residential streets; and
- c. Accessibility to the park is available from all sides for bicycles and pedestrians, if not in conflict with natural resources.

Recommended Action Measures:

- i. Actively pursue the acquisition of the currently available 4-5 acres of property at the corner of Oakridge Road and Quarry Road.
- ii. Actively work with the Lake Grove Christian Church on options for acquiring the property and facilities upon which they are located through acquisition, trading of other city property or a combination of both.
- iii. Work with the community and developers to develop a continuous pedestrian and bicycle pathway around the periphery of Waluga Park.
- iv. Assure appropriate levels of handicapped accessibility to Waluga Park that is reflective of such users in the Waluga Neighborhood.
- v. Work with the community and developers to develop additional pedestrian and bicycle pathways with the Kruse Way Open Space.
- vi. Seek citizen input in park and recreation planning through surveys, meetings and other appropriate methods.
- vii. Work with Neighborhood Associations to develop and integrate the City-owned water reservoir property on the north border of Waluga Park as part of Waluga Park.
- viii. Encourage reciprocating use of parking facilities between Lake Grove Elementary School and Waluga Park.

GOAL 9: ECONOMIC DEVELOPMENT

Summary of Major Issues:

A portion of the Lake Grove Business District* is located within the Waluga Neighborhood Boundary. The area around the neighborhood was originally the center of a rural community, and has since grown and expanded both north and south along Boones Ferry Road and west along Kruse Way. Businesses in this area are primarily of a community or neighborhood scale, although as one goes further west along Kruse Way, commercial office complexes have developed in the recent past. This growth in commercial and office development has ensured that the Lake Grove Business District* will continue to prosper and contribute to the livelihood of the community.

Within the Waluga Neighborhood, there are several 2040 Growth Concept* designations which may affect how development occurs. The Metro Functional Plan was adopted in November, 1996, to implement the Regional Urban Growth Goals and Objectives (RUGGO), including the 2040 Growth Concept. The overall principles embodied in the Metro 2040 Growth Concept and the RUGGO include encouraging a compact urban form in specific design type areas. The intent of focusing development in these design type area is to enable established neighborhoods outside of these design type areas to develop at existing Comprehensive Plan densities, rather than requiring higher densities. In this way, the greater proportion of additional units that jurisdictions are required to provide to meet targeted dwelling units for 2017 will be located in Design Type areas.

The “design type” that are found in the Waluga Neighborhood area, include Town Centers*, Main Street*, Transit Corridors* and Employment Centers*.

The Waluga Neighborhood understands that having a commercial and office center in its boundaries is an asset to the neighborhood. However, that asset must be balanced with the needs and interests of the residents who live in the area. To ensure balance and compatibility between commercial and residential development it was important to establish a boundary beyond which commercial development would not encroach into residential areas. This boundary is illustrated in Figure 6. The combination of this boundary and other existing design standards, such as buffering and landscaping requirements within the existing City Code will ensure that the existing amicable balance between residential and commercial development is not disrupted.

The Waluga Neighborhood Association has indicated that it will oppose attempts to rezone in any other areas of the neighborhood from the residential zoning designations existing at the time of the adoption of this plan based upon the policies herein, which the WNA believes that taken together as a whole discourage rezoning of residential to commercial outside of those areas depicted in Figure 6.

Goal:

Promote policies and actions which support the viability of Lake Grove Business District* and its ability to provide goods and services to area residents and businesses in an innovative manner compatible with the character of surrounding residential neighborhoods.

Policies:

1. Ensure that future improvements to Boones Ferry Road maintain or improve safe access to area businesses for the automobile, transit, pedestrians and bicyclists, while maintaining the function and character of adjacent neighborhood collectors and the local residential streets.
2. Minimize the number of driveway access points to Boones Ferry Road through use of wide consolidated driveways of sufficient width to allow simultaneous ingress and egress.
3. Provide opportunities for mixed-use development to occur in the Lake Grove Business District* whereby multi-story buildings would accommodate businesses on the ground floor and residential units above.
4. Develop and consider for adoption Community Development Code text amendments to not allow new drive-in or drive-through food service windows in the Lake Grove Business District*.
5. Ensure the design quality of future development in the Lake Grove Business District* by enacting land use and design regulations which enhance the district's existing built environment and positive design qualities and which also provide the opportunity for a variety of architectural design, and building types and sizes, including variations in setbacks, height, bulk and scale, which are consistent with these characteristics.
6. New commercial development shall protect existing natural resources to the extent possible through implementation of approved protection plans. Vegetation which is removed, including trees, and especially mature douglas firs, shall be replaced consistent with approved landscape plans. New trees shall be installed whenever possible along streets, pedestrian ways, building setbacks and within public places.
7. New commercial and multi-family development shall provide landscape buffering and screening between differing land uses to enhance aesthetic quality and mitigate visual and operational impacts, per existing City codes and regulations.
8. Ensure that the design of new commercial development and required public improvements contribute to the development of a safe and efficient transit and pedestrian environment within the Lake Grove Business District*.
9. Ensure that land use regulations foster compatibility between new and existing commercial and multi-family development and with surrounding residential neighborhoods through measures such as:
 - a. Outdoor lighting controls;
 - b. Separating noise sources from adjacent noise sensitive uses;
 - c. Containment and screening of trash collection areas;
 - d. Utilizing setbacks, buffering and screening to mitigate the visual and operational impacts of outdoor storage areas and other outdoor activities; and
 - e. Enforcement of prior conditions of development approval per the Community Development Code.

10. Discourage and abate nuisance situations*, such as excess noise, unconfined garbage and light spillover, through enforcement of the nuisance provisions of the Lake Oswego Code (LOC 34.08.000 – 34.11.599).
11. Control and license home occupations* within the residential zones of the Waluga Neighborhood to ensure they will not increase traffic and noise or disrupt in any other way the livability and quality of life of the residential area.

Recommended Action Measures:

- i. Work with the Lake Oswego West/Lake Grove Business Association and area neighborhood associations to develop a plan for Boones Ferry Road, which will address:
 - a. Safety and vehicular and pedestrian access to area businesses and adjacent residential neighborhoods;
 - b. Future auto capacity needs of the roadway;
 - c. Enhancement of the pedestrian environment;
 - d. Transit; and
 - e. Streetscape character and aesthetics.
- ii. Encourage intra-city transit connections between the Lake Grove Business District* and other business districts and employment centers and with the City's residential neighborhoods.

GOAL 10: HOUSING

Summary of Major Issues:

The Waluga Neighborhood is an island of single-family residences, surrounded by multi-family, commercial and office campus uses. Currently, 17% of the total land area is developed with single-family dwellings. The Waluga Neighborhood would like to protect single-family residences from encroachment by multi-family and commercial uses as this potentially impacts the balance of land uses and the quality of life.

There is little available land for development (approximately 6.4% is vacant), and what is available to be developed will likely be targeted for higher density uses. It is important to recognize that the mix of single-family and multi-family units within the Waluga Neighborhood boundaries meet or exceed the Metropolitan Housing Rule and State Goals³. Currently, 17% of the land within the Waluga Neighborhood is comprised of single-family residential development (148 single-family dwelling units) and 10.4% is comprised of multi-family residential development (308 multi-family dwelling units). The Waluga Neighborhood Association would urge that new developments that add density consider the lower density alternatives. In all cases, it is important that any new development be compatible in height, bulk and scale to the surrounding properties and that extensive buffering be required between step-downs from high-to-low density uses, especially when related to a zone change or when adjacent properties are more than one zoning level apart.

The Waluga Neighborhood Association would like to see that the existing housing stock be preserved and low-density single-family uses be encouraged in the neighborhood. Infill development and secondary housing units may be allowed, including flag lots*, subject to specific design and development standards to ensure design compatibility. Also of importance is that zoning standards be used to ensure that all new residential development, including substantial remodeling, contributes to the positive design character of the neighborhood.

Preservation of the character of existing local streets is important, including the non-grid street pattern and preservation of trees within street right-of-way* and on adjacent property, which provide tree canopy and shade.

Goals:

1. Preserve, maintain and enhance the livability and aesthetic character of Waluga's residential neighborhoods.
2. Encourage improvement and maintenance of properties within the Waluga Neighborhood boundary to increase aesthetics and uphold property values.
3. Maintain the low density, detached single-family residential character of the Waluga Neighborhood.

³ "Metropolitan Housing Rule" (OAR-660-7-000-060). This rule requires the City provide an opportunity for a 50%/50% mix of single-family and multi-family or attached housing.

Policies:

1. In accordance with the Community Development Code, do not allow the expansion or increase in non-conformance of a non-conforming use. Non-conforming uses may affect the quality of life in the Waluga Neighborhood through noise, traffic, glare and appearance of structures that may be incompatible with abutting residential uses. Replacement of non-conforming uses with permitted uses is strongly encouraged.
2. Pursuant to Standards for Secondary Dwelling Units and Lake Oswego Systems Development Charges Code (LOC Chapter 39), secondary dwelling units shall:
 - a. Have one unit be occupied by the property owner.
 - b. Pay applicable systems development charges (SDC).
3. An applicant for a plan and zoning map change to a multi-family designation shall be strictly required to demonstrate substantial evidence of the public need for the change, plus substantial evidence that the proposed change will best meet the identified public need versus other available alternatives, as required by Comprehensive Plan Goal 2, Policy 14(f).
4. Enhance the character of low density residential development within the Waluga Neighborhood by requiring the preservation of open space and natural resources pursuant to the City's adopted Sensitive Lands Ordinance.
5. Ensure that the scale and character of neighborhood collectors and local streets, which provide access to and within Waluga's residential neighborhoods are appropriate to the area served and are designed in accordance with the Community Development Code.
6. Ensure that undeveloped street right-of-way* remains available for street trees, on-street parking and pedestrian use and is not prevented from being utilized for these and other public uses by private encroachments such as landscape improvements and storage of vehicles, boats and equipment.
7. Pursuant to the Community Development Code, ensure home occupations* do not conduct business activities that cause adverse impacts on residential neighborhoods such as outside storage, excessive traffic, inappropriate hours of operation noise, etc.
8. Pursuant to the Lake Oswego Uniform Traffic Code (LOC Chapter 32), requires those who store boats, recreational vehicles, equipment and automobiles under repair on the street right-of-way*, to remove them from the street right-of-way*.

Recommended Action Measures:

- i. Develop design standards specific to the Waluga Neighborhood to ensure all new residential development, including secondary dwellings and homes being substantially remodeled contribute to the neighborhood's positive design character which address issues such as:
 - a. Height, bulk and lot coverage to ensure new residential development does not

- conflict with the predominant scale and design characteristics of the neighborhood;
 - b. Minimizing the impact of the automobile on the development site through residential design and development standards, which prescribe measures such as garage location, size of paved areas, driveway size and location, etc;
 - c. Appropriate setbacks, buffering and screening between existing and proposed development; and
 - d. Preservation of existing mature canopy trees and other significant trees and other landscape features to the extent practicable.
- ii. Encourage the upgrading and remodeling of existing residential structures rather than demolition and new construction.
- iii. Encourage owners who store recreational vehicles, construction equipment and non-operational automobiles in front yards to relocate them away from public view.
- iv. Promote public safety and a sense of visual and social connection throughout the neighborhood by:
 - a. Discouraging the planting of hedges and other plant materials which substantially screens residences from view.
 - b. Encouraging property owners to cutback overgrown vegetation.
- v. Revise existing development standards for setbacks, lot coverage, house size, compatibility, mass, bulk, scale and height, solar access, or other aspects of building placement or massing, for the purposes of ensuring compatibility with existing, surrounding neighborhood development.
- vi. Investigate the feasibility of amending the Comprehensive Plan Map from GC/R0 to R-7.5 for the properties at 15820 and 15850 Quarry Road due to the existing single-family character of the area.
- vii. Investigate the feasibility of amending the Comprehensive Plan Map from R-5 to R-7.5 for the property located at the northwest corner of Oakridge Road and Quarry Road due to the existing single-family character of the area.
- viii. Pursue the feasibility of purchasing the property currently zoned R-5, located at Oakridge Road and Quarry Road, and include it within Waluga Park, creating a gateway into the park from the south and therefore creating the opportunity for future pathways and facilities.
- ix. Produce and distribute a brochure on city code and enforcement to distribute to neighborhood residents and post on the City web site so that they can assist in maintaining neighborhood aesthetics.
- x. Encourage those who propose to construct homes larger than two-story to meet with neighborhood residents (residing within at least 300 feet) prior to obtaining building permits to promote:

- a. Compatibility in building design and scale with the surrounding homes;
 - b. Tree preservation; and
 - c. Protection of neighbors' existing views.
- xi. Maintain a non-grid street pattern in the Waluga Neighborhood to preserve the peaceful and quiet feel of the neighborhood.

GOAL 11: PUBLIC FACILITIES AND SERVICES

Summary of Major Issues:

The Neighborhood Plan recognizes that the City of Lake Oswego Comprehensive Plan contains numerous policies which are applicable to the community as a whole. In view that the citywide Plan is generally sufficient, this element of the Neighborhood Plan was developed to apply to the Waluga Neighborhood's specific conditions, character and needs. They are intended to be supportive and complementary to the other Comprehensive Plan polices which apply citywide.

The Waluga Plan addresses Police and Fire Protection, Storm Water and Surface Management, Water Treatment and Delivery, and Private Utilities and Schools. The common emphasis of the Goals and Policies is to ensure that the Waluga Neighborhood is provided with high quality, responsive and environmentally sound public facilities and services. However, issues of particular importance to the Waluga Neighborhood include: the continuance of quality and reliable facilities and services; promoting coordination with all service providers in order to receive the best level of service; and working with the Lake Oswego School District to resolve any issues that may arise in the neighborhood.

The Waluga Neighborhood is located to the northeast of an area of land that is currently located in Clackamas County. In expectation that the unincorporated area will be annexed into the City and be developed, the neighborhood would like to ensure that adequate facilities and services are available for any future development. Equally as important is that if services are extended, that existing services to the neighborhood are not negatively affected or interrupted.

An important institution in the Waluga Neighborhood is the Lake Grove Elementary School. A concern that the neighborhood has is the continued use of the bus barn at the school. Specifically, the buses potentially negatively impact the surrounding neighbors by producing noise in the early morning, affect the air quality and pose potential traffic problems while navigating through the narrow neighborhood streets. The Waluga Neighborhood Association would like to work with Lake Oswego School District to address these issues.

Goal: Police and Fire Protection

Provide a high level* of police, fire protection and emergency preparedness services to the Waluga Neighborhood.

Policies:

1. Ensure all, police and fire protection service levels are not diminished during transitions with new developments and annexed areas.
2. Utilize law enforcement when necessary to:
 - a. Ensure safety in the Waluga Neighborhood, Kruse Way and Boones Ferry Road.
 - b. Prevent illegal activities at Waluga Park.

Recommended Action Measures:

- i. Recognize the special public safety needs of Lake Oswego’s elderly, young and socially disadvantaged. Provide primary prevention services to these groups, such as:
 - a. Traffic safety and drug education;
 - b. Home fire and crime proofing information;
 - c. Support for Neighborhood Watch and block programs; and
 - d. Personal safety education.

- ii. Increase traffic safety through:
 - a. Review of planning and engineering proposals to ensure safe road designs;
 - b. Active bicycle, pedestrian and safety belt enforcement; and
 - c. Maintenance of an active community traffic safety program.

- iii. Support the Community Emergency Response Team (CERT) and neighborhood volunteers through public education.

- iv. Raise issues with local agencies regarding particular situations relevant to the Waluga neighborhood, including:
 - a. Waluga Park safety;
 - b. Pedestrian safety around Lake Grove Elementary School; and
 - c. Minimize non-emergency vehicle trips for school buses and fire engines on residential and neighborhood collector streets.

Goal: Storm Water Management and Surface Water Management

In the Waluga Neighborhood, reduce, and where possible eliminate, flooding, soil erosion, standing water in the public right-of-way*, and water pollution associated with storm water runoff.

Policies:

1. Congruent with the Lake Oswego Comprehensive Plan, utilize natural systems and non-structural methods to control storm water run-off at the source as a preference to structural systems to the extent allowed by site characteristics.

2. Pursuant to the Lake Oswego Comprehensive Plan, require all storm drainage improvements on private property and that required as a condition of new development to:
 - a. Accommodate storm drainage flows of development at full build-out; and
 - b. Be compatible with the City’s Storm Drainage Public Facility and Capital Improvement Plans and Surface Water Management Program.

3. Per City requirements, consistent with local, state and federal regulations, developers shall identify the use of any hazardous materials on the property and procedures to be used to assure inadvertent leakage or run-off into the storm drainage system does not occur.

4. Implement any storm water improvements identified in the Lake Oswego Public Facilities Plan necessary to improve the drainage system.

Recommended Action Measures:

- i. Work with neighbors to identify and correct situations where hazardous chemicals have the potential to leak into the storm drainage system.

Goal: Water Treatment and Delivery

Provide reliable and adequate supply of high quality water to meet the existing and futures needs of the Waluga Neighborhood.

Policies:

1. Consistent with City requirements, require all developers to provide and make available, plans and documentation to the City and Neighborhood Association, to ensure that new developments will have adequate water service to meet domestic needs, fire flow requirements and to extend (when necessary) adequately sized water lines with sufficient water pressure to all new development.
2. Implement any improvements identified in the Lake Oswego Public Facilities Plan and Capital Improvements Plan to ensure increased water storage capacity and improved fire protection and domestic water service.

Recommended Action Measure:

- i. Work with residents to resolve low water pressure issues, especially in the area south of Douglas Way and east of Quarry Road.

Goal: Wastewater Collection and Treatment

Ensure Waluga residents receive environmentally safe and reliable sanitary sewer service.

Policy:

1. Consistent with City Code, ensure that future construction of sanitary lines in the Waluga Neighborhood minimizes impacts on developed properties and utilizes the public right-of-way* or existing easements whenever possible.

Goal: Private Utilities and Schools

Ensure the availability of administrative and general government services and coordination with others to provide schools, energy and communication services.

Policies:

1. Encourage the Lake Oswego School District to maintain and improve the Lake Grove Elementary School.
2. Work with the Lake Oswego School District on alternative locations for the bus barn and maintenance facility that would have fewer impacts on the neighborhood.

Recommended Action Measures:

- i. Encourage the Lake Oswego School District to develop a Facility Plan in relation to the Waluga Neighborhood Plan.
- ii. Work with the School District to address issues relating to the Waluga Neighborhood, such as:
 - a. Minimizing traffic on residential and neighborhood collector streets, by finding alternative routes to major collectors other than Quarry Road;
 - b. Solving unsafe traffic and pedestrian safety situations, particularly at the corner of Douglas Way and Quarry Road where it is unsafe for buses making turns when there is opposing traffic or pedestrians in the area;
 - c. Improving the sidewalks across the school property along Douglas Way to create paths that do not share the parking facility; and
 - d. Minimizing the noise and disruption caused by the bus barn, by finding alternative locations, such as the City's maintenance facility on Jean Road.

**Waluga Neighborhood
Public Facility Projects and Capital Improvement Plan**

The following public facility projects (Figure 7) are identified within the City's 20-year Public Facility Plan* (PFP) and 5-year Capital Improvement Program* (CIP). It should be noted that some projects are identified in one plan and not in the other. In addition, the Waluga Plan has identified specific projects, which it desires to see addressed. The funded CIP projects are priority projects, which are intended to be implemented over a 5-year period. PFP projects, which have not been included in the CIP, are proposed to be implemented over a longer time frame- up to 20 years. Neighborhoods have an ongoing opportunity to influence the type and timing of public facility projects by participating in the CIP and PFP updates. Update of the CIP corresponds to the budget process either at one or two year intervals, and includes several opportunities for neighborhood involvement at public meetings and at Planning Commission and City Council public hearings.

The following projects are listed by their reference numbers in the City's Public Facility Plan*. Those projects that do not have reference numbers are identified in the 5-year Capital Improvement Plan and not in the PFP.

Public Facility Projects

PFP Project SW-27 – Springbrook Creek from Boones Ferry Road to Kruse Way

This project was to improve the pipes for the flow of storm water. The project is scheduled to begin in 2002 at a cost of \$279,000. However, the City is currently in the process of updating the CIP and this project may not be included.

PFP Project WA-22 – Waluga Tank Repair

This is a relatively small project to repair some minor damage to the water tank. This project is scheduled to begin in 2002. The estimated cost of the project is \$3,000 and the funding source is Water System Development Charges.

Capital Improvement Plan

CIP Project WA-9 – Waluga Reservoir No. 2 Design

This project consists of a design of a 3.5 million gallon reservoir to augment an existing 4 million gallon reservoir. The proposed location will be north of the existing reservoir. The new reservoir will increase water storage capacity, improve fire protection and domestic water service to the Downtown and First Addition areas.

The project is tentatively scheduled in the CIP for 2003-2004 and is estimated to cost \$465,000. The funding source is Water Bonds.

GOAL 12: TRANSPORTATION

Summary of Major Issues:

The boundaries of the Waluga Neighborhood include approximately 208 acres of land comprised of single-family residential, multiple-family residential, office, commercial and park development. Of the 208 acres, there are approximately 28 acres of right-of-way (13.5%). The Waluga Neighborhood is located along the crossroads of two major arterials, Kruse way (which runs east and west) and Boones Ferry Road (which runs north and south). Other significant roadways include Carman Drive, a major collector connecting I-5 with Kruse Way, located on the northwest boundary and Quarry Road, a neighborhood collector, which allows local residents of the neighborhood to access Carman Drive and Boones Ferry Road in such a manner to disperse traffic to the nearest collector or arterial. Many people use these roadways to get to destination points within the neighborhood such as Waluga Park, Lake Grove Elementary School, the commercial corridor located along Boones Ferry Road and the Kruse Way Office complexes located on Kruse Way (Figure 8).

The Waluga Neighborhood Plan Transportation Goals and Policies are based on the concerns developed through the neighborhood survey.

While 50% of the respondents indicated that school crossings ensure adequate safety for children, only 39% of respondents indicated that generally pedestrians are safe when walking in the area. The neighborhood would like to emphasize the continued safety for children and also improve the quality and safety of pedestrian paths through the Waluga Neighborhood by promoting and developing additional pathways that would add to the existing character of the neighborhood pathway system and provide additional opportunities to destination points in the Waluga Neighborhood.

Of major concern as reflected in the survey, 94% of the respondents indicated that cut-through traffic* should be limited, especially traffic from the Kruse Way office complex area and from southbound traffic on Carman Drive from the Westlake/Holly Orchards area. In addition, the area has a lot of pedestrian activity due to the proximity of the school, park and commercial developments in the area and traffic speeds should be addressed through traffic calming measures.

Also of concern is that the character of the neighborhood's streets and pathways remain in character and appropriate for the Waluga Neighborhood. Of particular concern is Quarry Road. Quarry Road receives a lot of cut-through traffic* due to its locational relationship to commercial developments on Boones Ferry Road and the office complexes on Meadows Road. Commuters use this shortcut between Kruse Way and Boones Ferry Road to avoid traffic and to potentially save time. Traffic management needs to be continually addressed on Quarry Road. Recent measures such as erecting stop signs at problem locations have successfully addressed some of the traffic issues, however as new commercial and office complexes are constructed on Meadows Road, the more need there is to review further measures to address increased traffic.

In summary, the direction of this Goal is to: Manage traffic to reduce the amount of cut-through traffic* and excessive vehicle speeds through the neighborhood; Improve and provide for practical and safe pedestrian, bicycling and transit opportunities; Maintain the quality and appropriateness of the transportation system; and Emphasize safety for

pedestrian and bicyclists. Also of importance is the management of traffic in the neighborhood, especially relating to cut-through traffic* and speeding and maintaining the functional nature of the transportation system with the character of the neighborhood.

Goal:

Ensure that the transportation system in the Waluga Neighborhood is safe and enhances neighborhood character and quality by:

- a. Improving safety of all transportation modes*;
- b. Maintaining and enhancing the aesthetic quality, natural resources, privacy and quiet of residential areas;
- c. Providing for adequate traffic movement and access within residential and business areas appropriate to the aesthetic character, transportation, and safety needs of each area;
- d. Providing practicable pedestrian, transit, parking and bicycling opportunities; and
- e. Ensuring accessibility for the handicapped.

Policies:

1. Maintain the character of the Waluga Neighborhood's street system by:
 - a. Utilizing flexible design standards and innovative surface water management solutions in accordance with City Code to ensure pavement width and street design is appropriate for the function of the street and needs of the area served.
 - b. Using permeable surfaces and roadside ditches and bio-filtration methods in accordance with City Code to convey and treat surface water run-off.
2. Where practicable, preserve trees within the street right-of-way* and encourage private property owners to preserve trees on their property, which provide tree canopy and shade.
3. Where appropriate, utilize traffic management devices to prevent speeding and discourage cut-through traffic* on local residential streets and neighborhood collectors.
4. Future transportation improvements should address the need to balance automobile access with the need to maintain the existing land use pattern and develop a comfortable and safe pedestrian shopping environment.
5. Ensure the ability to walk and bike safely throughout the neighborhood by providing bicycle and pedestrian facilities:
 - a. At a minimum, on one side of all neighborhood collectors and other selected local streets;
 - b. On both sides of major streets (arterials and major collectors); and
 - c. Where practicable, sidewalks, pathways and bike lanes that provide contiguous paths between major streets.
6. Pursuant to the Neighborhood Traffic Management Program LOC Chapter 32.14, encourage the ability to walk and bike safely throughout the neighborhood without

impacting the neighborhood's natural resources or character by utilizing traffic management measures where necessary to maintain low speeds and traffic volumes.

7. Work with Tri-Met to encourage greater access to public transit service through more frequent bus service on existing lines and safe and convenient pedestrian and bicycle connections to transit.
8. Ensure that Waluga residents are integrally involved from start to finish in the planning, design and implementation of transportation projects that could affect the neighborhood.
9. Encourage acquisition or development of land for pathways that do not parallel streets, when street connections are not feasible.
10. In accordance with the City Code and where practicable* require that new development develop shared access to Boones Ferry Road through use of consolidated driveways of sufficient width to allow simultaneous ingress and egress and shared parking facilities.
11. Amend the Transportation System Plan (TSP, Figure 9) to add a sidewalk along the south side of Douglas Way from Quarry Road to Boones Ferry Road to ensure safe pedestrian movement unless other pedestrian access becomes available.
12. Maintain the character of Quarry Road, through maintenance and address negative impacts such as a decrease in safety and aesthetics, cut-through traffic* and speeding by implementing traffic management measures.
13. Keep open and maintain all existing pathways within the neighborhood unless it can be shown through factual documentation that the pathway is unsafe to abutting property owners and that there is no longer a need for the pathway.

Recommended Action Measures:

- i. Work with Tri-Met to provide neighborhood residents, business owners, employees and customers greater access to transit service by:
 - a. Instituting flexible routes and providing local circulator service to residential areas;
 - b. Providing frequent transit service to and from the Lake Grove Commercial District, Downtown Lake Oswego and Kruse Way Employment Centers;
 - c. Increasing frequency of fixed bus routes along Boones Ferry Road; and
 - d. Improving the comfort and safety of transit waiting areas.
- ii. Support the development of a Transportation Management Association (TMA) among Waluga area businesses to encourage measures to reduce single occupant automobile use such as:
 - a. Subsidization of transit options such as local circulator buses;
 - b. Car and van-pools for employees; and
 - c. Incentives for employees and customers who utilize alternative transit options.

- iii. Ensure discussion of transportation issues involves other Regional Centers, Town Centers and Employment Centers that have direct transportation connections with the Lake Grove Business District* such as Downtown Tualatin, Tigard, Washington Square, Kruse Way and Downtown Lake Oswego.
- iv. Preserve the character of Waluga Neighborhood's local residential streets by:
 - a. Traffic management;
 - b. Ensuring the capacity of major street systems to prevent dispersion of through traffic onto local residential streets;
 - c. Truck ordinance routing;
 - d. Measures to enhance safety of walking and biking;
 - e. Reduced Vehicle Miles Traveled (VMT); and
 - f. Controlling the speed and volume of traffic through measures which calm the flow of traffic, including speed bumps, "Neighborhood Residents Only" signs and additional stop signs.
- v. Develop site specific solutions to ensure safe and comfortable bike and pedestrian use along Boones Ferry Road, including safe crossing opportunities.
- vi. Work with area schools, churches, local businesses and city parks to minimize parking impacts on neighborhood streets.
- vii. The Waluga Neighborhood Association shall work with the City of Lake Oswego to resolve traffic problems that are in the best interest of the City and the safety and character of the neighborhood. Examples of coordination include cooperation in the analysis and placement of traffic management devices, traffic control devices, traffic counts, speed studies and public education.
- viii. Increase and improve pedestrian crossing opportunities and safety across major streets to shopping, transit and employment. Consider textured or raised crosswalks, pedestrian signals, mid-block curb extensions to reduce crossing distance, or improve sight distance and additional crosswalks where appropriate.
- ix. Develop a parking strategy for the Lake Grove Business District*, Waluga Park and Lake Grove Elementary School to:
 - a. Ensure safe access to area businesses, parks and schools.
 - b. Maximize the efficiency of lands available for parking.
- x. Identify potential traffic safety issues and take measures to promptly correct these situations as they arise. In particular, special attention should be given to Galewood Street at Quarry Road. Potential problems include poor street geometry, sight-distance problems* and turning radius restrictions, which may pose traffic hazards and prevent safe access by emergency vehicles and school buses. Solutions may include street realignment, vegetation removal, installation of convex mirrors, and installation of stop bars.

- xi. Work with the Waluga Neighborhood to determine the appropriateness of speed bumps or other traffic management devices on neighborhood streets, including Quarry Road, Douglas Way and Galewood Street.
- xii. Design and place neighborhood identification signage at major neighborhood intersections, including the entrance to the Waluga neighborhood at the intersection of Quarry Road, Carman Drive and Meadows Road.
- xiii. Actively enforce speed limits within the Waluga Neighborhood, especially along Quarry Road and Douglas Way, as well as in other areas determined by City-sponsored traffic studies to be above normal speeds.
- xiv. Conduct traffic studies, as needed to review traffic patterns and actively work to calm traffic on neighborhood streets.
- xv. Encourage neighbors, businesses, Lake Oswego Parks Department and Clackamas County to:
 - a. Apply no herbicides, pesticides or fertilizers in public rights-of-way* or utility easements;
 - b. Continue the Parks Department Integrated Pest Management program for Waluga Park;
 - c. Provide notice to adjacent property owners at least 15 days prior to any applications; and
 - d. Post notice at such locations, where applications exceed minor spot applications, clearly marking the boundaries of the application, for a period of not less than 15 days from the date of the application.
- xvi. Support the construction of improvements on Boones Ferry Road, Kruse Way and Carman Drive, which facilitate the flow of traffic and reduces non-local trips throughout the neighborhood.
- xvii. Study alternatives strategies to safely cross both Boones Ferry Road and Douglas Way, in proximity to the Lake Grove Elementary School.
- xviii. Support the Public Maintenance Department's policy to not allow the application of herbicides, pesticides or fertilizers in public right-of-way* or easements by the City of Lake Oswego Maintenance Services Department.

Definitions:

Bio-filtration:

Bio-filtration refers to practices, natural features and specially constructed facilities that use natural processes to remove sediments and other pollutants from surface water. For example, natural features such as vegetated swales, wetlands, stream corridors and permeable surfaces provide bio-filtration of surface water.

Capital Improvement Plan (CIP):

The City of Lake Oswego's Capital Improvement Plan is a five year planning, programming, and financing plan for protecting the City's investment in its infrastructure and for constructing new facilities to meet increased service demands. Each year, Lake Oswego's CIP is updated and presents a prioritized schedule of major public improvements that will be implemented within a five year period and their possible sources of funding.

Compatible:

For the purposes of the Waluga Neighborhood Plan, this term is described as capable of existing, functioning, and performing in a harmonious, agreeable combination with another or others in regards to and not limited to the following; aesthetics, preservation of natural resources, transportation, etc...

Conservation Easement:

The granting of conservation easements is made possible by LOC Chapter 59, which establishes a process to encourage the voluntary retention and protection of the natural, scenic and open space values of the community by private property owners through donation or dedication of easements to the City or other non-profit or governmental organization whose purpose is to protect these resources.

County Planning Organization (CPO):

County Planning Organizations are comparable to the City of Lake Oswego Neighborhood Associations and are chartered by Clackamas County. There are three CPOs in the Lake Oswego Urban Services Boundary and adjacent to the City limits: Rosewood Action Group, Forest Highlands and, Lake Forest CPOs.

Cut-Through Traffic:

Cut-through traffic is through traffic or auto trips, which have neither trip end nor beginning within the neighborhood association boundary. Pursuant to Lake Oswego Comprehensive Plan, Goal 12, Sub-Goal 1, cut-through traffic is discouraged on residential streets and neighborhood collectors.

Dangerous Building:

Buildings or structures that are regulated pursuant to the City of Lake Oswego Building Code [LOC Chapter 45], which are structurally unsafe or not provided with adequate egress, or which constitute a fire hazard or are otherwise dangerous to human life. The Building Code pursuant to LOC 45.09.060 declares any use of these structures, which constitute a hazard to safety, health, or public welfare by reason of inadequate maintenance, dilapidation, obsolescence, fire hazard, disaster damage or abandonment as an unsafe use. Also declared unsafe are parapet walls, cornices, spires, towers, tanks, statuary and other appendages or structural

members which are supported by, attached to, or part of a building and which are in a deteriorated condition or otherwise unable to sustain design loads specified in the Lake Oswego Building Code. Dangerous and Unsafe Buildings may be adapted by the City of Lake Oswego, when located in the City or by Clackamas County, when located in the incorporated area.

Employment Center:

An area containing various types of employment and some high density residential, with limited commercial uses. There is one designated employment area in Lake Oswego, which encompasses areas which are designated by the Comprehensive Plan as Highway Commercial, Campus Research and Development, Office Campus, R-0 and some R-3, within the Kruse Way Corridor.

ESEE Natural Resources Inventory:

The Economical, Social, Environmental and Energy Analysis (ESEE) required under Statewide Planning Goal 5. The purpose of the ESEE is to inventory natural resource sites and identify their relative resource value for the purpose of determining an appropriate level of protection through land use regulations.

Flag Lot:

A flag lot is a lot located behind another lot that has normal street frontage and where access is provided to the rear of the lot via a narrow “flag pole” (i.e. driveway), or an easement. There are two distinct parts of a flag lot; the flag, which comprises the actual building site, located behind another lot, and the pole, which, provides access from the street to the flag. A flag lot results from the division of a large lot with the required area and depth for two lots, but which has insufficient width to locate both lots on the street frontage. The creation of flag lots is subject to specific criteria within the Community Development Code to enhance compatibility with the surrounding residential neighborhood.

Heritage Tree Protection Program:

The Heritage Tree Protection Program refers to City Ordinance No. 2159, which is intended to recognize, foster appreciation of and provide for the voluntary protection of “Heritage Trees.” A Heritage Tree(s) is a tree or stand of trees of landmark importance due to age, size, species, horticultural quality or historic importance.

High Level of Police, Fire Protection and Emergency Preparedness Services:

For the purposes of the Waluga Plan, this term is described as:

- a. The ability of the Lake Oswego Fire Department to reach the location of fire alarms within the City, within eight minutes or less; and
- b. The ability of the Police Department to reach the location of emergency calls for protection of life and property within a maximum time of five minutes.

Home Occupation:

A lawful occupation, profession, activity or use conducted in a dwelling unit that is clearly incidental and secondary to the use and dwelling for dwelling purposes.

Inner Neighborhood:

Inner Neighborhoods are accessible to jobs and neighborhood businesses and typically average (citywide) six dwelling units per acre. All residential areas that do not lie within another Design Type area in the Lake Oswego Urban Service Boundary, are considered Inner Neighborhoods.

Invasive Vegetation:

Defined by the Community Development Code, as vegetation that displaces or dominates native plant communities, such as Himalayan Blackberry, English Ivy, Reed Canary Grass, Morning Glory, Scotch Broom.

Lake Grove Business District:

Generally located in the western portion of the City along Boones Ferry Road and the easterly area of Kruse Way, near the intersection of Boones Ferry Road.

Lake Oswego Neighborhood Association Coalition (LONAC):

LONAC is an organization composed of representatives of the Lake Oswego's Neighborhoods which serves as a forum to discuss and represent the common interests of the community. LONAC is not chartered by the City.

Main Street:

Main Streets are business districts that contain areas of higher density land uses, with concentrations of shopping, services and entertainment or restaurants. Multi-family residential is often located around the Main Street district and may exist on the second or third stories above retail or offices. Main Streets are to have high quality transit service and a good pedestrian environment. In Lake Oswego there are two mapped Main Street areas, Lake Grove (Boones Ferry Road, between Washington Court on the north side of Boones Ferry and the Southern Pacific Railroad right-of-way on the south side of Boones Ferry, and Kruse Way); and Lake Oswego ("A" Avenue between State Street and 6th Street, "B" Avenue between State Street and 5th Street and 1st Street, between "C" Avenue and Evergreen Road).

Metro 2040 Growth Concept:

This is an outgrowth of the principles outlined in Metro's Urban Growth Management Functional Plan. The overall principles include encouraging a compact urban form in specific Design Types areas including Town Centers, Employment Centers, Main Streets, Regional Centers and Transit Corridors. Through the Design Types, the Growth Concept provides for the bulk of additional units that jurisdictions are required to provide to meet targeted dwelling units goals for 2017. The resulting compact urban form is designed to accommodate approximately 720,000 additional residents and 350,000 additional jobs over 40 years region-wide. This compact form is to be served by multiple modes of transportation, maintain a clear distinction between urban and rural lands and reduce urban sprawl. The City of Lake Oswego has determined its Design Type Boundary, which include Employment Centers, Inner Neighborhoods, Main Streets, Town Centers and Transit Corridor.

Metropolitan Housing Rule:

This rule sets a requirement for Lake Oswego and other Portland metropolitan communities to provide for the opportunity for a minimum of 10 dwelling units per acre on vacant, buildable land and the opportunity for 50%/50% mix of single family and multifamily or attached housing.

Natural Drainage System:

Natural drainage system refers to the open and vegetated drainage channels and the surface water treatment facilities, which comprise the great majority of Lake Oswego's storm water conveyance system.

Nuisance Situation:

Nuisances are broadly defined as anything that interferes with, annoys or disturbs the free use of ones property or, which renders its ordinary use or physical occupation uncomfortable. This definition extends to everything that endangers life or health, gives offense to the senses, violates the laws of decency, or obstructs the reasonable and comfortable use of property. Nuisances also refer to wrongs arising from unreasonable or unlawful use of property to the discomfort, annoyance, inconvenience or damage of another. This usually involves continuous or recurrent acts.

A public nuisance is further defined by LOC 34.08.400 as:

- a. Any condition or use of property, which causes or tends to cause detriment or injury to the public health, safety, welfare;
- b. Any condition specified in LOC 34.10.500 to 34.12.600; or
- c. A condition defined as a nuisance by any Lake Oswego Code provision.
(Ord. No 1856, Sec. 1; 12-28-82.)

Open Space Reserve:

Open spaces are natural and developed areas that are largely vacant (free of buildings and paved surfaces) with the potential of becoming a park or natural area. Open space refers to the areas of public or privately owned land, which are devoted to uses that provide relief from urban development. Open space includes diverse elements such as natural landscape, wildlife preserves, bluffs, steep slopes, beaches, playgrounds, wetlands, stream corridors, flood plains, lakes, farm fields, tree groves, ball field gardens, formal landscaped areas, golf courses, cemeteries, or even a landscaped back yard.

Planned Community:

For the purposes of the Waluga Neighborhood Plan, this term means the development of an area through the public involvement process, with consideration given to, among other things, land use management, transportation, parks and recreation development, preservation of natural resources, urban design, housing, economic development and public facilities.

Public Facility Plan (PFP):

The City's PFP identifies the major facilities and capacity improvements to city infrastructure that are necessary to support land uses allowed by the Comprehensive Plan. These facilities include water, sanitary sewer, storm drainage and surface water management, and major transportation improvements.

The PFP is used in conjunction with the CIP as described above to coordinate, program and phase public facility funding decisions.

Sensitive Lands Map and Atlas:

The bound volume of maps on file in the Planning Department showing the boundaries of Resource Protection and Resource Conservation Overlay districts on individual property maps at a scale of 1:200. The Sensitive Lands Atlas is a component of the Comprehensive Plan and Zoning Maps and is created and modified pursuant to the standards and criteria contained in the Sensitive Lands Overlay District. The districts shall also be shown on the citywide Comprehensive Plan and Zoning Maps for convenience, but the more specific boundaries as shown in the Atlas shall control regulation pursuant to the Sensitive Lands Overlay District.

Site Distance Problem (pertains to streets):

Sight distance problems occur when vegetation or other materials obstruct the view of drivers, pedestrians or bicyclists at street intersections.

Significant Tree:

“Significant trees” in the Waluga Neighborhood are those trees covered under the City’s Tree Ordinance (LOC Chapter 55). This term is also used in the context of significant historic trees. For the purposes of implementing the Waluga Plan, historic trees are those that are fifty or more years old.

Stream Corridor:

A stream corridor is an area of land that includes a stream and a set of natural features generally associated with the stream. These natural features include, stream channels, flood plains, wetlands, riparian vegetation, associated vegetation, steep slopes, and habitat features. A stream corridor generally includes the following:

- a. Hydrological Characteristics. Physical features that affect stream flow capacity, rates of channel erosion and patterns of sedimentation including but not limited to stream alignment, cross section and profile, roughness of channel and banks, and drainage patterns.
- b. Plant Communities and Wildlife Habitat. The association of trees, shrubs, ground cover, and aquatic plants that effect the hydrological characteristics of a stream corridor, reduces runoff turbidity, provides shade which lessens thermal pollution, filters out nutrients carried off by runoff, protects stream corridors soils and slopes from erosion, and provides habitat for fish, wildlife and aquatic organisms.
- c. Soils and Potential for Severe Erosion. Soils within stream corridors tend to be very erosion-prone by nature. This feature affects channel erosion rates, patterns of sedimentation down-stream, and potential for hazards to property within and adjacent to the stream corridor.
- d. Ravines and Steep Slopes. Lake Oswego stream corridors frequently have ravines and steep slopes.
- e. Associated Aquatic Elements. Floodplains and wetlands may be adjacent to or associated with the stream.

Street Right-of-Way:

A street right-of-way consists of publicly owned land on which there exists, or on which it is intended to construct, a public street and other public transportation improvements. Throughout the Neighborhood Plan the terms “street right-of-way”, “road right-of-way”, and “public right-of-way” are used interchangeably and have the same meaning. Within this context, the term underdeveloped right-of-way means that portion of the right-of-way on which there are no public improvements such as road surface, sidewalks, pathways and, drainage facilities.

System Development Charge (SDC):

An SDC is a reimbursement fee, an improvement fee, or a combination thereof, assessed or collected at the time of increased usage of a capital improvement or issuance of a development permit, building permit or a connection to the capital improvement. System developments includes that portion of a sewer or water connection charge that is greater than the amount necessary to reimburse the government unit for its average cost of inspecting and installing connections with water or sewer facilities. An “improvement fee” means a fee for costs associated with capital improvements to be constructed. A “reimbursement fee” means a fee for costs associated with capital improvements already constructed or under construction.

Town Center:

Town Centers may serve a population base of tens of thousands of people. Within these areas the City will encourage good transit services, a pedestrian environment, shopping, services, entertainment and higher density housing so that residents may have more transportation choices by locating near these uses and services. There are two areas designated as Town Centers in Lake Oswego: Lake Grove and Lake Oswego.

Traffic Management Devices:

Traffic Management devices are defined as apparatus installed or constructed to regulate the flow of traffic subject to the standards of the Manual on Uniform Traffic Control Devices, which may include speed humps, curb extensions, traffic circles, traffic diverters and street closures [LOC 32.02.10].

Transit Corridor:

Within these corridors, development may be continuous, such as along portions of Boones Ferry Road in the Lake Grove area, or organized around major intersections or transit stops with sections of residential development in between, based on appropriate criteria. Transit corridors are to receive frequent, high-quality transit service. There are four transit corridors designated in Lake Oswego: 1) State Street; 2) “A” Avenue; 3) Boones Ferry Road, between Country Club and I-5; and 4) Kruse Way. Those segments represent Transit Corridors, which contain commercial, high density residential, employment intensive, or mixed use development.

Transportation Modes:

This term refers to the full range of ways that people are capable of traveling from one place to another. “The options readily available to Waluga residents include, walking, biking, bus and automotive.”

Tree Canopy:

For the purposes of the Waluga Neighborhood Plan, the tree canopy is the three-dimensional aesthetic quality imparted to the neighborhood by the existence of numerous existing large trees whose crowns may or may not interweave. The tree canopy may or may not have an associated understory.

Tree Grove:

A stand of three or more trees (of the same species or a mixture) which form a visual and biological unit, including the area between the forest floor and the canopy, including skyline trees, and including any understory vegetation existing within the canopied area. The stand of trees must be at least 15 feet in height and must have a contiguous crown width of at least 120 feet to qualify as a tree grove.

Water Quality Management Measures:

These are actions that are taken to improve water quality, such as restoration of stream corridors, construction of water detention facilities and use of effective erosion control measures.

Wetland:

An area that is inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and that under normal circumstances does support, a prevalence of vegetation typically adapted for life in saturated soil conditions, commonly known as hydrophytic vegetation. Wetlands generally include but are not limited to swamps, marshes, bogs and areas with similar vegetation.

Where Practicable:

This term refers to a test of reasonableness and practicality when applying a condition of development approval or seeking to implement a specific plan goal, policy or recommended action measure. Factors to be considered include the cost and effort required to accomplish the desired end in relationship to the scale of development and whether the desired end is realistic in relationship to resources available.



GEOGRAPHIC
INFORMATION
SERVICES

JBYRAM/CITY OF LAKE OSWEGO

WALUGA NEIGHBORHOOD PLAN

Waluga Boundary

FIGURE 1

FEBRUARY
2002



Waluga Neighborhood
Association Boundary

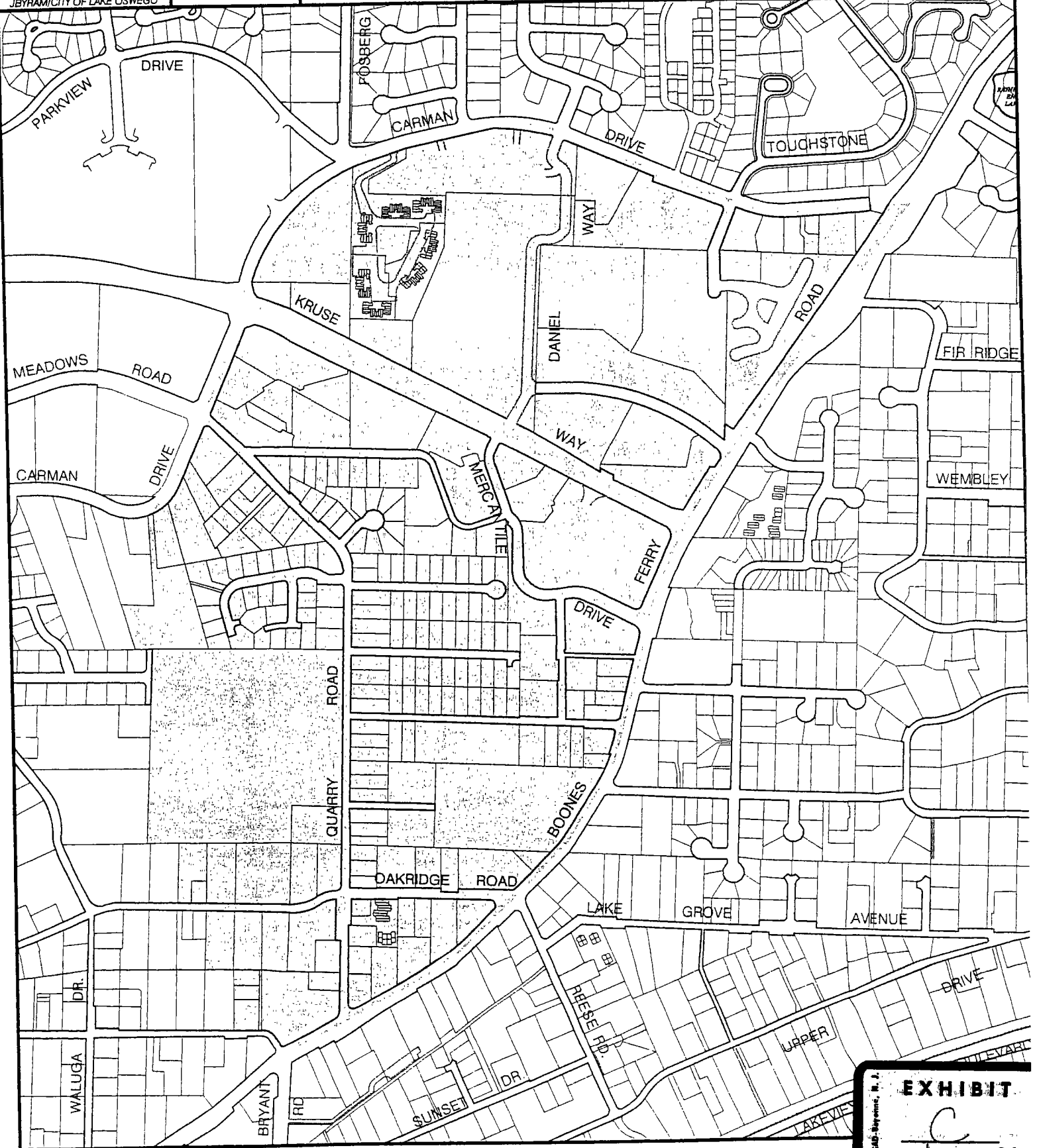


EXHIBIT
C
ord. 2318



GEOGRAPHIC
INFORMATION
SERVICES
BY THE CITY OF LAKE OSWEGO

WALUGA NEIGHBORHOOD PLAN

Adjacent Neighborhood and
Homeowner Associations
FIGURE 2

FEBRUARY
2002

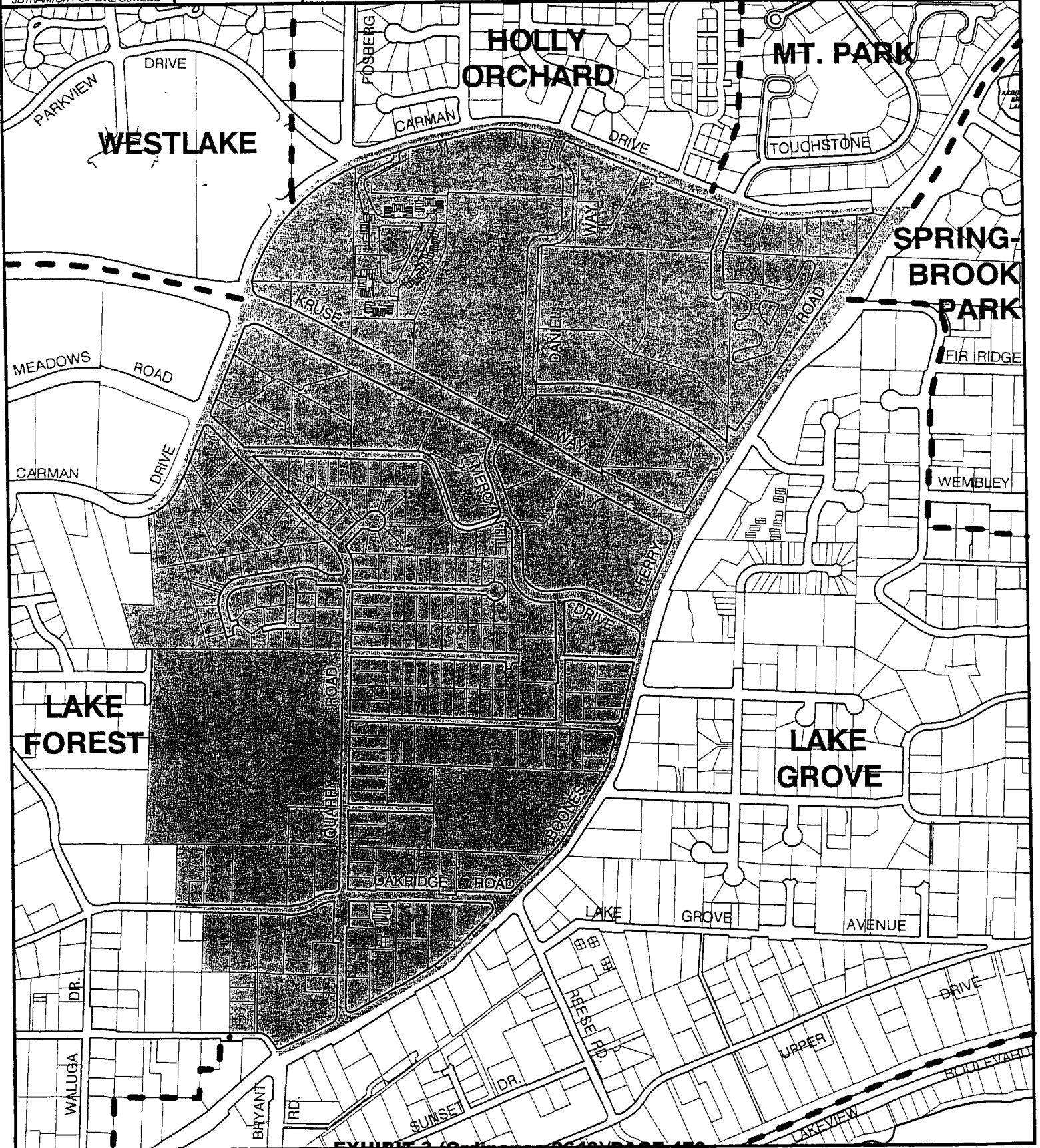
0 200 400 600
FEET



Waluga Neighborhood
Association Boundary



Adjacent Neighborhood
Boundaries





GEOGRAPHIC
INFORMATION
SERVICES

BYRMI/CITY OF LAKE OSWEGO

WALUGA NEIGHBORHOOD PLAN

Existing Zoning

FIGURE 3

FEBRUARY
2002



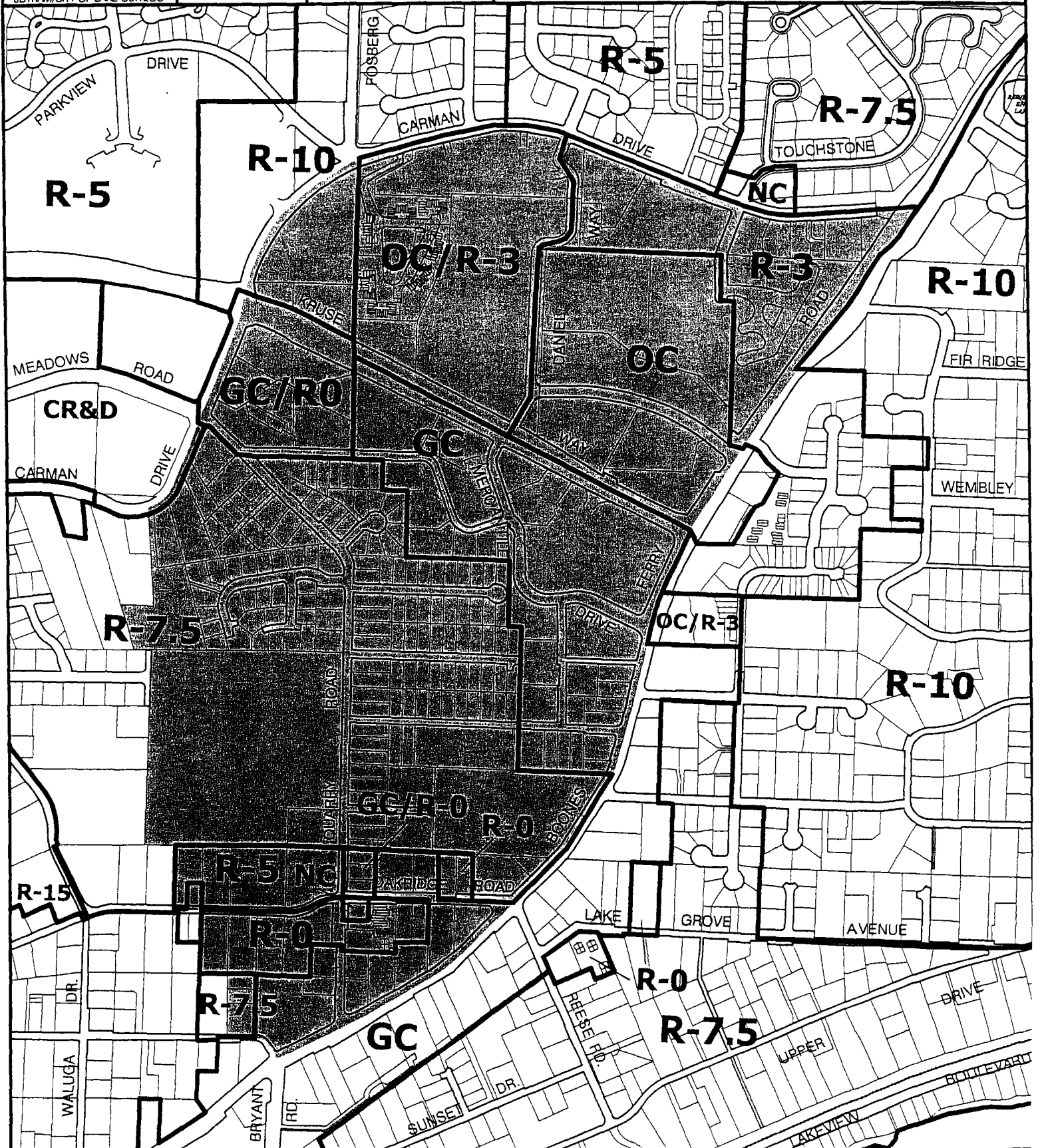
RESIDENTIAL

- R-0 Minimum area per unit determined by FAR
- R-3 3,375 sq. ft. area per unit
- R-5 5,000 sq. ft. area per unit
- R-7.5 7,500 sq. ft. area per unit
- R-10 10,000 sq. ft. area per unit
- R-15 15,000 sq. ft. area per unit

COMMERCIAL

- NC Neighborhood Commercial District
- GC General Commercial District
- CR&D Campus Research and Development
- OC Office Campus District

Waluga Neighborhood Association Boundary



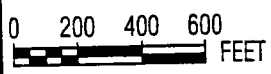





WALUGA NEIGHBORHOOD PLAN



Sensitive Lands

FIGURE 4

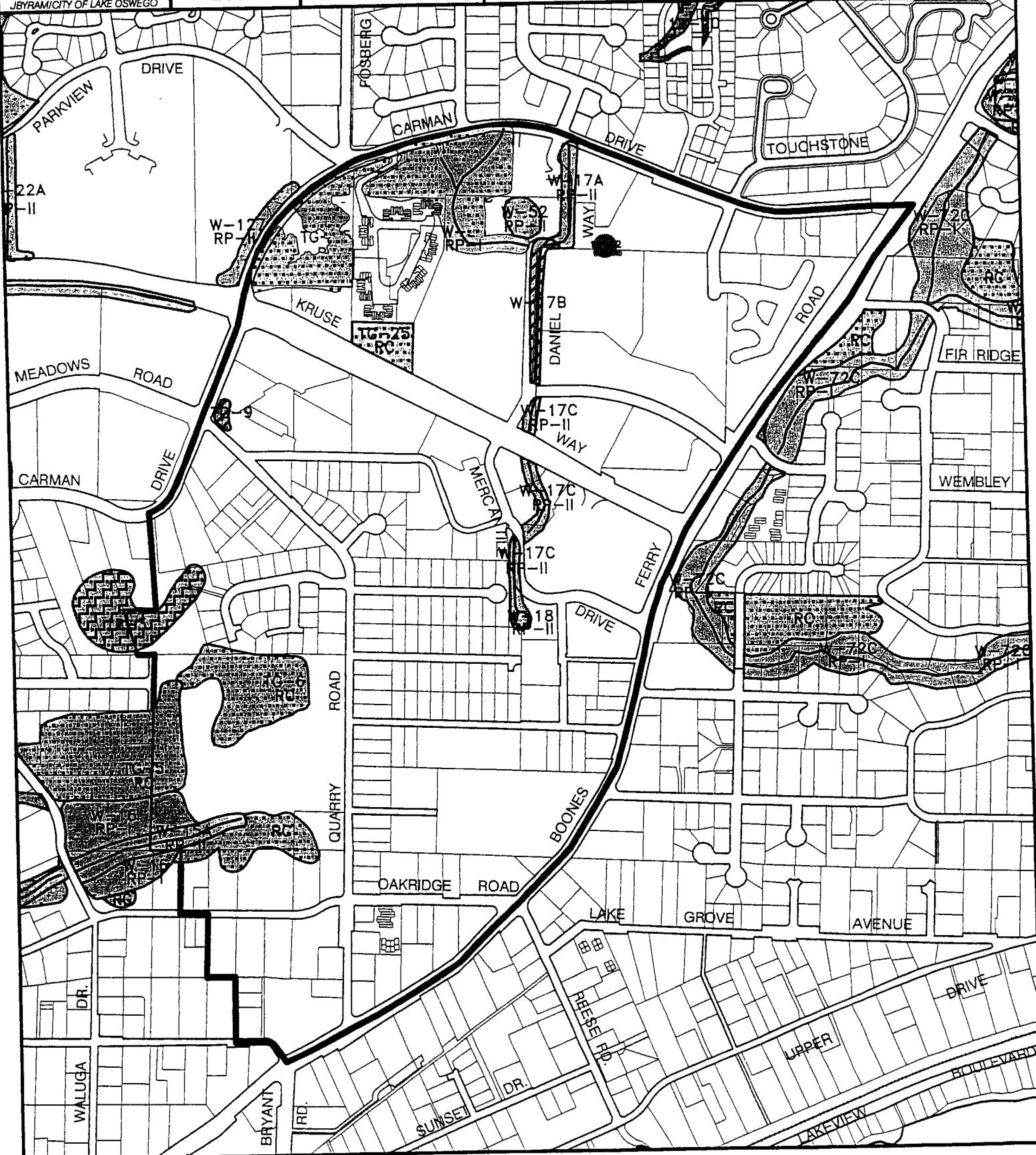
FEBRUARY 2002



-  Stream Corridor (RP)
-  Wetland (RP)
-  Tree Grove (RC)

-  1B Resource
-  Insignificant Resource

 Waluga Neighborhood Association Boundary



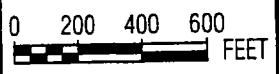


WALUGA NEIGHBORHOOD PLAN

Waluga Park and Open Space

FIGURE 5

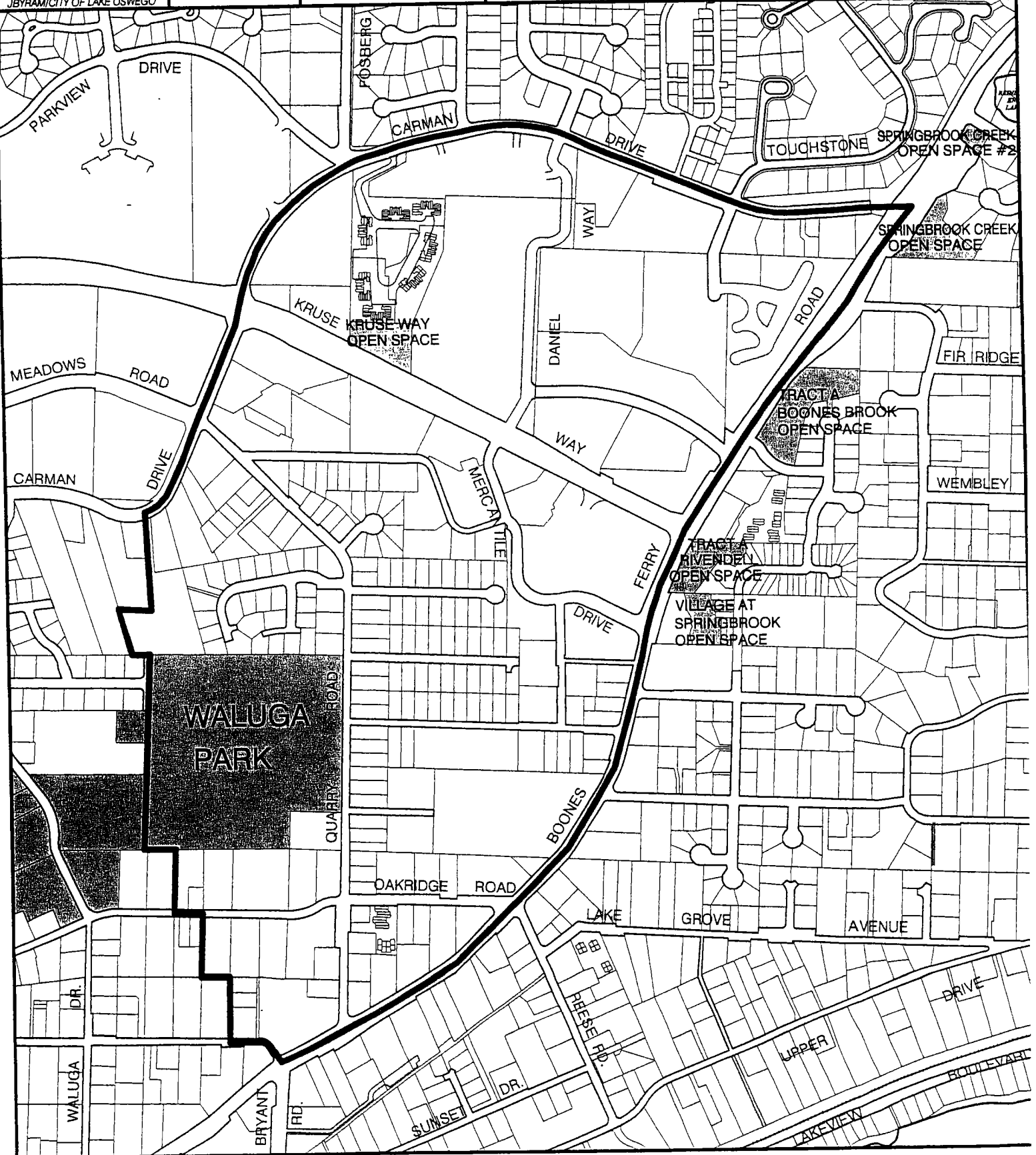
FEBRUARY 2002



City Parks and Open Space



Waluga Neighborhood Association Boundary





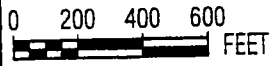
GEOGRAPHIC
INFORMATION
SERVICES
BYRAM/CITY OF LAKE OSWEGO

WALUGA NEIGHBORHOOD PLAN

Limits of Commercial Land Uses

FIGURE 6

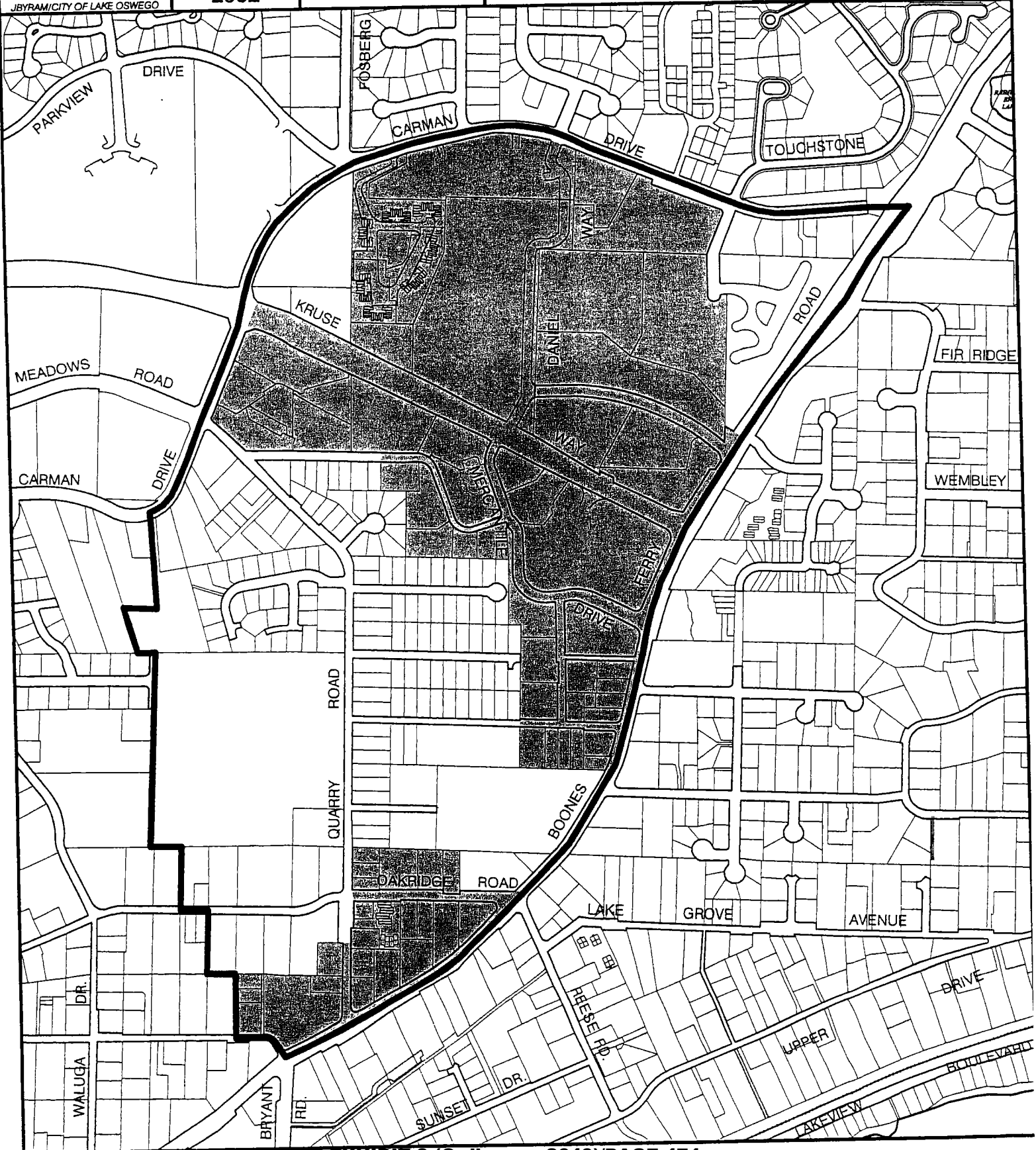
FEBRUARY
2002



Commercial District



Waluga Neighborhood
Association Boundary



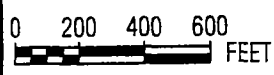


WALUGA NEIGHBORHOOD PLAN

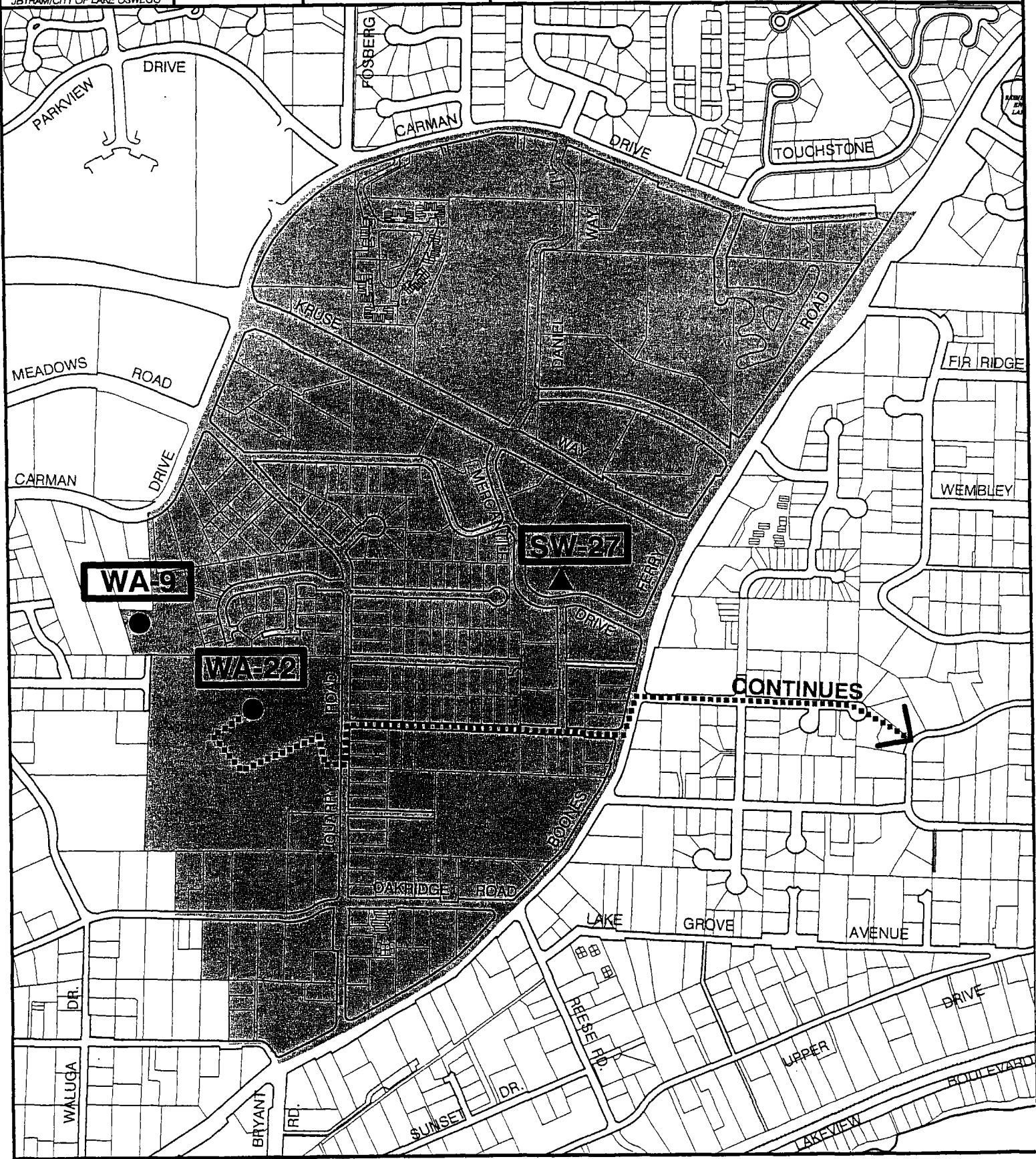
Public Facilities Projects

FIGURE 7

FEBRUARY 2002



- WA-Water
- Pipeline, Water Treatment Plant and Other Water Facility/Storage Reservoir Improvements
- ▲ SW-Surface Water
- Major Drainage, Pollutant Reduction Facilities, Stream Rehabilitation and Small Works Projects
- Waluga Neighborhood Association Boundary





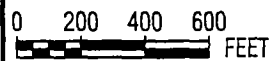
GEOGRAPHIC
INFORMATION
SERVICES
BY THE CITY OF LAKE OSWEGO





WALUGA NEIGHBORHOOD PLAN

Transportation: Street Classification

FIGURE 8

FEBRUARY
2002



-  Major Arterial
-  Major Collector
-  Neighborhood Collector
-  Waluga Neighborhood Association Boundary





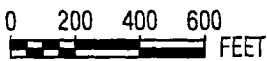
GEOGRAPHIC
INFORMATION
SERVICES
BYRAM/CITY OF LAKE OSWEGO

WALUGA NEIGHBORHOOD PLAN

Pedestrian Facilities Plan

FIGURE 9

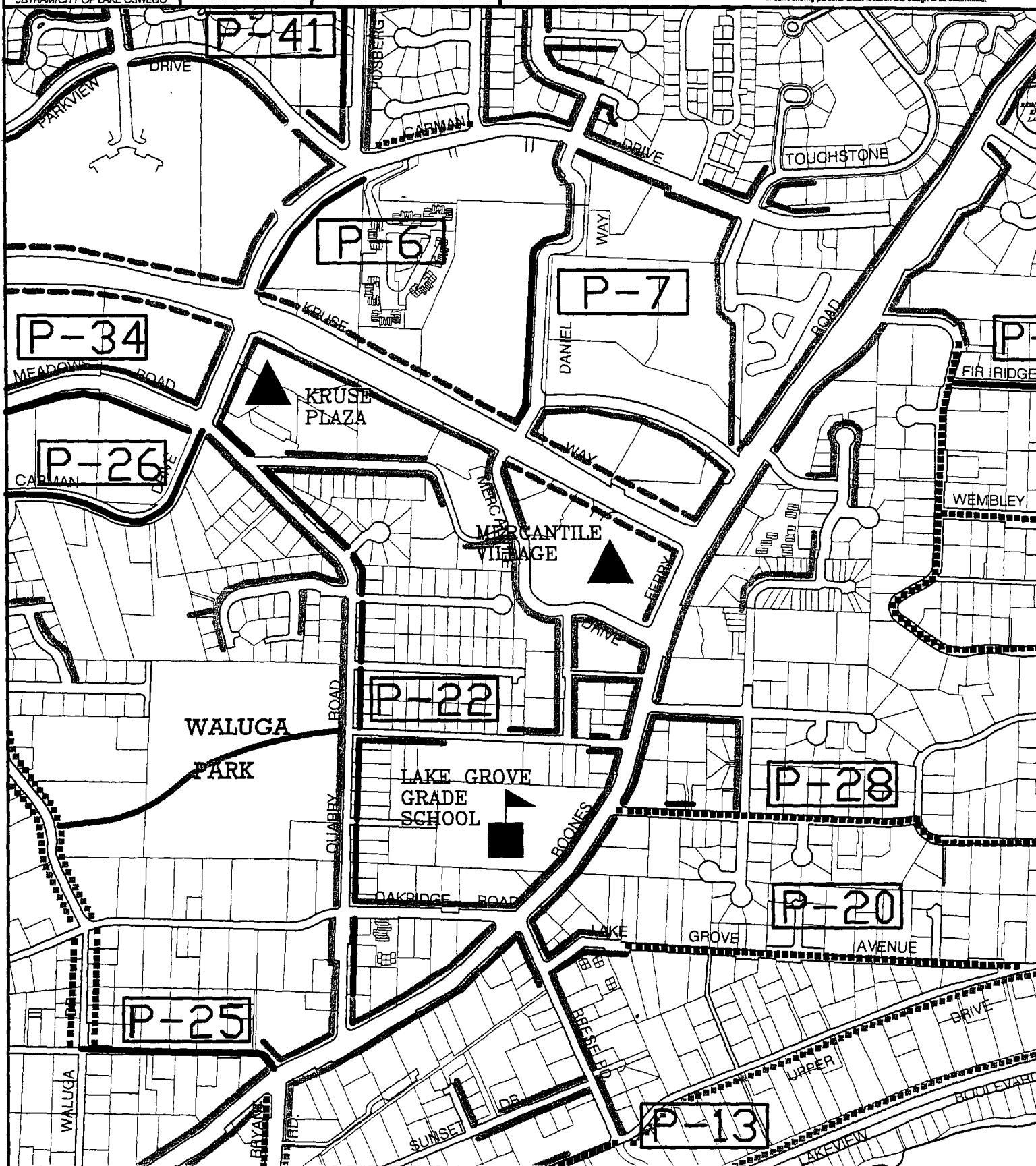
FEBRUARY 2002



- EXISTING SIDEWALK
- EXISTING SHOULDER PATH
- EXISTING MULTI-USE FACILITY

- PROPOSED SIDEWALK*
- PROPOSED SHOULDER PATHWAY*
- ACTIVITY CENTER

* Approximate location only. Construction only to occur upon further development of surrounding parcels. Exact location and design to be determined.



Foothills Special District Plan **Foothills Mixed Use District**

BACKGROUND

The Foothills Mixed Use District lies between State Street, the Willamette River, Tryon Creek and the Oswego Pointe Condominiums. A southwesterly finger of the District continues between State Street and a driveway serving the Oswego Pointe Apartments and on the south, the Oswego Village Center shopping center. The area comprises approximately 40.4-acres.

In November of 2011, the Lake Oswego City Council adopted the Foothills District Framework Plan to outline the vision for the redevelopment of a 40.4-acre mixed-used district to connect downtown with its public waterfront. In July of 2012, the City Council adopted amendments to the Framework Plan to reflect Council's decision to develop the District without a streetcar extension. (The amended Plan is referenced herein as the "Framework Plan.").

The Framework Plan contains a Vision Statement that characterizes the City's goals and objectives for development of the Foothills Mixed Use District.

The Foothills Mixed Use District is Lake Oswego's greatest opportunity to provide the community with a significant riverfront presence. Building upon the recent success of Downtown Lake Oswego, the District will develop in a manner that knits Downtown Lake Oswego, Tryon Creek, Old Town, the Willamette River and Oswego Lake together, and in the process will establish Lake Oswego's next great mixed-use neighborhood. The District will possess a thriving, comfortable and inviting pedestrian environment, with clear and convenient connections to surrounding areas. A mix of uses including a variety of housing options, local retail to support the neighborhood, complimentary office types, and open space and recreational opportunities will provide vital activity not only within the District but also across State Street into Downtown. Sustainability will be incorporated as a central tenet of the District, from the planning phase through construction and operations.

The design and development standards are designed to insure a primarily residential neighborhood with limited office and retail uses. The height limitations in the District are designed to accommodate the desired density while taking advantage of the topographical changes to protect views from Downtown towards the east. The floor area ratios work together with the height, building coverage and setback standards to encourage the desired density in the District and to create a walkable pedestrian environment that creates framed connections from surrounding areas to the River.

Goals

- 1 Encourage the development of a new mixed use zone in the Foothills District that permits primarily residential uses with complementary neighborhood serving retail and office uses.
- 2 Facilitate the development of increased densities and height in the Foothills District because of its unique topography and location adjacent to Downtown and rich transit options.
- 3 Encourage multi-family housing choices that will attract young families and older generations of Lake Oswegans in a variety of demographics.

- 4 Encourage lively and intense pedestrian activity. Encourage the development of strong pedestrian connections or series of connections between Downtown and the Willamette River.
- 5 Ensure that redevelopment in the Foothills District is consistent with the planned capacity of infrastructure.
- 6 Facilitate quality architectural design and site planning in the Foothills District that extends the human scale that typifies Downtown but encourages the development of attractive and unique characteristics which help Foothills District develop its own identity.
- 7 Ensure that redevelopment in the Foothills District applies standards for sustainable design in construction and operations.

Policies

- 1 The goals and policies of the Foothills District shall be implemented through the Foothills Mixed Use Zone and related planning programs.
- 2 Include the Foothills District within the Downtown Lake Oswego Town Center area. (As amended by adoption of the Connected Community Chapter of the Comprehensive Plan, Ordinance 2640, Exhibit 2).
- 3 Residential Land Use.

The Foothills District is intended to be a higher density mixed-use area with building heights up to 90 feet (limited to 45 feet within 100 feet of the centerline of State Street), no maximum building coverage, and floor area ratios that average 4:1.

- a. Single family detached housing shall not be permitted in the District. Multifamily housing shall be permitted and encouraged at the maximum densities permitted within the District.
 - b. All residential uses, including residences for seniors, shall conform to the unique design and development standards for the District. Clear and objective code standards shall be used to regulate the maximum building setbacks, to encourage development in close proximity to the street, and to provide pedestrian amenities that reflect the pedestrian focus in this new neighborhood.
 - c. A setback buffer shall be used between the boundary of the Foothills District and existing and adjacent multi-family residential development in the Oswego Pointe Condominiums to ensure compatibility of use and light, air and solar access between the developments.
- 4 Range of Housing Options
 - a. The City should retain ownership of land or development rights in the Foothills District in order to provide opportunities for future affordable or workforce housing projects.

- b. Encourage development of affordable housing within portions of the Foothills District. Affordable housing is considered housing that costs no more than 30% of the income of households making no more than 80% of the regional median income (\$58,400 in 2012).

5 Commercial Land Uses

The commercial land uses in the Foothills District are limited in square footage in order to ensure that the District is primarily residential with neighborhood serving retail uses. Provide regulations to:

- a. Limit retail commercial uses to not more than 5,000 square feet per use. Grocery stores are permitted if the floor area is not more than 35,000 square feet.
- b. Allow a conditional use proceeding for retail uses other than grocery stores where the floor area is more than 5,000 square feet. For grocery stores, allow a conditional use proceeding for proposals over 35,000 square feet.
- c. Do not limit the square footage for Lodging Facilities or office uses except such facilities are subject to the maximum Floor Area Ratio standards of the zone.
- d. With the setback, use and square footage regulations, encourage the development of neighborhood serving retail uses on the ground floor along street frontages on B Avenue, Oswego Pointe Drive and Foothills Blvd.

6 Streets and Parking.

- a. Development within the District shall be consistent with the Foothills District Street Plan (Figure 1) and Standards under Chapter 42.
- b. Create strong transportation connections to and from the District for all modes of travel.
- c. Parking ratios in the District shall be designed to accommodate the uses, while ensuring a pedestrian friendly environment that reflects the District's location adjacent to Downtown and multi-modal transportation options. Provide standards for parking as follows:
 - i. The maximum parking ratio for residential uses shall be no more than 1.6 spaces per unit with a minimum of no less than .5 spaces per unit.
 - ii. The maximum parking ratio for commercial uses shall be no greater than 3.0 spaces per 1000 square feet of floor area and no less than 1.0 space per 1000 square feet of floor area.
 - iii. For Lodging Facilities, the maximum parking ratio shall be no greater than 1.0 space per room with a minimum of .25 spaces per room.
- d. Parking shall be located in a manner that preserves a high quality pedestrian environment and screens the parking from adjacent uses.

7 Development Review.

Development in the Foothills District shall be subject to clear and objective design standards with the purpose of ensuring high quality design throughout the District. The code shall provide a process for departing from the clear and objective standards of the District where it is justified by the proposal.

- a. Permit an adjustment to design standards to encourage design variety and acknowledge that objective development standards may not always anticipate superior design solutions.
- b. The adjustment process shall ensure that purpose of the standard to be modified is met in a manner that is equal to or better than what the standard requires.

8 Willamette River Access and Foothills Park.

Encourage the use of B Avenue, Foothills Blvd, A Avenue, Oswego Pointe Drive and the Curlicue Trail as pedestrian and/or bicycle connections to the Willamette River.

- a. Development standards shall require a top floor setback for buildings above 75 feet to open up the view from State Street down B Avenue towards the River.
- b. The B Avenue steps connecting the Downtown to Foothills Park shall be dedicated as a public park.
- c. Through the Foothills District Street Plan and Standards, encourage a 70 foot right-of-way down B Avenue in recognition of its role as a major pedestrian, view, bicycle and vehicular connection to the River.
- d. For buildings that front Foothills Park, encourage design standards that help frame the terminus of B Avenue and create a quality entrance to the park.
- e. A pedestrian extension of A Avenue into the District is intended to provide a connection from downtown Lake Oswego to the Willamette River via Oswego Point Drive and the Curlicue trail.

9. Sustainability.

Implement sustainability planning and design principles for the District.

- a. Strive to meet the Leadership in Energy and Environmental Design standards for neighborhood development and strive to meet LEED certification or its equivalent for all vertical development.

10 Public Art.

Create a District that includes public art.

- a. Encourage each new or substantially remodeled building to include a location for the display of public or private art.
- b. Work with the Arts Council of Lake Oswego to extend the *Gallery without Walls Program* to the Foothills District.

11. Floodplain Management Area.

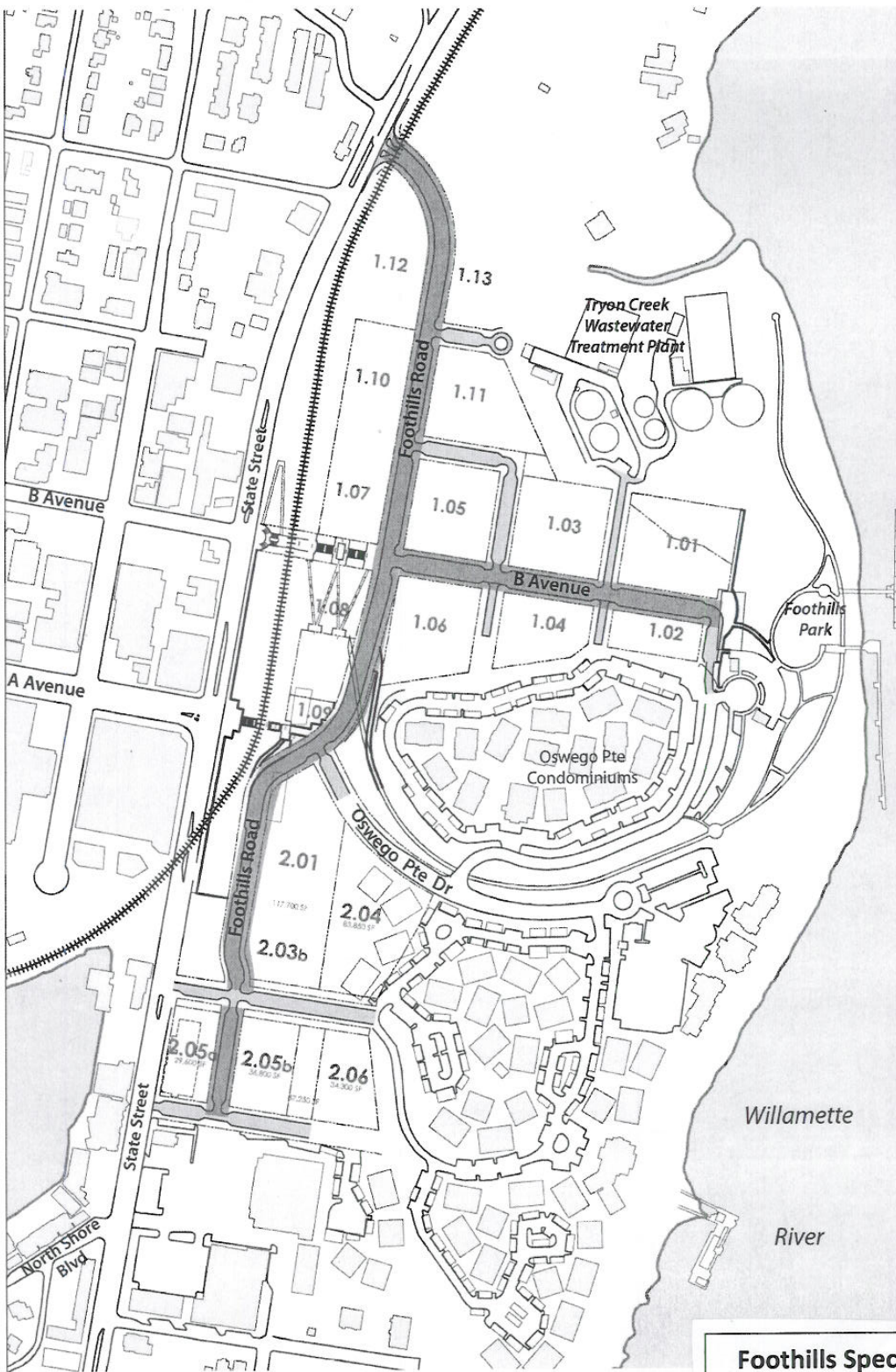
Provide flexibility while protecting life and property.

- a. Ensure through expert technical analysis that proposed grading within the Foothills District does not result in a net rise to the FEMA 100-year water surface elevation.

[Street Plan – Figure 1 on next page]

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**Figure 1.
Foothills Special District Plan
Conceptual Lot and Street
Pattern**



Foothills Special District Plan

Conceptual Lot and Street Pattern

Special District Plans

□ Forest Highlands Neighborhood



The City will actively preserve natural resources, particularly wooded areas, streams and stream banks, views and wildlife habitat.

Special District Plans

Forest Highlands Neighborhood

In recognition of the need for land use policies which respond to unique conditions in individual neighborhoods, the City will adopt Neighborhood Policies as part of the overall Comprehensive Plan. Two neighborhoods are covered by neighborhood policies as of the time of initial publication of the Comprehensive Plan. The neighborhoods covered by neighborhood policies include: the Forest Highlands Neighborhood; the Old Town Design District; and Lakewood Bay Bluff Area. (PA 06-86-01-382, 10/17/86)

GOAL

To preserve the individual character and identity of residential neighborhoods.

POLICIES

1. The City will actively preserve natural resources, particularly wooded areas, streams and stream banks, views and wildlife habitat.

The City will, in cooperation with Clackamas County:

1. Designate the two western branches of Tryon Creek which cross the area from west to east as Protection Open Space. The stream banks and vegetation will be conserved. Where stream corridors must be used for utility lines, construction will assure minimal site disturbance during and after construction activity, and prompt replacement of disturbed vegetation.
2. Require bridges rather than culverts where streets cross streams.
3. Require drainage management designed to prevent rapid runoff and downstream erosion.
4. Support designation of greenways, that is, open space corridors, as recommended by the Forest Highlands Neighborhood Association. (PA 7-85-420 2/4/87)

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 Policies 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

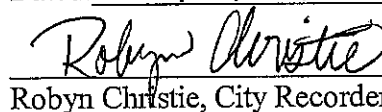
EXCUSED: Mayor Hammerstad



~~Judie Hammerstad, Mayor~~

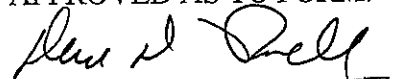
John A. Turchi, Council President

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

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))	

NATURE OF PROCEEDING

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

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 - FINDINGS AND CONCLUSIONS (LU 06-0025-1666)
[LU-06-0025-1657 – City of Lake Oswego]

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

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

CRITERIA AND STANDARDS

A. City of Lake Oswego Comprehensive Plan

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

Special District Plans:

Lake Grove Neighborhood Plan:

Goal 9 – Policies 1, 2, 3, 4, 5, 6, 7, 8, 9, 10 and 11; Goal 10 – Policies 1, 6, 10, and 11;

Goal 12 – Policies 1, 2, 3, 4, 5, 6, and 8

Lake Forest Neighborhood Plan:

Goal 9 – Policies 1, 2, and 4; Goal 12 – Policies 2, 3, 6, 7, 8, 9, 10, 12, and 13

Waluga Neighborhood Plan:

Goal 2 – Policies 1 and 6; Goal 9 – Policies 1, 2, 3, 4, and 5; Goal 10 – Policy 3; Goal

12 – Policies 3, 4, 5, 6, 7, 9, 10, 11, and 12

B. Metro Urban Growth Management Functional Plan

Title 1: Accommodation of Growth

Title 2: Regional Parking Policy

2 - FINDINGS AND CONCLUSIONS (LU 06-0025-1666)

[LU-06-0025-1657 – City of Lake Oswego]

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

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

D. Oregon Statewide Planning Goals

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

E. Lake Oswego Development Code Procedural Requirements

LOC 50.01.010	Purpose
LOC 50.75	Legislative Decisions
LOC 50.75.005	Legislative Decisions Defined
LOC 50.75.1505	Criteria for a Legislative Decision
LOC 50.75.015	Required Notice to DLC
LOC 50.75.020	Planning Commission Recommendation Required
LOC 50.75.025	City Council Review and Decision
LOC 50.75.030	Effective Date of Legislative Decision

FINDINGS AND REASONS

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

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 on **[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 [Appendix 50.11A.020-C], subject to the requirements of this section [50.11A.060 (2), (b) and (c)], and preservation of the Heritage Trees Grove designated on the property.

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

2. Sidewalk width.

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

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

3. Pedestrian Crossing Signalization.

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

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

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

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

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

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

5. West End Building.

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

6. Ground Floor Retail.

The proposed base zone text amendments recommended by the Planning Commission provide that a residential use may occupy the ground floor of a structure in the General Commercial (GC) or Neighborhood Commercial (NC) zones only if a commercial use is located along the street frontage and the residential use is located behind the commercial use. Testimony established that certain GC properties in the Kruse Way area are not well-suited for retail uses. It also was pointed out that more housing would be desirable in these locations in order to help the City meet its density goals. The City Council finds that Section 50.11.010(1)(B) of the proposed base zone text amendments should be modified to read as follows:

B. Residential use at R-0, R-3, and R-5 density except as specifically allowed in LOC 50.11.020. 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).

7. Street Setback Standards.

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

8. Existing Access to Kruse Way.

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

9. R-5 to R-0 Zone Changes.

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

10. Riparian Resources.

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

Policy 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.

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

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

CONCLUSION

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

City of Lake Oswego

Lake Grove Village Center Plan

Acknowledgements

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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.

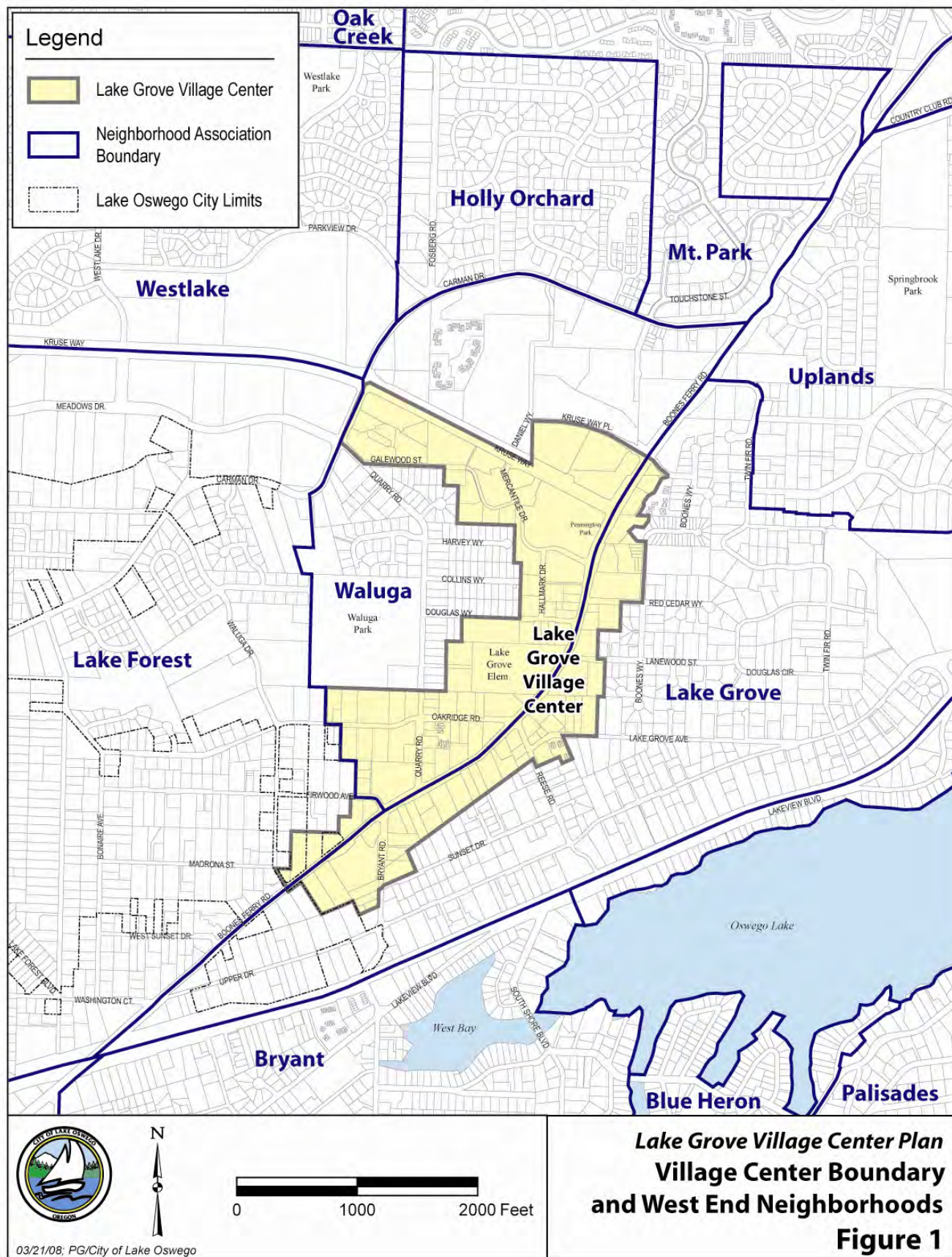
2024 Vision Statement

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.



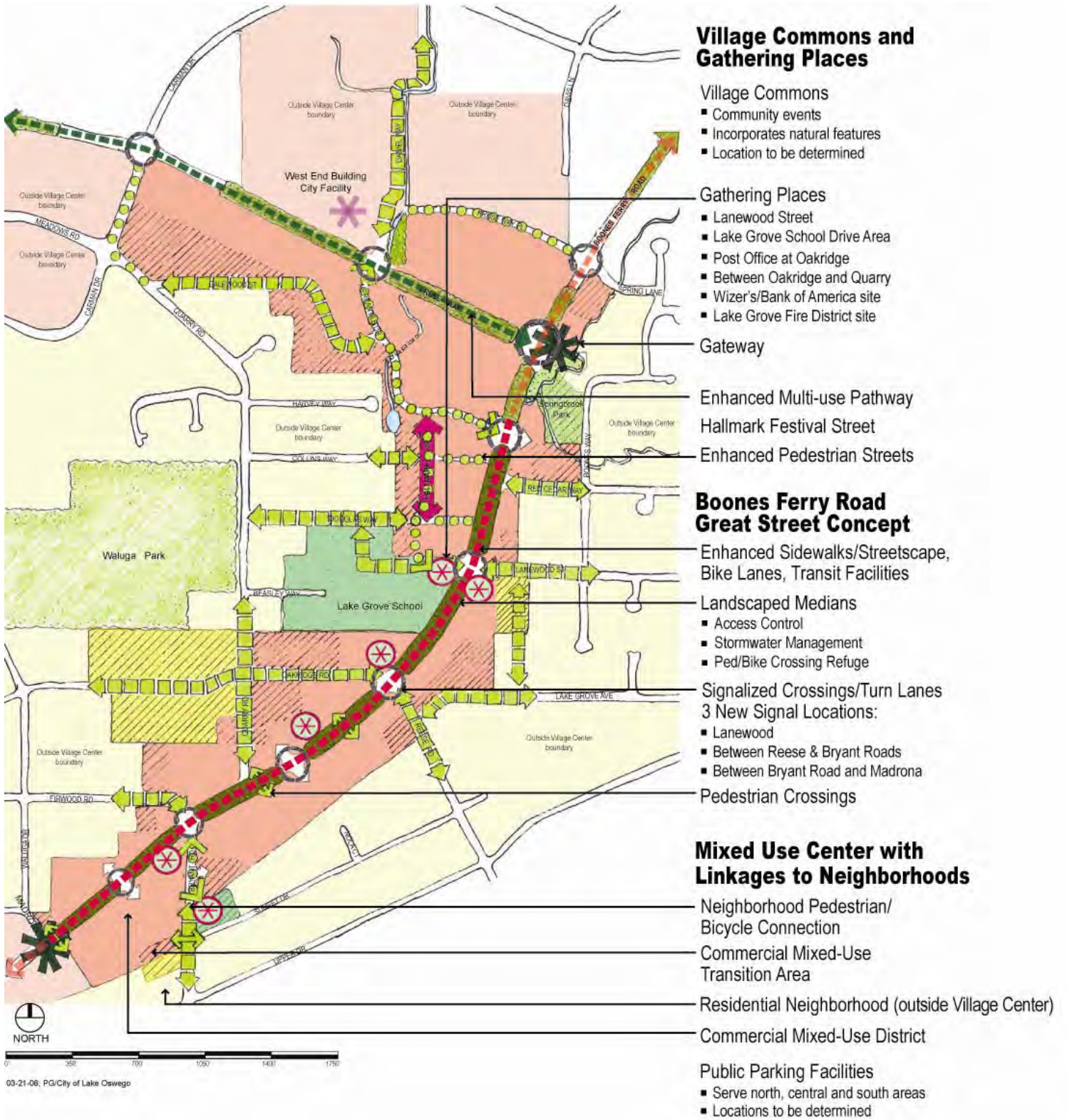
The Lake Grove development pattern is shown in this aerial photograph of Boones Ferry Road looking southwest from north of Reese Road and Oakridge Road. Photo Credit: Aaron Shell Productions, 2006.

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.

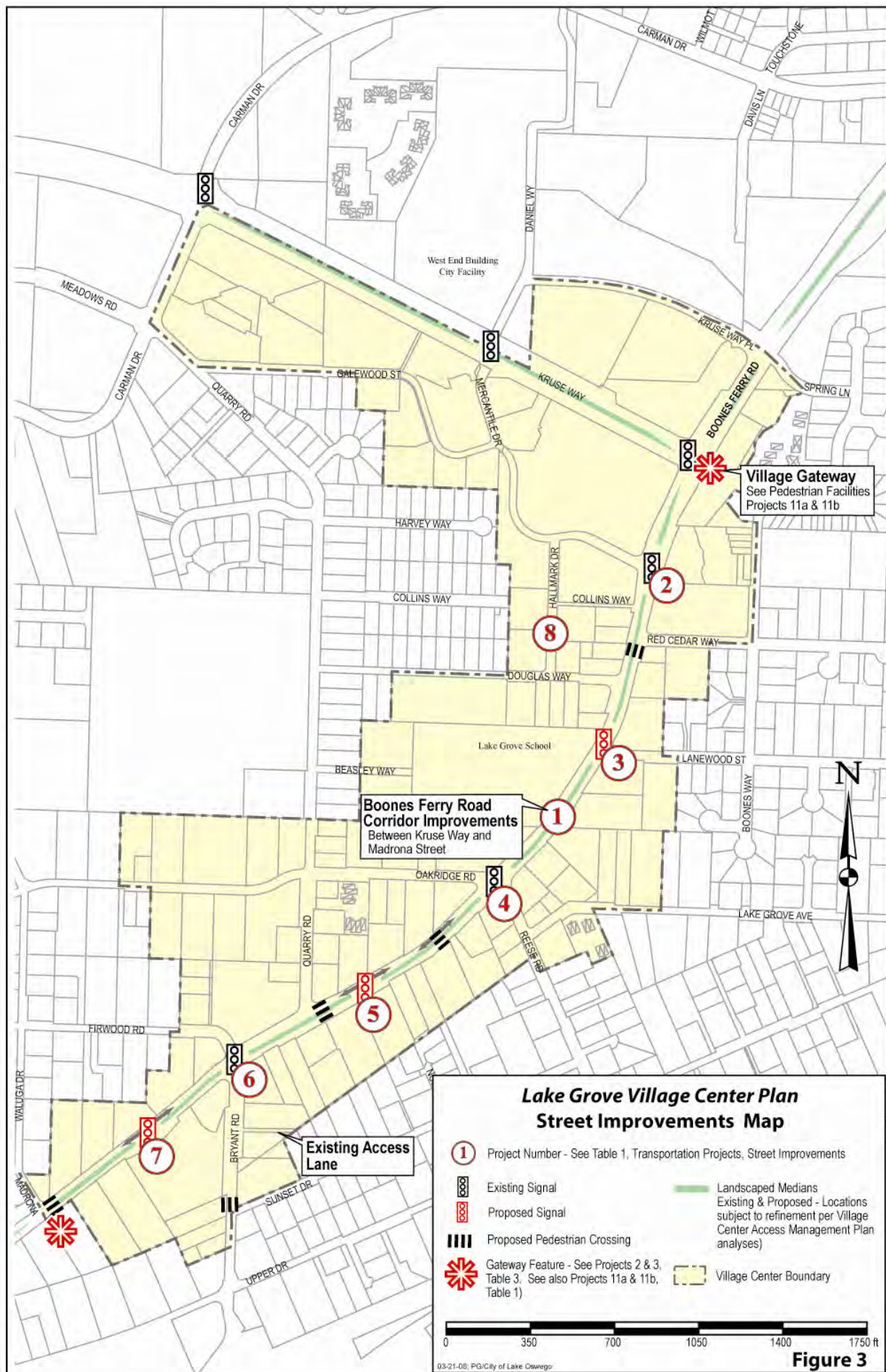
² See Project 1, Boones Ferry Road Corridor Improvements for pedestrian facilities on Boones Ferry Road.

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	Madrona 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
32	Bryant Road	Bike Ways	Low
			Bike ways may include bike lanes, shared path or shared roadway.

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.



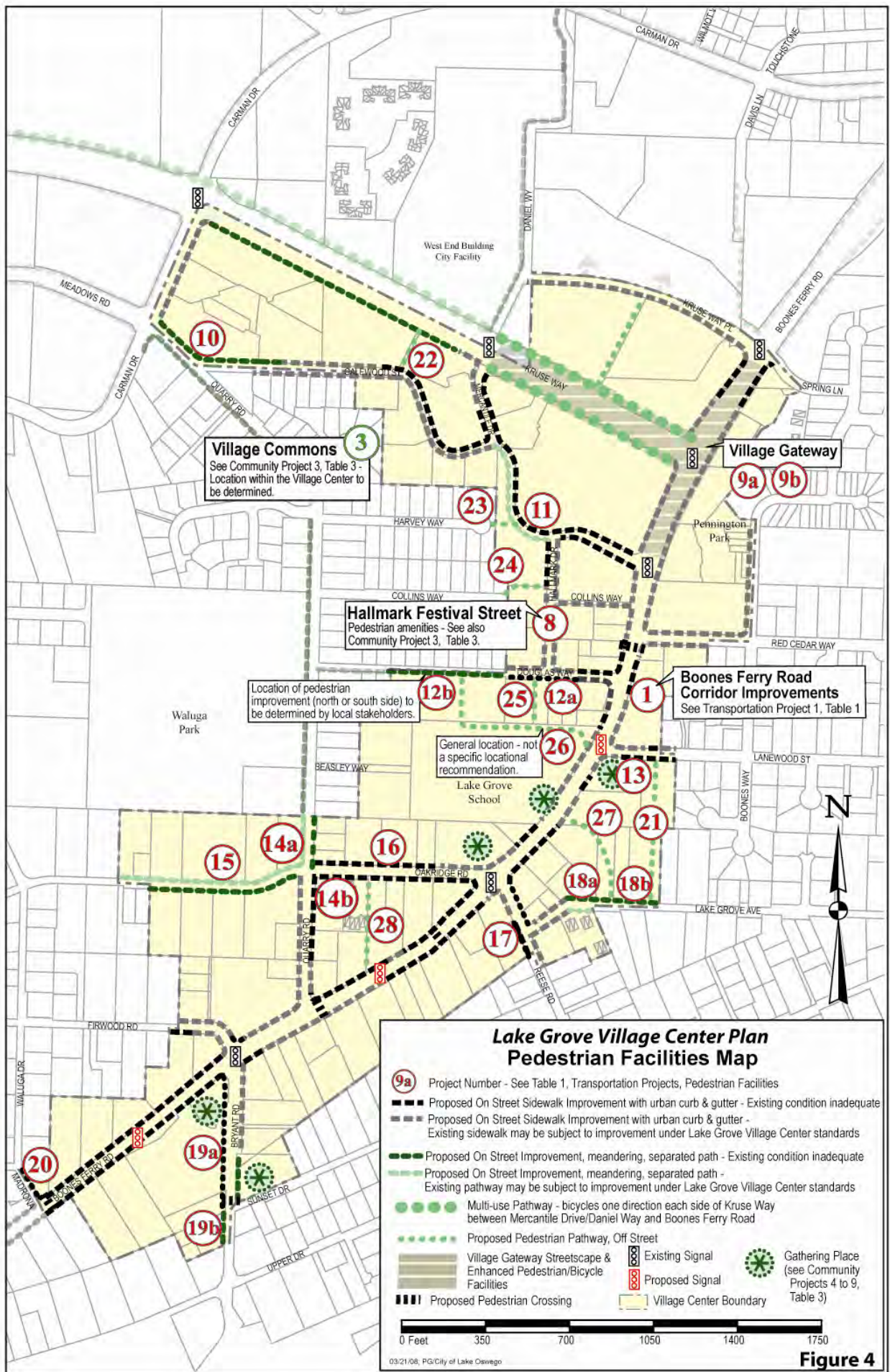
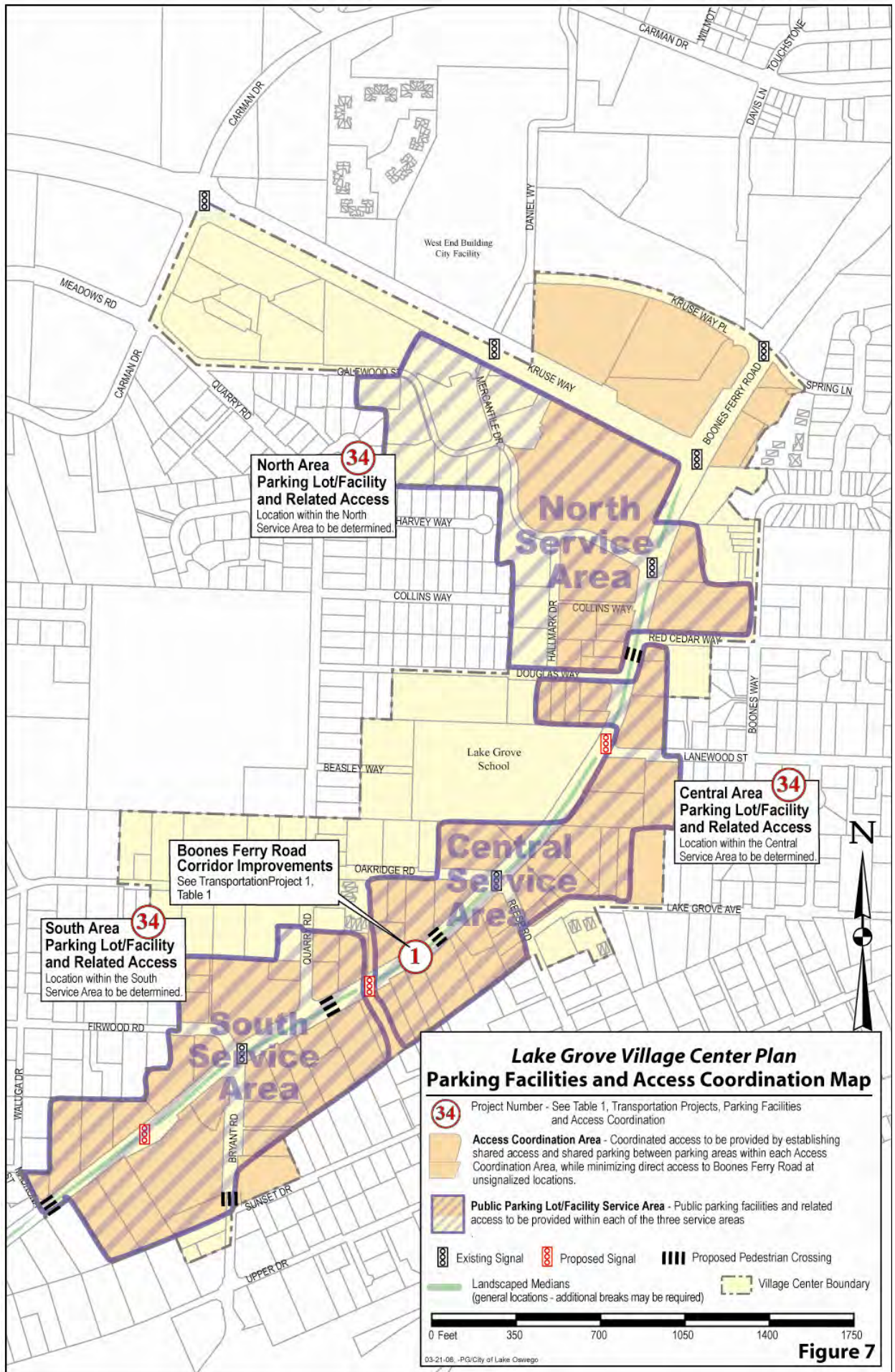


Figure 4







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

³The 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

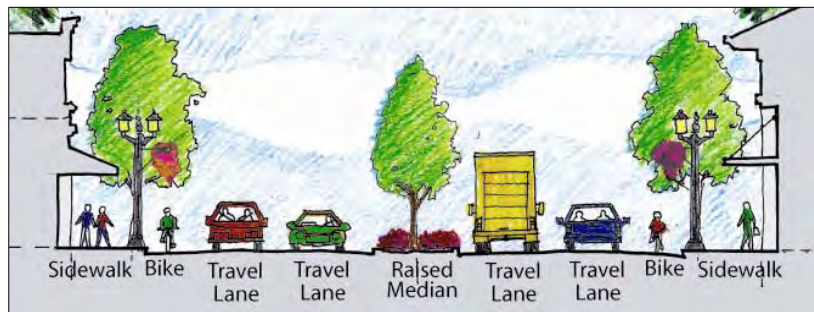
Boones Ferry Corridor improvements are identified and prioritized in Street Improvements, Table 1, Lake Grove Village Center Transportation Projects. Project locations are shown on Figure 3, Street Improvements Map.

(1) Street Cross Sections

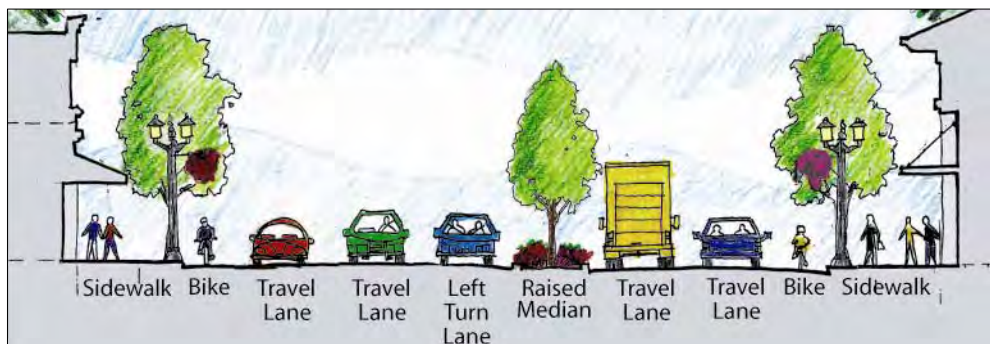
Design Boones Ferry Road to enhance safety, organize access, encourage all modes of travel, manage storm water, and beautify the corridor. An 82 foot right-of-way is recommended unless additional width is required to facilitate traffic movements (see below, (b) Required Right-of-Way, Revising Recommended 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.



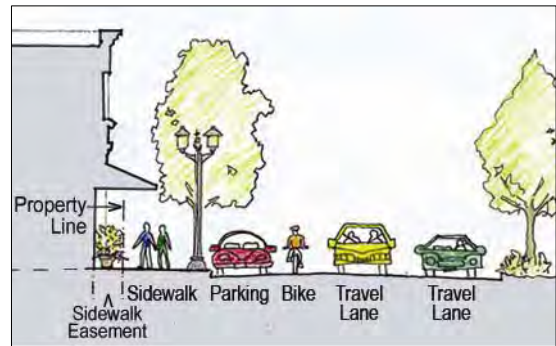
Cross-Section 1. Boones Ferry – Typical Mid-Block Street Section



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-foot (based on an 82-foot roadway cross-section and Illuminating Engineer Society standards).

Considerations include:

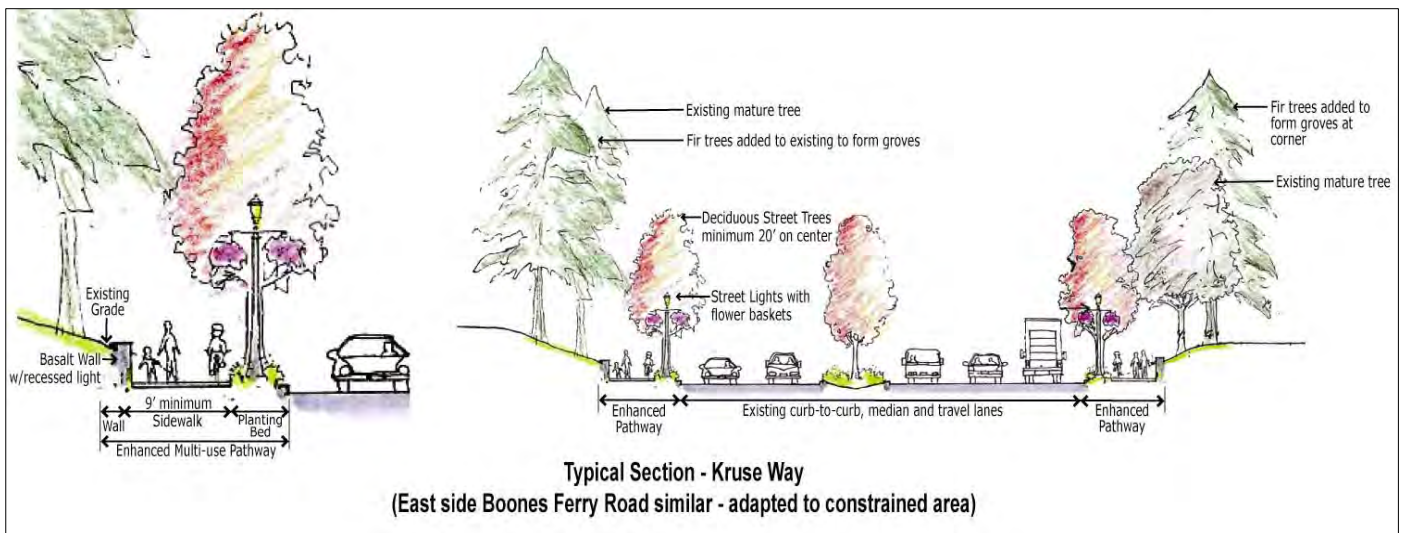
- Light poles that are relatively low to the ground spread illumination evenly throughout the roadway and sidewalk areas.
- Street lighting should be shielded and designed to comply with dark sky principles so that glare and unnecessary spill light are minimized.
- Ornamental types can enhance the Village 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

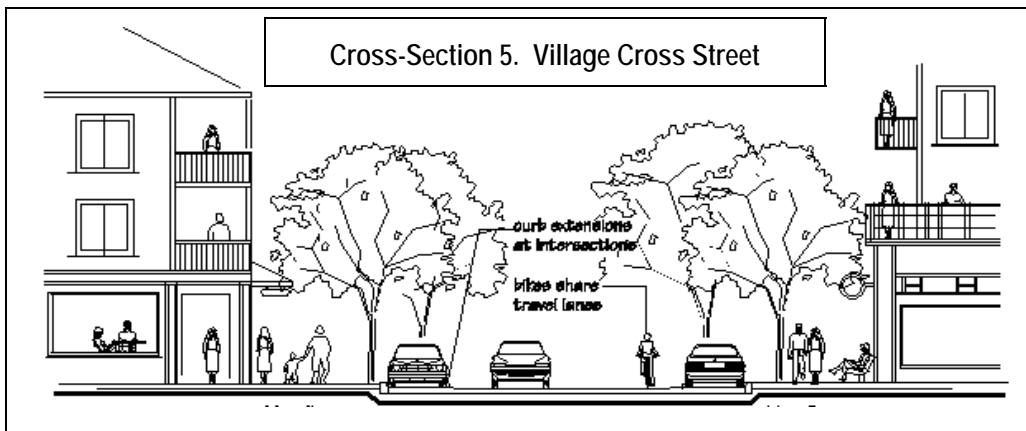
c. Village Cross Streets

Design Village Cross Streets to provide vehicular, pedestrian and bicycle access between uses in the Village Center and connections to and from the surrounding residential neighborhoods and employment areas. Cross streets are envisioned to be fronted with a mix of small scale commercial, retail and residential uses.

Carman Drive, Bryant Road, Quarry Road, Oakridge Road, Reese Road, Lake Grove Avenue and Firwood are classified as collectors (Transportation System Plan, Lake Oswego Comprehensive Plan). Collectors generally are designed to include two travel lanes, on-street parking and turn refuge lanes at intersections subject to City review and approval.

The remaining cross streets in the Village Center are classified as local streets which also are designed with two travel lanes and on-street parking. The design concept for Village Cross Streets is shown in Cross-Section 5. Street elements include:

- Two travel lanes, shared with bicycles. Separated facilities may be developed on collectors identified for bikeways;
- On-street parking; and
- Sidewalks with street trees.



The design concept features an urban streetscape character including on-street parking within the adjacent one or two blocks from Boones Ferry Road. Considerations include:

- Providing on-street parking on the cross-streets is one way of reinforcing the changing character and environment as one travels off of Boones Ferry Road.
- Within the Village Center, on-street parking is desired where right-of-way allows. On-street parking in single-family areas adjacent to the Village Center is discouraged.
- The provision of on-street parking can be used to supplement the private parking supply within the Village Center.

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 they 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 used 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 or high density residential 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	HIGH	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		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).

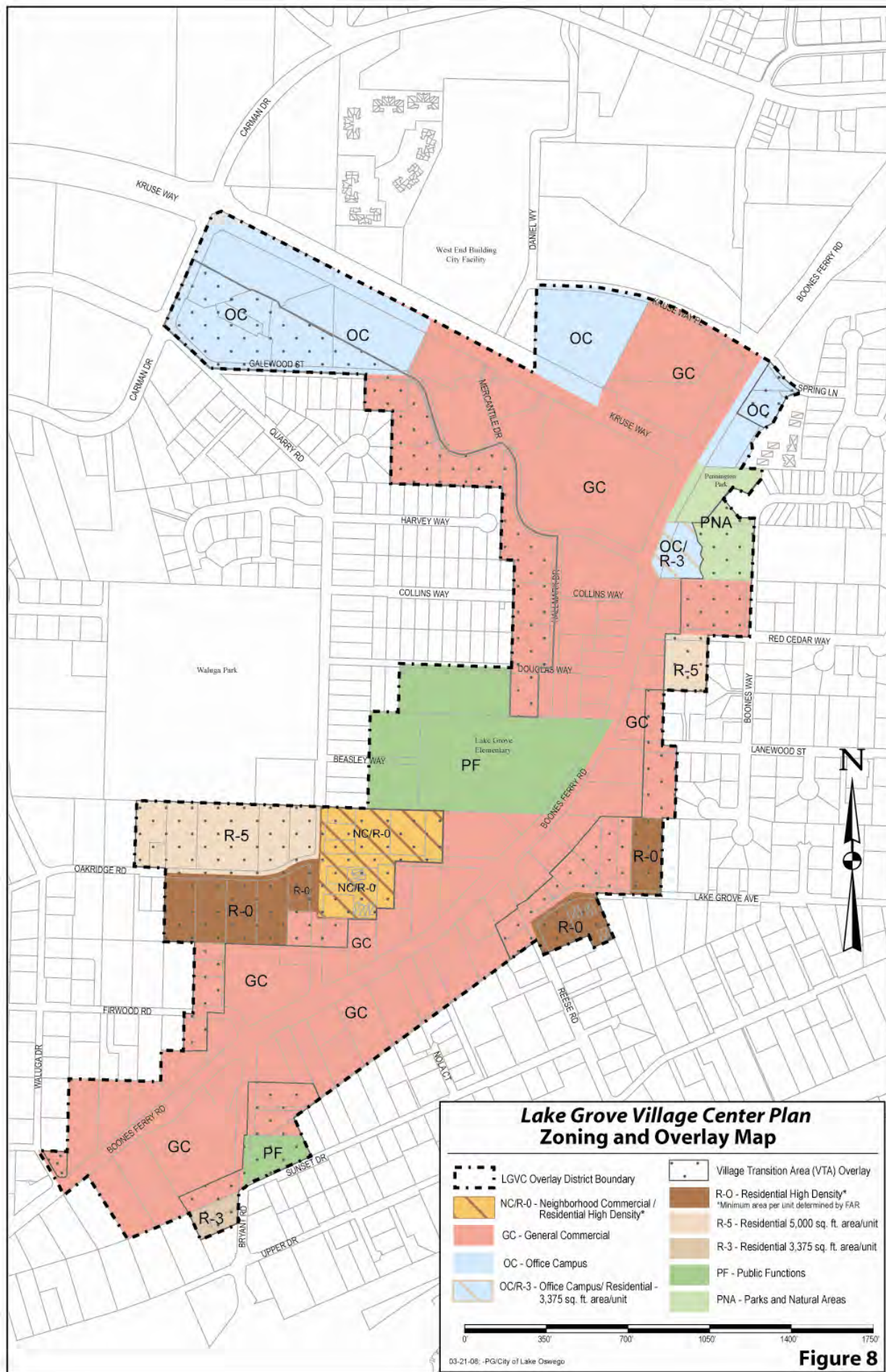
(2) Provide decorative streetscape elements such as seasonal decorations, hanging baskets and special event banners.

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.

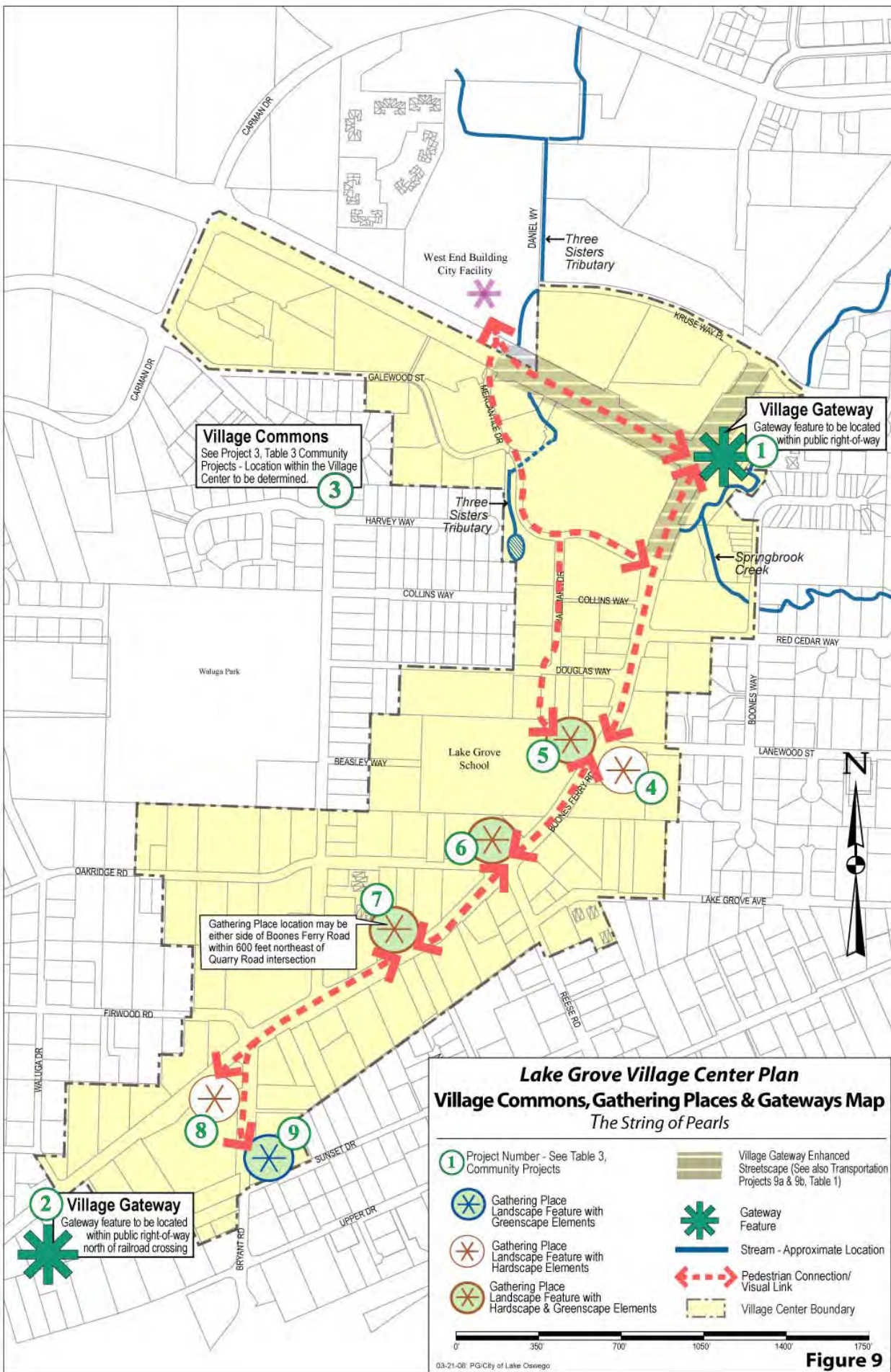
e. Maintain Street Classifications (Policy 7.4)

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 **EXHIBIT 3 (Ordinance 2640)/PAGE 555**



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> <u>(Lake Grove Village Center Plan)</u>	<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> <u>(Lake Grove Village Center Plan)</u>	<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> <u>(Lake Grove Village Center Plan)</u>	<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> <u>(Lake Grove Village Center Plan)</u>	<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):

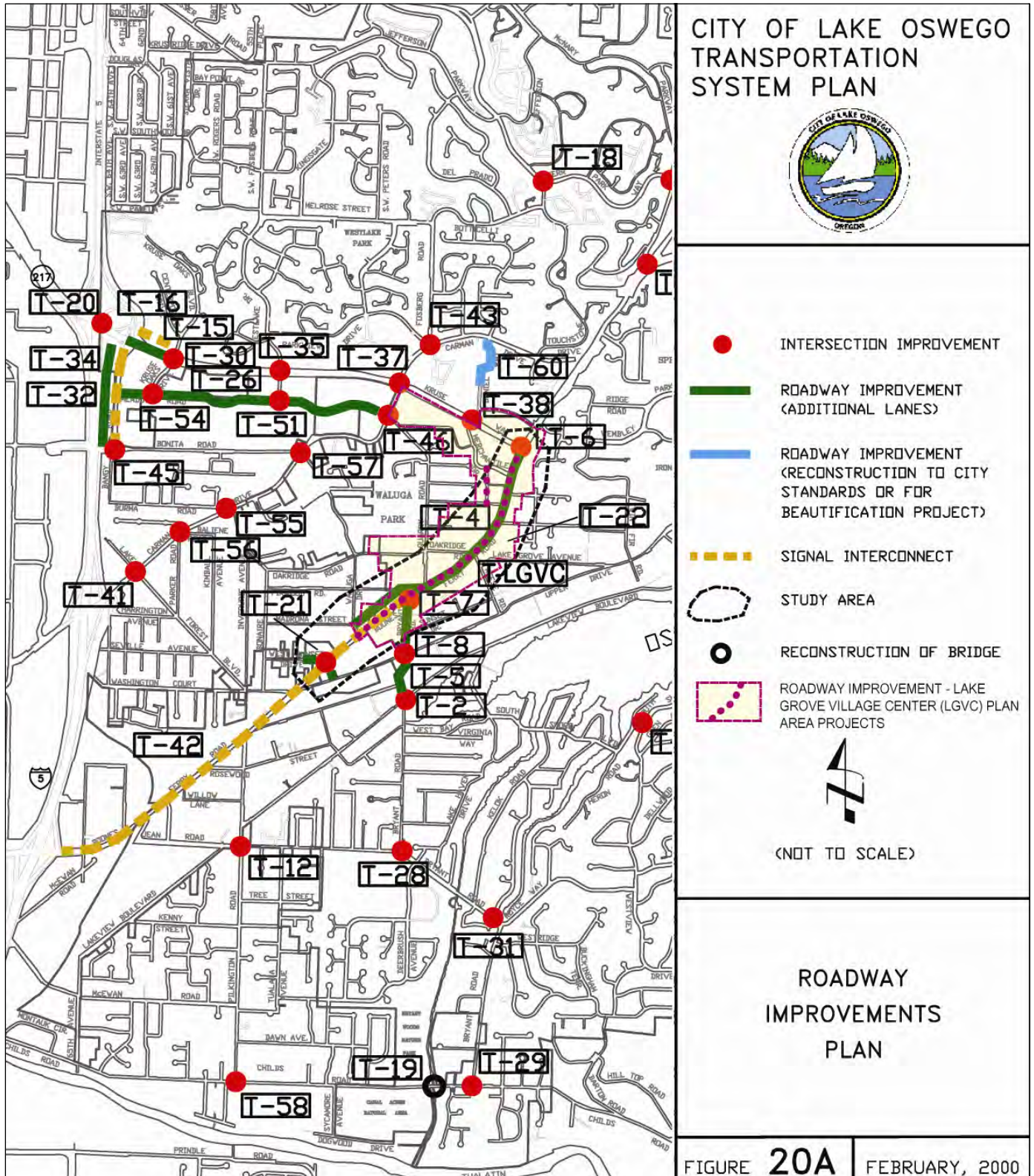


Figure 20B, Pedestrian Facilities Plan

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

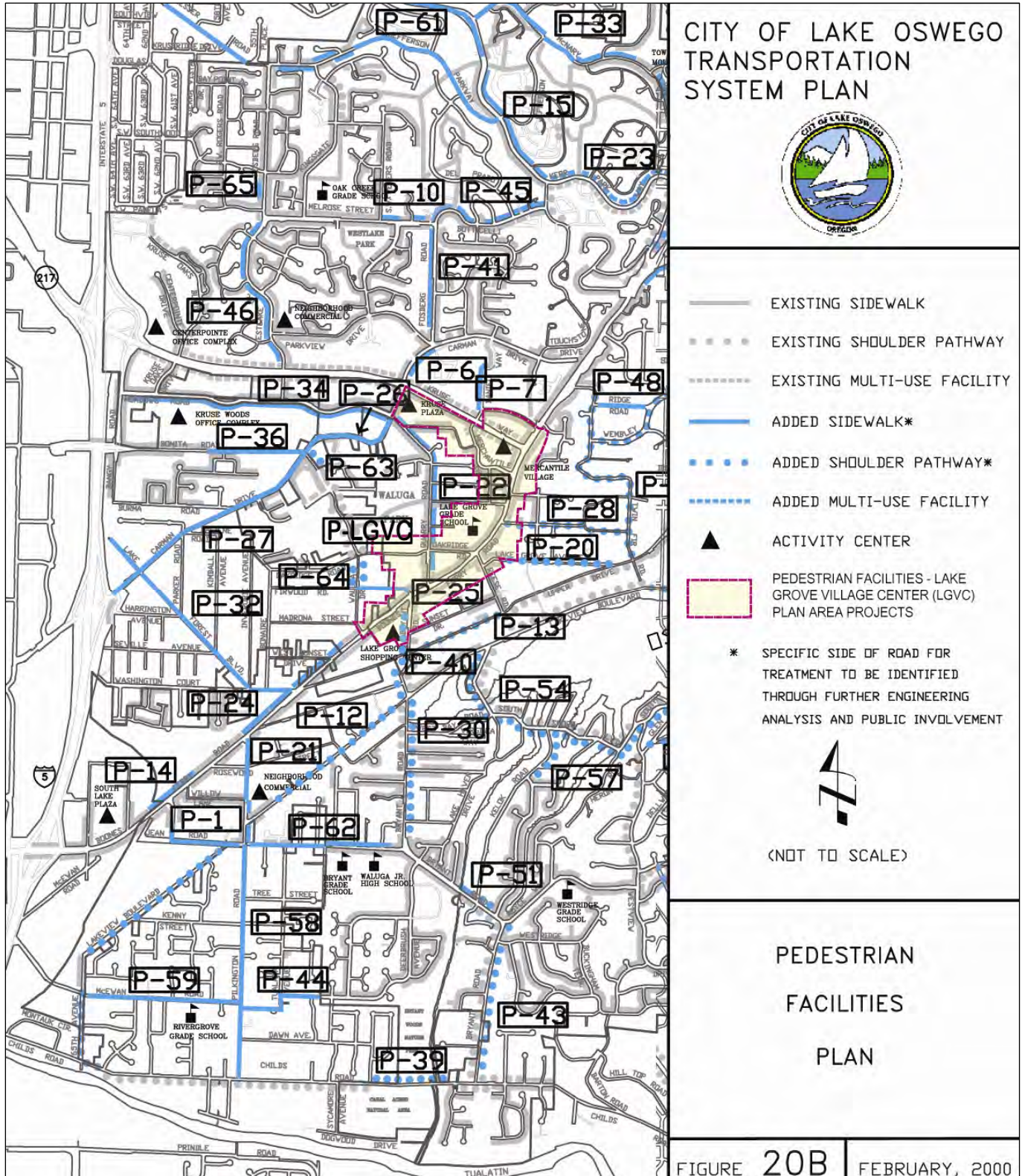


Figure 20C, Bicycle Facilities Plan

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

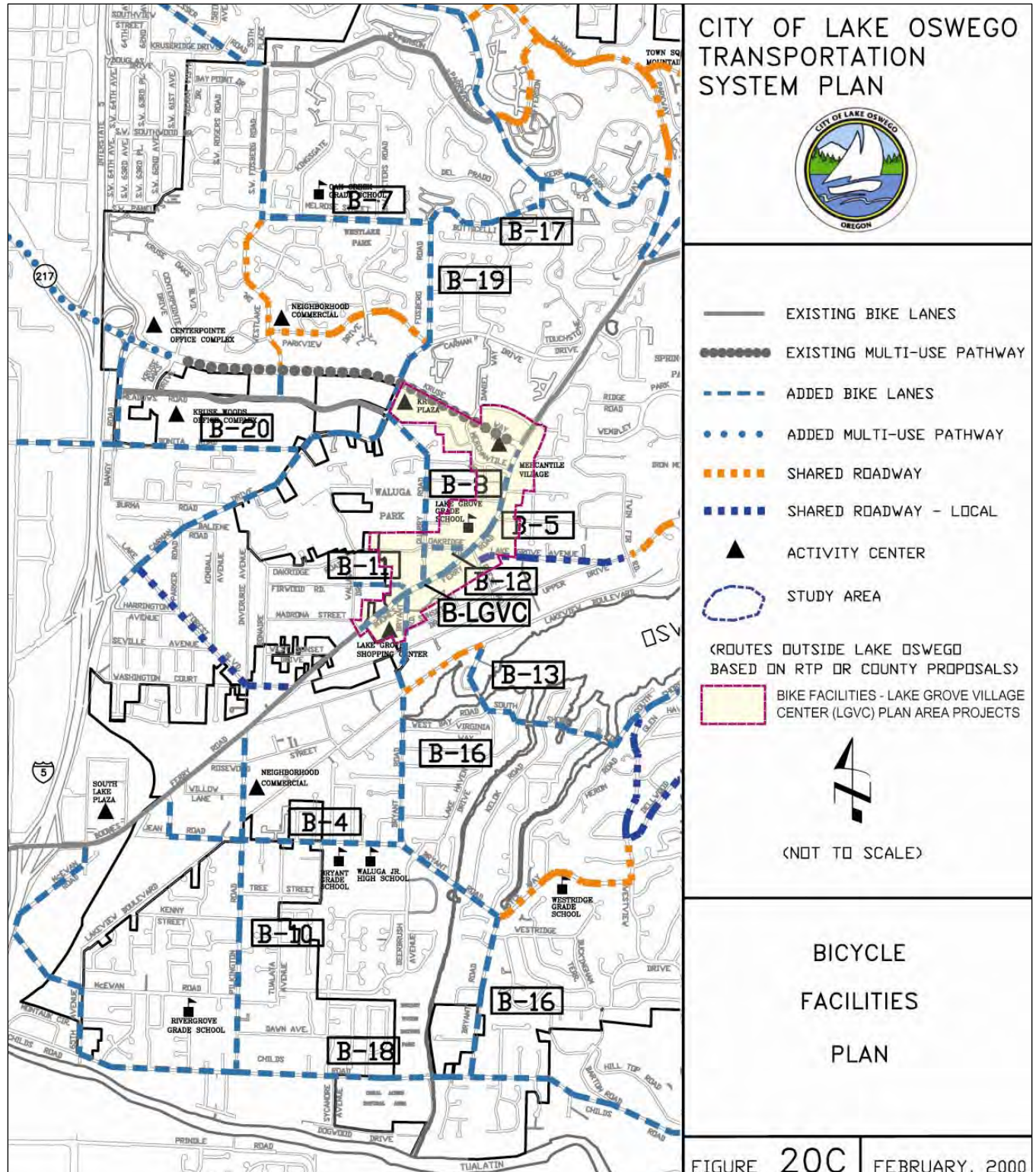
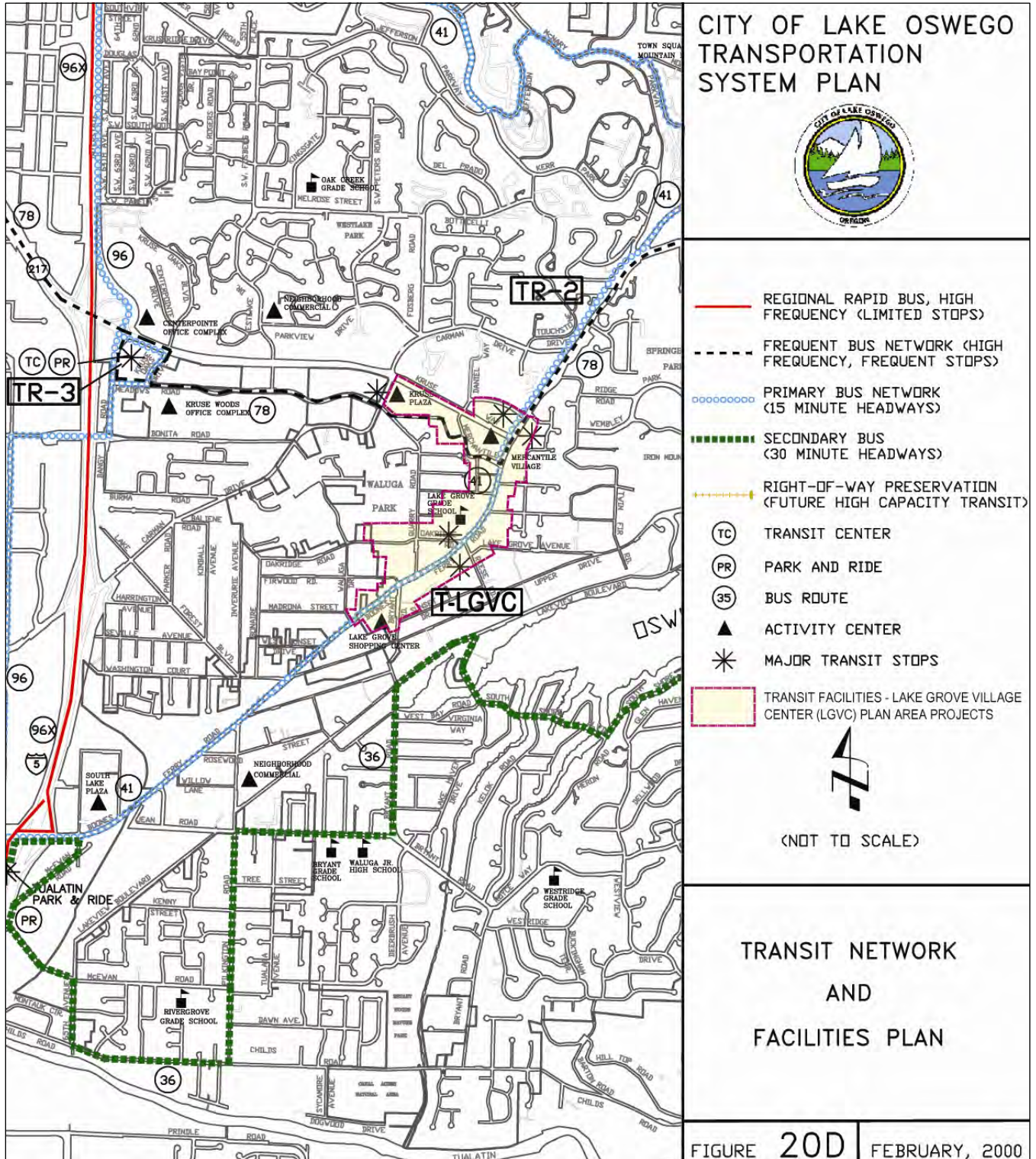


Figure 20D, Transit Network and Facilities Plan

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:



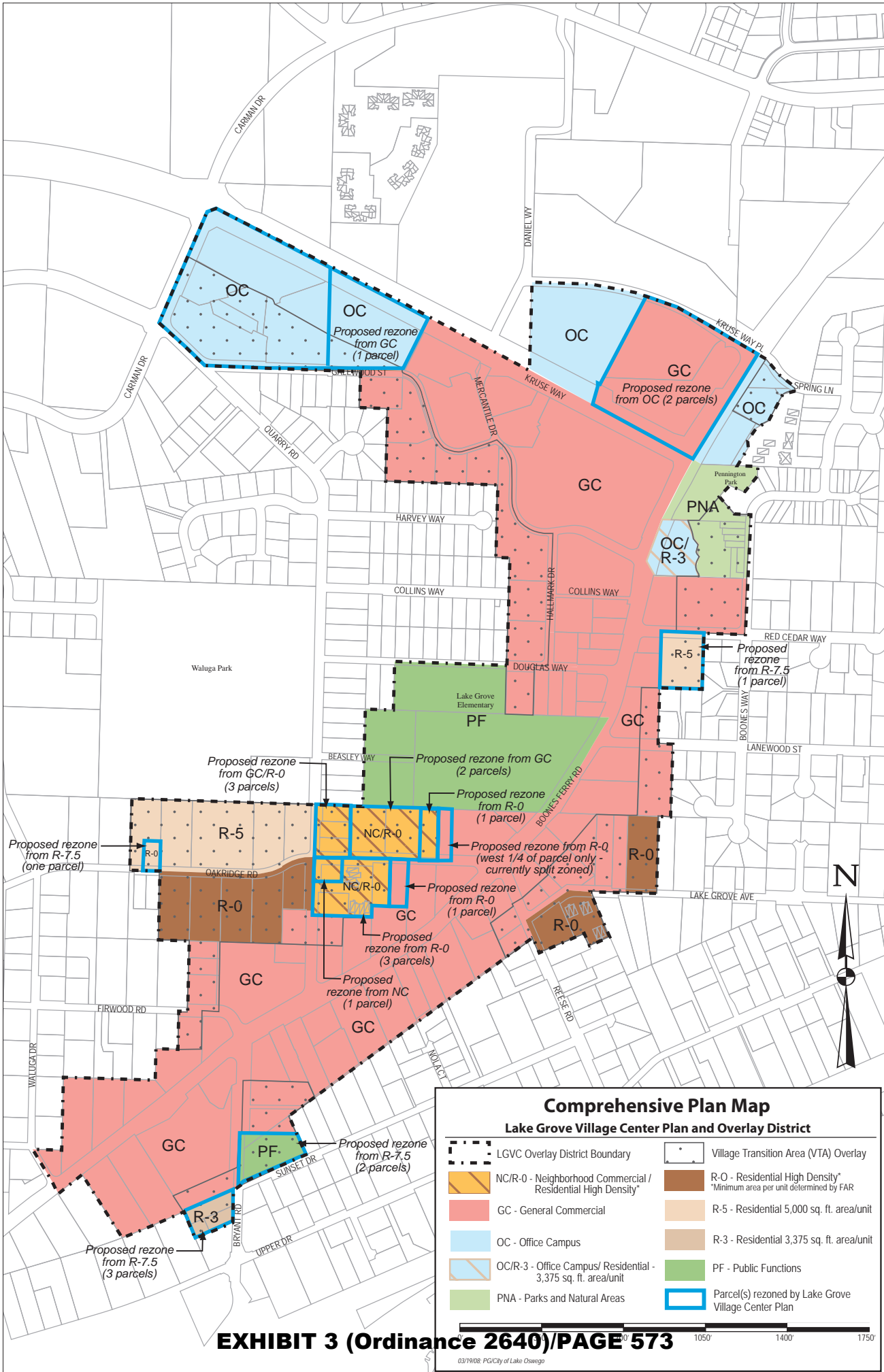


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Comprehensive Plan Map
Lake Grove Village Center Plan and Overlay District

	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

03/19/08 PG/City of Lake Oswego

Special District Plans

☐ Lakewood Bay Bluff Area

Lakewood Bay



Development of the Lakewood Bay Bluff Area shall emphasize residential use as the primary use in the area with commercial uses being subordinate uses.

Provision of visual access to Lakewood Bay and/or pedestrian access to view decks, plazas or paths shall be included in any design for the Lakewood Bay Bluff Area.

Special District Plans

Lakewood Bay Bluff Area

The area bounded by the west edge of Third Street, the northern right-of-way line of Evergreen Road, a line drawn east from Evergreen to the east right-of-way on First Street, generally south to the railroad tracks following lot lines and along the north side of the railroad tracks west to the southerly extension of the west right-of-way line of Third Street is the Lakewood Bay Bluff Area. With the exception of the one property on Evergreen (Tax Map 2 1E 10AA, Tax Lots 200, 201), the entire area is developed in apartment complexes.

GOALS

1. Development or redevelopment of the Lakewood Bluff Area shall emphasize residential use as the primary use in the area with commercial uses being subordinate uses. (PA 06-86-01-382, 10/17/86)
2. Provision of visual access to Lakewood Bay and/or of pedestrian access to view decks, plazas or paths oriented to the bay and open to the public, shall be included in any design for the Lakewood Bay Bluff Area. There is no intent to allow public access to the water of Lakewood Bay. (PA 06-86-01-382 10/17/86)

POLICIES

1. Designate Lakewood Bay Bluff as mixed use R-0/GC area.
2. Provide incentives to developers which will encourage the design of public spaces oriented to the bay. Incentives may include: increased density compatible with other Comprehensive Plan policies or the waiver of fees or charges.
3. There shall be substantial residential component in any development proposal or ODPS for the area.
4. To protect views, and in return for the provision of public access, transfer of density rights to adjacent property within the Lakewood Bay Bluff Area will be allowed. (PA 06-86-01-382 10/17/86)

Special District Plans

Lakewood Bay Bluff Area

- Notes -

Special District Plans

☐ Marylhurst Area

Marylhurst (View From Highway 43)



Marylhurst will continue to provide for housing, education, religious and community service needs of the region, while preserving and enhancing natural resources and aesthetic quality.

Special District Plans

Marylhurst Area

BACKGROUND

The three institutions of Marylhurst Education Center, Christie School and Convent of the Holy Names, all commonly known as the “Marylhurst Campus”, occupy a site on Pacific Highway of approximately 183.3 acres. The campus has been partially developed with buildings in the eastern portions near River Road. These buildings have historically housed educational, religious, and charitable service facilities, residence halls and other related support services such as the cafeteria, sewage treatment plant, parking areas and recreation facilities. In recent times the Education Center has also utilized its available space for other governmental and nonprofit services. The campus has become the location for a wide range of education, cultural, social and governmental activities.

The three institutions jointly still have well over a hundred acres of vacant land with the possibility for substantial development. The continued vitality of the institutions partially depends upon their ability to use their campus to expand and provide new services, such as the recently constructed Christie Center for emotionally handicapped children, and the residents of Lake Oswego, West Linn and the many people who benefit from their experiences at Marylhurst, have a strong interest in its future success.

Expansion also raises several of the same opportunities and issues which were addressed for other land uses in the City, especially traffic and circulation, site design, and open space.

The Marylhurst policies are summarized from a report, “Marylhurst, An Annexation and Plan” of May 1, 1979 which was prepared by the Marylhurst institutions.

GOALS AND POLICIES

GOAL 1: COMMUNITY AREA AND REGIONAL RELATIONSHIP

Marylhurst will continue to provide for housing, education, religious and community service needs of the region.

GOAL 2: NATURAL RESOURCES AND ENVIRONMENT

The geophysical assets (trees, Willamette River, drainage courses, land contours and scenic views) will be preserved and enhanced. Appropriate environmental controls will be developed to preserve fragile terrain and to protect against all types of pollution.

GOAL 3: POPULATION DENSITIES AND GROWTH

Special District Plans

Marylhurst Area

Future growth and population density will be controlled in a manner that will enhance and preserve the qualities of the campus, the surrounding neighborhood and the City.

GOAL 4: COMMUNITY AND NEIGHBORHOOD IDENTITY

The spirit of local identity will be fostered by encouraging participation in the activities of the larger community, preservation of the character of the campus.

GOAL 5: AESTHETIC QUALITY AND COMMUNITY DESIGN

The character and aesthetic quality of the campus will be preserved and enhanced through sound design of residential, institutional and commercial buildings, facilities, streets and other development.

GOAL 6: OPEN SPACE

An open space plan will be developed and implemented to protect the unique natural areas, provide recreational opportunities and help shape development patterns.

GOAL 7: RESIDENTIAL LAND USE

Residential development will provide a variety of choices to meet the needs of the community, including those with needs for special care, and will preserve the character of neighboring developed areas.

GOAL 8: CAMPUS INSTITUTIONAL LAND USE

The educational, social, cultural and religious activities of Marylhurst will be continued and expanded. Office campus use, as defined in the Comprehensive Plan, will be permitted in Campus Institutional areas.

GOAL 9: TRAFFIC AND CIRCULATION

Traffic generated from the Marylhurst campus will be controlled to maintain adequate access at controlled intersections and efficient internal circulation.

**LAND USE MAP DESIGNATIONS (TO BE ADDED TO LAND USE MAP,
NOT TEXT)**

Special District Plans

Marylhurst Area

1. The Marylhurst Education Center, Christie School, and Provincial House areas (sub-areas I, I-A, III) and the open undeveloped land east of the highway (sub areas II, IV) will be designated Campus Institutional.
2. The vacant land between Christie School and Old River Road (sub-area III-A) will be designated Residential R-10 (2.9-4.3 units per net acre, or 10,000-14,075 sq. ft. per unit).
3. The Marylhurst property immediately west of Pacific Highway (sub area V) will be designated as Residential R-10 (2.9-4.3 units per net acre, or 10,000-14,075 sq. ft. per unit).
4. The westernmost portion of the Marylhurst property (sub-area V-A) will be designated Residential R-15 (0-2.9 units per net acre, or 15,000 sq. ft. or more per lot).
5. The stream corridors and drainage ways, Willamette River/Old River Road corridors will be designated as open space. (The Old River Road corridor is part of the Willamette River Greenway.) Land between the road and the river will be designated for public access.

See map (Figure 3).

POLICIES

1. A mix of uses within the Marylhurst campus will be allowed, including education, cultural, social, government and residential activities.
2. The campus-like character of the area will be maintained as much as possible.
3. Traffic and access will be controlled to preserve the capacity of Pacific Highway and the intersections at Marylhurst. Proper internal circulation will be provided.
4. The Willamette River Greenway will be preserved for scenic and recreational uses.
5. Designate the Marylhurst Area for a variety of land uses and establish the specific uses, conditions and design criteria for sub-areas within the campus, to assure proper development.
6. Require each sub-area to have a plan for circulation, parking, utilities, and general building placement as a condition of approval for all development other than single-family subdivisions.
7. Establish permissible uses, intensities, development criteria and conditions for specific sub-areas with the campus, in addition to other policies.

Special District Plans

Marylhurst Area

a. SUB-AREA I: CAMPUS INSTITUTIONAL

1. Allowed uses will include educational, religious, social service, governmental, institutional housing and their supporting services.
2. The appearance and character of the present Marylhurst Education Center campus, especially the scale of buildings, parking areas, building locations, materials, open areas and landscaping, will be continued in new development.

b. SUB-AREA I-A: CAMPUS INSTITUTIONAL

1. Uses should be located in a major building and no more than two buildings.
2. Design of access to the eastern portion of the site must provide for emergency vehicles.
3. Development may not occur beyond the top of the banks of the drainage ways. Removal of trees will be minimized as much as possible.
4. Access into the site must be designed to be compatible with the existing Education Building, and should be located on the north side.
5. Vehicle access or parking in the eastern portion of the site will be discouraged.
6. Drainage management must be designed to prevent erosion of the banks of the drainage ways which have a severe potential landslide hazard.

c. SUB-AREA II: CAMPUS INSTITUTIONAL

1. Commercial uses allowed (including Office Campus) must be buffered from Pacific Highway.
2. Structures will be located to maintain open areas which preserve a campus-like setting. The view of St. Anne's Chapel from the southern access drive will be preserved.

Special District Plans

Marylhurst Area

3. Site design will orient buildings towards views and preserve highway and access road views as much as possible.
- d. SUB-AREA III: CAMPUS INSTITUTIONAL
- e. SUB-AREA III-A: RESIDENTIAL (R-10)
1. Access to Old River Road must be denied to provide a safe intersection, and to minimize disturbance to the wooded slope along the road. If these conditions cannot be met, the area must be provided access from the campus.
 2. Residential development will be required to provide street trees. Development must be visually screened from the school and convent.
 3. Emergency vehicle access from the campus side must be provided.
 4. Changes to topography will be the minimum necessary to develop the property.
- f. SUB-AREA IV: CAMPUS INSTITUTIONAL
1. Allowed uses will be Campus Institutional, including social service institutions and residential care facilities for the physically or mentally handicapped. Agricultural uses may be continued as long as they are compatible with new development.
 2. A pedestrian access to Pacific Highway may be located at the north end of the site.
- g. SUB-AREA V AND V-A: RESIDENTIAL (R-10 and R-15, respectively)
1. Allowed uses will be residential (R-10 and R-15), with clustering encouraged.
 2. Site design should assure that views to the east are preserved and utilized.
 3. A unified site plan for each sub-area, required prior to development, shall include provisions for buffering the adjacent residential areas.

Special District Plans

Marylhurst Area

4. Interior street rights-of-way shall be dedicated. Street trees will be required.
8. Assist Marylhurst in preparing architectural and site design criteria to be utilized as supplements to the Development Review standards for all future development at Marylhurst. The criteria will assure that development is harmonious with the existing campus buildings and landscaping. Criteria at minimum will assure:
 - a. Maintenance of the architectural character of the existing buildings and landscaping.
 - b. Scale, height, bulk, lot placement and building materials in new development which will maintain the open character and be properly related to the existing structures.
 - c. Preservation of scenic vistas to the east.
 - d. New landscaping will complement existing, especially types and placement of trees.
9. Ensure that the natural drainage courses are designated as open space. No development will be permitted, except for utilities, drainage management improvements or low-intensity recreational improvements, such as trails.
10. Ensure maintenance of a setback along Pacific Highway, which will include a minimum of fifty feet from the right-of-way line, to provide for the planting of trees. The City will assist with providing and planting of the trees, subject to the budgetary process.
11. Require buffers between nonresidential campus uses and adjacent residential neighborhoods, including protection of views.
12. Require minimum changes in topography. Grading will be limited to that required for foundations, drainage management, parking areas and berms.
13. Assure that parking areas are scaled proportionately to the campus buildings and are landscaped to avoid the appearance of large, unbroken paved areas.
14. Strongly encourage residential site design which is clustered and preserves open areas.

Special District Plans

Marylhurst Area

15. Assure that commercial uses are of a type and size to serve the residents and users of the campus, without drawing a larger market, and are located away from Pacific Highway to avoid any strip development.
16. Assure that utility construction will be coordinated with development and will prevent or minimize disruption of the existing buildings, streets, and drainage ways.
17. The City shall (subject to the approval of the Oregon Department of Transportation, whenever applicable):
 - a. Limit access from the campus to Pacific Highway to the two existing access points.
 - b. Limit land uses to the degree necessary to ensure that total vehicle trips generated by campus land uses maintain the capacity of Pacific Highway intersections.
 - i. Prior to new development, a traffic study will be prepared which will determine the projected volumes on Pacific Highway, the capacity available to future development at Marylhurst and improvements necessary to maintain the highway or intersections within Service Level “D”.
 - c. Require that Marylhurst pay an equitable share of the cost of improvements to Pacific Highway for additional capacity and signalization required for additional development.
 - d. Actively seek transit improvements and increases in the level of transit use in the Highway 43 Corridor, to reduce vehicle trips entering the State Street Corridor.
 - e. Ensure that internal streets on the east side of Pacific Highway will remain private streets, except for the Residential area (sub area III-A).
 - f. Require that internal access and circulation plans for each sub-area of the campus will be prepared and approved as part of the Development Review for the first new development proposal for the sub-area.
 - g. Require dedication of an additional ten feet of right-of-way on each side of Pacific Highway to widen the total to eight feet.
 - h. Ensure that a minimum setback will be maintained along Pacific Highway at fifty feet from the right-of-way line to preserve the scenic corridor.

Special District Plans

Marylhurst Area

- i. Allow no vehicular access from Old River Road, except to sub-area III-A.
 - j. Assure safe pedestrian and bicycle circulation within the campus area and each sub-area. Whenever possible, walkways will be separated from vehicular ways.
18. Assure that the area designated as Willamette River Greenway along Old River Road (generally from the river to the top of the steep bank above River Road) is maintained in a natural aesthetic condition.
- a. Structures will not be permitted in the Greenway, except for recreational purposes or utilities.
 - b. Recreational improvements will be in scale with the environment. Parking areas, if any, will be minimal.
 - c. Trees in the Greenway will be preserved.
 - d. No boat ramps will be permitted.
19. Designate the area between River Road and the river as Public Open Space, and the banks above the road and the drainage ways as protection Open Space.
- a. The City will attempt to negotiate an agreement with Marylhurst which will provide for the area between River Road and the



Figure 3

Special District Plans

❑ Old Town Design District

Odd Fellows Apartments



Protect single family homes during the transition to higher density;

Facilitate good architectural design and site planning which maintains residential choices;

Assure protection and compatibility of all land uses, and;

Assure that adequate methods are available to carry out the design policies for Old Town's particular needs.

Special District Plans

❑ Old Town Design District

BACKGROUND

The Old Town Neighborhood lies between State Street, the Willamette River, Oswego Creek and Leonard Street. Although geographically one of the City’s smallest neighborhoods, it is the location of the original town of Oswego, and is the oldest portion of the City. Old Town contains several different types of land uses, including George Rogers Park, multi-family and single family dwellings and an array of shopping provided by two nearby shopping centers, within an area of less than 40 acres. Platted in 1851 by Albert Durham, the streets carry the names of people associated with the early iron industry such as Ladd, Leonard and Wilbur, as well as early settlers, such as Albert Durham, who founded the community.

George Rogers Park is located in the southern portion of the neighborhood. This area was the original site of the iron smelting business which operated in the community in the late 19th and early 20th centuries. A portion of the company’s large basalt chimney still stands in the park. Several small dwellings from this era also remain, constructed by the Oregon Iron and Steel Company for its employees. The Odd Fellows Hall at Durham and Church streets also dates back to this early period.

Maintaining the neighborhood’s character has been a concern of residents, particularly over the past 20 years. As the area’s zoning allows for approximately 20 units per acre, single family homes have gradually been replaced by apartments, duplexes and other types of more dense housing. Often new structures and remodeling have not been compatible in scale, form and massing to the existing housing stock. This has lead the neighborhood to develop Comprehensive Plan policies and design and zoning standards to ensure that the neighborhood’s transition to higher density occurs in such a way that the desirable “village” appearance is preserved.

The mix of uses in and near the neighborhood, its proximity to good transit service on State Street and its location near George Rogers Park, make Old Town an attractive place to live. Although residents view these facilities and uses as valuable assets, they at times result in conflicts with residential uses in the neighborhood, primarily with regard to traffic and parking.

Old Town would like to retain its generally narrow streets and few remaining alleys to discourage auto through-traffic and provide opportunities for alternate access to garages. The neighborhood would also like to encourage the use of Durham Street as a walking street by connecting sidewalks, restricting truck usage and maintaining appropriate lighting.

The Old Town of the future will likely posses a higher level of activity due to the increased usage of commercial outlets, a gradual move to higher density and increased park usage. The favorable elements outlined in the preceding paragraph will be integrated to ensure increased walking, rather than

Special District Plans

❑ Old Town Design District

driving, within the neighborhood; ensure new structures that complement the existing neighborhood fabric; protect lower density developments from more intense adjacent uses; and minimize the visual impact of garages.

GOALS

1. Assure that single family homes are protected during the area's transition to higher density residential use.
2. Facilitate good architectural design and site planning which maintains residential choices of unit size, cost and other amenities and supports the economic feasibility of new construction and development.
3. Assure protection and compatibility of all land uses, including commercial, residential, park, open space and historic sites.
4. Assure that adequate methods, in addition to present City ordinances, are available to carry out the design policies for Old Town's particular needs.
5. Designate the Old Town Neighborhood as a "Design District" on the Comprehensive Plan map and guide its development in accord with the following policies. [PA 4-95/ZC 4-95/DA 1-95-1147; 3/19/96]

POLICIES

1. Designate Old Town as a Design District and guide its development in accord with the policies in this chapter. (See Figure 4)
2. Boundary

The boundaries of the District shall be as shown on the official Lake Oswego Comprehensive Plan map. (See Comprehensive Plan Map) When considering Comprehensive Plan Map Amendments, existing neighborhood character shall be preserved as much as possible.

Special District Plans

❑ Old Town Design District

3. Residential Land Use

Generally, and in accordance with the policies of this plan, Old Town shall become higher density land use. However, existing neighborhood character shall be preserved as much as possible.

a. Single Family Housing

Single family housing, while not exclusive of other types of housing, shall have priority. Therefore, single family housing shall be preserved and steps taken to preserve its amenities and value. Where higher density land use is developed, special attention should be given to insuring that it will not adversely affect neighboring single family development.

Single family homes and new development shall be protected from the deteriorating effects of adjacent land uses, including in particular the commercial areas, and any open space areas which may be established. Particular attention shall be given to the effects of traffic, parking, noise, glare, air pollution and appearance of structures.

New single family construction shall be permitted on the existing platted, 5,000 square foot lots or parcels.

b. Multi-Family Residential

Multi-family use shall be permitted when it can be clearly demonstrated that other Old Town policies are being met by the proposal.

Duplexes shall be permitted on the existing platted 5,000 square foot lots. Innovative design shall be encouraged to create duplexes which are compatible and harmonious with adjacent land uses.

c. Residential Design Policy

New residential construction of all types shall be encouraged.

As noted under the Design District policies, all new construction of single family, duplex, zero lot line and multi-family dwellings and exterior modification to a structure housing a non-conforming use that requires a building permit shall be subject to Development Review.

Special District Plans

❑ Old Town Design District

Care should be taken to maintain certain existing physical attributes of the neighborhood which contribute to its special character, including but not limited to unusual or special trees, landscaping, buildings and views.

4. Commercial Land Uses

The boundary between R-0 and EC designated land shall be that shown on the official Lake Oswego Comprehensive Plan map.

- a. Any development in the adjacent EC zone shall provide a landscaped buffer to function as a visual and physical barrier between dissimilar uses in the EC and DD zones.
- b. Traffic shall be routed away from residential properties. This may be accomplished by such methods as careful location of access points, traffic routing within the development, and relation of that routing to neighboring residential uses and streets, and installation of any required capital improvements such as left turn lanes. Traffic studies may be required to determine impacts.
- c. Replacement of non-conforming uses with permitted residential uses is strongly encouraged.

5. Streets

Through traffic and circulation will be minimized. The use of Wilbur Street as the principal access to the neighborhood will be encouraged.

a. State Street

Provisions shall be made to make entering and exiting Old Town onto State Street as safe as possible.

b. State Street/McVey/Green Street

This intersection shall be improved to increase safety of turning movements and pedestrian safety on State Street to and from George Rogers Park, as well as to provide access to George Rogers Park for vehicles traveling southbound on State Street.

Special District Plans

❑ Old Town Design District

c. Ladd Street

The use of the north side of Ladd Street as a parking area for George Rogers Park should be discouraged, or steps taken to eliminate the inconvenience and disturbance to residences on Ladd Street.

d. Durham Street

The City shall encourage Durham Street to become a safe and pleasant walking street within the neighborhood through the addition of connected, handicapped access sidewalks, restrictions on truck usage, storm drainage improvements as necessary, and appropriate lighting. [PA 3-96/DA 2-96/ZC 1-97-1219; 9/2/97]

6. Historic Sites

Protect the historical or architectural integrity of the Peg Tree (Douglas Fir), Odd Fellows Hall and George Rogers' home, as Local Historic Landmarks.

7. George Rogers Park

Use of the park facilities should not interfere with normal residential uses in the adjacent neighborhood. Design or expansion of the park, which is a City facility serving all City residents, should be carried out with attention to the Old Town area, especially with regard to traffic, parking, noise, glare, visual appearance and behavior of park users. Green Street should be recognized as the primary auto access to George Rogers Park and steps should be taken to encourage auto access to the park on Green Street.

8. Development Review

Consideration shall be given to the relationships between new construction and adjacent land uses as well as to how the proposed development incorporates the desirable "small village" or "historic town" appearance of Old Town as illustrated in its pitched roofs, wood and masonry construction materials and building proportions and massing typical of the Vernacular, Craftsman and Cape Cod styles.

Special District Plans

□ Old Town Design District

9. Parcel Size

Residential single family construction is to be permitted on lots or parcels of 5,000 square feet or more. The Development Review process should take account of the unusually small area of the lots in providing variances which may be requested for new single family uses. 12/28/82

Duplexes are to be permitted on lots or parcels of 5,000 square feet or more.

Except for structures which have been determined by the State or the National Register of Historic Places as being of historic significance, multi-family construction is to be permitted on lots or parcels of a minimum of 15,000 square feet, which would allow seven units. Smaller lots or parcels should be used for duplex or single family. The parcels should be shaped to minimize the number and length of property interfaces between adjacent uses and to assure buffering landscaping can be installed.

Historic structures may be converted to residential uses. No minimum parcels size shall apply, but the project shall demonstrate compliance with all other applicable zoning requirements and development standards. (PA 1-87-450, 7/9/87)

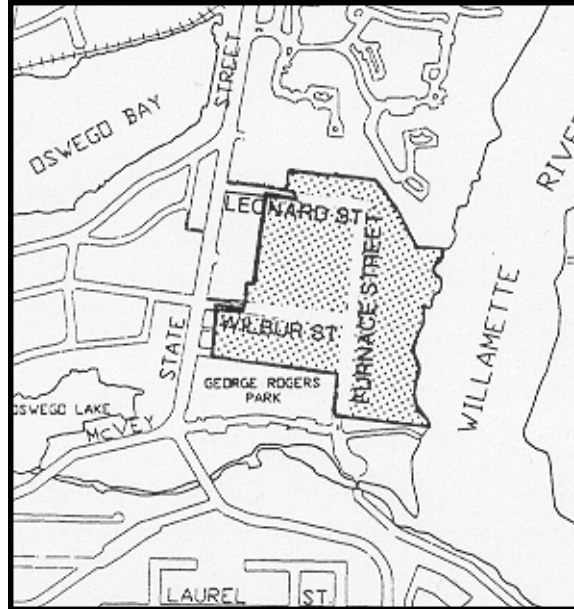
Illustrative examples of this concept are shown in Figure 5.

10. Willamette River Greenway Access

Encourage the use of Furnace and Leonard Streets as pedestrian and bicycle connections to the existing Greenway trail. This policy is not intended to supersede or weaken Goal 15 (Willamette River Greenway) Policy 8 or Goal 15 RAM iii, which call for acquisition and development of continuous public access along the Greenway, including the Greenway area from Roehr Park to George Rogers Park in Old Town. This policy is intended to protect the privacy and security of existing single-family waterfront residences until such time as the Greenway pathway may be acquired through development to higher density/intensity uses, voluntary donation or purchase. [PA 3-96/DA 2-96/ZC 1-97-1219; 9/2/97]

Special District Plans

❑ Old Town Design District



Old Town Design District
Figure 4

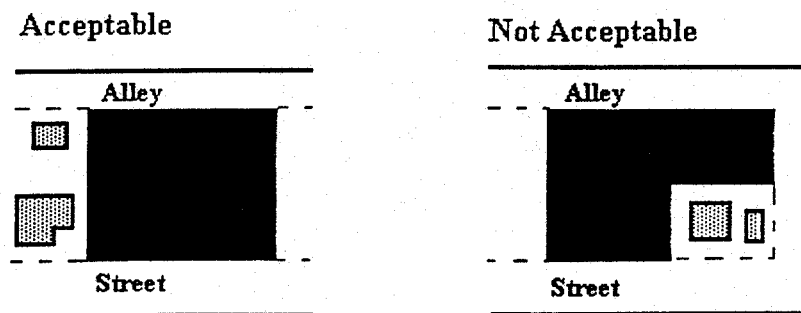


Figure 5

Special District Plans

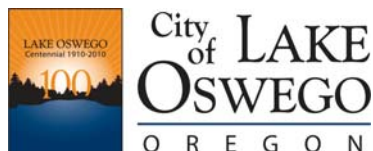
Old Town Design District

- Notes -

City of Lake Oswego Housing Needs Analysis

June 26, 2012

Updated March 19, 2013



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This document updates and builds upon the work the Draft Housing Needs Assessment created by Winterbrook Planning and ECONorthwest in 2009-2010.

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EXECUTIVE SUMMARY

This report provides an evaluation of Lake Oswego's 20-year housing needs to inform the update of the City's Comprehensive Plan. Specifically, it provides the technical background to assist the City and community in developing policies that will implement the community's vision for 2035 while complying with state housing goals and requirements. This report was originally drafted during winter-spring 2011 and was updated in June 2012 primarily to reflect most recent Census information and 2012 median family income levels. The report was updated again in March 2013 to reflect consistency with the Metro adopted 2035 forecast. The Housing Needs Analysis will be adopted by reference when the Comprehensive Plan is adopted by ordinance in 2013, and serve as a factual basis for goals and policies.

Lake Oswego's draft vision for Complete Neighborhoods and Housing states:

We have a wide variety of neighborhoods with high quality, attractive and compatible housing that serves a range of ages, incomes and households. Our distinct and walkable neighborhoods contribute to the city's small town feel. Mixed-use districts enhance adjacent residential areas by providing access to quality jobs, housing, transit, entertainment, services and shopping. Higher density housing is located strategically and sensitively, including along transportation corridors and town centers to preserve the character of our existing neighborhoods.

The State Goal for Housing states that:

Buildable lands for residential use shall be inventoried and plans shall encourage the availability of adequate numbers of needed housing units at price ranges and rent levels which are commensurate with the financial capabilities of Oregon households and allow for flexibility of housing location, type and density.

Demographic and Housing Forecast

To meet both local and state goals, this document looks at population projections and demographic trends, along with Lake Oswego's housing trends. It then evaluates the current inventory of buildable land, which includes land that is vacant, partially-vacant (could be divided), and likely to redevelop (more intensely developed) over the 20-year planning period. Next the report allocates the total number of needed dwelling units to price ranges, dwelling types, and zoning categories to meet the needs of area households. Finally the report reconciles the housing need with land supply, and describes possible strategies to meet future needs along with implementing the community's vision and state requirements.

In the fall of 2012, Metro completed its updated employment and housing forecast for 2035. Metro's updated forecasts incorporate local input to make the forecast consistent with the work conducted as part of the City's 2011 draft Housing Needs Analysis. The Metro numbers are slightly higher than the Household Forecast described in this report, however the difference of less than two hundred households over twenty-five years is not significant enough to be of concern for planning purposes.

Updated City and Metro forecasts are shown on the following page. The Lake Oswego City Council was presented with these forecasts along with the employment forecasts in September 2012, and on October 9, 2012 accepted the forecasts listed below, which were presented in the October 9, 2012 Council Report. The Metro Council adopted this Metro forecast for households on November 29, 2012.

Units	2010 Estimate	2035 Projection	2010 - 2035 Change	Average Annual Change
Population	43,094	51,000	8,006	320
City Forecast – Households	19,166	22,726	3,560	142
Metro Forecast – Households	19,556	23,299	3,743	150

According to U.S. Census estimates, the median age of Lake Oswego residents increased from 41.2 years in 2000 to 45.8 years of age in 2010. This is more than nine years older than the median age of residents within the Portland Vancouver Metropolitan Statistical Area (36.7). As older Baby Boomers tend to desire to remain in their current residence or community as long as possible, the population over age 75 is expected to increase measurably over the coming decades, while the 24-55 cohort is projected to shrink. If trends continue, the younger population cohorts (age 5-14) are likely to remain flat or experience negative growth.

Housing Land Supply

Lake Oswego’s land area is designated primarily for residential use, with nearly 60% of the land within the USB zoned for low-density residential development with minimum lot sizes of 7,500-15,000 sq. ft. Lake Oswego has a relatively new housing stock, with only 13% built prior to 1950, and 26% built since 1990. The housing is primarily owner-occupied, though attached and multi-family housing represented an increasing share of new development since 2000 (65%). Median home prices reached their peak in 2005 and have since fallen an average of nearly 33%, to \$338,100.

Lake Oswego has approximately 600 acres of vacant and part-vacant land, the large majority of which fall into the part-vacant category, meaning they are at least 2.5 times the minimum lot size for the zone, and could be divided to form additional lots. Over 90 percent of this land is located on lots zoned for a minimum size of at least 7,500 sq. ft. The buildable land inventory also includes an analysis of redevelopment potential on medium and high-density residential land, and on commercial land where housing is a permitted use along with commercial uses (referred to in this document as “mixed use” zones). This analysis examines where these zones have developed below their potential capacity, and may add additional units in the future, assuming that properties have redevelopment potential when the building value is up to 150% of the land value. The analysis demonstrated a large capacity for new high-density units in mixed-use areas like Downtown and Lake Grove Village Center. Including vacant, part-vacant, and redevelopable land, Lake Oswego’s total buildable land inventory could accommodate approximately 5,500 new units.

Housing Need

In addition to determining the total number of needed units based on population forecast, the State requires jurisdictions to provide housing that is “commensurate with the financial capabilities of Oregon households.” This report used Clackamas County’s demographics to demonstrate attainability needs for future residents. Based on the County income distribution, Lake Oswego’s demographic trends and land supply, the following mix of housing types was estimated to meet future needs:

	Owner-Occupied Dwelling Units	Renter-Occupied Dwelling Units	All Dwelling Units
Housing Tenure Distribution:	60.0%	40.0%	100%
Housing Unit/Type Distribution			
Detached Large Lot SF (> 5,000 sq.ft. lot size)	34%	4%	22.0%
Detached Small Lot SF "cottages" (<+ 5,000 sq.ft. lot size)	18%	5%	12.8%
Attached SF (Rowhouses, Secondary Dus, Zero Lot Line DUs)	30%	8%	21.2%
Duplex/Triplex	10%	11%	10.4%
Multifamily (Apartments, Condos)	8%	72%	33.6%
Total	100%	100%	100%

Conclusion

The results of the housing analysis (see Table 20, p. 29) indicate that the Lake Oswego Urban Services Boundary has an adequate amount of vacant and part-vacant, and redevelopable land area to meet the 2035 forecasts for its projected housing needs. While the low-density dwellings can be accommodated on vacant and part vacant land, the community will need to rely on redevelopment in existing medium- and high-density residential zones and mixed-use zones to meet the projected need for smaller and attached housing types. In order to realize the housing redevelopment potential described in this report, the City will need to develop new strategies such as incentives or requirements for new development in the town centers to include a minimum number of housing units. In addition, re-zoning and redevelopment of the area identified in the Foothills District Plan provides an additional opportunity to create high-density housing units and may lower the needed capacity for high-density housing units through redevelopment in mixed-use and high-density residential areas.

In addition to supporting the right size and type of dwelling unit, the city may need to establish strategies to help ensure a range of housing prices is maintained over time, in particular to provide affordable housing for residents earning less than 80 percent of the median family income, which represents 45 percent of Clackamas County households and 30 percent of Lake Oswego households.

To meet the State’s Metropolitan Housing Rule, Lake Oswego will be updating its development code to ensure that all new housing may be developed under clear and objective review standards that do not have the effect of discouraging housing or reducing the proposed housing density as allowed through zoning.

Finally, the Housing Rule requires cities within the Metro Urban Growth Boundary to provide minimum zoned density levels. Lake Oswego must provide for an average density of ten or more dwelling units per net buildable acre. Lake Oswego has demonstrated compliance with this rule at each Periodic Review since the City’s original acknowledgement of its 1978 Comprehensive Plan. In 1994, DLCD acknowledged Lake Oswego’s average density at 10.2 dwelling units/acre. Consistent with the City’s

last acknowledgement, Lake Oswego plans to demonstrate its average density “based on the jurisdiction BLI at the time of acknowledgment as updated,” which the City’s preliminary analysis shows continues to meet the 10 dwelling units/acre requirement.

The information in this report, along with a preferred land use scenario and updated population forecast, will form the starting place of the community’s Comprehensive Plan policy discussion for Complete Neighborhoods and Housing, meeting Lake Oswego’s housing needs for the next 20 years by providing *“high quality, attractive and compatible housing that serves a range of ages, incomes and households.”*

INTRODUCTION: BACKGROUND AND CONTEXT

The City of Lake Oswego is conducting a Housing Needs Analysis (HNA) as required by its State of Oregon Comprehensive Plan Periodic Review Work Program to update its long-range Comprehensive Plan (Plan) by June, 2013. The City received grant funds from the Department of Land Conservation and Development (DLCD) for technical consultant assistance to help update Goal 10 of the Plan. The City also elected to take advantage of periodic review to create a comprehensive vision for the City to guide policies, investments and associated implementing actions.

This HNA presents current and projected demographic and housing data within the statewide land use planning regulatory context. The assessment of housing needs and development potential frames preliminary implementation actions for the City to consider in order to provide housing opportunities consistent with legal requirements and community aspirations.

Requirements

As part of its Comprehensive Plan update, the City must address its Plan chapter associated with statewide land use planning Goal 10 (OAR 660-015-0000), its implementing/guiding measure, the Metropolitan Housing Rule (OAR 660-007), and the Portland Metropolitan Area Functional Plan Title 1, Requirements for Housing and Employment Accommodation.

The intent of Goal 10 is to ensure provision for the housing needs of citizens of the State; and to ensure that each city accommodates its fair share of regional housing needs. To this end, Goal 10 requires that cities demonstrate sufficient buildable land that could produce a range of housing types appropriate to meet housing needs¹.

State laws in this area require that a range of housing types must be accommodated within Lake Oswego. Approval standards for needed housing types and densities must be “clear and objective” and must not have the effect, individually or cumulatively, of discouraging needed housing through unreasonable cost or delay.²

Statewide Metropolitan Housing Rule

In the Portland Metro region, Goal 10 is also implemented through the Metropolitan Housing Rule (MHR), OAR Chapter 660, Division 007. The rule applies to the cities and three counties within the Metro Urban Growth Boundary (UGB), including Lake Oswego, and addresses the Metro area as a regional market in terms of housing demand and buildable land supply and establishes minimum housing type and density standards for each city.

An important requirement of the MHR for Lake Oswego is to zone land to provide the opportunity for new residential construction to consist of at least 50% attached housing, and to provide an overall density of 10 or more dwelling units per net buildable acre³.

¹ See ORS 197.295 through 197.314, also known as “the needed housing statutes.”

² See ORS 197.307(6): “Any approval standards, special conditions and the procedures for approval adopted by a local government shall be clear and objective and may not have the effect, either in themselves or cumulatively, of discouraging needed housing through unreasonable cost or delay.” See also OAR 660-007-0015: “Clear and Objective Approval Standards Required Local approval standards, special conditions and procedures regulating the development of needed housing must be clear and objective, and must not have the effect, either of themselves or cumulatively, of discouraging needed housing through unreasonable cost or delay.”

³ OAR 660-007-(3) Multnomah County and the cities of Portland, Gresham, Beaverton, Hillsboro, Lake Oswego and Tigard must provide for an overall density of ten or more dwelling units per net buildable acre. These are larger urbanized jurisdictions with regionally coordinated population projections of 50,000 or more for their active planning areas, which encompass or are near major employment centers, and which are situated along regional transportation corridors.

Metro's Urban Growth Management Functional Plan Title 1

Title 1 of Metro's Urban Growth Management Functional Plan is intended to promote efficient land use for housing and employment within the Metro UGB. This Functional Plan is essentially a regional Comprehensive Plan and seeks to assure that each city plans for adequate capacity of buildable land to accommodate future housing. The primary tool for achieving this objective is for local governments to determine the location of 2040 Growth Concept design types (town centers, main streets, corridors, etc.) and incorporate these designations into adopted comprehensive plans. In 1999, the 2040 Growth Concept design types were incorporated into the Lake Oswego Comprehensive Plan by Ordinance 2204.

Title 1 previously established dwelling unit capacity targets for each local government based primarily on the amount of buildable land and refill assumptions for each jurisdiction. In 1998 and 2002, Metro found that Lake Oswego met Title 1 capacity requirements. In December 2010, the Metro Council adopted Ordinance 10-1244B, known as the "capacity ordinance." This ordinance replaced the dwelling capacity target number with a "no net loss policy." Title 1 now requires the City to maintain the existing dwelling unit capacity by ensuring that any proposed zone change does not reduce the City's overall dwelling unit capacity.

The draft Metro Urban Growth Report (UGR) (December 2009) is currently being updated with an expected completion date of December 2011. Lake Oswego will continue working with Metro toward a coordinated local dwelling unit forecast for 2035 through their periodic review Plan update process.

Vision and Goals (Local Aspirations)

The City of Lake Oswego has prepared a draft 2035 vision statement which includes seven specific action areas. Goal 10 is addressed by the Complete Neighborhoods and Housing action area, which states:

We have a wide variety of neighborhoods with high quality, attractive and compatible housing that serves a range of ages, incomes and households. Our distinct and walkable neighborhoods contribute to the city's small town feel. Mixed-use districts enhance adjacent residential areas by providing access to quality jobs, housing, transit, entertainment, services and shopping. Higher density housing is located strategically and sensitively, including along transportation corridors and town centers to preserve the character of our existing neighborhoods.

While Lake Oswego's vision for Complete Neighborhoods and Housing includes an aspiration to accommodate a range of ages, incomes and households, demographic trends indicate an aging population. The largest population cohort in Lake Oswego is the 45 to 64 year age group, compared to Clackamas County and the Portland-Vancouver Metropolitan Statistical Area (MSA), where the 20 to 44 year old cohort is the largest. This suggests that people are remaining in or moving to Lake Oswego to retire. This trend indicates a need to plan for housing oriented toward older age groups that typically desire well-located, safe, smaller units with lower property maintenance requirements. For more information on the needs of this age group, see *A Community Vision for Aging in Lake Oswego, Report on the City of Lake Oswego 50+ Community Dialogues*.

Lake Oswego also has relatively few younger, working-age families when compared with Clackamas County and the region. Discussions with the Comprehensive Plan Citizen Advisory Committee and the community as a whole have indicated a specific desire to attract more young families with children, which are vital to the city and schools in particular.

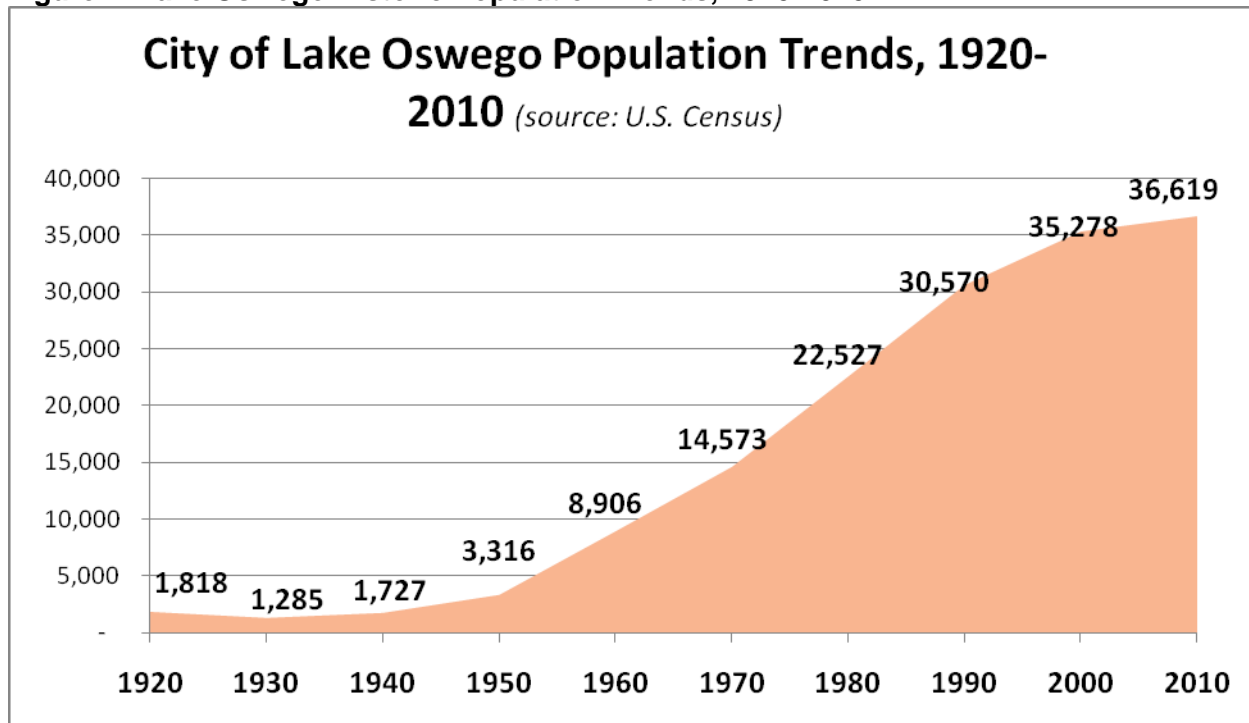
DEMOGRAPHIC AND POPULATION OVERVIEW

Demographic Trends and Forecasts

Lake Oswego is located in the desirable inner-urban area within the greater Portland region. This location is considered advantageous for accessing downtown Portland and its surrounding communities within a manageable commute. Downtown Lake Oswego’s ongoing renaissance and the city’s excellent parks, schools and community facilities continue to serve as attributes that make it a desirable place to live, work and visit.

As Figure 1 indicates, the U.S. Census Bureau’s 2010 census count estimated there to be approximately 36,619 people in the City of Lake Oswego⁴, which is an increase of 1,341 people since the 2000 U.S. Census.⁵ This figure also demonstrates the rate of growth by decade over the last century, which slowed considerably in the last ten years. For comparison purposes, Figure 2 shows the more recent twenty-year growth trend and population estimates prepared by Portland State University, which indicate a population of 36,845 within the Lake Oswego city limits as of July 1, 2010.

Figure 1. Lake Oswego Historic Population Trends, 1920-2010

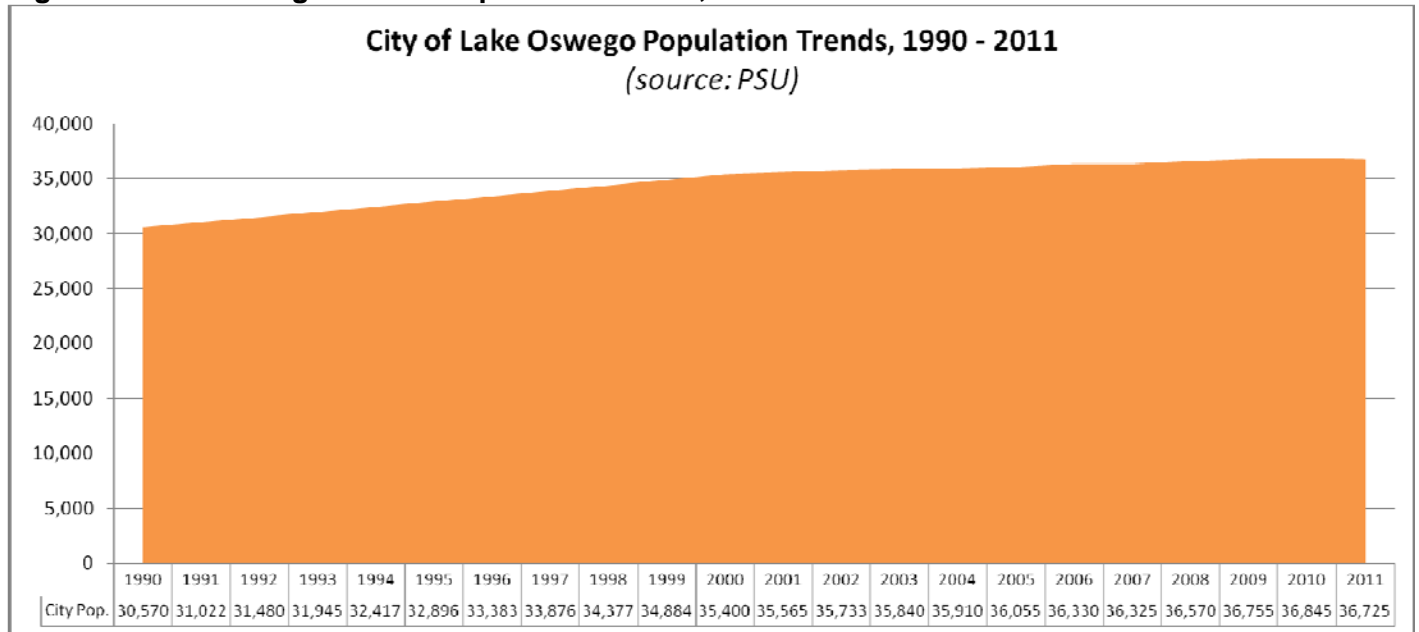


Source: U.S. Census; compiled by FCS Group.

⁴ The Census area is slightly larger than the city limits, but smaller than the urban services boundary (USB).

⁵ Limited Census 2010 information was available at the conclusion of the grant period. Where information was available, it was included.

Figure 2. Lake Oswego Recent Population Trends, 1990-2011



Source: Portland State University, Population Research Center; compiled by FCS Group.

Lake Oswego experienced a net gain of approximately 1,097 households since year 2000, with an increase of 414 family households and 710 nonfamily households, which represents an increase in the share of nonfamily households when compared to the 2006-08 Census data. Another notable shift as indicated in Table 1 on the following page, is the decrease in average household size from 2000-2010, which indicates a recent trend when compared to the increase in household size that occurred between 2000 and 2006-8.

More recent 2010 estimates by City of Lake Oswego Long Range Planning staff for the Lake Oswego USB indicate a relatively lower ratio of population to total dwelling units. Using GIS data, City staff estimates that there were 43,09 people and 19,166 dwelling units in the Lake Oswego Urban Service Boundary (USB) in 2010; with a ratio of people per dwelling unit of 2.25. The fact that this ratio is lower than the average household size estimate reported by the U.S. Census is to be expected, since the U.S. Census tallies only occupied dwelling units and population that resides in households (not group quarters) population.

Table 1. Lake Oswego Demographic and Socio-economic Trends

	Census 2000	Census 2010	Change
Population	35,237	36,619	1,382
Group Quarters Population	163	222	59
Households	14,796	15,893	1,097
Family Households	9,665	10,079	414
Nonfamily Households	5,104	5,814	710
Average Household Size	2.38	2.29	(0.09)
Average Family Size	2.95	2.88	(0.07)
Median Age	41.2	45.8	4.6
	Census 2000	ACS 2008-10	Change
Median Household Income (unadjusted)	\$71,597	\$81,097	\$9,500
Median Family Income (unadjusted)	\$94,587	\$105,722	\$11,135
Per Capita Income (unadjusted)	\$42,166	\$47,704	\$5,538
Median Household Income (inflation adjusted)*	\$98,883	\$86,977	(\$11,906)
Median Family Income (inflation adjusted)*	\$130,634	\$113,387	(\$17,247)
Per Capita Income (inflation adjusted)*	\$58,235	\$51,163	(\$7,073)

* Income data were adjusted to current June 2012 dollars by FCS Group based on the U.S. Bureau of Labor Statistics, inflation calculator.

Source: U.S. Census, 2000 and 2010 and 2008-2010 American Community Survey, data compiled by FCS Group

According to U.S. Census estimates, the median age of Lake Oswego residents also increased from 41.2 years in 2000 to 45.8 years of age in 2010. This is more than nine years older than the median age of residents within the Portland Vancouver MSA region (36.7). In fact, Lake Oswego has more residents over age 65 than all other cities in the greater Portland region, with the exception of King City.

Table 2 indicates that Lake Oswego continues to retain and attract upper-income households. The portion of all households with annual income levels of more than \$100,000 increased slightly from 35% to 38% from 2000 to 2008-10. While the portion of households earning below \$75,000 fell slightly, this income level (just above the 2012 Median Family Income for Clackamas County) still represents 47% of all Lake Oswego Households.

Table 2. Households by Income Level, Lake Oswego

Income Cohort	Census 2000		ACS 2008-2010		Change	
	Number	Dist. %	Number	Dist. %	Number	Percent
less than \$14,999	861	5.8%	770	4.9%	(91)	-0.9%
\$15,000 to \$34,999	2,338	15.8%	1,951	12.5%	(387)	-3.3%
\$35,000 to \$74,999	4,472	30.2%	4,615	29.5%	143	-0.7%
\$75,000 to \$99,999	1,931	13.0%	2,359	15.1%	428	2.1%
\$100,000 to \$149,999	2,550	17.2%	2,361	15.1%	(189)	-2.1%
\$150,000 to \$199,999	1,090	7.4%	1,602	10.2%	512	2.8%
\$200,000 or more	1,582	10.7%	1,989	12.7%	407	2.0%
Total	14,824	100%	15,647	100%	823	-0.1%

Source: 2000 U.S. Census data income levels expressed in 1999 dollars, and 2008-2010 U.S. Census American Community Survey, income levels expressed in 2009 dollars.

According to the U.S. Census 2008-2010 American Community Survey, Lake Oswego's average per capita income was \$47,704, median household income was \$86,977, and median family income was \$113,387 in 2012 dollar amounts.

While average income levels in Lake Oswego have increased in nominal dollars, inflation adjusted income levels have fallen since 2000. This trend towards lower real income levels has been well-documented in the Portland region and nationally, and is primarily attributed to the shrinking income levels in middle-income households and higher costs of living for items such as housing, transportation, food, energy and health care.

Poverty levels in Lake Oswego are relatively low in the region, however according to the U.S. Census 2006-2008 American Community Survey, Lake Oswego still has an estimated 2,602 people in poverty.

A closer look at population age cohort patterns for Lake Oswego reflects the aging "Baby Boom" population, defined as those born between 1946 and 1965. As indicated in Figure 3 and Table 4, population cohorts that experienced the most significant increase are Baby Boomers within the 55-64 and 65-74 age ranges. These Baby Boomers age 55-74 recorded a combined gain of 4,315 people since 2000.

As summarized in Figure 3 and Table 4 below, since 2000 there have been significant increases in the 55-64 and 65-74 age cohorts, with increases of 70% and 113% respectively. The only other increase occurred among the 15-19 age cohort with a minor 15 person gain. The 20-54 age cohorts experienced the most significant population decline, followed by the birth-age 14 cohort.

Figure 3. Population Age Cohort Trends, Lake Oswego, 2000 and circa 2010

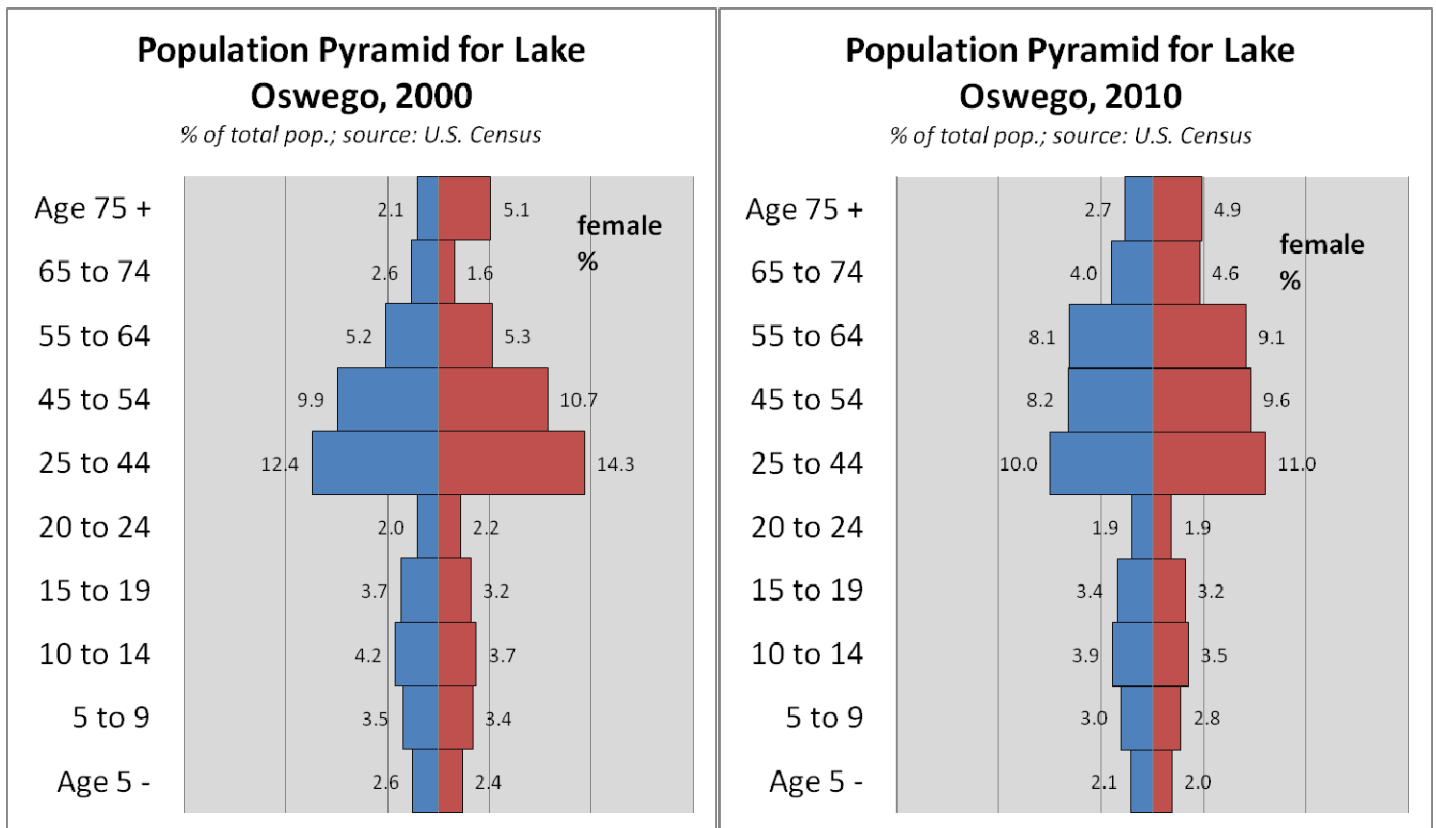
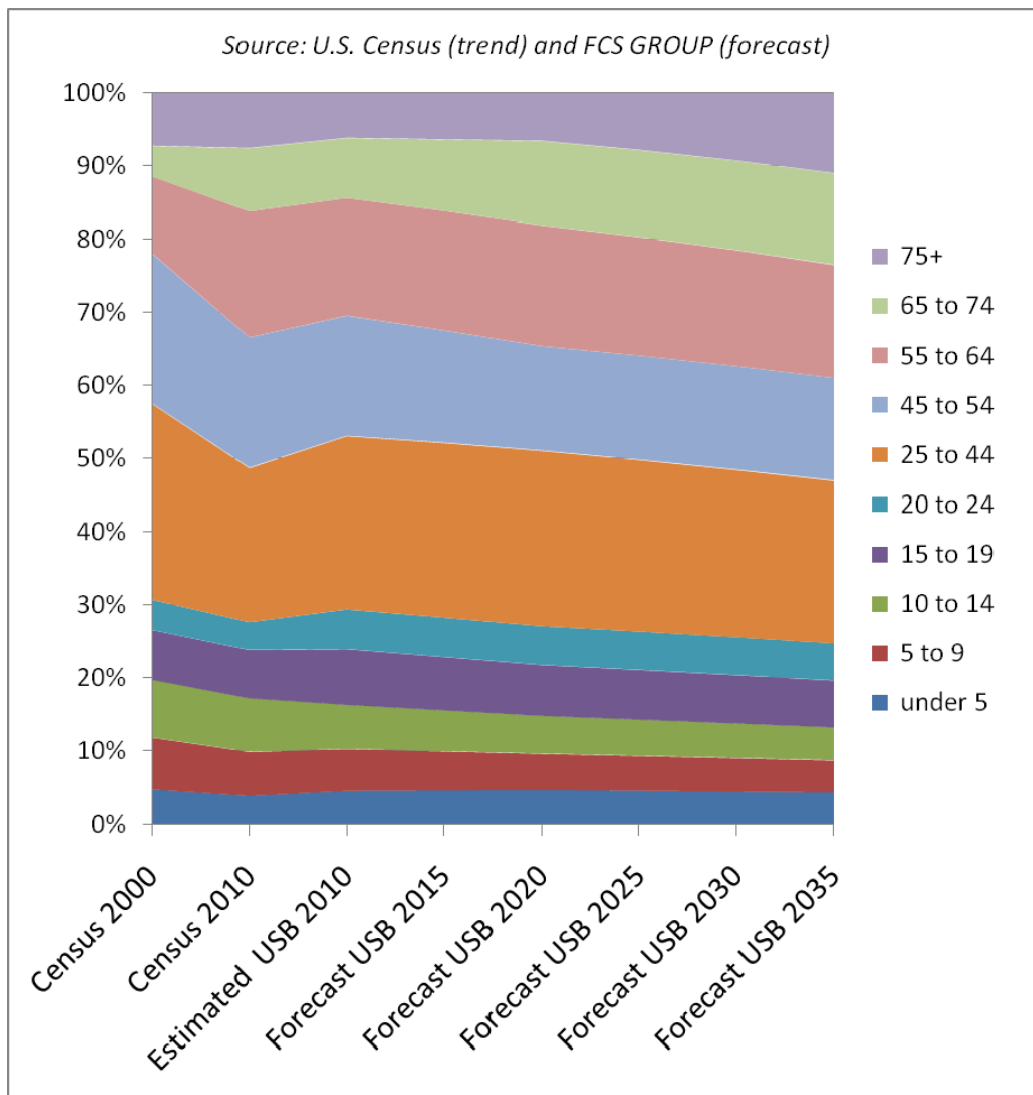


Table 4. Lake Oswego Area Population Age Cohort Trends

Age Cohort (years)	Census 2000	Census 2010	Change	Percent Change
under 5	1,746	1,489	(257)	-15%
5 to 9	2,426	2,129	(297)	-12%
10 to 14	2,810	2,694	(116)	-4%
15 to 19	2,424	2,439	15	1%
20 to 24	1,470	1,403	(67)	-5%
25 to 44	9,441	7,697	(1,744)	-18%
45 to 54	7,267	6,548	(719)	-10%
55 to 64	3,676	6,302	2,626	71%
65 to 74	1,477	3,166	1,689	114%
75+	2,541	2,752	211	8%
Total	35,278	36,619	1,341	4%

Source: U.S. Census, 2000 and 2010. Lake Oswego area is slightly larger than city limits but smaller than the Urban Service Boundary.

Figure 4. Lake Oswego Population Trends and Forecasts



Source: FCS Group.

As older Baby Boomers tend to desire to remain in their current residence or community as long as possible, the population over age 75 is expected to increase measurably over the coming decades. However, the younger population cohorts (age 5-14) are likely to remain flat or experience negative growth.

Table 5. Lake Oswego Area Annual Historic Population Growth Rates

	10-Year Trend 2000 to 2010		Long-Term Trend 1990 to 2010	
	Number	AAGR%	Number	AAGR%
Total Population	134	0.4%	302	0.9%
Male	33	0.2%	133	0.8%
Female	101	0.5%	169	1.0%
Age Cohort (years)				
under 5	(26)	-1.6%	(14)	-0.9%
5 to 9	(30)	-1.3%	5	0.2%
10 to 14	(12)	-0.4%	26	1.1%
15 to 19	2	0.1%	26	1.2%
20 to 24	(7)	-0.5%	2	0.2%
25 to 44	(174)	-2.0%	(159)	-1.7%
45 to 54	(72)	-1.0%	101	1.9%
55 to 64	263	5.5%	188	4.7%
65 to 74	169	7.9%	58	2.3%
75+	21	0.8%	69	3.6%

Source: US Census. AAGR = average annual growth rate.

A declining younger (school age) population is also evidenced by Lake Oswego School District enrollment levels. After maintaining enrollment levels above 7,000 students between 1995 and 2001, School District enrollment levels have declined over the past several years. Between 2001 and 2009, total school district enrollment declined to 6,702 students. The most significant enrollment decline occurred in the elementary school level, which lost 368 students over the 2001-2009 time period, while the junior high school enrollment dropped by 110 students. This decline was countered by a slight increase in high school enrollment of 26 students during this time period.

Current 10-year student enrollment forecasts prepared by the Lake Oswego School District range from no growth (best case) to a loss of 342 students (most likely scenario) to a loss of 632 students (worst case). The School District intends to have an updated forecast in December 2012.

Since housing demand is generally a function of population change and household size, it is important to understand how changing demographics translate into evolving housing needs. As indicated in Table 6A, U.S. Census estimates show the fastest growing segment of household formations in Lake Oswego since 2000 has occurred among senior households, while the household segment with members less than age 18 declined by 429 since 2000.

An analysis of marital status in Table 6A indicates that Lake Oswego is attracting and retaining single (unmarried) households and is “losing” married households with children; which often occurs as kids move away to college or for work, and the household becomes reclassified as “empty nesters.” As evidenced by the data shown in Table 6A, the city is still attractive to single-parent households, but the number of married households with kids is declining.

Table 6A. Lake Oswego Area Household Formation Trends

Household Type	Census 2000	Census 2010	Change
HHs with 1 or more <18 yrs	4,862	4,433	(429)
HHs with 1 or more 18 to 65 yrs	7,049	6,996	(53)
HHs with 1 or more >65 yrs	2,858	4,310	1,452
Total	14,769	15,739	970
Household Type	Census 2000	Census 2010	Change
Married, w/Kids under 18 yrs	3,918	3,522	(396)
Married, no Kids	4,377	4,915	538
Single, under age 65	2,958	3,939	981
Single, over age 65	1,163	1,875	712
Other *	2,353	1,488	(865)
Total	14,769	15,739	970

*Includes non-related people living together.

Source: U.S. Census, 2000 and 2010, compiled by FCS Group.

Table 6B below also shows that renter households have a significant share of the total households with children under age 18. This is an important consideration in the city’s planning for future housing types and desire to attract more families with school-age children.

Table 6B. Lake Oswego Households Tenure by Age of Related Children, 2010

Household Type	Owner	Renter	Total
With Children Under 18	3,473	1,085	4,558
With Children under 6	497	284	781
With Children between 6-17	449	622	1,071
With no Children under 18	7,477	3,858	11,335
Total	10,950	4,943	15,893

Source: U.S. Census, 2000 and 2010 and 2008-2010 American Community Survey, data compiled by FCS Group

Housing Sales and In-Migration Trends

The recent 2008-2009 economic recession created turmoil in the housing market for Lake Oswego, as with most cities across the United States. Median home prices in Lake Oswego have fallen about 33% since hitting a peak of \$502,000 in February 2008. Median sales prices in Lake Oswego were \$338,100 as of April 2012 according to Zillow.com, As indicated in Table 7, average home prices in Lake Oswego recorded a significant 13.5% decline from one year ago, with the median sales price now lower than West Linn.

Table 7. Median Home Sales Price Trends in Selected Markets

Market Location	Year -Over Year Median Sales Price Change, April 2011 to April 2012	Median Sales Price
Lake Oswego	-13.5%	\$338,100
West Linn	16.5%	\$353,800
Tualatin	19.6%	\$337,900
Beaverton	-3.0%	\$209,000
Portland	1.7%	\$252,800

Source: Zillow.com

In 2010, Lake Oswego's housing prices on a per-square-foot of floor area basis exceed neighboring jurisdictions in all price levels, with one exception in Portland. Average price/sq ft levels were higher in Lake Oswego relative to other jurisdictions with the exception of Portland homes priced between \$350,000 and \$500,000 as shown in tables Table 8 and Figure 5. Recent home sales in the Portland market in the \$350,000 to \$499,000 price category were dominated by relatively new condominium units with relatively small floor plans, hence the cost per square foot tends to exceed Lake Oswego in this price category.

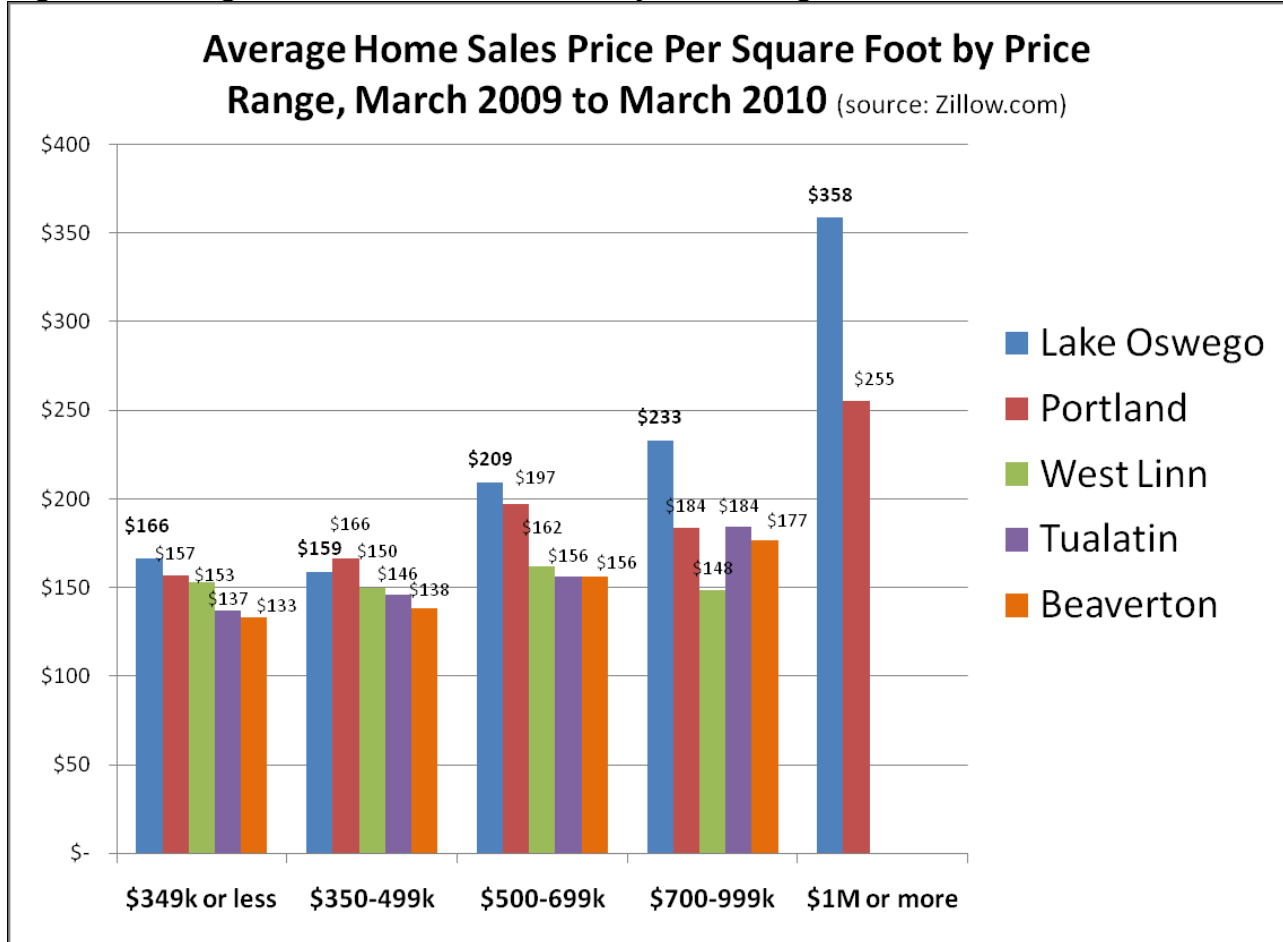
There are many reasons why a variation in sales price per square foot occurs, such as: relative property taxes, quality of public education/schools; community image; and perceived quality of life. Other factors, such as the relative age of housing structure and level of amenities also play a role in the sales price per square foot. With regard to the homes priced above \$1 million, many of the most expensive homes in Lake Oswego are relatively new or rehabilitated dwellings with Mt. Hood Views and/or Oswego Lake access; amenities that command price premiums.

Table 8. Average Home Sales Price Per SF of Floor Area in Selected Market Areas

Average Home Sales Price Per SF of Floor Area in Selected Market Areas					
Price Range	Lake Oswego	Portland	West Linn	Tualatin	Beaverton
\$349k or less	\$166	\$157	\$153	\$137	\$133
\$350-499k	\$159	\$166	\$150	\$146	\$138
\$500-699k	\$209	\$197	\$162	\$156	\$156
\$700-999k	\$233	\$184	\$148	\$184	\$177
\$1M or more	\$358	\$255	n/a	n/a	n/a
Lake Oswego Average Home Sales Prices Per SF Compared to:					
Price Range	Portland	West Linn	Tualatin	Beaverton	
\$349k or less	106%	109%	122%	125%	
\$350-499k	96%	106%	109%	115%	
\$500-699k	106%	129%	134%	134%	
\$700-999k	127%	157%	127%	132%	
\$1M or more	140%	n/a	n/a	n/a	

Source: Zillow.com; based on sample of actual housing sales over past 12 months; as of March 31, 2010.

Figure 5. Average Home Sales Price Per SF by Price Range, March 2009 to March 2010

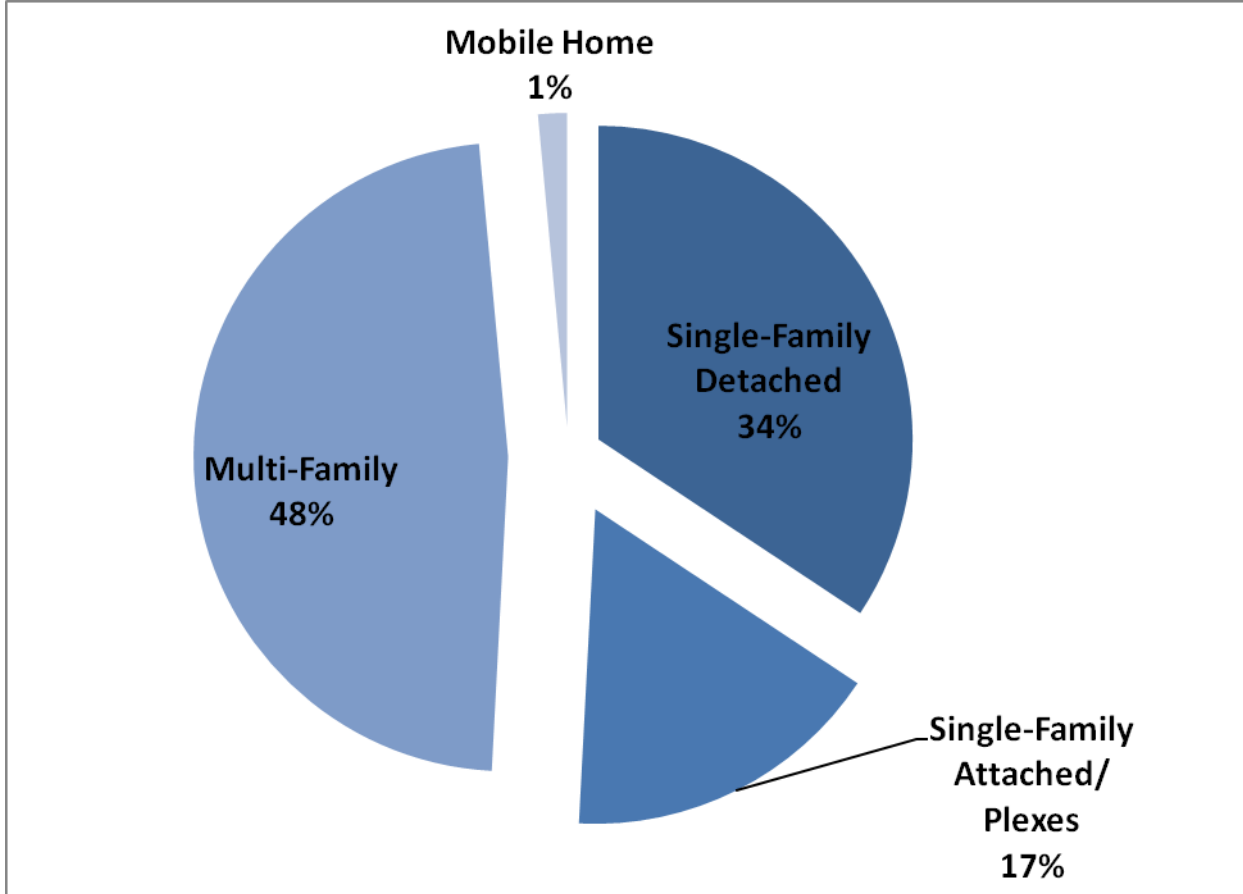


Source: FCS Group.

One reason for the relatively high cost of Lake Oswego housing is the average age of the structure. Lake Oswego's housing stock is relatively new in comparison to the Portland market. In Lake Oswego, nearly 26% of the dwellings were built since 1990, while less than 17% of the inventory in Portland was built since 1990. In Lake Oswego, only 13% of the housing inventory was built before 1950, whereas in Portland, 57% of the inventory predates 1950.

Lake Oswego housing is predominantly owner-occupied, with 64% of the total housing inventory occupied by owners and 29% occupied by renters. However, the share of multifamily dwellings as a percentage of the total housing inventory is increasing. As indicated in Figure 6 and Table 9, recent increases in the housing inventory have been predominantly made up of multifamily structures (apartments and condominiums) and single family attached (townhome) units, which together accounted for 65% of the total housing inventory additions since 2000, according to U.S. Census estimates.

Figure 6. Lake Oswego Housing Inventory Additions, 2000 to 2010 (Source: U.S. Census)



*Estimates for circa 2007 reflect data from the U.S. Census American Community Survey 2006-2008.

Table 9. Lake Oswego Housing Characteristics

	Census 2000	Census 2010	Change
Dwelling Units			
Owner-Occupied	10,423	10,950	527
Renter-Occupied	4,346	4,943	597
Vacant*	972	1,102	130
Total Unit Count	15,741	16,995	1,254
Structure Type	Census 2000	ACS 2008-10	Change
Single-Family Detached	10,055	10,425	370
Single-Family Attached/Plexes	2,117	2,295	178
Multi-Family	3,470	3,984	514
Mobile Home	26	42	16
Total Unit Count	15,668	16,746	1,078
	Census 2000	ACS 2008-10	Change
Median Home Value	\$296,200	\$535,300	\$239,100
Median Gross Rent	\$839	\$1,111	\$272

* indicates that data was obtained from 2010 census

Source: U.S. Census, 2000 and 2010 and 2008-2010 American Community Survey, data compiled by FCS Group

In light of the increase in seniors over the age of 65 and increase in married and single households without kids, the desired mix of future housing demand will likely be strongest for relatively smaller two bedroom dwelling units, including single family “cottages”, multifamily apartments and low rise flats or condominiums.

This report estimates about 10% of the population over the age of 75 will opt to live in assisted living facilities. Given that assumption, the City will likely see a measured increase in the demand for senior care assisted living facilities, but the vast majority of Lake Oswego Baby Boomers will opt to remain in their current residence as long as possible to “age in place”. A significant share may also opt to relocate into smaller dwellings within Lake Oswego, if attainable housing alternatives exist.

Population Forecast

The population growth forecast for the Lake Oswego USB considered for this HNA are summarized in Table 10. Base year (2010) housing counts reflect current Lake Oswego Planning Department staff estimates for housing units within the Lake Oswego USB. Population 2010 base year estimates for the Lake Oswego USB assume 2.25 people per occupied housing unit, based on Lake Oswego Planning Department estimates.

For regulatory compliance, Lake Oswego is required to adopt a forecast “consistent” with that which Metro establishes for Lake Oswego. At the time this report was originally developed in 2011, the most recent long-term jobs and households forecast for the Lake Oswego area was adopted by the Metro Council in 2005 (Metroscope Generation 2.3). The May 2011 draft of this report used two growth forecasts to explore a range of options while Metro worked with local jurisdictions to update the forecasts. In June 2012, the report was updated to be consistent with draft projections by Metro, and the forecast range was narrowed to the single “Medium Growth Forecast” originally presented in the May 2011 draft.

In the fall of 2012, Metro completed its updated employment and housing forecast for 2035, which maintained consistency with the “Medium Growth Forecast” for households originally developed by the City. Updated City and Metro forecasts are shown on the table below. The Lake Oswego City Council was presented with these forecasts along with the employment forecasts in September 2012, and on October 9, 2012 accepted the forecasts listed below, which were presented in the October 9, 2012 Council Report. The Metro Council adopted Metro forecast for households on November 29, 2012.

This forecast is based on Lake Oswego’s capacity for future housing units on vacant, part-vacant and redevelopable land among other trends and market assumptions.

Table 10. Summary of Growth Forecast

Units	2010 Estimate	2035 Projection	2010 - 2035 Change	Average Annual Change
Population	43,094	51,000	8,006	320
City Forecast – Households	19,166	22,726	3,560	142
Metro Forecast – Households	19,556	23,299	3,743	150

HOUSING LAND SUPPLY AND CAPACITY ANALYSIS

The housing demand and vacant buildable lands inventory (BLI) methodology in this section should be consistent with the state Metropolitan Housing Rule (MHR) requirements. The following steps were performed:

1. Calculated gross BLI of vacant and part-vacant residential-zoned land in Lake Oswego USB.
2. Removed environmental constraints and land for public facilities.
3. Determined minimum and maximum housing capacity allowed with current zoning on vacant buildable lands.
4. Determined 20-year housing needs based on the growth forecast.
5. Compared dwelling demand forecast to dwelling capacity on vacant, part vacant and redevelopment lands using current zoning.
6. Applied MHR requirements:
 - Provide the opportunity for a 50/50 mix of attached and detached housing.
 - Provide for an overall density of 10 dwelling units/acre for needed land.
 - Provide types and densities for present and future area residents of all incomes.

Buildable Land Inventory

The City of Lake Oswego Planning Department estimates that the City has approximately 600 acres of buildable lands in residentially designated zones, including approximately 77 acres of vacant land and over 500 acres of part-vacant residentially zoned land as shown in Table 11. Part vacant land may have a structure on it, but the footprint of that structure could easily allow for further residential unit(s) on the site under current zoning. This analysis considered lots partially vacant if they were at least 2.5 times the minimum lot size for the zone.

Table 11. Summary of Vacant and Part-Vacant Residential Buildable Land Inventory and Expected Dwelling Capacity Levels

Residentially Designated Land and Buildable Land Inventory, Lake Oswego USB					
Zone/Plan Designation	Total Acres within USB	Area as % of Total Land in USB	Vacant Acres	Part Vacant Acres	Total Vacant/ Part Vacant Acres
R-0	225.7	2.7%	0.0	5.6	5.6
R-2	10.1	0.1%	2.2	0	2.2
R-2.5	3.2	<0.1%	0.4	0	0.4
R-3	166.6	2.0%	0.5	12.5	13.0
R-5	503.7	6.0%	4.4	18.1	22.5
R-6	104.2	1.2%	0.6	0	0.6
R-7.5	2122.2	25.2%	33.0	242.7	275.7
R-10	1921.8	22.8%	18.5	179.5	198.0
R-15	822.8	9.8%	17.7	80.5	98.2
Total			77.3	538.9	616.2

Source: City of Lake Oswego, 2009.

Table 12 shows that the vacant land area is zoned to accommodate approximately 447 new dwelling units under current zoning.

Table 12. Summary of Vacant Residential Buildable Land Inventory and Expected Dwelling Capacity Levels

Zone/Plan Designation	Vacant Acres	Maximum Allowed Density (DU/Acre)	Maximum Allowed/ Permitted Dwellings
R-0	0.0	34.0	0
R-2	2.2	28.5	63
R-2.5	0.4	28.5	11
R-3	0.5	12.9	6
R-5	4.4	8.7	38
R-6	0.6	7.3	4
R-7.5	33.0	5.8	191
R-10	18.5	4.4	81
R-15	17.7	2.9	51
Total	77.3	5.8	447

Source: City of Lake Oswego, Winterbrook Planning.

As shown in Table 13, Lake Oswego’s current development opportunities on vacant and part-vacant land are primarily concentrated among lower-density land use zone/plan designations. The part-vacant land inventory is estimated to accommodate 1,708 net new dwellings under current land use zone/plan designations.

Table 13. Summary of Part-Vacant Residential Buildable Land Inventory and Expected Dwelling Capacity Levels

Zone/Plan Designation	Part Vacant Acres	Maximum Allowed Density (DUs/Acre)	Dwelling Unit Cap (Max)	Less Existing Dwelling Units	Maximum Net New Dwellings
R-0	5.6	34.0	191	44	147
R-2	0	28.5	0	0	0
R-2.5	0	28.5	0	0	0
R-3	12.5	12.9	162	33	129
R-5	18.1	8.7	158	43	115
R-6	0	7.3	0	0	0
R-7.5	242.7	5.8	1,409	631	778
R-10	179.5	4.4	782	332	450
R-15	80.5	2.9	234	145	89
Total	538.9	5.5	2,936	1,228	1,708

Source: City of Lake Oswego, January 2011.

Combining the number expected dwelling units on vacant land (447) and part-vacant land (1,708) results in a dwelling capacity of 2,155 units.

Redevelopment Analysis

In order to better understand how many new housing units may be constructed on land within the Lake Oswego USB, FCS Group and Lake Oswego Planning staff also estimated the potential number of net new units that could reasonably be expected to redevelop in medium and high-density residential and mixed-use zones.

The residential redevelopment analysis focuses on medium and higher density residential zones in the USB (R-0, R-2, R-2.5, R-3, R-5) where there is capacity for additional units to be added through redevelopment. The analysis includes lots with an assessed improvement value to land value ratio of 1.5 or less and tax lots over 0.20 acres (8,712 SF) in net buildable land area, which are considered likely to redevelop by 2035. Environmental constraints were removed, and the maximum capacity calculated based on net acreage by zone. Existing dwellings were estimated based on total developed residential floor area (assuming an average of 1,250 square feet per dwelling unit) then subtracted from the potential capacity to determine the net potential for additional units.

As shown in Table 14 below, the preliminary redevelopment analysis identifies the potential for up to 1,331 net new dwellings in medium and high-density residential zones.

Table 14. Summary of Redevelopment Potential in Medium and High-Density Residential Zones

Zoning	Buildable Redevelopment Acres	Max. Allowed DUs Per Acre	Less Estimated Existing DUs	Maximum Potential DUs at Existing Zoning	Net New DU Capacity
R-0	17.4	34.0	148	657	509
R-2	4.2	28.5	31	91	60
R-2.5	1.3	28.5	2	36	34
R-3	36.9	12.9	196	493	297
R-5	67.4	8.7	160	590	432
Total	127.1		537	1,867	1,331

Source: Analysis by FCS Group and City of Lake Oswego Long Range Planning staff, 2011.

A redevelopment analysis also was conducted for mixed use zones that allows both residential and commercial uses (GC/R-0, NC/R-0, OC/R-3, EC, GC, HC, EC/R-0). This analysis focused on the following key districts: Foothills, Downtown, Kruse Way and the Boones Ferry Corridor. The same methodology used to remove constraints and determine vacant and part-vacant buildable land was used in the redevelopment analysis. In addition, this analysis assumes a range of building floor areas allocated toward housing, as noted in Table 15, under “Estimated Residential FAR as % of Total FAR.” The residential allocation assumptions reflected here differ by zone based on City staff and consultant observations in the city and region.

Table 15. Summary of Redevelopment Potential in Mixed-Use Zones

Zoning	Net Buildable Redevelopment Acres*	Estimated FAR Max Per Zoning	Estimated Max Building SF at Zoned Capacity	Estimated Residential FAR as % of Total FAR	Estimated Maximum New Dwellings at Zoned Capacity**	Less Existing DUs	Estimated Max Net New DUs
GC	21.3	0.30	278,218	50%	121	-	121
NC/R-0	2.3	0.25	25,047	50%	11	1	10
OC/R3	12.0	0.30	157,208	50%	68	2	66
EC	14.8	3.00	1,936,678	80%	1,347	9	1,338
HC	29.0	0.30	378,319	10%	33	-	33
CR&D	0	-	-	-	-	-	-
EC/R-0	0	-	-	-	-	-	-
OC	1.6	0.30	20,386	50%	9	-	9
Total	80.9		2,795,855		1,589	12	1,577

* includes tax lots with existing land improvement value to land value ratio of 1.5 or less.

** assumes 1,150 square feet average floor area per future dwelling unit.

FAR = Building Floor-to-Land Area ratio. DUs = dwelling units.

Source: Analysis by FCS GROUP based on City of Lake Oswego redevelopment assumptions.

The findings, as shown in Table 15, result in 80.9 acres of mixed-use zoned land area that is likely to redevelop over the next 20 years. This redevelopment acreage is zoned to accommodate nearly 2.8 million square feet of building floor area, though not all of this development will be housing. An analysis of potential housing units results in up to 1,589 dwellings that could potentially be provided in these mixed-use areas under current zoning. After accounting for the existing 12 dwellings on these properties, the net new residential development potential on mixed-use redevelopment lands in the Lake Oswego USB is expected to be 1,577 dwelling units. The remaining portion of these redeveloped lands could serve non-residential development and employment/job growth.

Based on the preceding analyses, the Lake Oswego USB has the potential of accommodating approximately 5,063 net new dwelling units under current zoning capacity. As indicated in Table 16, the vacant, part vacant and redevelopment lands have the potential of accommodating about 1,646 single family detached dwellings, 1,017 medium-density dwellings (townhomes, duplexes, etc.) and 2,400 multifamily dwellings (apartments and mid-rise flats) under current zoning.

Table 16. Summary of Net New Residential Dwelling Unit Capacity in Lake Oswego USB

Land Classification	Low Density Dwellings ⁵	Medium Density Dwellings ⁶	Higher Density Dwellings ⁷	Total Dwellings
Vacant Land in "R Zones" ¹	329	44	74	447
Part Vacant Land in "R Zones" ²	1,317	244	147	1,708
Redevelopment Land in Medium & High Density "R Zones" ³	-	729	602	1,331
Redevelopment Land in "Mixed-Use Zones" ⁴	-	-	1,577	1,577
Total	1,646	1,017	2,400	5,063

Notes:

¹ derived from Table 14.

² derived from Table 15.

³ derived from Table 16.

⁴ reflects land zoned R-6, R-7.5, R-10, and R-15.

⁵ reflects land zoned R-3, and R-5.

⁶ reflects land zoned R-0, R-2, and R-2.5; and the mixed-use zones (GC, NC/RO, OC/R-3, EC, HC, CR&D, EC/RO and OC).

Source: Analysis by FCS GROUP based on City of Lake Oswego redevelopment assumptions.

HOUSING NEEDS ANALYSIS

Housing Requirements

Housing Mix Requirement

According to state Metropolitan Housing Rule requirements (OAR 660-007-0000) , Lake Oswego “must provide the opportunity for at least 50 percent of new residential units to be attached single family housing or multiple family housing or justify an alternative percentage based on changing circumstances.” Lake Oswego meets this requirement by allowing zero lot line (attached single family) dwellings in all residential zones.

Population Forecast

Through the Periodic Review process, Lake Oswego must have a forecast that is coordinated with Metro. Based on the expected development capacity levels described earlier, Lake Oswego could potentially provide up to 5,063 dwelling units without changes to existing zone/plan standards. This capacity exceeds the total demand anticipated by the forecast.

Housing Density Requirements

The MHR also requires Lake Oswego to provide for needed housing at an overall residential density of 10 or more dwelling units per net buildable acre. Lake Oswego’s approach to meeting this rule is discussed on page 31.

Housing Attainability Requirements

The MHR requires cities in the Metro region to meet the needs of the “area” or region (not city) residents at “all income levels”. For Lake Oswego, the area being considered is Clackamas County. Table 17 below summarizes regional income ranges by very low, low, lower middle, upper middle and high income ranges, according to the U.S. Department of Housing and Urban Development.

Table 17. Income Levels and Distribution in 2010

Income Cohort	Qualifying Income ¹		Region ²		Lake Oswego ³	
	Lower-end	Upper-end	Households	Percent Dist.	Households	Percent Dist.
High (120% or more of Median Income)	\$87,600	or more	303,230	35%	8,222	54%
Upper Middle (80% to 120% of Median Income)	\$58,400	\$87,600	170,460	20%	2,511	16%
Lower Middle (50% to 80% of Median Income)	\$36,500	\$58,400	124,204	14%	1,684	11%
Low (30% to 50% of Median Income)	\$21,900	\$36,500	167,890	20%	2,052	13%
Very Low (less than 30% of Median Income)	or less	\$21,900	91,654	11%	857	6%
			857,439	100%	15,326	100%

Notes:

1. Consistent with current regional HUD income limits for Urban Clackamas County, shown in Appendix A.
2. Region includes Clackamas, Multnomah and Washington counties, Oregon. Derived from American Community Survey, 2008-2010.
3. Reflects data for Lake Oswego city; derived from American Community Survey, 2006-2010.

The income levels and distribution in Table 17 have been translated into a range of housing prices, unit types and allocation for future dwellings. To reflect the demographic trend of an aging population and shrinking household size, along with the desire to attract more young households, the allocations in Table 18 have been adjusted slightly in favor of additional allocation toward the upper and lower middle income range.

Table 18. Home Types and Price Points to Meet Attainability Goals*

Owner-Occupied Housing				
Approximate Attainable Home Price*	Low Range	High Range	Attainable Housing Product**	Net New DU Allocation to Address Attainability
High (120% or more of Median Income)	\$434,000	or more	SFD or other high end type (ie., condos)	35%
Upper Middle (80% to 120% of Median Income)	\$289,000	\$434,000	SFD or other mid-value type (ie., townhomes)	20%
Lower Middle (50% to 80% of Median Income)	\$181,000	\$289,000	Small-lot "cottage" SFD, SFA, apt. & gov. assisted housing	14%
Low (30% to 50% of Median Income)	\$109,000	\$181,000	Duplex/Triplex/Quadplexes & gov. assisted housing	20%
Very Low (less than 30% of Median Income)	or less	\$109,000	Condos/Plexes & gov. assisted	11%
				100%

*Assumes 30% of income is used for mortgage payment, 20% downpayment, 6% interest, 30-year mortgage.

** consistent with regional HUD income limits shown in Appendix A.

Renter-Occupied Housing				
Approximate Attainable Monthly Rents*	Low Range	High Range	Attainable Housing Product	Net New DU Allocation to Address Attainability
High (120% or more of Median Income)	\$2,190	or more	Any housing type, higher price	35%
Upper Middle (80% to 120% of Median Income)	\$1,460	\$2,190	Any housing type, lower price	20%
Lower Middle (50% to 80% of Median Income)	\$913	\$1,460	Small-lot "cottage" SFD, SFA, apt. & gov. assisted housing	14%
Low (30% to 50% of Median Income)	\$548	\$913	Apartments, plexes & gov. assisted housing	20%
Very Low (less than 30% of Median Income)	or less	\$548	Apartments, plexes & gov. assisted housing	11%
				100%

*Assumes 30% of income is used for rental payments.

** consistent with regional HUD income limits shown in Appendix A.

In light of the most current findings regarding demographics, housing tenure, and recent housing additions, it appears that the market for housing in Lake Oswego is appropriate at a 60:40 owner/renter ratio of housing inventory, rather than a 64.5:35.5 ratio that was determined previously in the May 2011 draft report. We would also expect the planned mix of multifamily to rise to about 40% of all new dwellings (up from 22.9% assumed previously), and the planned increase in other housing types to fall.

Table 19. Projected Residential Housing Need Mix, Lake Oswego USB, 2010 to 2035

	Owner-Occupied Dwelling Units	Renter-Occupied Dwelling Units	All Dwelling Units
Housing Tenure Distribution:	60.0%	40.0%	100%
Housing Unit/Type Distribution			
Detached Large Lot SF (> 5,000 sq.ft. lot size)	34%	4%	22.0%
Detached Small Lot SF "cottages" (<+ 5,000 sq.ft. lot size)	18%	5%	12.8%
Attached SF (Rowhouses, Secondary Dus, Zero Lot Line DUs)	30%	8%	21.2%
Duplex/Triplex	10%	11%	10.4%
Multifamily (Apartments, Condos)	8%	72%	33.6%
Total	100%	100%	100%

COMPARISON OF RESIDENTIAL CAPACITY AND PROJECTED DEMAND

Future Needed Housing Types and Land

Based on the preceding analysis, the Lake Oswego USB can accommodate approximately 5,574 net new dwelling units under current zoning capacity assumptions. There may also be additional dwelling unit opportunities that could be provided through new secondary dwelling units (SDUs), which are currently allowed but conservatively excluded from these capacity forecasts. As indicated in Table 20, after applying the housing attainability assumptions (shown in Table 18) to the low and medium growth forecasts, it appears that the city can accommodate the low growth forecast for all housing and zone types, but would need to adopt some new policies to fully accommodate the expected medium housing density need associated with the medium growth forecast.

Specifically, the analysis indicates that under the medium forecast, there is an additional need to accommodate approximately 349 medium density (townhouse, duplex, SDU, etc.) dwelling units, which would require approximately 48 acres. This need could mainly be addressed by redevelopment in appropriate locations within the existing USB area. The City may also want to explore if some or all

of the medium density need could technically be met through the high density supply, under the assumption that high-density housing can be provided at price levels at or below medium-density price levels. The projected housing deficit for medium density housing could be addressed through a combination of local land use policy measures discussed in the Implementation section.

Table 20. Residential Dwelling Capacity and Projected Housing Demand, Lake Oswego USB, 2010 to 2035

Land Use Classifications	Potential Net Buildable Land Area in Acres					Dwelling Unit Capacity and Demand Forecast			Potential Land Need in by Year 2035	
	Vacant (acres)	Part Vacant (acres)	Redevelopment: R Zones (acres)	Redevelopment: Mixed-Use Zones (acres)	Total Acres	Potential Dwelling Unit Capacity (dwellings)	New Dwellings Needed to Meet Pop. Forecast & Attainability Levels (dwellings)	Potential Dwelling Unit Surplus by 2035 (dwellings)	Likely Residential Land Need by 2035 (acres)	Potential Residential Land Surplus or (Deficit) by 2035 (acres)
Low Density (primarily large lot SFD in R-7.5, R-10, R-15 zones)	69.2	502.7	-	-	571.9	1,646	783	863	272.1	299.8
Medium Density (primarily small lot SFD in R-3, R-5 zones)	5.5	30.6	104.3	-	140.4	1,017	456	561	62.9	77.5
High Density (primarily MF in RO, R-2, R-2.5, GC, NC/RO, OC/R3, EC, HC, CR&D, EC/RO, OC zones)	2.6	5.6	22.8	80.9	111.9	2,400	2,321	79	108.2	3.7
Total	77.3	538.9	127.1	80.9	824.2	5,063	3,560	1,503	443.3	380.9

SUMMARY AND POLICY OPTIONS

Considering the supply of vacant, part-vacant, and redevelopable land, Lake Oswego appears to have a surplus of buildable low-density and high-density land, but a deficit of medium density land to serve middle income levels and meet the State's housing attainability requirement. This need may be met in part or whole through the redevelopment capacity for high-density housing. The City will need to consider if this would provide the desired mix of housing options and meet the community vision.

Appendix C lists potential strategies and potential density levels associated with potential new development within the Lake Oswego USB for consideration during housing implementation discussions.

Although the City appears to meet its MHR requirements for attached/detached mix, needed housing types and locations, the City will need to review its code and make updates as needed to ensure that all needed housing types can be developed under clear and objective standards. In other words, policies and regulations should not prohibit or discourage the provision of affordable and needed housing.

In addition, the City may want to consider new policies and incentives specifically aimed at providing opportunities for senior residents to age in place, and for young people and families to find a home in Lake Oswego.

By the conclusion of Periodic Review in April 2013, the Lake Oswego City Council will need to adopt a single population projection and update these strategies if and as needed.

IMPLEMENTATION STRATEGIES

The following set of policy options have been developed in response to state requirements and local aspirations. These considerations and recommendations have been compiled from previous housing strategies as well as conversations with the Comprehensive Plan Citizen Advisory Committee, Goal 9 and 10 Work Group and Planning Commission. The policy options are intended to create a menu of options for the City and its advisory groups to consider as they work to update the Comprehensive Plan based on the findings that have been identified through this HNA process.

Demographic Trends

The demographic analysis suggests that people are remaining in or moving to Lake Oswego to retire and indicates a need to plan for housing oriented toward older age groups that typically demand smaller units with lower property maintenance requirements. The location of senior-oriented housing options in relation to senior needs and community amenities will also be an important part of this policy discussion.

Discussions with the Citizen Advisory Committee and the community as a whole have indicated a specific desire to attract more young families with children, which are vital to the city and schools. The demographic and housing trends and conditions suggest that higher housing costs in Lake Oswego compared with neighboring jurisdictions may be a barrier for young families. In order to provide a diversity of housing types and densities, the City may want to consider providing additional opportunities for housing types more affordable for these families.

Vacant Land Supply/Redevelopment

Lake Oswego has a relatively limited supply of vacant land area inside the USB, and now must rely on redevelopment and optimization of the remaining vacant land inventory to meet future needs and be consistent with MHR requirements.

Possible Strategy

Continue to emphasize policies that encourage or support redevelopment at designated areas (such as mixed-use and neighborhood centers); and policies and code that support new secondary dwelling units; single family attached housing; and multifamily housing, especially in designated centers.

Metropolitan Housing Rule

Housing Mix. Lake Oswego is required to meet the State's MHR requirements for housing mix (opportunity for 50/50 mix of attached and detached housing) and average density on buildable land (see page 7). Lake Oswego has a limited amount of vacant land and needs to develop strategies to meet future housing needs and MHR requirements in a way that fits within the city's unique character. Lake Oswego's residential zones allow for attached "zero lot line" housing and meets this requirement.

Clear and Objective Standards. The MHR also requires the City to provide an opportunity for all needed housing to be developed under clear and objective development standards. "Needed housing" includes all single family, multifamily, attached and detached housing; this requirement is not exclusive to the "buildable" portion of the city. Multifamily and single family housing with three or more attached units in Lake Oswego currently goes through a design review process with the Design Review Commission and is reviewed against a set of building design standards. The City received a Periodic Review grant from DLCDC to update its development code to ensure the opportunity for these housing types to be developed under clear and objectives standards. The City plans to adopt revised standards within the timeframe of Periodic Review to comply with this provision of the Metropolitan Housing Rule.

Minimum Density. To help maintain the Metro Urban Growth Boundary and efficient land use patterns, the MHR requires cities within the Metro UBG to provide minimum average zoned density levels. Lake Oswego must provide for an overall density of ten or more dwelling units per net buildable acre. The city was assigned this density category because it is one of the "larger urbanized jurisdictions with regionally coordinated population projections of 50,000 or more for their active planning areas, which encompass or are near major employment centers, and which are situated along regional transportation corridors."

Lake Oswego has demonstrated compliance with this rule at each Periodic Review since the city's original acknowledgement of its 1978 Comprehensive Plan. In 1994, DLCDC acknowledged Lake Oswego's average density at 10.2 dwelling units/acre. The City may demonstrate compliance with this rule using one of two buildable land inventory approaches as outlined in OAR 660-007-0045 (2). Consistent with the City's last acknowledgement, Lake Oswego plans to demonstrate its average density "based on the jurisdiction BLI at the time of acknowledgment as updated." Lake Oswego's preliminary analysis shows that zone/plan changes since acknowledgement have not had the effect of decreasing zoned density below 10 dwelling units/net buildable acre.

Other Complete Neighborhood and Housing Strategies for Consideration

Other strategies for consideration:

- Strategically explore re-designation in select locations near centers with transportation options and other amenities to focus new development and redevelopment in the best areas for Lake Oswego while maintaining the integrity of single family neighborhoods.
- Amend development standards in appropriate areas targeted for mixed-use development to remove barriers to mixed-use housing and employment uses. Amendments could include adjustments to allowable heights and densities, reduction of parking requirements, allowances for meeting landscaping requirements, permitting greater floor lot coverage to make structured parking more feasible, and/or removing or limiting subjective buffering standards.
- Consider the following strategies to meet the need for lower income housing attainability:
 - Establish a minimum percentage of affordable units in all developments that receive assistance from the Lake Oswego Redevelopment Agency.
 - Work toward a goal of “no net loss” of existing affordable housing through incentives and other means.
 - Improve the permitting process to allow for needed housing types including secondary dwelling units while respecting neighborhoods.
 - Avoid “one size fits all” approaches for different geographic areas in Lake Oswego.

APPENDIX A. HOUSING ATTAINABILITY ANALYSIS FOR LAKE OSWEGO USB

Urban Clackamas County Median Family Income Level (2012)*	\$73,000	
Market Segment by Income Level		
High (120% or more of MFI)		120%
Upper Middle (80% to 120% of MFI)	80%	120%
Lower Middle (50% to 80% of MFI)	50%	80%
Low (30% to 50%)	30%	50%
Very Low (less than 30% of MFI)	30%	
Qualifying Income Level		
High (120% or more of MFI)	\$87,600	or more
Upper Middle (80% to 120% of MFI)	\$58,400	\$87,600
Lower Middle (50% to 80% of MFI)	\$36,500	\$58,400
Low (30% to 50%)	\$21,900	\$36,500
Very Low (less than 30% of MFI)	\$21,900	or less
Available Annual Housing Payment (@30% of income level)		
High (120% or more of MFI)	\$26,280	or more
Upper Middle (80% to 120% of MFI)	\$17,520	\$26,280
Lower Middle (50% to 80% of MFI)	\$10,950	\$17,520
Low (30% to 50%)	\$6,570	\$10,950
Very Low (less than 30% of MFI)	\$6,570	or less
Available Monthly Rent or Payment (@30% of income level)		
High (120% or more of MFI)	\$2,190	or more
Upper Middle (80% to 120% of MFI)	\$1,460	\$2,190
Lower Middle (50% to 80% of MFI)	\$913	\$1,460
Low (30% to 50%)	\$548	\$913
Very Low (less than 30% of MFI)	\$548	or less
Approximate Attainable Home Price**		
High (120% or more of MFI)	\$434,000	or more
Upper Middle (80% to 120% of MFI)	\$289,000	\$434,000
Lower Middle (50% to 80% of MFI)	\$181,000	\$289,000
Low (30% to 50%)	\$109,000	\$181,000
Very Low (less than 30% of MFI)	\$109,000	or less

Notes:

* based on Housing and Urban Development thresholds for Clackamas County in 2012.

Note, this analysis is generally consistent with 4-person household size characteristics.

** assumes 20% down payment on 30-year fixed mortgage at 6.0% interest.

Source: analysis by FCS Group using Housing and Urban Development, and US Census data.

APPENDIX B. FEDERAL POVERTY THRESHOLDS BY FAMILY SIZE, URBAN CLACKAMAS COUNTY, CURRENT YEAR DOLLAR AMOUNTS (NOT INFLATION ADJUSTED)



2012 – Income Limits for LIHTC & Tax-Exempt Bonds Clackamas County, Oregon



For more detailed MTSP income limit information, please visit HUD's website:
<http://www.huduser.org/portal/datasets/mtsp.html>

Actual 2012 Median	\$73,000	
Ntl Non-Metro 2012 Median	\$52,400	(applies to 9% credits only in non-metro areas)
2012 HERA Special Median	\$73,400	(applies to projects in existence before January 1, 2009)

Median incomes calculated based on a 4-person household

What Income Limit Should You Use?

Is the location considered RURAL by USDA? (if yes, it is eligible to use the Ntl Non-Metro Median for 9% projects)¹

Not All Clackamas County is considered urban within its major cities, to verify your address and accuracy, please visit:
<http://eligibility.sc.egov.usda.gov/eligibility/welcomeAction.do?pageAction=sfn&NavKey=property@12>

--The following income limits indicate the highest income limit allowable--

Did the project exist ² in 2008?	If NO, did it exist ² : Between Jan 1, 2009 - Nov 30th, 2011	If NO, did it exist ² : After Dec 1st 2011
-- If it's a 4% Tax Credit Project Use: HERA Special 2012	-- If it's a 4% Tax Credit Project Use: Actual Incomes 2012	-- If it's a 4% Tax Credit Project Use: Actual Incomes 2012
-- If it's a 9% Tax Credit Project Use: HERA Special 2012	-- If it's a 9% Tax Credit Project Use: Actual Incomes 2012	-- If it's a 9% Tax Credit Project Use: Actual Incomes 2012

Actual Income Limits 2012								
% MFI	1 Pers	2 Pers	3 Pers	4 Pers	5 Pers	6 Pers	7 Pers	8 Pers
30%	\$15,330	\$17,520	\$19,710	\$21,900	\$23,670	\$25,410	\$27,180	\$28,920
35%	\$17,885	\$20,440	\$22,995	\$25,550	\$27,615	\$29,645	\$31,710	\$33,740
40%	\$20,440	\$23,360	\$26,280	\$29,200	\$31,560	\$33,880	\$36,240	\$38,560
45%	\$22,995	\$26,280	\$29,565	\$32,850	\$35,505	\$38,115	\$40,770	\$43,380
50%	\$25,550	\$29,200	\$32,850	\$36,500	\$39,450	\$42,350	\$45,300	\$48,200
55%	\$28,105	\$32,120	\$36,135	\$40,150	\$43,395	\$46,585	\$49,830	\$53,020
60%	\$30,660	\$35,040	\$39,420	\$43,800	\$47,340	\$50,820	\$54,360	\$57,840
80%	\$40,880	\$46,720	\$52,560	\$58,400	\$63,120	\$67,760	\$72,480	\$77,120

HERA Special Income Limits 2012								
% MFI	1 Pers	2 Pers	3 Pers	4 Pers	5 Pers	6 Pers	7 Pers	8 Pers
30%	\$15,420	\$17,640	\$19,830	\$22,020	\$23,790	\$25,560	\$27,330	\$29,070
35%	\$17,990	\$20,580	\$23,135	\$25,690	\$27,755	\$29,820	\$31,885	\$33,915
40%	\$20,560	\$23,520	\$26,440	\$29,360	\$31,720	\$34,080	\$36,440	\$38,760
45%	\$23,130	\$26,460	\$29,745	\$33,030	\$35,685	\$38,340	\$40,995	\$43,605
50%	\$25,700	\$29,400	\$33,050	\$36,700	\$39,650	\$42,600	\$45,550	\$48,450
55%	\$28,270	\$32,340	\$36,355	\$40,370	\$43,615	\$46,860	\$50,105	\$53,295
60%	\$30,840	\$35,280	\$39,660	\$44,040	\$47,580	\$51,120	\$54,660	\$58,140
80%	\$41,120	\$47,040	\$52,880	\$58,720	\$63,440	\$68,160	\$72,880	\$77,520

Ntl Non-Metro Income Limits 2012								
% MFI	1 Pers	2 Pers	3 Pers	4 Pers	5 Pers	6 Pers	7 Pers	8 Pers
30%	\$11,010	\$12,570	\$14,160	\$15,720	\$16,980	\$18,240	\$19,500	\$20,760
35%	\$12,845	\$14,665	\$16,520	\$18,340	\$19,810	\$21,280	\$22,750	\$24,220
40%	\$14,680	\$16,760	\$18,880	\$20,960	\$22,640	\$24,320	\$26,000	\$27,680
45%	\$16,515	\$18,855	\$21,240	\$23,580	\$25,470	\$27,360	\$29,250	\$31,140
50%	\$18,350	\$20,950	\$23,600	\$26,200	\$28,300	\$30,400	\$32,500	\$34,600
55%	\$20,185	\$23,045	\$25,960	\$28,820	\$31,130	\$33,440	\$35,750	\$38,060
60%	\$22,020	\$25,140	\$28,320	\$31,440	\$33,960	\$36,480	\$39,000	\$41,520
80%	\$29,360	\$33,520	\$37,760	\$41,920	\$45,280	\$48,640	\$52,000	\$55,360

Notes:

1: Projects with previous "Rural" designations that are no longer considered to be located in rural areas (by the USDA) are permitted to use the previous year's National Non-Metro income limits should they be higher than the current year's income limits. The National Non-Metro income limits are online here: http://www.ohcs.oregon.gov/OHCS/HPM_income_limits.shtml

2: Exist - defined by OHCS as the project's placed-in-service (PIS) date. Projects consisting of multiple buildings, where each building is being treated as part of a multiple building project (see line 8b on IRS Form 9809), will be considered as being "in existence" provided at least one building was PIS during the affected year.

The income limits listed above are based on the Multifamily Tax Subsidy Program (MTSP) income limits published by HUD on December 1, 2011. Per Revenue Ruling 94-57, owners will have until January 15, 2012 to implement these new MTSP income limits (45 days from their effective date). Please note that all definitions and explanations herein may be subject to change upon later IRS and/or HUD clarification.

APPENDIX C. OPTIONS FOR PROVIDING NEW DWELLINGS WITHIN LAKE OSWEGO USB

	Estimated Acres in USB (net buildable)	Dwelling Potential (net new)	Potential Avg. Density (DU/acre)
1. Vacant and Part Vacant Land Inventory			
a. Low Density	571.9	1,640	2.9
b. Medium Density	36.1	292	8.1
c. Higher Density	8.2	221	30.0
2. Redevelopment: Net New Dwellings on Medium & High Density R-Zones (R-0, R-2, R-2.5, R-3, R-5)	127	1,331	10.5
3. Redevelopment: Net New Dwellings on Mixed-Use Zones (GC/R-0, NC/R-0, OC/R-3, EC, GC, HC, EC/R-0)	80.9	1,577	19.5
4. Redevelopment: Increase housing in Boones Ferry Corridor (various strategies may be used)	n/a	n/a	n/a
5 Specific Plan and Zone Change for Foothills Industrial Area	n/a	1,735	n/a
6. New Goals and Standards for SDUs	n/a	n/a	n/a

Source: Compiled by City of Lake Oswego Long Range Planning Department, and FCS Group, April 29, 2011.

**City of Lake Oswego
Draft Economic Opportunities Analysis
May 26, 2011**

Updated March 18, 2013



Acknowledgements

The City appreciates grant funds received from the State of Oregon Department of Land Conservation and Development (DLCD) for technical consultant assistance to complete this document.

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EXECUTIVE SUMMARY

The City of Lake Oswego is conducting an Economic Opportunities Analysis (EOA) as required by its Periodic Review work program to update Goal 9 (Economic Development) of its Comprehensive Plan. The City received grant funds from the Department of Land Conservation and Development (DLCD) for technical consultant assistance to complete this task. The City elected to take advantage of this required plan update to create a long-range vision for the City. Part of this vision addresses economic development over the next 20 years.

2013 Update

This EOA was originally drafted in 2011 to inform the update of Comprehensive Plan goals and policies. As noted in the Site Suitability (Land Demand) section of this document (page 30), at that time, Metro was in the process of coordinating with local jurisdictions to develop updates to its regional employment and housing forecasts through 2045. The most recent adopted Metro forecast at that time was from 2005. This forecast, along with preliminary forecast numbers contained within the 2009 Regional Growth Report guided the development of four employment growth scenarios for Lake Oswego in the 2011 Draft EOA.

In the fall of 2012, Metro completed its updated employment and housing forecast for 2035. Metro's updated forecasts incorporate local input to make the forecast more consistent with the work conducted as part of the City's 2011 draft Economic Opportunities Analysis. The Metro numbers are slightly higher than the City's Medium-High Employment Forecast described in Table 12 of this report. The differences are not significant enough to be of concern for planning purposes; the Metro numbers are slightly higher than the City's numbers partially because the Lake Oswego boundaries used by Metro¹ are slightly larger than the City's USB.

Updated City and Metro forecasts are shown in the table below. The Lake Oswego City Council was presented with these forecasts in September 2012, and on October 9, 2012 accepted the housing and employment forecasts listed below, which were presented in the October 9, 2012 Council Report. The Metro Council adopted this forecast on November 29, 2012.

Comparison of 2010 to 2035 City Forecasts with the Metro Adopted TAZ Forecasts for the Current Lake Oswego USB			
Forecast	2010 Total	2035 Total	2010-2035 Change
City Forecast - Households	19,166	22,726	3,560
Metro Forecast - Households	19,556	23,299	3,743
City Forecast - Employment	20,538	25,398	4,860
Metro Forecast - Employment	21,804	27,095	5,291

While a range of four employment forecast options is described throughout this report, **the Medium-High employment forecast should be considered the correct forecast for the**

¹ Metro's forecast numbers are developed for Transportation Analysis Zones (TAZ) within the metro area, with certain TAZ assigned to each jurisdiction. The TAZ do not align perfectly with jurisdictional lines, for example one TAZ assigned to Lake Oswego includes a portion of Tualatin's commercial area near I-5.
03/18/13 Exhibit 5/Page 5

purpose of employment land planning. Additional updates were made to this report to reflect more recent demographic information available from the 2010 Census.

Vision and Goals (Local Aspirations)

The strategies in this report are designed to help City leaders improve economic vitality for Lake Oswego, as described in the draft Lake Oswego Community Vision for 2035:

We are a community where people can live, work, play and meet their daily needs for goods and services. We build upon the intellectual capital of the community to attract new ventures, retain local businesses and connect to the global economy. We are business-friendly and a regional model for employment and mixed-use centers that attract quality jobs.

The City also developed a set of Community Economic Development Objectives (CEDOs) that are intended to help guide the development of the EOA and move the community towards implementation of its vision for Economic Vitality.

Draft Community Economic Development Objectives:

- Maintain and grow a strong local employment base to provide jobs for Lake Oswego residents and support a high quality of life.
- Support and grow existing and locally-owned businesses.
- Support business incubation and employment growth within the city by providing a diversity of space/site opportunities.
- Provide flexibility in employment zones that supports economic resilience and sustainability while minimizing negative impacts.
- Focus redevelopment and intensification of jobs (e.g., jobs per acre) in employment corridors and centers.
- Provide opportunities for a range of industrial and employment uses. Actively pursue environmentally responsible businesses.
- Pursue a range of employment opportunities, such as an emphasis on creative class opportunities and clusters that build on Lake Oswego's intellectual capital, proximity to universities and colleges and connection to the I-5 corridor. These could include but would not necessarily be limited to science, engineering, education, computer programming, research, arts, media and design.
- Explore long term redevelopment opportunities in the southwest industrial area, along Bangy Road, along the Kruse Way corridor, and in Foothills.
- Create the opportunity for employment well served by transportation options.
- Maintain Lake Oswego's exceptional quality of life by investing in infrastructure and services that support residents and businesses.

Demographic Trends

The City's most current population estimate for the Lake Oswego Urban Services Boundary is approximately 43,000 people and 19,166 dwelling units. By 2035, the population within the Lake Oswego urban services boundary is expected to be between 47,000 to 51,000 people.

According to U.S. Census estimates, the median age of Lake Oswego residents increased from 41.2 years in 2000 to 42.1 years of age in 2006/2008. This is more than five years older than the median age of residents within the Portland Vancouver Metropolitan Statistical Area (36.7). As older Baby Boomers tend to desire to remain in their current residence or community as long as possible, the population over age 75 is expected to increase measurably over the coming decades, while the 24-55 cohort is projected to shrink. If trends continue, the younger population cohorts (age 5-14) are likely to remain flat or experience negative growth.

Economic Conditions, Trends and Forecasts

Lake Oswego is located in the desirable “inner-urban area” within the greater Portland region. This location is considered advantageous for accessing downtown Portland and its surrounding communities within a manageable commute. Downtown Lake Oswego’s ongoing renaissance and excellent parks, schools and community facilities continue to serve as attributes that make it a desirable place to live, work and visit. The Kruse Way Corridor from I-5 to Boones Ferry Road is another significant economic engine for Lake Oswego, with over 2,700 on-site jobs, an annual direct payroll of \$243 million, and an annual regional economic output of \$1.4 billion.

Lake Oswego had 18,871 jobs at 2,297 places of work in 2009. The average wage per employee was about \$52,700. The sectors with the most employment and above average wages were Finance and Insurance, and Professional, Scientific and Technical Services. This data also indicates that between 9% and 12% of Lake Oswego’s workforce is located on land that is not designated for employment uses, figures that are consistent with the City’s business license database which shows that 9% of Lake Oswego businesses are home-based.

An analysis of how Lake Oswego fits into the Clackamas County economy based on job concentration by employment sector indicates the City of Lake Oswego has different economic strengths than the rest of Clackamas County. What defines Lake Oswego is its high concentration of wages in the Finance, Insurance, and Professional Consulting Services sectors compared to the County as a whole. The most pertinent employment trends for Lake Oswego over the next 20-years are: growth in financial firms, growing importance of health care, and growth in other services that require high quality office space.

Target Industries

Based on current employment trends, the City’s competitive advantages, and City land-use and economic development policies, types of businesses that may be attracted to Lake Oswego include:

- Finance and Insurance
- Professional, Scientific, Technical Services and Information
- Real Estate
- Corporate or Regional Headquarters
- Green Businesses
- Health Care
- Services for Residents
- Services for Seniors
- Government and Public Services
- Advanced Continuing Education
- Arts

Assessment of Employment Land Needs

A range of employment land need forecasts were prepared for consideration in this report. A description of the forecasts can be found on page 30 in the land demand analysis. While four potential forecasts (low, medium, medium-high and high growth) have been considered in this report, feedback from the City’s advisory groups and Metro indicate that the high forecast likely represents a higher level of job growth than is currently expected or feasible for Lake Oswego over the next 20 years. Lake Oswego is in the process of coordinating with Metro on job forecasts and will narrow the range to a single forecast prior to the completion of Periodic Review.

The table on page 4 summarizes Lake Oswego’s land supply and demand for each employment growth forecast. The Economic Opportunities Analysis requirements focus on an assessment of vacant employment land, however due to Lake Oswego’s limited supply of vacant employment land, this report also assesses the potential to add jobs through redevelopment and through filling vacant office space.

The results in the table below show that with the exception of Institutional demand in the medium-high employment forecast, Lake Oswego’s supply of vacant and redevelopable land along with vacant office space, could provide the capacity for over 4,000 new jobs under the medium job growth forecast. The limited *vacant* land supply can most easily accommodate the low growth forecast without more focused economic strategies to support job growth. While commercial and mixed-use land demand can only be met by vacant land in the low scenario, the redevelopable land supply provides sufficient capacity to meet commercial/mixed-use demand in all but the high growth forecast. For institutional uses, the vacant land supply can accommodate the low and medium demand forecasts, while an additional 2.1 to 14.1 acres of land would be needed for the medium-high and high forecasts. For industrial uses, the low to flat demand in all but the high scenario, combined with over 30 acres of redevelopment potential in the southwest Industrial Park zone, results in a surplus of industrial land for the low, medium and medium-high employment forecasts.

Employment Vacant Land Needs and Vacant Land Supply, Lake Oswego USB, 2010 to 2035 (gross buildable acres)

	Vacant & Redevelopment Potential Land Acreage			
	Low Growth Scenario	Medium Growth Scenario	Med-High Growth Scenario	High Growth Scenario
Commercial & Mixed-Use				
Land Supply – <i>Vacant</i>	12.3	12.3	12.3	12.3
Land Supply – <i>Redevelopment</i>	106.7	106.7	106.7	106.7
Land Supply Subtotal	119.0	119.0	119.0	119.0
Vacant Land Demand	10.0	20.0	40.0	95.0
Redevelopment Land	8.7	21.8	49.4	91.7
Land Demand Subtotal	18.7	41.8	89.4	186.7
Overall Land Surplus /	100.3	77.2	29.6	(67.7)
Institutional				
Land Supply – <i>Vacant</i>	6.9	6.9	6.9	6.9
Land Supply – <i>Redevelopment</i>	n/a	n/a	n/a	n/a
Land Supply Subtotal	6.9	6.9	6.9	6.9
Vacant Land Demand	1.0	1.0	9.0	21.0
Redevelopment Land	0.5	1.0	16.7	37.6
Land Demand Subtotal	1.5	2.0	25.7	58.6
Overall Land Surplus /	5.4	4.9	(18.8)	(51.7)
Industrial				
Land Supply – <i>Vacant</i>	1.0	1.0	1.0	1.0
Land Supply – <i>Redevelopment</i>	37.5	37.5	37.5	37.5
Land Supply Subtotal	38.5	38.5	38.5	38.5
Vacant Land Demand	1.0	2.0	-	24.0
Redevelopment Land	-	-	-	46.4
Land Demand Subtotal	1.0	2.0	-	70.4
Overall Land Surplus /	37.5	36.5	38.5	(31.9)

Note: Redevelopment assumptions assume portion of job growth is addressed through building refill/vacancy absorption as noted in Appendix C.

Conclusion

Lake Oswego has a limited 20-acre supply of vacant land area inside the USB, seven acres of which are located on the Marylhurst/Mary's Woods campus. The redevelopment analysis, however, demonstrates a large capacity for redevelopment in commercial and mixed use zones that could accommodate 1,600 net new jobs. In addition, the redevelopment analysis shows the potential for a significant amount of redevelopment in the City's southwest Industrial Park zone. The assessment of vacant office space also indicates the capacity for 1,500 additional jobs without additional land needs. In order to realize Lake Oswego's employment land redevelopment potential, the City will need to develop and implement strategies to encourage employment redevelopment in strategic locations. As the City begins to update the Economic goals and policies in its Comprehensive Plan, it should look at strategies to encourage redevelopment and optimization of the remaining vacant land inventory that implement the draft Community Economic Development Objectives and move the city toward its vision for Economic Vitality in 2035.

INTRODUCTION

The City of Lake Oswego is conducting an Economic Opportunities Analysis (EOA) as required by its Periodic Review work program to update Goal 9 (Economic Development) of its Comprehensive Plan. The City received grant funds from the Department of Land Conservation and Development (DLCD) for technical consultant assistance to complete this task. The City elected to take advantage of this required plan update to create a long-range vision for the City. Part of this vision addresses economic development over the next 20 years.

The focus of Goal 9 is “to provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare and prosperity of Oregon’s citizens.” Goal 9 describes an EOA report as “an analysis of the community’s economic patterns, potentialities, strengths, and deficiencies as they relate to state and national trends” and states that a principal determinant in planning for employment should be the competitive advantage of the region within which the developments would be located. The assessment of economic development potential in Lake Oswego is therefore presented in this analysis along with preliminary policies and strategies that would help the City provide economic development opportunities consistent with state requirements and its community aspirations. The implementation section identifies policies and strategies for meeting the economic development needs of existing and future Lake Oswego residents. These will merit further discussion and analysis in the implementation phase 2011-2012.

Requirements

This EOA describes how the City has and will comply with state and local requirements related to economic development. Specifically, as part of its Comprehensive Plan update, the City must address the requirements of Goal 9 (OAR 660-009) and the Metro Functional Plan Title 4 (Industrial and Other Employment Areas).

Planning in the State of Oregon is governed by 19 Goals that express the State’s aspirations on land use planning and related topics, including economic development. Each goal includes guidelines for local jurisdictions’ comprehensive plans. The substantive content of an EOA is governed by Oregon Administrative Rule, 660-009-0015 which implements Goal 9: Economic Development. This rule requires inclusion of the following three interrelated elements inventory (supply), need, and policies as shown in Figure 1.

Metro’s Urban Growth Management Functional Plan

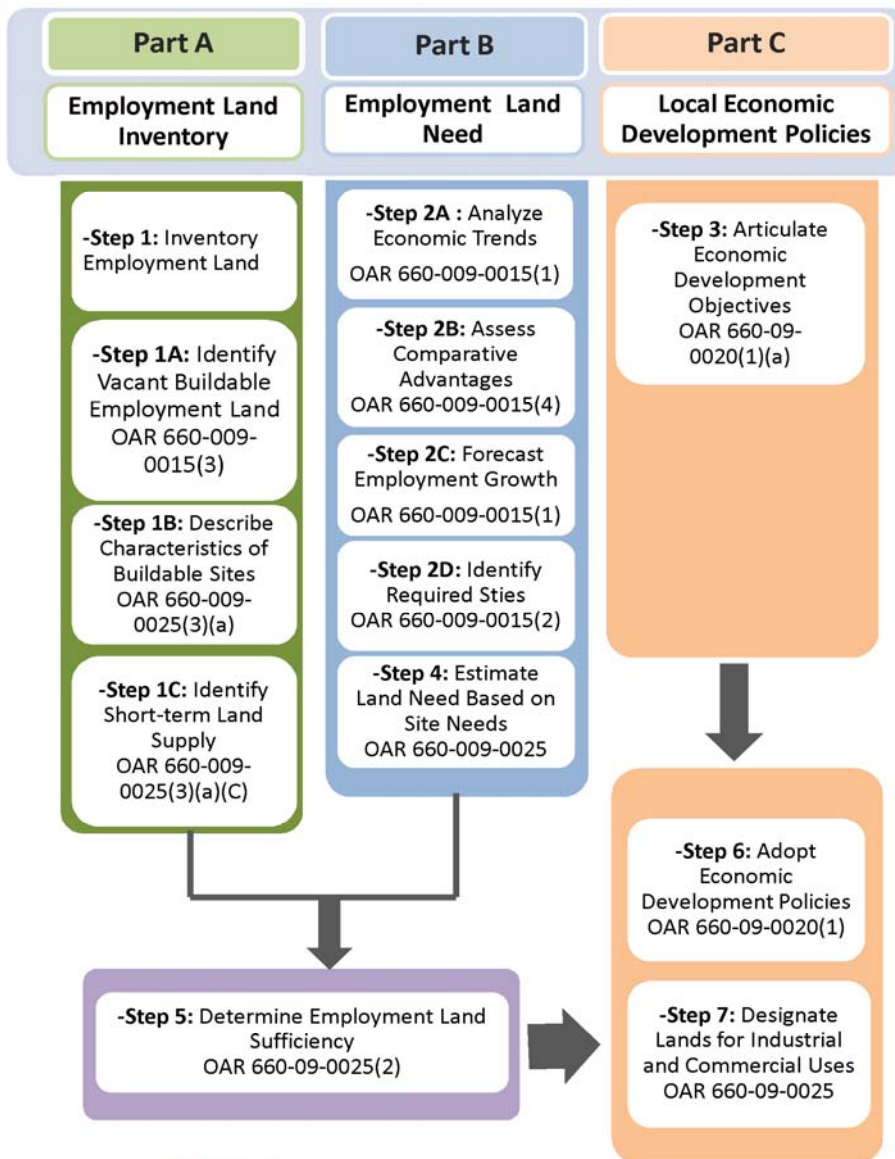
Title 4 of Metro’s Urban Growth Management Functional Plan is intended to provide and protect a supply of sites for industrial uses and to cluster those industries so they may operate more productively. Title 4 also seeks to provide for the efficient movement of goods and services and to encourage the location of other types of employment in Centers, Employment Areas, Corridors, Main Streets and Station Communities.

Title 4 requires that jurisdictions adopt land use regulations that:

- Derive specific plan designations and zoning district boundaries of industrial areas in an Employment and Industrial Areas Map.
- Limit the size of new buildings for retail commercial uses and retail and professional services to ensure that they serve primarily the needs of workers in the area.

Title 6 of the Functional Plan addresses Centers, Corridors, Station Communities and Main Streets in the regional 2040 Growth Concept. It recognizes these areas as “the principal centers of urban life in the region”. It defines the elements (boundary, assessment, policies and action strategies) needed for regional growth including federal investments.

Figure 1. Lake Oswego Economic Opportunities Analysis Methodology



Methodology

The technical and political approach used for the EOA and related steps are consistent with the DLCDC Goal 9 administrative rule, and the supporting OAR 660 guidance, as well as other supporting guidance provided per the DLCDC Industrial & Other Employment Lands Analysis Guidebook (2005), and the Updated Draft Economic Development and Employment Land Planning Guidebook (July 2010).

VISION AND GOALS (LOCAL ASPIRATIONS)

While this report complies with state rules and regulations, more importantly, it provides a vision for how the City of Lake Oswego, within a land use context, will plan for and provide economic opportunities for its citizens from 2010 to 2035. The strategies in this report are designed to help City leaders improve economic vitality for Lake Oswego, as described in the draft Lake Oswego Community Vision for 2035:

We are a community where people can live, work, play and meet their daily needs for goods and services. We build upon the intellectual capital of the community to attract new ventures, retain local businesses and connect to the global economy. We are business-friendly and a regional model for employment and mixed-use centers that attract quality jobs.

To this end, the City of Lake Oswego developed a set of Community Economic Development Objectives (CEDOs) that are intended to help guide the development of the EOA and move the community towards implementation of its vision for Economic Vitality. Some community objectives may, in the Implementation Phase rise to the level of a goal or policy and be formally incorporated into the updated Comprehensive Plan. Others may be more appropriately refined to become strategies for implementation. The objectives were developed based on the City's existing Comprehensive Plan, the Economic Development Strategy, other local market analyses and were reviewed and updated by the Goal 9 & 10 Work Group, the Citizen Advisory Committee and the Planning Commission.

Draft Community Economic Development Objectives:

- Maintain and grow a strong local employment base to provide jobs for Lake Oswego residents and support a high quality of life.
- Support and grow existing and locally-owned businesses.
- Support business incubation and employment growth within the city by providing a diversity of space/site opportunities.
- Provide flexibility in employment zones that supports economic resilience and sustainability while minimizing negative impacts.
- Focus redevelopment and intensification of jobs (e.g., jobs per acre) in employment corridors and centers.
- Provide opportunities for a range of industrial and employment uses. Actively pursue environmentally responsible businesses.
- Pursue a range of employment opportunities, such as an emphasis on creative class opportunities and clusters that build on Lake Oswego's intellectual capital, proximity to universities and colleges and connection to the I-5 corridor. These could include but would not necessarily be limited to science, engineering, education, computer programming, research, arts, media and design.
- Explore long term redevelopment opportunities in the southwest industrial area, along Bangy Road, along the Kruse Way corridor, and in Foothills.
- Create the opportunity for employment well served by transportation options.
- Maintain Lake Oswego's exceptional quality of life by investing in infrastructure and services that support residents and businesses.

ECONOMIC CONDITIONS, TRENDS AND FORECASTS

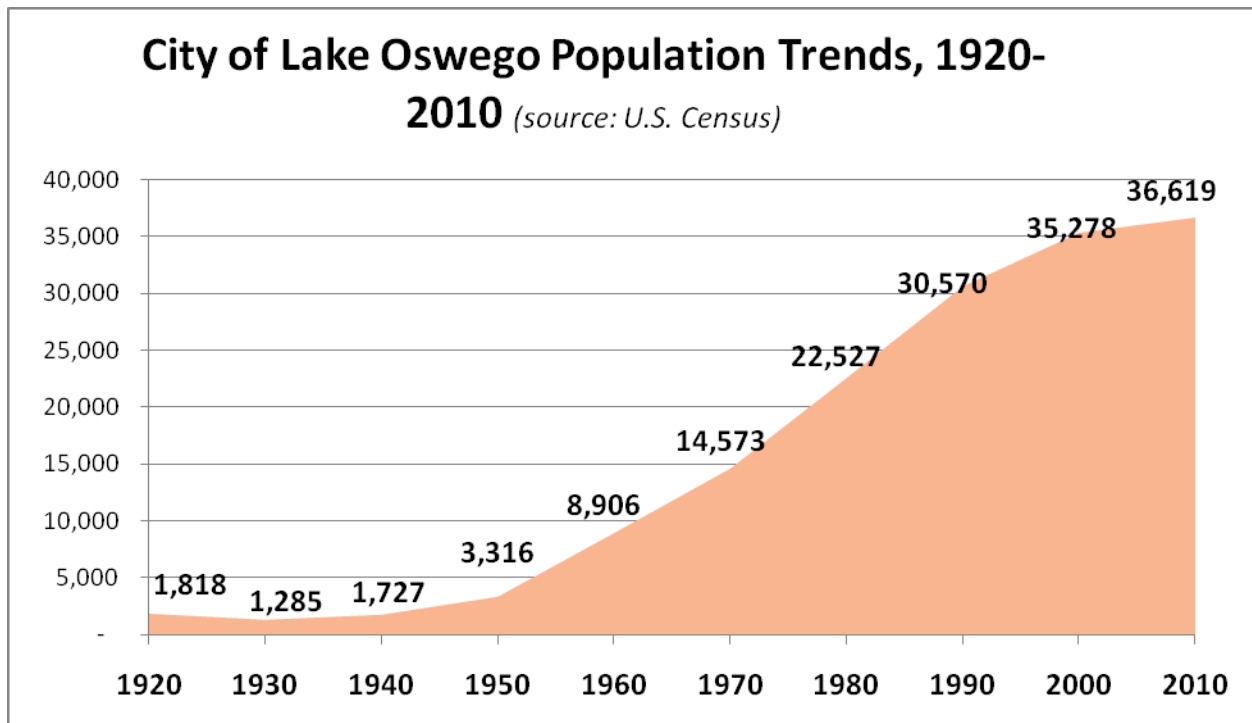
Lake Oswego exists as part of the larger economy of the Portland metropolitan area and is strongly influenced by regional economic conditions. For many factors, such as workforce, Lake Oswego does not differ significantly from the broader region. For other factors, such as income, it does. Thus, Lake Oswego benefits from being a part of the larger regional economy and plays a specific role in the regional economy.

Demographic Trends

Lake Oswego is located in the very desirable “inner-urban area” within the greater Portland region. This location is considered advantageous for accessing downtown Portland and its surrounding communities within a manageable commute. Downtown Lake Oswego’s ongoing renaissance and excellent parks, schools and community facilities continue to serve as attributes that make it a desirable place to live, work and visit.

As Figure 2 indicates, the U.S. Census Bureau’s 2010 census count estimated there to be approximately 36,619 people in the City of Lake Oswego,² which is an increase of 1,341 people since the 2000 U.S. Census.³ For comparison purposes, Figure 3 shows population estimates prepared by Portland State University that indicate a population of 36,845 within the Lake Oswego city limits as of July 1, 2010.

Figure 2. Lake Oswego Historic Population Trends, 1920-2010

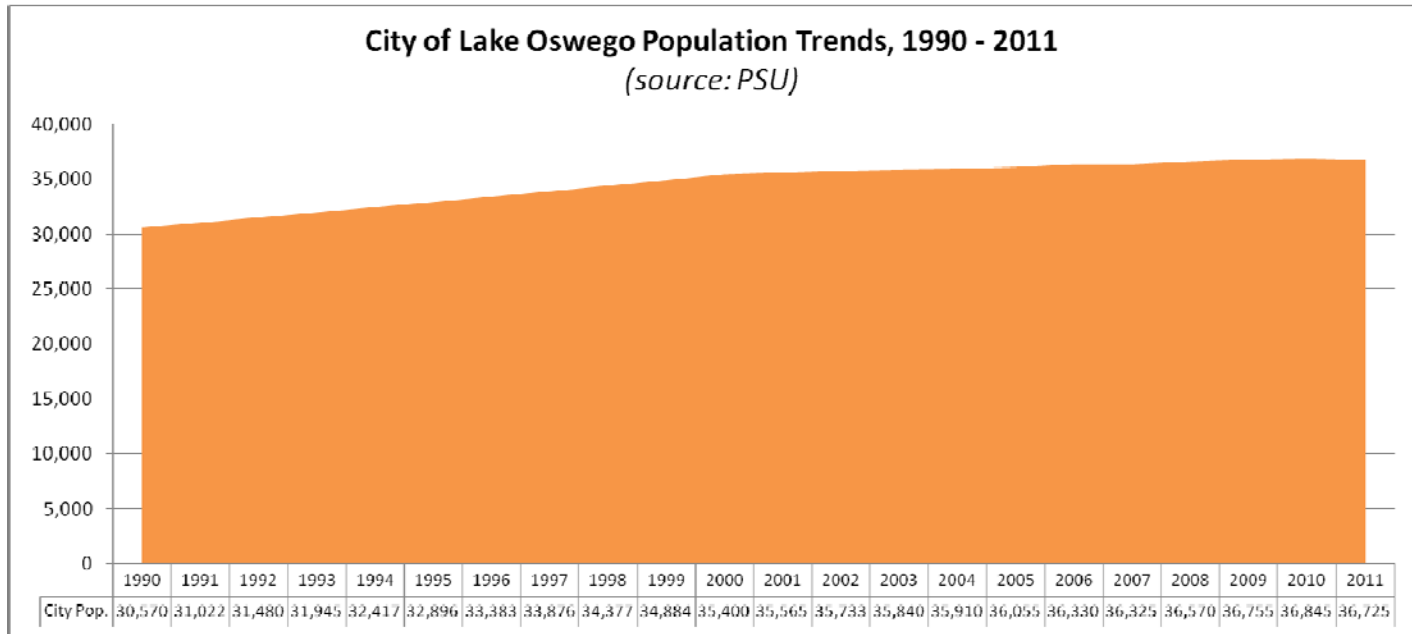


Source: U.S. Census; compiled by FCS Group.

² The Census area is slightly larger than the city limits, but smaller than the urban services boundary (USB).

³ Limited Census 2010 information was available at the conclusion of the grant period. Where information was available, it was included.

Figure 3. Lake Oswego Recent Population Trends, 1990-2011



Source: Portland State University, Population Research Center; compiled by FCS Group.

Lake Oswego experienced a net gain of approximately 898 1,097 households since year 2000, with an increase of 472 414 family households and 426 710 nonfamily households, which represents an increase in the share of nonfamily households when compared to the 2006-08 Census data. Another notable shift as indicated in Table 1 on the following page, is the decrease in average household size from 2000-2010, which indicates a recent trend when compared to the increase in household size that occurred between 2000 and 2006-8. As indicated in Table 1, according to the U.S. Census, the average household size and average family size in Lake Oswego increased over the 2000 to 2008 time period. The average household size was 2.48 and the average family size was 3.10 people per household according to the U.S. Census, 2006-2008 American Community Survey.

More recent 2010 estimates by City of Lake Oswego Long Range Planning staff for the Lake Oswego USB indicate a relatively lower ratio of population to total dwelling units. Using GIS data, City staff estimates that there were 43,09 people and 19,166 dwelling units in the Lake Oswego Urban Service Boundary (USB) in 2010; with a ratio of people per dwelling unit of 2.25. The fact that this ratio is lower than the average household size estimate reported by the U.S. Census is to be expected, since the U.S. Census tallies only occupied dwelling units and population that resides in households (not group quarters) population.

Table 1. Lake Oswego Demographic and Socio-economic Trends

	Census 2000	Census 2010	Change
Population	35,237	36,619	1,382
Group Quarters Population	163	222	59
Households	14,796	15,893	1,097
Family Households	9,665	10,079	414
Nonfamily Households	5,104	5,814	710
Average Household Size	2.38	2.29	(0.09)
Average Family Size	2.95	2.88	(0.07)
Median Age	41.2	45.8	4.6
	Census 2000	ACS 2008-10	Change
Median Household Income (unadjusted)	\$71,597	\$81,097	\$9,500
Median Family Income (unadjusted)	\$94,587	\$105,722	\$11,135
Per Capita Income (unadjusted)	\$42,166	\$47,704	\$5,538
Median Household Income (inflation adjusted)*	\$98,883	\$86,977	(\$11,906)
Median Family Income (inflation adjusted)*	\$130,634	\$113,387	(\$17,247)
Per Capita Income (inflation adjusted)*	\$58,235	\$51,163	(\$7,073)

* Income data were adjusted to current June 2012 dollars by FCS Group based on the U.S. Bureau of Labor Statistics, inflation calculator.

Source: U.S. Census, 2000 and 2010 and 2008-2010 American Community Survey, data compiled by FCS Group

Prepared by FCS GROUP.

According to U.S. Census estimates, the median age of Lake Oswego residents also increased from 41.2 years in 2000 to 45.8 years of age in 2010. This is more than nine years older than the median age of residents within the Portland Vancouver MSA region (36.7). In fact, Lake Oswego has more residents over age 65 than all other cities in the greater Portland region, with the exception of King City.

A closer look at population age cohort patterns for Lake Oswego reflects the aging Baby Boom population (born between 1946 and 1965). As indicated in Figure 4 and Table 2, population cohorts that experienced the most significant increase include Baby Boomers within the 55-64 and 65-74 age ranges. These Baby Boomers (age 55 to 74) recorded a combined gain of 4,315 people since 2000.

Figure 4. Population Age Cohort Trends, Lake Oswego, 2000 and circa 2010

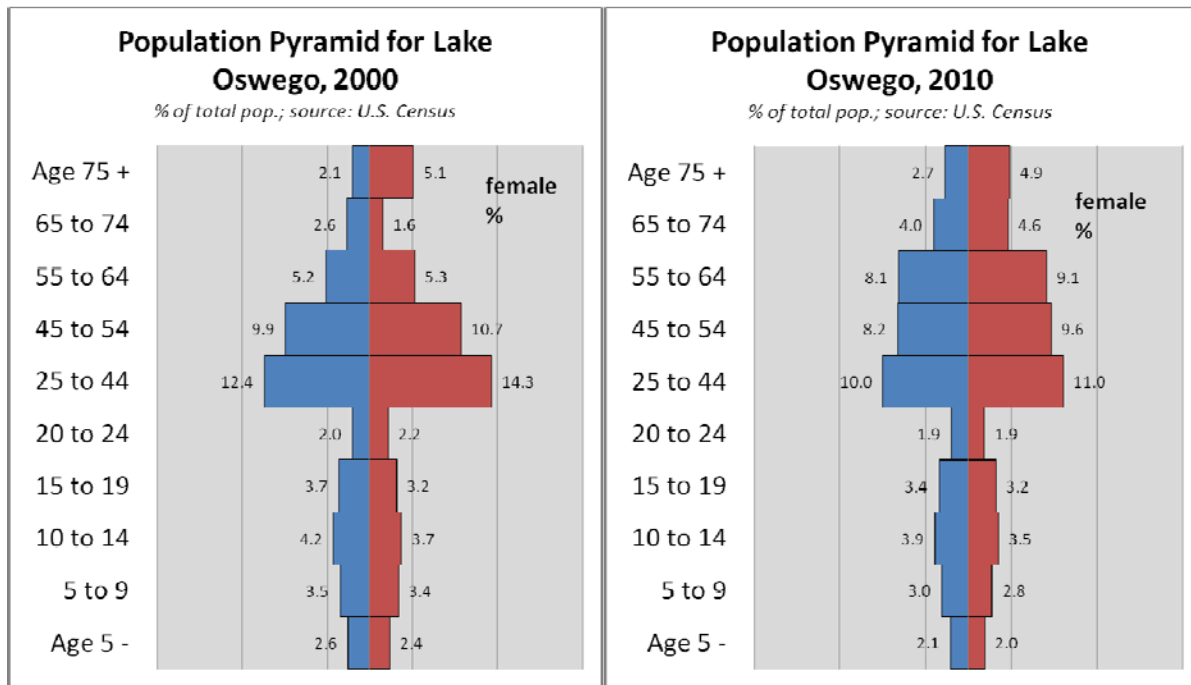


Table 2. Lake Oswego Area Population Age Cohort Trends

Age Cohort (years)	Census 2000	Census 2010	Change	Percent Change
under 5	1,746	1,489	(257)	-15%
5 to 9	2,426	2,129	(297)	-12%
10 to 14	2,810	2,694	(116)	-4%
15 to 19	2,424	2,439	15	1%
20 to 24	1,470	1,403	(67)	-5%
25 to 44	9,441	7,697	(1,744)	-18%
45 to 54	7,267	6,548	(719)	-10%
55 to 64	3,676	6,302	2,626	71%
65 to 74	1,477	3,166	1,689	114%
75+	2,541	2,752	211	8%
Total	35,278	36,619	1,341	4%

Source: U.S. Census, 2000 and 2010. Lake Oswego area is slightly larger than city limits but smaller than the Urban Service Boundary.

As summarized in Figure 4 and Table 2 above, since 2000 there have been significant increases in the 55-64 and 65-74 age cohorts, with increases of 70% and 113% respectively. The only other increase occurred among the 15-19 age cohort with a minor 15 person gain. The 20-54 age cohorts experienced the most significant population decline, followed by the birth-age 14 cohort.

As older Baby Boomers tend to desire to remain in their current residence or community as long as possible, the population over age 75 is expected to increase measurably over the coming decades. However, the younger population cohorts (age 5-14) are likely to remain flat or experience negative growth.

Table 3. Lake Oswego Area Annual Historic Population Growth Rates

	10-Year Trend 2000 to 2010		Long-Term Trend 1990 to 2010	
	Number	AAGR%	Number	AAGR%
Total Population	134	0.4%	302	0.9%
Male	33	0.2%	133	0.8%
Female	101	0.5%	169	1.0%
Age Cohort (years)				
under 5	(26)	-1.6%	(14)	-0.9%
5 to 9	(30)	-1.3%	5	0.2%
10 to 14	(12)	-0.4%	26	1.1%
15 to 19	2	0.1%	26	1.2%
20 to 24	(7)	-0.5%	2	0.2%
25 to 44	(174)	-2.0%	(159)	-1.7%
45 to 54	(72)	-1.0%	101	1.9%
55 to 64	263	5.5%	188	4.7%
65 to 74	169	7.9%	58	2.3%
75+	21	0.8%	69	3.6%

Source: US Census. AAGR = average annual growth rate.

Prepared by FCS GROUP.

Income

Table 4 indicates that Lake Oswego continues to retain and attract upper-income households. The portion of all households with annual income levels of more than \$100,000 increased slightly from 35% to 38% from 2000 to 2008-10. While the portion of households earning below \$75,000 fell slightly, this income level (just above the 2012 Median Family Income for Clackamas County) still represents 47% of all Lake Oswego Households.

Table 4. Households by Income Level, Lake Oswego, 2000 and 2006-2008

Income Cohort	Census 2000		ACS 2008-2010		Change	
	Number	Dist. %	Number	Dist. %	Number	Percent
less than \$14,999	861	5.8%	770	4.9%	(91)	-0.9%
\$15,000 to \$34,999	2,338	15.8%	1,951	12.5%	(387)	-3.3%
\$35,000 to \$74,999	4,472	30.2%	4,615	29.5%	143	-0.7%
\$75,000 to \$99,999	1,931	13.0%	2,359	15.1%	428	2.1%
\$100,000 to \$149,999	2,550	17.2%	2,361	15.1%	(189)	-2.1%
\$150,000 to \$199,999	1,090	7.4%	1,602	10.2%	512	2.8%
\$200,000 or more	1,582	10.7%	1,989	12.7%	407	2.0%
Total	14,824	100%	15,647	100%	823	-0.1%

Source: 2000 U.S. Census data income levels expressed in 1999 dollars, and 2008-2010 U.S. Census American Community Survey, income levels expressed in 2009 dollars.
Prepared by FCS GROUP.

According to the U.S. Census 2008-2010 American Community Survey, Lake Oswego's average per capita income was \$47,704, median household income was \$86,977, and median family income was \$113,387 in 2012 dollar amounts.

While average income levels in Lake Oswego have increased in nominal dollars, inflation adjusted income levels have fallen since 2000. This trend towards lower real income levels has been well-documented in the Portland region and nationally, and is primarily attributed to the shrinking income levels in middle-income households and higher costs of living for items such as housing, transportation, food, energy and health care.

Poverty levels in Lake Oswego are relatively low in the region, however according to the U.S. Census 2006-2008 American Community Survey, Lake Oswego still has an estimated 2,602 people in poverty⁴.

⁴ Federal Poverty Level is defined by the U.S. Department of Housing and Urban Development (HUD) as 70% of median income in a given year.

Availability of Workforce

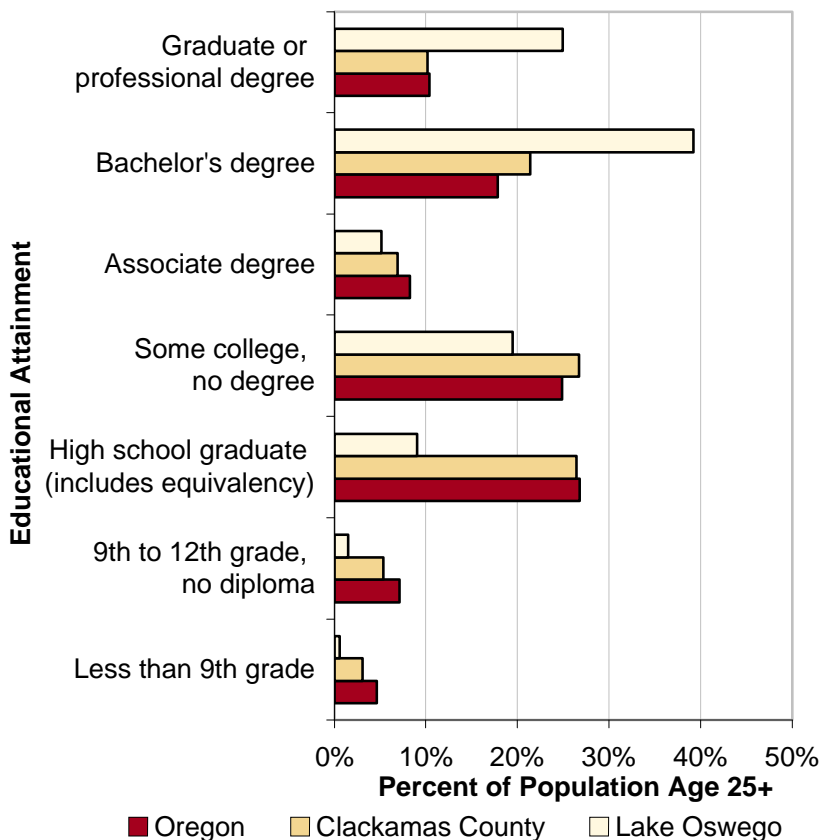
The availability of trained workers in Lake Oswego will impact development of Lake Oswego's economy over the planning period. Key trends that will affect the workforce in Lake Oswego through 2035 include growing population, demographic factors (e.g., aging of the population; income), availability of educated and skilled workers, and regional commuting patterns. Lake Oswego has access to workers in the Portland metropolitan region workforce and is likely to continue to be able to draw workers from the regional workforce in the future.

Educational attainment

The availability of trained, educated workers affects the quality of the workforce in a community. Educational attainment is an important workforce factor because firms need to be able to find educated workers. In addition, educational attainment is correlated with income. The fastest growing occupations in the U.S. require an academic degree and, on average, have higher incomes than occupations that do not require an academic degree.⁵

Figure 5 shows educational attainment in Oregon, Clackamas County, and Lake Oswego in 2007. In 2007, Lake Oswego had a higher share of residents above the age of 25 with a bachelor's degree or higher (64%) than residents of Clackamas County (32%) or Oregon (28%). Access to Lake Oswego's workforce may be attractive to businesses that need highly educated and skilled workers, such as Corporate Headquarters or Professional and Scientific Services.

Figure 5. Educational attainment for the population 25 years and over, Oregon, Clackamas County and Lake Oswego, 2007



Source: 2007 American Community Survey; prepared by ECONorthwest.

⁵ Arlene Dohm and Lyn Shnipser, "Occupational Employment Projections to 2016," *Monthly Labor Review*, November 2007, pp. 86-125.

Commuting Patterns

Commuting plays an important role in Lake Oswego's economy. Lake Oswego residents have a slightly shorter commute than most residents of Clackamas County or the Portland metropolitan region. About 70% of Lake Oswego's residents commute 29 minutes or less, compared to 60% of Clackamas County residents and 65% of residents in the Portland metropolitan region. About 2% of Lake Oswego's residents had a commute of 60 minutes or more, compared to 6% of residents of Clackamas County and the Portland metropolitan region.⁶

Lake Oswego's residents commuted across the Portland metropolitan region in 2006,⁷ with about 90% of workers working in Multnomah County, Clackamas County, and Washington County. About 37% of Lake Oswego's residents worked in the City of Portland, 14% in Lake Oswego, and 5% or more in Beaverton, Tigard, and Tualatin.⁸

Lake Oswego's workforce commuted from across the Portland metropolitan region in 2006, with about 85% of workers coming from Multnomah County, Clackamas County, and Washington County. About 22% of Lake Oswego's workforce lived in the City of Portland, 14% in Lake Oswego, and 5% or more from Beaverton or Tigard.⁹

This means that Lake Oswego's companies have access to workers from across the Portland metropolitan area but especially from the City north to Portland and from Beaverton east to I-205. These commuting patterns create demand for automotive and other forms of transportation, both within Lake Oswego and on roads throughout the Portland metropolitan area.

Changes in Employment

The global economy is evolving. Nationally, this is reflected in changes observed during the 1980's to the current period. These changes affected the composition of Oregon's economy, including the Portland metropolitan area and Lake Oswego. The most important shift during this period at the national-level was the shift in employment from a focus on manufacturing to services. The most important shift in Oregon has been the shift from a timber-based economy to a more diverse economy, with the greatest employment in services. The most important trends and changes in employment for Lake Oswego over the next 20-years are: growth in financial firms, growing importance of health care, and growth in other services that require high quality office space (e.g., professional and technical services).

Lake Oswego had 21,044 jobs at 2,272 establishments in 2006¹⁰, with an average firm size of 9.3 employees.¹¹ The average wage per employee was about \$49,400. The sectors with the most employment and above average wages were Finance and Insurance (\$65,335 average wage) and Professional, Scientific and Technical Services (\$73,100). Other sectors with at least 5% of the City's employment and above average wages were: Wholesale Trade (\$86,400), Construction (\$58,000), and Manufacturing (\$54,700). The sectors with the greatest number of

⁶ 2007 American Community Survey.

⁷ The most current data on commuting patterns is for 2006. This data is available from U.S. Census Bureau: LED on the Map.

⁸ U.S. Census Bureau: Longitudinal Employer-Housing Dynamics mapping tool.

⁹ U.S. Census Bureau: Longitudinal Employer-Housing Dynamics mapping tool.

¹⁰ This study uses 2006 QCEW data to be consistent with the base employment data used by Metro in the recent work on the *Urban Growth Report 2009-2030*.

¹¹ The number of employees per firm is calculated based on the covered data from the Quarterly Census of Employment and Workforce (QCEW). Other data sources give different firm size. For example, Table A-11 presents employment data from Lake Oswego's business license database, which shows an overall firm size of 6.1 employees per firm and 9.1 employees per firm, excluding home occupations. The best available data about firm size is from the QCEW data because businesses with employees covered by unemployment insurance are required by the Federal Government to report all employment on a monthly basis.

employees were: Finance and Insurance (17%), Professional, Scientific and Technical Services (12%), Government (11%), Accommodation and Food Services (9%), Health Care and Social Assistance (8%), and Retail (7%). These sectors accounted for 13,245 or 63% of Lake Oswego's jobs.

The sectors with the most employment and below average wages were Accommodation and Food Services (\$16,300), Retail (\$24,100), Government (\$34,100), and Health Care and Social Assistance (\$36,000). Other sectors with at least 5% of the City's employment and below average wages were: Other Services (\$27,200),¹² and Administrative Support and Waste Management (\$30,500).

A substantial amount of Lake Oswego's employment is located on land that is not designated for employment.

- **Home occupations.** Table 6 shows home occupations, which account for about 9% of employment in the City's License Database. Home occupations tend to have a lower average firm size, 1.5 employees per firm, compared to 9.1 employees per firm for non-home occupations operating in Lake Oswego.¹³ The most common types of home occupations are general construction, interior design, design, consultants, and mortgage brokers.

Table 6. Licensed businesses in Lake Oswego, 2009

	Firms		Employees		
	Number	Percent of total	Number	Percent of total	Avg. Emp/Firm
Businesses operating within Lake Oswego	1,373	61%	12,532	91%	9.1
Home Occupations	887	39%	1,294	9%	1.5
Total	2,260	100%	13,826	100%	6.1

Source: City of Lake Oswego Business License Database; prepared by ECONorthwest.

- **Employment located on non-employment plan designations.** The Quarterly Census of Employment and Wages (QCEW) data in Table 7 includes employment that is located in non-employment plan designations, mostly residential plan designations. This employment includes home occupations (e.g., home offices or construction contractors working out of their home), as well as businesses located in non-employment plan designations (e.g., or assisted living facilities).

¹² Other Services includes services such as repair and maintenance, dry cleaning services, personal care services (e.g., barber shops or nail salons), and organizations.

¹³ This estimate of the number of employees per firm is based on employment data from Lake Oswego's business license database. The best available data about firm size is from the QCEW data because businesses with employees covered by unemployment insurance are required by the Federal Government to report all employment on a monthly basis. The purpose of presenting the data about firm size in this paragraph is to illustrate that home occupations have fewer employees than the City's average firm size.

¹³ This estimate of population is based on the housing and population forecast in the 2009 Housing Needs Analysis conducted by Winterbrook Planning.

Table 7. Employment in Lake Oswego's urban services boundary, 2009

Employment Sector	Firms	Jobs	% of Emp.	Avg. Pay Per Job
Agriculture, Forestry, Fishing & Hunting	3	17	0%	\$20,271
Utilities	3	10	0%	\$46,504
Construction	162	686	4%	\$54,995
Manufacturing	10	191	1%	\$31,175
Wood Product Manufacturing	13	226	1%	\$43,018
Primary Metal Manufacturing	25	468	2%	\$77,453
Wholesale Trade	265	1,115	6%	\$91,833
Retail Trade	96	1,216	6%	\$24,689
Sporting Goods, Hobby, Book, and Music Stores	51	158	1%	\$20,844
Transportation and Warehousing	12	126	1%	\$32,818
Postal Service	6	75	0%	\$57,373
Information	40	537	3%	\$106,415
Finance and Insurance	290	2,549	14%	\$78,665
Real Estate, Rental and Leasing	130	436	2%	\$45,251
Professional, Scientific and Technical Services	407	2,538	13%	\$74,203
Management of Companies and Enterprises	24	335	2%	\$81,397
Admin., Waste Mgmt. and Remediation Services	100	838	4%	\$34,892
Educational Services	55	1,862	10%	\$36,550
Health Care and Social Assistance	191	1,709	9%	\$38,217
Arts, Recreation and Entertainment	25	330	2%	\$18,404
Accommodation and Food Services	118	1,659	9%	\$17,596
Other Services	246	798	4%	\$29,324
Public Administration/Government	4	988	5%	\$45,633
All Other	21	12	0%	\$56,410
Total	2,297	18,879	100%	\$52,685

Source: Oregon Employment Department Quarterly Census of Employment and Wages (QCEW). Summary by industry and percentages calculated by FCS GROUP.

Note: Only employment in "covered" jobs that include workman's comprehensive insurance payments are reflected in Table 7.

Analysis of the QCEW data shows that about 2,450 employees are located in non-employment plan designations, accounting for 12% of Lake Oswego's employment. The most common types of employment located on non-employment plan designations are: Health Care and Social Assistance; Arts, Entertainment, and Recreation; Construction; and Other Services.

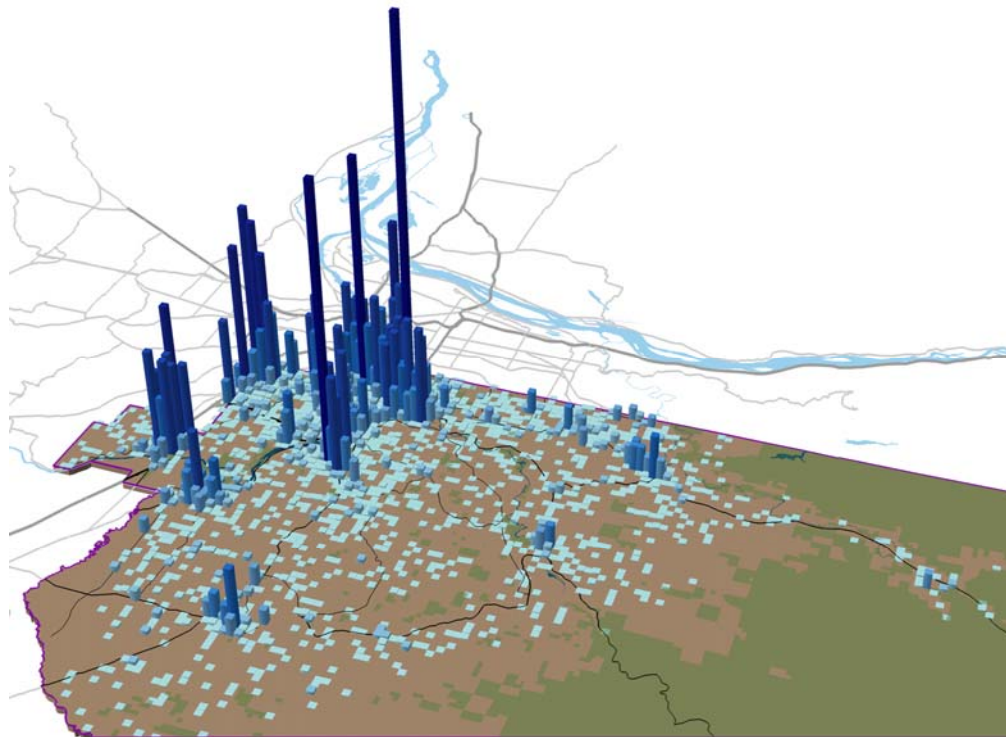
It is likely that there is overlap in the employment reported from these data sources. The QCEW data probably includes some home occupations, such as contractors working from home or telecommuters that work for firms not located in Lake Oswego. The information in this analysis suggests that between 9% and 12% of Lake Oswego's workforce is located on land that is not designated for employment uses.

Lake Oswego's Competitive Advantages and Challenges

Economic development opportunities in Lake Oswego will be affected by local conditions in addition to national and state economic conditions. Economic conditions in Lake Oswego relative to other portions of the Portland metropolitan area form Lake Oswego's competitive advantage for economic development. Lake Oswego's competitive advantages have implications for the types of firms most likely to locate and expand in Lake Oswego.

Lake Oswego's primary competitive advantages are quality of life, prestige, market buying power, location, and access to highly educated and skilled labor. These factors make Lake Oswego attractive to residents and businesses that want a high quality of life where they live and work.

A recent analysis by FCS GROUP revealed that Lake Oswego, and particularly the Kruse Way Corridor, is a major economic engine within Clackamas County. ¹⁴As shown in the figure below, the Lake Oswego Boones Ferry Road Corridor is one of the leading clusters of employment activity within Clackamas County (map depicts level of relative annual economic output per 10-acre grid that occurred in 2008). In 2008, the businesses within the Kruse Way Corridor (the 81 net acre area extending along Kruse Way from I-5 to Boones Ferry Road) included 199 separate businesses with a total covered workforce of 2,747 direct jobs (on site) and generated an annual direct payroll of \$243 million, and annual direct/indirect regional economic output of \$1.4 billion. While, total employment within the Kruse Way Corridor has declined since 2008 in the aftermath of the recent economic recession, this area continues to provide significant employment and economic output within the greater Portland region.



¹⁴ Clackamas County Economic Landscape, Economic Profiles, 2010; report for Clackamas County by FCS GROUP, Cogan Owens Cogan, and Real Urban Geographics.

The local factors that form Lake Oswego's competitive advantage are summarized below.

- **Quality of life.** Lake Oswego's high quality of life and significant amenities are a primary competitive advantage for attracting businesses to the City. Lake Oswego's quality of life attributes include: high-quality housing, urban amenities (restaurants and shopping opportunities), Oswego Lake and lake front properties, parks and open space, proximity to Portland, beautiful setting, and access to urban and outdoor recreation. Lake Oswego's high quality of life is likely to attract businesses and entrepreneurs that want to locate in a high amenity area.
- **Prestige.** Office space in Lake Oswego, especially along Kruse Way, is considered a prestigious location. Businesses that want to locate in a prestigious, high amenity area are likely to be attracted to Lake Oswego.
- **Buying power of markets.** The buying power of Lake Oswego's households provides a strong market for goods and services. According to estimates on household spending by Oregon Prospector,¹⁵ households in Lake Oswego spent over \$1.2 billion in 2008, about 18% of total household expenditures in Clackamas County. Lake Oswego households spend an average of \$78,900 on commonly purchased items. Expenditures by households in Lake Oswego were 135% of the County average (\$58,443 per household). The buying power of households in Lake Oswego is a competitive advantage for attracting retail and services.
- **Location.** Lake Oswego is located in the Portland metropolitan area, immediately south of the City of Portland and near the intersection of I-5 and I-205. Lake Oswego is located near Tigard, Tualatin and West Linn. Lake Oswego is located in the northwestern part of Clackamas County, near Multnomah and Washington counties. Lake Oswego's location affects economic development in the City because: the city is located in the most populous part of Oregon; residents have access to easy shopping in and around the city; residents have access to cultural and urban amenities in Lake Oswego and adjacent cities; and businesses in Lake Oswego have access to transportation and business infrastructure in the Portland metropolitan area.
- **Transportation.** Businesses and residents in Lake Oswego have access to a variety of modes of transportation: automobile (I-5, I-205, Highway 43, Highway 217, and local roads); transit (Tri-Met buses, possible future bus rapid transit or Portland Streetcar extension); and air (Portland International Airport). Businesses that need relatively easy automobile access to I-5 and other major roads in the region may be attracted to Lake Oswego.
- **Labor market.** The availability of labor is critical for economic development. Availability of labor depends not only on the number of workers available, but the quality, skills, and experience of available workers as well. Commuting is common in Lake Oswego. The commuting patterns show that businesses in Lake Oswego are able to attract skilled and unskilled workers from across the Portland metropolitan region. Businesses that need access to workers from across the Portland metropolitan region and that want a pool of local highly educated and skilled workers may be attracted to Lake Oswego.
- **Public policy.** Public policy can impact the amount and type of economic growth in a community. The City can impact economic growth through its policies about the provision of land, redevelopment, and infill development. Success at attracting or retaining firms may depend on availability of attractive sites for development and public support for redevelopment. Although firms may be attracted to Lake Oswego because of

¹⁵ Oregon Prospector is the State of Oregon's economic development website. It has city profiles, which include information about expenditures by residents of the city. The website can be accessed at: <http://www.oregonprospector.com/>.

the City's competitive advantages, the choice to locate in Lake Oswego may be based, in large part, on public assistance with redevelopment (e.g., parcel assembly) because of the challenges associated with redevelopment.

- **Business taxes.** Multnomah County levies a 1.45% business income tax. Clackamas and Washington Counties do not have a business income tax, which gives cities in these counties an advantage for attracting businesses over cities in Multnomah County. Lake Oswego's proximity to Multnomah County presents an opportunity to attract firms that want to locate near Multnomah County.

Lake Oswego also has a number of real or perceived challenges for economic development, relative to the Portland metropolitan region. Interviews with stakeholders identified the following barriers to economic development in Lake Oswego.

- **Land.** The availability of land in Lake Oswego was the most commonly mentioned challenge to economic development. The challenges included: availability of vacant land, availability of sites over a few acres, and cost of land. The lack of light industrial land with highway access or flex space is a concern because the City has so little industrial land.
- **Infill and redevelopment.** Infill and redevelopment, especially of sites larger than an acre, is difficult. This is especially true in Downtown, where parcel assembly of sites is very difficult because of the highly fragmented pattern of ownership. In addition, the City's policies make it challenging to change existing uses through rezoning.
- **Parking.** High land costs make providing parking costly, especially for structured or underground parking. The need for parking, both because of the lack of transportation alternatives and City policies, is cited by the stakeholders as a challenge to increasing densities in areas with office buildings. In addition, it is perceived that a lack of parking in Downtown makes retail uses more challenging, especially for small retailers that cannot afford to build parking structures. This seems to be more perception than reality based on a 2010 Downtown Parking Study.
- **Providing infrastructure.** The cost of providing new infrastructure to increase intensity of uses and funding maintenance of existing infrastructure are also cited by stakeholders as a challenge to economic development.
- **Downtown.** The distance from Downtown to I-5 and the capacity of Highway 43 and local roads are cited as a challenge to development in Downtown, with observations that the distance from I-5 will prevent Downtown from providing regional retail or services. In addition, increasing densities in Downtown substantially may create capacity issues on the street system, especially if people come from outside of Lake Oswego for retail and services.
- **Affordable housing.** The lack of affordable housing, especially workforce housing, is seen as a challenge to businesses with lower paid employees. These employees generally cannot afford to live in Lake Oswego and must commute from other communities.
- **Community attitudes.** Community attitudes are viewed as a challenge to development, especially development near established neighborhoods. In addition, community concerns about development often make the development process (from concept to receiving development approval from the City) slower.
- **City government.** The complexity and speed of the planning process were cited in stakeholder interviews as a challenge to economic development.

Potential Growth Industries in Lake Oswego

The types of jobs and target industries Lake Oswego is focusing on have the following attributes: high-wage, stable jobs with benefits; jobs requiring skilled and unskilled labor; employers in a range of industries that will contribute to a diverse and sustainable economy; and industries that are compatible with Lake Oswego's community values.

Regional and Local Business Clusters

Overall, Clackamas County's clusters can be organized into five broad categories: Manufacturing; Warehousing & Transportation; Wholesale Trade; and Finance, Insurance, and Professional Services. Combined, the direct economic impacts of the 10 clusters account for roughly 39.8% of the Clackamas County economy. When secondary impacts, such as those realized by up- and downstream cluster suppliers are considered, the 10 clusters account for about 65% of the county economy.

An analysis of how Lake Oswego fits into the Clackamas County economy based on job concentration by employment sector defined the region as nine counties from Salem to Vancouver.¹⁶ Location quotients (LQ) were calculated using *value added* of an industry as the best measure of economic importance.¹⁷

Related industry sectors are grouped into clusters and ranked according to size and LQ using value added. Key clusters are described in terms of size and other economic characteristics. The summaries were constructed using 2006 IMPLAN (Impact analysis for PLANing software) data, supplemented by QCEW data.

The analysis identified ten "key clusters" in Clackamas County. Each of these clusters met two basic criteria: (1) highest value added location quotients in Clackamas County relative to the nine county CMSA; and (2) a contribution of at least 0.25% to the County's total Gross Domestic Product (GDP) (as measured by value added). Table 8 provides the results of this analysis.

Table 8. Clackamas County key industry clusters, with selection criteria, 2006 (dollar figures in millions of \$)

	Cluster Name	LQ	Value Added					
			Direct	% County	% Region	Total	% County	% Region
1.	Warehousing	2.58	\$ 102.3	0.8%	0.1%	\$ 149.7	1.2%	0.1%
2.	Fabricated Metal Manufacturing	2.36	345.7	2.7%	0.3%	602.7	4.7%	0.6%
3.	Nurseries and Greenhouses	2.10	197.6	1.5%	0.2%	273.6	2.1%	0.3%
4.	Primary Metal Manufacturing	1.65	188.2	1.5%	0.2%	325.8	2.5%	0.3%
5.	Truck Transport	1.62	235.9	1.8%	0.2%	433.0	3.3%	0.4%
6.	Wood Product Manufacturing	1.43	134.8	1.0%	0.1%	255.8	2.0%	0.2%
7.	Professional Consulting Services	1.41	677.8	5.2%	0.6%	1,168.4	9.0%	1.1%
8.	Finance and Insurance	1.27	1,680.4	13.0%	1.6%	2,637.8	20.4%	2.5%
9.	Wholesale Trade	1.22	1,453.4	11.2%	1.4%	2,283.9	17.7%	2.2%
10.	Machinery Manufacturing	1.17	131.6	1.0%	0.1%	276.1	2.1%	0.3%
	Clusters Total	N/A	\$ 5,147.7	39.8%	4.9%	\$ 8,406.8	65.0%	8.0%

Source: ECONorthwest, using 2006 IMPLAN data.

Note: "Region" is the nine-county Portland CMSA region as defined earlier; the Finance and Insurance cluster excludes banks.

¹⁶ This region is defined by the U.S. Census as the Portland Consolidated Metropolitan Service Area (CMSA). This area includes Clackamas, Columbia, Marion, Multnomah, Polk, Washington, and Yamhill counties in Oregon; and Clark County and Skamania County in Washington.

¹⁷ It is more typical for cluster studies to use employment as the basis for comparison. But the highest employment does not necessarily produce the highest value added. While the measures are highly correlated, value added is a theoretically preferable measure of an industry's or cluster's impact on the economy.

Location quotients for industry sectors (defined by 2-digit North American Industrial Classification System (NAICS) codes) were calculated for Lake Oswego compared to Clackamas County, using data on wages for covered employees for 2006. Because of the different methodologies used, these results are not directly comparable to the clusters identified for the County. However, this analysis does shed some light on the relationships between the Lake Oswego and Clackamas County economies.

Four industries in Lake Oswego had more than double the employment concentration than Clackamas County, indicating possible employment clusters. Those sectors were Finance & Insurance; Real Estate, Rental & Leasing; Professional, Scientific & Technical Services; and Information. These sectors roughly correlate to two of the key industry clusters identified in Clackamas County: Professional Consulting Services, and Finance and Insurance.

This analysis indicates the City of Lake Oswego has different economic strengths than the rest of Clackamas County. Manufacturing, Transportation and Warehousing are some of the County's key clusters, compared to the Portland metropolitan region. Employment in these clusters is not concentrated in Lake Oswego.

On the other hand, Finance, Insurance, and Professional Consulting Services were identified as key clusters in the County, where Lake Oswego has a high concentration of wages in these sectors, compared to the County as a whole. Were it not for the strength of these sectors in Lake Oswego, it is unlikely that Clackamas County would show a comparative advantage in these clusters.

Target Industries

Based on current employment trends, the City's competitive advantages, and City land-use and economic development policies, types of businesses that may be attracted to Lake Oswego include:

- **Finance and Insurance.** Lake Oswego currently has a high concentration of employment in finance and insurance. The City's high quality of life, prestige, proximity to Downtown Portland, concentration of employment in finance and insurance, and access to high quality labor may make Lake Oswego firms particularly competitive in this industry.
- **Professional, Scientific, Technical Services and Information.** The availability of highly educated and skilled labor, concentration of existing professional firms, and the high quality of life in Lake Oswego make it attractive to professional service firms and information firms. These types of businesses could include engineering, research, law firms, accounting firms, software development, and other professional services that are attracted to high-quality settings.
- **Real Estate.** Lake Oswego's high quality housing stock and reputation as a desirable commercial location make Lake Oswego attractive to real estate firms. The growth in this industry, however, may be limited because of limited supply of land (and real estate opportunities) in Lake Oswego. The City may continue to attract real estate firms that primarily operate in communities outside of Lake Oswego.
- **Corporate or Regional Headquarters.** The availability of office space on Kruse Way (and other parts of Lake Oswego), quality of life, prestige, proximity to Portland, location along I-5, availability of executive housing, and availability of highly educated workers may make Lake Oswego attractive as a place to locate corporate or regional headquarters.

- **Green Businesses.** There is no clear definition of what constitutes a green industry or business. In general, green businesses are those that produce products or services that improve or maintain environmental quality. Opportunities for environmentally conscious businesses are growing. The type of green businesses that may choose to locate or expand in Lake Oswego includes: training and support firms, research firms, or small scale, light industrial firms with environmentally friendly practices.
- **Health Care.** One of the fastest growing sectors in the national and State economy is Health Care. The aging of the population in Lake Oswego, and the Portland metropolitan region, make Health Care a sector that is likely to grow in Lake Oswego. The types of health care businesses likely to locate or expand in Lake Oswego are medical offices rather than large complexes, given land supply.
- **Services for Residents.** Population growth will drive development of retail and government services in Lake Oswego.
- **Services for Seniors.** The Portland metropolitan region and Lake Oswego's growing population of retirees or people nearing retirement, creates demand for services for seniors, such as medical services or high-amenity senior housing, which may be attracted to Lake Oswego.
- **Government and Public Services.** Lake Oswego will continue to be the location for institutions such as: Lake Oswego City Services, the Lake Oswego School District, and Marylhurst University.
- **Advanced Continuing Education.** Lake Oswego has shown a commitment to lifelong learning opportunities and is strategic located near Marylhurst University, Portland Community College, Oregon Health and Sciences University and Lewis and Clark University.
- **Arts.** Lake Oswego supports and promotes the arts through the Arts Council of Lake Oswego, Lakewood Center for the Arts and annual Festival of the Arts among other opportunities. This is an integral part of the community that contributes to the excellent quality of life, one of the City's competitive advantages.

The draft employment land needs analysis will need to consider any special site requirements from these types of target clusters to ascertain whether the existing land supply and zoning regulations are adequate for retaining and enhancing job growth in these employment sectors.

INVENTORY OF SUITABLE SITES (LAND SUPPLY)

Consistent with the employment land demand forecast, the buildable land inventory (BLI) for the Lake Oswego EOA documents industrial and commercial inventory that currently exists within the Lake Oswego USB.

The BLI includes an analysis of existing vacant and partially vacant (sub-dividable) tax lots by current zoning classification and deducted all significant environmental constraints (wetlands, floodplains, stream corridors and slopes greater than 25%) to estimate buildable land area within the Lake Oswego USB. The buildable land area for each tax lot was derived by analyzing GIS data pertaining to environmental features that would constrain the amount of potential site development on vacant and partially vacant areas. The vacant and part-vacant land inventory includes tax lots or parcels that have at least 10,000 square feet (about 1/4 acre) of buildable land area (net of existing developed buildings and environmental and slope constraints).

The land supply analysis focused on the land use classifications that can accommodate job growth within the USB and does not include zones with no buildable land. As shown in Table 9, Lake Oswego has four commercial, one institutional and one industrial zoning designation that meet these criteria.

Table 9. Lake Oswego Employment Zone Designations

Commercial
East End General Commercial (EC)
General Commercial (GC)
West Lake Grove Office Commercial/Neighborhood Commercial (OC/NC)
Campus Research & Development (CR&D)
Institutional
Campus Institutional (CI)
Industrial
Industrial Park (IP)

Prepared by FCS GROUP.

The vacant and partially vacant land inventory for the Lake Oswego USB includes 12 tax lots with a total buildable land area of 20.11 acres, as indicated in Table 10.

Table 10. Distribution of Vacant and Part Vacant Lands by Land Use Zone Classification, Lake Oswego USB

Zone	Vacant and Part-Vacant Property								Total	
	0.26 to 1 Acre		1 to 3 Acres		3 to 6 Acres		> 6 Acres			
	Lots	Acres	Lots	Acres	Lots	Acres	Lots	Acres	Lots	Acres
Commercial	7	2.98	2	4.63	1	4.67			10	12.3
EC	2	0.57							2	0.6
GC	4	1.89	2	4.63					6	6.5
OC/NC	1	0.52							1	0.5
CR & D					1	4.67			1	4.7
Institutional (CI)							1	6.92	1	6.92
Industrial (IP)	1	0.91							1	0.91
Total	8	3.89	2	4.63	1	4.67	1	6.92	12	20.11

Prepared by FCS GROUP.

Redevelopment Potential

In addition to the vacant and part-vacant BLI development opportunities, the City of Lake Oswego is also anticipating the potential for significant redevelopment to occur within these and other employment zones. This includes employment zones: Industrial (I), General Commercial (GC) Highway Commercial (HC); and mixed-use zones: Office Campus/Townhome Residential (OC/R-2.5); Neighborhood Commercial/Residential High Density (NC/R-0); Office Campus/Residential High Density (OC/R-3); and East End Commercial/Residential High Density (EC/R-0).

Unique Refill and Redevelopment Considerations

- Office vacancy rates end of 2010 were 18.3% in Kruse Way and 12.2% in Lake Oswego/West Linn. Equals 635,000 square feet of vacant space.
 - Vacant buildings could support about 1,500 jobs in Lake Oswego (with no vacant land need).
- Retail has relatively low vacancy rates (4%).
- Industrial had negative absorption during 2010 in Lake Oswego (lost 24,000 SF with 6% vacancy rate).
- There are about 103 acres of mixed-use land area with medium to very high redevelopment potential in Lake Oswego (could accommodate about 1,600 net new jobs).

The analysis of redevelopment opportunities is based on the ratio of assessed improvement value to land value for each tax lot using 2010 Clackamas County Assessor data where parcels with an improvement value of 150% or less of the land value are considered redevelopable. The results provided in Table 11 indicate that there is a significant amount of redevelopment potential within the Lake Oswego USB. The redevelopment analysis identifies more than 121 acres with economic development potential in the Downtown, Foothills, Kruse Way and Boones Ferry areas.

Table 11. Potential Mixed-Use Redevelopment Parcels with less than 1.5:1 improvement-to-land-value ratio and greater than ¼ Acre, Lake Oswego USB

Zoning	Downtown	Foothills	Kruse Way	Boones Ferry	Subtotal
GC	0.0	0.0	0.0	21.3	21.3
NC/R0	0.0	0.0	0.0	2.3	2.3
OC/R3	0.0	0.0	9.9	2.1	12.0
EC	14.8	0.0	0.0	0.0	14.8
HC	0.0	0.0	29.0	0.0	29.0
CR&D	0.0	0.0	0.0	0.0	0.0
EC/R0	0.0	25.7	0.0	0.0	25.7
I (Foothills area)	0.0	14.6	0.0	0.0	14.6
OC	0.0	0.0	0.0	1.6	1.6
Total	14.8	40.2	38.9	27.3	121.2

Source: Analysis by City of Lake Oswego and FCS GROUP, 2011.

SITE SUITABILITY ANALYSIS (LAND DEMAND)

In the case of Lake Oswego, the city is located within the Metro planning boundary and also needs to maintain consistency between adopted regional plans and requirements. The most recent adopted jobs and population forecast for the Lake Oswego area is from 2005 (Metroscope Generation 2.3) and is now being updated by Metro staff (release date expected December 2011).

Preliminary employment and population forecasts for the Lake Oswego area have also been released as part of the 2009 Metro Urban Growth Report, as reflected in the "High" employment growth forecast. Lake Oswego is in the process of coordinating with Metro to update jobs and population forecasts, which are planned for release by Metro in December 2011. The draft EOA will be updated to reflect this forecast prior to final submittal.

Hence, for planning purposes, four job growth forecast scenarios are assumed and summarized in Table 12:¹⁸

Low Growth Forecast is based on the average annual growth rate (AAGR) from the 2010 census between 2000 and 2010 and assumes that the overall job growth is consistent with population growth in the Lake Oswego USB, with no changes to existing land supply or zoning. In light of recent trends and local objectives, we have assumed no gain/loss in jobs within the government and industrial sectors, and growth to occur in the retail and service sectors.

Medium Growth Forecast utilizes the most current trend and forecast data available from the Oregon Employment Department. Like the low growth forecast, it also is based on the AAGR from the 2010 census between 2000-2010 and assumes that the overall job growth is consistent with population growth in the Lake Oswego USB, with no changes to existing land supply or zoning. In light of recent trends and local objectives, we have assumed no gain/loss in jobs within the government and industrial sectors, and growth to occur in the retail and service sectors. To create this forecast, FCS GROUP adjusted the Lake Oswego USB 2009 employment estimates to year 2010 using current employment statistics for the January to December 2010 time period by job sector based on Oregon Employment Department data for Clackamas County.

Medium-High Growth Forecast assumes future job growth is consistent with the Oregon Employment Department 2008-2018 employment sector forecasts for Region 15 (Clackamas County). Long-term average annual growth rates for employment sectors are based on the most recent 10-year (2008-2018) employment forecast for job sectors in Clackamas County (Region 15), and are extrapolated to year 2035.

High Growth Forecast assumes that the job growth rate is consistent with the 2009 Metro Urban Growth Report (UGR) assumptions (which are still being refined for release in December 2011).

¹⁸ Base year (2010) has been updated to reflect current Oregon Employment Dept. job estimates for Lake Oswego USB (Dec. 2009) adjusted to Dec. 2010 using current monthly employment statistics for Clackamas County.

Table 12. Employment Growth Forecasts, Lake Oswego USB, 2010-2035¹⁹

Low Growth Forecast	2010 Estimate	2035 Projection	Change 2010-2035	Average Annual Change	AAGR*
Employment	20,538	22,546	2,008	57	0.37%
<i>Retail</i>	1,551	1,760	209	6	0.51%
<i>Commercial/Services</i>	13,382	15,181	1,799	51	0.51%
<i>Industrial</i>	2,834	2,834	-----	-----	0%
<i>Government/Education</i>	2,771	2,771	-----	-----	0%
Medium Growth Forecast	2010 Estimate	2035 Projection	Change 2010-2035	Average Annual Change	AAGR*
Employment	20,538	24,354	3,815	109	0.68%
<i>Retail</i>	1,551	1,948	396	11	0.91%
<i>Commercial/Services</i>	13,382	16,801	3,419	98	0.91%
<i>Industrial</i>	2,834	2,834	-----	-----	0%
<i>Government/Education</i>	2,771	2,771	-----	-----	0%
Medium-High Growth Forecast	2010 Estimate	2035 Projection	Change 2010-2035	Average Annual Change	AAGR*
Employment	20,538	25,398	4,859	194	0.85%
<i>Retail</i>	1,551	2,142	590	24	1.30%
<i>Commercial/Services</i>	13,382	17,297	3,915	157	1.03%
<i>Industrial</i>	2,834	2,492	(142)	(14)	-0.51%
<i>Government/Education</i>	2,771	3,468	697	28	0.90%
High Growth Forecast	2010 Estimate	2035 Projection	Change 2010-2035	Average Annual Change	AAGR*
Employment	20,538	34,280	13,741	550	2.07%
<i>Retail</i>	1,551	2,691	1,140	46	2.23%
<i>Commercial/Services</i>	13,382	23,001	9,619	385	2.19%
<i>Industrial</i>	2,834	4,251	1,417	57	1.63%
<i>Government/Education</i>	2,771	4,336	1,565	63	1.81%

*AAGR = average annual growth rate

Note: a portion of the total net new job growth shown in Table 12 can and will occur within vacant buildings, including Kruse Way Corridor and locations, and a portion will need to be accommodated on vacant lands and through redevelopment opportunities.

Prepared by FCS GROUP.

Once the annual average job growth rates and job forecasts were created, a series of assumptions were used to allocate: jobs to building types; building types to square feet of floor area; and building floor area to redevelopment or vacant lands by general zone classification. The following key assumptions are generally consistent with the Metro Urban Growth Report (UGR) and local experience.

The methodology used to translate the employment growth forecast into the vacant land needs forecasts involved a series of assumptions to allocate jobs to building types, and assumptions to allocate building types into redevelopment and new construction floor area requirements; and then building types into general land use classifications (see Appendix A). The assumptions for

¹⁹ In October 2012, the Lake Oswego City Council accepted the 2035 forecasts contained in the table on page 4 of this report. The City's forecast reflects the Medium-High forecast from Table 12, which most closely aligns with Metro-adopted forecast for Lake Oswego of 5,291 new jobs between 2010 and 2035.

translating job forecasts into building and land needs were derived by FCS GROUP and City of Lake Oswego Long Range Planning staff based on local observations; with assumptions that are generally consistent with the methodology utilized by Metro in the Draft 2009-2030 UGR. See Appendix B for more information.

As shown in **Table 13**, the long-term analysis of vacant land need for employment growth within the Lake Oswego USB by year 2035 identifies a range in employment land needs from 14 acres (low) to 23 acres (medium) to 56 acres (medium-high) and up to 141 acres (high).

Table 13. Vacant Employment Land Demand Forecast, Lake Oswego USB, 2010 to 2035 (gross buildable acres)

Land Use Classification	Vacant Land Demand			
	Low	Medium	Med-High	High
Commercial and Mixed Use	10	20	40	95
Institutional	1	1	9	21
Industrial	1	2	0	24
Total Vacant Land Demand	14	23	56	141

Source: compiled by FCS GROUP.

ASSESSMENT OF EMPLOYMENT LAND NEEDS

A range of land need forecasts were prepared for consideration, including: low, medium, medium-high and high land needs scenarios.

Table 14 summarizes Lake Oswego's land supply and demand for each employment growth forecast. The Economic Opportunities Analysis requirements focus on an assessment of vacant employment land, however due to Lake Oswego's limited supply of vacant employment land, this report also assesses the potential to add jobs through redevelopment and through filling vacant office space.

The results in Table 14 show that with the exception of Institutional demand in the medium-high employment forecast, Lake Oswego's supply of vacant and redevelopable land along with vacant office space, could provide the capacity for over 4,000 new jobs under the medium-high job growth forecast. The limited *vacant* land supply can most easily accommodate the low growth forecast without more focused economic strategies to support job growth. While commercial and mixed-use land demand can only be met by vacant land in the low scenario, the redevelopable land supply provides sufficient capacity to meet commercial/mixed-use demand in all but the high growth forecast. For institutional uses, the vacant land supply can accommodate the low and medium demand forecasts, while an additional 2.1 to 14.1 acres of land would be needed for the medium-high and high forecasts. For industrial uses, the low to flat demand in all but the high scenario, combined with over 30 acres of redevelopment potential in the southwest Industrial Park zone, results in a surplus of industrial land for the low, medium and medium-high employment forecasts.

Short-Term Land Supply and Need Determination

In addition to the long-term land supply, OAR 660-009-0005 also requires the identification of a short-term supply of land meaning "suitable land that is ready for construction within one year of an application of a building permit or request for a service extension." OAR 660-009-0025 also requires that cities must provide "*at least 25 percent of the total land supply within the urban growth boundary designated for industrial and other employment uses as short-term supply.*"

In Lake Oswego's case all of the vacant employment land supply currently included within the Lake Oswego USB has urban services and infrastructure (roads, water, sewer, storm water drainage) facilities to handle some level of potential development, or such facilities could be expanded within a 1-3 year time frame to render the inventory suitable for accommodating short-term development.

Table 14. Employment Vacant Land Needs and Vacant Land Supply, Lake Oswego USB, 2010 to 2035 (gross buildable acres)

	Vacant & Redevelopment Potential Land Acreage			
	Low Growth Scenario	Medium Growth Scenario	Med-High Growth Scenario	High Growth Scenario
Commercial & Mixed-Use				
Land Supply – <i>Vacant</i>	12.3	12.3	12.3	12.3
Land Supply – <i>Redevelopment</i>	106.7	106.7	106.7	106.7
Land Supply Subtotal	119.0	119.0	119.0	119.0
Vacant Land Demand	10.0	20.0	40.0	95.0
Redevelopment Land Demand ¹	8.7	21.8	49.4	91.7
Land Demand Subtotal	18.7	41.8	89.4	186.7
Overall Land Surplus / (Deficit)	100.3	77.2	29.6	(67.7)
Institutional				
Land Supply – <i>Vacant</i>	6.9	6.9	6.9	6.9
Land Supply – <i>Redevelopment</i>	n/a	n/a	n/a	n/a
Land Supply Subtotal	6.9	6.9	6.9	6.9
Vacant Land Demand	1.0	1.0	9.0	21.0
Redevelopment Land Demand ²	0.5	1.0	16.7	37.6
Land Demand Subtotal	1.5	2.0	25.7	58.6
Overall Land Surplus / (Deficit)	5.4	4.9	(18.8)	(51.7)
Industrial				
Land Supply – <i>Vacant</i>	1.0	1.0	1.0	1.0
Land Supply – <i>Redevelopment</i>	37.5	37.5	37.5	37.5
Land Supply Subtotal	38.5	38.5	38.5	38.5
Vacant Land Demand	1.0	2.0	-	24.0
Redevelopment Land Demand ³	-	-	-	46.4
Land Demand Subtotal	1.0	2.0	-	70.4
Overall Land Surplus / (Deficit)	37.5	36.5	38.5	(31.9)

Note: Redevelopment assumptions assume portion of job growth is addressed through building refill/vacancy absorption as noted in Appendix C.

IMPLEMENTATION

Vacant Land Supply/Redevelopment

According to the City's BLI, Lake Oswego has a limited supply of vacant land area inside the USB of approximately 20 acres, seven of which are at Marylhurst/Mary's Woods. Therefore, the City must rely on its redevelopment capacity, and optimize of the remaining vacant land inventory to retain and attract business investment and employment opportunities.

Possible Strategies for Policy Consideration

1. Identify areas for increased, redeveloped employment densities.
2. Strengthen the City's redevelopment program; identify redevelopment tools, strategies and priorities.
3. Use incentive-based approaches and/or regulatory strategies to promote redevelopment and greater development intensity (mixed-use redevelopment with combined retail or office uses and housing), especially in centers and corridors. Options include, but are not limited to:
 - Using urban renewal and tax increment financing for the development of infrastructure necessary to stimulate economic growth
 - Exploring reduced system development charges where merited
 - Changing development standards or restrictions (overall or for certain types of desired development)
 - Assembling land
 - Investing in structured parking, requiring less parking and/or increasing public transportation use

Commitment to Provide a Short-Term Land Supply

Cities must provide a competitive short-term supply of land. Short-term is defined as developable within one year. Cities must also include detailed strategies for preparing the total land supply for development and replacing the short-term supply of land as it is developed. The policies should identify a process for regular review of the short-term supply of employment land.

Possible Strategies

Monitor and update the Buildable Lands Inventory to assess annually the adequacy of short and long-term supplies of buildable employment land.

Commitment to Provide Adequate Sites and Facilities

Cities must include policies to designate an adequate number of sites of suitable sizes, types and locations for their employment need. Cities also must have policies that provide necessary public facilities and transportation facilities through public facilities and transportation system planning.

Possible Strategy

Address the public facility needs of business and economic development through identifying and programming needed public facilities and services. Update public facility plans according to the economic development vision, objectives and strategies.

Discuss and resolve the desired balance between industrial and employment land.

Other Considerations

Small Businesses

Home occupations are an important form of land use efficiency in Lake Oswego. Home occupations offer employment land use efficiency because they are typically located in existing dwellings and do not require additional land or built space.

Possible Strategy

Emphasize policies that encourage or support home-based employment for sole practitioners while balancing neighborhood quality of life. Provide more opportunities by adding greater flexibility with home occupations.

Appendix A. Assumptions for Vacant Land Needs Forecast

Assumptions for Allocating Employment Sectors to Building Types

Employment Sectors	Building Types						
	Office	Institutional	Flex/Bus. Park	General Industrial	Warehouse	Retail	Total
Retail	5%	1%	5%	0%	0%	89%	100%
Services	72%	1%	5%	0%	0%	22%	100%
Industrial	0%	0%	67%	31%	2%	0%	100%
Government/Education	30%	60%	5%	0%	0%	5%	100%

Source: Metro Draft 2009-2030 Urban Growth Report; modified to reflect local observations.

Assumptions for Allocating Building Types to Land Needs*

	Office	Government/Institutional	Flex/Bus. Park	General Industrial	Warehouse	Retail
Vacant Building/Redevelopment Job Allocation ¹	70%	20%	70%	70%	70%	50%
Vacant Land Allocation ²	30%	80%	30%	30%	30%	50%
Building SF Per Job ²	250	600	550	700	1,100	500
Floor-Area-Ratio ²	0.50	0.35	0.35	0.30	0.30	0.30
Public Facility Net:Gross Adjustment ³	1.10	1.05	1.10	1.05	1.05	1.10
Work at Home Adjustment ⁴	0.15	0.05	0.05	0.05	0.03	0.05

* Assumptions are intended to reflect a long-term average.

1. Adjusts for building refill & vacancy allowances.

2. Building density assumptions for building types are generally consistent with the 2009 Metro Draft 2009-2030 Urban Growth Report development forecast methodology/ assumptions.

3. Allowances take into account land dedicated to public/utility easements.

4. Allowance based on local business license data; and is generally consistent with national statistics by US Dept. of Labor, Bureau of of Labor Statistics, Technical information: "Work at Home in 2004".

Source: assumptions are generally consistent with the Metro Draft 2009-2030 Urban Growth Report; modified to reflect local observations.

Potential Employment Growth Forecasts and Required Building Floor Area, Lake Oswego USB, 2010 to 2035

Potential Demand for Vacant Buildings/Redevelopment (floor area in Sq.Ft.)

	Low	Medium	Med-High	High
Office	133,000	253,000	437,000	1,064,000
Institutional	2,000	3,000	51,000	115,000
Flex/Business Park	25,000	48,000	11,000	550,000
General Industrial	-----	-----	(47,000)	196,000
Warehouse	-----	-----	(5,000)	20,000
Retail	95,000	180,000	324,000	-----
Total	255,000	484,000	771,000	1,945,000

Potential Demand for Development on Vacant Lands (floor area in Sq.Ft.)

	Low	Medium	Med-High	High
Office	57,000	108,000	187,000	456,000
Institutional	6,000	12,000	203,000	458,000
Flex/Business Park	11,000	21,000	5,000	236,000
General Industrial	-----	-----	(20,000)	84,000
Warehouse	-----	-----	(2,000)	9,000
Retail	95,000	180,000	324,000	732,000
Total	169,000	321,000	697,000	1,975,000

Total Potential Building Floor Area Demand (floor area in Sq.Ft.)

	Low	Medium	Med-High	High
Office	190,000	361,000	624,000	1,520,000
Institutional	8,000	15,000	254,000	573,000
Flex/Business Park	36,000	69,000	16,000	786,000
General Industrial	-----	-----	(67,000)	280,000
Warehouse	-----	-----	(7,000)	29,000
Retail	190,000	360,000	648,000	732,000
Total	424,000	805,000	1,468,000	3,920,000

Source: compiled by FCS GROUP, 2011.

Building to Land Use Assignment Assumptions

Local Zoning Classification	Office	Institutional	Flex/Bus. Park	General Industrial	Warehouse	Retail
Commercial	60%	30%	10%	10%	0%	65%
Mixed Use	30%	10%	5%	5%	0%	30%
Institutional	10%	60%	0%	0%	10%	0%
Industrial	0%	0%	85%	85%	90%	5%
Total	100%	100%	100%	100%	100%	100%

Assumptions by FCS GROUP and City of Lake Oswego planning staff based on local observations.

Appendix B. Redevelopment Allocations and Land Needs by Forecast

Redevelopment Forecast, Low Growth Scenario, Lake Oswego USB, 2010-2035

Building Type	Net New Demand for Building Floor Area (Sq.Ft.) ¹	Potential Absorption in Existing Vacant Buildings (%) ²	Potential Absorption in Existing Vacant Buildings (SF)	Potential Absorption for New Redevelopment (SF)	Building Sq.Ft. Per Job ³	Most Likely Job Growth	Avg. Building Floor-Area-Ratio ³	Redevelopment Land Need (acres)
Office	190,000	100%	190,000	-	250	760	0.50	-
Institutional	8,000	50%	4,000	4,000	600	13	0.35	1
Flex/Business Park	36,000	100%	36,000	-	550	65	0.35	-
General Industrial	-	-	-	-	700	-	-	-
Warehouse	-	-	-	-	1,100	-	-	-
Retail	190,000	40%	76,000	114,000	500	380	0.30	9
Total	424,000		306,000	118,000		1,219		9

Redevelopment Forecast, Medium Growth Scenario, Lake Oswego USB, 2010-2035

Building Type	Net New Demand for Building Floor Area (Sq.Ft.) ¹	Potential Absorption in Existing Vacant Buildings (%) ²	Potential Absorption in Existing Vacant Buildings (SF)	Potential Absorption for New Redevelopment (SF)	Building Sq.Ft. Per Job ³	Most Likely Job Growth	Avg. Building Floor-Area-Ratio ³	Redevelopment Land Need (acres)
Office	361,000	100%	361,000	-	250	1,444	0.50	-
Institutional	15,000	50%	7,500	7,500	600	25	0.35	1
Flex/Business Park	69,000	100%	69,000	-	550	125	0.35	-
General Industrial	-	-	-	-	700	-	-	-
Warehouse	-	-	-	-	1,100	-	-	-
Retail	360,000	21%	75,600	284,400	500	720	0.30	22
Total	805,000		513,100	291,900		2,314		23

Redevelopment Forecast, Medium-High Growth Scenario, Lake Oswego USB, 2010-2035

Building Type	Net New Demand for Building Floor Area (Sq.Ft.)¹	Potential Absorption in Existing Vacant Buildings (%)²	Potential Absorption in Existing Vacant Buildings (SF)	Potential Absorption for New Redevelopment (SF)	Building Sq.Ft. Per Job³	Most Likely Job Growth	Avg. Building Floor-Area-Ratio³	Redevelopment Land Need (acres)
Office	624,000	80%	499,200	124,800	250	2,496	0.50	6
Institutional	254,000	10%	25,400	228,600	600	423	0.35	17
Flex/Business Park	16,000	100%	16,000	-	550	29	0.35	-
General Industrial	(67,000)	-	-	(67,000)	700	(96)	-	-
Warehouse	(7,000)	-	-	(7,000)	1,100	(6)	-	-
Retail	648,000	12%	77,760	570,240	500	1,296	0.30	44
Total	1,468,000		618,360	849,640		4,142		66

Redevelopment Forecast, High Growth Scenario, Lake Oswego USB, 2010-2035

Building Type	Net New Demand for Building Floor Area (Sq.Ft.)¹	Potential Absorption in Existing Vacant Buildings (%)²	Potential Absorption in Existing Vacant Buildings (SF)	Potential Absorption for New Redevelopment (SF)	Building Sq.Ft. Per Job³	Most Likely Job Growth	Avg. Building Floor-Area-Ratio³	Redevelopment Land Need (acres)
Office	1,520,000	40%	608,000	912,000	250	6,080	0.50	42
Institutional	573,000	5%	28,650	544,350	600	955	0.35	38
Flex/Business Park	786,000	10%	78,600	707,400	550	1,429	0.35	46
General Industrial	280,000	-	-	280,000	700	400	-	-
Warehouse	29,000	-	-	29,000	1,100	26	-	-
Retail	732,000	11%	80,520	651,480	500	1,464	0.30	50
Total	3,920,000		795,770	3,124,230		10,354		176

Appendix C. Vacant Building Absorption Assumptions

	Vacant Building Absorption Assumption (building floor area in sq. ft.)			
	Low Growth Scenario	Medium Growth Scenario	Med-High Growth Scenario	High Growth Scenario
1. Commercial & Mixed-Use (floor area sq.ft.)	266,000	436,600	576,960	688,520
2. Institutional (floor area sq. ft.)	4,000	7,500	25,400	28,650
3. Industrial (floor area sq. ft.)	36,000	69,000	16,000	78,600

Appendix D. Stakeholder Interview Summary

ECONorthwest conducted interviews with five stakeholders in Lake Oswego. The stakeholders were identified by City staff and included the following people:

1. Matt Coles with Shorenstein Properties
2. Jerry Wheeler with the Lake Oswego Chamber of Commerce
3. Steve Dodds with Norris, Beggs & Simpson
4. Robert LeFeber with Commercial Realty Advisors, Northwest LLC
5. Barry Cain and Matt Grady with Gramor Development

We asked the stakeholders what the opportunities and barriers to economic development in Lake Oswego are. This appendix presents the themes from the interviews.

Opportunities for economic development in Lake Oswego

Interviewees identified the following opportunities to doing business in Lake Oswego:

1. **High amenity.** The amenities in Lake Oswego provide opportunities for business. The amenities attract high-quality workers to the City and make the City attractive to businesses that want to locate in a high amenity area. The amenities most frequently mentioned were: high-end housing, parks, high environmental quality, the Lake, restaurants, and retail.
2. **Demographics.** Lake Oswego's demographics are an opportunity, especially for retail businesses. The demographics identified were: the concentration of high income households, the aging population, family households, and high educational attainment. The types of businesses that might be attracted to Lake Oswego because of the City's demographics include services for the aging population (e.g., medical services) or high-end retail.
3. **Transportation access.** The City's location along I-5, access to I-205, and access to Highway 43 are an opportunity for businesses in Lake Oswego. The City's automotive access provides easy access to the rest of the Portland metropolitan region. If the streetcar is extended to Lake Oswego, that would provide earlier non-automotive access to Portland.
4. **Location.** Lake Oswego's proximity to Portland and location near other communities in the area is an opportunity, especially for businesses that prefer to locate near Portland or other nearby businesses.
5. **Small businesses.** The greatest opportunity for business development in Lake Oswego is for small businesses (those with 50 or fewer employees). Lake Oswego provides opportunities for entrepreneurs, as well as high-paying services (e.g., attorneys, engineering firms, or accounting firms).
6. **Home occupations.** Lake Oswego is attractive to people that want to live and work at home, in a high amenity area. The City may have opportunity for reducing employment land needs and providing opportunities for economic development through home occupations and home offices.
7. **Retail development.** Lake Oswego has opportunities for retail development, such as boutique retail and retail for residents in Downtown. Other areas of Lake Oswego

provide opportunities for retail development, such as village development in Lake Grove or high-end retail and services (e.g., a spa or financial institutions) in Lake View Village.

8. **Office development.** Kruse Way and Meadow Road provide opportunities for office development and location of businesses that want a prestigious location, such as regional or corporate headquarters. Building vacancies provide opportunities for attracting new businesses to Lake Oswego.
9. **Downtown.** Lake Oswego's downtown provides small, infill or redevelopment opportunities, as well as mixed-use opportunities with retail on the ground floor and commercial uses on the upper floors.
10. **City government.** The City government has opportunities to improve the business climate in Lake Oswego. Suggestions included: doing more to coordinate and promote economic development (e.g., assist with parcel assembly to make larger redevelopment project possible); modifying the planning process to make it easier and faster; modifying the zoning code to allow more flexibility with building design, building height (to allow five story buildings), and allow more flexibility with parking requirements. Several interviewees acknowledged that the City has made progress in making the development process easier but they felt it could be further improved.
11. **Infill and redevelopment.** The opportunities for employment growth in Lake Oswego are primarily through increasing densities through infill and redevelopment. There is little vacant land available for development but there is demand for commercial and retail growth in Lake Oswego.
12. **Potential UGB expansion.** If Metro expands the UGB and Lake Oswego expands into the Stafford basin, this would provide opportunities for light industrial and flexible commercial space. Additional land for employment uses would increase economic activity in Lake Oswego. Most interviewees said that they do not expect the City to expand into the Stafford basin in the foreseeable future.
13. **Urban renewal.** The urban renewal district in Downtown has made funding infrastructure improvements possible. Some interviewees suggested that the City should expand the urban renewal district to other areas that need improvements, such as the Foothills area.

Barriers to economic development in Lake Oswego

Interviewees identified the following barriers to doing business in Lake Oswego:

1. **Land.** The availability of land in Lake Oswego was the most commonly mentioned barrier to economic development. The barriers included: availability of vacant land, availability of sites over a few acres, and cost of land. The lack of light industrial land with highway access or flex space is a problem because the City has so little industrial land.
2. **Infill and redevelopment.** Infill and redevelopment, especially of sites larger than an acre, is difficult. This is especially true in Downtown, where parcel assembly of sites is very difficult because of the highly fragmented pattern of ownership. In addition, the City's policies make it difficult to change existing uses through rezoning.
3. **Parking.** High land costs make providing parking costly, especially for structured or underground parking. The need for parking, both because of the lack of transportation alternatives and City policies, make it difficult to increase densities in areas with office

buildings. In addition, the lack of parking in Downtown makes retail uses more difficult, especially for small retailers that cannot afford to build parking structures. The City could address this issue by building public parking structures.

4. **Providing infrastructure.** The cost of providing new infrastructure and funding maintenance of existing infrastructure is a barrier to economic development. The lack of needed infrastructure or maintenance is a barrier to economic development.
5. **Downtown.** The distance from Downtown to I-5 and the capacity of Highway 43 and local roads are a barrier to development in Downtown. The distance from I-5 will prevent Downtown from providing regional retail or services. In addition, increasing densities in Downtown substantially may create capacity issues on the street system, especially if people come from outside of Lake Oswego for retail and services.
6. **Affordable housing.** The lack of affordable housing, especially workforce housing, is a barrier to businesses with lower paid employees. These employees generally cannot afford to live in Lake Oswego and must commute from other communities.
7. **Community attitudes.** Community attitudes about development are a barrier to development, especially development near established neighborhoods. In addition, community concerns about development often make the development process slower.
8. **City government.** The complexity and speed of the planning process is a barrier to economic development. Interviewees identified the following barriers to economic development in City policies:
 - The City's design review process is inflexible and difficult.
 - The City's sign regulations are highly restrictive and do not allow retail businesses enough latitude to advertise their business.
 - The City's zoning ordinance prevents increases in density in some instances, with height limitations and parking requirements. The high cost of land combined with zoning restrictions may make some projects unviable, including some that the City might find desirable. For example, developers cannot build over four stories tall and must provide a certain amount of parking. The cost of the land, parking, and construction may make the project financially unviable. The same project might be financially viable if the building could be one or two stories tall.