Goal 13: Energy Conservation

The City shall conserve energy.

❑ Goal 13: Energy Conservation

BACKGROUND

Statewide Planning Goal 13: Energy Conservation

"Land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy, based on sound economic principles."

In 1976, Goal 13: Energy Conservation, was added to the Statewide Planning Goals. In the 1970's it became evident that the energy picture for the United States was changing. For well over a quarter century, most Americans enjoyed the luxury of plentiful and inexpensive energy. When energy was cheap and easy to come by, cities were developed with little regard for energy consumption, in terms of travel patterns, use of renewable resources and energy efficient building materials and methods. As the availability of energy decreased and costs increased, the realization that resources were not in everlasting supply became evident.

Cities have not traditionally played a major and direct role in the development of new energy supplies. However, a city government uses or controls energy in many ways and can develop policies and development regulations to promote energy conservation, which has become the energy resource of "first choice" by the region. With a limited supply of energy available, and demand continuing to increase, conservation actions can postpone costly development of new power generation. Establishment of energy efficient programs is also less expensive than building new power plants and avoids negative environmental impacts.

Over the last 15, years energy efficient improvements to buildings, appliances, vehicles, and equipment retrofitting have already reduced energy consumption by 1/3 nationwide. The continuation of this trend is vital when considering the serious consequences of energy consumption, including smog, deforestation, acid rain, river pollution from coal mining waste, oil spills, and global warming.

Recycling as a method of reducing energy has also increased since 1976 when the initial comprehensive planning effort was undertaken. The region's Solid Waste Management Plan emphasizes reducing, reusing, recycling and recovering energy from waste, before landfilling.

Significant investments in conservation have been made by publicly owned utilities as the result of state and federal regulations. However, electrical utilities in Oregon forecast a 2.0% per year increase in electricity use between 1993 and 2012. Many programs and incentives are available through the state and local utilities, such as tax credits, free energy audits and energy efficient shower heads. In 1992, a drought year, the City of Lake Oswego distributed more than 2000 energy efficient shower heads as part of an effort to promote water conservation.

❑ Goal 13: Energy Conservation

Switching to renewable resources, like the power of the sun and wind, utilizes unlimited energy supplies. One way in which the City has encouraged this was by adopting a solar access ordinance in 1988. This ordinance ensures that land is divided so that structures can be oriented to maximize solar access and allows a property owner to apply for a permit to protect solar features, such as windows, greenhouses and solar panels, from being shaded by future vegetation.

The Energy Information Administration (EIA) estimates that transportation accounts for 63% of all oil nationally consumed. The ODOE projects that total miles driven will increase 60% in Oregon by the year 2010. Statewide Planning Goal 12: Transportation, and its supporting administrative rule OAR 660-12-(000-070) adopted in 1991, requires jurisdictions to reduce vehicle miles traveled by 10% by the year 2015. The Transportation Chapter of the Comprehensive Plan proposes that the City accomplish this through promoting efficient transportation systems, mixed use development, encouraging alternatives to auto trips, and making the design of new development more amenable to users of alternative transportation such as carpooling, walking, bicycling and transit.

The City of Lake Oswego has also made a commitment to energy conservation through investment in conservation and changing operational procedures to date. City Hall, which was constructed in 1985, utilized the latest energy-conserving building materials and heating and cooling systems. The City has also conducted energy audits on several buildings to determine where energy consumption can be reduced. The City also performs some functions at the Water Treatment Plant at night or during other non-peak hours, for which it receives a lower power rate. Filling reservoirs and operating pumps at these off-peak times helps spread energy loads throughout the day and helps reduce the need for new energy resources. Also, the local electric utility is gradually phasing out mercury vapor street lights and converting them to sodium vapor, which requires only half the energy used for mercury vapor. To assure future decisions regarding energy conservation are made in cost effective manner, a baseline accounting of current energy usage in the City would be useful. A baseline accounting could assist in determining priorities for efficiency improvements, the potential cost effectiveness of various measures and in evaluating the savings and calculating a payback period for conservation measures.

Housing construction materials and design is another area in which energy conservation has increased since the initial comprehensive planning effort in 1976. The Oregon legislature adopted the Oregon Residential Energy Code in 1991. This code requires buildings to be designed according to a performance calculation for energy conservation. Lake Oswego implements and enforces this Energy Code through building permit review. The new code is projected to cut energy used for heating by 30 to 40 percent over the past code.

❑ Goal 13: Energy Conservation

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 Oregon Residential Energy Code was adopted in 1991. It has impacted building practices through stricter regulation and required performance standards and will play a significant role in energy conservation now and in the future.
- Energy conservation and efficiency can be recognized and utilized as an energy resource.
- Transportation systems and land use patterns are directly linked to energy conservation goals and have the potential to impact energy use.
- Energy production and use can impact the environment. When choosing policies, these costs must be considered.
- Awareness of solid waste management reduction, reuse, recycling and recovery of resources as a way to conserve energy has increased and programs have been put in place to encourage these activities.
- Establishing a baseline energy accounting and an acceptable payback period would assist the City in making decisions regarding energy efficiency.

GOALS, POLICIES AND RECOMMENDED ACTION MEASURES

GOAL

The City shall conserve energy.

POLICIES

1. Reduce the City's overall energy consumption.
2. Promote the use of renewable energy sources.

❑ Goal 13: Energy Conservation

3. Reduce energy consumption related to transportation by promoting a reduction in vehicle miles traveled through the use of alternative transportation.

4. Require energy-efficient land use and circulation patterns through mixed use development, promoting high density developments near transit and major employment and shopping opportunities, and design of developments to encourage alternative transportation.

5. Promote energy efficiency through site planning for all types of development including residential subdivisions, multi-family, commercial and industrial projects.

6. Require solar orientation for subdivision and partition layout, encourage planned unit developments and clustering, encourage appropriate landscape materials to reduce solar impact in the summer, minimize winter heat loss and buffer against prevailing wind sources.

7. Protect solar access to use natural heating and lighting opportunities.

8. Implement and enforce state energy codes through the building permit review process.

RECOMMENDED ACTION MEASURES

i. Establish an acceptable payback period for energy saving measures in municipally-owned buildings and facilities.

ii. Reduce residential energy consumption through informing the public on how to conserve energy.

iii. Support energy conservation measures by encouraging citizens to participate in available non-profit, county and utility programs such as:

   a. Energy audits;
   b. Home weatherization;
   c. Wrapping water heaters; and,
   d. Use of energy efficient shower heads.

iv. Consider the energy consequences in decisions regarding the construction, delivery and siting of urban services.

v. Compile basic data on the sources, uses and costs of energy within the City to establish a baseline for energy-efficiency improvements and cost-effectiveness measures. Include information on

❑ Goal 13: Energy Conservation

energy use in City buildings, City vehicle fleets, City utilities, City equipment, vehicle flows on City streets, City regulated development and building and recycling, salvage and use of recycled materials.

vi. Coordinate with federal, state and regional agencies to promote energy conservation.

vii. Encourage concentrated developments of mixed uses in order to reduce auto trip length, encourage alternative transportation and to encourage the utilization of centralized heating systems.

viii. Site public buildings close to one another wherever possible, to promote reduction of auto trips and encourage shared use of facilities.

ix. Encourage transportation systems and programs designed to minimize energy consumption and reduce vehicle miles traveled through:

a. Ride sharing;
b. Employer development of ride sharing commuter programs;
c. Granting parking priority to ride share autos or vans;
d. Promoting pedestrian and bicycle travel by providing adequately surfaced, sidewalks, sloped curb crossings and bicycle racks;
e. Connecting bike paths and sidewalks to schools, parks, commercial and employment areas; and,
f. Requiring pedestrian and bicycle crossties between cul-de-sac and interblock cuts to reduce travel distances.

x. Require trees in parking lots to provide a shade canopy to decrease exposure to heat radiated from these surfaces.

xi. Promote tree planting as a way to reduce summer cooling loads and air pollution.

xii. Work with Tri-Met to provide commuter information and education, more efficient transportation, better schedules, mini-buses, coordinate locations for shelters and planning for park and ride stations.

xiii. Cooperate with Metro and Tri-Met to preserve railroad rights of way for future use.

xiv. Encourage higher density residential developments near arterials, public transit routes, commercial areas and employment centers, where consistent with other Comprehensive Plan policies.

xv. Encourage transportation fuel efficiency through traffic light synchronization.

❑ Goal 13: Energy Conservation

xvi. Promote energy efficient site design through the design review and subdivision process by such means as:

a. Permitting zero lot line siting and common wall construction;
b. Flexible setback requirements;
c. landscaping opportunities and sensitivity to the site's natural features;
d. Encouraging clustering of units to reduce the total amount of street and utility line footage and maximize usable open space; and,
e. Permitting the siting of residences on lots to provide solar exposure.

xvii. Conserve transportation energy and prevent traffic congestion by discouraging the development of drive-through businesses.

xviii. Take a leadership role in promoting energy conservation by seeking energy efficiencies in municipal building construction and operations, including:

a. Design, commissioning, operation, maintenance, renovation and landscaping of City buildings;
b. City vehicle usage;
c. City utilities including water pumping and street lighting; and,
d. City equipment usage including office equipment, heavy equipment and power tools.

xix. Develop an energy conservation program for City activities and property, including assessment of vehicle energy use and an energy audit of City buildings.

xx. Cooperate with the Lake Oswego Corporation to assure that the hydroelectric potential of Oswego Lake is preserved and utilized.

xxi. Continue to support both City and intergovernmental efforts in the recycling of office materials and curbside recycling.

Goal 14: Urbanization

❑ Metropolitan Urban Growth Boundary & Management Of The Lake Oswego Urban Services Boundary

The City shall, in conjunction with adjacent jurisdictions and Metro, control urban sprawl and enhance livability by managing growth in an orderly and efficient manner to establish stable and predictable land use patterns.

❑ Goal 14: 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:

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

Lake Oswego has grown from 19,400 to 33,145 people between 1975 and 1995. 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 in anticipation of serving the growth that will occur inside the 1996 Urban Services Boundary.

The Portland metropolitan urban growth boundary (UGB) forms the southern boundary of Lake Oswego and is identical with the City's urban services boundary in this area. 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 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 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"

❑ Goal 14: Urbanization

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 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 (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 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, they agreed that it was important to establish criteria to evaluate any future Urban Growth Boundary Expansion.

❑ Goal 14: Urbanization

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 have participated in the numerous Metro meetings and hearings regarding the 2040 Growth Concept and RUGGO's held in 1994, 1995, and 1996.

The City of Lake Oswego has supported the 2040 Concept Plan which is intended to result in a more compact urban form. This will require that each city in the region use its land efficiently to accommodate increased densities and prevent urban sprawl. The City Council and Planning Commission have directed that the Comprehensive Plan, Zoning Ordinance and Development Code be amended to implement the 2040 Plan.

However, 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 raises the possibility that the City of Lake Oswego will 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. Therefore, it is in the City'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.

Summary Of Major Issues

The following are some of the issues and changed circumstances and conditions which were considered in the 1997 update of this element of the Comprehensive Plan. (PA 3-97-1244; 1/6/98)

1. The City and School District have constructed the basic facilities needed to serve the ultimate population anticipated for the 1996 Urban Service Boundary. 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.

2 Increases in the Systems Development Charges will reduce the public subsidy of City services for the limited growth which can occur within the current Urban Service Boundary.

3. On March 6, 1997, the Metro Council designated 2,056 acres in the North Stafford area as urban reserve study areas. Metro Council's action raises the possibility that the City of Lake Oswego will be expected to provide urban services to approximately 1,200 of those acres.

Goal 14: Urbanization

4. Growth outside the current Urban Service Boundary will require substantial expansion of the capacity of the City's utility and transportation systems and school facilities.

5. Full cost recovery impact fees will need to be established for any growth outside the Urban Service Boundary or current residents will again be required to pay for the cost of such growth.

6. Growth outside the current Urban Service Boundary will also create additional demand on existing City and School District services and thereby reduce the quality of life for existing residents.

7. Unless new growth that occurs outside the 1996 USB is required to mitigate its adverse impact on current levels of urban services and the natural environment, the City's quality of life will be diminished by that growth.

8. 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 1996 City limits.

9. Subsequent to adoption of the Lake Oswego Comprehensive Plan in 1978, the Metro urban growth boundary was acknowledged by the Department of Land Conservation and Development.

10. Certain land use planning and coordination responsibilities have been granted by state statute to the Metropolitan Service District, including the development of Regional Urban Growth Goals (RUGGOs).

11. Specific urban growth boundary amendment procedures have been adopted by the Metro Council and acknowledged by LCDC.

❑ Goal 14: Urbanization

GOALS, POLICIES AND RECOMMENDED ACTION MEASURES

GOAL

Lake Oswego shall ensure that the rate, amount, type, location and cost of population growth and development within or outside of the Urban Service Boundary will not diminish the quality of life the City has presently attained.

POLICIES

1. The City will not expand the existing Urban Service Boundary* (USB) and will resist efforts to require expansion, except in those areas designated as Tier I Urban Reserves as of February 1998.

2. If the City is required to expand the Urban Service Boundary*, new development will be required to pay the full cost of extending urban services*.

3. The cost of serving development within the current Urban Service Boundary shall be equitably allocated* to implement adopted public facilities plans.

4. The City's quality of life as defined by adopted objective indicators shall not be reduced by new development*.

5. Support 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, and;
   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.

❑ Goal 14: Urbanization

6. Support the Metro Regional Urban Growth Goals and Objectives (RUGGOs) as the framework for the region's growth management program when it can be found that the policies are implemented in a manner to ensure a compact and efficient urban growth form.

7. The City shall work to minimize the expansion of the Urban Growth Boundary by:

    a. Providing opportunities to achieve and maintain a compact urban form and targeting public investments to reinforce a compact urban form.
    b. Protecting existing Inner Neighborhoods* by focusing future commercial and medium to high residential growth in and in close proximity to Town Centers* and Main Streets* and along Transit Corridors* that contain commercial, high density residential or mixed use development.
    c. Maintaining livability within the Urban Growth Boundary by providing housing choices with good access to jobs, preserving the natural environment, maintaining and improving access to natural areas, open space and parks, developing a balanced transportation system, which is less dependent on the private automobile and maximizing the efficiency of public facilities and services.

8. The City shall recognize the following Design Types within the Lake Oswego Urban Services Boundary: Town Centers, Employment Areas*, Transit Corridors, Main Streets and Inner Neighborhoods. Locations of these Design Types are shown in Figures 26 - 29.

9. Utilize the Planning Commission to develop a formal position for recommendation to the City Council for UGB amendments which could affect Lake Oswego and to provide an opportunity for public input.

10. The Urban Services Boundary (Comprehensive Plan Map) is Lake Oswego's ultimate growth area within which the City shall be the eventual provider of the full range of urban services. The location of the USB is generally described as follows:

    a. On the west, the I-5 Freeway from the Tualatin River to the Multnomah County line, excluding areas within the Tualatin City limits.
    b. On the north, the Multnomah/Clackamas County line and the present Lake Oswego City limits which lie north of the Clackamas County line, from I-5 to the Willamette River.
    c. On the east, the Willamette River from the Multnomah/Clackamas County line to the present City limits.

    d. On the south, the area within the present (1993) Portland Metropolitan Urban Growth Boundary from the West Linn City limits to the Oswego Canal and then north

Goal 14: Urbanization

of the Tualatin River west to Interstate 5, excluding land within the Cities of Tualatin and Rivergrove.

11. Unincorporated property shall be required to annex prior to the receipt of City sanitary sewer service. City water service to unincorporated property shall require prior annexation or execution of a consent for future annexation. In no case will a consent for future annexation be accepted where immediate annexation is feasible.

12. Lake Oswego shall initiate island annexations to:

    a. Create logical City boundaries;
    b. Provide economic and efficient provision of City services to existing and proposed development within the subject area, and to adjacent land; and,
    c. Equitably distribute costs for those city services enjoyed by residents of island areas.

13. Ensure that annexation of new territory or expansion of Lake Oswego's Urban Service's Boundary does not:

    a. Detract from the City's ability to provide services to existing City residents; and,
    b. Result in property owners paying for urban services which do not benefit their property.

14. Prior to the annexation of non-island properties, the City shall 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. Urban Services consist of water, sanitary sewer, surface water management, police and fire protection, parks, and transportation including; streets, transit, pedestrian and bicycle facilities.

15. The City shall, to the extent permitted by law, enter into and maintain intergovernmental agreements with any provider of sanitary sewer or water service within the Urban Services Boundary, to require annexation agreements for unincorporated lands which require either service.

16. Lake Oswego may enter into intergovernmental agreements to extend sanitary sewer, water, surface 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;
    b. Adequate capacity exists to provide services;

❑ Goal 14: Urbanization

c. The quality and quantity of services to existing and future City residents are not diminished; and,

d. Such actions are consistent with the City's Public Facility Plan and Comprehensive Plan goals and policies pertaining to public facilities and services and urbanization.

17. Lake Oswego shall 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 use, 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.

18. Lake Oswego shall be responsible for development, coordination and implementation of the Public Facility Plan (PFP) for lands within the Urban Services Boundary to ensure predictable and logical provision of urban services to lands within the USB.

19. Lake Oswego shall 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;

❑ Goal 14: Urbanization

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.

20. Lake Oswego shall require annexation, prior to review of development permits, of unincorporated property proposed for development which requires City sewer or water facilities.

21. The City shall oppose the formation of any new service district within the Urban Services Boundary.

22. The City will support expansion of an existing service district's boundaries of 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, that provides for non-remonstrance to annexation; and,
d. The service district can maintain an adequate level of service over both the short and long term.

RECOMMENDED ACTION MEASURES

i. Update System Development Charge rates and annually adjust rates to reflect increases in construction costs.

ii. Actively seek changes in state legislation to allow the collection of system Development Charge's for schools, fire stations, law enforcement facilities, and libraries.

iii. Develop and adopt Quality of Life Indicators*.

iv. Incorporate Quality of Life Indicators into development regulations as criteria for determining the impacts of future development on the community.

v. Develop urbanization plans for land use and facilities in any urban reserve areas designated by Metro.

❑ Goal 14: Urbanization

vi. Establish System Development Charge rates for urban reserve areas to recover the full cost of providing urban services.

vii. 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.

viii. Encourage Metro to work with affected jurisdictions and property owners prior to expansion of the Urban Growth Boundary to develop specific land use plans for these areas which ensure:

a. An efficient and compact urban form;
b. Preservation of open space and other natural resources;
c. That all urban level public facilities and services will be made available concurrent with development; and,
d. That negative impacts will not accrue to neighboring communities.

ix. Develop design and zoning standards for development within Design Type areas that:

a. Promote compact urban form,
b. Are compatible with surrounding development
c. Ensure pedestrian scale design, and;
d. Encourage transit usage in order to reduce auto dependence.

x. Implement a neighborhood planning program in coordination with Clackamas County to include portions of the Urban Services Boundary (USB) .

xi. Encourage the City, County and service districts to adopt compatible facility design standards.

xii. Coordinate the development and implementation of the City's Capital Improvement Plan with Clackamas County, service districts and other service providers within the USB.

xiii. Monitor and implement the Kruse Way Settlement and Annexation Agreement to ensure annexation of eligible property occurs as specified.

xiv. Within the Urban Services Boundary encourage Clackamas County to:

a. Apply relevant policies from the Lake Oswego Comprehensive Plan;
b. Review development, using City standards and review procedures;
c. Share in the responsibility of providing park facilities; and,

❑ Goal 14: Urbanization

d. Apply System Development Charges derived from development to projects which directly benefit the area.

xv. 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.

xvi. Provide public information to explain the benefits associated with being within the City limits.

xvii. Encourage developed properties within the unincorporated portion of the Urban Services Boundary to annex to Lake Oswego.

xviii. 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.

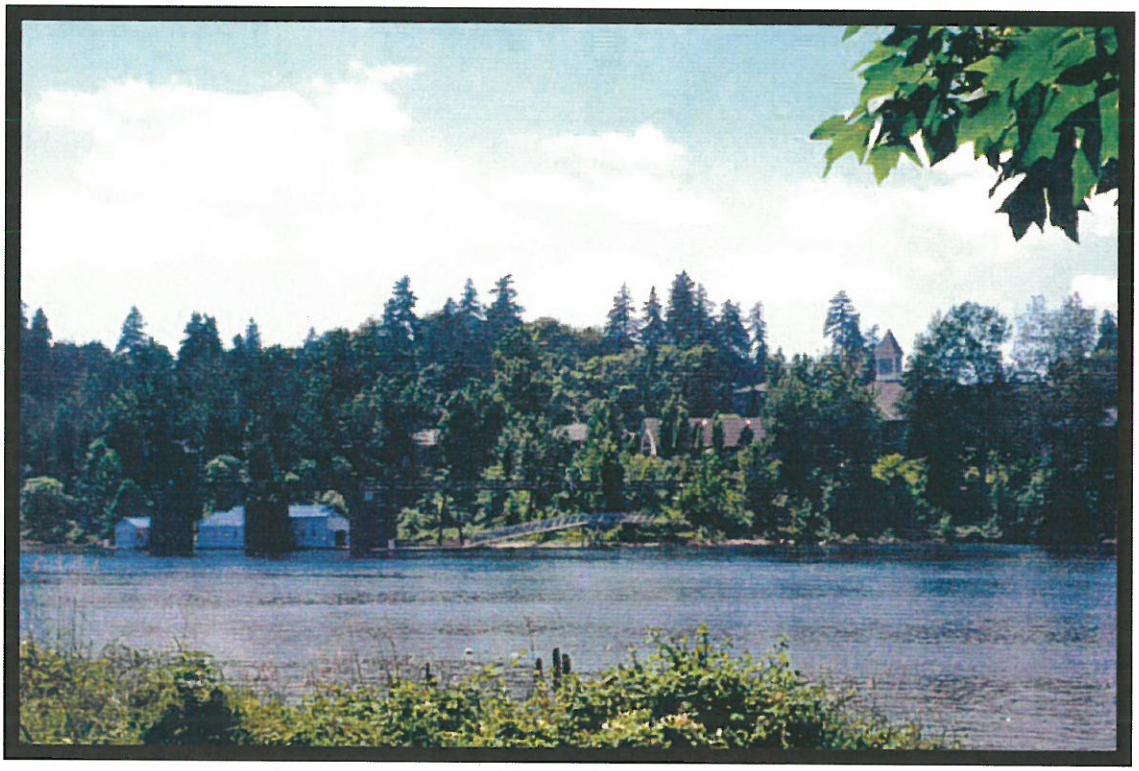
xix. Recognize that public service districts may continue to operate within the Urban Services Boundary until:

❑ Goal 14: Urbanization

- Notes -

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

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

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.

❑ Goal 15: Willamette River Greenway

3. Manage lands within and adjacent to the Greenway to protect and restore natural vegetation.

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.

❑ Goal 15: Willamette River 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.

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.

Special District Plans

❑ First Addition Neighborhood

First Addition is its own complete and integrated community, containing everything essential to the daily life of residents and providing a center focus that combines commercial, civic, and recreational uses.

First Addition Neighborhood

BACKGROUND

The First Addition Neighborhood (FAN) 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.

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 the 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

First Addition Neighborhood

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. 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 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 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

First Addition 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. [PA 1-96/ZC 1-96-1187; 12/17/96]

GOALS AND POLICIES

GOAL: CONDITIONAL USES

Conditional Uses in the First Addition shall be compatible with the character of the neighborhood as described in the neighborhood plan.

POLICIES

1. New Institutional or Major Public Facilities which serve the entire community shall be discouraged from using Local Residential streets within FAN. 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.

2. Returning existing institutional uses in the residentially zoned portion of FAN to residential uses is encouraged.

3. 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.

First Addition Neighborhood

4. 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.

5. Adequate on-site parking will provided for any new Conditional Uses in FAN and any existing Conditional Uses in the commercial area.

RECOMMENDED ACTION MEASURES

i. Develop a list of allowable conditional uses and review criteria for FAN, which are compatible with the character of the neighborhood.

GOAL: STREET DESIGN AND TRAFFIC

Provide for safe, multi-modal access to all areas of FAN in a manner that retains the quiet, convenience and livability of the neighborhood.

POLICIES

1. 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.

2. Encourage traffic volumes that are within the limits set by the Comprehensive Plan, Transportation Chapter for all street classifications within FAN.

3. Reduce auto through-trips on residential streets in FAN 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.

4. Provide for pedestrian and bicycle access and safety in multi-family areas by requiring sidewalks with all new development.

First Addition Neighborhood

5. Develop street design standards for all street types in FAN. 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 and minimizing paved surfaces.
   d. Minimize long term costs of constructing, maintaining and repairing local streets within FAN.
   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.

6. Enhance the livability and character of FAN by developing a street tree planting plan that includes a mix of trees that will be compatible with FAN streetscapes and available planting areas, which includes guidelines for maintenance, removal and replacement of street trees.

7. Protect single family residential street character by eliminating the requirement for curb and gutter in all single-family zoned areas

8. 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).

9. Regulate street corner visibility at all intersections.

10. When developing street design scenarios for FAN, consider the possibility of reducing the existing 60' platted rights-of-way.

11. Reduce residential on-street parking needs and conflicts by maximizing the use of alleys for vehicle access to parking.

12. Use street design to reinforce the identity of the residential portion of FAN and to slow traffic and to discourage through-traffic.

13. Streets in FAN that are currently platted at less than 60 foot wide rights-of-way, shall remain at existing widths.

First Addition Neighborhood

RECOMMENDED ACTION MEASURES

i. Enforce City code requirements for parallel parking in the single family residential areas.

ii. 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.

iii. Provide an entry monument at Fourth and C Streets.

iv. Add neighborhood identification to existing street signs in FAN.

v. Consider improvements, such as raised, textured pedestrian crossings, to define and delineate key entries to residential portions of FAN 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.

vi. The City acknowledges that FAN 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.

vii. Vacate the portion of G Avenue dedicated beyond the typical 30' right-of-way, between First Streets and Eighth Street, to its original owners.

viii. Ensure that traffic enforcement and regulation in FAN recognize the narrow pavement widths, turf and gravel shoulders and random availability of breaks in the parking "lane."

First Addition Neighborhood

GOAL: PARKING

Ensure the availability of on street parking for FAN residents and their guests, while providing for adequate, off-street parking for all uses throughout the neighborhood.

POLICIES

1. Discourage long term, non-resident and non-guest parking on Local Streets in areas zoned for residential uses.

2. 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.

3. When commercial uses, conditional uses or institutional uses are changed or intensified, customer and employee parking shall be adjusted commensurably.

4. Ensure adequate, but not excessive, off-street parking is provided for all land uses in FAN.

5. Include neighborhood association members, commercial use and institutional use owners and stakeholders in developing parking programs.

6. Periodically monitor and report on the effectiveness of non-resident parking solutions being implemented in FAN.
7. Promote parallel on-street parking in FAN's single family residential area to improve safety and avoid confusion.

8. Consider diagonal parking in commercial 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.

9. Provide additional on-street parking near the transit center.

First Addition Neighborhood

RECOMMENDED ACTION MEASURES

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.

GOALS: HOUSING, LAND USE AND NEIGHBORHOOD CHARACTER

1. Preserve, maintain and enhance the character and design qualities of the existing residential area of FAN.

2. Encourage improvement and maintenance of properties within FAN to increase aesthetic value and uphold property values.

POLICIES

1. Encourage owner-occupied housing in FAN.

2. Promote upgrading and remodeling of residential structures, rather than demolition and new construction.

3. 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.

4. 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.

First Addition Neighborhood

5. Create awareness among FAN 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.

6. Encourage a variety of housing types within FAN that is compatible with neighborhood character and design.

7. 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.

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 FAN 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 FAN 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.

First Addition Neighborhood

15. Preserve and enhance First Addition'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.

RECOMMENDED ACTION MEASURES

i. 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.

ii. 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.

iii. Amend the Comprehensive Plan Map from EC to R-2 in the areas outlined in Figure 2, to require uses that are more compatible with uses across C Avenue or to better reflect actual uses.

iv. 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.

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 FAN and propose new structures, sites or objects for addition to the Lake Oswego Landmarks List.

vii. Encourage public knowledge, understanding and appreciation of FAN's history and culture through educational workshops and events, voluntary signage of historic landmarks and development of brochures and other publications.

First Addition Neighborhood

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.

POLICIES

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

i. Amend the Comprehensive Plan Map and Zoning Map from EC to R-2.5 for the area shown in Figure 2.

❑ First Addition Neighborhood

GOAL: PUBLIC FACILITIES/UTILITIES/SERVICES

Preserve the neighborhood character in matters of establishment, improvement, expansion or relocation of public facilities, utilities and services.

POLICIES

1. Reduce surface water problems which cause flooding, erosion and water quality problems.

2. 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.

3. Acquire additional open space within the neighborhood to be used for passive uses, such as a community garden and picnicking uses.

4. Protect Distinctive Natural Area (DNA) trees within FAN.*

5. Preserve the quiet environment of FAN.

6. Where feasible, trash and recycling will be collected on alleys, rather than on streets.

RECOMMENDED ACTION MEASURES

i. Have FAN residents note surface water problems in the right-of-way in FAN and communicate them to the City so that improvements can be coordinated with routine maintenance or the Capital Improvement Plan process.

ii. Limit impervious surfaces in FAN to allow surface water runoff to percolate into the soil.

iii. Update the inventory of DNA trees within FAN to include only remaining trees.*

iv. Work toward systematic and eventual improvement of all alleys to enable both trash and recycling pickup to occur in all alleys.

First Addition Neighborhood

* The DNA designation will be eliminated upon full implementation of the Sensitive Lands Ordinance (Ord. 2148, May, 1997). 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. Property owners with previously identified DNA trees are encouraged to nominate their trees as "Heritage Trees". 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.

First Addition Neighborhood

- Notes -

Special District Plans

❑ Forest Highlands Neighborhood

The City will actively preserve natural resources, particularly wooded areas, streams and stream banks, views and wildlife habitat.

❑ 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.

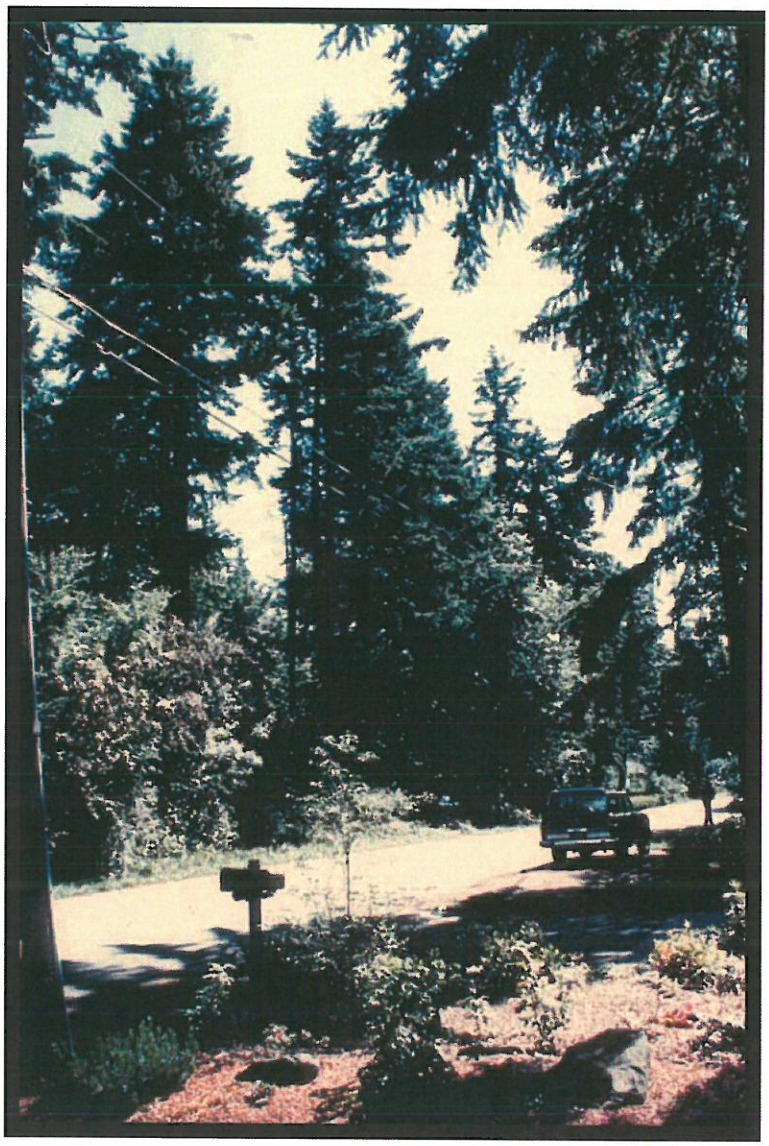
4. Support designation of greenways, that is, open space corridors, as recommended by the Forest Highlands Neighborhood Association. (PA 7-85-420 2/4/87)

❑ Forest Highlands Neighborhood

- Notes -

Special District Plans

❑ Lake Grove Neighborhood



A defining feature of the Lake Grove Neighborhood is its namesake -- the tree canopy that predominates throughout the area.

❑ Lake Grove Neighborhood

BACKGROUND

This is the first time Lake Grove has developed a Neighborhood Plan specific to the area contained within its neighborhood association boundaries (Figure 21). 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 its 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.

It is important for both the Lake Grove Neighborhood Pan and the Lake Oswego Comprehensive Plan to be responsive to changing conditions and circumstances. Because the Neighborhood Plan is part of

❑ Lake Grove Neighborhood

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."

Summary of Major Issues: Goal 1 - Citizen Involvement

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.

❑ 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."

GOALS AND POLICIES

GOAL 1: CITIZEN INVOLVEMENT

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.

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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.

Summary of Major Issues - Goal 5: Open Spaces, Scenic And Historic Resources And Natural Resources

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.

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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

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have local historic and cultural significance. Also, the RAMs identify several sites as candidates for landscaping and beautification.

GOAL 5: OPEN SPACES, SCENIC AND HISTORIC RESOURCES AND NATURAL RESOURCES

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 22).

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.

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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.*

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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;

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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.

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Summary of Major Issues - Goal 9: Economic Development/Commercial Lands

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 Dis-

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trict would not expand into the residential portion of the neighborhood. This Boundary is specifically outlined in Goal 9, Policy 10.

GOAL 9: ECONOMIC DEVELOPMENT/COMMERCIAL LANDS

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.

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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 spill-over, 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 23 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.

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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 identity 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.

Summary of Major Issues - Goal 10: Housing/Residential Land Use

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.

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- 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.

GOAL 10: HOUSING/RESIDENTIAL LAND USE

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;

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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:

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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 23 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.

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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.

Summary of Major Issues - Goal 11: Public Facilities and Services Police and Fire Protection, Surface Water Management, Water Treatment and Delivery, Sanitary Sewer, Private Utilities and Schools

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

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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.

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 24." These specific projects are subject to periodic review and revision when the City's Public Facility Plan* and Capital Improvement Plan* are updated.

GOALS, POLICIES AND RECOMMENDED ACTION MEASURES - GOAL 11: PUBLIC FACILITIES AND SERVICES

GOAL: POLICE AND FIRE PROTECTION

Provide Lake Grove neighborhood residents and businesses a high level* of police, fire protection and emergency preparedness services.

GOAL: STORM WATER AND SURFACE WATER MANAGEMENT

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.

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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.

GOAL: WATER TREAMENT AND DELIVERY

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.

GOAL: SANITARY SEWER

Ensure Lake Grove Neighborhood residents and businesses, which are within the City limits, receive environmentally safe and reliable sanitary sewer service.

POLICIES

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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.

GOAL: PRIVATE UTILITIES AND SCHOOLS

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.

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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

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

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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 substantial 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 been 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

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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 25 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.

PFP 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.

PFP 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.

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PFP 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.

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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.*

Summary of Major Issues - Goal 12: Transportation

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 though the neighborhood.

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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.

GOAL, POLICIES AND RECOMMENDED ACTION MEASURES

GOAL 12: TRANSPORTATION

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.

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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;
   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.

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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:

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A. Restriction of parking on Lanewood Street from Boones Ferry Road to Douglas Circle; and
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.

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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.

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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.

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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.

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.)

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.

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.

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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 charted by the City which serves as a forum to discuss and represent the common interests of the community.

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 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.

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.

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.

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.

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.)

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

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characteristics such as a complete lack of viable foliage and buds, brittle and dead wood, and no reasonable prognosis of recovery.

❑ Lake Grove Neighborhood

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.

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.

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.

Plant Communities and Wildlife Habitat: The association of tress, 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.

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.

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)

❑ Lake Grove Neighborhood

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.

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.

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.

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.

❑ Lake Grove Neighborhood

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].

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.

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].

❑ Lake Grove Neighborhood

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.

❑ Lake Grove Neighborhood

- Notes -

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.

❑ 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)

❑ 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.

❑ 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

❑ 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: ASETHETIC 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)

❑ 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.

❑ 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 bans 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.

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.

❑ 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.

❑ 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.

❑ 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 minimial.

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 f[illegible]en River Road and the

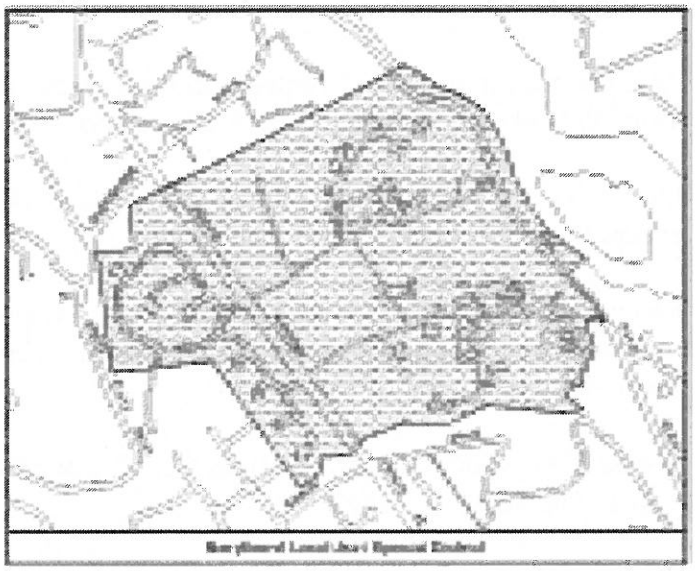


Figure 3

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.

❑ 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 driving, within the neighborhood; ensure new structures that complement the existing neighborhood

❑ Old Town Design District

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.

❑ 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.

❑ 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.

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.

❑ 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.

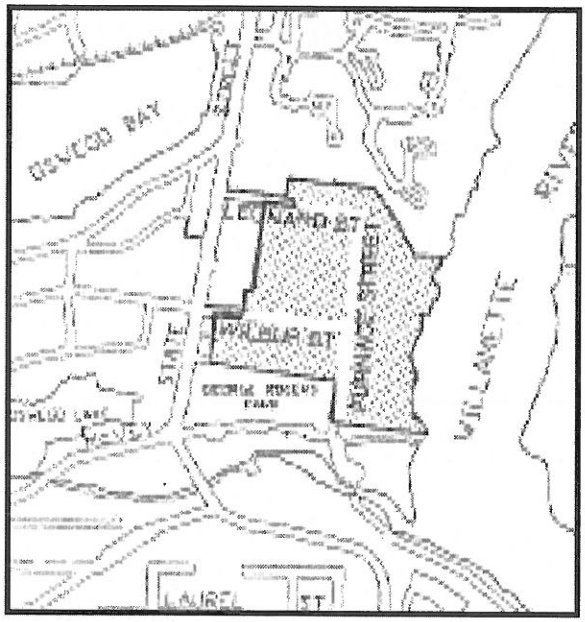
Historic structures may be converted to residential uses. No minimum parcels size shall apply, but the project shall demonstrate compliance with all other applicable zoning requirements and development standards. (PA 1-87-450, 7/9/87)

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]

❑ Old Town Design District



Old Town Design District
Figure 4

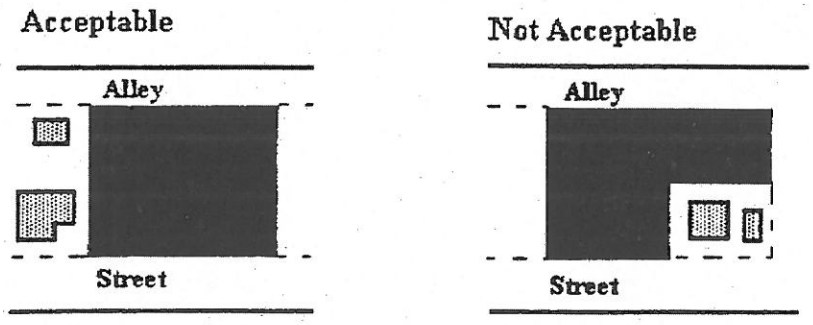


Figure 5

❑ Old Town Design District

- Notes -

❑ Definitions

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.

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.

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.

Alternative Transportation Targets: Pedestrian, bicycle, transit and carpool trips as percentage of all person-trips for all models of transportation.

Archaeological Resource: An archaeological object or site of archaeological significance that is defined as follows:

a. Archaeological Object: 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 by-products and dietary by-products.

Definitions

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:

a. Each other; or,
b. 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 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.

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

❑ Definitions

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.

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:

a. Convenience goods and services. Merchandise that is consumed daily and purchased frequently, such as food and drugs.
b. 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.
c. 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.

CHAS, Comprehensive Housing Affordability Study: Required by the Cranston-Gonzalez National Affordable Housing Act of 1990. The CHAS is a five-year outlook, including needs assessment, a

Definitions

description of market and inventory conditions, five-year strategies, a one-year plan for use of financial resources and a monitoring plan. In order for localities to receive or be eligible for direct HUD housing assistance and Community Development Block Grants, a CHAS must be completed. In 1991, Clackamas County completed its first CHAS for 1992-96 for the entire county area.

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.

County Housing Authority: The County agency responsible for administering affordable housing programs.

Cultural Resource: Evidence of an ethnic, religious or social group with distinctive traits, beliefs and social forms.

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 protection of Distinctive Natural Areas, wetlands, stream corridors or other natural features.

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.

❑ Definitions

Developed Open Space: Property that contains parks or other formal landscaped areas including ball fields, play grounds, neighborhood pocket parks, tot lots, picnic areas, accessory buildings, paved areas, lawns, formal landscaped areas and 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.

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 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 (Figure28):

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: The Economic, Social, Environmental and Energy Analysis 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.

❑ Definitions

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.

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.

Floodway Fringe: The area of the floodplain lying outside the floodway. This is the area, in addition to the floodway, which is inundated by the 100 year or base flood. (See Figure 6)

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. (See Figure 6)

Floodway: The area within the floodplain which 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. (See Figure 6)

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.

❑ Definitions

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 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:

a. Water and air quality enhancement.
b. Fish and wildlife habitat.
c. Native vegetation preservation.
d. Community identity and aesthetic benefits.
e. Neighborhood character enhancement.
f. Wildlife corridors that provide linkages to other natural areas.
g. Ground water recharge and storage of flood and storm waters.
h. Open space and visual enjoyment.
i. Cultural, social, education and research potential.
j. Maintenance of scenic resources and distinctive aesthetic qualities such as views of Mount Hood and forested ridge lines.
k. Public protection from natural hazards, such as flooding, geological instability or high erosion potential.
l. Buffering from noise and incompatible uses, and;
m. 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.

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.

Definitions

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.

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.

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.

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.

❑ Definitions

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 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.

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-famly 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 26); and Lake Oswego (A Avenue between State Street and 6thStreet, B Avenue between State Street and 5th Street and 1s Street, between C Avenue and Evergreen Road as specified in Figure 27).

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.

Definitions

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.

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 Use Development: The development of a tract of land, building, or structure with a variety of complimentary 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 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.

❑ Definitions

Natural Area: An area of land and/or water that has a predominantly natural character. Natural areas may be pristine or may have been affected by human activity such as vegetation removal, agriculture, grading or drainage. However, these areas either 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.

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 as Protection Open Space (see below), and through individual development standards.

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 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

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 DNA, wetland or other resource area, or a permanent loss in functions or values resulting from development action.

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 Space: 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 areas of public or

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privately owned land which are devoted to uses which provide relief from urban development. Open space includes diverse elements such as the natural landscape, wildlife preserves, bluffs, steep slopes, beaches, playgrounds, wetlands, stream corridors, flood plains, lakes, farm fields, tree groves, ball fields, gardens, formal landscaped areas, golf courses, cemeteries, or even a landscaped back yard.

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: Property that is publicly owned and intended primarily for recreational human uses or park purposes. Some parks that are primarily intended for active recreational uses may also include natural areas. Natural areas within parks may be also be designated as Public Open Space on the Comprehensive Plan.

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.

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.

Private Open Space: Property that is privately owned and used for open space purposes, such as golf courses and cemeteries. Private open space also includes areas such as such as private open space tracts

❑ Definitions

and common areas within subdivisions or planned developments. Such areas are typically found within tree groves and stream corridors and often have pathways. Private open space may either be developed open space with formal lawns and landscaping or natural open space. 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 Facilities Plan: A public facility plan is a support document or documents to a Comprehensive Plan. The public facility plan describes the water, sewer and transportation facilities which are necessary to support the land uses and densities designated in the Plan. Certain elements of the public facility plan shall be adopted as part of the Comprehensive Plan as specified in OAR 660-11-45.

Public Open Space: 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. 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.

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.

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Regional Draw Businesses: These are businesses which draw 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 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.

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. A HAS ranking of at least 35 in the 1994/95 ESEE study; or
b. A "high" ranking for scenic values in the study; or
c. 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:

a. Stream corridors and wetlands that have a HAS ranking of 50 or more (defined as "Class I stream corridors and wetlands).
b. 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.

❑ Definitions

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 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.

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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.

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.

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:

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 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.

❑ Definitions

c. 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.

d. Ravines and Steep Slopes. Lake Oswego stream corridors frequently include ravines and steep slopes.

e. 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.

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.

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

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locating near these uses and services. There are two areas designated as Town Centers in Lake Oswego: Lake Grove (Figure 26) and Lake Oswego (Figure 27).

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 I-5 and 4) Kruse Way (See Figure 29). Those segments with solid lines in Figure 29, 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 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 land 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.

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 Appendix "A" of the August, 1988 Lake Oswego Periodic Review Order.

❑ Definitions

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 draingeways 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.

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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:

a. Wildlife and plant habitat protection,
b. Protection of rare, threatened and 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, and;
h. Cultural, social, education and research values.

❑ Definitions

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.

❑ Definitions

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