



Oregon
Theodore R. Kulongoski, Governor

Department of Land Conservation and Development

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Salem, OR 97301-2540

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NOTICE OF ADOPTED AMENDMENT

10/08/2012

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

FROM: Plan Amendment Program Specialist

SUBJECT: City of Lake Oswego Plan Amendment
DLCD File Number 004-11

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

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: Monday, October 22, 2012

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

If you wish to appeal, you must file a notice of intent to appeal with the Land Use Board of Appeals (LUBA) no later than 21 days from the date the decision was mailed to you by the local government. If you have questions, check with the local government to determine the appeal deadline. Copies of the notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR Chapter 661, Division 10). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

***NOTE:** The Acknowledgment or Appeal Deadline is based upon the date the decision was mailed by local government. A decision may have been mailed to you on a different date than it was mailed to DLCD. As a result, your appeal deadline may be earlier than the above date specified. **NO LUBA Notification to the jurisdiction of an appeal by the deadline, this Plan Amendment is acknowledged.**

Cc: Dennis Egner, City of Lake Oswego
Gordon Howard, DLCD Urban Planning Specialist
Jennifer Donnelly, DLCD Regional Representative
Gary Fish, DLCD Transportation Planner

<paa> YA



FORM

2

DLCD

Notice of Adoption

☐ In person ☐ electronic ☐ mailed
DATE
STAMP

DEPT OF

OCT 02 2012

LAND CONSERVATION
AND DEVELOPMENT
For Office Use Only

This Form 2 must be mailed to DLCD within **5-Working Days after the Final Ordinance is signed** by the public Official Designated by the jurisdiction and all other requirements of ORS 197.615 and OAR 660-018-000

Jurisdiction: **City of Lake Oswego**Local file number: **LU 11-0040**Date of Adoption: **9/4/2012**Date Mailed: **9/28/2012**Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? ☒ Yes ☐ No Date: 12/1/2011☒ Comprehensive Plan Text Amendment☒ Comprehensive Plan Map Amendment☒ Land Use Regulation Amendment☒ Zoning Map Amendment☐ New Land Use Regulation☐ Other:

Summarize the adopted amendment. Do not use technical terms. Do not write "See Attached".

Amendments to implement recommendations outlined in the Boones Ferry Refinement Plan including:

1. New plan and zoning maps to depict signalization at Madronna
2. Plan text amendments to address ROW width
3. Code text amendments creating exceptions for areas where land is purchased for ROW and for sidewalk widening.
4. Code map amendments to assure access is coordinated in the vicinity of the Lake Grove Elementary School.
5. A new plan policy encouraging shared use of storm water facilities.

Does the Adoption differ from proposal? Yes, Please explain below:

There were minor changes to the wording related to 4 and 5 above.

Plan Map Changed from: **NA**

to:

Zone Map Changed from: **NA**

to:

Location: **NA**

Acres Involved:

Specify Density: Previous: **NA**

New:

Applicable statewide planning goals:

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
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Was an Exception Adopted? ☐ YES ☒ NO

Did DLCD receive a Notice of Proposed Amendment...

DLCD File No. 004-11 (19087) [17195]

35-days prior to first evidentiary hearing?

☒ Yes ☐ No

If no, do the statewide planning goals apply?

☐ Yes ☐ No

If no, did Emergency Circumstances require immediate adoption?

☐ Yes ☐ No

DLCD file No. _____

Please list all affected State or Federal Agencies, Local Governments or Special Districts:

Metro

Local Contact: **Denny Egner, Assistant Planning Dir** Phone: (503) 697-6576 Extension:

Address: **PO Box 369**

Fax Number: **503-635-269**

City: **Lake Oswego**

Zip: **97034-**

E-mail Address: **degner@ci.oswego.or.us**

ADOPTION SUBMITTAL REQUIREMENTS

This Form 2 must be received by DLCD no later than 5 working days after the ordinance has been signed by the public official designated by the jurisdiction to sign the approved ordinance(s) per ORS 197.615 and OAR Chapter 660, Division 18

1. This Form 2 must be submitted by local jurisdictions only (not by applicant).
2. When submitting the adopted amendment, please print a completed copy of Form 2 on light green paper if available.
3. Send this Form 2 and one complete paper copy (documents and maps) of the adopted amendment to the address below.
4. Submittal of this Notice of Adoption must include the final signed ordinance(s), all supporting finding(s), exhibit(s) and any other supplementary information (ORS 197.615).
5. Deadline to appeals to LUBA is calculated **twenty-one (21) days** from the receipt (postmark date) by DLCD of the adoption (ORS 197.830 to 197.845).
6. In addition to sending the Form 2 - Notice of Adoption to DLCD, please also remember to notify persons who participated in the local hearing and requested notice of the final decision. (ORS 197.615).
7. Submit **one complete paper copy** via United States Postal Service, Common Carrier or Hand Carried to the DLCD Salem Office and stamped with the incoming date stamp.
8. Please mail the adopted amendment packet to:

**ATTENTION: PLAN AMENDMENT SPECIALIST
DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT
635 CAPITOL STREET NE, SUITE 150
SALEM, OREGON 97301-2540**

9. **Need More Copies?** Please print forms on 8½ -1/2x11 green paper only if available. If you have any questions or would like assistance, please contact your DLCD regional representative or contact the DLCD Salem Office at (503) 373-0050 x238 or e-mail plan.amendments@state.or.us.

ORDINANCE NO. 2580

AN ORDINANCE OF THE LAKE OSWEGO CITY COUNCIL AMENDING THE LAKE GROVE VILLAGE CENTER PLAN (A SPECIAL DISTRICT PLAN OF THE LAKE OSWEGO COMPREHENSIVE PLAN) AND LOC 50.05.007 (THE LAKE GROVE VILLAGE CENTER OVERLAY DISTRICT) TO INCORPORATE RECOMMENDATIONS DEVELOPED BY THE PROJECT ADVISORY COMMITTEE FOR THE BOONES FERRY ROAD REFINEMENT PLAN AND ADOPTING FINDINGS (LU 11-0040-1793).

Whereas, in 2008, the City of Lake Oswego adopted the Lake Grove Village Center Plan and a primary objective of the plan was to transform Boones Ferry Road into a "Great Street" that would help to create vibrant, pedestrian-oriented, mixed-use center in Lake Grove; and

Whereas, to help implement the Lake Grove Village Center Plan, the City adopted new regulatory standards and processes which were codified in the Community Development Code as the Lake Grove Village Center Overlay District (LOC 50.05.007); and

Whereas, the Lake Grove Village Center Plan outlined specific actions that called for studies and refinements that would result in more detailed plans for Boones Ferry Road improvements; and

Whereas, in 2009, the City initiated a two-part Refinement Plan process under which Phase 1 addressed traffic issues and Phase 2 addressed design and alignment issues; and

Whereas, Phase 2 of the Refinement Plan process included a Project Advisory Committee charged with making recommendations for Boones Ferry Road improvements;

Whereas it is the intent of the City to incorporate the recommendations of the Project Advisory Committee in the Lake Grove Village Center Plan and the Lake Grove Village Center Overlay District;

The City of Lake Oswego ordains as follows:

Section 1. The Lake Grove Village Center Plan (a special district plan of the Lake Oswego Comprehensive Plan originally adopted under Ordinance 2454) is hereby amended by replacing Figures 2, 3, 4, 6 and 7 with the new figures included in Attachment B. The text of the Lake Grove Village Center Plan is hereby amended as set forth in Attachment C. Deleted text is shown as stricken and new text is shown in **bold, underlined type**;

Section 2. The Lake Grove Village Center Overlay District (LOC 50.05.007) is hereby amended by replacing map figures 50.05.007-D, 50.05.007-L, 50.05.007-T, 50.05.007-U, 50.05.007-V, and 50.05.007-X with the new map figures included in Attachment D;

Section 3. Section 50.05.007 of the Lake Oswego Code is hereby amended as set forth in Attachment E. Deleted text is shown as stricken and new text is shown in **bold, underlined type**; and

Section 4. The City Council hereby adopts the Findings and Conclusions (LU-11-0040) attached as Attachment A.

Enacted at the meeting of the Lake Oswego City Council of the City of Lake Oswego held on the
4th day of September, 2012.

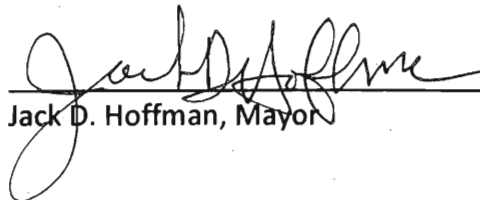
AYES: Mayor Hoffman, Gudman, Jordan, Kehoe, Moncrieff, Tierney

NOES: None

ABSENT:

ABSTAIN: None

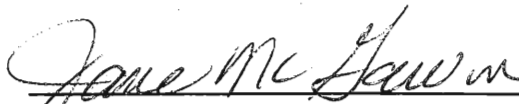
EXCUSED: Olson



Jack D. Hoffman, Mayor

Dated: September 4, 2012

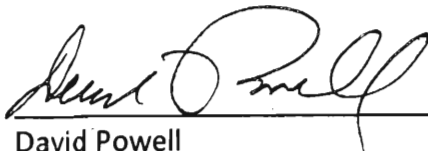
ATTEST:



Jane Schneider, City Recorder

Jane McGarvin, Deputy City Recorder

APPROVED AS TO FORM:



David Powell
City Attorney

BEFORE THE CITY COUNCIL
OF THE CITY OF LAKE OSWEGO

A REQUEST FOR TEXT AND MAP)
 AMENDMENTS TO THE COMPREHENSIVE) LU 11-0040-1793
 PLAN AND COMMUNITY DEVELOPMENT) (CITY OF LAKE OSWEGO)
 CODE TO IMPLEMENT THE BOONES FERRY)
 ROAD REFINEMENT PLAN) FINDINGS & CONCLUSIONS
)
 [ORDINANCE No. 2580])

NATURE OF PROCEEDINGS

This matter came before the City Council pursuant to recommendation of the Planning Commission to amend the Lake Oswego Community Development Code and Comprehensive Plan to implement recommendations outlined in the Boones Ferry Road Refinement Plan.

Proposed changes include:

- Zoning and Plan Map amendments depicting a signal at Madrona, a pedestrian crossing at the Lake Grove Shopping Center and deletion of the pedestrian crossing at Quarry.
- Comprehensive Plan amendments to clarify width and the approach for constrained sections.
- Community Development Code amendments providing that, if land area is sold for ROW purposes, it can continue to be counted to meet landscaping and parking standards.
- Community Development Code amendments to provide criteria for when subsequent development triggers widening requirements for constrained sidewalk segments.
- Parking Facilities and Access Coordination Map amendments to include the Lake Grove Elementary School site.
- Comprehensive Plan amendments to add a new policy to the Natural Resources section under Goal 8 to encourage the city to look for opportunities to treat private stormwater within the public green street system and to jointly develop shared stormwater facilities where possible.

HEARINGS

The Planning Commission held a work session on November 28, 2011, and held public hearings at its meetings of January 23, 2012, and March 12, 2012. The Commission adopted

findings and a recommendation on April 9, 2012. The City Council had a study session on the proposed plan and code amendments on January 10, 2012, and held a public hearing on the Planning Commission recommendation on July 31, 2012.

CRITERIA AND STANDARDS

A. City of Lake Oswego Comprehensive Plan

- Goal 1: Citizen Involvement, Policy 1
- Goal 9: Economic Development, Policies 8 and 11
- Goal 12: Transportation
- Goal 12-3: Neighborhood Collectors and Local Residential Streets, Policy 8 Special District Plans:
- Lake Grove Village Center Plan
 - Goal 1: Transform Boones Ferry into a Great Street, Policies 1.1, 1.2, 1.3, 1.4, and 1.5.
 - Goal 7: Protect the Residential Character of Adjoining Neighborhoods, Policy: 7.4
 - Goal 9: Support businesses in the Village Center, Policies 9.4 and 9.6
- Lake Grove Neighborhood Plan
 - Goal 12: Transportation, Policies 3 and 4
- Lake Forest Neighborhood Plan
 - Goal 12: Transportation, Policies 2 and 6
- Waluga Neighborhood Plan
 - Goal 12: Transportation, Policy 10

B. Metro Urban Growth Management Functional Plan

Title 6: Regional Accessibility

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

D. Oregon Statewide Planning Goals

- Goal 1: Citizen Involvement
- Goal 12: Transportation

E. City of Lake Oswego Community Development Code

LOC 50.75.010 Criteria for a Legislative Decision

LOC 50.75.015 Required Notice to DLCD

LOC 50.75.020 Planning Commission Recommendation Required

LOC 50.75.025 City Council Review and Decision

FINDINGS AND REASONS

As support for its decision, the City Council incorporates the January 13, 2012 staff report and the supplemental staff report dated March 8, 2012, with all exhibits, together with the July 31, 2012 Council Report, with all exhibits, supplemented by the further findings and conclusions set forth herein. In the event of any inconsistency between the supplementary matter herein and the incorporated staff reports, the matter herein controls.

Following are the supplementary findings and conclusions of the City Council:

The Planning Commission recommended that the Parking Facilities and Access Coordination Map (Figure 50.05.007-U) include the Lake Grove Elementary School site so that new development could share the school access drive leading to Boones Ferry Road. School District officials and others opposed this for security reasons. Staff proposed that the City Council consider amendments to LOC 50.05.007.6.b.ii.2.g.vi, 50.05.007.6.b.ii.2.h and 50.05.007.6.c.iii stating that the consolidated driveway, shared access and shared parking requirements would apply to the Lake Grove Elementary School site "only when the development and uses are not part of the elementary school." The City Council agrees that an exception is warranted. However, it finds that there is no reason to limit the school exception to elementary school use. The Council concludes that the relevant Code provisions should instead provide that consolidated driveway, shared access and shared parking requirements

1 apply to the Lake Grove Elementary School site "only when the development and uses are not
2 for a public school."

3 The City Council concurs with the staff suggestion to adjust the Planning Commission's
4 recommended language for LOC 50.05.007.3.c.ii.1, relating to constrained sidewalks, in order to
5 provide that the development thresholds that trigger right of way dedication and sidewalk
6 widening not include projects applied for before the effective date of the proposed Code
7 changes. The Council finds that this appropriately addresses property owner concerns that the
8 former language would have inappropriately caused the development triggers to be
9 retroactive.
10

11 The City Council received testimony from a number of citizens stating that the new
12 traffic signal at Madrona will exacerbate current safety problems resulting from speeding cut-
13 through traffic in the neighborhood and the lack of sidewalk facilities to accommodate
14 pedestrians. The Planning Commission found that a specific design for a traffic diverter should
15 not be included as part of the proposed plan amendment "but that a traffic diverter could be
16 considered after the signalization if conditions warranted and the Transportation Advisory
17 Board authorized the diverter." However, the City Council concurs with those who testified
18 that it would be inappropriate for the City to wait until after the signal is installed before
19 deciding whether and how to address this concern. The City Council finds that its approval of
20 the new signal at Madrona is with the understanding that traffic calming, mitigation or
21 sidewalks will be provided to improve safety and to discourage vehicles from cutting through
22 the neighborhood.
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1 With the exception of those modifications necessary to address these supplemental
2 findings, the City Council finds that the Code, Plan and Map amendments recommended by the
3 Planning Commission are appropriate and should be implemented.

4 **CONCLUSION**

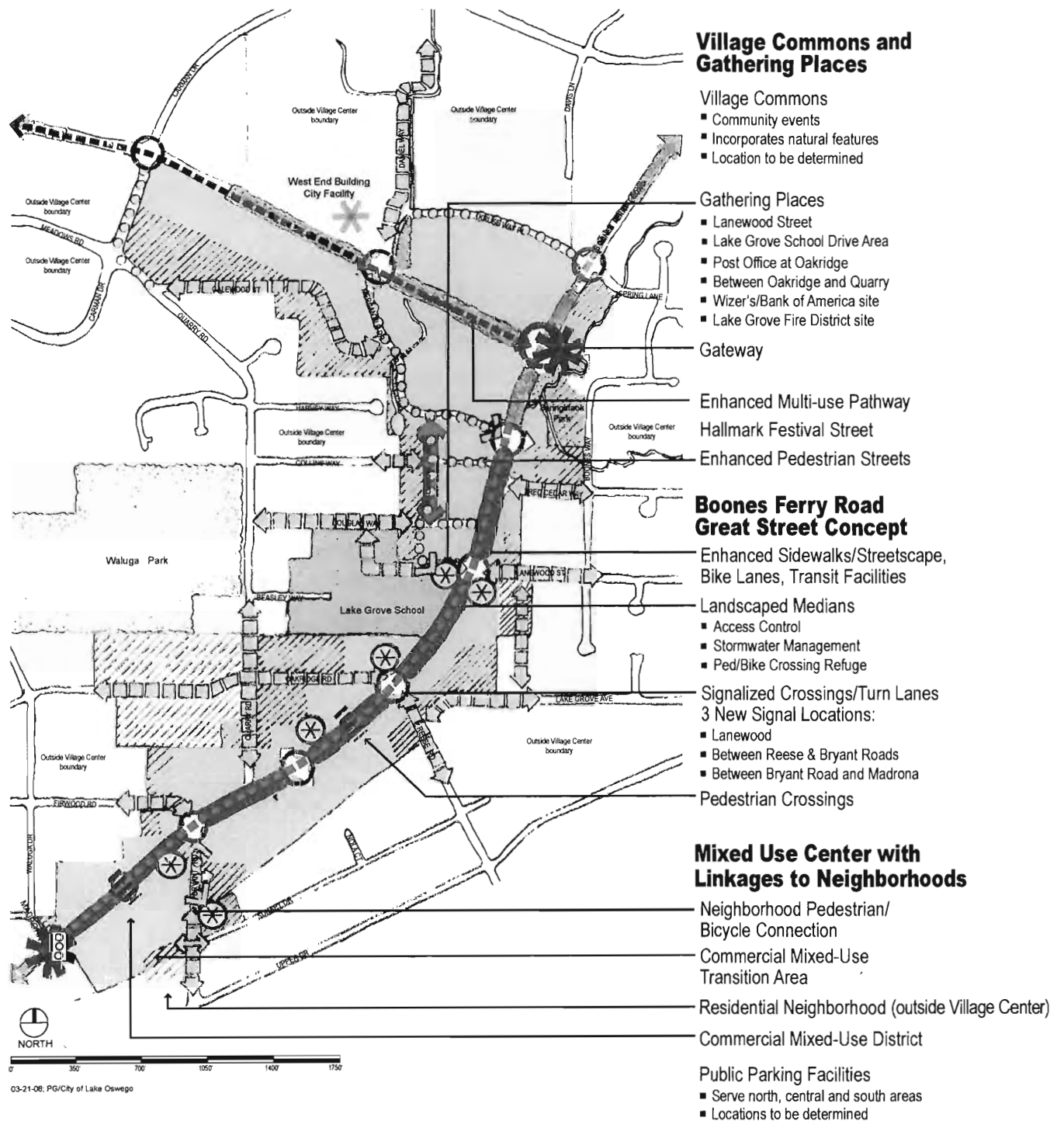
5 The City Council concludes that LU 11-0040, as modified to be consistent with these
6 findings, complies with all applicable criteria and should be approved. The City Council also
7 concludes that proposed Ordinance 2580, amending the Comprehensive Plan and Community
8 Development Code to implement the Boones Ferry Road refinement plan, and as modified to
9 be consistent with these findings, should be enacted.
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Attachment B (Ordinance 2580)

Lake Grove Village Center Plan Figure Amendments

The replacement map figures for the Lake Grove Village Center Plan are included on the following pages.
The replacement figures include:

- Figure 2 – Lake Grove Village Center Concept Plan
- Figure 3 – Street Improvements Map
- Figure 4 – Pedestrian Facilities Map
- Figure 6 – Transit Facilities Map
- Figure 7 – Parking Facilities and Access Coordination Map



Attachment B, Figure 2 - Ordinance 2580

Figure 2

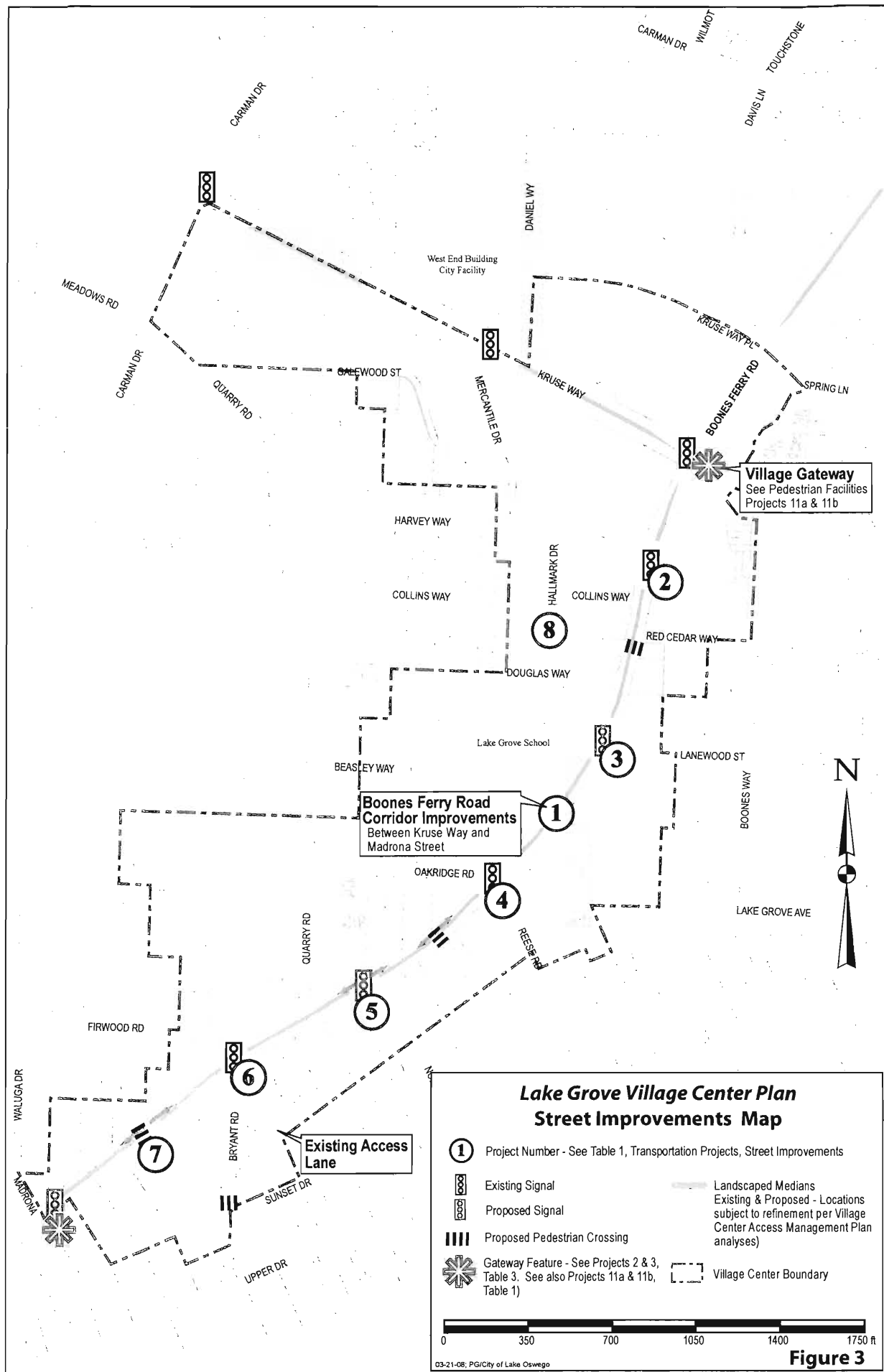
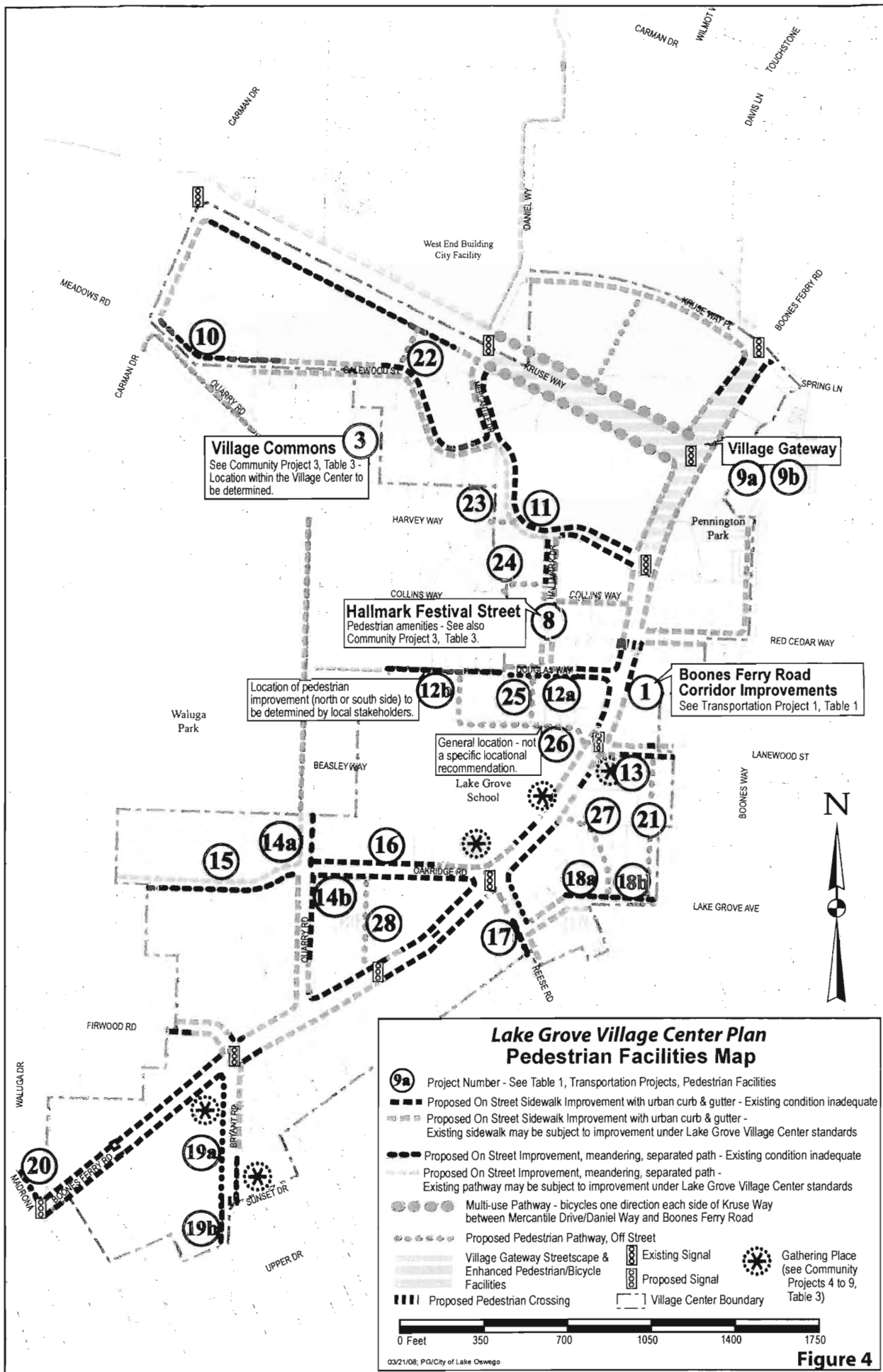
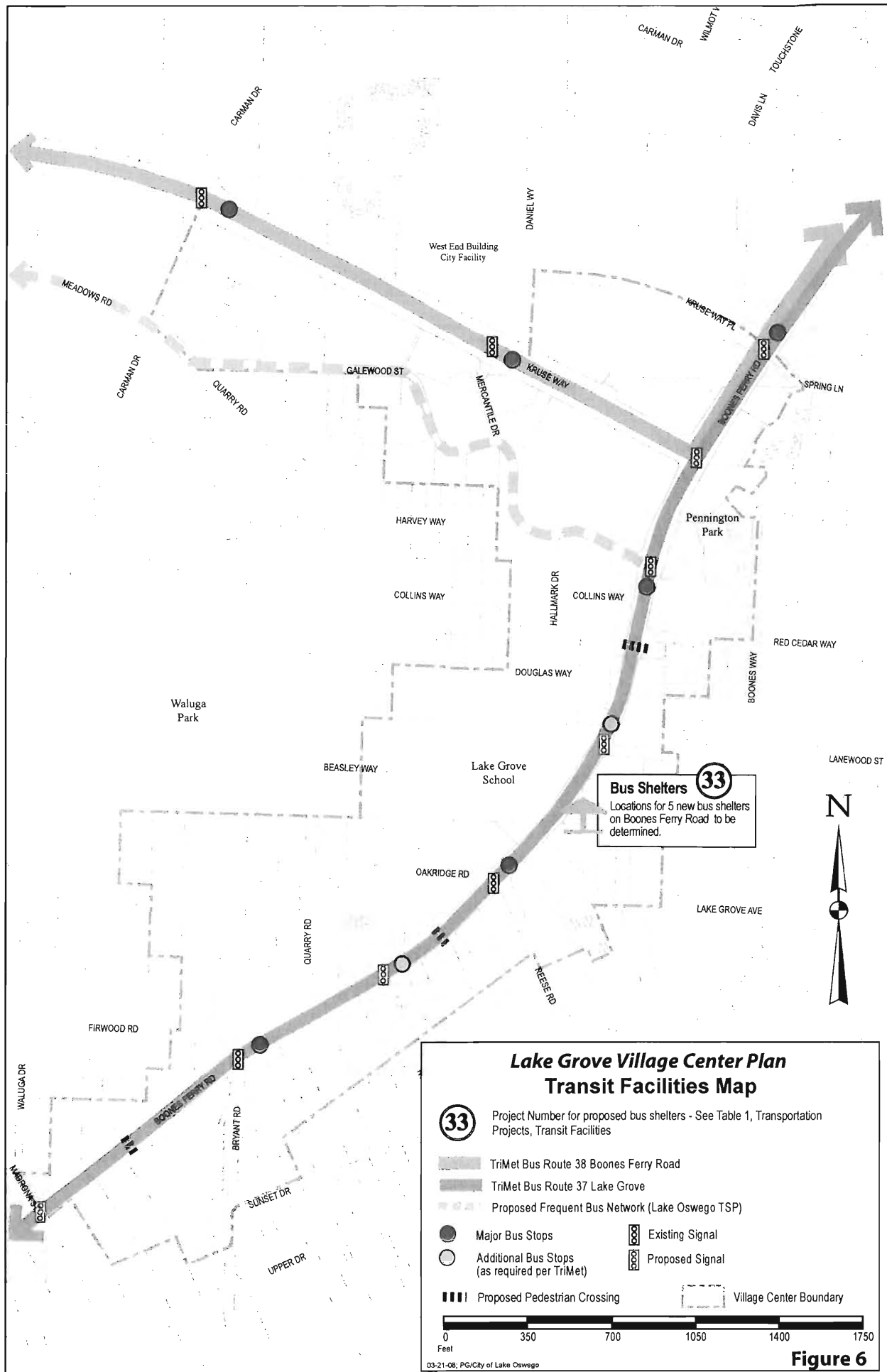
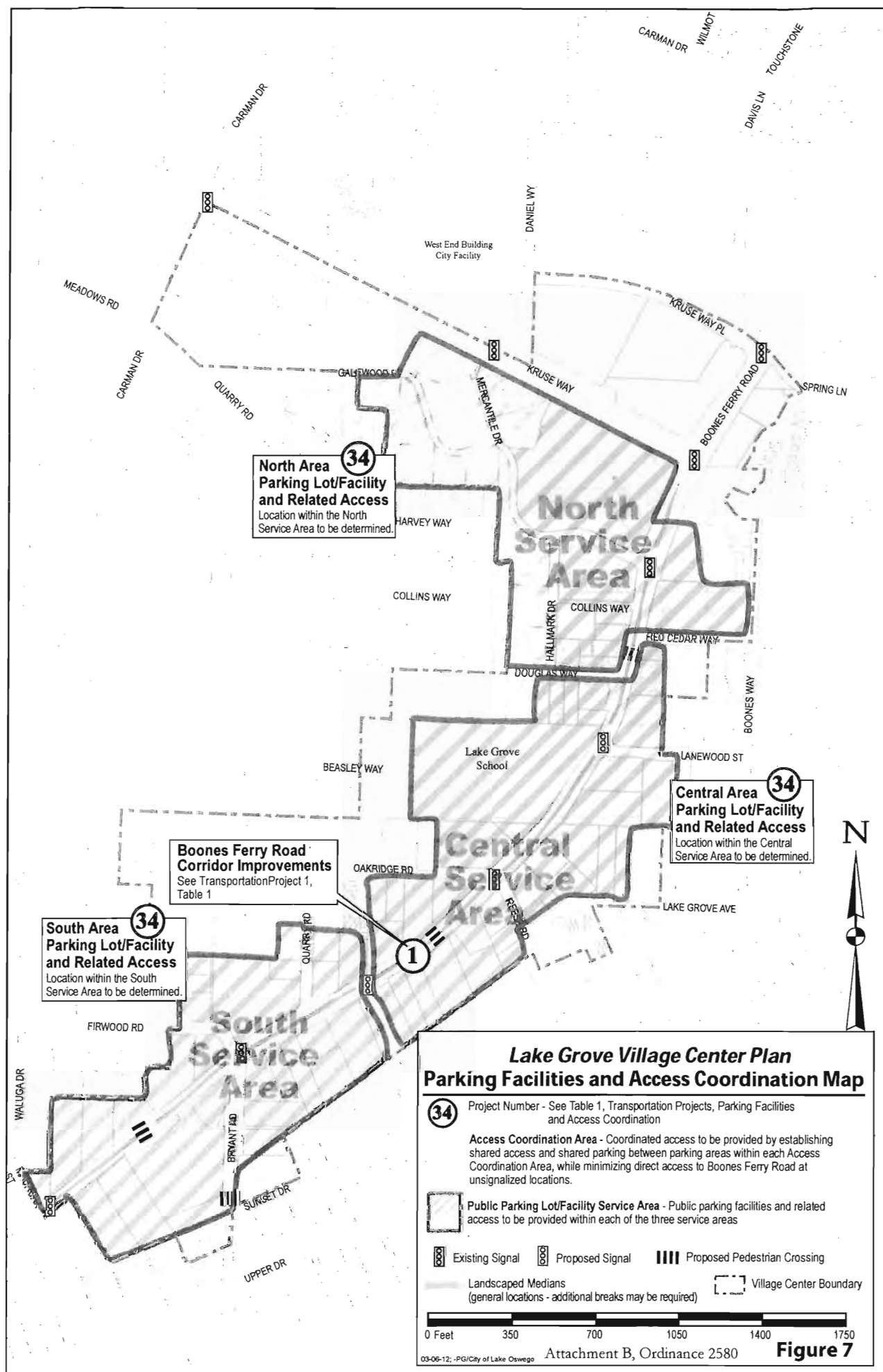


Figure 3



Attachment B, Figure 4 - Ordinance 2580





Attachment C (Ordinance 2580)

Lake Grove Village Center Plan Text Amendments

The amendments below update the Transportation Action Measures and the Natural Resources sections of the Lake Grove Village Center Plan. Deleted text is shown as stricken and new text is shown in **bold, underlined type**.

Page 15

Action Measures – Transportation

The action measure that begins on page 15 is amended as follows:

Transportation action measures are organized under five headings:

- i. ~~Village Center Access Management~~ **Boones Ferry Road Refinement Plan**
 - ii. Street Design
 - iii. Public Involvement
 - iv. Transportation Projects
 - v. Design Direction
-
- i. ~~Village Center Access Management~~ **Boones Ferry Road Refinement Plan**.

In response to a Village Center Plan action measure calling for an access management plan, the City completed a Boones Ferry Road Refinement Plan in 2011. The Refinement Plan is intended to be used to guide subsequent~~A comprehensive access management plan for the Village Center shall be completed prior to initiating Engineering Plans (see ii. Street Design, b. Engineering Plans). The access management~~ **Refinement Plan was prepared in two phases. The first phase plan shall provide first, the included a Traffic and Safety Analysis and resulted in a series of recommended refinements which were examined further in the second phase. The second phase also included an**~~followed by the Economic Impacts Analysis identified below. These analyses require consideration of impacts for a base case condition based on existing conditions and standards, and for a Village Center condition based on transportation concepts identified in these Action Measures under v. Design Direction. Both analyses require recommendations for alternative design refinements to mitigate findings for adverse impacts and to advance the goals and policies of the Lake Grove Village Center Plan.~~

a. Traffic and Safety Analysis. (Policies 1.1; 1.2; 1.5) The traffic and safety analysis was completed as part of the first phase of the Boones Ferry Road Refinement Plan. The analysis was conducted by DKS Associates, Inc. and was completed in September of 2009. The analysis found that with a series of recommended refinements and improvements traffic operations could be maintained at acceptable levels through the planning time frame (2035). The plan concept for center medians and U-turns at signalized intersections did not result in excessive neighborhood cut-through traffic or create congestion problems. Further work is needed during the engineering phase of the Boones Ferry Road project to address delivery truck access to businesses.

~~a. Complete a traffic operations and safety analysis to address potential impacts to traffic operations, business access, neighborhood "cut through" traffic, and safety. Peak hour and non-peak hour assessments should be included. The traffic and safety analysis shall include, but not be limited to, the following:~~

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

b. Economic Impacts Analysis. (Policies 1.1; 1.2) b. **The second phase of the Boones Ferry Refinement Plan was completed in July 2011. As part of the Refinement Plan work, the FCS Group completed an analysis of economic impacts resulting from the proposed road improvements. The analysis found that following construction, some businesses may experience a short term (2-3 year) drop in average vehicle trips but that given overall enhanced access for all travel modes and projected increases in auto traffic through the corridor, destination trips for businesses in the district should increase by 33-50% by the year 2035.**

b. ~~Complete an economic impacts analysis incorporating findings and recommendations from the Traffic and Safety Analysis. The economic impacts analysis shall include, but not be limited to, the following:~~

(1) ~~Address potential economic impacts to Lake Grove businesses including impacts to parking supply, business access, commercial deliveries, and business performance during street construction. Include an assessment of economic impacts on adjacent neighborhoods.~~

(2) ~~Provide recommendations for conceptual design refinements to mitigate for economic impacts, and to advance the goals of the Lake Grove Village Center Plan. In the event of a conflict between the various goals of the Plan, design refinements for mitigation shall give priority to pedestrian facilities.~~

c. **Refinement Plan Recommendations and Road Alignment – The 2011 Boones Ferry Refinement Plan prepared by HNTB Corporation and the July 8, 2011 memorandum documenting the recommendations of the Boones Ferry Road Refinement Plan Project Advisory Committee shall be used to provide guidance for subsequent engineering work related to Boones Ferry Road improvements through the Village Center. The Refinement Plan and memorandum address 22 specific plan refinements that were identified during phase 1 of the Boones Ferry Road Refinement Plan project. In addition, the Refinement Plan and memorandum include road alignment diagrams that are intended to establish the overall framework for road alignment for initial construction.**

ii. Street Design.

a. **Green Streets. (Policy 1.3) The second phase of the Boones Ferry Road Refinement Plan refined green street concepts for Boones Ferry Road. The Refinement Plan concepts are intended to provide guidance for further engineering work related to Boones Ferry Road improvements. Fund and complete a detailed stormwater management and engineering feasibility study to fully assess issues and costs associated with incorporating green streets elements into the design and engineering of Boones Ferry Road. This is a high priority study, particularly given that incorporation of green street concepts is a major element of the overall roadway design. Investigate a variety of funding sources for the study including funds allocated through the City of Lake Oswego Capital Improvement Plan (CIP), Metro “green street” funds, city storm water management funds and federal funds.**

b. **Boones Ferry Corridor Engineering Plans. (Policies 1.1; 1.2; 1.3; 1.4; 1.5; 2.1; 2.2; 3.2; 3.3; 3.4. See also Transportation Project 1: Boones Ferry Corridor Improvements.) Fund and complete the following engineering plans for Boones Ferry Road Improvements. Conduct engineering studies to after the Access Management Plan and any design refinements have been completed:**

(1) **35% Engineering Plan – The 35 % engineering plan identifies identify constructability issues, necessary right-of-way acquisitions, and establishes the framework for the final design, such as grade, slope, sub-base of road and undergrounding of utilities. The 35% engineering plans should includes the following:**

- **Evaluation-Identification of the centerline based on the results of the 2011 Boones Ferry Road Refinement Plan; alignment to balance engineering and safety needs with reduction of impacts to adjacent properties, where technically feasible;**

- Assessment and design for mitigation of ~~specific economic~~ **construction** impacts to adjacent properties including impacts to existing buildings, parking supply, access, delivery access, and business operations during street construction; and
- Preparation **Refinement** of preliminary cost estimates.

~~(2) 65% Engineering Plan—The 65% engineering plan provides sufficient design information to allow the City to provide a private developer with preliminary plans that form the basis for the completion of detailed engineering plans for a segment of the roadway adjacent to a proposed development.~~

Page 27

Design Direction

To clarify plan language related to roadway width and constrained roadway sections, the text on page 27 of the Lake Grove Village Center Plan is amended as follows:

(b) Required Right-of-Way

~~Revising Recommended Right-of-Way Width. Based on the 2011 Boones Ferry Road Refinement Plan, the right-of-way width needed An 82 foot right-of-way is recommended to accommodate street elements identified in the Boones Ferry Corridor Street Cross~~ **Sections will range between approximately 92 feet and 82 feet. The wider ROW is generally needed at intersections to accommodate U-turns.** ~~, and is subject to revision based on completion of the following:~~

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

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

Natural Resources

The following policy is added to the Natural Resources section of the plan under Goal 8:

8.7 Support opportunities to treat private stormwater within the public green street system if capacity is available and to jointly develop shared stormwater facilities at plazas and gathering places ("pearls") where possible.

Action Measure ii is amended as follows:

ii. Sustainable Development Provisions (Policy 8.4 **and 8.7**)

Amend code provisions as required to provide development bonuses for sustainable building and stormwater management practices. **As part of the Boones Ferry Road project, explore opportunities to treat private stormwater within the public green street system and examine opportunities to jointly develop shared stormwater facilities at plazas and gathering places ("pearls").** (Also ~~s~~See Land Use Action Measures ii.)

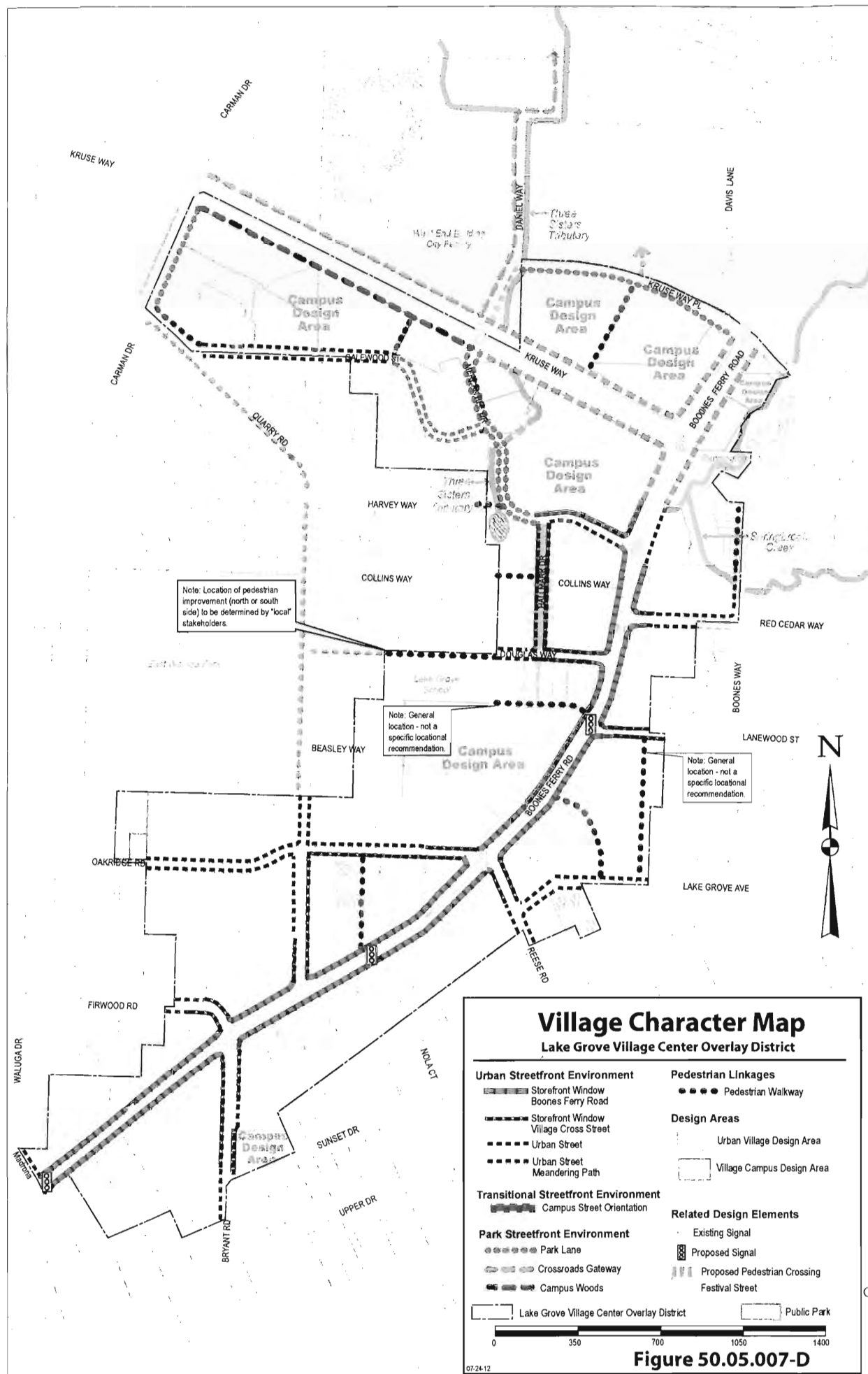
Attachment D (Ordinance 2580)

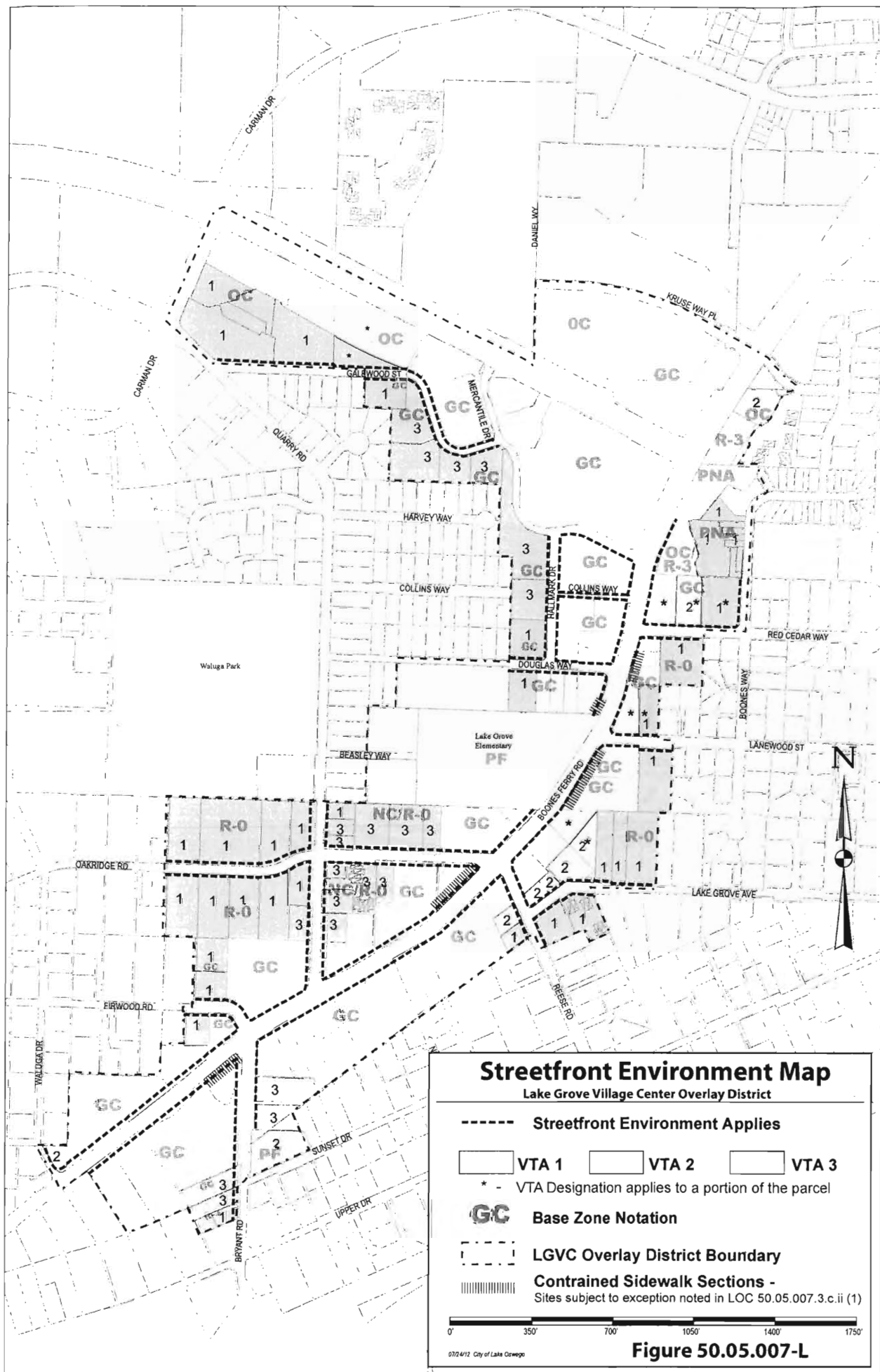
Lake Grove Village Center Overlay District

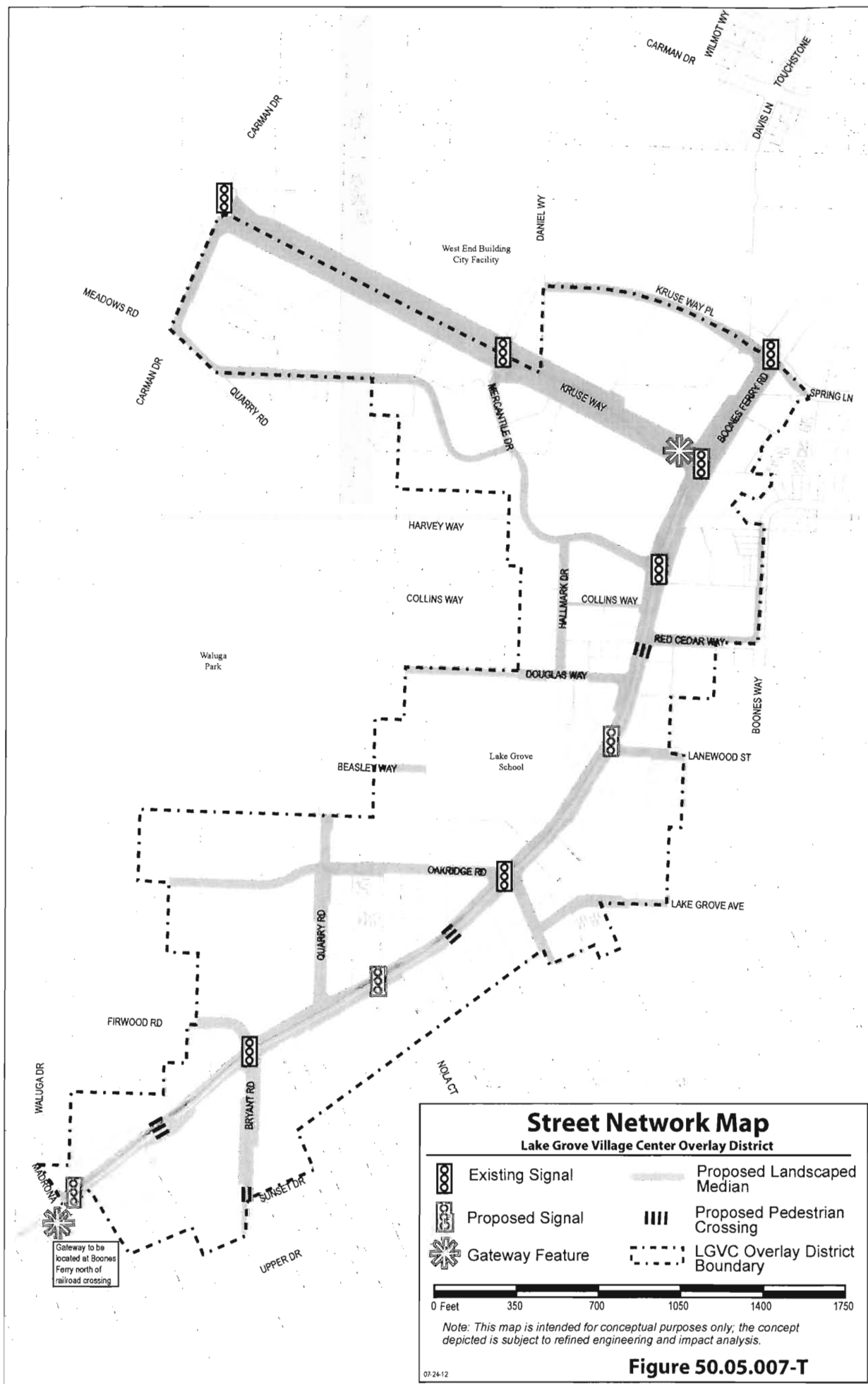
Figure Amendments

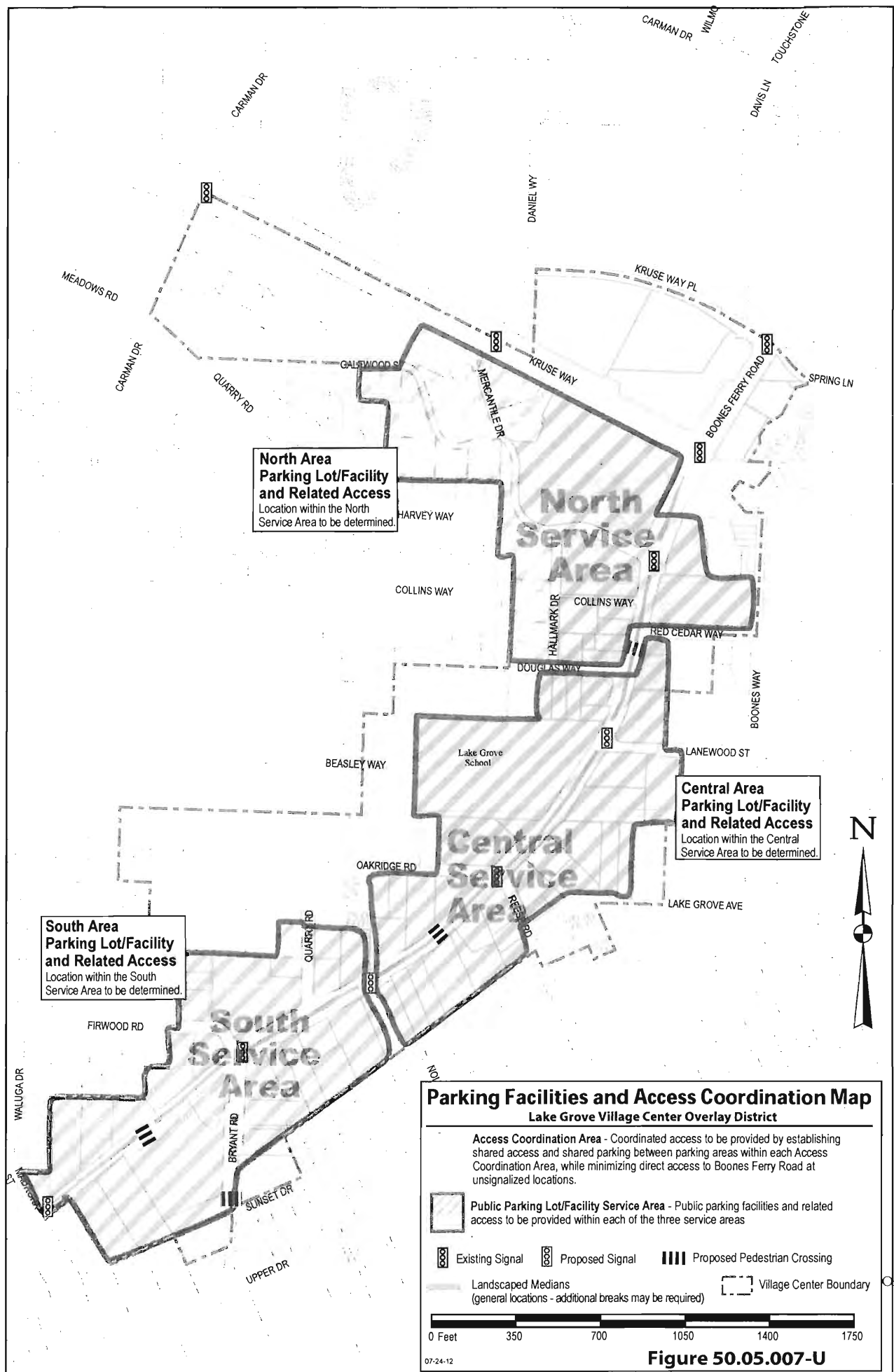
The replacement Figures for the Lake Grove Village Center Overlay District are included on the following pages. The replacement maps include:

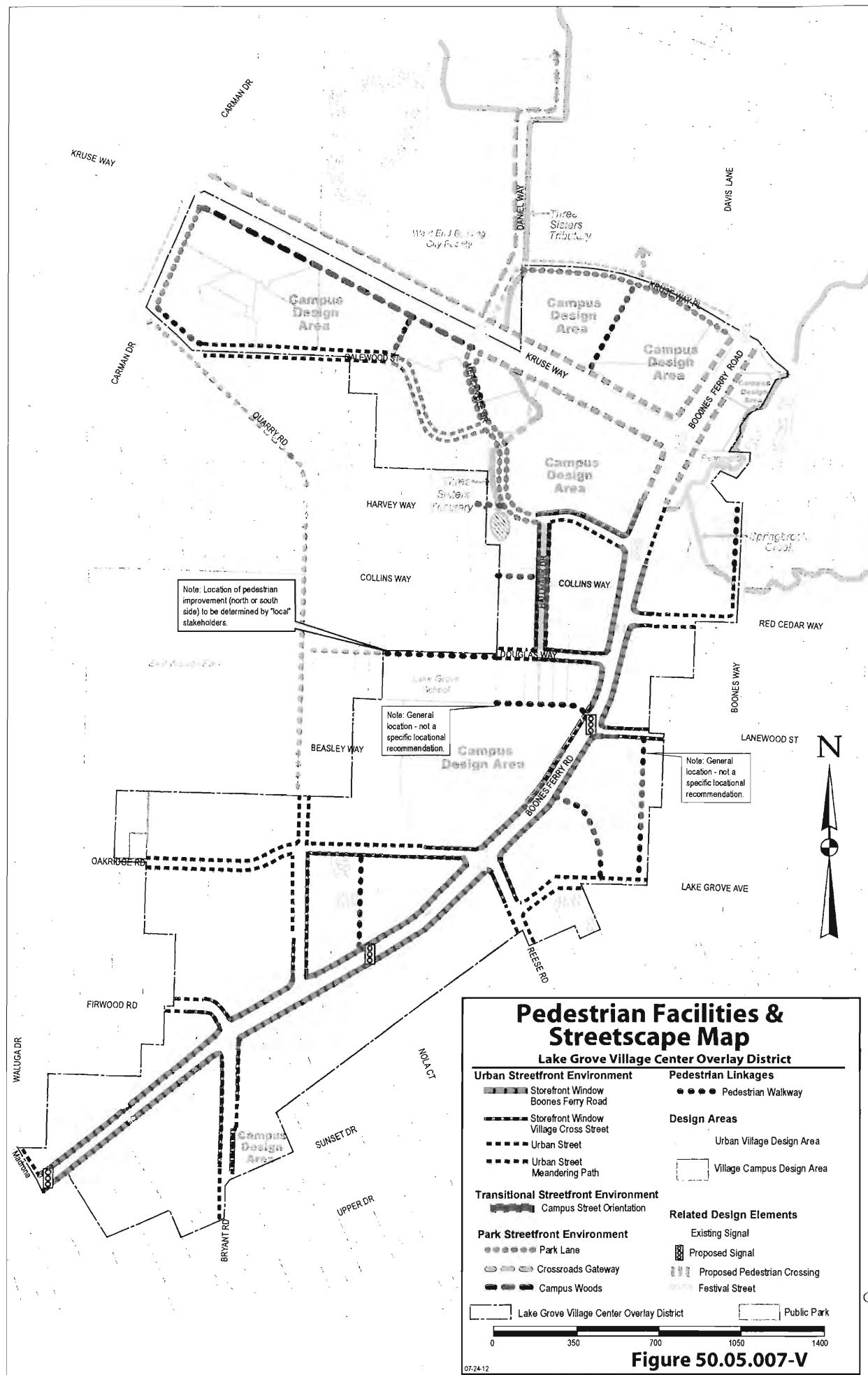
- Figure 50.05.007-D – Village Character Map
- Figure 50.05.007-L – Streetfront Environment Map
- Figure 50.05.007-T – Street Network Map
- Figure 50.05.007-U – Parking Facilities and Access Coordination Map
- Figure 50.05.007-V – Pedestrian Facilities and Streetscape Map
- Figure 50.05.007-X – Transit Map

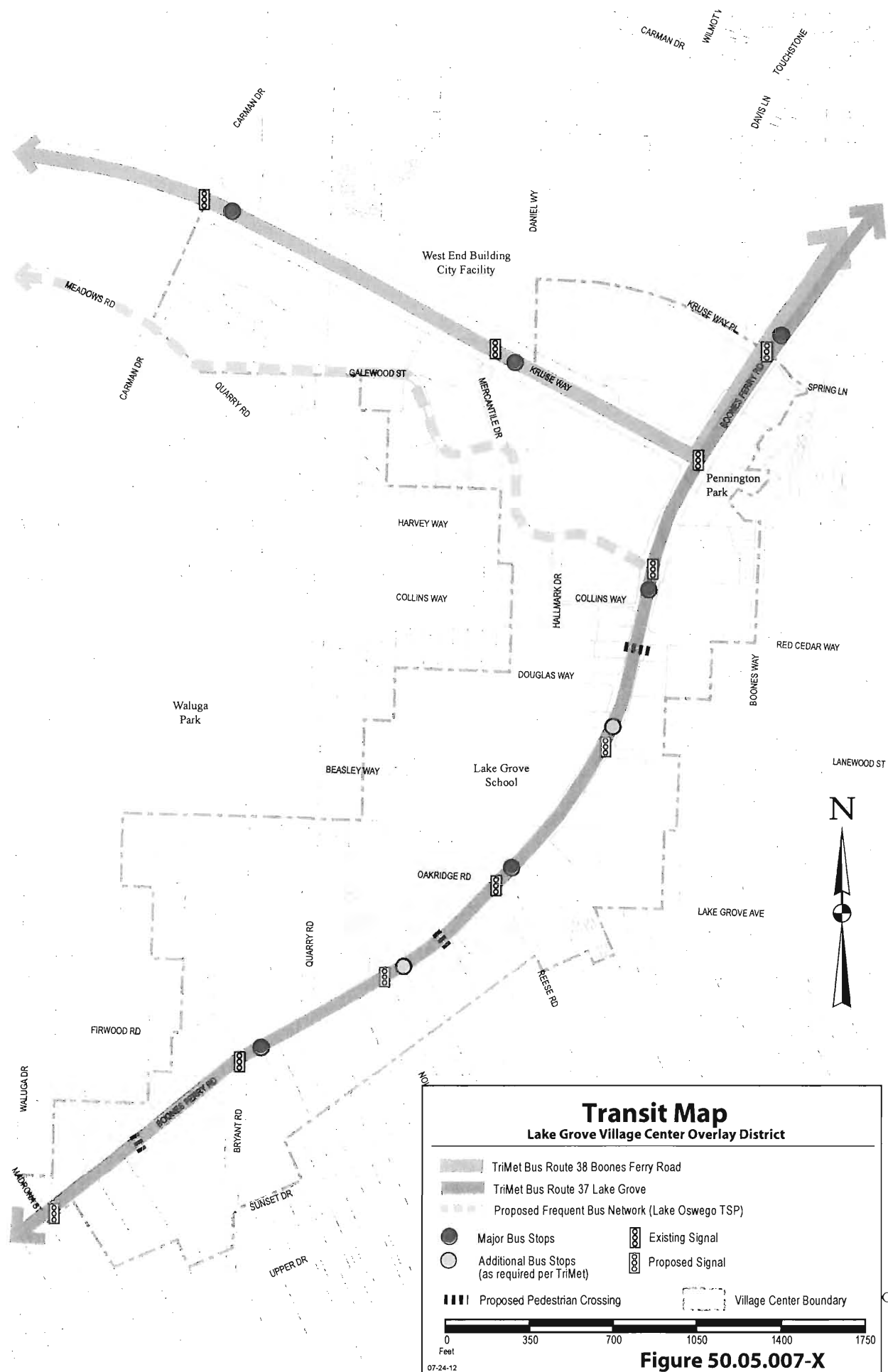












Attachment E (Ordinance 2580)

Lake Grove Village Center Overlay District

Text Amendments

The Overlay District text amendments below include amended language for LOC 50.05.007.3 – Applicability and LOC 50.05.007.6 - Site Planning Standards.

50.05.007.3 - Applicability

Amend LOC 50.05.007.3.c as follows (Deleted text is shown as stricken and new text is shown in **bold, underlined type**):

c. Applicability by Type of Development

i. New Construction/Redevelopment

All standards of this section apply to new building(s) or site improvements on any vacant or redeveloped site and to new building(s) and related site improvements on any partially developed or developed site.

ii. Remodeled Buildings, Building Expansion, and Site Improvements

The standards of this section apply to any remodeling, building expansion, or site improvement project on a partially developed or developed site, except as expressly provided below:

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

Exception – Boones Ferry Road Constrained Sidewalk: On property along Boones Ferry Road depicted with constrained sidewalk sections on Figure 50.05.007-L (Streetfront Environmental Map), public right-of-way shall be dedicated and sidewalks shall be widened as required by the Site Planning Standards of LOC 50.05.007.6 when:

(a) 750 sq. ft. or more of floor area is demolished and reconstruction occurs of at least 750 sq. ft. of floor area; or

(b) The existing floor area is increased by 50% or more, or 750 sq. ft., whichever is less; or

(c) The number of parking spaces is increased by 15% or more.

These can occur either by a single project or cumulative projects within five years from the date of application, but not including projects applied for before [the effective date of this ordinance].

(2) Standards that enhance the pedestrian environment apply only when the proposed **development occurs** ~~building or site improvement changes, remodels or results in new construction occurring~~ within the build-to line, LOC 50.05.007.4.e.i. For purposes of this subsection, the following standards are the standards that enhance the pedestrian environment:

- (a) LOC 50.05.007.4.e, Streetfront Environment;
- (b) LOC 50.05.007.5.d.v, Rain Protection;
- (c) LOC 50.05.007.5.i.iii, Public Plaza;
- (d) LOC 50.05.007.5.i.iv, Urban Village Standards for Buildings Exceeding 35 ft. or Two and One-half Stories;
- (e) LOC 50.05.007.5.i.vii, Storefront Window;
- (f) LOC 50.05.007.7.d.ii, Urban Streetfront Environment; and
- (g) LOC 50.05.007.7.e, Transitional Streetfront Environment.

(3) The **site development standards in the following sections** ~~following standards~~ do not apply to building remodeling projects. The **site development** standards apply to site improvement projects only if the proposed site improvement includes the abutting street right-of-way:

- (a) LOC 50.05.007.7.d, Village Streetfront;
- (b) LOC 50.05.007.6.k.vii, Street Trees; and
- (c) LOC 50.05.007.7.c, Village Commons and Gathering Places.

50.05.007.6 - Site Planning Standards

Amend LOC sections 50.05.007.6.b, c, and e as follows (Deleted text is shown as stricken and new text is shown in **bold, underlined type**):

b. Streets, Circulation, and Pedestrian System

ii. Design Standards

(2) Map Specific Locations

- (g) **Driveways** The number of access points on Boones Ferry Road shall be reduced through the consolidation of driveways as follows:
 - (i) Driveway spacing shall not be less than 150 ft. when a center median is present. If a center median is not present, driveway spacing shall not be less than 300 ft.
 - (ii) The location of consolidated access shall be determined by the review authority based upon consideration of the following factors:

- (A) The Street Network Map, Figure 50.05.007-T;
 - (B) The Parking Facilities and Access Coordination Map, Figure 50.05.007-U;
 - (C) The ability to serve multiple properties;
 - (D) Traffic safety and operational characteristics; and
 - (E) Any approved access master plan for abutting properties.
- (iii) Property owners shall construct the consolidated driveway at the time of development, or execute a recordable covenant to share in the cost of the consolidated driveway at such future time when sufficient land area is developed to make driveway consolidation practical.
 - (iv) The review authority may approve interim individual driveway access to Boones Ferry Road when circumstances on abutting lots prevent driveway consolidation.
 - (v) When abutting lots develop and the location of the permanent shared access is not the same location as the interim access, the interim driveway shall be abandoned and the area landscaped or otherwise integrated into the design of the subject site under the provisions of this section and other applicable Lake Oswego codes, standards and regulations. Landscaping to be provided within abandoned driveway may be counted toward minimum site landscaping requirements.
 - (vi) Driveway consolidation shall require the execution of reciprocal, non-revocable easements in a form necessary to ensure unimpeded property access and driveway maintenance.

Exception – Lake Grove Elementary School: This subsection (vi) applies to the Lake Grove Elementary School site only when the development and uses are not for a public school.

- (h) **Abutting Parking Facilities Connections** - Driveways and parking aisles shall be designed to create connections to abutting commercially zoned parking facilities within the Lake Grove Village Overlay District when practical. The location of access connections shall be based on the Parking Facilities and Access Coordination Map, Figure 50.05.007-U.

Exception – Lake Grove Elementary School: This subsection (h) applies to the Lake Grove Elementary School site only when the development and uses are not for a public school.

[Cross-Reference: LOC 50.05.007.6.c, Parking.]

(i) **Access Coordination – Access Master Plans** - When shared driveway access to Boones Ferry Road (as required by LOC 50.05.007.6.f) or connections between parking facilities on abutting properties (as required by LOC 50.05.007.6.g) are dependent on redevelopment of the abutting property, the required shared access and/or property connections may be temporarily postponed provided that an access master plan is approved by the review authority.

(i) **Access master plans shall:**

- (A) Be filed with the site plan for development or redevelopment,
- (B) Illustrate how shared access and vehicular connections will be provided with abutting commercially zoned properties,
- (C) Illustrate how pedestrian connections will be provided with all abutting commercial and medium density or high density zoned property,
- (D) Illustrate how shared access and vehicular connections will not interfere with development or redevelopment of abutting properties in a manner that is consistent with the broad objectives of the Village Center plan and the overlay zone,
- (E) Set forth the timing and conditions under which the access or connection improvements shall be constructed and implemented, and
- (F) Be signed and recorded by the owners of abutting property for which access is being coordinated. In the event that abutting owners refuse to sign the master plan, the applicant shall demonstrate that an effort was made to meet with and coordinate with the abutting owners.

(ii) Upon approval of an access master plan by the review authority, development or redevelopment on abutting property shall be designed in accordance with the approved access master plan.

c. Parking

- i. Within the Lake Grove Village Center, on-street parking spaces directly abutting a property may be used to satisfy the off-street parking requirements of a business or residential use located on the property.
- ii. Driveways and parking aisles shall include pedestrian safety features such as changes in surface material, signage and lighting to alert drivers to the potential presence of pedestrians.
- iii. To maximize development potential, shared off-street parking between different businesses and land uses shall be required when practical as set forth in LOC 50.06.002, Parking. Access to parking facilities shall be based on the Parking Facilities and Access Coordination Map, Figure 50.05.007-U.

Exception – Lake Grove Elementary School: This subsection (c)(iii) applies to the Lake Grove Elementary School site only when the development and uses are not for a public school.

[Cross-Reference: LOC 50.05.007.b.ii(2)(h), Abutting Parking Facilities Connections and (i) Access Coordination – Access Master Plans.]

- iv. Within 500 ft. of a public parking facility, the minimum parking requirement shall be 75% of the total required for each use pursuant to parking requirements in LOC 50.06.002.
- v. A reduction in required parking shall be provided in accordance with LOC 50.05.007.7.c.ii, Village Gathering Places.
- vi. **For the portion of property purchased or condemned by City after [the effective date of this ordinance] for the purpose of improvements to Boones Ferry Road right-of-way that are consistent with the Lake Grove Village Center Plan: If the loss of property eliminates parking, the amount of parking lost may be counted toward meeting the parking standard for building expansions, if applied for within five years of the purchase or condemnation.**

d. Street Lighting

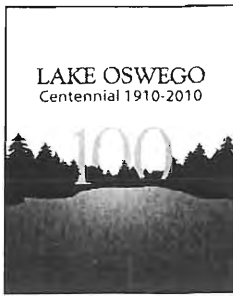
- i. Cobra-head light fixtures are prohibited.
- ii. Lighting shall be shielded, directed downward, and designed to prevent glare.
- iii. Street lighting shall be provided as set forth in LOC 50.05.007.7.d, Village Streetfront.

e. Landscape Requirements

These standards reinforce village scale and character, buffer dissimilar uses, and ensure a unified streetscape theme and continuity within the Lake Grove Village Center Overlay District as illustrated in the Village Theme section of the Lake Grove Village Center Design Handbook.

- i. **Minimum Area Requirement** - Landscaping shall be installed on at least 15% of the development site on which buildings are constructed. This is inclusive of area provided in required village gathering places, landscaping required for parking lots, landscaping within any required buffer areas, and landscaping within public plazas and gathering places. Landscaping may include courtyards, raised beds and planters.

Exception: For the portion of property purchased or condemned by City after [the effective date of this ordinance] for the purpose of improvements to Boones Ferry Road right-of-way that are consistent with the Lake Grove Village Center Plan: If the loss of property limits the ability to expand the existing development, the square footage of the lost property may be counted toward meeting the landscaping standard for building expansions, if applied for within five years of the purchase or condemnation.



AGENDA

CITY COUNCIL SPECIAL MEETING

CITY OF LAKE OSWEGO

Tuesday, September 4, 2012
5:30 p.m.
Council Chambers, 380 A Avenue

380 A Avenue
PO Box 369
Lake Oswego, OR 97034

503-675-3984
www.ci.oswego.or.us

Contact: Catherine Schneider, City Recorder
Email: cschneider@ci.oswego.or.us
Phone: 503-675-3984

Also published on the internet at:
www.ci.oswego.or.us

The meeting location is accessible to persons with disabilities. To request accommodations, please contact the City Recorder's Office at 503-635-0236, 48 hours before the meeting.

-
- | | <u>Page #</u> |
|---|---------------|
| 1. CALL TO ORDER & ROLL CALL | |
| 2. EXECUTIVE SESSION
Under authority of ORS 192.660 (2) ((e) conduct deliberations with persons designated to negotiate real property transactions | |
| 3. RETURN TO OPEN SESSION (<i>estimated 6:00 p.m.</i>) | |
| 4. PLEDGE OF ALLEGIANCE | |
| 5. PRESENTATIONS | |
| 5.1 Distinguished Service Award, Bruce Brown, Sustainability Board | |
| 5.2 American Association of Public Works, 2012 Public Works Project of the Year Award, Environment, More than \$75 Million, Lake Oswego Interceptor Sewer | |
| 5.3 Lake Oswego – Tigard Water Project Update | |
| 5.4 Metro Update, Councilor Collette | |
| 6. CONSENT AGENDA | |
| 6.1 Resolution 12-51, A Resolution of the City Council of the City of Lake Oswego Amending Resolution 12-31 to Correct the Term of Planning Commission Appointment

Motion: <i>Adopt Resolution 12-51</i> | |
| 6.2 Approval of Minutes | |
| 6.2.1 January 31, 2012, Special Meeting Minutes | |

- 6.2.2 May 8, 2012, Special Meeting Minutes
- 6.2.3 May 15, 2012, Regular Meeting Minutes
- 6.2.4 May 22, 2012, Special Meeting Minutes
- 6.2.5 May 29, 2012, Special Meeting Minutes
- 6.2.6 June 5, 2012, Regular Meeting Minutes
- 6.2.7 June 18, 2012, Special Meeting Minutes
- 6.2.8 June 19, 2012, Regular Meeting Minutes

Action: Approve Minutes

END CONSENT AGENDA

7. ITEMS REMOVED FROM THE CONSENT AGENDA

8. CITIZEN COMMENT

The purpose of citizen comment is to allow citizens to present information or raise an issue regarding items not on the agenda or regarding agenda items that do not include a public hearing. A time limit of three minutes per citizen shall apply.

9. ORDINANCE ADOPTION

- 9.1 Ordinance 2580, An Ordinance of the City Council of the City of Lake Oswego Amending the Lake Grove Village Center Plan (A Special District Plan of the Lake Oswego Comprehensive Plan) and LOC 50.05.007, (the Lake Grove Village Center Overlay District) to Incorporate Recommendations Developed by the Project Advisory Committee for the Boones Ferry Refinement Plan and Adopting Findings (LU 11-0040-1793)

Motion: Move to adopt Ordinance 2580

10. STUDY SESSION

- 10.1 Emergency Water Supply Cooperative Agreement – Proposed Update to 2003 Agreement between West Linn, South Fork Water Board and Lake Oswego

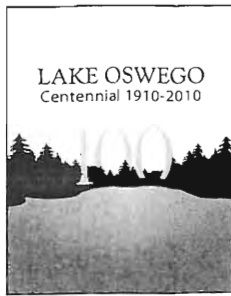
11. INFORMATION FROM COUNCIL (15 MINUTES)

This agenda item provides an opportunity for individual Councilors to provide information to the Council on matters not otherwise on the agenda. Each Councilor will be given five minutes.

- 11.1 Councilor Information


- 11.2 Reports of Council Committees, Organizational Committees, and Intergovernmental Committees
- 12. REPORTS OF OFFICERS (15 minutes)
 - 12.1 City Manager
 - 12.2 Review of Council Schedule
 - 12.3 Review of Council Digest
 - 12.4 City Attorney
- 13. ADJOURNMENT

Cable Viewers: this meeting will be shown live, see www.tvctv.org for channel information. Watch Council meetings via live streaming video at <http://www.ci.oswego.or.us/citycouncil/watch-meetings-online-and-cable-tv>



COUNCIL REPORT

TO: Jack D. Hoffman, Mayor
Members of the Lake Oswego City Council
David Donaldson, City Manager

FROM: David Powell, City Attorney 

SUBJECT: Ordinance 2580 – Implementing the Boones Ferry Road Refinement Plan

DATE: August 29, 2012

ACTION

Adopt Ordinance 2580, finalizing the City Council's tentative decision to approve amendments to the Lake Oswego Comprehensive Plan (Lake Grove Village Center Plan), and the Community Development Code (Lake Grove Village Center Overlay District), implementing the Boones Ferry Road Refinement Plan

INTRODUCTION/BACKGROUND

On July 31, 2012, following a public hearing, the City Council made a tentative decision to adopt Ordinance 2580, implementing the Boones Ferry Road Refinement Plan by making certain amendments to the Lake Grove Village Center Plan and to the Lake Grove Village Center Overlay District. The tentative decision incorporated the recommendations of the Planning Commission, with certain modifications. Attached Ordinance 2580 finalizes that tentative decision, and incorporates findings and conclusions.

DISCUSSION

Consistent with the City Council's tentative decision, Ordinance 2580 states that the consolidated driveway, shared access and shared parking requirements of the Overlay District will apply to the Lake Grove Elementary School site "only when the development and uses are not for a public school." (See pages 3 and 5 of Attachment E to the Ordinance. LOC 50.05.007.6.b.ii.2.g.vi, 50.05.007.6.b.ii.2.h, and 50.05.007.6.c.iii.)

The ordinance also reflects the City Council's tentative decision to modify the Planning Commission's recommendations in order to provide that the development thresholds that trigger requirements for right-of-way dedication and sidewalk widening for properties with constrained sidewalks not be based upon development projects for which applications have been filed prior to the effective date of the ordinance. This modification was made in response to a property owner's suggestion that the development thresholds

should not apply retroactively. (See page 1 of Attachment E to the Ordinance. LOC 50.05.007.3.c.ii.1.)

In response to citizen testimony that a new traffic signal at Madrona and Boones Ferry will exacerbate safety issues and traffic cut-throughs on neighborhood streets, the proposed City Council findings recite that, although the Planning Commission found that “a traffic diverter could be considered after signalization if conditions warranted and the Transportation Advisory Board authorized the diverter,” the City Council concludes that it would be inappropriate to wait until after the signal is installed to make the determination, and instead finds that the Council’s approval of the new signal is with the understanding that traffic calming, mitigation or sidewalks will be provided to improve safety and to discourage vehicles from cutting through the neighborhood. (See pages 4 of 5 of the proposed City Council findings. Attachment A to the Ordinance.)

With the exception of these modifications, the provisions of Ordinance 2580 are consistent with the Planning Commission’s recommendations.

RECOMMENDATION

It is recommended that the City Council adopt Ordinance 2580, implementing the Boones Ferry Road Refinement Plan by making certain amendments to the Lake Grove Village Center Plan and to the Lake Grove Village Center Overlay District.

ATTACHMENTS

Ordinance 2580 with attachments:

Attachment A – Findings and Conclusions

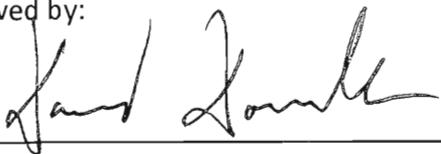
Attachment B – Lake Grove Village Center Plan Figure Amendments

Attachment C – Lake Grove Village Center Plan Text Amendments

Attachment D – Lake Grove Village Center Overlay District Figure Amendments

Attachment E – Lake Grove Village Center Overlay District Text Amendments

Reviewed by:



David Donaldson
City Manager

ORDINANCE NO. 2580

AN ORDINANCE OF THE LAKE OSWEGO CITY COUNCIL AMENDING THE LAKE GROVE VILLAGE CENTER PLAN (A SPECIAL DISTRICT PLAN OF THE LAKE OSWEGO COMPREHENSIVE PLAN) AND LOC 50.05.007 (THE LAKE GROVE VILLAGE CENTER OVERLAY DISTRICT) TO INCORPORATE RECOMMENDATIONS DEVELOPED BY THE PROJECT ADVISORY COMMITTEE FOR THE BOONES FERRY ROAD REFINEMENT PLAN AND ADOPTING FINDINGS (LU 11-0040-1793).

Whereas, in 2008, the City of Lake Oswego adopted the Lake Grove Village Center Plan and a primary objective of the plan was to transform Boones Ferry Road into a “Great Street” that would help to create vibrant, pedestrian-oriented, mixed-use center in Lake Grove; and

Whereas, to help implement the Lake Grove Village Center Plan, the City adopted new regulatory standards and processes which were codified in the Community Development Code as the Lake Grove Village Center Overlay District (LOC 50.05.007); and

Whereas, the Lake Grove Village Center Plan outlined specific actions that called for studies and refinements that would result in more detailed plans for Boones Ferry Road improvements; and

Whereas, in 2009, the City initiated a two-part Refinement Plan process under which Phase 1 addressed traffic issues and Phase 2 addressed design and alignment issues; and

Whereas, Phase 2 of the Refinement Plan process included a Project Advisory Committee charged with making recommendations for Boones Ferry Road improvements;

Whereas it is the intent of the City to incorporate the recommendations of the Project Advisory Committee in the Lake Grove Village Center Plan and the Lake Grove Village Center Overlay District;

The City of Lake Oswego ordains as follows:

Section 1. The Lake Grove Village Center Plan (a special district plan of the Lake Oswego Comprehensive Plan originally adopted under Ordinance 2454) is hereby amended by replacing Figures 2, 3, 4, 6 and 7 with the new figures included in Attachment B. The text of the Lake Grove Village Center Plan is hereby amended as set forth in Attachment C. Deleted text is shown as stricken and new text is shown in **bold, underlined type**;

Section 2. The Lake Grove Village Center Overlay District (LOC 50.05.007) is hereby amended by replacing map figures 50.05.007-D, 50.05.007-L, 50.05.007-T, 50.05.007-U, 50.05.007-V, and 50.05.007-X with the new map figures included in Attachment D;

Section 3. Section 50.05.007 of the Lake Oswego Code is hereby amended as set forth in Attachment E. Deleted text is shown as stricken and new text is shown in **bold, underlined type**; and

Section 4. The City Council hereby adopts the Findings and Conclusions (LU-11-0040) attached as Attachment A.

Enacted at the meeting of the Lake Oswego City Council of the City of Lake Oswego held on the _____ day of _____, 2012.

AYES:

NOES:

ABSENT:

ABSTAIN:

EXCUSED:

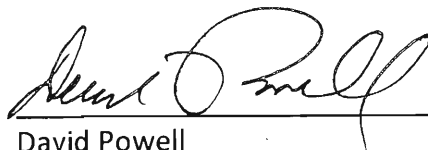
Jack D. Hoffman, Mayor

Dated: _____

ATTEST:

Cate Schneider, City Recorder

APPROVED AS TO FORM:



David Powell
City Attorney

**BEFORE THE CITY COUNCIL
OF THE CITY OF LAKE OSWEGO**

A REQUEST FOR TEXT AND MAP)
 AMENDMENTS TO THE COMPREHENSIVE) LU 11-0040-1793
 PLAN AND COMMUNITY DEVELOPMENT) (CITY OF LAKE OSWEGO)
 CODE TO IMPLEMENT THE BOONES FERRY)
 ROAD REFINEMENT PLAN) FINDINGS & CONCLUSIONS
)
 [ORDINANCE No. 2580])

NATURE OF PROCEEDINGS

This matter came before the City Council pursuant to recommendation of the Planning Commission to amend the Lake Oswego Community Development Code and Comprehensive Plan to implement recommendations outlined in the Boones Ferry Road Refinement Plan.

Proposed changes include:

- Zoning and Plan Map amendments depicting a signal at Madrona, a pedestrian crossing at the Lake Grove Shopping Center and deletion of the pedestrian crossing at Quarry.
- Comprehensive Plan amendments to clarify width and the approach for constrained sections.
- Community Development Code amendments providing that, if land area is sold for ROW purposes, it can continue to be counted to meet landscaping and parking standards.
- Community Development Code amendments to provide criteria for when subsequent development triggers widening requirements for constrained sidewalk segments.
- Parking Facilities and Access Coordination Map amendments to include the Lake Grove Elementary School site.
- Comprehensive Plan amendments to add a new policy to the Natural Resources section under Goal 8 to encourage the city to look for opportunities to treat private stormwater within the public green street system and to jointly develop shared stormwater facilities where possible.

HEARINGS

The Planning Commission held a work session on November 28, 2011, and held public hearings at its meetings of January 23, 2012, and March 12, 2012. The Commission adopted

findings and a recommendation on April 9, 2012. The City Council had a study session on the proposed plan and code amendments on January 10, 2012, and held a public hearing on the Planning Commission recommendation on July 31, 2012.

CRITERIA AND STANDARDS

A. City of Lake Oswego Comprehensive Plan

- Goal 1: Citizen Involvement, Policy 1
- Goal 9: Economic Development, Policies 8 and 11
- Goal 12: Transportation
- Goal 12-3: Neighborhood Collectors and Local Residential Streets, Policy 8 Special District Plans:
- Lake Grove Village Center Plan
 - Goal 1: Transform Boones Ferry into a Great Street, Policies 1.1, 1.2, 1.3, 1.4, and 1.5.
 - Goal 7: Protect the Residential Character of Adjoining Neighborhoods, Policy: 7.4
 - Goal 9: Support businesses in the Village Center, Policies 9.4 and 9.6
- Lake Grove Neighborhood Plan
 - Goal 12: Transportation, Policies 3 and 4
- Lake Forest Neighborhood Plan
 - Goal 12: Transportation, Policies 2 and 6
- Waluga Neighborhood Plan
 - Goal 12: Transportation, Policy 10

B. Metro Urban Growth Management Functional Plan

Title 6: Regional Accessibility

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

D. Oregon Statewide Planning Goals

- Goal 1: Citizen Involvement
- Goal 12: Transportation

1 E. City of Lake Oswego Community Development Code

2 LOC 50.75.010 Criteria for a Legislative Decision

3 LOC 50.75.015 Required Notice to DLC

4 LOC 50.75.020 Planning Commission Recommendation Required

5 LOC 50.75.025 City Council Review and Decision

6 **FINDINGS AND REASONS**

7 As support for its decision, the City Council incorporates the January 13, 2012 staff
8 report and the supplemental staff report dated March 8, 2012, with all exhibits, together with
9 the July 31, 2012 Council Report, with all exhibits, supplemented by the further findings and
10 conclusions set forth herein. In the event of any inconsistency between the supplementary
11 matter herein and the incorporated staff reports, the matter herein controls.

12 Following are the supplementary findings and conclusions of the City Council:

13 The Planning Commission recommended that the Parking Facilities and Access
14 Coordination Map (Figure 50.05.007-U) include the Lake Grove Elementary School site so that
15 new development could share the school access drive leading to Boones Ferry Road. School
16 District officials and others opposed this for security reasons. Staff proposed that the City
17 Council consider amendments to LOC 50.05.007.6.b.ii.2.g.vi, 50.05.007.6.b.ii.2.h and
18 50.05.007.6.c.iii stating that the consolidated driveway, shared access and shared parking
19 requirements would apply to the Lake Grove Elementary School site "only when the
20 development and uses are not part of the elementary school." The City Council agrees that an
21 exception is warranted. However, it finds that there is no reason to limit the school exception
22 to elementary school use. The Council concludes that the relevant Code provisions should
23 instead provide that consolidated driveway, shared access and shared parking requirements
24
25
26

1 apply to the Lake Grove Elementary School site "only when the development and uses are not
2 for a public school."

3 The City Council concurs with the staff suggestion to adjust the Planning Commission's
4 recommended language for LOC 50.05.007.3.c.ii.1, relating to constrained sidewalks, in order to
5 provide that the development thresholds that trigger right of way dedication and sidewalk
6 widening not include projects applied for before the effective date of the proposed Code
7 changes. The Council finds that this appropriately addresses property owner concerns that the
8 former language would have inappropriately caused the development triggers to be
9 retroactive.
10

11 The City Council received testimony from a number of citizens stating that the new
12 traffic signal at Madrona will exacerbate current safety problems resulting from speeding cut-
13 through traffic in the neighborhood and the lack of sidewalk facilities to accommodate
14 pedestrians. The Planning Commission found that a specific design for a traffic diverter should
15 not be included as part of the proposed plan amendment "but that a traffic diverter could be
16 considered after the signalization if conditions warranted and the Transportation Advisory
17 Board authorized the diverter." However, the City Council concurs with those who testified
18 that it would be inappropriate for the City to wait until after the signal is installed before
19 deciding whether and how to address this concern. The City Council finds that its approval of
20 the new signal at Madrona is with the understanding that traffic calming, mitigation or
21 sidewalks will be provided to improve safety and to discourage vehicles from cutting through
22 the neighborhood.
23
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1 With the exception of those modifications necessary to address these supplemental
2 findings, the City Council finds that the Code, Plan and Map amendments recommended by the
3 Planning Commission are appropriate and should be implemented.

4 **CONCLUSION**

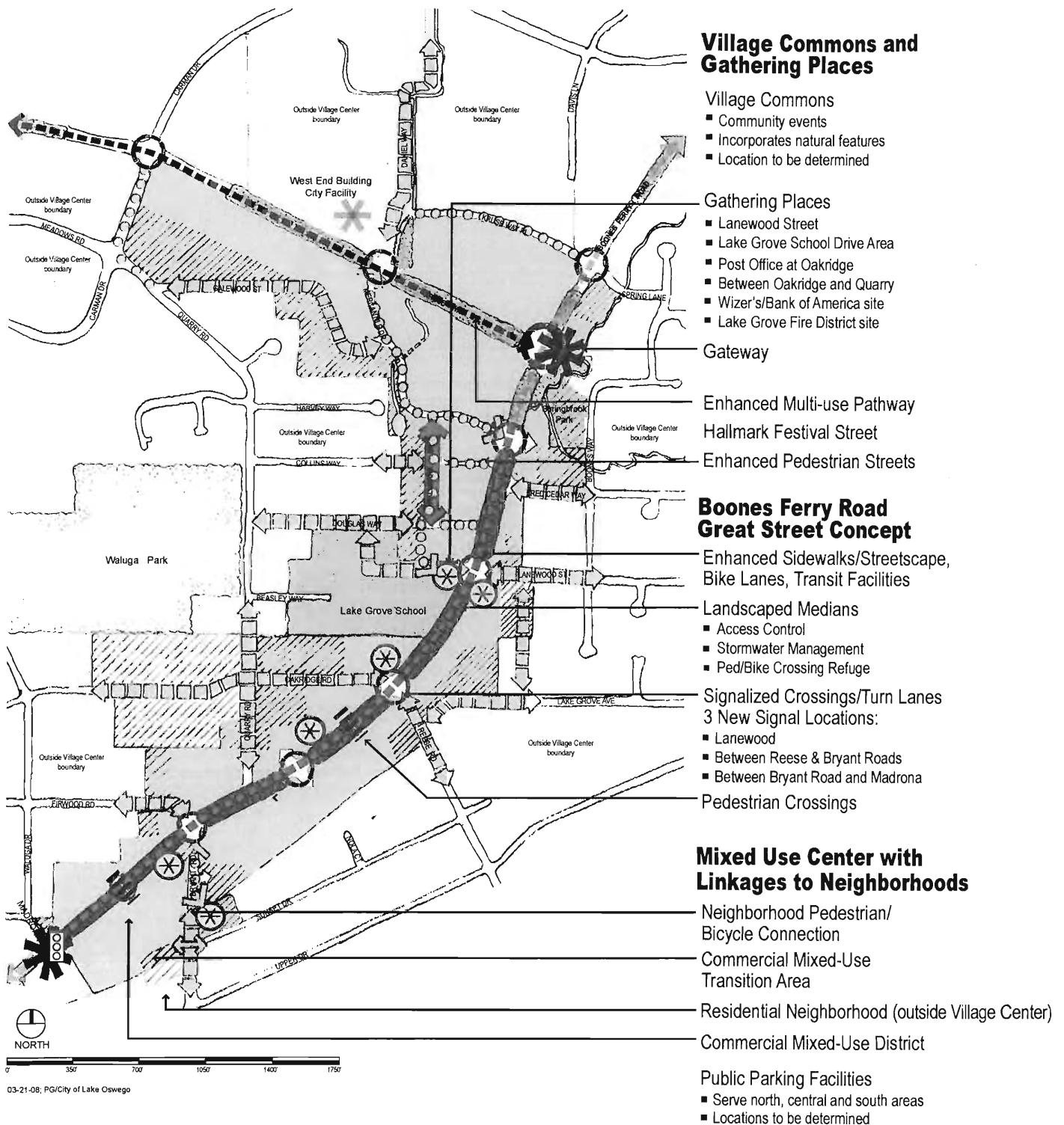
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6 The City Council concludes that LU 11-0040, as modified to be consistent with these
7 findings, complies with all applicable criteria and should be approved. The City Council also
8 concludes that proposed Ordinance 2580, amending the Comprehensive Plan and Community
9 Development Code to implement the Boones Ferry Road refinement plan, and as modified to
10 be consistent with these findings, should be enacted.

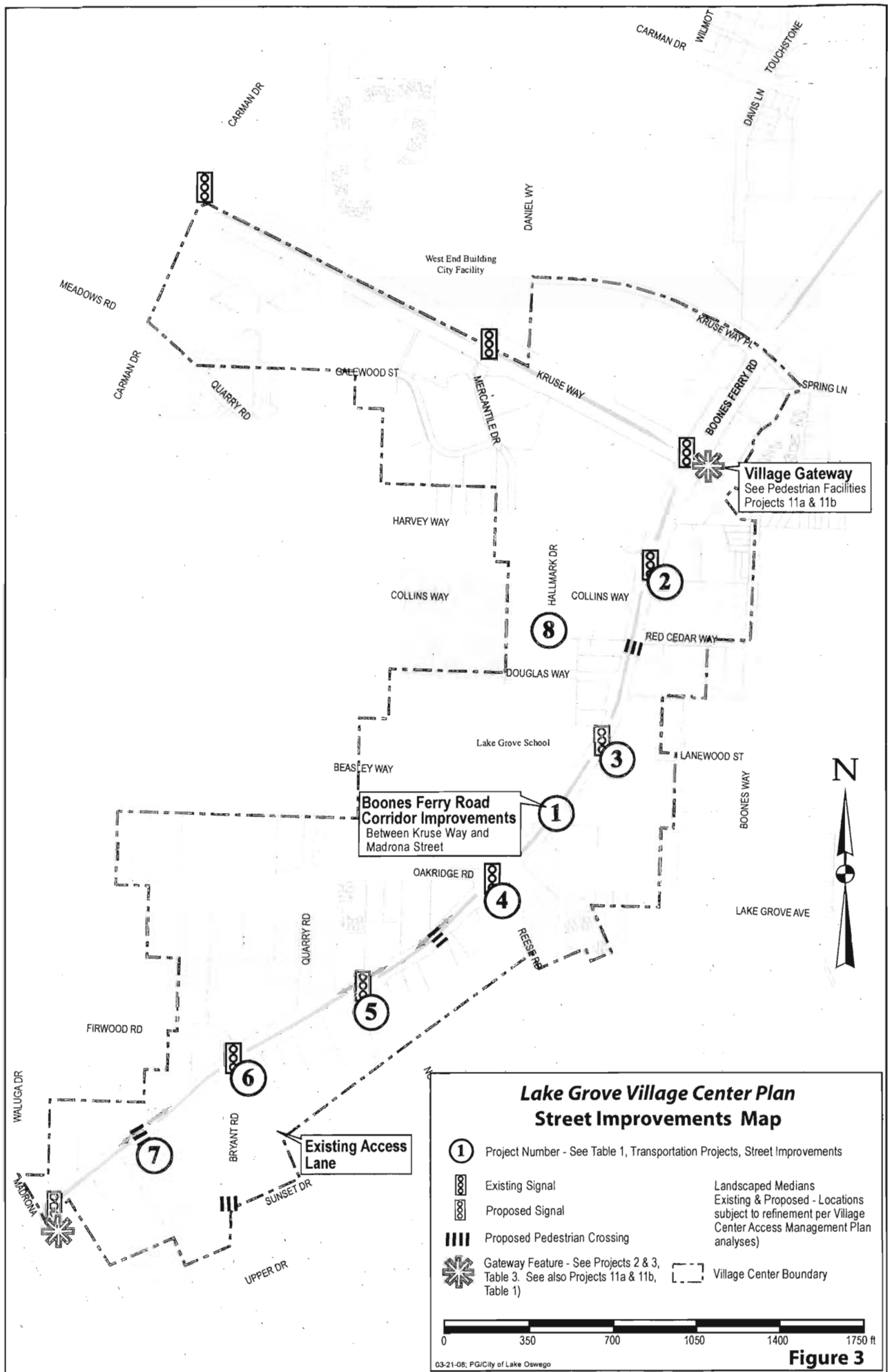
Attachment B (Ordinance 2580)

Lake Grove Village Center Plan Figure Amendments

The replacement map figures for the Lake Grove Village Center Plan are included on the following pages.
The replacement figures include:

- Figure 2 – Lake Grove Village Center Concept Plan
- Figure 3 – Street Improvements Map
- Figure 4 – Pedestrian Facilities Map
- Figure 6 – Transit Facilities Map
- Figure 7 – Parking Facilities and Access Coordination Map





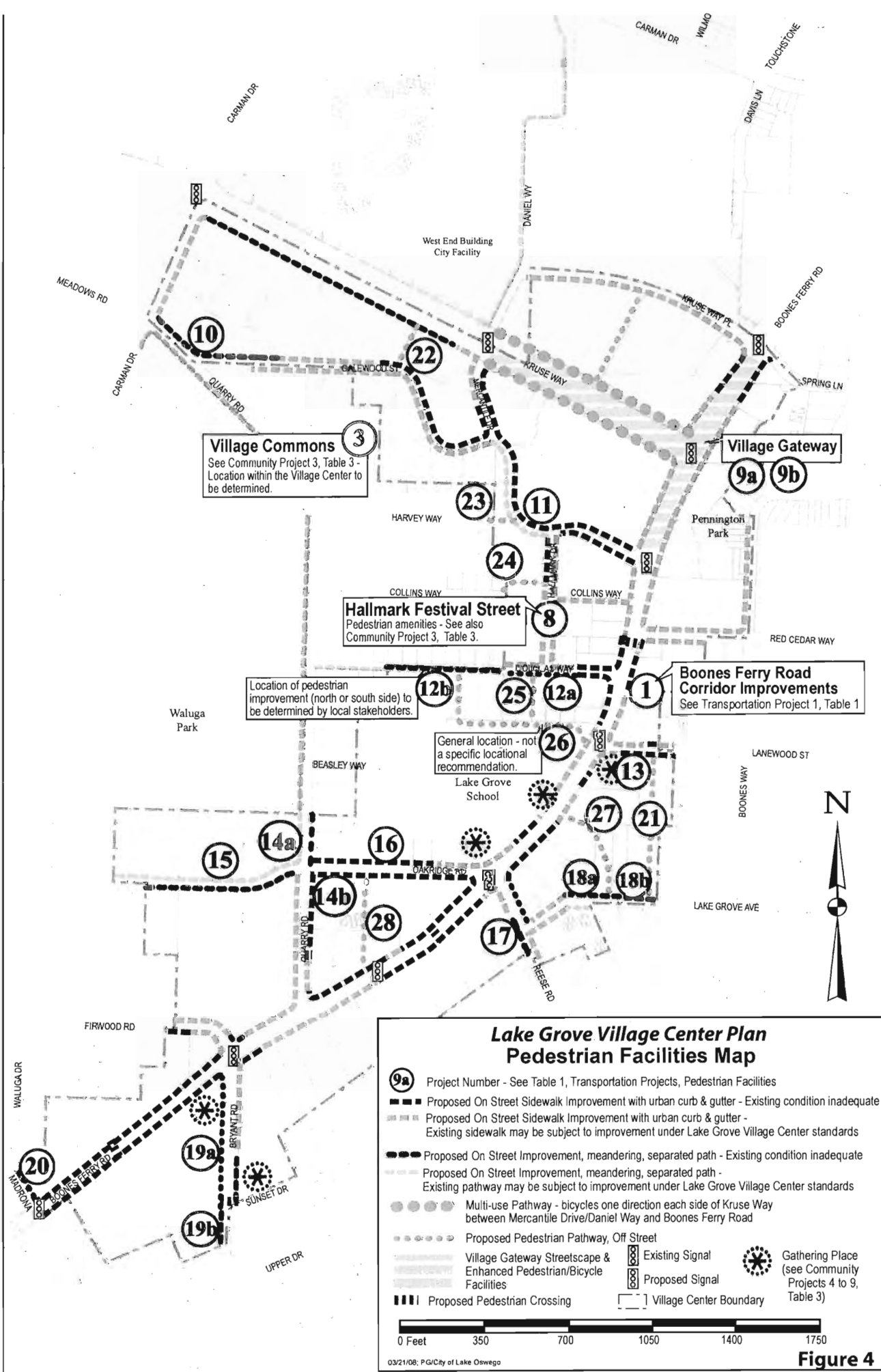
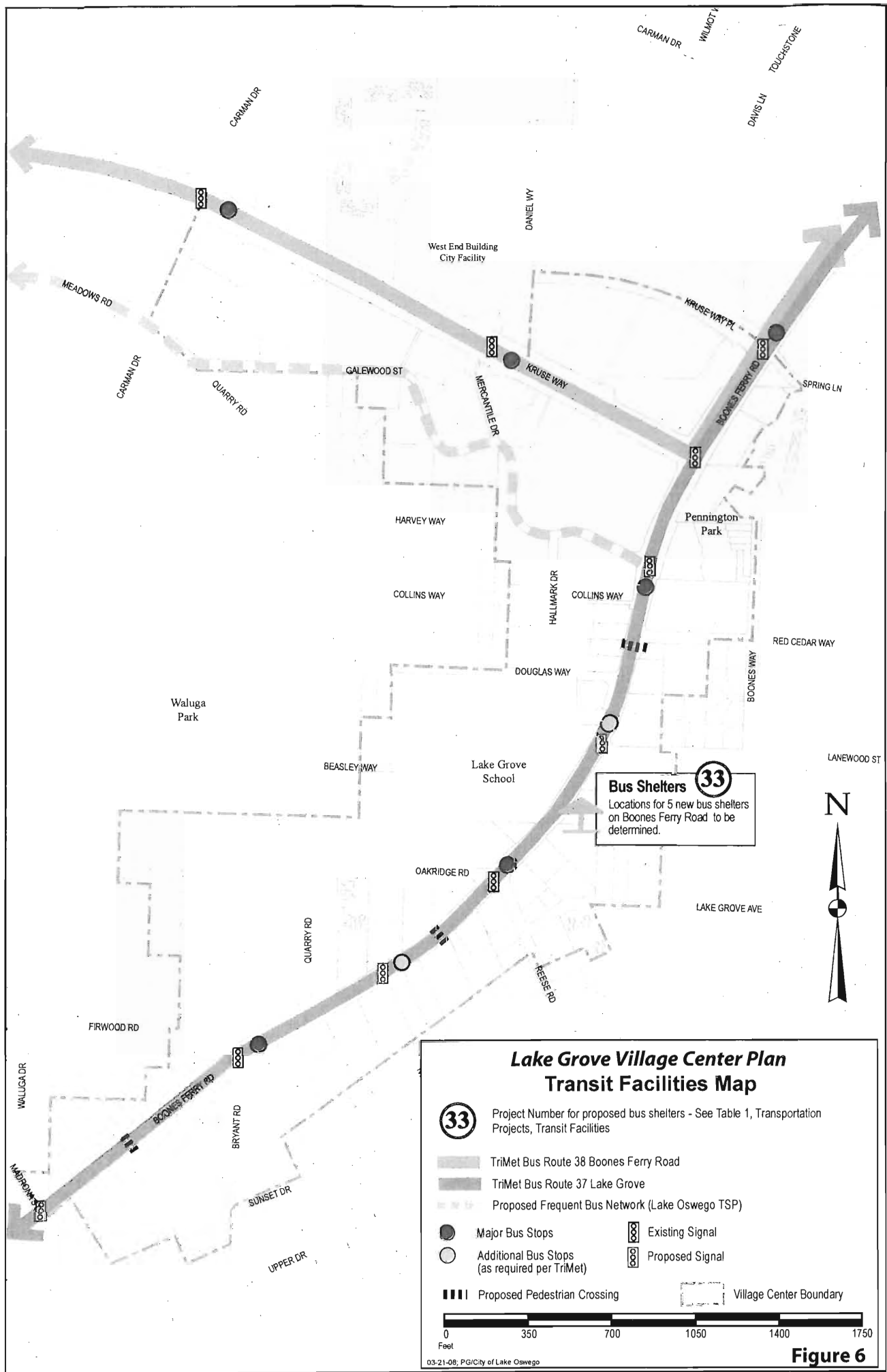
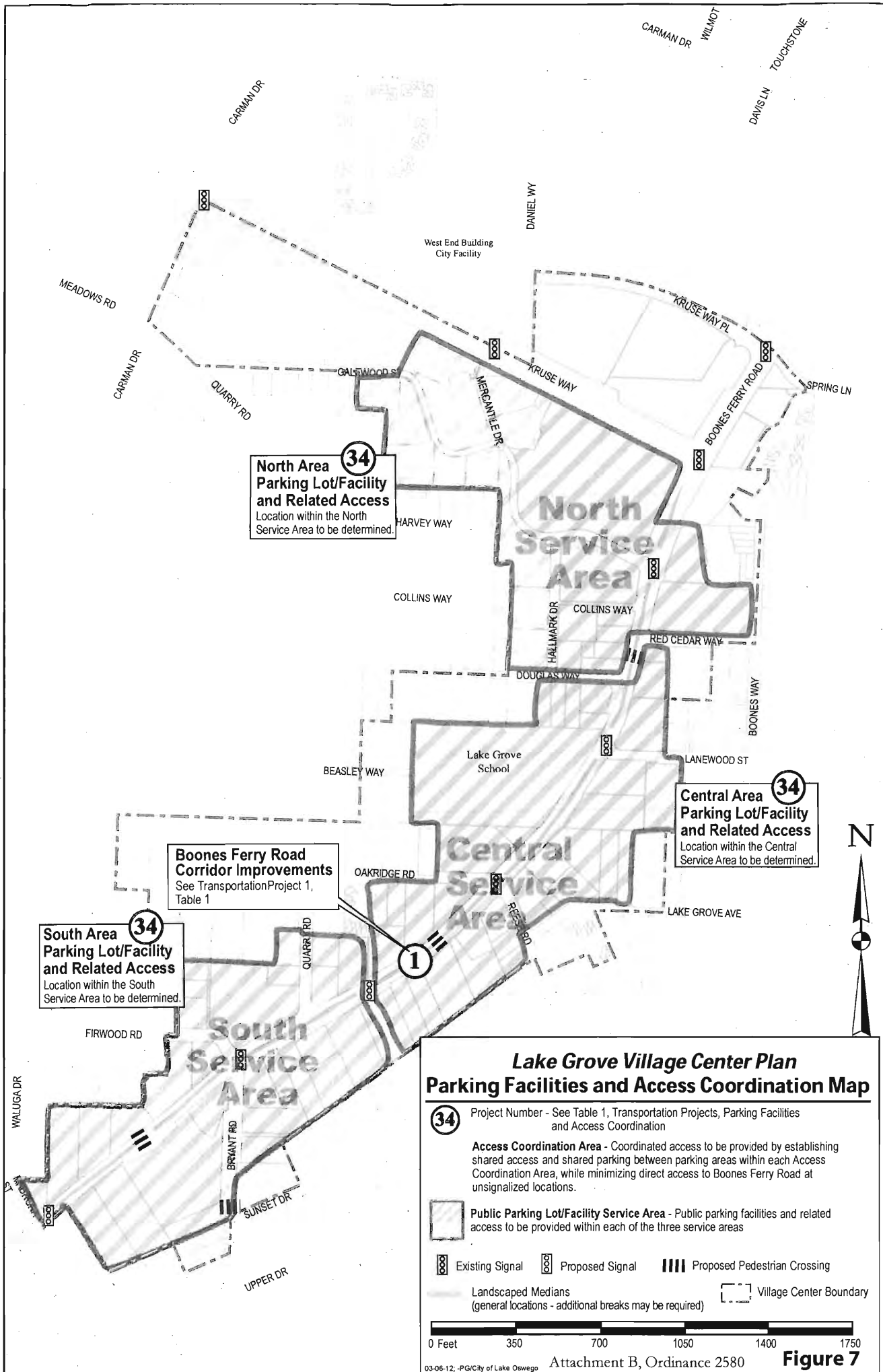


Figure 4





Lake Grove Village Center Plan Parking Facilities and Access Coordination Map

34 Project Number - See Table 1, Transportation Projects, Parking Facilities and Access Coordination

Access Coordination Area - Coordinated access to be provided by establishing shared access and shared parking between parking areas within each Access Coordination Area, while minimizing direct access to Boones Ferry Road at unsignalized locations.

Public Parking Lot/Facility Service Area - Public parking facilities and related access to be provided within each of the three service areas

03-06-12; -PG/City of Lake Oswego

Attachment C (Ordinance 2580)

Lake Grove Village Center Plan Text Amendments

The amendments below update the Transportation Action Measures and the Natural Resources sections of the Lake Grove Village Center Plan. Deleted text is shown as stricken and new text is shown in **bold, underlined type**.

Page 15

Action Measures – Transportation

The action measure that begins on page 15 is amended as follows:

Transportation action measures are organized under five headings:

- i. ~~Village Center Access Management~~ **Boones Ferry Road Refinement Plan***
 - ii. Street Design*
 - iii. Public Involvement*
 - iv. Transportation Projects*
 - v. Design Direction*
- i. ~~Village Center Access Management~~ **Boones Ferry Road Refinement Plan**.*

In response to a Village Center Plan action measure calling for an access management plan, the City completed a Boones Ferry Road Refinement Plan in 2011. The Refinement Plan is intended to be used to guide subsequent ~~A comprehensive access management plan for the Village Center shall be completed prior to initiating Engineering Plans (see ii. Street Design, b. Engineering Plans). The access management~~ **Refinement Plan was prepared in two phases. The first phase plan shall provide first, the included a Traffic and Safety Analysis and resulted in a series of recommended refinements which were examined further in the second phase. The second phase also included an** ~~followed by the Economic Impacts Analysis identified below. These analyses require consideration of impacts for a base case condition based on existing conditions and standards, and for a Village Center condition based on transportation concepts identified in these Action Measures under v. Design Direction. Both analyses require recommendations for alternative design refinements to mitigate findings for adverse impacts and to advance the goals and policies of the Lake Grove Village Center Plan.~~

a. Traffic and Safety Analysis. (Policies 1.1; 1.2; 1.5) The traffic and safety analysis was completed as part of the first phase of the Boones Ferry Road Refinement Plan. The analysis was conducted by DKS Associates, Inc. and was completed in September of 2009. The analysis found that with a series of recommended refinements and improvements traffic operations could be maintained at acceptable levels through the planning time frame (2035). The plan concept for center medians and U-turns at signalized intersections did not result in excessive neighborhood cut-through traffic or create congestion problems. Further work is needed during the engineering phase of the Boones Ferry Road project to address delivery truck access to businesses.

a. ~~Complete a traffic operations and safety analysis to address potential impacts to traffic operations, business access, neighborhood "cut through" traffic, and safety. Peak hour and non-peak hour assessments should be included. The traffic and safety analysis shall include, but not be limited to, the following:~~

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

b. Economic Impacts Analysis. (Policies 1.1; 1.2) b. **The second phase of the Boones Ferry Refinement Plan was completed in July 2011. As part of the Refinement Plan work, the FCS Group completed an analysis of economic impacts resulting from the proposed road improvements. The analysis found that following construction, some businesses may experience a short term (2-3 year) drop in average vehicle trips but that given overall enhanced access for all travel modes and projected increases in auto traffic through the corridor, destination trips for businesses in the district should increase by 33-50% by the year 2035.**

~~b. Complete an economic impacts analysis incorporating findings and recommendations from the Traffic and Safety Analysis. The economic impacts analysis shall include, but not be limited to, the following:~~

~~(1) Address potential economic impacts to Lake Grove businesses including impacts to parking supply, business access, commercial deliveries, and business performance during street construction. Include an assessment of economic impacts on adjacent neighborhoods.~~

~~(2) Provide recommendations for conceptual design refinements to mitigate for economic impacts, and to advance the goals of the Lake Grove Village Center Plan. In the event of a conflict between the various goals of the Plan, design refinements for mitigation shall give priority to pedestrian facilities.~~

c. Refinement Plan Recommendations and Road Alignment – The 2011 Boones Ferry Refinement Plan prepared by HNTB Corporation and the July 8, 2011 memorandum documenting the recommendations of the Boones Ferry Road Refinement Plan Project Advisory Committee shall be used to provide guidance for subsequent engineering work related to Boones Ferry Road improvements through the Village Center. The Refinement Plan and memorandum address 22 specific plan refinements that were identified during phase 1 of the Boones Ferry Road Refinement Plan project. In addition, the Refinement Plan and memorandum include road alignment diagrams that are intended to establish the overall framework for road alignment for initial construction.

ii. Street Design.

a. **Green Streets.** (Policy 1.3) **The second phase of the Boones Ferry Road Refinement Plan refined green street concepts for Boones Ferry Road. The Refinement Plan concepts are intended to provide guidance for further engineering work related to Boones Ferry Road improvements. Fund and complete a detailed stormwater management and engineering feasibility study to fully assess issues and costs associated with incorporating green streets elements into the design and engineering of Boones Ferry Road. This is a high priority study, particularly given that incorporation of green street concepts is a major element of the overall roadway design. Investigate a variety of funding sources for the study including funds allocated through the City of Lake Oswego Capital Improvement Plan (CIP), Metro “green street” funds, city storm water management funds and federal funds.**

b. **Boones Ferry Corridor Engineering Plans.** (Policies 1.1; 1.2; 1.3; 1.4; 1.5; 2.1; 2.2; 3.2; 3.3; 3.4. See also Transportation Project 1: Boones Ferry Corridor Improvements.) **Fund and complete the following engineering plans for Boones Ferry Road Improvements. Conduct engineering studies to after the Access Management Plan and any design refinements have been completed:**

~~(1) 35% Engineering Plan – The 35 % engineering plan identifies identify constructability issues, necessary right-of-way acquisitions, and establishes the framework for the final design, such as grade, slope, sub-base of road and undergrounding of utilities. The 35% engineering plans should includes the following:~~

- ~~- Evaluation-Identification of the centerline based on the results of the 2011 Boones Ferry Road Refinement Plan; alignment to balance engineering and safety needs with reduction of impacts to adjacent properties, where technically feasible;~~

- Assessment and design for mitigation of ~~specific economic~~ **construction** impacts to adjacent properties including impacts to existing buildings, parking supply, access, delivery access, and business operations during street construction; and
- ~~Preparation~~ **Refinement** of preliminary cost estimates.

~~(2) 65% Engineering Plan—The 65% engineering plan provides sufficient design information to allow the City to provide a private developer with preliminary plans that form the basis for the completion of detailed engineering plans for a segment of the roadway adjacent to a proposed development.~~

Page 27

Design Direction

To clarify plan language related to roadway width and constrained roadway sections, the text on page 27 of the Lake Grove Village Center Plan is amended as follows:

(b) Required Right-of-Way

~~Revising Recommended Right-of-Way Width. Based on the 2011 Boones Ferry Road Refinement Plan, the right-of-way width needed~~ **An 82-foot right-of-way is recommended to accommodate street elements identified in the Boones Ferry Corridor Street Cross Sections will range between approximately 92 feet and 82 feet. The wider ROW is generally needed at intersections to accommodate U-turns.** ~~and is subject to revision based on completion of the following:~~

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

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

Natural Resources

The following policy is added to the Natural Resources section of the plan under Goal 8:

8.7 Support opportunities to treat private stormwater within the public green street system if capacity is available and to jointly develop shared stormwater facilities at plazas and gathering places ("pearls") where possible.

Action Measure ii is amended as follows:

ii. Sustainable Development Provisions (Policy 8.4 **and 8.7**)

Amend code provisions as required to provide development bonuses for sustainable building and stormwater management practices. **As part of the Boones Ferry Road project, explore opportunities to treat private stormwater within the public green street system and examine opportunities to jointly develop shared stormwater facilities at plazas and gathering places ("pearls").** (Also ~~s~~See Land Use Action Measures ii.)

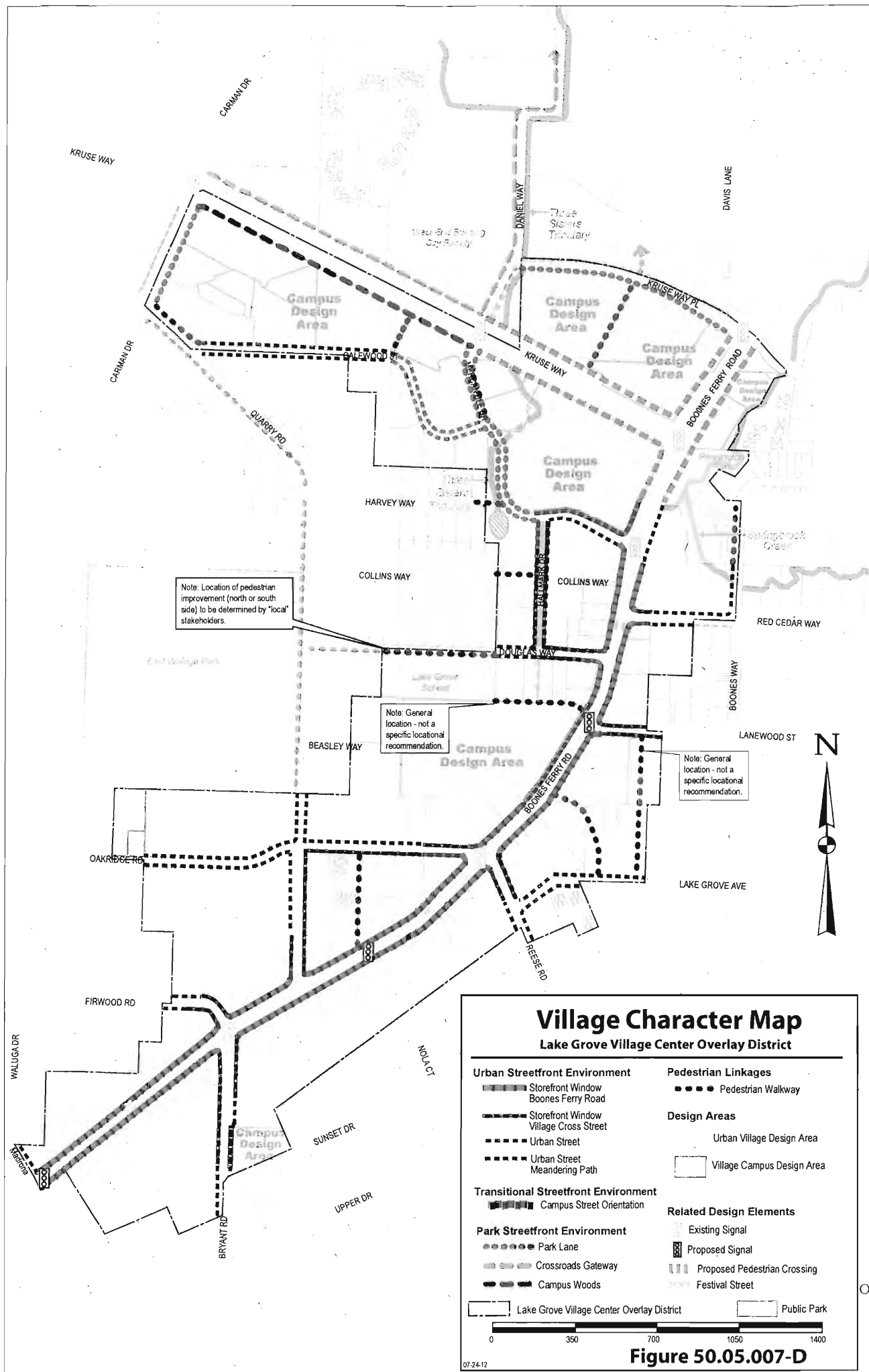
Attachment D (Ordinance 2580)

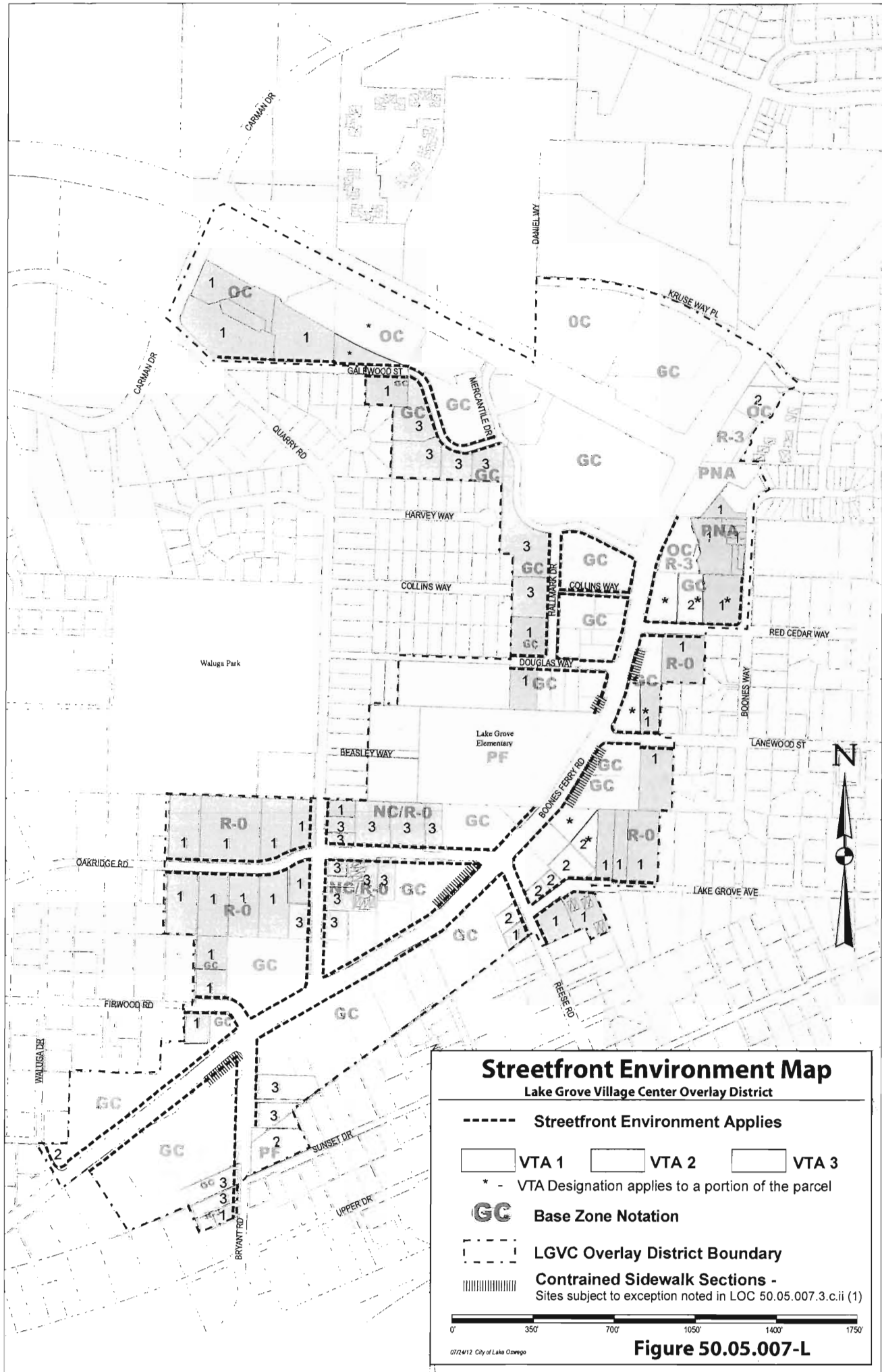
Lake Grove Village Center Overlay District

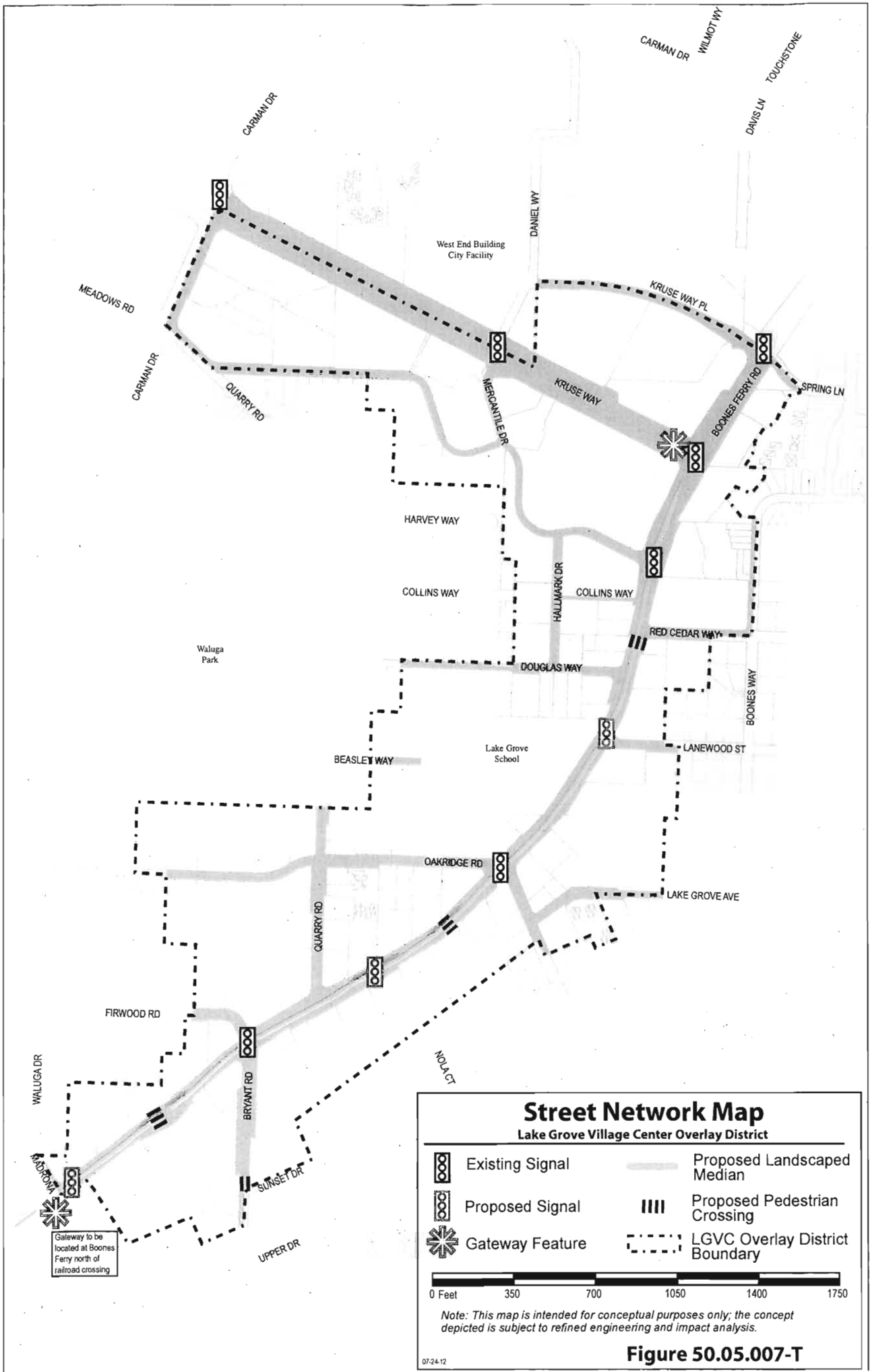
Figure Amendments

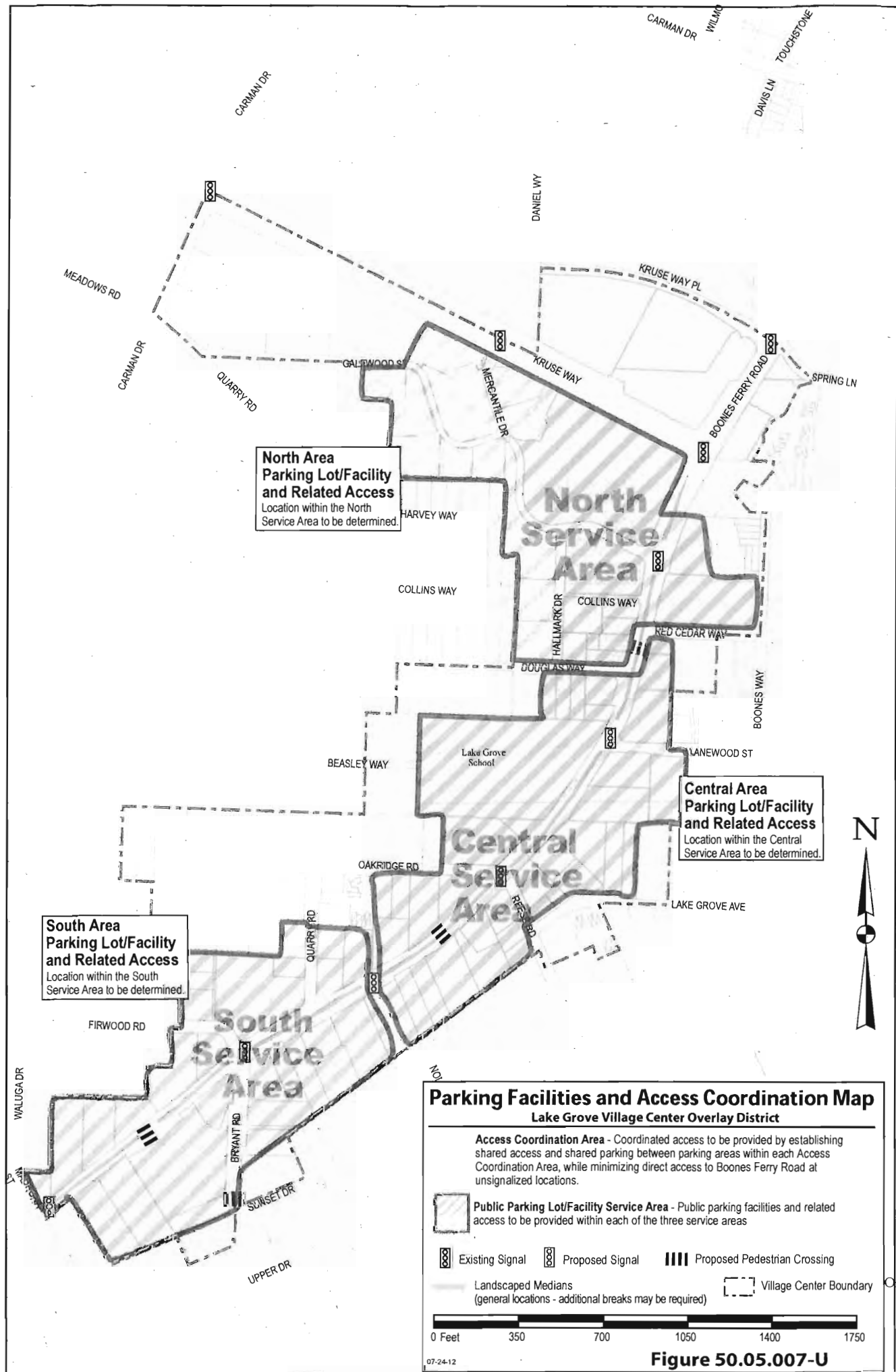
The replacement Figures for the Lake Grove Village Center Overlay District are included on the following pages. The replacement maps include:

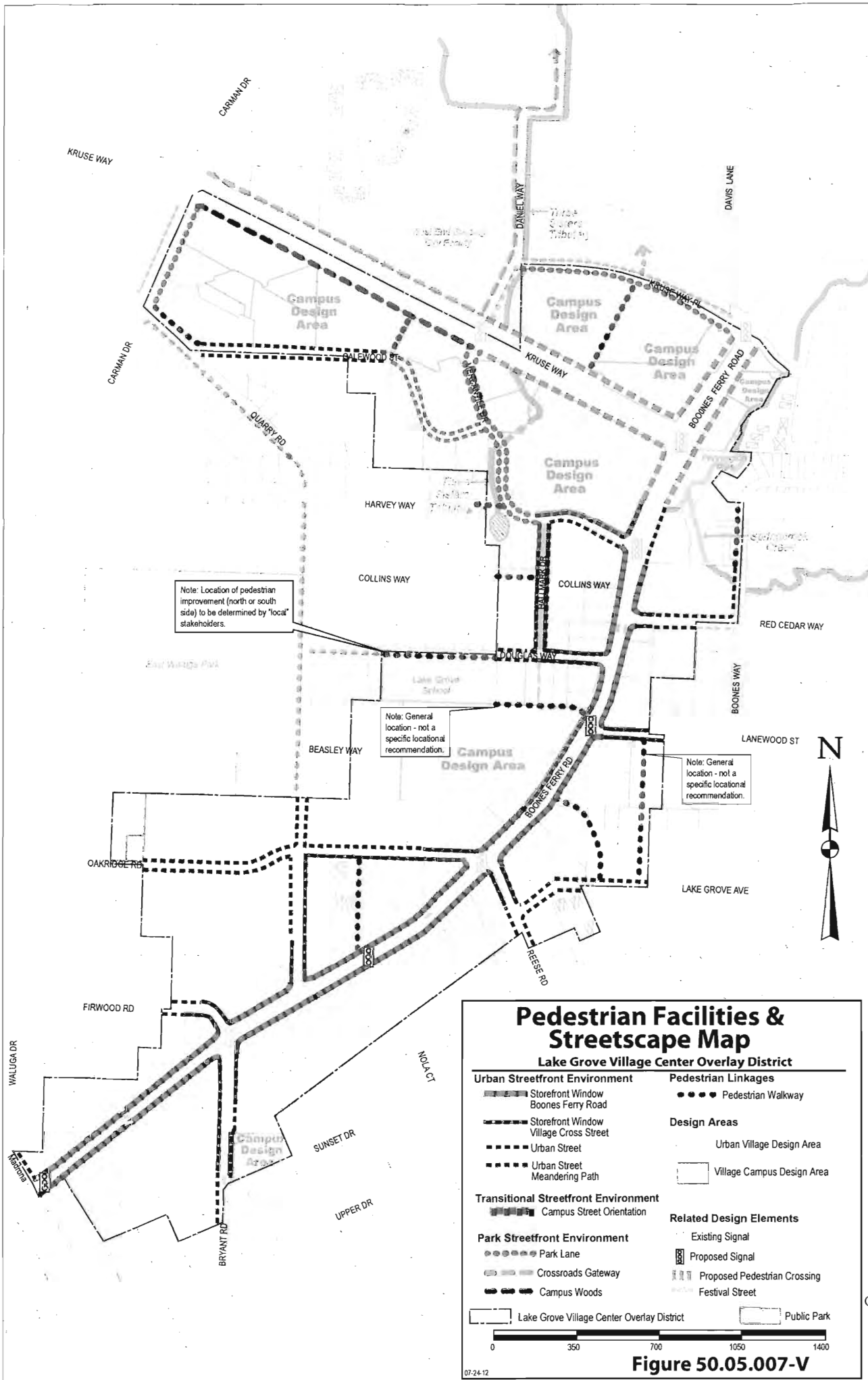
- Figure 50.05.007-D – Village Character Map
- Figure 50.05.007-L – Streetfront Environment Map
- Figure 50.05.007-T – Street Network Map
- Figure 50.05.007-U – Parking Facilities and Access Coordination Map
- Figure 50.05.007-V – Pedestrian Facilities and Streetscape Map
- Figure 50.05.007-X – Transit Map











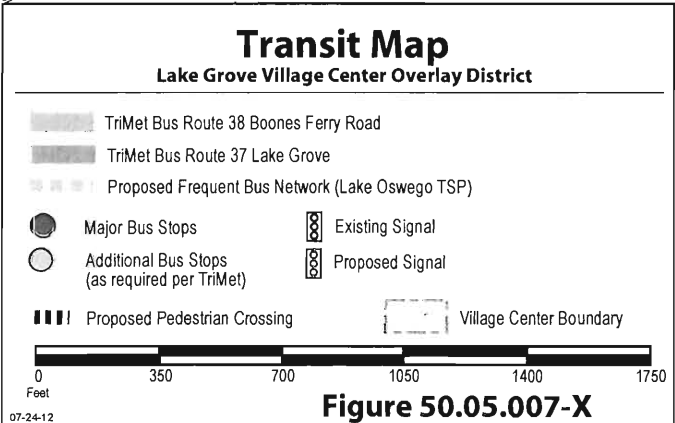
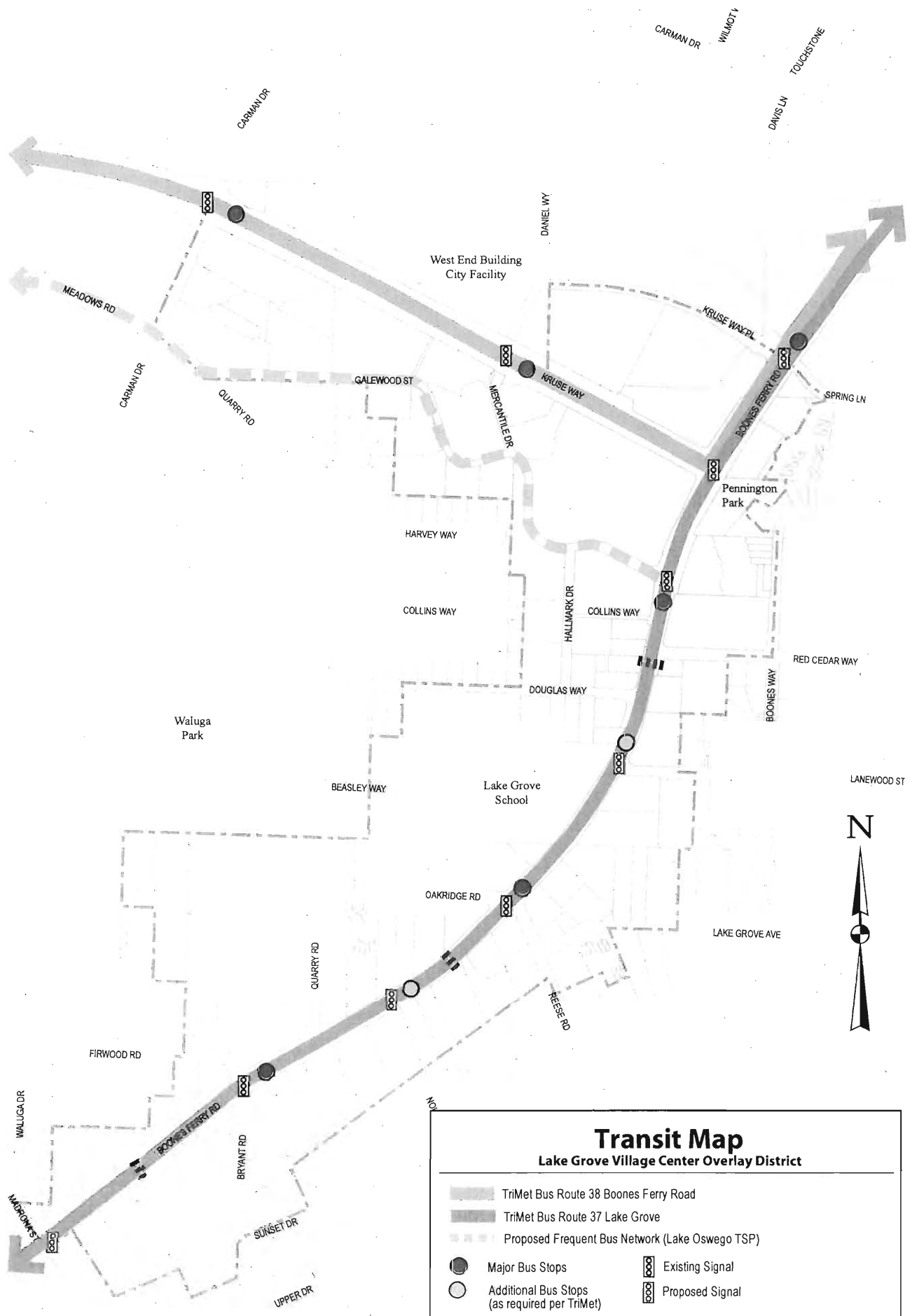


Figure 50.05.007-X

Attachment E (Ordinance 2580)

Lake Grove Village Center Overlay District

Text Amendments

The Overlay District text amendments below include amended language for LOC 50.05.007.3 – Applicability and LOC 50.05.007.6 - Site Planning Standards.

50.05.007.3 - Applicability

Amend LOC 50.05.007.3.c as follows (Deleted text is shown as stricken and new text is shown in **bold, underlined type**):

c. Applicability by Type of Development

i. New Construction/Redevelopment

All standards of this section apply to new building(s) or site improvements on any vacant or redeveloped site and to new building(s) and related site improvements on any partially developed or developed site.

ii. Remodeled Buildings, Building Expansion, and Site Improvements

The standards of this section apply to any remodeling, building expansion, or site improvement project on a partially developed or developed site, except as expressly provided below:

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

Exception – Boones Ferry Road Constrained Sidewalk: On property along Boones Ferry Road depicted with constrained sidewalk sections on Figure 50.05.007-L (Streetfront Environmental Map), public right-of-way shall be dedicated and sidewalks shall be widened as required by the Site Planning Standards of LOC 50.05.007.6 when:

(a) 750 sq. ft. or more of floor area is demolished and reconstruction occurs of at least 750 sq. ft. of floor area; or

(b) The existing floor area is increased by 50% or more, or 750 sq. ft., whichever is less; or

(c) The number of parking spaces is increased by 15% or more.

These can occur either by a single project or cumulative projects within five years from the date of application, but not including projects applied for before [the effective date of this ordinance].

(2) Standards that enhance the pedestrian environment apply only when the proposed **development occurs** ~~building or site improvement changes, remodels or results in new construction occurring~~ within the build-to line, LOC 50.05.007.4.e.i. For purposes of this subsection, the following standards are the standards that enhance the pedestrian environment:

- (a) LOC 50.05.007.4.e, Streetfront Environment;
- (b) LOC 50.05.007.5.d.v, Rain Protection;
- (c) LOC 50.05.007.5.i.iii, Public Plaza;
- (d) LOC 50.05.007.5.i.iv, Urban Village Standards for Buildings Exceeding 35 ft. or Two and One-half Stories;
- (e) LOC 50.05.007.5.i.vii, Storefront Window;
- (f) LOC 50.05.007.7.d.ii, Urban Streetfront Environment; and
- (g) LOC 50.05.007.7.e, Transitional Streetfront Environment.

(3) The **site development standards in the following sections** ~~following standards~~ do not apply to building remodeling projects. The **site development** standards apply to site improvement projects only if the proposed site improvement includes the abutting street right-of-way:

- (a) LOC 50.05.007.7.d, Village Streetfront;
- (b) LOC 50.05.007.6.k.vii, Street Trees; and
- (c) LOC 50.05.007.7.c, Village Commons and Gathering Places.

50.05.007.6 - Site Planning Standards

Amend LOC sections 50.05.007.6.b, c, and e as follows (Deleted text is shown as stricken and new text is shown in **bold, underlined type**):

b. Streets, Circulation, and Pedestrian System

ii. Design Standards

(2) Map Specific Locations

- (g) **Driveways** The number of access points on Boones Ferry Road shall be reduced through the consolidation of driveways as follows:
 - (i) Driveway spacing shall not be less than 150 ft. when a center median is present. If a center median is not present, driveway spacing shall not be less than 300 ft.
 - (ii) The location of consolidated access shall be determined by the review authority based upon consideration of the following factors:

- (A) The Street Network Map, Figure 50.05.007-T;
 - (B) The Parking Facilities and Access Coordination Map, Figure 50.05.007-U;
 - (C) The ability to serve multiple properties;
 - (D) Traffic safety and operational characteristics; and
 - (E) Any approved access master plan for abutting properties.
- (iii) Property owners shall construct the consolidated driveway at the time of development, or execute a recordable covenant to share in the cost of the consolidated driveway at such future time when sufficient land area is developed to make driveway consolidation practical.
 - (iv) The review authority may approve interim individual driveway access to Boones Ferry Road when circumstances on abutting lots prevent driveway consolidation.
 - (v) When abutting lots develop and the location of the permanent shared access is not the same location as the interim access, the interim driveway shall be abandoned and the area landscaped or otherwise integrated into the design of the subject site under the provisions of this section and other applicable Lake Oswego codes, standards and regulations. Landscaping to be provided within abandoned driveway may be counted toward minimum site landscaping requirements.
 - (vi) Driveway consolidation shall require the execution of reciprocal, non-revocable easements in a form necessary to ensure unimpeded property access and driveway maintenance.

Exception – Lake Grove Elementary School: This subsection (vi) applies to the Lake Grove Elementary School site only when the development and uses are not for a public school.

- (h) **Abutting Parking Facilities Connections** - Driveways and parking aisles shall be designed to create connections to abutting commercially zoned parking facilities within the Lake Grove Village Overlay District when practical. The location of access connections shall be based on the Parking Facilities and Access Coordination Map, Figure 50.05.007-U.

Exception – Lake Grove Elementary School: This subsection (h) applies to the Lake Grove Elementary School site only when the development and uses are not for a public school.

[Cross-Reference: LOC 50.05.007.6.c, Parking.]

(i) **Access Coordination – Access Master Plans** - When shared driveway access to Boones Ferry Road (as required by LOC 50.05.007.6.f) or connections between parking facilities on abutting properties (as required by LOC 50.05.007.6.g) are dependent on redevelopment of the abutting property, the required shared access and/or property connections may be temporarily postponed provided that an access master plan is approved by the review authority.

(i) **Access master plans shall:**

- (A) Be filed with the site plan for development or redevelopment,
- (B) Illustrate how shared access and vehicular connections will be provided with abutting commercially zoned properties,
- (C) Illustrate how pedestrian connections will be provided with all abutting commercial and medium density or high density zoned property,
- (D) Illustrate how shared access and vehicular connections will not interfere with development or redevelopment of abutting properties in a manner that is consistent with the broad objectives of the Village Center plan and the overlay zone,
- (E) Set forth the timing and conditions under which the access or connection improvements shall be constructed and implemented, and
- (F) Be signed and recorded by the owners of abutting property for which access is being coordinated. In the event that abutting owners refuse to sign the master plan, the applicant shall demonstrate that an effort was made to meet with and coordinate with the abutting owners.

(ii) Upon approval of an access master plan by the review authority, development or redevelopment on abutting property shall be designed in accordance with the approved access master plan.

c. Parking

- i. Within the Lake Grove Village Center, on-street parking spaces directly abutting a property may be used to satisfy the off-street parking requirements of a business or residential use located on the property.
- ii. Driveways and parking aisles shall include pedestrian safety features such as changes in surface material, signage and lighting to alert drivers to the potential presence of pedestrians.
- iii. To maximize development potential, shared off-street parking between different businesses and land uses shall be required when practical as set forth in LOC 50.06.002, Parking. Access to parking facilities shall be based on the Parking Facilities and Access Coordination Map, Figure 50.05.007-U.

Exception – Lake Grove Elementary School: This subsection (c)(iii) applies to the Lake Grove Elementary School site only when the development and uses are not for a public school.

[Cross-Reference: LOC 50.05.007.b.ii(2)(h), Abutting Parking Facilities Connections and (i) Access Coordination – Access Master Plans.]

- iv. Within 500 ft. of a public parking facility, the minimum parking requirement shall be 75% of the total required for each use pursuant to parking requirements in LOC 50.06.002.
- v. A reduction in required parking shall be provided in accordance with LOC 50.05.007.7.c.ii, Village Gathering Places.
- vi. **For the portion of property purchased or condemned by City after [the effective date of this ordinance] for the purpose of improvements to Boones Ferry Road right-of-way that are consistent with the Lake Grove Village Center Plan: If the loss of property eliminates parking, the amount of parking lost may be counted toward meeting the parking standard for building expansions, if applied for within five years of the purchase or condemnation.**

d. Street Lighting

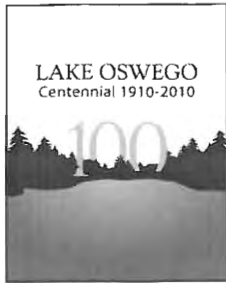
- i. Cobra-head light fixtures are prohibited.
- ii. Lighting shall be shielded, directed downward, and designed to prevent glare.
- iii. Street lighting shall be provided as set forth in LOC 50.05.007.7.d, Village Streetfront.

e. Landscape Requirements

These standards reinforce village scale and character, buffer dissimilar uses, and ensure a unified streetscape theme and continuity within the Lake Grove Village Center Overlay District as illustrated in the Village Theme section of the Lake Grove Village Center Design Handbook.

- i. **Minimum Area Requirement** - Landscaping shall be installed on at least 15% of the development site on which buildings are constructed. This is inclusive of area provided in required village gathering places, landscaping required for parking lots, landscaping within any required buffer areas, and landscaping within public plazas and gathering places. Landscaping may include courtyards, raised beds and planters.

Exception: For the portion of property purchased or condemned by City after [the effective date of this ordinance] for the purpose of improvements to Boones Ferry Road right-of-way that are consistent with the Lake Grove Village Center Plan: If the loss of property limits the ability to expand the existing development, the square footage of the lost property may be counted toward meeting the landscaping standard for building expansions, if applied for within five years of the purchase or condemnation.



AGENDA

CITY COUNCIL SPECIAL MEETING

CITY OF LAKE OSWEGO

Tuesday, July 31, 2012

6:00 p.m.

Council Chambers, 380 A Avenue

380 A Avenue

PO Box 369

Lake Oswego, OR 97034

503-675-3984

www.ci.oswego.or.us

REVISED

Contact: Catherine Schneider, City Recorder
Email: cschneider@ci.oswego.or.us
Phone: 503-675-3984

Also published on the internet at:
www.ci.oswego.or.us

The meeting location is accessible to persons with disabilities. To request accommodations, please contact the City Recorder's Office at 503-635-0236, 48 hours before the meeting.

Page #

1. CALL TO ORDER & ROLL CALL – *revised to 6:00 p.m.*

2. ~~EXECUTIVE SESSION – CANCELLED~~

Under authority of ORS 192.660 (2) ((e)) conduct deliberations with persons designated to negotiate real property transactions

~~RETURN TO OPEN SESSION~~

3. PUBLIC HEARINGS

3.1 Resolution 12-40, A Resolution of the City Council acting as the Lake Oswego Public Contract Review Board approving the Public Contracting Officers draft findings in support of an exemption from competitive bidding requirements for a contract with the Lake Oswego Corporation for Public Improvements and authorizing the City Manager to execute the contract

Public Hearing Process:

Review of hearing procedure by David Powell, City Attorney

Staff Report by Joel Komarek, Project Director – LO Tigard Water Partnership

Testimony will be taken in the following order: in support of, in opposition to, neutral.

- 10 minutes for a representative of a recognized neighborhood association, homeowner association, or government agency, or other incorporated public interest organization;
- 5 minutes for other persons.

Questions of Staff

Discussion

Motion: *Move to adopt Resolution 12-40*

Jack Hoffman, Mayor ■ Jeff Gudman, Councilor ■ Donna Jordan, Councilor
Mike Kehoe, Councilor ■ Sally Moncrieff, Councilor ■ Mary Olson, Councilor ■ Bill Tierney, Councilor

3.2 Parks Plan 2025

Resolution 12-44, A Resolution of the City Council of the City of Lake Oswego adopting the Parks Plan 2025

Public Hearing Process:

Review of hearing procedure by David Powell, City Attorney

Staff Report by Kim Gilmer, Parks and Recreation Director

Testimony will be taken in the following order: in support of, in opposition to, neutral.

- 10 minutes for a representative of a recognized neighborhood association, homeowner association, or government agency, or other incorporated public interest organization;
- 5 minutes for other persons.

Questions of Staff

Discussion

Motion: *Move to adopt Resolution 12-44*

3.3 Boones Ferry Road Refinement Plan Implementation

Ordinance 2580, An Ordinance of the Lake Oswego City Council Amending the Lake Grove Village Center Plan (a Special District Plan of the Lake Oswego Comprehensive Plan) and Article 50.05.007 of LOC Chapter 50 (Community Development Code) to incorporate recommendations developed by the Project Advisory Committee for the Boones Ferry Road Refinement Plan and adopting findings (LU 11-0040)

Public Hearing Process:

Review of hearing procedure by David Powell, City Attorney

Staff Report by Denny Egner, Assistant Planning Director

Testimony will be taken in the following order: in support of, in opposition to, neutral.

- 10 minutes for a representative of a recognized neighborhood association, homeowner association, or government agency, or other incorporated public interest organization;
- 5 minutes for other persons.

Questions of Staff

Discussion

Motion: *Move to tentatively approve (LU 11-0040) Ordinance 2580 and direct staff to return with findings, conclusions and a final ordinance for adoption*

4. COUNCIL BUSINESS

4.1 Ordinance 2588, An Ordinance of the City Council of the City of Lake Oswego Amending

the Lake Oswego Comprehensive Plan Map & Zoning Map to Remove a 2.3 acre Resource Conservation (RC) Overlay District Designation from 18 properties (LU 12-0011-1782), with Findings and Conclusions

Motion: *Move to enact Ordinance 2588*

- 4.2 Ordinance 2589, An Ordinance of the City Council of the City of Lake Oswego Amending LOC Sections 50.07.004 and 50.10.003 to Eliminate Isolated Tree Groves on Private Lots from the Applicability of Resource Conservation (RC) Overlay Districts, and Amending the Lake Oswego Comprehensive Plan Map and Zoning Map to Remove RC Overlay District Designations from 45 Properties (LU 12-0012), with Findings and Conclusions

Motion: *Move to enact Ordinance 2589*

5. STUDY SESSIONS

- 5.1 Allied Waste Franchise Renewal Request

- 5.2 Sensitive Lands Program Revisions

6. ADJOURNMENT

Cable Viewers: this meeting will be shown live, see www.tvctv.org for channel information. Watch Council meetings via live streaming video at <http://www.ci.oswego.or.us/citycouncil/watch-meetings-online-and-cable-tv>



COUNCIL REPORT

TO: Jack Hoffman, Mayor
Members of the City Council
David Donaldson, City Manager

FROM: Denny Egner, AICP, Assistant Planning Director

SUBJECT: Boones Ferry Road Refinement Plan Implementation
(LU 11-0040/ Ordinance 2580)

DATE: July 31, 2012

ACTION

Hold a public hearing and tentatively approve LU 11-0040/Ordinance 2580.

INTRODUCTION/SUMMARY

With adoption of Ordinance 2580, the City Council will enact a set of plan and code amendments that will implement recommended refinements to the concept plan for Boones Ferry Road. The key refinements address:

- Right-of-way width to accommodate sidewalks, bike lanes, vehicle travel lanes, a center median, and space to allow u-turn movements at intersections;
- Roadway centerline alignment to avoid existing buildings and minimize property impacts;
- Locations of traffic signals and pedestrian crossings;
- Improvements to accommodate turning movements at the Boones Ferry/Bryant intersection; and
- Related Community Development Code and Comprehensive Plan amendments.

Detailed information about these refinements is included in Exhibit F-1 (the Boones Ferry Road Project Advisory Committee report) and Exhibit F-2 (the Consultant Report). The Discussion Section of this Council Report primarily focuses on the issues that are either outstanding or have required changes since the Planning Commission held their public hearing and finalized their recommendation. These are:

- Access and parking changes for Lake Grove Elementary School;
- Temporary conditions for widening sidewalks in highly constrained areas;
- Request for traffic calming at Madrona and Boones Ferry;
- Formatting changes due to the recent reorganization of the Development Code

BACKGROUND

The Lake Grove Village Center Plan includes an action item that calls for preparation of a refinement plan for Boones Ferry Road. The process began in 2009 with a technical traffic study (Phase 1) to verify that the design concept for Boones Ferry Road (new signals, pedestrian crossings, a center median, and u-turns) would allow the road to function properly. The Phase 1 study provided that verification and included a recommended list of design refinements.

In 2010, the Boones Ferry Road Refinement Plan Project Advisory Committee (PAC) was formed and assigned the task of reviewing the list of design refinements and developing a recommendation for the road alignment (Phase 2). The PAC presented their recommendations to the City Council in study sessions held on July 19 and September 27, 2011. At the September 27 session, the Council provided general direction to staff to prepare the plan and code amendments necessary to formally implement the PAC recommendations. The City Council held a Study Session on the proposed plan and code amendments on January 10, 2012. The amendments were submitted to the Planning Commission which held public hearings on the proposed changes on January 23 and March 12, 2012. The Planning Commission adopted findings in support of the proposed amendments on April 9, 2012.

The PAC and Commission recommended the following Comprehensive Plan and Development Code amendments:

- Zoning and Plan Map amendments depicting a signal at Madrona, a pedestrian crossing at the Lake Grove Shopping Center and deletion of the pedestrian crossing at Quarry.
- Comprehensive Plan text amendments to clarify width and the approach for constrained sections.
- In the Community Development Code (CDC), add a new section addressing site development impacts from right-of-way (ROW) purchase or condemnation so that if land area is sold for ROW purposes, it can continue to be counted to meet landscaping and parking standards.
- In the CDC, amend the Applicability section of the Lake Grove Village Center Overlay to assure that five-foot sidewalk segments are widened to at least nine feet.
- Amendment to Parking Facilities and Access Coordination Map to include the Lake Grove Elementary School site.
- In the Comprehensive Plan, add a new policy to the Natural Resources section under Goal 8 to encourage the city to look for opportunities to treat private stormwater within the public green street system and to jointly develop shared stormwater facilities where possible.

DISCUSSION

The discussion section of this report addresses outstanding issues and issues that have resulted in changes to the proposal since the Planning Commission finalized its recommendation.

Lake Grove Elementary School – Access and Parking Map – Both the PAC and the Planning Commission recommended that the Lake Grove Elementary School site be added to the Parking Facilities and Access Coordination Map (Figure 50.05.007-U) so that in the future, new development could share the school's access drive leading to Boones Ferry Road and the traffic signal planned for the Lanewood intersection. School district officials and neighborhood representatives have objected to this recommendation. In response, new language has been proposed clarifying that shared access and parking is only required when the school site is developed for a use other than the elementary school (See Ordinance 2580, Attachment

E, amendments to the Site Planning Standards - Sections 50.05.007.6.b and 6.c).

Applicability Amendments – Sidewalk Widening in Constrained Areas – Some areas along the Boones Ferry Road corridor have narrow right-of-way sections and existing improvements that create constraints for the development of full width sidewalks. In developing the refinement plan, it was assumed that these buildings and improvements would remain in place when the road improvements are made and narrower, five-foot wide sidewalks would be constructed. The Planning Commission recommended amendments to the Applicability section of the code that temporarily accommodate these buildings and improvements but include development thresholds that will trigger ROW dedication and sidewalk widening in these locations when buildings are expanded or parking is added.

Michael Robinson of Perkins Coie (representing Ron Cain and Cain Petroleum) submitted a letter requesting a revision to the proposed code language to make it clear that improvements prior to the adoption of the proposed code language are not to be included in cumulative totals for calculating the development thresholds. Staff has incorporated Mr. Robinson request in the proposed code (See Ordinance 2580 Attachment E, amendments to Applicability by Type of Development - Section 50.05.007.3.c.ii.(1)).

Madrona Traffic Calming – The PAC recommendation included a minority report requesting that specific neighborhood traffic mitigation improvements be included as part of the recommendation. The full PAC did not support this proposal. On January 23, 2012, the Planning Commission received testimony from multiple parties requesting that a specific design for diverting traffic at the Waluga/Madrona intersection be included as a condition of locating a traffic signal at the Madrona/Boones Ferry intersection. The Commission also received testimony from the chair of the Boones Ferry Road PAC who stated that the PAC had rejected the proposal for a specific design because it felt more information about traffic flow would be needed before a specific design could be proposed and approved.

The Planning Commission concluded that a specific design for a traffic diverter should not be included as part of the plan amendment but that a traffic diverter could be considered after the signalization if conditions warranted and the Transportation Advisory Board authorized the diverter.

Code Reorganization – On March 20, 2012, the City Council adopted Ordinance 2579 which reorganized and renumbered sections in the CDC. Up until this staff report, all work on the Boones Ferry refinement plan and code amendments were done under the old version of the CDC. Exhibit A-1.1 includes a new version of proposed Ordinance 2580 that uses the new CDC numbering system. Attachment E to the ordinance comprises the proposed CDC text amendments. Minor rewording from the Planning Commission version was necessary to make the transition to the new numbering system but none of those changes are substantive. Because of the new numbering system and the rewording, it is somewhat challenging to compare the Council version of the text amendments (Exhibit A-1.1) with the Planning Commission version (Exhibit B-1). The amendments recommended by the Planning Commission included a new map depicting Constrained Sidewalk Sections. The information from that proposed map has instead been included as a revision to an existing map (Figure 50.05.007-L – Streetfront Environment Map). In the Planning Commission version of the Code amendments, a new section had been proposed to address site impacts from right-of-way purchase or condemnation (50.11A.025). To conform to the new code format, that section has been revised and split into two code sections (Sections 50.05.007.6.c and .6.e).

ALTERNATIVES & FISCAL IMPACT

Alternatives were explored by the PAC and the Planning Commission. This report does not include a discussion of alternatives. In terms of fiscal impact, there are no major fiscal impacts associated with the plan and code amendments but adoption of the amendments anticipates a City commitment to making Boones Ferry Road improvements.

RECOMMENDATION

Staff recommends that the City Council tentatively approve LU 11-0040/Ordinance 2580 and direct staff to return with findings, conclusions and a final ordinance for adoption.

EXHIBITS

A. Ordinances

A-1 Draft Ordinance 2580, dated 01/13/12 (*not included, superseded by A-1.1*)

A-1.1 Draft Ordinance 2580, dated 07/24/12 includes the following attachments:

A. City Council Findings, Conclusions & Order (not yet available)

B. Lake Grove Village Center Plan Figure Amendments

Figure 2 – Lake Grove Village Center Concept Plan

Figure 3 – Street Improvements Map

Figure 4 – Pedestrian Facilities Map

Figure 6 – Transit Facilities Map

Figure 7 – Parking Facilities and Access Coordination Map

C. Lake Grove Village Center Plan Text Amendments

D. Lake Grove Village Center Overlay District Figure Amendments

Figure 50.05.007-D – Village Character Map

Figure 50.05.007-L – Streetfront Environment Map

Figure 50.05.007-T – Street Network Map

Figure 50.05.007-U – Parking Facilities and Access Coordination Map

Figure 50.05.007-V – Pedestrian Facilities and Streetscape Map

Figure 50.05.007-X – Transit Map

E. Lake Grove Village Center Overlay District Text Amendments

B. Findings, Conclusions and Order

B-1 Planning Commission Findings, Conclusions and Order – Approved, 04/09/12.

C. Minutes

C-1 Planning Commission Minutes, 01/23/12

C-2 Planning Commission Minutes, 03/12/12

D. Staff Reports/Memos

D-1 Staff Report, 01/13/12

D-2 Supplemental Staff Report, 03/12/12

E. Graphics/Plans (None)

F. Written Materials

F-1 Memo to City Council from Boones Ferry Road Refinement Plan-Project Advisory Committee, dated 07/08/11. Includes the following attachments:

1. Excerpt from the Lake Grove Village Center Plan
2. Refinement Table
3. PAC Evaluation Criteria
4. ROW Width Diagram
5. Stakeholder Meeting Summaries
6. Minority Reports

F-2 Boones Ferry Road Refinement Plan, Phase 2 (06/28/11)

F-3 Lake Grove Village Center Plan (Transportation Section)

F-4 Code Writing Filters (02/2011)

F-5 Excerpt from Lake Grove Village Center Overlay-LOC 50.11A.050 (2) (04/01/08)

G. Letters

G-1 Letter from Stuart Ketzler, Lake Oswego School District (LOSD), 01/20/12

G-2 Letter from Mike Buck, 01/21/12

G-3 Letter from Michael Robinson, 01/23/12

G-4 Letter from Anne & Dan Dougherty, 01/23/12

G-5 Statement from Mary Turnock, 01/23/12

G-6 Statement from Jim Bolland, 09/10/11

G-7 Letter from Stuart Ketzler, Lake Oswego School District (with attached letter from Dorothy Cofield), 02/27/12

G-8 Letter from Mike Robinson, 03/06/12

G-9 E-Mail from Mike Buck, 03/11/12

G-10 Letter from Mike Robinson, 05/24/12

Reviewed by:



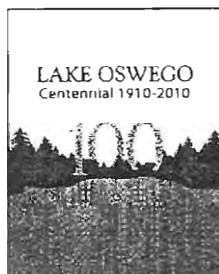
City Attorney



David Donaldson

City Manager

**Item 3.3 Exhibits A-1.1 through G-10
(pages 25 - 280)
are available online.**



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COUNCIL REPORT

TO: Jack Hoffman, Mayor
Members of the Lake Oswego City Council
David Donaldson, City Manager

FROM: David Powell, City Attorney *DP*

SUBJECT: Ordinance 2588 – Amending the Comprehensive Plan Map and Zoning Map to remove a 2.3-acre Resource Conservation (RC) Overlay District Designation from 18 properties

DATE: July 26, 2012

ACTION

Adopt Ordinance 2588

INTRODUCTION/BACKGROUND

On June 5, 2012 the City Council held a public hearing and tentatively approved a recommendation by the Planning Commission to remove the Resource Conservation (RC) Overlay District Designation from tree grove TG-17, affecting 18 properties. Attached Ordinance 2588 finalizes this tentative decision.

DISCUSSION

Evidence in the record established that, due to errors in a 1994 evaluation, tree grove TG-17 was incorrectly rated as having a high scenic value meriting an RC Overlay District designation. Further, a reapplication of the Economic, Social, Environmental and Energy (ESEE) analysis demonstrated that TG-17 does not meet the significance criteria required for designation.

Based upon this evidence, the City Council tentatively decided that removal of the RC Overlay District designation for TG-17 is warranted.

RECOMMENDATION

It is recommended that the City Council adopt Ordinance 2588, removing the RC Overlay District designation from 18 properties within tree grove TG-17, and incorporating findings and conclusions.

DRAFT

ORDINANCE NO. 2580

AN ORDINANCE OF THE LAKE OSWEGO CITY COUNCIL AMENDING THE LAKE GROVE VILLAGE CENTER PLAN (A SPECIAL DISTRICT PLAN OF THE LAKE OSWEGO COMPREHENSIVE PLAN) AND LOC 50.05.007 (THE LAKE GROVE VILLAGE CENTER SECTION OF THE COMMUNITY DEVELOPMENT CODE) TO INCORPORATE RECOMMENDATIONS DEVELOPED BY THE PROJECT ADVISORY COMMITTEE FOR THE BOONES FERRY ROAD REFINEMENT PLAN AND ADOPTING FINDINGS (LU 11-0040).

Whereas, in 2008, the City of Lake Oswego adopted the Lake Grove Village Center Plan and a primary objective of the plan was to transform Boones Ferry Road into a “Great Street” that would help to create vibrant, pedestrian-oriented, mixed-use center in Lake Grove; and

Whereas, to help implement the Lake Grove Village Center Plan, the City adopted new regulatory standards and processes which were codified in the Community Development Code as the Lake Grove Village Center Overlay District (LOC 50.05.007); and

Whereas, the Lake Grove Village Center Plan outlined specific actions that called for studies and refinements that would result in more detailed plans for Boones Ferry Road improvements; and

Whereas, in 2009, the City initiated a two-part Refinement Plan process under which Phase 1 addressed traffic issues and Phase 2 addressed design and alignment issues; and

Whereas, Phase 2 of the Refinement Plan process included a Project Advisory Committee charged with making recommendations for Boones Ferry Road improvements;

Whereas it is the intent of the City to incorporate the recommendations of the Project Advisory Committee in the Lake Grove Village Center Plan and the Lake Grove Village Center Overlay District;

The City of Lake Oswego ordains as follows:

Section 1. The Lake Grove Village Center Plan (a special district plan of the Lake Oswego Comprehensive Plan originally adopted under Ordinance 2454) is hereby amended by replacing Figures 2, 3, 4, and 6 with the new figures included in Attachment B. The text of the Lake Grove Village Center Plan is hereby amended as set forth in Attachment C. Deleted text is shown as stricken and new text is shown in **bold, underlined type**;

Section 2. The Lake Grove Village Center Overlay District (LOC 50.05.007) is hereby amended by replacing map figures 50.05.007-D, 50.05.007-L, 50.05.007-T, 50.05.007-U, 50.05.007-V, and 50.05.007-X with the new map figures included in Attachment D;

Section 3. LOC 50.05.007 of the Lake Oswego Code is hereby amended as set forth in Attachment E. Deleted text is shown as stricken and new text is shown in **bold, underlined type**; and

Section 4. The City Council hereby adopts the Findings and Conclusions (LU-11-0040) attached as Attachment A.

Enacted at the meeting of the Lake Oswego City Council of the City of Lake Oswego held on the _____ day of _____, 2012.

AYES:

NOES:

ABSENT:

ABSTAIN:

EXCUSED:

Jack D. Hoffman, Mayor

Dated: _____

ATTEST:

Cate Schneider, City Recorder

APPROVED AS TO FORM:

David D. Powell
City Attorney

04/09/12

Attachment B (Ordinance 2580)

Lake Grove Village Center Plan Figure Amendments

The replacement map figures for the Lake Grove Village Center Plan are included on the following pages.
The replacement figures include:

- Figure 2 – Lake Grove Village Center Concept Plan
- Figure 3 – Street Improvements Map
- Figure 4 – Pedestrian Facilities Map
- Figure 6 – Transit Facilities Map
- Figure 7 – Parking Facilities and Access Coordination Map

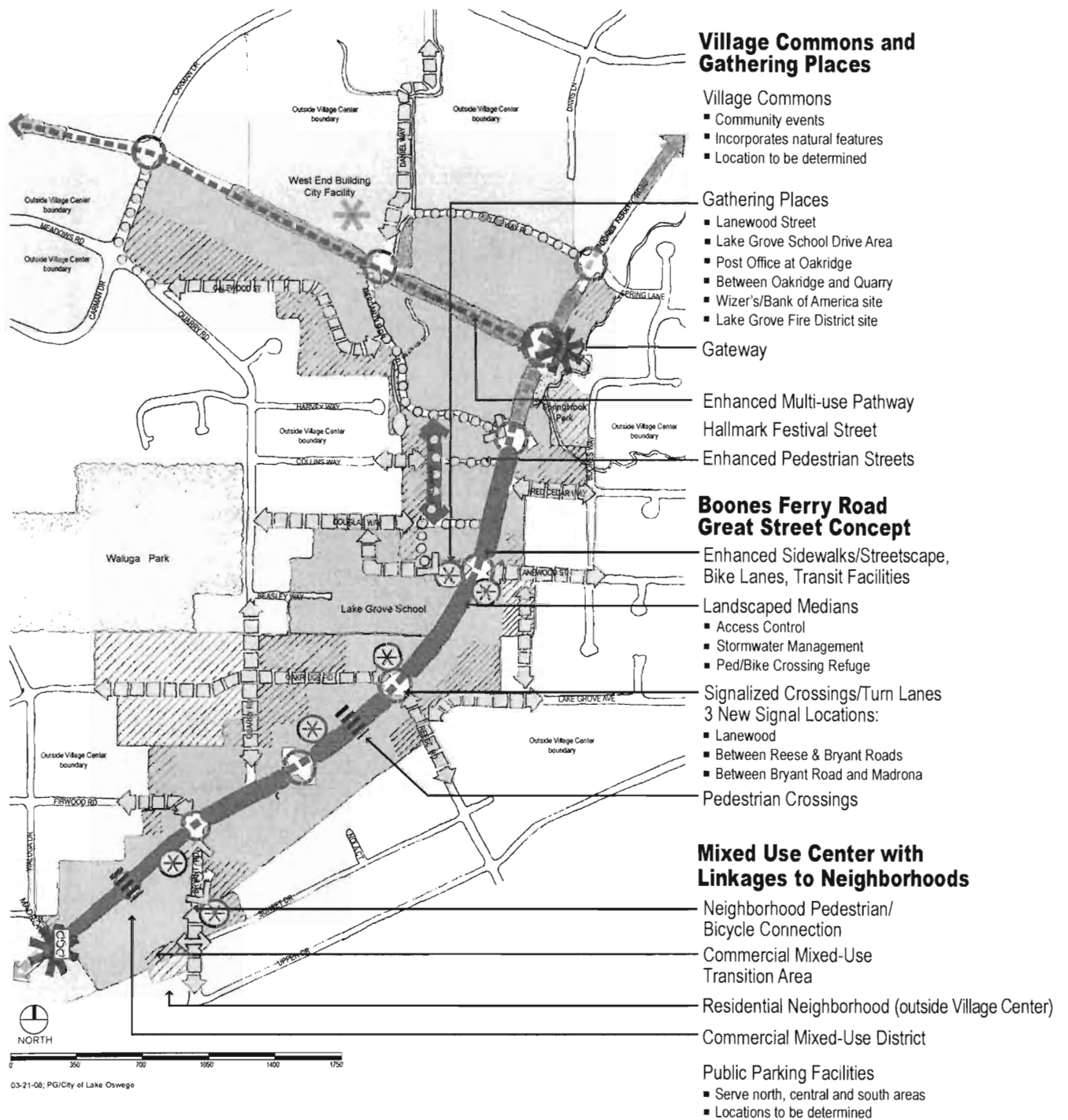


Figure 2

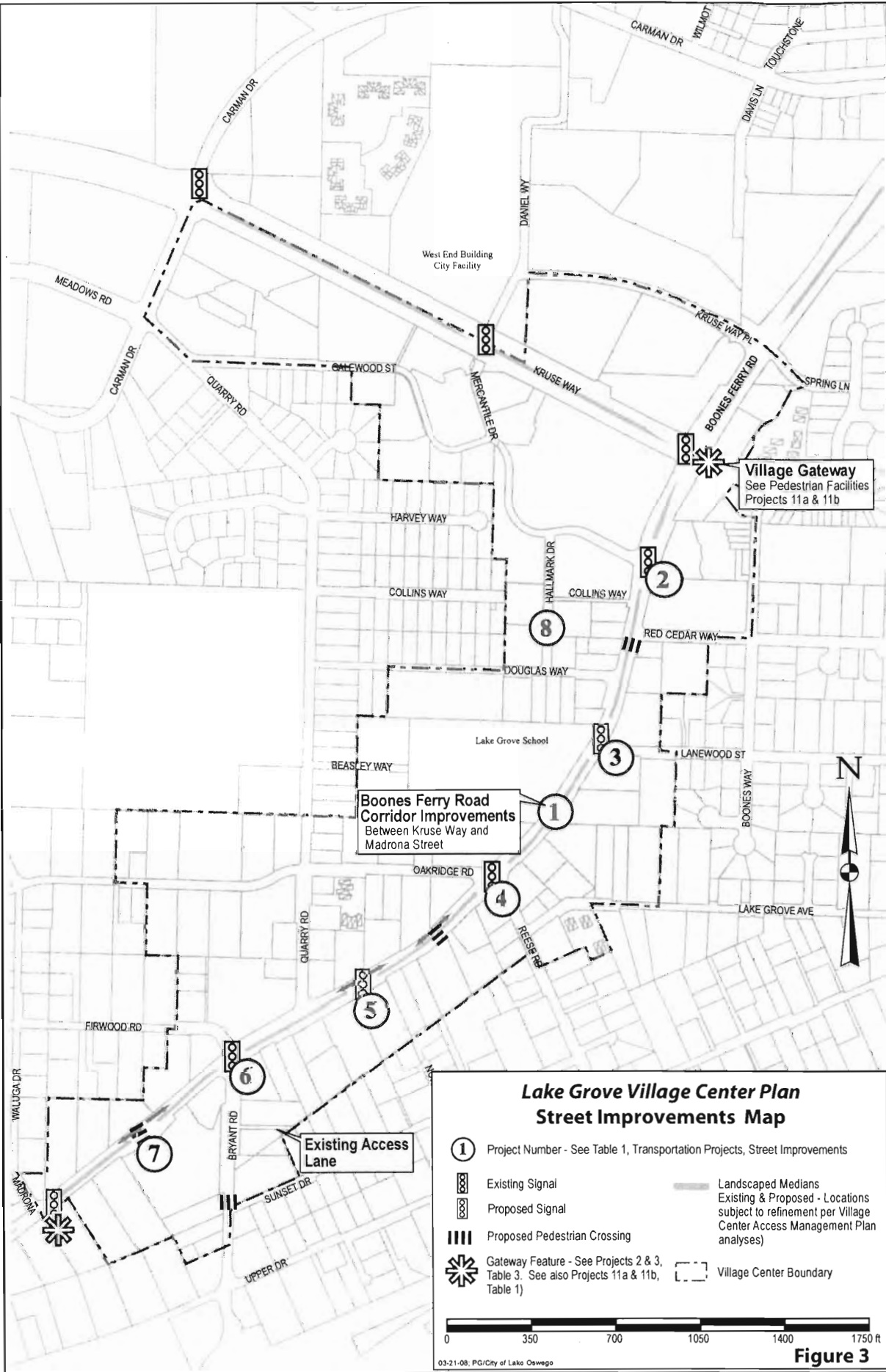
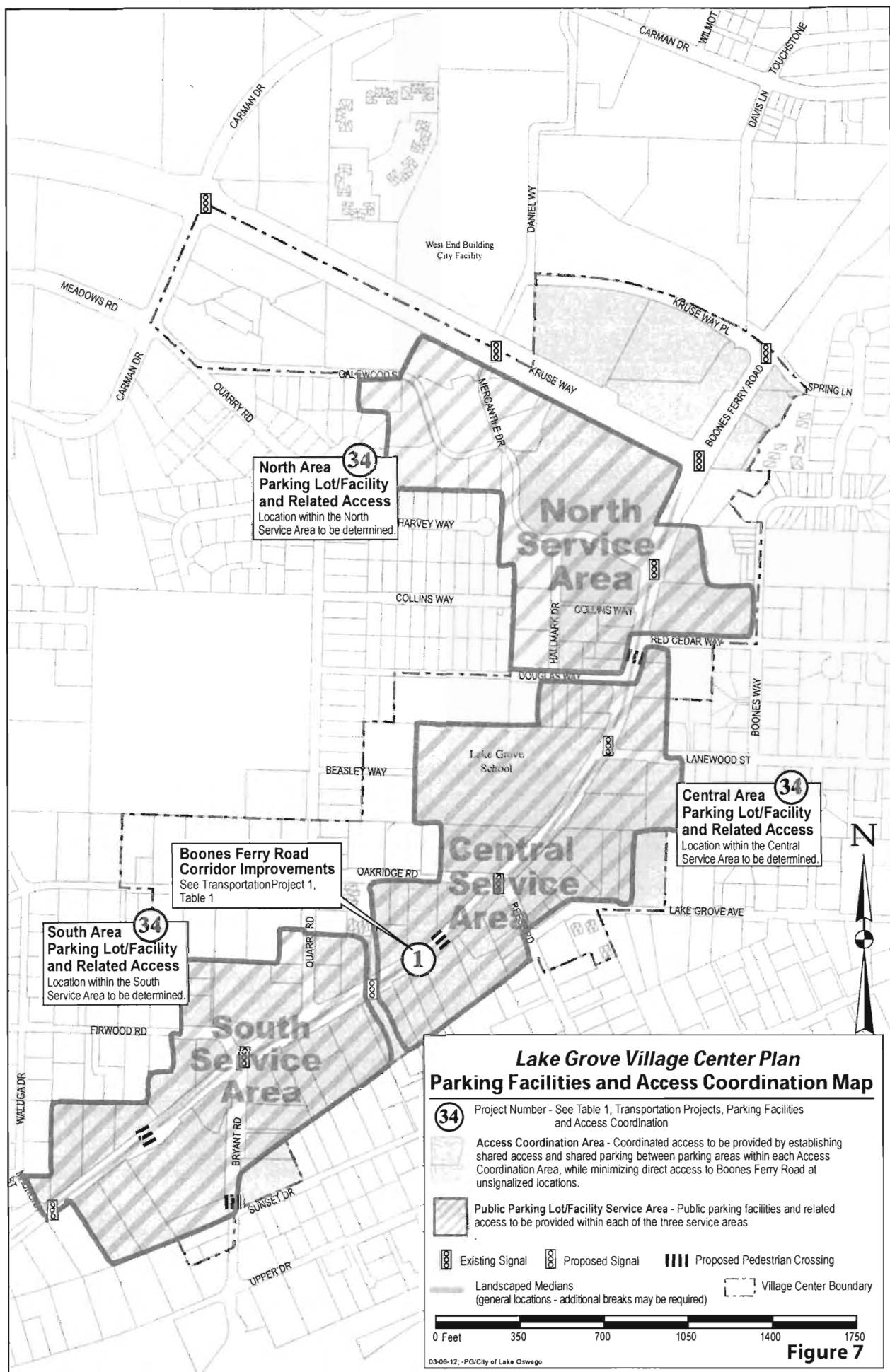




Figure 4





Attachment C (Ordinance 2580)

Lake Grove Village Center Plan Text Amendments

The amendments below update the Transportation Action Measures and the Natural Resources sections of the Lake Grove Village Center Plan. Deleted text is shown as stricken and new text is shown in **bold, underlined type**.

Page 15

Action Measures – Transportation

The action measure that begins on page 15 is amended as follows:

Transportation action measures are organized under five headings:

- i. ~~Village Center Access Management~~ **Boones Ferry Road Refinement** Plan
 - ii. Street Design
 - iii. Public Involvement
 - iv. Transportation Projects
 - v. Design Direction
-
- i. ~~Village Center Access Management~~ **Boones Ferry Road Refinement** Plan.

In response to a Village Center Plan action measure calling for an access management plan, the City completed a Boones Ferry Road Refinement Plan in 2011. The Refinement Plan is intended to be used to guide subsequent~~A comprehensive access management plan for the Village Center shall be completed prior to initiating Engineering Plans (see ii. Street Design, b. Engineering Plans). The access management~~ **Refinement Plan was prepared in two phases. The first phase plan shall provide first, the**~~included a~~ **Traffic and Safety Analysis and resulted in a series of recommended refinements which were examined further in the second phase. The second phase also included an**~~followed by the Economic Impacts Analysis identified below. These analyses require consideration of impacts for a base case condition based on existing conditions and standards, and for a Village Center condition based on transportation concepts identified in these Action Measures under v. Design Direction. Both analyses require recommendations for alternative design refinements to mitigate findings for adverse impacts and to advance the goals and policies of the Lake Grove Village Center Plan.~~

a. Traffic and Safety Analysis. (Policies 1.1; 1.2; 1.5) The traffic and safety analysis was completed as part of the first phase of the Boones Ferry Road Refinement Plan. The analysis was conducted by DKS Associates, Inc. and was completed in September of 2009. The analysis found that with a series of recommended refinements and improvements traffic operations could be maintained at acceptable levels through the planning time frame (2035). The plan concept for center medians and U-turns at signalized intersections did not result in excessive neighborhood cut-through traffic or create congestion problems. Further work is needed during the engineering phase of the Boones Ferry Road project to address delivery truck access to businesses.

a. ~~Complete a traffic operations and safety analysis to address potential impacts to traffic operations, business access, neighborhood "cut through" traffic, and safety. Peak hour and non-peak hour assessments should be included. The traffic and safety analysis shall include, but not be limited to, the following:~~

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

b. Economic Impacts Analysis. (Policies 1.1; 1.2) b. **The second phase of the Boones Ferry Refinement Plan was completed in July 2011. As part of the Refinement Plan work, the FCS Group completed an analysis of economic impacts resulting from the proposed road improvements. The analysis found that following construction, some businesses may experience a short term (2-3 year) drop in average vehicle trips but that given overall enhanced access for all travel modes and projected increases in auto traffic through the corridor, destination trips for businesses in the district should increase by 33-50% by the year 2035.**

~~b. Complete an economic impacts analysis incorporating findings and recommendations from the Traffic and Safety Analysis. The economic impacts analysis shall include, but not be limited to, the following:~~

~~(1) Address potential economic impacts to Lake Grove businesses including impacts to parking supply, business access, commercial deliveries, and business performance during street construction. Include an assessment of economic impacts on adjacent neighborhoods.~~

~~(2) Provide recommendations for conceptual design refinements to mitigate for economic impacts, and to advance the goals of the Lake Grove Village Center Plan. In the event of a conflict between the various goals of the Plan, design refinements for mitigation shall give priority to pedestrian facilities.~~

c. Refinement Plan Recommendations and Road Alignment – The 2011 Boones Ferry Refinement Plan prepared by HNTB Corporation and the July 8, 2011 memorandum documenting the recommendations of the Boones Ferry Road Refinement Plan Project Advisory Committee shall be used to provide guidance for subsequent engineering work related to Boones Ferry Road improvements through the Village Center. The Refinement Plan and memorandum address 22 specific plan refinements that were identified during phase 1 of the Boones Ferry Road Refinement Plan project. In addition, the Refinement Plan and memorandum include road alignment diagrams that are intended to establish the overall framework for road alignment for initial construction.

ii. Street Design.

a. **Green Streets.** (Policy 1.3) **The second phase of the Boones Ferry Road Refinement Plan refined green street concepts for Boones Ferry Road. The Refinement Plan concepts are intended to provide guidance for further engineering work related to Boones Ferry Road improvements. Fund and complete a detailed stormwater management and engineering feasibility study to fully assess issues and costs associated with incorporating green streets elements into the design and engineering of Boones Ferry Road. This is a high priority study, particularly given that incorporation of green street concepts is a major element of the overall roadway design. Investigate a variety of funding sources for the study including funds allocated through the City of Lake Oswego Capital Improvement Plan (CIP), Metro “green street” funds, city storm water management funds and federal funds.**

b. **Boones Ferry Corridor Engineering Plans.** (Policies 1.1; 1.2; 1.3; 1.4; 1.5; 2.1; 2.2; 3.2; 3.3; 3.4. See also Transportation Project 1: Boones Ferry Corridor Improvements.) **Fund and complete the following engineering plans for Boones Ferry Road Improvements. Conduct engineering studies to after the Access Management Plan and any design refinements have been completed:**

~~(1) 35% Engineering Plan – The 35 % engineering plan identifies~~ **identify** ~~constructability issues, necessary right-of-way acquisitions, and establishes the framework for the final design, such as grade, slope, sub-base of road and undergrounding of utilities. The 35% engineering plans~~ **should** ~~includes the following:~~

- ~~- Evaluation~~ **Identification of the centerline based on the results of the 2011 Boones Ferry Road Refinement Plan; alignment to balance engineering and safety needs with reduction of impacts to adjacent properties, where technically feasible;**

- Assessment and design for mitigation of ~~specific economic~~ **construction** impacts to adjacent properties including impacts to existing buildings, parking supply, access, delivery access, and business operations during street construction; and
- ~~Preparation~~ **Refinement** of preliminary cost estimates.

~~(2) 65% Engineering Plan—The 65% engineering plan provides sufficient design information to allow the City to provide a private developer with preliminary plans that form the basis for the completion of detailed engineering plans for a segment of the roadway adjacent to a proposed development.~~

Page 27

Design Direction

To clarify plan language related to roadway width and constrained roadway sections, the text on page 27 of the Lake Grove Village Center Plan is amended as follows:

(b) Required Right-of-Way

~~Revising Recommended Right-of-Way Width. Based on the 2011 Boones Ferry Road Refinement Plan, the right-of-way width needed~~ **An 82 foot right of way is recommended to accommodate street elements identified in the Boones Ferry Corridor Street Cross Sections will range between approximately 92 feet and 82 feet. The wider ROW is generally needed at intersections to accommodate U-turns.** ~~and is subject to revision based on completion of the following:~~

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

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

Natural Resources

The following policy is added to the Natural Resources section of the plan under Goal 8:

8.7 Support opportunities to treat private stormwater within the public green street system if capacity is available and to jointly develop shared stormwater facilities at plazas and gathering places ("pearls") where possible.

Action Measure ii is amended as follows:

ii. Sustainable Development Provisions (Policy 8.4 **and 8.7**)
Amend code provisions as required to provide development bonuses for sustainable building and stormwater management practices. **As part of the Boones Ferry Road project, explore opportunities to treat private stormwater within the public green street system and examine opportunities to jointly develop shared stormwater facilities at plazas and gathering places ("pearls").** (**Also** See Land Use Action Measures ii.)

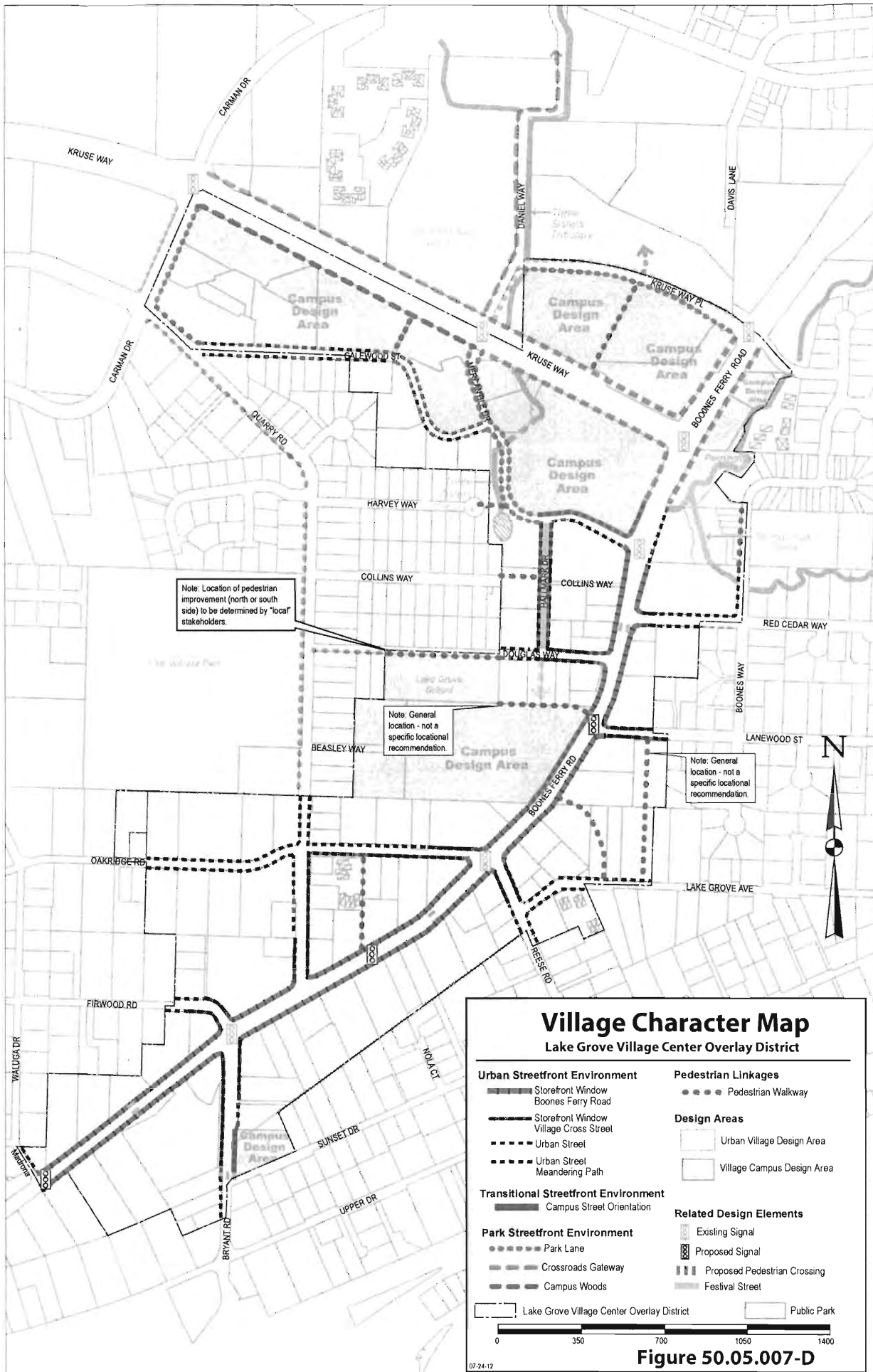
Attachment D (Ordinance 2580)

Lake Grove Village Center Overlay District

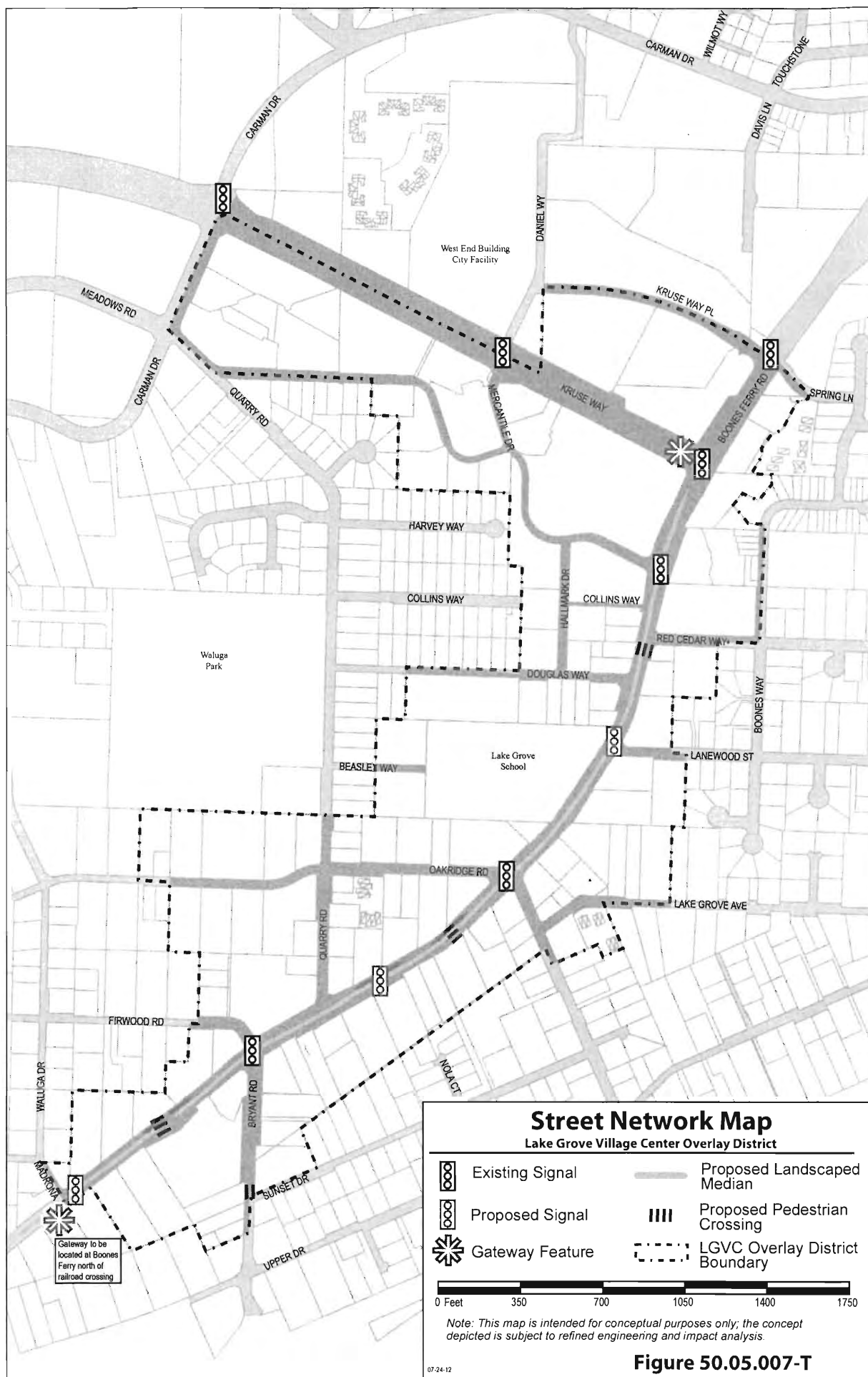
Figure Amendments

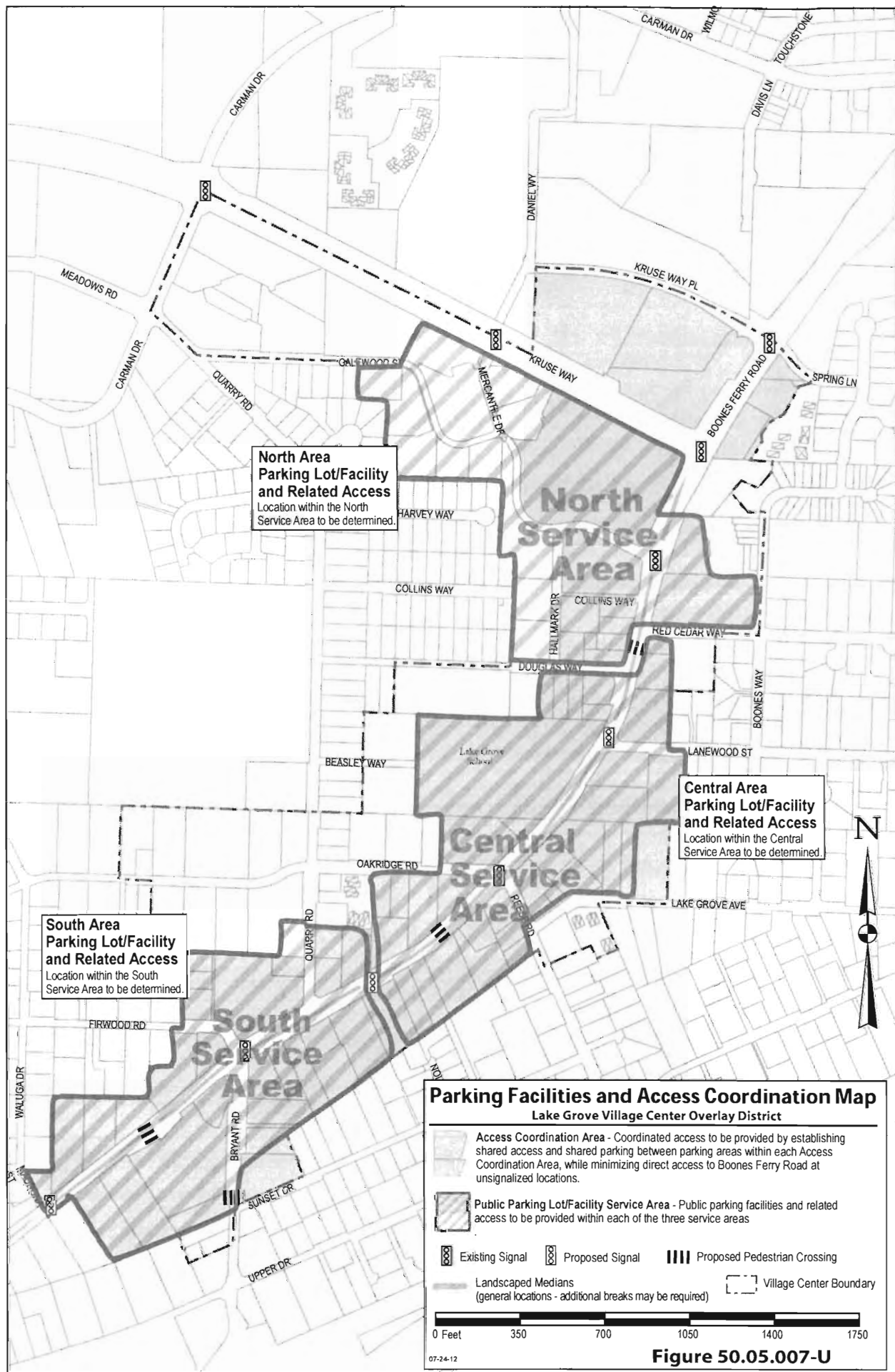
The replacement Figures for the Lake Grove Village Center Overlay District are included on the following pages. The replacement maps include:

- Figure 50.05.007-D – Village Character Map
- Figure 50.05.007-L – Streetfront Environment Map
- Figure 50.05.007-T – Street Network Map
- Figure 50.05.007-U – Parking Facilities and Access Coordination Map
- Figure 50.05.007-V – Pedestrian Facilities and Streetscape Map
- Figure 50.05.007-X – Transit Map

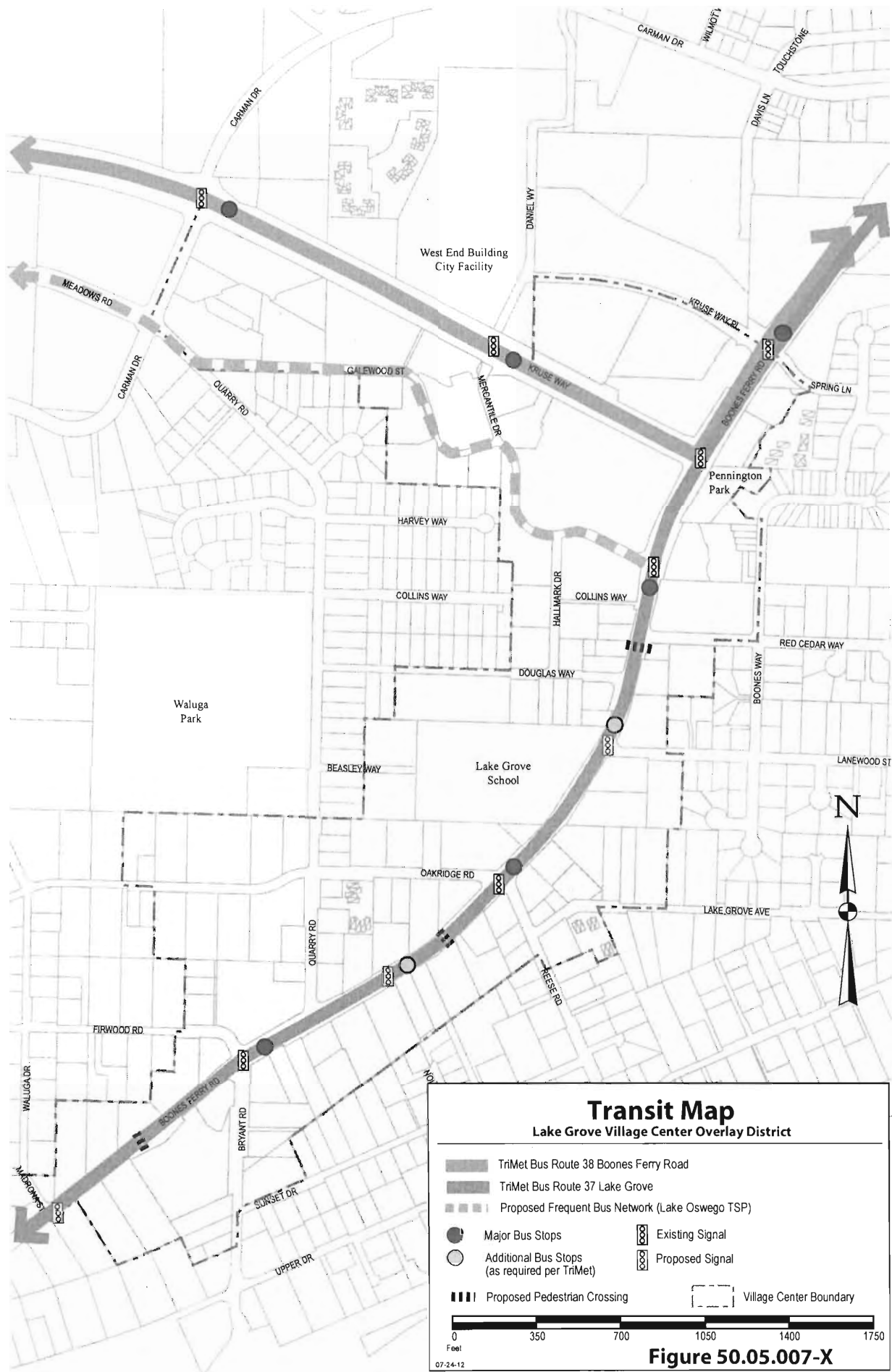












Attachment E (Ordinance 2580)

Lake Grove Village Center Overlay District

Text Amendments

The Overlay District text amendments below include amended language for LOC 50.05.007.3 – Applicability and LOC 50.05.007.6 - Site Planning Standards.

50.05.007.3 - Applicability

Amend LOC 50.05.007.3.c as follows (Deleted text is shown as stricken and new text is shown in **bold, underlined type**):

c. Applicability by Type of Development

i. New Construction/Redevelopment

All standards of this section apply to new building(s) or site improvements on any vacant or redeveloped site and to new building(s) and related site improvements on any partially developed or developed site.

ii. Remodeled Buildings, Building Expansion, and Site Improvements

The standards of this section apply to any remodeling, building expansion, or site improvement project on a partially developed or developed site, except as expressly provided below:

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

Exception – Boones Ferry Road Constrained Sidewalk: On property along Boones Ferry Road depicted with constrained sidewalk sections on Figure 50.05.007-L (Streetfront Environmental Map), public right-of-way shall be dedicated and sidewalks shall be widened as required by the Site Planning Standards of LOC 50.05.007.6 when:

(a) 750 sq. ft. or more of floor area is demolished and reconstruction occurs of at least 750 sq. ft. of floor area; or

(b) The existing floor area is increased by 50% or more, or 750 sq. ft., whichever is less; or

(c) The number of parking spaces is increased by 15% or more.

These can occur either by a single project or cumulative projects within five years from the date of application, but not including projects applied for before [the effective date of this ordinance].

(2) Standards that enhance the pedestrian environment apply only when the proposed **development occurs** ~~building or site improvement changes, remodels or results in new construction occurring~~ within the build-to line, LOC 50.05.007.4.e.i. For purposes of this subsection, the following standards are the standards that enhance the pedestrian environment:

- (a) LOC 50.05.007.4.e, Streetfront Environment;
- (b) LOC 50.05.007.5.d.v, Rain Protection;
- (c) LOC 50.05.007.5.i.iii, Public Plaza;
- (d) LOC 50.05.007.5.i.iv, Urban Village Standards for Buildings Exceeding 35 ft. or Two and One-half Stories;
- (e) LOC 50.05.007.5.i.vii, Storefront Window;
- (f) LOC 50.05.007.7.d.ii, Urban Streetfront Environment; and
- (g) LOC 50.05.007.7.e, Transitional Streetfront Environment.

(3) The **site development standards in the following sections** ~~following standards~~ do not apply to building remodeling projects. The **site development** standards apply to site improvement projects only if the proposed site improvement includes the abutting street right-of-way:

- (a) LOC 50.05.007.7.d, Village Streetfront;
- (b) LOC 50.05.007.6.k.vii, Street Trees; and
- (c) LOC 50.05.007.7.c, Village Commons and Gathering Places.

50.05.007.6 - Site Planning Standards

Amend LOC sections 50.05.007.6.b, c, and e as follows (Deleted text is shown as stricken and new text is shown in **bold, underlined type**):

b. Streets, Circulation, and Pedestrian System

ii. Design Standards

(2) Map Specific Locations

- (g) **Driveways** The number of access points on Boones Ferry Road shall be reduced through the consolidation of driveways as follows:
 - (i) Driveway spacing shall not be less than 150 ft. when a center median is present. If a center median is not present, driveway spacing shall not be less than 300 ft.
 - (ii) The location of consolidated access shall be determined by the review authority based upon consideration of the following factors:

- (A) The Street Network Map, Figure 50.05.007-T;
- (B) The Parking Facilities and Access Coordination Map, Figure 50.05.007-U;
- (C) The ability to serve multiple properties;
- (D) Traffic safety and operational characteristics; and
- (E) Any approved access master plan for abutting properties.

- (iii) Property owners shall construct the consolidated driveway at the time of development, or execute a recordable covenant to share in the cost of the consolidated driveway at such future time when sufficient land area is developed to make driveway consolidation practical.
- (iv) The review authority may approve interim individual driveway access to Boones Ferry Road when circumstances on abutting lots prevent driveway consolidation.
- (v) When abutting lots develop and the location of the permanent shared access is not the same location as the interim access, the interim driveway shall be abandoned and the area landscaped or otherwise integrated into the design of the subject site under the provisions of this section and other applicable Lake Oswego codes, standards and regulations. Landscaping to be provided within abandoned driveway may be counted toward minimum site landscaping requirements.
- (vi) Driveway consolidation shall require the execution of reciprocal, non-revocable easements in a form necessary to ensure unimpeded property access and driveway maintenance.

Exception – Lake Grove Elementary School: This subsection (vi) applies only to the Lake Grove Elementary School site when the development and uses are not part of the elementary school.

- (h) **Abutting Parking Facilities Connections** - Driveways and parking aisles shall be designed to create connections to abutting commercially zoned parking facilities within the Lake Grove Village Overlay District when practical. The location of access connections shall be based on the Parking Facilities and Access Coordination Map, Figure 50.05.007-U.

Exception – Lake Grove Elementary School: This subsection (h) applies only to the Lake Grove Elementary School site when the development and uses are not part of the elementary school.

[Cross-Reference: LOC 50.05.007.6.c, Parking.]

- (i) **Access Coordination – Access Master Plans** - When shared driveway access to Boones Ferry Road (as required by LOC 50.05.007.6.f) or connections between parking facilities on abutting properties (as required by LOC 50.05.007.6.g) are dependent on redevelopment of the abutting property, the required shared access and/or property connections may be temporarily postponed provided that an access master plan is approved by the review authority.

- (i) **Access master plans shall:**

- (A) Be filed with the site plan for development or redevelopment,
 - (B) Illustrate how shared access and vehicular connections will be provided with abutting commercially zoned properties,
 - (C) Illustrate how pedestrian connections will be provided with all abutting commercial and medium density or high density zoned property,
 - (D) Illustrate how shared access and vehicular connections will not interfere with development or redevelopment of abutting properties in a manner that is consistent with the broad objectives of the Village Center plan and the overlay zone,
 - (E) Set forth the timing and conditions under which the access or connection improvements shall be constructed and implemented, and
 - (F) Be signed and recorded by the owners of abutting property for which access is being coordinated. In the event that abutting owners refuse to sign the master plan, the applicant shall demonstrate that an effort was made to meet with and coordinate with the abutting owners.
- (ii) Upon approval of an access master plan by the review authority, development or redevelopment on abutting property shall be designed in accordance with the approved access master plan.

c. Parking

- i. Within the Lake Grove Village Center, on-street parking spaces directly abutting a property may be used to satisfy the off-street parking requirements of a business or residential use located on the property.
- ii. Driveways and parking aisles shall include pedestrian safety features such as changes in surface material, signage and lighting to alert drivers to the potential presence of pedestrians.
- iii. To maximize development potential, shared off-street parking between different businesses and land uses shall be required when practical as set forth in LOC 50.06.002, Parking. Access to parking facilities shall be based on the Parking Facilities and Access Coordination Map, Figure 50.05.007-U.

Exception – Lake Grove Elementary School: This subsection (c)(iii) applies only to the Lake Grove Elementary School site when the development and uses are not part of the elementary school.

[Cross-Reference: LOC 50.05.007.b.ii(2)(h), Abutting Parking Facilities Connections and (i) Access Coordination – Access Master Plans.]

- iv. Within 500 ft. of a public parking facility, the minimum parking requirement shall be 75% of the total required for each use pursuant to parking requirements in LOC 50.06.002.
- v. A reduction in required parking shall be provided in accordance with LOC 50.05.007.7.c.ii, Village Gathering Places.
- vi. **For the portion of property purchased or condemned by City after [the effective date of this ordinance] for the purpose of improvements to Boones Ferry Road right-of-way that are consistent with the Lake Grove Village Center Plan: If the loss of property eliminates parking, the amount of parking lost may be counted toward meeting the parking standard for building expansions, if applied for within five years of the purchase or condemnation.**

d. Street Lighting

- i. Cobra-head light fixtures are prohibited.
- ii. Lighting shall be shielded, directed downward, and designed to prevent glare.
- iii. Street lighting shall be provided as set forth in LOC 50.05.007.7.d, Village Streetfront.

e. Landscape Requirements

These standards reinforce village scale and character, buffer dissimilar uses, and ensure a unified streetscape theme and continuity within the Lake Grove Village Center Overlay District as illustrated in the Village Theme section of the Lake Grove Village Center Design Handbook.

- i. **Minimum Area Requirement** - Landscaping shall be installed on at least 15% of the development site on which buildings are constructed. This is inclusive of area provided in required village gathering places, landscaping required for parking lots, landscaping within any required buffer areas, and landscaping within public plazas and gathering places. Landscaping may include courtyards, raised beds and planters.

Exception: For the portion of property purchased or condemned by City after [the effective date of this ordinance] for the purpose of improvements to Boones Ferry Road right-of-way that are consistent with the Lake Grove Village Center Plan: If the loss of property limits the ability to expand the existing development, the square footage of the lost property may be counted toward meeting the landscaping standard for building expansions, if applied for within five years of the purchase or condemnation.

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Development
635 Capitol Street NE, Suite 150
Salem, OR 97301-2540



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