

# Waluga Neighborhood Plan

Adopted March 5, 2002

## Introduction

In 1993, the City Council adopted a Neighborhood Planning Program to provide neighborhoods in Lake Oswego an opportunity to develop a vision and corresponding customized guidance on matters of land use, building and site design and capital expenditures. The Neighborhood Planning Program was designed to go beyond the general guidance provided by the Comprehensive Plan Goals and policies, in order to address more localized and specific neighborhood needs.

This is the first time the Waluga Neighborhood has developed a Neighborhood Plan specific to the area contained within its neighborhood association boundaries (Figure 1). The Plan was developed over a period of over five years by the Waluga Neighborhood Association Plan Steering Committee and involved substantial research, review and discussions. The Neighborhood Plan has been incorporated into the City's Comprehensive Plan by legislative amendment. It augments Citywide land use goals and policies in regard to land use within the boundaries of the Waluga Neighborhood Association.

Because the Neighborhood Plan is part of the Citywide Comprehensive Plan it is required to be in conformance with Statewide Planning Goals and the Metro Regional Framework Plan, which is also enabled by state statute. The Neighborhood Plan has been reviewed by both the City of Lake Oswego and the Department of Land Conservation and Development as to whether it meets these tests. It has been concluded that the Waluga Neighborhood Plan is in conformance with the City's Comprehensive Plan, Statewide Planning Goals and the Metro Regional Framework Plan.

The Waluga Plan consists of eight goal and policy chapters as follows:

- GOAL 1: Citizen Involvement
- GOAL 2: Land Use
- GOAL 5: Open Space, Scenic and Historic Resources and Natural Resources
- GOAL 8: Parks and Recreation
- GOAL 9: Economic Development
- GOAL 10: Housing
- GOAL 11: Public Facilities and Services
- GOAL 12: Transportation

These chapters are numbers and structured to be consistent with the City's Comprehensive Plan and Statewide Planning Goals. Also, terms and phrases marked with an (\*) asterisk are defined in the definition section at the end of the document.

It is important for both the Waluga Neighborhood Plan and the Lake Oswego Comprehensive Plan to be responsive to changing conditions and circumstances. Because the Neighborhood Plan is part of the Citywide Comprehensive Plan, its update is required as part of periodic review of the City's Comprehensive Plan to address changes and unanticipated circumstances which occur over time.

In addition, because the Waluga Plan is intended to “comprehensively address” land use policy issues in the neighborhood, and the neighborhood is part of the City as a whole, there are no parts of either the City’s Comprehensive Plan or the Waluga Neighborhood Plan which can be considered separately from other parts. All Plan goals and policies are intended to be supportive of one another. However, when using the Neighborhood Plan to make decisions, if conflicts arise between goals and policies, the City has an obligation to make findings, which indicate why the goal or policy being supported takes precedence over those which are found to be in conflict. This involves a decision-making process on the part of the City, which balances and weighs the applicability and merits of both the Neighborhood Plan’s and Comprehensive Plan’s many goals and policies against one another.

The City’s Comprehensive Plan and its Neighborhood Plan elements occupy center stage for directing Lake Oswego’s future. However, other planning activities and documents are also important. Other plans, such as the Park and Recreation Master Plan, Transportation System Plan, the various public facility plans, and the Capital Improvement Plan, are important to consider when making land use decisions. Any portion of these plans and any related action dealing with land use must be consistent with the policy direction of the Comprehensive plan and its Neighborhood Plan Chapters.

The Neighborhood Plan elements of the Comprehensive Plan and the Community Development Code are intended to mutually support one another. The Plans do not contain specific standards for development. Instead they provide the policy basis for specific standards and procedures of the Community Development Code, which are used to review new development and modifications to existing development. However, the Plans are applicable to legislative and some quasi-judicial decisions such as Plan and Zone Map amendments and certain other land use actions, which must address applicable regulatory Plan goals and policies. These include actions such as conditional uses and text changes to the Community Development Code.

**NEIGHBORHOOD PLAN FORMAT  
DEFINITIONS AND OBLIGATIONS OF GOALS, POLICIES AND  
RECOMMENDED ACTION MEASURES**

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

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

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

1. The Plan is not the only document, which established City policies and planning activities. For example, the City must conform to the Municipal Code, state and federal regulations, and intergovernmental agreements. To the extent possible, these requirements are referenced in the Plan.
2. If a project or process is not addressed by the Plan, the City may still take appropriate action to address it. However, if necessary, the Plan should be amended in this circumstance.
3. Although the goals and policies do not specifically address disaster situations (washed out roads, fire, broken utility lines, etc.) the City's responsibility in areas of safety and public health may occasionally require emergency actions which would otherwise require adherence to specific permit requirements and findings of plan compliance.

**I. GOAL**

Definition:

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

Obligation:

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

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

## **II. POLICY**

### Definition:

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

### Obligation:

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

## **III. RECOMMENDED ACTION MEASURES**

### Definition:

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

### Obligation:

Completion of projects, adoption of standards, or the creation of certain relationships or agreements with other jurisdictions and agencies, will depend on a number of factors such as citizen priorities, finances, staff availability, etc.

The City should periodically review recommended action measures to determine which are a priority to be accomplished in view of current circumstances, community needs and the City's goal and policy obligation.

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

The list of recommend action measures is not exclusive. It maybe added to or amended as conditions warrant.

## NEIGHBORHOOD CHARACTER STATEMENT

The Waluga Neighborhood boundary represents a diversity of public facility, commercial, office, single-family and multi-family developments that desire to share a “planned community”\* which maximizes the quality of life. The Waluga Neighborhood is striving to create a “small town” atmosphere which supports mass transit, maintains the current balance of land uses and densities, and provides clear transitions from different types of land uses.

We are an active partner and supporter of the Lake Grove Business Association, which encourages business development and planning along the borders of our Neighborhood Association. The neighborhood’s commercial businesses are patronized by both the neighborhood and the community. Commercial businesses on our east, west and north borders, provide valuable jobs and revenue to our area and we would like to see these businesses continue to thrive. However, efforts should be made to keep commercial generated traffic on the arterial system and to discourage cut-through traffic\* in residential neighborhoods.

The Waluga Neighborhood Association believes that the single-family residential area is slowly being encroached upon by multi-family, commercial and office developments. Balance of the existing land uses should be maintained to ensure the preservation of the character and livability of the area is not jeopardized. We strive to improve and preserve the existing balance of land uses to maintain accessibility to the school, park and businesses and to encourage neighborhood interaction and a sense of community. We would also like to encourage and accommodate bicycle and pedestrian connectivity within the community in order to create a safe and friendly atmosphere.

Higher density multi-family developments are located between commercial areas and lower density residential development. This is an efficient and smart land use pattern that should continue to be used, as long as it is not a detriment to existing single-family residential development. With all considerations taken into account, new multi-family and commercial development should be located near major arterials, mass transit and businesses in order to take advantage of the potential for increased walking and decreased auto use.

Waluga Park is a prized resource within the neighborhood association boundary and we want to continue to expand, improve and protect it, without negatively impacting neighborhood traffic and parking. We believe it greatly enhances the livability of our neighborhood and provides a cornerstone for our neighborhood and focal point.

It is the goal of the Neighborhood Plan to ensure that new planning efforts and development support the vision for our neighborhood and that all residents are provided the opportunity to participate in the issues facing our neighborhood.

The Waluga Neighborhood can be characterized as a quiet neighborhood on the edge of a vibrant and active commercial crossroad. The diversity of the land uses and destination points in this neighborhood represent one of Lake Oswego’s finest mixed use neighborhood.

The boundaries of the Waluga Neighborhood include approximately 208 acres of land comprised of single-family residential, multi-family residential, office, commercial and park development. Of the 208 acres, there is approximately 28 acres of right-of-way (13.5%), 68 acres of housing (32%), 19 acres of park (9%) and 66 acres of commercial development (32%). The Waluga Neighborhood generally lies to the west of Boones Ferry Road, to the south and east of Carman Drive, north of Firwood Road and generally east of Waluga Drive.

The Waluga Neighborhood is located along the crossroads of two major arterials, Kruse Way (which runs west-east connecting to I-5 and Boones Ferry Road) and Boones Ferry Road (which runs north-south connecting to I-5 and Portland). Residents within the neighborhood use these roadways to get to destination points within the Waluga Neighborhood such as Waluga Park, Lake Grove Elementary School, the commercial corridor located along Boones Ferry Road and the Kruse Way Office complexes located on Kruse Way.

Waluga Park is approximately 53 acres, of which 19 active and tranquil acres are located in the Waluga Neighborhood. The park is the site of an old working quarry and inactive volcano. The amenities the park offers include walking trails picnic areas, ball fields, wetlands, natural vegetation and wildlife. Due to the size, quality and amenities, the park attracts people from the abutting neighborhoods as well as Citywide.

Another highlight of the neighborhood is the Lake Grove Elementary School. Between 1924 and 1953, the school was part of the Lake Grove School District. It wasn't until 1954 that the school became part the Lake Oswego School District. In 1949 the school burned down and had to be rebuilt. Today, the school site is approximately 7 acres in size, 61,000 square foot of building and serves children from kindergarten through sixth grade. As of January 2, 2001, there were 463 students attending the school.

The Waluga Neighborhood is located in the heart of the Lake Grove Business District\*. The area around the neighborhood was originally the center of a rural community, and has since grown and expanded both north and south along Boones Ferry Road and west along Kruse Way. Businesses in this area are primarily of a community or neighborhood scale, although as one goes further west along Kruse Way, commercial office complexes have developed in the recent past. This growth in commercial and office development has ensured that the Lake Grove Business District\* will continue to prosper and contribute to the livelihood of the community.

In conclusion, the Waluga Neighborhood wishes to continue to see the neighborhood flourish within its current diversity of natural resources, land uses and recreational opportunities, and at the same time, protect the balance of low-density residential, multi-family and commercial uses. The impact of over-development of multi-family or commercial uses around the periphery of the neighborhood would result in negatively impacting the quality of life that the neighborhood has come to enjoy. It is these characteristics that contribute to the quality of life that the neighborhood would like to preserve and enhance.

## **GOAL 1: CITIZEN INVOLVEMENT**

### **Summary of Major Issues:**

This Chapter of the Waluga Neighborhood Plan recognizes that opportunities must be provided for all residents to become involved in issues that affect them. It is especially true for the Waluga Neighborhood. The association was the second city recognized neighborhood association in Lake Oswego (Figure 2). Since then, neighborhood residents have been actively involved in commenting on current land use applications and developing transportation and land use plans for the neighborhood.

It is important for the Waluga Neighborhood that there be continued involvement and cooperation in citywide as well a localized matter that relate to the neighborhood. Due to the diversity of land uses within the Waluga Neighborhood the plan recognizes and ensures that there be notification and the opportunity for comments on a variety of current land use issues, to make certain that compatibility and the character of the neighborhood is maintained.

### **Goals:**

1. Create opportunities for every interested citizen to be involved in all phases of the planning process to ensure that their concerns are heard.
2. Encourage broadly based public participation including all geographic areas and diverse interests.
3. Ensure regular and ongoing two-way communication between citizens and City elected and appointed officials.
4. Ensure that all residents and business owners in the neighborhood have the opportunity to be involved in all phases of the land use planning process.
5. Ensure that communication within the neighborhood and to the City regarding issues of both neighborhood and citywide significance reflects the diversity of interest of those who live, work, and do business in the neighborhood.

### **Policies:**

1. Assist the City in determining the priority needs for the Neighborhood and the City, through neighborhood involvement in City Boards and Commissions.
2. Ensure that coordination occurs between the Neighborhood Association, other neighborhoods and County Planning Organizations (CPO)\* in regard to land use, public facility planning and construction, and other matters which have impacts on neighborhood residents and business owners across neighborhood boundaries.
3. Provide timely information and notice so that both neighborhood residents and business owners have the opportunity to participate in land use actions and the development of public facilities.
4. Pursuant to LOC Chapter 49, ensure the neighborhood has adequate opportunity to understand and develop effective comments and testimony on land use applications.

**Recommend Action Measures:**

- i. Support the Lake Oswego Neighborhood Action Coalition (LONAC)\* through actions such as participating in general meetings.
- ii. Encourage elected and appointed City officials to periodically meet with the Neighborhood Association to ensure its opinions and needs are communicated directly to the City.
- iii. Encourage the Lake Grove Business Association to develop and distribute information to area residents about shopping, entertainment and service opportunities provided by the Lake Grove Business District\*.
- iv. Work in partnership with the Neighborhood Association to assure public notice, information and communication procedures are in place to prepare for possible public safety events such as fire and law enforcement incidents, inclement weather and other emergencies and natural and man-made disasters.
- v. Encourage neighborhood residents and business owners to make a personal commitment to neighborhood safety and social quality by taking interest in the well being of their neighbors.
- vi. Encourage neighborhood residents and business owners to work together toward betterment of their neighborhood.
- vii. Make available to business owners and residents a copy of the adopted Neighborhood Plan to ensure they have the opportunity to become knowledgeable of the Plan's content and applicability.
- viii. Work in partnership with the Neighborhood Association to develop Zoning Code text amendments to reflect the following:
  1. When minor or major development is proposed, require that the minimum threshold for notification of proposed land use action be the closest fifty property owners when less than fifty are contained within the required 300-foot notification boundary.
  2. Ensure that required pre-application neighborhood meetings between the applicant and the neighborhood are accurately communicated to decision-makers by requiring:
    - a. The applicant to agree with Neighborhood Association chair upon a mutually convenient meeting date, time and place.
    - b. Special attention shall be given to ensure that attendees concerns and issues are noted within the meeting minutes and that they are clearly audio-taped. The developer shall mail minutes to the attendees and the Neighborhood Association Chair or designee. A reasonable time, of not less than seven days following mailing, shall be provided for the chair or designee in consultation with the attendees, to review, correct if necessary, and approve the minutes. Also, the developer shall make

- copies of the tapes conveniently available for Neighborhood Association review within one week after the meeting and prior to development application to the City.
- c. Meeting audiotapes and written minutes approved by the Neighborhood Association chair or designee is provided to the City at the time of application submittal.

## GOAL 2: LAND USE PLANNING

### **Summary of Major Issues:**

The Waluga Neighborhood is unique in that it has developed into an example of a mixed use neighborhood. It has the distinction of having integrated low-density residential, high-density residential, special-use housing, commercial, office, retail and recreational uses, while also offering different modes of transportation for travel (Figure 3). It is this unique balance of land uses that contributes to the character of the Waluga Neighborhood and it is this character that the neighborhood would like to enhance and preserve.

Residents recognize that the character of a neighborhood is the result of good land use planning goals, policies, regulations and standards. In this regard, it is essential that the Neighborhood Plan, the City's land use regulations, Comprehensive Plan and other planning efforts are consistent and support one another. It is especially important in regards to issues such as compatibility of new development and maintaining the balance of existing land uses.

The Waluga Neighborhood would like to ensure that new development, be it single-family, multi-family, office or commercial, enhance and do not negatively impact the character of the neighborhood. Among other things, "character" includes aesthetics, the ability to walk and bike, natural resources, air quality and the sense of a friendly easygoing atmosphere.

Maintaining the balance of land uses, especially for single-family dwellings is important. The Waluga Neighborhood Association believes that single-family dwellings represent an ever-shrinking island within the Waluga Neighborhood that needs to be preserved because of the perception that the single-family residential areas is slowly being encroached upon by multi-family, commercial and office developments. The balance of the existing land uses should be maintained to ensure the preservation of the character and livability of the area is not jeopardized. We strive to improve and preserve the existing balance of land uses to maintain accessibility to the school, park and businesses and to encourage neighborhood interaction and a sense of community.

The Waluga Neighborhood Association has indicated that it will oppose attempts to rezone in any other areas of the neighborhood from the residential zoning designations existing at the time of the adoption of this plan based upon the policies herein, which the WNA believes that taken together as a whole discourage rezoning of residential to commercial outside of those areas depicted in Figure 6.

### **Goals:**

1. Ensure that the City's land use planning processes and policy framework serve as a basis for all decisions and actions related to the use of land in the Waluga Neighborhood Association.
2. Ensure that the City's land use regulations, actions and related plans are consistent with and implement the Waluga Neighborhood Plan.

**Policies:**

1. Applicants proposing a zone/plan density change to R-0, R-2, R-2.5, or R-3, shall demonstrate that the proposal complies with the following criteria:
  - a. Demonstrate that the proposed density is appropriate for the location given public facilities, natural resources and hazards, road or transit access and proximity to commercial areas and employment concentrations.
  - b. A proposed plan/zone density change shall have no negative effect on the City's compliance with the Metropolitan Housing Rule (OAR 666-07-000).
2. As applicable by City Code, ensure that the architectural, site design and landscape character of new development and substantial remodel of structures within the Waluga Neighborhood is compatible\* with the character of the existing neighborhood.
3. As applicable by City Code, ensure that the design and operation of group and residential care facilities and institutional uses are compatible\* with, the site and neighborhood character.
4. Per City Code, require developers to bear the burden of proof to demonstrate how proposed land use actions are consistent with the Comprehensive Plan, Waluga Neighborhood Plan and applicable codes and land use regulations.
5. Do not adopt criteria that would include deterioration/demolition as justification for a zone change.
6. An applicant for a plan and zoning map change to a commercial designation shall be strictly required to demonstrate substantial evidence of the public need for the change, plus substantial evidence that the proposed change will best meet the identified public need versus other available alternatives, as required by Comprehensive Plan Goal 2, Policy 14(f).

**Recommended Action Measures:**

- i. Review and update the Waluga Neighborhood Plan concurrent with Periodic Review of the City's Comprehensive Plan.
- ii. Where possible encourage the conversion and change of zoning of commercial and multi-family properties to single-family residential zoning.
- iii. Investigate the feasibility of Comprehensive Plan and zone change amendments that would result in actual utilization of properties zoned other than single-family residential are actively used or developed to the appropriate underlying zone or initiate a zone change to reflect the existing use. For example, the properties located at 15820 and 15850 should be considered rezoned back to single-family residential use.
- iv. The Waluga Neighborhood Association shall encourage property owners and builders not to develop properties to maximum density through discussions at the required land use neighborhood meeting.

- v. The Neighborhood Association will support, review and communicate Waluga Neighborhood positions regarding development of Public Facilities Plans and the implementation of Capital Improvement Programs.
- vi. Explore the possibility of a Comprehensive Plan text amendment that would apply a certain time limit on a Comprehensive Plan and zone change amendment, in which a property would be required to be used for what it was rezoned to, or the property would revert back to its original zoning designation. The property would automatically revert back to the previous zoning if no substantial progress has been made towards developing the property for what it was rezoned to. Substantial progress may include, but is not limited to, issuance of a building permit or the City's acceptance of a completed land use application.
- vii. When the city considers Comprehensive Plan amendments and zone changes to commercial uses within the Waluga Neighborhood boundary, it should consider if any change in circumstance has occurred which would cause a departure from:
  - a. The Findings and Conclusion of "An Analysis of Commercial and Industrial land Use and Employment in Lake Oswego Oregon<sup>1</sup>";
  - b. Findings for vacancy rates for rentable retail space cited in the "Market Analysis for the Lake Oswego GAP Quick Response Grant<sup>2</sup>"; and
  - c. Findings that there are not adequate employment opportunities such that the City cannot meet Metro established job targets identified within the most recent Metro 2020 Regional Forecast and Growth Allocation.

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<sup>1</sup> This is an August, 1988 Background Report prepared in fulfillment of Statewide Planning Goal 9 for the Periodic Review of the Lake Oswego Comprehensive Plan.

<sup>2</sup> This is a market analysis report prepared for a legislative Plan and Zoning Map Amendment PA 4-98/ZC 6-98/DA 1-98.

## **GOAL 5: OPEN SPACES, SCENIC AND HISTORIC AREAS, AND NATURAL RESOURCES**

### **Summary of Major Issues:**

A defining characteristic of the Waluga Neighborhood is its natural resources. Specifically, its mature tree canopy, the bountiful natural resources in Waluga Park and wetlands and tree groves found throughout the neighborhood. This signature characteristic should be preserved and enhanced.

Along many of the residential streets in the neighborhood mature trees loom high above residential and commercial development, reflecting the fact that these trees have been here for a long time. Among these old trees, you also find meandering paths, which add to the sense of place and provides for safe and efficient pedestrian and bicyclist travel.

Waluga Park is a prized resource within the Waluga Neighborhood and it should continue to be expanded, improved and protected, without negatively impacting the neighborhood's quality of life. The Waluga Neighborhood Association believes it greatly enhances the livability of the neighborhood and provides a cornerstone for the community.

The Waluga Neighborhood contains a significant stream corridor\*, wetlands\* and tree groves\* (Figure 4). These significant natural resources have been inventoried and identified in the Lake Oswego Sensitive Lands Inventory (ESEE Natural Resources Inventory analysis)\*. Development which would impact these resources is regulated by the Sensitive Lands Overlay District. These natural resources add to the character of the neighborhood and are important in many ways, such as providing for wildlife habitat, surface water quality and storm water conveyance, and adding to the natural beauty and aesthetics of the neighborhood.

To preserve these natural resources, the Plan looks to emphasize many of the standards and regulation already in existence within the City Code. Protection and mitigation is sought through the vigilant application of the Sensitive Lands Ordinance. New landscaping and compatibility of uses is achieved through the stringent application and review of design standards.

### **Goal:**

Preserve and protect Waluga Neighborhood's natural resources and wooded character.

### **Policies:**

1. Pursuant to the Sensitive Lands Overlay District, preserve stream corridors\*, tree groves\*, wetlands\* as designated by the City's Sensitive Lands Inventory (Figure 4), particularly within Waluga Park.
2. Pursuant to City Regulations, require preservation and maintenance of open space reserves\* consistent with conditions of development approval including:
  - a. Preventing the removal of trees and non-invasive vegetation\* except as provided by the Lake Oswego Tree Code (LOC 55);
  - b. Removing invasive vegetation\* and replanting with native plant species where appropriate;

- c. Preventing the dumping of garbage and yard debris in open space areas through enforcement of nuisance provisions Lake Oswego Code (LOC 34.08.490); and
  - d. Not allowing the encroachment of structures, yards, landscaping or other private improvements.
- 3. Preserve and where possible, enhance the Waluga Neighborhood tree canopy\* by applying the City's tree cutting regulations to all parcels within the Neighborhood Plan Boundary, per LOC 55.
- 4. Where practicable\*, require landscaping and planting of trees which grow to a significant size for all new development. Tree planting, including species selection and location shall take into account solar access requirements (LOC Chapter 57).
- 5. As per the Sensitive Lands Overlay District, emphasize protection of significant trees\* and tree groves\* over tree and vegetation removal and subsequent mitigation through replanting.
- 6. Provide property owners the opportunity to preserve trees through participation in a City adopted Heritage Tree Protection Program\*.
- 7. Where practicable, protect and enhance significant trees within the public right-of-way and on other public lands by:
  - a. Adopting standards and regulations to protect public trees;
  - b. Ensuring maintenance of adequate public right-of-way to plant trees that are known to grow to a significant size; and
  - c. Ensuring no adverse effects from surrounding use impacts tree viability.
- 8. Pursuant to the Sensitive Lands Overlay District, ensure public works projects in the Waluga Neighborhood are designed, implemented and maintained to protect trees, stream corridor\*, wildlife habitats and other natural resources.
- 9. Pursuant to the Sensitive Lands Overlay District, ensure development does not disturb or harm surrounding or abutting natural resources and sensitive lands, either directly or indirectly, by requiring resource protection measures as part of the development review process.
- 10. When trees are removed in the Waluga Neighborhood in violation of the Lake Oswego Tree Code (LOC Chapter 55) ensure that tree planting, which is required for mitigation occurs within the Waluga Neighborhood's boundaries.
- 11. Protect, preserve and restore where practicable the natural resource functions and values of City inventoried stream corridors, wetlands and tree groves in the Waluga Neighborhood, which are shown on the Sensitive Lands Map and Atlas\* and protected by the City's Community Development Code.
- 12. Pursuant to City standards, require storm drainage and water quality management measures\* and facilities for all new development within and outside the Waluga Neighborhood to ensure Waluga Neighborhood properties and natural resources are

protected from flooding, erosion and sedimentation and other effects of increased water run-off.

13. Pursuant to the Sensitive Lands Overlay District, allow property owners to conduct restoration activities within stream corridors, wetlands and tree groves without the dedication of conservation easements when these efforts are undertaken at their own expense.

**Recommended Action Measures:**

- i. Actively support a Lake Oswego Community Forestry Program which:
  - a. Provides for an ongoing planting and maintenance program for trees and other vegetation in public rights-of-way, natural areas, open spaces and parks.
  - b. Provides information regarding tree care to the general public.
- ii. Encourage property owners and citizen groups to landscape with native plants along stream corridors and adjacent to wetland buffer areas.
- iii. Encourage the identification of historically significant buildings and features in the Waluga Neighborhood.
- iv. Encourage the dedication of conservation easements\* to protect natural resources and open space.
- v. Develop and maintain landscaped entry features and focal points with the Waluga Neighborhood at the intersection of Quarry Road and Boones Ferry Road.
- vi. Monitor the condition of Waluga Neighborhood's tree canopy over time, including the identification and progression of disease such as laminated root rot, through a City maintained data collection and inventory system.
- vii. Re-evaluate the labeling of the stream/wetland identified as W-17B (east side of Daniel Way) on the Sensitive Lands Map as "insignificant".

## **GOAL 8: Parks and Recreation**

### **Summary of Major Issues:**

Waluga Park is approximately 53 acres, of which 19 active and tranquil acres are located in the Waluga Neighborhood (Figure 5). The park is the site of an old working quarry and inactive volcano. The amenities the park offers include walking trails picnic areas, ball fields, wetlands, natural vegetation and wildlife viewing. Due to the size, quality and amenities, the park attracts people from the abutting neighborhoods as well as citywide.

The Waluga Neighborhood strongly identifies with the park because it provides the area a unique identity and it sets the tone for the character of the rest of the neighborhood and the surrounding community. The park is an amenity that should be preserved, maintained and improved for all to enjoy.

Results of the neighborhood survey indicated that 72% of respondents were in favor of the City purchasing private property to add to the existing park. In addition, 66% of respondents supported the use of tax dollars to expand Waluga Park. Specifically, as identified in RAM (i), the Waluga Neighborhood would like the City to consider purchasing the property located at the corner of Quarry Road and Oakridge Road. The acquisition of this heavily wooded property would be a significant addition to the continued success of Waluga Park and serve as a potential pedestrian gateway to the park from the south.

### **Goal:**

To expand, improve and maintain Waluga Park for active and passive activities, providing attractive, safe, functional and available access to all segments of the neighborhood population.

### **Policies:**

1. Identify and recommend improvements to Waluga Park that satisfies the recreation needs of the neighborhood.
2. Identify and recommend acquisition of lands, contiguous with Waluga Park, when they become available on the market.
3. Avoid the irrevocable loss of any parts of Waluga Park.
4. Per LOC Chapter 39, require developers to pay their equitable share for park acquisition and development costs.
5. Provide accessibility to all park users, which meet or exceed applicable state and federal laws.
6. According to community and neighborhood needs, add new facilities to Waluga Park, which enhance the character of the park.
7. Pursuant to City Code, develop Waluga Park such that:

- a. Developments are compatible with adjacent land uses, by using setbacks and effective buffering and screening to minimize impacts of intensive uses such as traffic, parking, bright lights and noise;
- b. Traffic generation does not exceed design capacity of adjacent streets at off peak hours, local streets are not used to accommodate traffic generated by intensive use, and adequate parking facilities are constructed to minimize and discourage automobile parking outside of the park on residential streets; and
- c. Accessibility to the park is available from all sides for bicycles and pedestrians, if not in conflict with natural resources.

**Recommended Action Measures:**

- i. Actively pursue the acquisition of the currently available 4-5 acres of property at the corner of Oakridge Road and Quarry Road.
- ii. Actively work with the Lake Grove Christian Church on options for acquiring the property and facilities upon which they are located through acquisition, trading of other city property or a combination of both.
- iii. Work with the community and developers to develop a continuous pedestrian and bicycle pathway around the periphery of Waluga Park.
- iv. Assure appropriate levels of handicapped accessibility to Waluga Park that is reflective of such users in the Waluga Neighborhood.
- v. Work with the community and developers to develop additional pedestrian and bicycle pathways with the Kruse Way Open Space.
- vi. Seek citizen input in park and recreation planning through surveys, meetings and other appropriate methods.
- vii. Work with Neighborhood Associations to develop and integrate the City-owned water reservoir property on the north border of Waluga Park as part of Waluga Park.
- viii. Encourage reciprocating use of parking facilities between Lake Grove Elementary School and Waluga Park.

## GOAL 9: ECONOMIC DEVELOPMENT

### **Summary of Major Issues:**

A portion of the Lake Grove Business District\* is located within the Waluga Neighborhood Boundary. The area around the neighborhood was originally the center of a rural community, and has since grown and expanded both north and south along Boones Ferry Road and west along Kruse Way. Businesses in this area are primarily of a community or neighborhood scale, although as one goes further west along Kruse Way, commercial office complexes have developed in the recent past. This growth in commercial and office development has ensured that the Lake Grove Business District\* will continue to prosper and contribute to the livelihood of the community.

Within the Waluga Neighborhood, there are several 2040 Growth Concept\* designations which may affect how development occurs. The Metro Functional Plan was adopted in November, 1996, to implement the Regional Urban Growth Goals and Objectives (RUGGO), including the 2040 Growth Concept. The overall principles embodied in the Metro 2040 Growth Concept and the RUGGO include encouraging a compact urban form in specific design type areas. The intent of focusing development in these design type area is to enable established neighborhoods outside of these design type areas to develop at existing Comprehensive Plan densities, rather than requiring higher densities. In this way, the greater proportion of additional units that jurisdictions are required to provide to meet targeted dwelling units for 2017 will be located in Design Type areas.

The “design type” that are found in the Waluga Neighborhood area, include Town Centers\*, Main Street\*, Transit Corridors\* and Employment Centers\*.

The Waluga Neighborhood understands that having a commercial and office center in its boundaries is an asset to the neighborhood. However, that asset must be balanced with the needs and interests of the residents who live in the area. To ensure balance and compatibility between commercial and residential development it was important to establish a boundary beyond which commercial development would not encroach into residential areas. This boundary is illustrated in Figure 6. The combination of this boundary and other existing design standards, such as buffering and landscaping requirements within the existing City Code will ensure that the existing amicable balance between residential and commercial development is not disrupted.

The Waluga Neighborhood Association has indicated that it will oppose attempts to rezone in any other areas of the neighborhood from the residential zoning designations existing at the time of the adoption of this plan based upon the policies herein, which the WNA believes that taken together as a whole discourage rezoning of residential to commercial outside of those areas depicted in Figure 6.

### **Goal:**

Promote policies and actions which support the viability of Lake Grove Business District\* and its ability to provide goods and services to area residents and businesses in an innovative manner compatible with the character of surrounding residential neighborhoods.

## Policies:

1. Ensure that future improvements to Boones Ferry Road maintain or improve safe access to area businesses for the automobile, transit, pedestrians and bicyclists, while maintaining the function and character of adjacent neighborhood collectors and the local residential streets.
2. Minimize the number of driveway access points to Boones Ferry Road through use of wide consolidated driveways of sufficient width to allow simultaneous ingress and egress.
3. Provide opportunities for mixed-use development to occur in the Lake Grove Business District\* whereby multi-story buildings would accommodate businesses on the ground floor and residential units above.
4. Develop and consider for adoption Community Development Code text amendments to not allow new drive-in or drive-through food service windows in the Lake Grove Business District\*.
5. Ensure the design quality of future development in the Lake Grove Business District\* by enacting land use and design regulations which enhance the district's existing built environment and positive design qualities and which also provide the opportunity for a variety of architectural design, and building types and sizes, including variations in setbacks, height, bulk and scale, which are consistent with these characteristics.
6. New commercial development shall protect existing natural resources to the extent possible through implementation of approved protection plans. Vegetation which is removed, including trees, and especially mature douglas firs, shall be replaced consistent with approved landscape plans. New trees shall be installed whenever possible along streets, pedestrian ways, building setbacks and within public places.
7. New commercial and multi-family development shall provide landscape buffering and screening between differing land uses to enhance aesthetic quality and mitigate visual and operational impacts, per existing City codes and regulations.
8. Ensure that the design of new commercial development and required public improvements contribute to the development of a safe and efficient transit and pedestrian environment within the Lake Grove Business District\*.
9. Ensure that land use regulations foster compatibility between new and existing commercial and multi-family development and with surrounding residential neighborhoods through measures such as:
  - a. Outdoor lighting controls;
  - b. Separating noise sources from adjacent noise sensitive uses;
  - c. Containment and screening of trash collection areas;
  - d. Utilizing setbacks, buffering and screening to mitigate the visual and operational impacts of outdoor storage areas and other outdoor activities; and
  - e. Enforcement of prior conditions of development approval per the Community Development Code.

10. Discourage and abate nuisance situations\*, such as excess noise, unconfined garbage and light spillover, through enforcement of the nuisance provisions of the Lake Oswego Code (LOC 34.08.000 – 34.11.599).
11. Control and license home occupations\* within the residential zones of the Waluga Neighborhood to ensure they will not increase traffic and noise or disrupt in any other way the livability and quality of life of the residential area.

**Recommended Action Measures:**

- i. Work with the Lake Oswego West/Lake Grove Business Association and area neighborhood associations to develop a plan for Boones Ferry Road, which will address:
  - a. Safety and vehicular and pedestrian access to area businesses and adjacent residential neighborhoods;
  - b. Future auto capacity needs of the roadway;
  - c. Enhancement of the pedestrian environment;
  - d. Transit; and
  - e. Streetscape character and aesthetics.
- ii. Encourage intra-city transit connections between the Lake Grove Business District\* and other business districts and employment centers and with the City's residential neighborhoods.

## GOAL 10: HOUSING

### **Summary of Major Issues:**

The Waluga Neighborhood is an island of single-family residences, surrounded by multi-family, commercial and office campus uses. Currently, 17% of the total land area is developed with single-family dwellings. The Waluga Neighborhood would like to protect single-family residences from encroachment by multi-family and commercial uses as this potentially impacts the balance of land uses and the quality of life.

There is little available land for development (approximately 6.4% is vacant), and what is available to be developed will likely be targeted for higher density uses. It is important to recognize that the mix of single-family and multi-family units within the Waluga Neighborhood boundaries meet or exceed the Metropolitan Housing Rule and State Goals<sup>3</sup>. Currently, 17% of the land within the Waluga Neighborhood is comprised of single-family residential development (148 single-family dwelling units) and 10.4% is comprised of multi-family residential development (308 multi-family dwelling units). The Waluga Neighborhood Association would urge that new developments that add density consider the lower density alternatives. In all cases, it is important that any new development be compatible in height, bulk and scale to the surrounding properties and that extensive buffering be required between step-downs from high-to-low density uses, especially when related to a zone change or when adjacent properties are more than one zoning level apart.

The Waluga Neighborhood Association would like to see that the existing housing stock be preserved and low-density single-family uses be encouraged in the neighborhood. Infill development and secondary housing units may be allowed, including flag lots\*, subject to specific design and development standards to ensure design compatibility. Also of importance is that zoning standards be used to ensure that all new residential development, including substantial remodeling, contributes to the positive design character of the neighborhood.

Preservation of the character of existing local streets is important, including the non-grid street pattern and preservation of trees within street right-of-way\* and on adjacent property, which provide tree canopy and shade.

### **Goals:**

1. Preserve, maintain and enhance the livability and aesthetic character of Waluga's residential neighborhoods.
2. Encourage improvement and maintenance of properties within the Waluga Neighborhood boundary to increase aesthetics and uphold property values.
3. Maintain the low density, detached single-family residential character of the Waluga Neighborhood.

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<sup>3</sup> "Metropolitan Housing Rule" (OAR-660-7-000-060). This rule requires the City provide an opportunity for a 50%/50% mix of single-family and multi-family or attached housing.

### **Policies:**

1. In accordance with the Community Development Code, do not allow the expansion or increase in non-conformance of a non-conforming use. Non-conforming uses may affect the quality of life in the Waluga Neighborhood through noise, traffic, glare and appearance of structures that may be incompatible with abutting residential uses. Replacement of non-conforming uses with permitted uses is strongly encouraged.
2. Pursuant to Standards for Secondary Dwelling Units and Lake Oswego Systems Development Charges Code (LOC Chapter 39), secondary dwelling units shall:
  - a. Have one unit be occupied by the property owner.
  - b. Pay applicable systems development charges (SDC).
3. An applicant for a plan and zoning map change to a multi-family designation shall be strictly required to demonstrate substantial evidence of the public need for the change, plus substantial evidence that the proposed change will best meet the identified public need versus other available alternatives, as required by Comprehensive Plan Goal 2, Policy 14(f).
4. Enhance the character of low density residential development within the Waluga Neighborhood by requiring the preservation of open space and natural resources pursuant to the City's adopted Sensitive Lands Ordinance.
5. Ensure that the scale and character of neighborhood collectors and local streets, which provide access to and within Waluga's residential neighborhoods are appropriate to the area served and are designed in accordance with the Community Development Code.
6. Ensure that undeveloped street right-of-way\* remains available for street trees, on-street parking and pedestrian use and is not prevented from being utilized for these and other public uses by private encroachments such as landscape improvements and storage of vehicles, boats and equipment.
7. Pursuant to the Community Development Code, ensure home occupations\* do not conduct business activities that cause adverse impacts on residential neighborhoods such as outside storage, excessive traffic, inappropriate hours of operation noise, etc.
8. Pursuant to the Lake Oswego Uniform Traffic Code (LOC Chapter 32), requires those who store boats, recreational vehicles, equipment and automobiles under repair on the street right-of-way\*, to remove them from the street right-of-way\*.

### **Recommended Action Measures:**

- i. Develop design standards specific to the Waluga Neighborhood to ensure all new residential development, including secondary dwellings and homes being substantially remodeled contribute to the neighborhood's positive design character which address issues such as:
  - a. Height, bulk and lot coverage to ensure new residential development does not

- conflict with the predominant scale and design characteristics of the neighborhood;
  - b. Minimizing the impact of the automobile on the development site through residential design and development standards, which prescribe measures such as garage location, size of paved areas, driveway size and location, etc;
  - c. Appropriate setbacks, buffering and screening between existing and proposed development; and
  - d. Preservation of existing mature canopy trees and other significant trees and other landscape features to the extent practicable.
- ii. Encourage the upgrading and remodeling of existing residential structures rather than demolition and new construction.
- iii. Encourage owners who store recreational vehicles, construction equipment and non-operational automobiles in front yards to relocate them away from public view.
- iv. Promote public safety and a sense of visual and social connection throughout the neighborhood by:
  - a. Discouraging the planting of hedges and other plant materials which substantially screens residences from view.
  - b. Encouraging property owners to cutback overgrown vegetation.
- v. Revise existing development standards for setbacks, lot coverage, house size, compatibility, mass, bulk, scale and height, solar access, or other aspects of building placement or massing, for the purposes of ensuring compatibility with existing, surrounding neighborhood development.
- vi. Investigate the feasibility of amending the Comprehensive Plan Map from GC/R0 to R-7.5 for the properties at 15820 and 15850 Quarry Road due to the existing single-family character of the area.
- vii. Investigate the feasibility of amending the Comprehensive Plan Map from R-5 to R-7.5 for the property located at the northwest corner of Oakridge Road and Quarry Road due to the existing single-family character of the area.
- viii. Pursue the feasibility of purchasing the property currently zoned R-5, located at Oakridge Road and Quarry Road, and include it within Waluga Park, creating a gateway into the park from the south and therefore creating the opportunity for future pathways and facilities.
- ix. Produce and distribute a brochure on city code and enforcement to distribute to neighborhood residents and post on the City web site so that they can assist in maintaining neighborhood aesthetics.
- x. Encourage those who propose to construct homes larger than two-story to meet with neighborhood residents (residing within at least 300 feet) prior to obtaining building permits to promote:

- a. Compatibility in building design and scale with the surrounding homes;
  - b. Tree preservation; and
  - c. Protection of neighbors' existing views.
- xi. Maintain a non-grid street pattern in the Waluga Neighborhood to preserve the peaceful and quiet feel of the neighborhood.

## GOAL 11: PUBLIC FACILITIES AND SERVICES

### **Summary of Major Issues:**

The Neighborhood Plan recognizes that the City of Lake Oswego Comprehensive Plan contains numerous policies which are applicable to the community as a whole. In view that the citywide Plan is generally sufficient, this element of the Neighborhood Plan was developed to apply to the Waluga Neighborhood's specific conditions, character and needs. They are intended to be supportive and complementary to the other Comprehensive Plan policies which apply citywide.

The Waluga Plan addresses Police and Fire Protection, Storm Water and Surface Management, Water Treatment and Delivery, and Private Utilities and Schools. The common emphasis of the Goals and Policies is to ensure that the Waluga Neighborhood is provided with high quality, responsive and environmentally sound public facilities and services. However, issues of particular importance to the Waluga Neighborhood include: the continuance of quality and reliable facilities and services; promoting coordination with all service providers in order to receive the best level of service; and working with the Lake Oswego School District to resolve any issues that may arise in the neighborhood.

The Waluga Neighborhood is located to the northeast of an area of land that is currently located in Clackamas County. In expectation that the unincorporated area will be annexed into the City and be developed, the neighborhood would like to ensure that adequate facilities and services are available for any future development. Equally as important is that if services are extended, that existing services to the neighborhood are not negatively affected or interrupted.

An important institution in the Waluga Neighborhood is the Lake Grove Elementary School. A concern that the neighborhood has is the continued use of the bus barn at the school. Specifically, the buses potentially negatively impact the surrounding neighbors by producing noise in the early morning, affect the air quality and pose potential traffic problems while navigating through the narrow neighborhood streets. The Waluga Neighborhood Association would like to work with Lake Oswego School District to address these issues.

### **Goal: Police and Fire Protection**

Provide a high level\* of police, fire protection and emergency preparedness services to the Waluga Neighborhood.

### **Policies:**

1. Ensure all, police and fire protection service levels are not diminished during transitions with new developments and annexed areas.
2. Utilize law enforcement when necessary to:
  - a. Ensure safety in the Waluga Neighborhood, Kruse Way and Boones Ferry Road.
  - b. Prevent illegal activities at Waluga Park.

**Recommended Action Measures:**

- i. Recognize the special public safety needs of Lake Oswego’s elderly, young and socially disadvantaged. Provide primary prevention services to these groups, such as:
  - a. Traffic safety and drug education;
  - b. Home fire and crime proofing information;
  - c. Support for Neighborhood Watch and block programs; and
  - d. Personal safety education.
  
- ii. Increase traffic safety through:
  - a. Review of planning and engineering proposals to ensure safe road designs;
  - b. Active bicycle, pedestrian and safety belt enforcement; and
  - c. Maintenance of an active community traffic safety program.
  
- iii. Support the Community Emergency Response Team (CERT) and neighborhood volunteers through public education.
  
- iv. Raise issues with local agencies regarding particular situations relevant to the Waluga neighborhood, including:
  - a. Waluga Park safety;
  - b. Pedestrian safety around Lake Grove Elementary School; and
  - c. Minimize non-emergency vehicle trips for school buses and fire engines on residential and neighborhood collector streets.

**Goal: Storm Water Management and Surface Water Management**

In the Waluga Neighborhood, reduce, and where possible eliminate, flooding, soil erosion, standing water in the public right-of-way\*, and water pollution associated with storm water runoff.

**Policies:**

1. Congruent with the Lake Oswego Comprehensive Plan, utilize natural systems and non-structural methods to control storm water run-off at the source as a preference to structural systems to the extent allowed by site characteristics.
  
2. Pursuant to the Lake Oswego Comprehensive Plan, require all storm drainage improvements on private property and that required as a condition of new development to:
  - a. Accommodate storm drainage flows of development at full build-out; and
  - b. Be compatible with the City’s Storm Drainage Public Facility and Capital Improvement Plans and Surface Water Management Program.
  
3. Per City requirements, consistent with local, state and federal regulations, developers shall identify the use of any hazardous materials on the property and procedures to be used to assure inadvertent leakage or run-off into the storm drainage system does not occur.

4. Implement any storm water improvements identified in the Lake Oswego Public Facilities Plan necessary to improve the drainage system.

**Recommended Action Measures:**

- i. Work with neighbors to identify and correct situations where hazardous chemicals have the potential to leak into the storm drainage system.

**Goal: Water Treatment and Delivery**

Provide reliable and adequate supply of high quality water to meet the existing and futures needs of the Waluga Neighborhood.

**Policies:**

1. Consistent with City requirements, require all developers to provide and make available, plans and documentation to the City and Neighborhood Association, to ensure that new developments will have adequate water service to meet domestic needs, fire flow requirements and to extend (when necessary) adequately sized water lines with sufficient water pressure to all new development.
2. Implement any improvements identified in the Lake Oswego Public Facilities Plan and Capital Improvements Plan to ensure increased water storage capacity and improved fire protection and domestic water service.

**Recommended Action Measure:**

- i. Work with residents to resolve low water pressure issues, especially in the area south of Douglas Way and east of Quarry Road.

**Goal: Wastewater Collection and Treatment**

Ensure Waluga residents receive environmentally safe and reliable sanitary sewer service.

**Policy:**

1. Consistent with City Code, ensure that future construction of sanitary lines in the Waluga Neighborhood minimizes impacts on developed properties and utilizes the public right-of-way\* or existing easements whenever possible.

**Goal: Private Utilities and Schools**

Ensure the availability of administrative and general government services and coordination with others to provide schools, energy and communication services.

**Policies:**

1. Encourage the Lake Oswego School District to maintain and improve the Lake Grove Elementary School.
2. Work with the Lake Oswego School District on alternative locations for the bus barn and maintenance facility that would have fewer impacts on the neighborhood.

### **Recommended Action Measures:**

- i. Encourage the Lake Oswego School District to develop a Facility Plan in relation to the Waluga Neighborhood Plan.
- ii. Work with the School District to address issues relating to the Waluga Neighborhood, such as:
  - a. Minimizing traffic on residential and neighborhood collector streets, by finding alternative routes to major collectors other than Quarry Road;
  - b. Solving unsafe traffic and pedestrian safety situations, particularly at the corner of Douglas Way and Quarry Road where it is unsafe for buses making turns when there is opposing traffic or pedestrians in the area;
  - c. Improving the sidewalks across the school property along Douglas Way to create paths that do not share the parking facility; and
  - d. Minimizing the noise and disruption caused by the bus barn, by finding alternative locations, such as the City's maintenance facility on Jean Road.

### **Waluga Neighborhood Public Facility Projects and Capital Improvement Plan**

The following public facility projects (Figure 7) are identified within the City's 20-year Public Facility Plan\* (PFP) and 5-year Capital Improvement Program\* (CIP). It should be noted that some projects are identified in one plan and not in the other. In addition, the Waluga Plan has identified specific projects, which it desires to see addressed. The funded CIP projects are priority projects, which are intended to be implemented over a 5-year period. PFP projects, which have not been included in the CIP, are proposed to be implemented over a longer time frame- up to 20 years. Neighborhoods have an ongoing opportunity to influence the type and timing of public facility projects by participating in the CIP and PFP updates. Update of the CIP corresponds to the budget process either at one or two year intervals, and includes several opportunities for neighborhood involvement at public meetings and at Planning Commission and City Council public hearings.

The following projects are listed by their reference numbers in the City's Public Facility Plan\*. Those projects that do not have reference numbers are identified in the 5-year Capital Improvement Plan and not in the PFP.

#### **Public Facility Projects**

##### ***PFP Project SW-27 – Springbrook Creek from Boones Ferry Road to Kruse Way***

This project was to improve the pipes for the flow of storm water. The project is scheduled to begin in 2002 at a cost of \$279,000. However, the City is currently in the process of updating the CIP and this project may not be included.

##### ***PFP Project WA-22 – Waluga Tank Repair***

This is a relatively small project to repair some minor damage to the water tank. This project is scheduled to begin in 2002. The estimated cost of the project is \$3,000 and the funding source is Water System Development Charges.

**Capital Improvement Plan**

***CIP Project WA-9 – Waluga Reservoir No. 2 Design***

This project consists of a design of a 3.5 million gallon reservoir to augment an existing 4 million gallon reservoir. The proposed location will be north of the existing reservoir. The new reservoir will increase water storage capacity, improve fire protection and domestic water service to the Downtown and First Addition areas.

The project is tentatively scheduled in the CIP for 2003-2004 and is estimated to cost \$465,000. The funding source is Water Bonds.

## GOAL 12: TRANSPORTATION

### Summary of Major Issues:

The boundaries of the Waluga Neighborhood include approximately 208 acres of land comprised of single-family residential, multiple-family residential, office, commercial and park development. Of the 208 acres, there are approximately 28 acres of right-of-way (13.5%). The Waluga Neighborhood is located along the crossroads of two major arterials, Kruse way (which runs east and west) and Boones Ferry Road (which runs north and south). Other significant roadways include Carman Drive, a major collector connecting I-5 with Kruse Way, located on the northwest boundary and Quarry Road, a neighborhood collector, which allows local residents of the neighborhood to access Carman Drive and Boones Ferry Road in such a manner to disperse traffic to the nearest collector or arterial. Many people use these roadways to get to destination points within the neighborhood such as Waluga Park, Lake Grove Elementary School, the commercial corridor located along Boones Ferry Road and the Kruse Way Office complexes located on Kruse Way (Figure 8).

The Waluga Neighborhood Plan Transportation Goals and Policies are based on the concerns developed through the neighborhood survey.

While 50% of the respondents indicated that school crossings ensure adequate safety for children, only 39% of respondents indicated that generally pedestrians are safe when walking in the area. The neighborhood would like to emphasize the continued safety for children and also improve the quality and safety of pedestrian paths through the Waluga Neighborhood by promoting and developing additional pathways that would add to the existing character of the neighborhood pathway system and provide additional opportunities to destination points in the Waluga Neighborhood.

Of major concern as reflected in the survey, 94% of the respondents indicated that cut-through traffic\* should be limited, especially traffic from the Kruse Way office complex area and from southbound traffic on Carman Drive from the Westlake/Holly Orchards area. In addition, the area has a lot of pedestrian activity due to the proximity of the school, park and commercial developments in the area and traffic speeds should be addressed through traffic calming measures.

Also of concern is that the character of the neighborhood's streets and pathways remain in character and appropriate for the Waluga Neighborhood. Of particular concern is Quarry Road. Quarry Road receives a lot of cut-through traffic\* due to its locational relationship to commercial developments on Boones Ferry Road and the office complexes on Meadows Road. Commuters use this shortcut between Kruse Way and Boones Ferry Road to avoid traffic and to potentially save time. Traffic management needs to be continually addressed on Quarry Road. Recent measures such as erecting stop signs at problem locations have successfully addressed some of the traffic issues, however as new commercial and office complexes are constructed on Meadows Road, the more need there is to review further measures to address increased traffic.

In summary, the direction of this Goal is to: Manage traffic to reduce the amount of cut-through traffic\* and excessive vehicle speeds through the neighborhood; Improve and provide for practical and safe pedestrian, bicycling and transit opportunities; Maintain the quality and appropriateness of the transportation system; and Emphasize safety for

pedestrian and bicyclists. Also of importance is the management of traffic in the neighborhood, especially relating to cut-through traffic\* and speeding and maintaining the functional nature of the transportation system with the character of the neighborhood.

**Goal:**

Ensure that the transportation system in the Waluga Neighborhood is safe and enhances neighborhood character and quality by:

- a. Improving safety of all transportation modes\*;
- b. Maintaining and enhancing the aesthetic quality, natural resources, privacy and quiet of residential areas;
- c. Providing for adequate traffic movement and access within residential and business areas appropriate to the aesthetic character, transportation, and safety needs of each area;
- d. Providing practicable pedestrian, transit, parking and bicycling opportunities; and
- e. Ensuring accessibility for the handicapped.

**Policies:**

1. Maintain the character of the Waluga Neighborhood's street system by:
  - a. Utilizing flexible design standards and innovative surface water management solutions in accordance with City Code to ensure pavement width and street design is appropriate for the function of the street and needs of the area served.
  - b. Using permeable surfaces and roadside ditches and bio-filtration methods in accordance with City Code to convey and treat surface water run-off.
2. Where practicable, preserve trees within the street right-of-way\* and encourage private property owners to preserve trees on their property, which provide tree canopy and shade.
3. Where appropriate, utilize traffic management devices to prevent speeding and discourage cut-through traffic\* on local residential streets and neighborhood collectors.
4. Future transportation improvements should address the need to balance automobile access with the need to maintain the existing land use pattern and develop a comfortable and safe pedestrian shopping environment.
5. Ensure the ability to walk and bike safely throughout the neighborhood by providing bicycle and pedestrian facilities:
  - a. At a minimum, on one side of all neighborhood collectors and other selected local streets;
  - b. On both sides of major streets (arterials and major collectors); and
  - c. Where practicable, sidewalks, pathways and bike lanes that provide contiguous paths between major streets.
6. Pursuant to the Neighborhood Traffic Management Program LOC Chapter 32.14, encourage the ability to walk and bike safely throughout the neighborhood without

impacting the neighborhood's natural resources or character by utilizing traffic management measures where necessary to maintain low speeds and traffic volumes.

7. Work with Tri-Met to encourage greater access to public transit service through more frequent bus service on existing lines and safe and convenient pedestrian and bicycle connections to transit.
8. Ensure that Waluga residents are integrally involved from start to finish in the planning, design and implementation of transportation projects that could affect the neighborhood.
9. Encourage acquisition or development of land for pathways that do not parallel streets, when street connections are not feasible.
10. In accordance with the City Code and where practicable\* require that new development develop shared access to Boones Ferry Road through use of consolidated driveways of sufficient width to allow simultaneous ingress and egress and shared parking facilities.
11. Amend the Transportation System Plan (TSP, Figure 9) to add a sidewalk along the south side of Douglas Way from Quarry Road to Boones Ferry Road to ensure safe pedestrian movement unless other pedestrian access becomes available.
12. Maintain the character of Quarry Road, through maintenance and address negative impacts such as a decrease in safety and aesthetics, cut-through traffic\* and speeding by implementing traffic management measures.
13. Keep open and maintain all existing pathways within the neighborhood unless it can be shown through factual documentation that the pathway is unsafe to abutting property owners and that there is no longer a need for the pathway.

**Recommended Action Measures:**

- i. Work with Tri-Met to provide neighborhood residents, business owners, employees and customers greater access to transit service by:
  - a. Instituting flexible routes and providing local circulator service to residential areas;
  - b. Providing frequent transit service to and from the Lake Grove Commercial District, Downtown Lake Oswego and Kruse Way Employment Centers;
  - c. Increasing frequency of fixed bus routes along Boones Ferry Road; and
  - d. Improving the comfort and safety of transit waiting areas.
- ii. Support the development of a Transportation Management Association (TMA) among Waluga area businesses to encourage measures to reduce single occupant automobile use such as:
  - a. Subsidization of transit options such as local circulator buses;
  - b. Car and van-pools for employees; and
  - c. Incentives for employees and customers who utilize alternative transit options.

- iii. Ensure discussion of transportation issues involves other Regional Centers, Town Centers and Employment Centers that have direct transportation connections with the Lake Grove Business District\* such as Downtown Tualatin, Tigard, Washington Square, Kruse Way and Downtown Lake Oswego.
- iv. Preserve the character of Waluga Neighborhood's local residential streets by:
  - a. Traffic management;
  - b. Ensuring the capacity of major street systems to prevent dispersion of through traffic onto local residential streets;
  - c. Truck ordinance routing;
  - d. Measures to enhance safety of walking and biking;
  - e. Reduced Vehicle Miles Traveled (VMT); and
  - f. Controlling the speed and volume of traffic through measures which calm the flow of traffic, including speed bumps, "Neighborhood Residents Only" signs and additional stop signs.
- v. Develop site specific solutions to ensure safe and comfortable bike and pedestrian use along Boones Ferry Road, including safe crossing opportunities.
- vi. Work with area schools, churches, local businesses and city parks to minimize parking impacts on neighborhood streets.
- vii. The Waluga Neighborhood Association shall work with the City of Lake Oswego to resolve traffic problems that are in the best interest of the City and the safety and character of the neighborhood. Examples of coordination include cooperation in the analysis and placement of traffic management devices, traffic control devices, traffic counts, speed studies and public education.
- viii. Increase and improve pedestrian crossing opportunities and safety across major streets to shopping, transit and employment. Consider textured or raised crosswalks, pedestrian signals, mid-block curb extensions to reduce crossing distance, or improve sight distance and additional crosswalks where appropriate.
- ix. Develop a parking strategy for the Lake Grove Business District\*, Waluga Park and Lake Grove Elementary School to:
  - a. Ensure safe access to area businesses, parks and schools.
  - b. Maximize the efficiency of lands available for parking.
- x. Identify potential traffic safety issues and take measures to promptly correct these situations as they arise. In particular, special attention should be given to Galewood Street at Quarry Road. Potential problems include poor street geometry, sight-distance problems\* and turning radius restrictions, which may pose traffic hazards and prevent safe access by emergency vehicles and school buses. Solutions may include street realignment, vegetation removal, installation of convex mirrors, and installation of stop bars.

- xi. Work with the Waluga Neighborhood to determine the appropriateness of speed bumps or other traffic management devices on neighborhood streets, including Quarry Road, Douglas Way and Galewood Street.
- xii. Design and place neighborhood identification signage at major neighborhood intersections, including the entrance to the Waluga neighborhood at the intersection of Quarry Road, Carman Drive and Meadows Road.
- xiii. Actively enforce speed limits within the Waluga Neighborhood, especially along Quarry Road and Douglas Way, as well as in other areas determined by City-sponsored traffic studies to be above normal speeds.
- xiv. Conduct traffic studies, as needed to review traffic patterns and actively work to calm traffic on neighborhood streets.
- xv. Encourage neighbors, businesses, Lake Oswego Parks Department and Clackamas County to:
  - a. Apply no herbicides, pesticides or fertilizers in public rights-of-way\* or utility easements;
  - b. Continue the Parks Department Integrated Pest Management program for Waluga Park;
  - c. Provide notice to adjacent property owners at least 15 days prior to any applications; and
  - d. Post notice at such locations, where applications exceed minor spot applications, clearly marking the boundaries of the application, for a period of not less than 15 days from the date of the application.
- xvi. Support the construction of improvements on Boones Ferry Road, Kruse Way and Carman Drive, which facilitate the flow of traffic and reduces non-local trips throughout the neighborhood.
- xvii. Study alternatives strategies to safely cross both Boones Ferry Road and Douglas Way, in proximity to the Lake Grove Elementary School.
- xviii. Support the Public Maintenance Department's policy to not allow the application of herbicides, pesticides or fertilizers in public right-of-way\* or easements by the City of Lake Oswego Maintenance Services Department.

## **Definitions:**

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### **Bio-filtration:**

Bio-filtration refers to practices, natural features and specially constructed facilities that use natural processes to remove sediments and other pollutants from surface water. For example, natural features such as vegetated swales, wetlands, stream corridors and permeable surfaces provide bio-filtration of surface water.

### **Capital Improvement Plan (CIP):**

The City of Lake Oswego's Capital Improvement Plan is a five year planning, programming, and financing plan for protecting the City's investment in its infrastructure and for constructing new facilities to meet increased service demands. Each year, Lake Oswego's CIP is updated and presents a prioritized schedule of major public improvements that will be implemented within a five year period and their possible sources of funding.

### **Compatible:**

For the purposes of the Waluga Neighborhood Plan, this term is described as capable of existing, functioning, and performing in a harmonious, agreeable combination with another or others in regards to and not limited to the following; aesthetics, preservation of natural resources, transportation, etc...

### **Conservation Easement:**

The granting of conservation easements is made possible by LOC Chapter 59, which establishes a process to encourage the voluntary retention and protection of the natural, scenic and open space values of the community by private property owners through donation or dedication of easements to the City or other non-profit or governmental organization whose purpose is to protect these resources.

### **County Planning Organization (CPO):**

County Planning Organizations are comparable to the City of Lake Oswego Neighborhood Associations and are chartered by Clackamas County. There are three CPOs in the Lake Oswego Urban Services Boundary and adjacent to the City limits: Rosewood Action Group, Forest Highlands and, Lake Forest CPOs.

### **Cut-Through Traffic:**

Cut-through traffic is through traffic or auto trips, which have neither trip end nor beginning within the neighborhood association boundary. Pursuant to Lake Oswego Comprehensive Plan, Goal 12, Sub-Goal 1, cut-through traffic is discouraged on residential streets and neighborhood collectors.

### **Dangerous Building:**

Buildings or structures that are regulated pursuant to the City of Lake Oswego Building Code [LOC Chapter 45], which are structurally unsafe or not provided with adequate egress, or which constitute a fire hazard or are otherwise dangerous to human life. The Building Code pursuant to LOC 45.09.060 declares any use of these structures, which constitute a hazard to safety, health, or public welfare by reason of inadequate maintenance, dilapidation, obsolescence, fire hazard, disaster damage or abandonment as an unsafe use. Also declared unsafe are parapet walls, cornices, spires, towers, tanks, statuary and other appendages or structural

members which are supported by, attached to, or part of a building and which are in a deteriorated condition or otherwise unable to sustain design loads specified in the Lake Oswego Building Code. Dangerous and Unsafe Buildings may be adapted by the City of Lake Oswego, when located in the City or by Clackamas County, when located in the incorporated area.

**Employment Center:**

An area containing various types of employment and some high density residential, with limited commercial uses. There is one designated employment area in Lake Oswego, which encompasses areas which are designated by the Comprehensive Plan as Highway Commercial, Campus Research and Development, Office Campus, R-0 and some R-3, within the Kruse Way Corridor.

**ESEE Natural Resources Inventory:**

The Economical, Social, Environmental and Energy Analysis (ESEE) required under Statewide Planning Goal 5. The purpose of the ESEE is to inventory natural resource sites and identify their relative resource value for the purpose of determining an appropriate level of protection through land use regulations.

**Flag Lot:**

A flag lot is a lot located behind another lot that has normal street frontage and where access is provided to the rear of the lot via a narrow “flag pole” (i.e. driveway), or an easement. There are two distinct parts of a flag lot; the flag, which comprises the actual building site, located behind another lot, and the pole, which, provides access from the street to the flag. A flag lot results from the division of a large lot with the required area and depth for two lots, but which has insufficient width to locate both lots on the street frontage. The creation of flag lots is subject to specific criteria within the Community Development Code to enhance compatibility with the surrounding residential neighborhood.

**Heritage Tree Protection Program:**

The Heritage Tree Protection Program refers to City Ordinance No. 2159, which is intended to recognize, foster appreciation of and provide for the voluntary protection of “Heritage Trees.” A Heritage Tree(s) is a tree or stand of trees of landmark importance due to age, size, species, horticultural quality or historic importance.

**High Level of Police, Fire Protection and Emergency Preparedness Services:**

For the purposes of the Waluga Plan, this term is described as:

- a. The ability of the Lake Oswego Fire Department to reach the location of fire alarms within the City, within eight minutes or less; and
- b. The ability of the Police Department to reach the location of emergency calls for protection of life and property within a maximum time of five minutes.

**Home Occupation:**

A lawful occupation, profession, activity or use conducted in a dwelling unit that is clearly incidental and secondary to the use and dwelling for dwelling purposes.

**Inner Neighborhood:**

Inner Neighborhoods are accessible to jobs and neighborhood businesses and typically average (citywide) six dwelling units per acre. All residential areas that do not lie within another Design Type area in the Lake Oswego Urban Service Boundary, are considered Inner Neighborhoods.

**Invasive Vegetation:**

Defined by the Community Development Code, as vegetation that displaces or dominates native plant communities, such as Himalayan Blackberry, English Ivy, Reed Canary Grass, Morning Glory, Scotch Broom.

**Lake Grove Business District:**

Generally located in the western portion of the City along Boones Ferry Road and the easterly area of Kruse Way, near the intersection of Boones Ferry Road.

**Lake Oswego Neighborhood Association Coalition (LONAC):**

LONAC is an organization composed of representatives of the Lake Oswego's Neighborhoods which serves as a forum to discuss and represent the common interests of the community. LONAC is not chartered by the City.

**Main Street:**

Main Streets are business districts that contain areas of higher density land uses, with concentrations of shopping, services and entertainment or restaurants. Multi-family residential is often located around the Main Street district and may exist on the second or third stories above retail or offices. Main Streets are to have high quality transit service and a good pedestrian environment. In Lake Oswego there are two mapped Main Street areas, Lake Grove (Boones Ferry Road, between Washington Court on the north side of Boones Ferry and the Southern Pacific Railroad right-of-way on the south side of Boones Ferry, and Kruse Way); and Lake Oswego ("A" Avenue between State Street and 6<sup>th</sup> Street, "B" Avenue between State Street and 5<sup>th</sup> Street and 1<sup>st</sup> Street, between "C" Avenue and Evergreen Road).

**Metro 2040 Growth Concept:**

This is an outgrowth of the principles outlined in Metro's Urban Growth Management Functional Plan. The overall principles include encouraging a compact urban form in specific Design Types areas including Town Centers, Employment Centers, Main Streets, Regional Centers and Transit Corridors. Through the Design Types, the Growth Concept provides for the bulk of additional units that jurisdictions are required to provide to meet targeted dwelling units goals for 2017. The resulting compact urban form is designed to accommodate approximately 720,000 additional residents and 350,000 additional jobs over 40 years region-wide. This compact form is to be served by multiple modes of transportation, maintain a clear distinction between urban and rural lands and reduce urban sprawl. The City of Lake Oswego has determined its Design Type Boundary, which include Employment Centers, Inner Neighborhoods, Main Streets, Town Centers and Transit Corridor.

**Metropolitan Housing Rule:**

This rule sets a requirement for Lake Oswego and other Portland metropolitan communities to provide for the opportunity for a minimum of 10 dwelling units per acre on vacant, buildable land and the opportunity for 50%/50% mix of single family and multifamily or attached housing.

**Natural Drainage System:**

Natural drainage system refers to the open and vegetated drainage channels and the surface water treatment facilities, which comprise the great majority of Lake Oswego's storm water conveyance system.

**Nuisance Situation:**

Nuisances are broadly defined as anything that interferes with, annoys or disturbs the free use of ones property or, which renders its ordinary use or physical occupation uncomfortable. This definition extends to everything that endangers life or health, gives offense to the senses, violates the laws of decency, or obstructs the reasonable and comfortable use of property. Nuisances also refer to wrongs arising from unreasonable or unlawful use of property to the discomfort, annoyance, inconvenience or damage of another. This usually involves continuous or recurrent acts.

A public nuisance is further defined by LOC 34.08.400 as:

- a. Any condition or use of property, which causes or tends to cause detriment or injury to the public health, safety, welfare;
- b. Any condition specified in LOC 34.10.500 to 34.12.600; or
- c. A condition defined as a nuisance by any Lake Oswego Code provision.  
(Ord. No 1856, Sec. 1; 12-28-82.)

**Open Space Reserve:**

Open spaces are natural and developed areas that are largely vacant (free of buildings and paved surfaces) with the potential of becoming a park or natural area. Open space refers to the areas of public or privately owned land, which are devoted to uses that provide relief from urban development. Open space includes diverse elements such as natural landscape, wildlife preserves, bluffs, steep slopes, beaches, playgrounds, wetlands, stream corridors, flood plains, lakes, farm fields, tree groves, ball field gardens, formal landscaped areas, golf courses, cemeteries, or even a landscaped back yard.

**Planned Community:**

For the purposes of the Waluga Neighborhood Plan, this term means the development of an area through the public involvement process, with consideration given to, among other things, land use management, transportation, parks and recreation development, preservation of natural resources, urban design, housing, economic development and public facilities.

**Public Facility Plan (PFP):**

The City's PFP identifies the major facilities and capacity improvements to city infrastructure that are necessary to support land uses allowed by the Comprehensive Plan. These facilities include water, sanitary sewer, storm drainage and surface water management, and major transportation improvements.

The PFP is used in conjunction with the CIP as described above to coordinate, program and phase public facility funding decisions.

**Sensitive Lands Map and Atlas:**

The bound volume of maps on file in the Planning Department showing the boundaries of Resource Protection and Resource Conservation Overlay districts on individual property maps at a scale of 1:200. The Sensitive Lands Atlas is a component of the Comprehensive Plan and Zoning Maps and is created and modified pursuant to the standards and criteria contained in the Sensitive Lands Overlay District. The districts shall also be shown on the citywide Comprehensive Plan and Zoning Maps for convenience, but the more specific boundaries as shown in the Atlas shall control regulation pursuant to the Sensitive Lands Overlay District.

**Site Distance Problem (pertains to streets):**

Sight distance problems occur when vegetation or other materials obstruct the view of drivers, pedestrians or bicyclists at street intersections.

**Significant Tree:**

“Significant trees” in the Waluga Neighborhood are those trees covered under the City’s Tree Ordinance (LOC Chapter 55). This term is also used in the context of significant historic trees. For the purposes of implementing the Waluga Plan, historic trees are those that are fifty or more years old.

**Stream Corridor:**

A stream corridor is an area of land that includes a stream and a set of natural features generally associated with the stream. These natural features include, stream channels, flood plains, wetlands, riparian vegetation, associated vegetation, steep slopes, and habitat features. A stream corridor generally includes the following:

- a. Hydrological Characteristics. Physical features that affect stream flow capacity, rates of channel erosion and patterns of sedimentation including but not limited to stream alignment, cross section and profile, roughness of channel and banks, and drainage patterns.
- b. Plant Communities and Wildlife Habitat. The association of trees, shrubs, ground cover, and aquatic plants that effect the hydrological characteristics of a stream corridor, reduces runoff turbidity, provides shade which lessens thermal pollution, filters out nutrients carried off by runoff, protects stream corridors soils and slopes from erosion, and provides habitat for fish, wildlife and aquatic organisms.
- c. Soils and Potential for Severe Erosion. Soils within stream corridors tend to be very erosion-prone by nature. This feature affects channel erosion rates, patterns of sedimentation down-stream, and potential for hazards to property within and adjacent to the stream corridor.
- d. Ravines and Steep Slopes. Lake Oswego stream corridors frequently have ravines and steep slopes.
- e. Associated Aquatic Elements. Floodplains and wetlands may be adjacent to or associated with the stream.

**Street Right-of-Way:**

A street right-of-way consists of publicly owned land on which there exists, or on which it is intended to construct, a public street and other public transportation improvements. Throughout the Neighborhood Plan the terms “street right-of-way”, “road right-of-way”, and “public right-of-way” are used interchangeably and have the same meaning. Within this context, the term underdeveloped right-of-way means that portion of the right-of-way on which there are no public improvements such as road surface, sidewalks, pathways and, drainage facilities.

**System Development Charge (SDC):**

An SDC is a reimbursement fee, an improvement fee, or a combination thereof, assessed or collected at the time of increased usage of a capital improvement or issuance of a development permit, building permit or a connection to the capital improvement. System developments includes that portion of a sewer or water connection charge that is greater than the amount necessary to reimburse the government unit for its average cost of inspecting and installing connections with water or sewer facilities. An “improvement fee” means a fee for costs associated with capital improvements to be constructed. A “reimbursement fee” means a fee for costs associated with capital improvements already constructed or under construction.

**Town Center:**

Town Centers may serve a population base of tens of thousands of people. Within these areas the City will encourage good transit services, a pedestrian environment, shopping, services, entertainment and higher density housing so that residents may have more transportation choices by locating near these uses and services. There are two areas designated as Town Centers in Lake Oswego: Lake Grove and Lake Oswego.

**Traffic Management Devices:**

Traffic Management devices are defined as apparatus installed or constructed to regulate the flow of traffic subject to the standards of the Manual on Uniform Traffic Control Devices, which may include speed humps, curb extensions, traffic circles, traffic diverters and street closures [LOC 32.02.10].

**Transit Corridor:**

Within these corridors, development may be continuous, such as along portions of Boones Ferry Road in the Lake Grove area, or organized around major intersections or transit stops with sections of residential development in between, based on appropriate criteria. Transit corridors are to receive frequent, high-quality transit service. There are four transit corridors designated in Lake Oswego: 1) State Street; 2) “A” Avenue; 3) Boones Ferry Road, between Country Club and I-5; and 4) Kruse Way. Those segments represent Transit Corridors, which contain commercial, high density residential, employment intensive, or mixed use development.

**Transportation Modes:**

This term refers to the full range of ways that people are capable of traveling from one place to another. “The options readily available to Waluga residents include, walking, biking, bus and automotive.”

**Tree Canopy:**

For the purposes of the Waluga Neighborhood Plan, the tree canopy is the three-dimensional aesthetic quality imparted to the neighborhood by the existence of numerous existing large trees whose crowns may or may not interweave. The tree canopy may or may not have an associated understory.

**Tree Grove:**

A stand of three or more trees (of the same species or a mixture) which form a visual and biological unit, including the area between the forest floor and the canopy, including skyline trees, and including any understory vegetation existing within the canopied area. The stand of trees must be at least 15 feet in height and must have a contiguous crown width of at least 120 feet to qualify as a tree grove.

**Water Quality Management Measures:**

These are actions that are taken to improve water quality, such as restoration of stream corridors, construction of water detention facilities and use of effective erosion control measures.

**Wetland:**

An area that is inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and that under normal circumstances does support, a prevalence of vegetation typically adapted for life in saturated soil conditions, commonly known as hydrophytic vegetation. Wetlands generally include but are not limited to swamps, marshes, bogs and areas with similar vegetation.

**Where Practicable:**

This term refers to a test of reasonableness and practicality when applying a condition of development approval or seeking to implement a specific plan goal, policy or recommended action measure. Factors to be considered include the cost and effort required to accomplish the desired end in relationship to the scale of development and whether the desired end is realistic in relationship to resources available.



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# WALUGA NEIGHBORHOOD PLAN

Waluga Boundary

FIGURE 1

FEBRUARY  
2002



Waluga Neighborhood  
Association Boundary

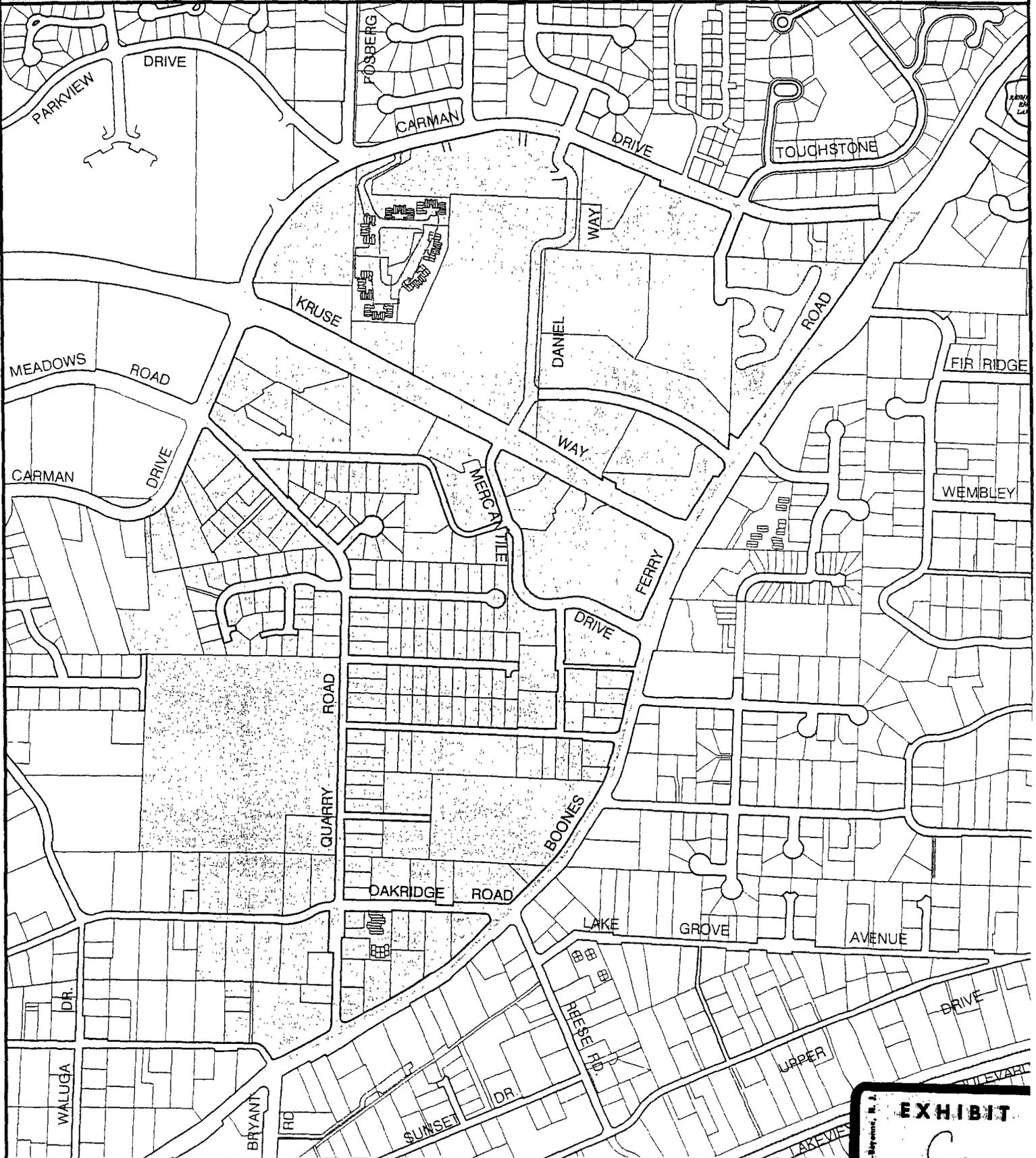


EXHIBIT  
C  
Ord. 2318



GEOGRAPHIC  
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BYRAM CITY OF LAKE OSWEGO

# WALUGA NEIGHBORHOOD PLAN

Adjacent Neighborhood and  
Homeowner Associations  
FIGURE 2

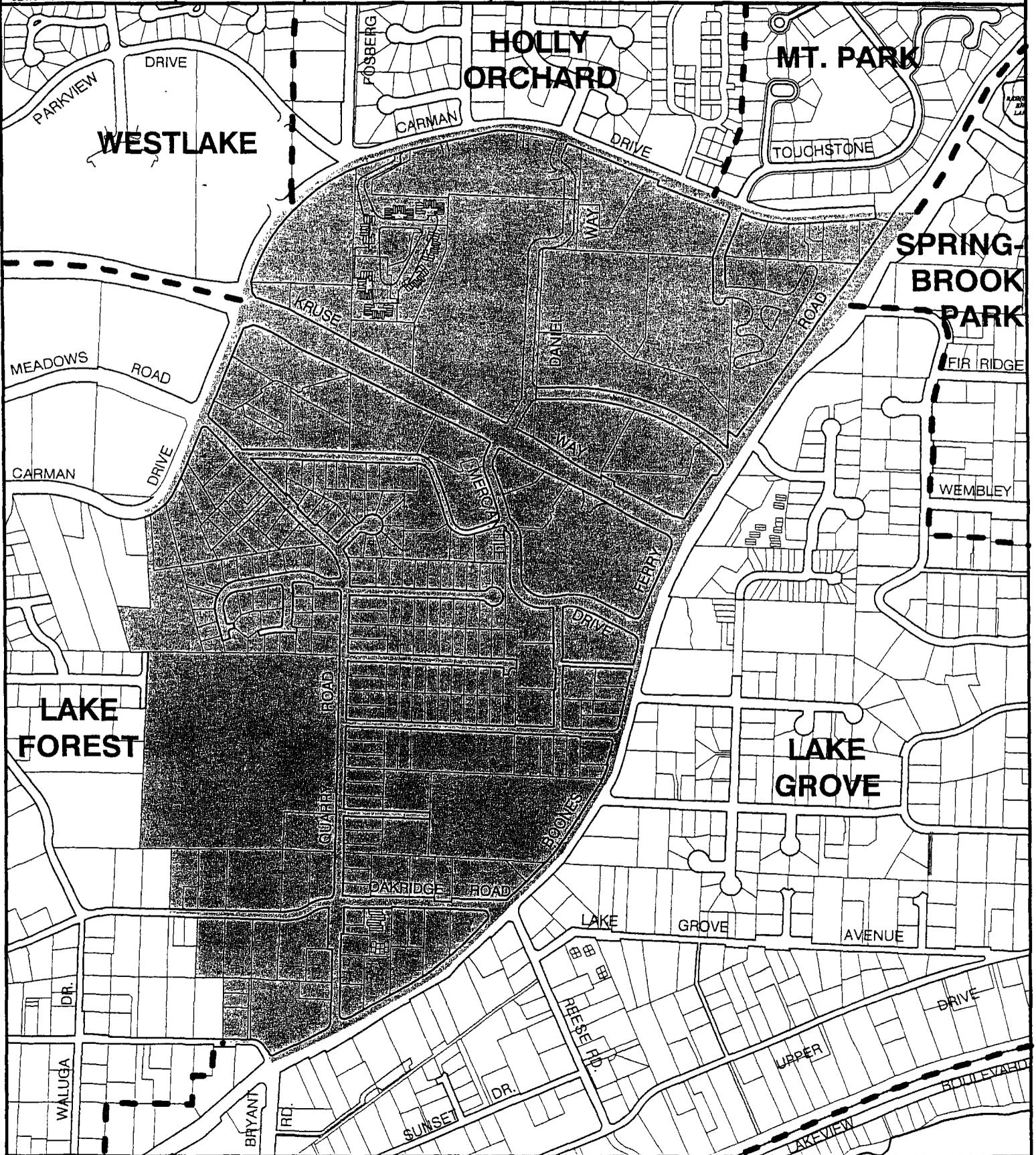
FEBRUARY  
2002



Waluga Neighborhood  
Association Boundary



Adjacent Neighborhood  
Boundaries





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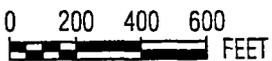


# WALUGA NEIGHBORHOOD PLAN

Existing Zoning

FIGURE 3

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2002



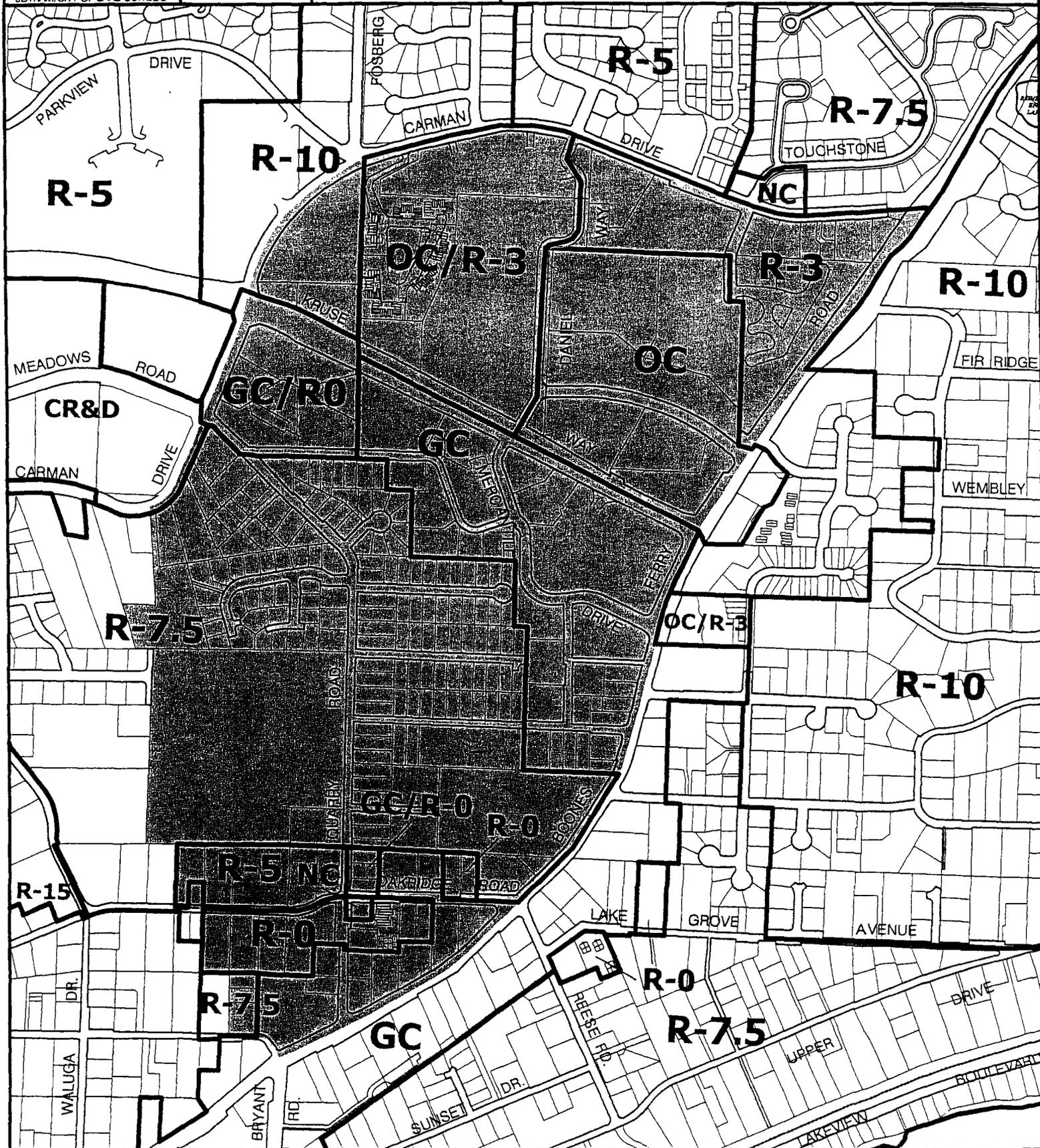
## RESIDENTIAL

- R-0 Minimum area per unit determined by FAR
- R-3 3,375 sq. ft. area per unit
- R-5 5,000 sq. ft. area per unit
- R-7.5 7,500 sq. ft. area per unit
- R-10 10,000 sq. ft. area per unit
- R-15 15,000 sq. ft. area per unit

## COMMERCIAL

- NC Neighborhood Commercial District
- GC General Commercial District
- CR&D Campus Research and Development
- OC Office Campus District

 Waluga Neighborhood Association Boundary





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# WALUGA NEIGHBORHOOD PLAN

Sensitive Lands

FIGURE 4

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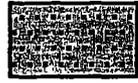
0 200 400 600  
FEET



Stream Corridor  
(RP)



Wetland (RP)



Tree Grove (RC)



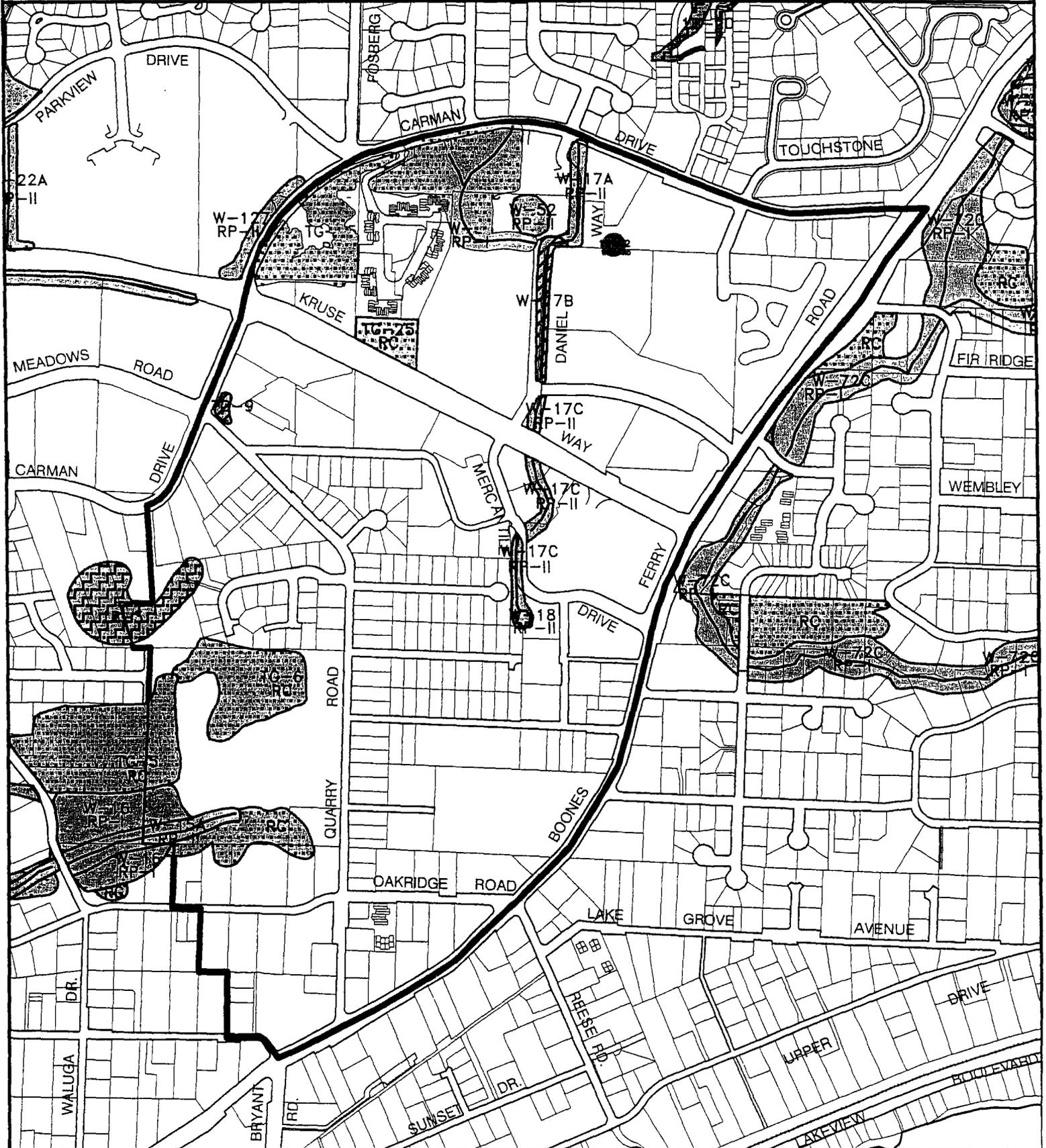
1B Resource



Insignificant  
Resource



Waluga Neighborhood  
Association Boundary





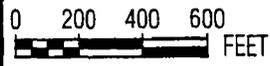
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# WALUGA NEIGHBORHOOD PLAN

## Waluga Park and Open Space

### FIGURE 5

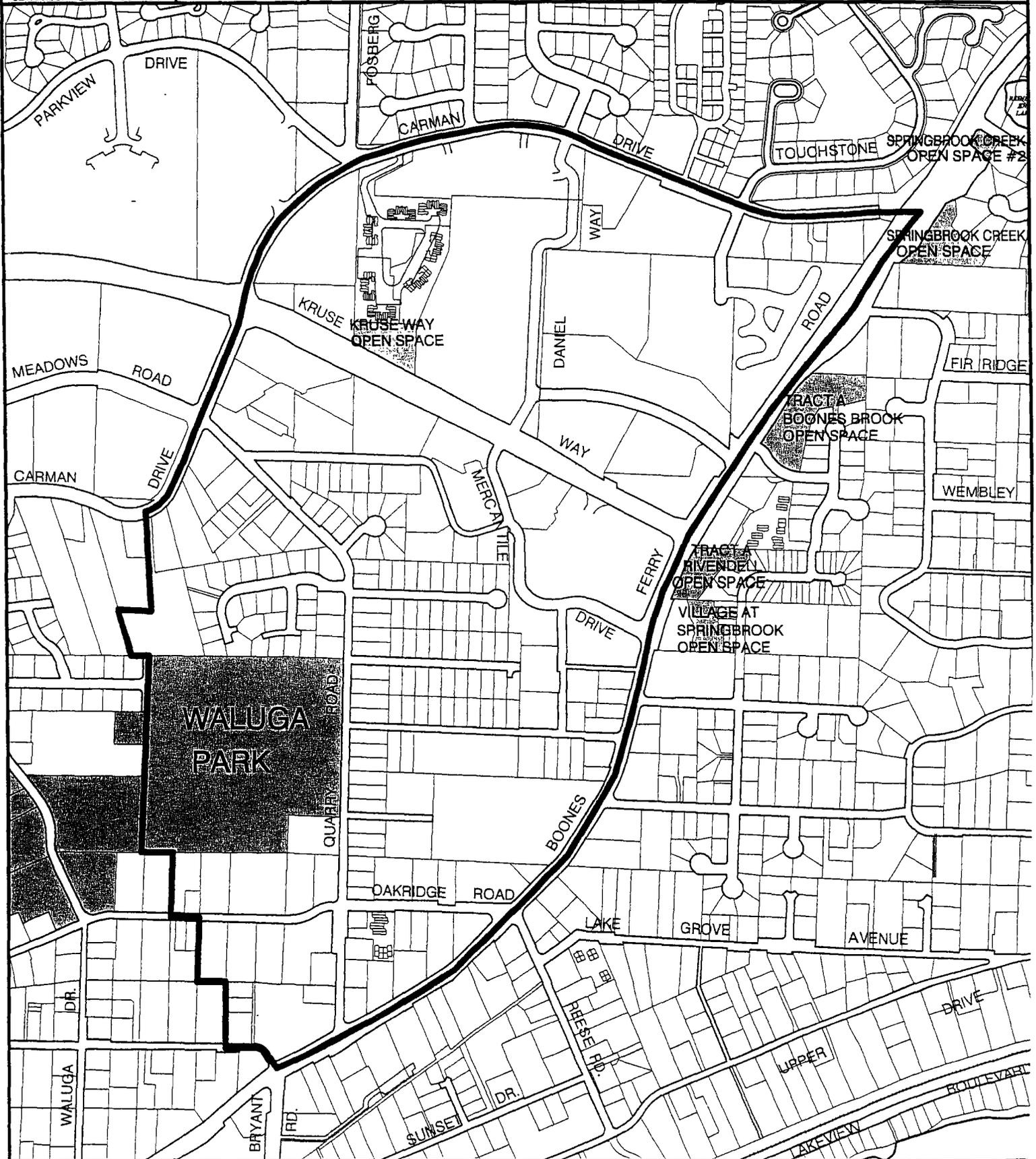
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City Parks and  
Open Space



Waluga Neighborhood  
Association Boundary





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# WALUGA NEIGHBORHOOD PLAN

Limits of Commercial Land Uses

FIGURE 6

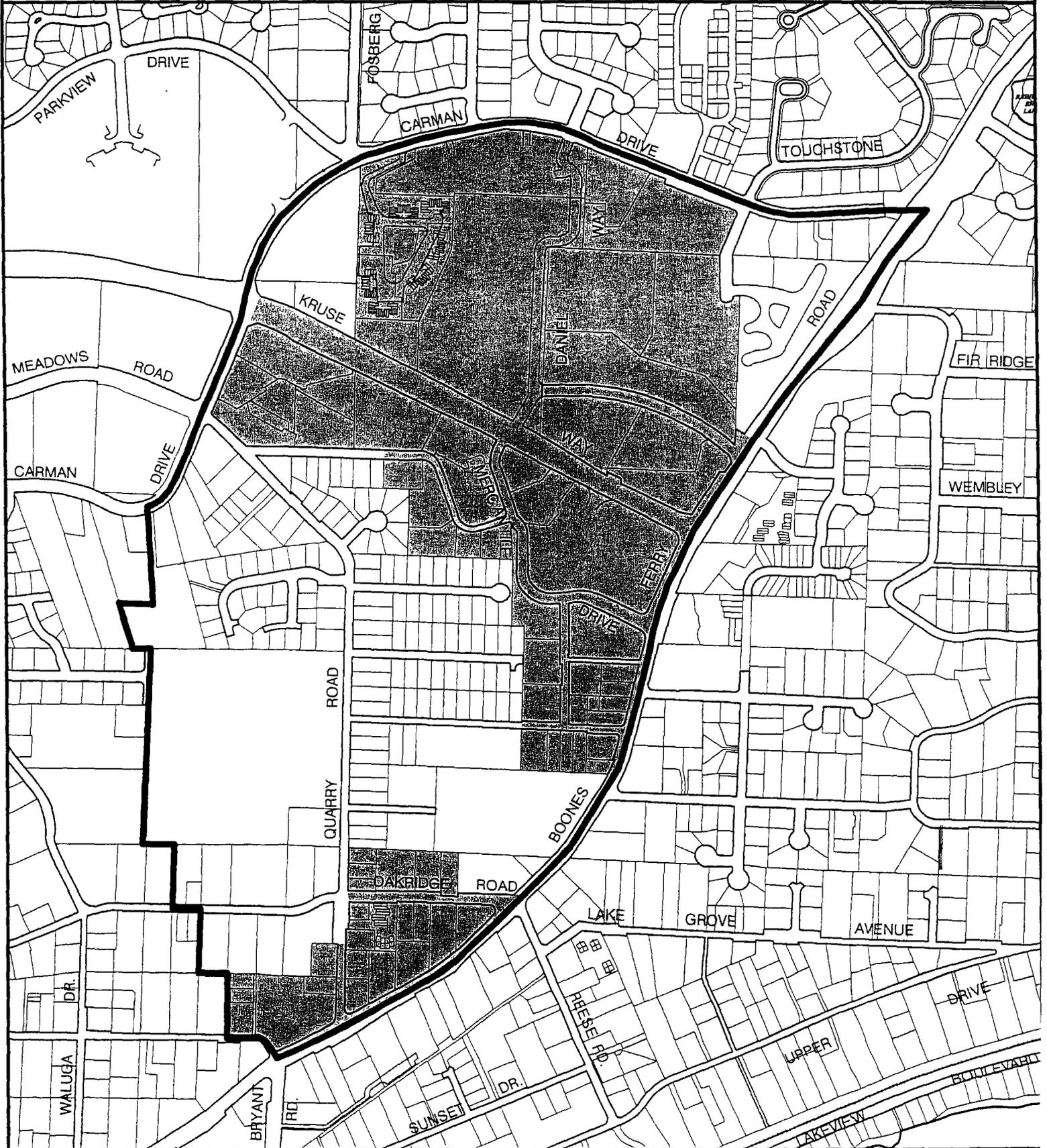
FEBRUARY  
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Commercial District



Waluga Neighborhood  
Association Boundary





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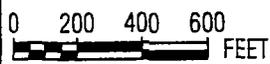
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# WALUGA NEIGHBORHOOD PLAN

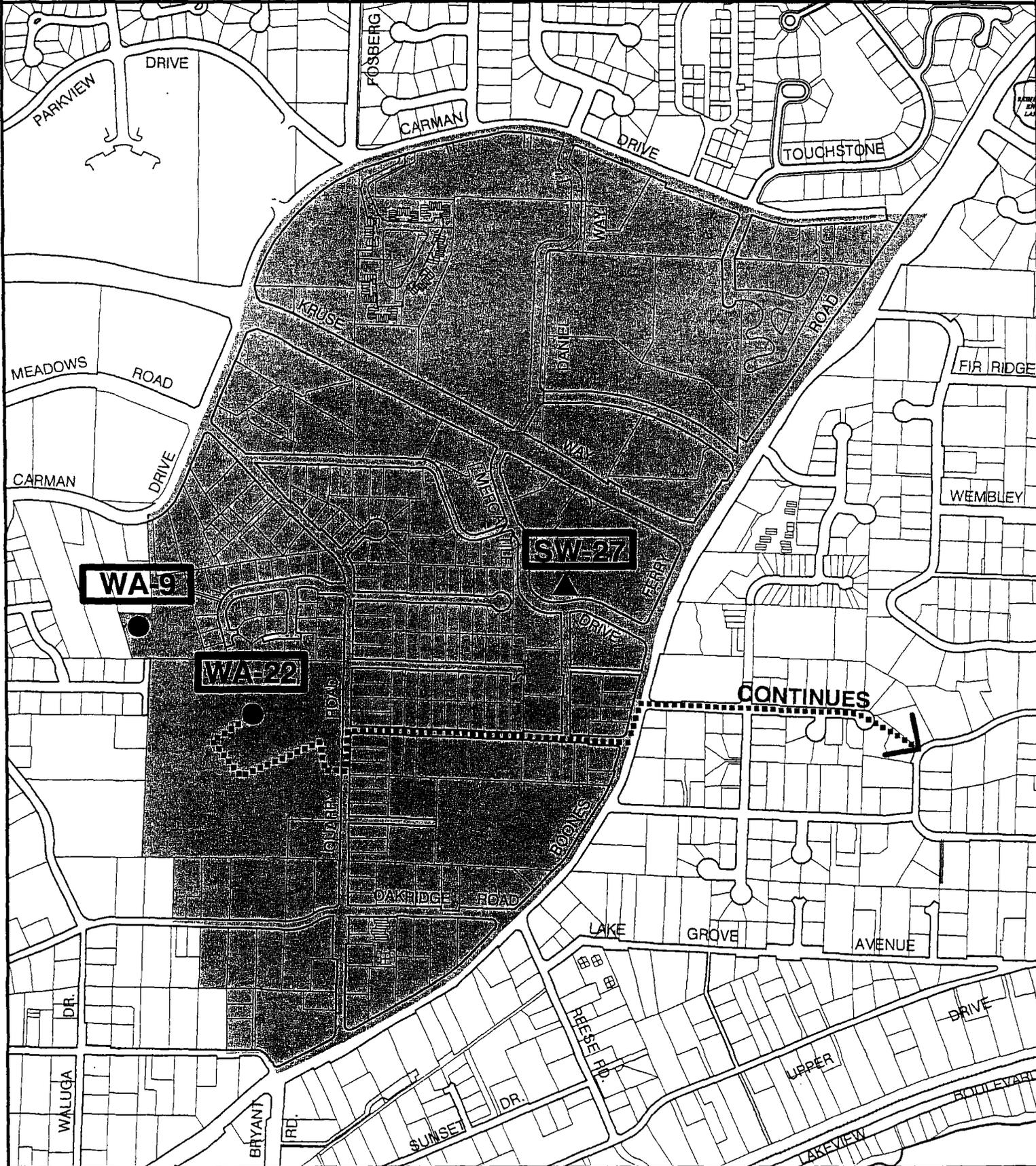
## Public Facilities Projects

### FIGURE 7

FEBRUARY  
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- **WA-Water**  
Pipeline, Water Treatment Plant and Other Water Facility/Storage Reservoir Improvements
- **SW-Surface Water**  
Major Drainage, Pollutant Reduction Facilities, Stream Rehabilitation and Small Works Projects
- ▴ **Waluga Neighborhood Association Boundary**





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# WALUGA NEIGHBORHOOD PLAN

Transportation: Street Classification

FIGURE 8

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-  Major Arterial
-  Major Collector
-  Neighborhood Collector
-  Waluga Neighborhood Association Boundary





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# WALUGA NEIGHBORHOOD PLAN

## Pedestrian Facilities Plan

FIGURE 9

FEBRUARY 2002

0 200 400 600 FEET

- EXISTING SIDEWALK
- EXISTING SHOULDER PATH
- EXISTING MULTI-USE FACILITY

- PROPOSED SIDEWALK\*
- PROPOSED SHOULDER PATHWAY\*
- ACTIVITY CENTER

\* Approximate location only. Construction only to occur upon further development of surrounding parcels. Exact location and design to be determined.

