

LAKE GROVE NEIGHBORHOOD PLAN

Goals, Policies and Recommended Action Measures

ADOPTED DECEMBER 1, 1998



Lake Grove Neighborhood Plan Steering Committee:

Sherry Finnigan, Chair; Charles Brown, Adra Barlow, Chris Bowdish, Mike Buck, Matt Finnigan, Libbi Layton, Jack Lundeen, Mike Nichols, Dick Neeley, Howard Shapiro, Mary Stageberg, Jack Hanks, John Scotty, Geri Carlson, Betty Rae Willis.



**A COOPERATIVE EFFORT
BETWEEN THE
LAKE GROVE NEIGHBORHOOD
ASSOCIATION AND THE CITY OF
LAKE OSWEGO**



**PREFACE
LAKE GROVE NEIGHBORHOOD PLAN**

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

Development of the Lake Grove Neighborhood Plan involved the careful consideration of many different factors and issues to make the best decisions for the neighborhood for the short and long term. The goals and policies of the Neighborhood Plan and those of the Citywide Comprehensive Plan are intended to guide future land use decisions in the neighborhood. This Plan is intended for use by all those who have concerns with land use actions in the neighborhood, including local officials, persons with development interests, state, regional and federal agencies, neighborhood and community groups, and citizens of all interests.

Because the Neighborhood Plan is part of the Citywide Comprehensive Plan it is required to be in conformance with the City Plan, Statewide Planning Goals and the Metro Regional Framework Plan, which is also enabled by state statute. The Neighborhood Plan, prior to public hearings for adoption, was reviewed by both the City of Lake Oswego and the Department of Land Conservation and Development as to whether it meets these tests. Future changes are also evaluated as to consistency with the city, state and regional goals and policies.

The Lake Grove Plan consists of six goal and policy chapters as follows:

- Goal 1: Citizen Involvement
- Goal 5: Open Spaces, Scenic and Historic Resources and Natural Resources
- Goal 9: Economic Development/Commercial Lands
- Goal 10: Housing/Residential Lands
- Goal 11: Public Facilities and Services
- Goal 12: Transportation

These chapters are numbered and structured to be consistent with the City’s Comprehensive Plan and statewide planning goals. Also, terms and phrases marked with an * asterisk are defined in a definition section at the end of the document.

It is important for both the Lake Grove Neighborhood Plan and the Lake Oswego Comprehensive Plan to be responsive to changing conditions and circumstances. Because the Neighborhood Plan is part of the citywide Plan its update is required as part of periodic review of the Comprehensive Plan to address changed and unanticipated circumstances which occur over time.

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

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

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

NEIGHBORHOOD PLAN FORMAT Definitions And Obligations Of Goals, Policies And Recommended Action Measures

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

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

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

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

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

I. GOAL

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

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

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

II. POLICY

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

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

III. RECOMMENDED ACTION MEASURES

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

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

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

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

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

LAKE GROVE NEIGHBORHOOD PLAN

Goal 1: Citizen Involvement

Summary of Major Issues

The Lake Grove Neighborhood Plan Chapter on Citizen Involvement recognizes that the neighborhood is composed of both residential and commercial areas, which have specific needs and interests. The Plan's Citizen Involvement goal and policies stress the need to involve all residents and businesses in all phases of land use planning. Furthermore communication within the neighborhood and to the City regarding significant issues must reflect the diversity of interests of those who live, work and do business in the neighborhood.

The chapter also recognizes the essential need to communicate and coordinate issues with the other neighborhood associations and County Planning Organizations (Rural Lake Grove Neighborhood) which border the Lake Grove Neighborhood.

The Plan stresses that the City's current notification process does not provide adequate notice of impending land use issues. In some cases the current 300-foot notice does not notify all those who may be affected by a development proposal. The Neighborhood Plan Steering Committee felt that it was important to reach a threshold number of notified property owners to provide a greater opportunity for participation in land use matters. Therefore the Steering Committee crafted Goal 1, Policy 3, which states:

"When minor or major development* is proposed, require that the closest fifty property owners* be notified when less than fifty are contained within the required 300 foot notification boundary*."*

Furthermore, the Plan directs in Policies 4 and 5 that City staff, take a proactive and visible role in communicating development issues to the neighborhood. Policy 5 directs that City staff notify both the Neighborhood Association Board and the Lake Oswego West/Lake Grove Business Association as soon as land use applications are accepted as complete. Many land use issues applications and resultant staff reports involve an analysis of many complex issues such as traffic, public facilities, surface water quality, natural resources protection and neighborhood compatibility. The Neighborhood Planning Steering Committee felt that it is important for the neighborhood to have as much time as possible to review these issues and prepare comment because of past experience of not having enough time to do so. Therefore, the policy also directs the City to provide an opportunity for the Neighborhood Association Board to meet with staff at least seven days prior to the required 10-day availability of the staff report to discuss land use applications and staff's preliminary analysis.

Policy 6 ensures that pre-application meetings between applicants and the neighborhood are meaningful and that concerns and issues are accurately communicated. Policy 6 as presented below proposes specific ways by which this should happen:

"Ensure that pre-application neighborhood meetings between those proposing land use applications and the neighborhood result in the attendees' concerns and issues being accurately communicated by requiring:*

- a. *The applicant to agree with the Neighborhood Association chair upon a mutually convenient meeting date, time and place;*
- b. *Written minutes to be taken and the meetings audio taped. The applicant shall mail minutes to the attendees and the Lake Grove Neighborhood Chair or designee. A reasonable time, of not less than seven days and not more than 21 days, following mailing, shall be provided for the chair or designee in consultation with the attendees, to review and make written comment on the minutes. Also, the applicant shall make copies of the audio tapes conveniently available for neighborhood review within one week after the meeting and prior to development application to the City.*

Meeting audio tapes, written minutes, and any associated written comments by the neighborhood chair or designee be provided to the City at the time of application submittal."

LAKE GROVE NEIGHBORHOOD PLAN

Goal 1: Citizen Involvement

Goals, Policies and Recommended Action Measures

GOAL(s)

1. Ensure that all residents and business owners in the Lake Grove Neighborhood have the opportunity to be involved in all phases of the land use planning process.
2. Ensure that communication within the neighborhood and to the City regarding issues of both neighborhood and citywide significance reflects the diversity of interests of those who live, work, and do business in the neighborhood.

POLICIES

1. Ensure that coordination occurs between Lake Grove Neighborhood Association, other neighborhoods and County Planning Organizations (CPOs)* in regard to land use, public facility planning and construction, and other matters which have impacts on neighborhood residents and business owners across neighborhood boundaries.
2. Provide timely information *and notice so that both neighborhood residents and business owners have the opportunity to participate in land use and public facility planning decisions and other issues of significance to the neighborhood and City.
3. When minor* or major development* is proposed, require that the closest fifty property owners* be notified when less than fifty are contained within the required 300 foot notification boundary*.
4. Provide business owners and residents a copy of the adopted Lake Grove Neighborhood Plan to ensure they have the opportunity to become knowledgeable of the plan's content and applicability.
5. Ensure the neighborhood has adequate opportunity to understand and develop effective comment and testimony on land use applications by:
 - a. Notifying the Neighborhood Association Board and the Lake Oswego West /Lake Grove Business Association as soon as land use applications are accepted as complete, and;
 - b. Providing the Association Board an opportunity to meet with City staff at least seven days prior to the *required availability of the staff report to discuss, for information purposes only, the application and staff's analysis of the proposal. The applicant shall receive prior notice of any meeting and be given an opportunity to attend.
6. Ensure that pre-application neighborhood meetings* between those proposing land use applications and the neighborhood result in the attendees' concerns and issues being accurately communicated by requiring:
 - a. The applicant to agree with the Neighborhood Association chair upon a mutually convenient meeting date, time and place;
 - b. Written minutes to be taken and the meetings audio taped. The applicant shall mail minutes to the attendees and the Lake Grove Neighborhood Chair or designee. A reasonable time, of not less than seven days and not more than 21 days, following mailing, shall be provided for the chair or designee in consultation with the attendees, to review and make written comment on the minutes. Also, the applicant shall make copies of the audio tapes conveniently available for neighborhood review within one week after the meeting and prior to development application to the City.
 - c. Meeting audio tapes, written minutes, and any associated written comments by the neighborhood chair or designee be provided to the City at the time of application submittal.

RECOMMENDED ACTION MEASURES

- i. Support the activities of the Lake Oswego Neighborhood Association Coalition* (LONAC) as the means to communicate issues and provide opportunities for discussion among the City's various neighborhoods.
- ii. Encourage the Lake Oswego West/Lake Grove Business Association to develop and distribute information to area residents about shopping, entertainment and service opportunities provided by the Lake Grove Neighborhood Commercial District.
- iii. Encourage the City to work in partnership with the Lake Grove Neighborhood Association and Lake Oswego West/Lake Grove Business Association to assure public notice, information and communication procedures are in place to prepare for possible public safety events such as fire and law enforcement incidents, inclement weather and other emergencies and natural and man-made disasters.
- iv. Encourage elected and appointed City officials to periodically meet with Lake Grove Neighborhood Association to ensure its opinions and needs are communicated directly to the City.
- v. Encourage neighborhood residents and business owners to make a personal commitment to neighborhood safety and social quality by taking interest in the well being of their neighbors.
- vi. Encourage neighborhood residents and business owners to work together toward betterment of their neighborhood.

LAKE GROVE NEIGHBORHOOD PLAN

Goal 5: Open Spaces, Scenic And Historic Resources And Natural Resources

Summary of Major Issues

A defining feature of the Lake Grove Neighborhood is its namesake -- the tree canopy that predominates throughout the area. Eighty-two percent of the 223 persons who responded to the neighborhood survey conducted by the Neighborhood Planning Steering Committee in 1995 responded affirmatively that policies should be established to protect trees and other natural resources.

A major focus of the Plan's Goal 5 chapter is preservation of and enhancement of the tree canopy. Furthermore, the Plan recognizes the benefits of the City's Sensitive Lands Protection Program and stresses protection of the neighborhood's stream corridors, tree groves and wetlands as designated by the City's ESEE analysis. The Plan also recognizes the benefits of the City's Open Space Standard and emphasizes in Goal 5, Policy 2 the need to take specific action to preserve and maintain open space.

The Goal 5 Chapter identifies specific policy action to provide a greater level of tree protection and enhancement of the neighborhood tree grove. Policy 3 proposes to amend the LOC Chapter 55 as follows:

Require(ing) all tree cutting applications be subject to a Type II Permit pursuant to the Lake Oswego Tree Code (LOC Chapter 55) when it is proposed to remove evergreen trees thirty feet and taller and deciduous trees with a diameter of 10" or greater and a height of 30 feet or more In instances where trees proposed for removal are obviously dead* or represent an obvious immediate hazard*, application fees for the Type II permit shall be waived..*

This policy also proposes that the City amend its Development Standard to ensure that:

Developers maximize the preservation of trees to maintain and enhance the cohesive quality of existing tree groves, and require, when new development is proposed, open space dedication of the land on which there are significant trees.*

Policies 4 through 10 also emphasize tree protection. In summary these policies state:

- *Require, when practicable*, tree planting for all new development including single family homes;*

- *That the development review process emphasize protection of significant trees rather than allowing removal and subsequent mitigation through replanting;*
- *Provide property owners the opportunity to preserve trees through participation in a City adopted Heritage Tree Protection Program*.*
- *Protect and enhance significant trees within the public right-of-way and on other public lands, and;*
- *Monitor the Neighborhood's tree canopy over time through a city-maintained data collection and inventory system.*

Springbrook Creek is the neighborhood's primary stream corridor and policies 11, 12 and 13 address protection of this natural resource. The Neighborhood Plan Steering Committee stressed that it is particularly important to protect the stream corridor and adjoining properties from erosion and sedimentation, which could result from upstream development. Furthermore, these policies address the need to protect the stream corridor and adjoining property from damage if any portion of Springbrook Creek sewer interceptor should fail.

The Chapter's Recommended Action Measures (RAMs) identify several sites in the neighborhood that have local historic and cultural significance. Also, the RAMs identify several sites as candidates for landscaping and beautification.

LAKE GROVE NEIGHBORHOOD PLAN

Goal 5: Open Spaces, Scenic and Historic Resources and Natural Resources

Goal, Policies and Recommended Action Measures

GOAL

Preserve Lake Grove Neighborhood's natural resources and wooded character.

POLICIES

1. Preserve Lake Grove Neighborhood's stream corridors, tree groves*, and wetlands* as designated by the City's Goal 5: ESEE Inventory* ([Figure 2](#)).
2. Require preservation and maintenance of open space reserves* consistent with conditions of development approval including:
 - a. Preventing the removal of trees and non-invasive vegetation* except as provided by the Lake Oswego Tree Code (LOC 55);
 - b. Removing invasive vegetation* and replanting with native plant species where appropriate;
 - c. Preventing the dumping of garbage and yard debris in open space areas through enforcement of nuisance provisions Lake Oswego Code (LOC 34.08.490), and
 - d. Not allowing the encroachment of structures, yards, landscaping or other private improvements.
3. Preserve and where possible enhance the Lake Grove Neighborhood tree canopy by:
 - a. Requiring all tree cutting applications be subject to a Type II Permit* pursuant to the Lake Oswego Tree Code (LOC Chapter 55) when it is proposed to remove evergreen trees thirty feet and taller and deciduous trees with a diameter of 10" or greater and a height of 30 feet or more. In instances where trees proposed for removal are obviously dead* or represent an obvious immediate hazard*, application fees for the Type II permit shall be waived.
 - b. Requiring developers to maximize the preservation of trees to maintain and enhance the cohesive quality* of existing tree groves;

- c. Requiring, when new development is proposed, protection of significant existing trees by including these resources as part of an open space reserve area*."
 - d. Enforcing the Lake Oswego Tree Code (LOC Chapter 55).
4. When practicable*, require landscaping and planting of trees which grow to a significant size for all new development*. Tree planting, including species selection and location shall take into account solar access requirements *of LOC Chapter 57.
 5. The development review process shall emphasize protection of significant trees rather than allowing removal and subsequent mitigation through replanting.
 6. Provide property owners the opportunity to preserve trees through participation in a City adopted Heritage Tree Protection Program*.
 7. Protect and enhance significant trees within the public right-of-way and on other public lands by:
 - a. Adopting standards and regulations to protect public trees, and;
 - b. Ensuring maintenance of adequate public right-of-way to plant trees, out of the area needed for the travel surface, that are known to grow to a significant size.
 8. Ensure public works projects in the Lake Grove Neighborhood are designed, implemented, and maintained to protect trees, significant vegetation and other natural resources.
 9. When trees are removed in the Lake Grove Neighborhood in violation of the Lake Oswego Tree Code (LOC Chapter 55) ensure that:
 - a. Tree planting which is required for mitigation occurs within the neighborhood's boundaries, and;
 - b. Any fines paid into the City's tree fund are used to also plant trees within the neighborhood.
 10. Monitor the condition of the Lake Grove Neighborhood's tree canopy over time, including the identification and progression of disease such as laminated root rot, through a City maintained data collection and inventory system.*
 11. Restore the natural resource functions and values* of Springbrook Creek and the other City inventoried stream corridors, wetlands and tree groves in the Lake Grove Neighborhood.
 12. Require storm drainage and water quality management measures* and facilities for all new development within and outside Lake Grove Neighborhood to reduce the impacts of flooding, erosion, sedimentation and other effects of increased water run-off on neighborhood properties and natural resources."
 13. Protect, through periodic monitoring and maintenance of the Springbrook sewer interceptor, the Springbrook Stream Corridor and adjacent properties from damage that could occur if any portion of the sewer interceptor could fail.
 14. Allow property owners to conduct restoration activities within stream corridors, wetlands and tree groves without the dedication of conservation easements when these efforts are undertaken at their own expense.

RECOMMENDED ACTION MEASURES

- i. Implement a Lake Oswego Community Forestry Program which:

- a. Provides for an ongoing planting and maintenance program for trees and other vegetation in public rights-of-way , natural areas, open spaces and parks, and;
 - b. Provides information regarding tree care to the general public.
- ii. Involve the City, neighborhood residents, property owners, and citizen groups, such as the Wetlands Conservancy and the Lake Oswego Land Trust to develop a common vision and action program to restore the natural functions and values of Lake Grove Neighborhood's tree groves, stream corridors and wetlands.
- iii. Encourage property owners and citizen groups to landscape with native plants along stream corridors and adjacent to wetland buffer areas.
- iv. Encourage the identification of historically significant buildings and features in the Lake Grove Neighborhood. These important sites include but are not limited to:
 - a. Carl House (Old Postmasters House) at 15110 Boones Ferry Road;
 - b. The Home of Oregon's first woman attorney at 4124 Sunset Drive;
 - c. Community Hall Plaque at 16211 Reese Road;
 - d. Anne Shannon Monroe, the Lake Grove Neighborhood author's home at 16600 Bryant Road.
- v. Work with the City to determine an appropriate public or quasi-public use for the old fire station located at 16400 Bryant Road.
- vi. Encourage the dedication of conservation easements* to protect natural resources and open space.
- vii. Develop and maintain landscaped entry features and focal points within the Lake Grove Neighborhood at the following locations:
 - a. Along Lower Boones Ferry Road between Madrona Street and the Railroad tracks;
 - b. At the northwest corner of the intersection of Lower Boones Ferry Road and Upper Drive;
 - c. At the intersection of Upper Drive, Lakeview Boulevard and Iron Mountain Boulevard and on City owned property at the southeast corner of the intersection of Lakeview and Iron Mountain Boulevard;
 - d. Within the Boones Ferry Road right-of-way between Twin Fir Road and Spring Lane and;
 - e. On public open-space property located between tax lots 15110 and 15400 (21E-8BA);
 - f. On City owned land at the intersection of Lake Grove Avenue and Upper Drive.
- viii. Foster continued community support for tree protection in the Lake Grove Neighborhood by encouraging City staff to provide prompt and reasonable determination of citizens' tree removal needs.

LAKE GROVE NEIGHBORHOOD PLAN
Goal 9: Economic Development/Commercial Lands
Summary of Major Issues

The Lake Grove Commercial District is a significant and defining part of the neighborhood. Business and residential property

owners realize that a positive relationship is essential to further the interests of both. Therefore, the emphasis of the Goal 9: Economic Development/Commercial Lands Chapter is, per its Goal to:

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

This goal is proposed to be accomplished by specific actions embodied in the following policies which are intended to ensure future transportation improvements are multi-modal in nature and result in a safe and efficient transit and pedestrian environment. Particularly important to the area businesses and the residential neighborhood is the ability of Boones Ferry Road to provide for safe access to area businesses, while maintaining the character and function of the adjacent local street system. The goal and policies for the Economic Development/Commercial Lands Chapter are also intended to ensure:

- Opportunities for mixed use development (residential/commercial) within the business district;
- That the design quality of the business district is enhanced by enacting specific land use and design regulations;
- Future commercial development protects trees and other natural resources, especially mature Douglas Firs;
- Tree planting and quality landscaping occurs whenever possible, and
- Compatibility is enhanced between the business district and the residential neighborhood through enactment and enforcement of land use regulations which address issues such as outdoor lighting, buffering and screening, and abatement of nuisance situations. In this context, the Neighborhood Plan Steering Committee stressed that it is important not to allow new drive-in or drive-through food service windows.

It is important to stress that both business and residential representatives on the Steering Committee agreed that it was appropriate to establish a boundary beyond which the Lake Grove Commercial District would not expand into the residential portion of the neighborhood. This Boundary is specifically outlined in Goal 9, Policy 10.

LAKE GROVE NEIGHBORHOOD PLAN
Goal 9: Economic Development/Commercial Lands
Goals, Policies, and Recommended Action Measures

GOAL

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

POLICIES

1. Ensure that future improvements to Boones Ferry Road maintain or improve safe access to area businesses for the automobile, transit, pedestrians and bicyclists, while maintaining the function and character of adjacent neighborhood collectors and local residential streets.
2. Minimize the number of driveway access points to Boones Ferry Road through use of wide consolidated driveways of sufficient width to allow simultaneous ingress and egress.
3. Provide opportunities for mixed-use development to occur in the Lake Grove Commercial District whereby multi-story buildings would accommodate businesses on the ground floor and residential units above.
4. Do not allow new drive-in or drive-through food service windows in the Lake Grove Business District.

5. Ensure the design quality of future development in the Lake Grove Commercial District by enacting land use and design regulations which enhance the district's existing built environment and positive design qualities and which also provide the opportunity for a variety of architectural design, and building types and sizes, including variations in setbacks, height, bulk and scale, which are consistent with these characteristics.
6. New commercial development shall protect existing natural resources, including significant vegetation, to the extent possible through implementation of approved protection plans. Significant vegetation which is removed, including trees, and especially mature Douglas Firs, shall be replaced consistent with approved landscape plans. New trees shall be installed whenever possible along streets, pedestrian ways, building setbacks and within public places.
7. New commercial and multi-family development shall provide landscape buffering and screening between differing land uses to enhance aesthetic quality and mitigate visual and operational impacts.
8. Ensure that the design of new commercial development and required public improvements contribute to the development of a safe and efficient transit and pedestrian environment within the Lake Grove Commercial District.
9. Ensure that land use regulations foster compatibility between new and existing commercial and multi-family development and with surrounding residential neighborhoods through measures such as:
 - i. Outdoor lighting controls;
 - ii. Separating noise sources from adjacent noise sensitive uses;
 - iii. Containment and screening of trash collection areas;
 - iv. Utilizing setbacks, buffering and screening to mitigate the visual and operational impacts of outdoor storage areas and other outdoor activities;
 - v. Enforcement of prior conditions of development approval per LOC 48.02.055 - 48.02.075
10. Prevent and abate nuisance situations, such as excess noise, unconfined garbage and light spillover, through enforcement of the nuisance provisions of the Lake Oswego Code (LOC 34.08.000 - 34.11.599).
11. Do not expand the eastern/southeastern boundary of the Lake Grove Commercial District as shown by [Figure 3](#) and generally described as running from the City limits existing at the time of this policy's adoption, beginning at the southeast corner of 16480 Lower Boones Ferry Road (TL 2600-21E7DD) and ending at the southerly right-of-way boundary of Spring Lane, which corresponds to the northern boundary of (TL 300-21E8BA).
12. Control and license home businesses within the residential zones of the Lake Grove Neighborhood to ensure they will not increase traffic and noise or disrupt in any other way the livability of the residential area.

RECOMMENDED ACTION MEASURES

- i. Develop and implement a study of the Lake Grove Commercial District to identify ways in which commercial growth can be accommodated in ways compatible with the surrounding residential neighborhoods and the capacity of the area's transportation systems.
- ii. Work with the Lake Oswego West/Lake Grove Business Association and area neighborhood associations to develop a plan for Boones Ferry Road, which will address:
 - a. Safety and vehicular and pedestrian access to area businesses and adjacent residential neighborhoods;

- b. Future auto capacity needs of the roadway;
- c. Enhancement of the pedestrian environment;
- d. Transit, and;
- e. Streetscape character and aesthetics.

Encourage intra-city transit connections between the Lake Grove Commercial District and other business districts and employment centers and with the City's residential neighborhoods.

Work with area neighborhood associations, property owners, and other interested parties to develop a land use plan for the area on both sides of Boones Ferry Road between Madrona Street and the Railroad Tracks to identify the potential for future high density residential and office commercial land uses.

Metro should work within the policy framework established by the Lake Grove Neighborhood Plan to ensure application of its Main Street concept to the Lake Grove Commercial District is consistent with the Plan's goals and policies.

LAKE GROVE NEIGHBORHOOD PLAN
Goal 10: Housing/Residential Land Use
Summary of Major Issues

The intent of this chapter is to "preserve the livability and aesthetic quality of Lake Grove's residential neighborhoods." The policies developed by Lake Grove Neighborhood Plan Steering Committee propose to accomplish this goal by stating that:

- The existing housing stock is to be preserved and low-density single family uses shall be the predominant land use in the neighborhood;
- Deterioration and/or demolition of existing single family homes on lands zoned for single-family residential uses are not to be used as reasons for plan and zone amendments to commercial or industrial uses or to higher residential densities than allowed by the current zone.
- Design compatibility standards are to be used to ensure all new residential development, including substantial remodeling, contributes to the positive design character of the neighborhood;
- Preservation of the character of existing non-urban local streets is important including, the non-grid street pattern and preservation of trees within rights-of-way and on adjacent property which provide tree canopy and shade;
- Infill development and secondary housing units may be allowed, including flag lots, subject to specific design and development standards to ensure design compatibility;
- An appropriate mix of high-density housing and office commercial land uses should be allowed on both sides of Boones Ferry Road between Madrona Street and the Railroad tracks subject to very specific, design and engineering criteria;

The Goal 10, Housing/Residential Land Use Chapter also addresses issues and problems caused by nuisances, non-compliant home occupations and storage of vehicles, boats and equipment within the public right-of-way. This chapter contains the same policy as in Economic Development/Commercial Lands Chapter, Goal 9 that specifically demarcates the boundary between the commercial and residential portions of the neighborhood.

LAKE GROVE NEIGHBORHOOD PLAN
Goal 10: Housing/Residential Land Use
Goals, Policies and Recommended Action Measures

GOAL

Preserve the livability and aesthetic character of Lake Grove's Residential Neighborhoods.

POLICIES

1. Ensure that the scale and character of neighborhood collectors and local streets, which provide access to and within Lake Grove's residential neighborhoods are appropriate to the area served. Especially important are:
 - a. Preservation of trees within street rights-of-way and on adjacent properties to provide tree canopy* and shade
 - b. The non-urban design character of local streets including:
 - i. "Skinny Streets"* where warranted by traffic, safety and access conditions;
 - ii. No curbs, gutters and sidewalks where alternative storm drainage and safe pedestrian movement can be accommodated by pathways* and walkways* and the natural drainage system*, and;
 - iii. Area for adequate on street parking for residents and their guests which can also provide for safe pedestrian travel.
 - c. The safety and convenience of pedestrians and bicyclists, and;
 - d. Access by emergency vehicles and school buses.
2. Ensure that undeveloped street right-of-way*, not needed for the travel surface, remains available for street trees, on-street parking and pedestrian use and is not prevented from being utilized for these and other public uses by private encroachments such as landscape improvements and storage of vehicles, boats and equipment.
3. Allow new development on new and existing residential lots* within the Lake Grove Neighborhood subject to specific design and development standards which ensure compatibility of resulting development with neighborhood design character. These standards shall require:
 - a. Flag lots*, excluding the access way, be the same size as required by the existing zone;
 - b. Adequate, but not excessive, vehicular access width to ensure efficient utilization of land;
 - c. Building design standards and orientation, setback, lot coverage, and buffer requirements to ensure design compatibility with existing residences and other surrounding land uses;
 - d. Demonstration that infill development will not preclude future development options on the parent parcel or on adjoining lands;
 - e. Buffering and adequate separation of new buildings from existing residences;
 - f. That any division of land to provide for infill development will result in 80% of the maximum allowed density* allowed on a parcel by the applicable zone designation.
4. Do not allow deterioration and/or demolition of existing single family homes on lands zoned for single-family residential uses as a reason for plan and zone amendments to commercial or industrial uses or to higher residential densities than allowed by the current zone.
5. Allow development of an appropriate mix of high-density housing and office commercial uses on lands within the West Lake Grove Design District subject to an adopted land use plan for the area, which ensures that:

- a. The area proposed for rezoning is comprised of assemblages of property that are large enough to be developed under unified development plans*; allow efficient transportation access and internal circulation and provide for buffering and screening from adjacent residential neighborhoods;
 - b. The size and configuration of the area to be rezoned not compromise the cohesiveness* of adjacent residential neighborhoods;
 - c. Driveway access to Boones Ferry Road be minimized through use of wide consolidated driveways sufficiently wide to allow simultaneous ingress and egress;
 - d. Future development is designed to discourage cut-through traffic* in surrounding residential neighborhoods.
 - e. Traffic generated by future development is directed immediately to Boones Ferry Road by traffic management devices* and street and driveway design.
 - f. New development in the area creates an aesthetic entry* to the Lake Grove Neighborhood which includes site and building design elements, such as:
 - i. A variety of architecturally designed structures of high design quality; in scale with the site; in proportion to similar buildings in the Lake Grove Commercial District and which utilize a pleasing variety of materials, colors, finishes and textures;
 - ii. Conservation of mature Douglas Fir trees* and other significant trees to retain the "landmark" status* imparted by these resources;
 - iii. Orientation of building-entrances to the street and screening and buffering of the subject properties from adjacent residential neighborhoods;
 - iv. High quality, designed landscapes involving plant materials which will grow to significant size and impart seasonal color and interest;
 - g. Existing canopy trees are protected to the extent possible.
6. Ensure all new residential development, including secondary dwellings* and homes being substantially remodeled* contributes to the positive design character and qualities of Lake Grove's existing residential neighborhoods. This shall be accomplished through the application of design compatibility standards, which include:
- a. Height, bulk, and lot coverage standards to ensure new residential development does not conflict with the predominant scale and design characteristics of the neighborhood.
 - b. Minimizing the impact of the automobile on the development site through residential design and development standards, which prescribe measures such as garage location, size of paved areas, driveway size and location, etc.
 - c. Appropriate setbacks, buffering and screening between existing and proposed development;
 - d. Preservation of existing mature canopy trees and other significant trees* and other landscape features* to the extent practicable;

7. Prevent and abate nuisance situations* such as excess noise, abandoned or non-operational vehicles, dangerous buildings*, and accumulation of refuse through enforcement of the nuisance provisions of the Lake Oswego Code (LOC 34.08.000 - 34.11.599).
8. Ensure home occupations* do not conduct business activities which cause adverse impacts on residential neighborhoods such as outside storage, excessive traffic, inappropriate hours of operation noise, etc.
9. Require those who store boats, recreational vehicles, equipment and automobiles under repair on the street to remove them from the public right-of-way through enforcement of Lake Oswego Uniform Traffic Code (LOC Chapter 32).
10. Maintain the non-grid street pattern in the Lake Grove Neighborhood to preserve the peaceful and quiet feel of the neighborhood.
11. Do not expand the eastern/southeastern boundary of the Lake Grove Commercial District as shown by [Figure 4](#) and generally described as running from the City limits existing at the time of this policy's adoption, beginning at the southeast corner of 16480 Lower Boones Ferry Road (TL 2600-21E7DD) and ending at the southerly right-of-way boundary of Spring Lane, which corresponds to the northern boundary of (TL 300-21E8BA).
12. Allow secondary dwelling units only when one unit is owner occupied.

RECOMMENDED ACTION MEASURES

- i. Identify and correct intersections and streets which restrict access by emergency vehicles and school buses.
- ii. Encourage the upgrading and remodeling of existing residential structures rather than demolition and new construction.
- iii. Encourage owners who store recreational vehicles, construction equipment and non-operational automobiles in front yards to relocate them away from public view.
- iv. Encourage those who propose to construct two story homes and larger to meet with neighborhood residents prior to acquisition of building permits to promote compatibility in terms of building design and scale with surrounding homes.
- v. Promote public safety and a sense of visual and social connection throughout the neighborhood by:
 - a. Discouraging the planting of hedges and other plant materials which substantially screens residences from view, and
 - b. Encouraging property owners to cutback overgrown vegetation*.
- vi. Where appropriate on local streets allow alternative surface treatments and design for sidewalks*, pathways* and walkways* such as gravel or other permeable, non-paved surfaces.
- vii. Strongly encourage voluntarily protection of the neighborhood's mature tree canopy and other significant trees through property owner participation in a "Heritage Tree Program"*.
- viii. Correct intersection sight-distance problems* on local residential streets as soon as they become apparent.

LAKE GROVE NEIGHBORHOOD PLAN

Goal 11: Public Facilities and Services

**Police and Fire Protection, Surface Water Management, Water Treatment and Delivery, Sanitary Sewer, Private Utilities and Schools
Summary of Major Issues**

The Neighborhood Plan's Goal 11: Public Facilities and Services Chapter recognizes that the City of Lake Oswego Comprehensive Plan contains numerous policies which are applicable to the community as a whole. In view that the City wide Plan is generally sufficient, this element of the Neighborhood Plan was developed to apply to the Lake Grove Neighborhood's specific conditions, character and needs. The Plan Chapter addresses Police and Fire Protection, Storm Water and Surface Water Management, Water Treatment and Delivery, and Private Utilities and Schools. The common emphasis of the Goals and Policies is to ensure that the Lake Grove Neighborhood is provided with high quality, responsive and environmentally sound public facilities and services.

The Plan Chapter lists, and proposes implementation of specific projects derived from the City's Public Facility and Capital Improvement Plans. It also proposes other projects identified by the neighborhood. Most significant of these specific neighborhood projects is localized flooding caused by an inadequate storm drainage system.

LAKE GROVE NEIGHBORHOOD PLAN

Goal 11: Public Facilities and Services

Police and Fire Protection, Surface Water Management, Water Treatment and Delivery, Sanitary Sewer, Private Utilities and Schools

Goals, Policies and Recommended Action Measures

The City of Lake Oswego Comprehensive Plan contains numerous policies in the Goal 11: Public Facilities and Services Chapter, which apply to the Lake Grove Neighborhood and the rest of the Community. The following policies have been developed to be specific to Lake Grove neighborhood's specific conditions, character and needs. They are intended to be supportive and complementary to the other Comprehensive Plan policies, which apply citywide.

The Lake Grove Neighborhood has identified a range of specific public facility issues and projects that pertain specifically to the neighborhood. These are summarized in the attached, "Lake Grove Neighborhood - Public Facility Projects and shown on [Figure 5](#)." These specific projects are subject to periodic review and revision when the City's Public Facility Plan* and Capital Improvement Plan* are updated.

POLICE AND FIRE PROTECTION

GOAL

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

STORM WATER AND SURFACE WATER MANAGEMENT

GOAL

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

POLICIES

1. Implement the drainage, pollutant reduction and stream rehabilitation projects identified in the Lake Oswego Public Facility Plan (PFP), Capital Improvement Plan (CIP), and other projects identified by the neighborhood, to address local drainage and water pollution issues.

2. Reduce the accumulation of sediments in Lake Grove Neighborhood's stream corridors and wetlands through an aggressive catch basin cleaning and street-sweeping program.
3. Ensure pathways, road repair and construction projects do not contribute to localized flooding by maintaining positive drainage and concurrently constructing required drainage facilities.

WATER TREATMENT AND DELIVERY

GOAL

Ensure Lake Grove neighborhood residents and businesses receive a reliable and adequate supply of high quality domestic water to meet consumption and fire flow requirements.

POLICIES

1. Implement the pipeline, water treatment and storage improvements identified in the Lake Oswego Public Facilities Plan (PFP) and Capital Improvement Program (CIP) and other projects identified by the neighborhood, necessary to ensure a reliable and adequate supply of water to Lake Grove Neighborhood residents and businesses.
2. Ensure that future construction or repair of water transmission lines in the Lake Grove Neighborhood minimizes the impact on developed property and utilizes the public right-of-way whenever possible.

SANITARY SEWER

GOAL

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

POLICIES

1. Implement the sanitary sewer improvements identified in the Lake Oswego Public Facilities Plan (PFP) and Capital Improvements Program (CIP) necessary to ensure maintenance of a reliable and environmentally sound sanitary sewer system in the Lake Grove Neighborhood.
2. Ensure that future construction of sanitary sewer lines in the Lake Grove Neighborhood minimizes impact on developed property and utilizes the public right-of-way whenever possible.

PRIVATE UTILITIES AND SCHOOLS

GOAL

Ensure private utilities provide reliable, high quality service to Lake Grove neighborhood and that neighborhood families are assured of close-to-home educational opportunities for their children.

POLICIES

1. Require underground utilities, where practical, throughout the neighborhood as public improvements are planned and implemented.
2. Enhance the reliability and quality of electrical and communication services to the neighborhood by working directly with utility companies, the City and Public Utility Commission.

RECOMMENDED ACTION MEASURES

- i. Encourage the City of Lake Oswego to work with other jurisdictions to promote legislation, which would allow the collection of System Development Charges (SDCs) for school facilities.
- ii. Work with the City and the School district to ensure safe access to public schools through the construction of pathways, traffic-controlled crosswalks, safe bus waiting areas and planning and implementation of logical bus routes.
- iii. Encourage the Lake Oswego School District to accommodate students within their elementary school attendance boundaries.
- iv. Work with utility providers to ensure that they have adequate emergency preparedness and response plans.
- v. Encourage the City of Lake Oswego to work with utility companies during franchise negotiations to develop a plan to underground utilities in the Lake Grove Neighborhood.
- vi. Encourage the responsible public power company to properly maintain and repair streetlights.

**LAKE GROVE NEIGHBORHOOD PUBLIC FACILITY PROJECTS
LAKE GROVE NEIGHBORHOOD PLAN**

The following public facility projects are identified within the City’s 20-Year Public Facility Plan (PFP) and Five-Year Capital Improvement Program (CIP). In addition, the Lake Grove Neighborhood has identified specific projects, which it desires to see addressed. The funded CIP projects are priority projects, which are intended to be implemented over a five-year period. PFP projects, which have not been included in the CIP, are proposed to be implemented over a longer time frame – up to twenty years. Neighborhoods have an ongoing opportunity to influence the type and timing of public facility projects proposed in their neighborhoods by participating in the CIP and PFP updates. Update of the CIP corresponds to the budget process, and includes several opportunities for neighborhood involvement at public meetings and at Planning Commission and City Council public hearings.

SANITARY SEWER

PFP Project SS-1 - East Mountain Park Drainage Basin Flow Monitoring

A substantial portion of the Lake Grove Neighborhood is within this sewer drainage basin. The sewer system in this area is relatively old compared to other parts of Lake Oswego. It is important to monitor the system’s condition and undertake needed repairs prior to problems developing. When repairs become necessary, they usually consist of line and manhole rehabilitation, reconnections of service laterals, elimination of cross-connections between sanitary sewers and the surface water system with the objective of reducing infiltration and inflow* problems.

If actual sewer line rehabilitation is needed in this area, it will be scheduled as part of the CIP update. No cost has been assigned since this is an on-going and budgeted maintenance function.

PFP Projects SS-2 - East Mountain Park Sanitary Sewer Trunk Upgrade

The portion of this project within the Lake Grove Neighborhood is located within public easements between Boones Way and Boones Ferry Road north of Red Cedar Way; at the east end of Brookside Road and, within Lakeview Boulevard and Springbrook Court.

The City of Lake Oswego Sewer Utility Model has indicated the need for continuing monitoring of this interceptor line because it may be too small for projected flows. Flow monitoring will continue to evaluate the situation and determine if and when actual problems may occur. Excessive flows can lead to premature pipe and joint wear and manhole surcharging. The City's continued infiltration and inflow (I&I)* projects are one way to substantially reduce the flows entering this line. If the I&I program is successful upgrade of the sanitary sewer line may not be necessary. If reduction in I&I does not occur to satisfactory levels it may be necessary to replace existing sewer mains with larger diameter pipe.

This project was scheduled in the CIP for 1997 and 1998 and has been put on hold to determine its actual need as described above. Its estimated 1997 cost was \$236,000.

PFPP Project SS -3 and SS-4 -Upper Drive Sanitary Sewer Extension

This project proposed to extend sewers outside the City limits within the Lake Grove Neighborhood to about 37 properties within both the City limits and unincorporated Urban Services Boundary which are currently served by septic tanks. These properties are located generally between Bryant Drive and Boones Ferry Road.

Many septic tanks and drain-fields in this area may be beyond their viable design life and there may not be adequate replacement area on existing lots. The project would have been initially been funded by the City Sewer Extension Program*. Connection to sewer would have occurred as septic tank systems failed or on a voluntary basis. The cost would have been about \$10,250 dollars per dwelling unit equivalent. In this instance, because the cost for connection is based on a citywide average it is less than if the sewer was extended without the benefit of the City's participation. However, a majority of residents expressed their opposition to project because it would bring the prospect of new development to the area and in their view change the neighborhood character. Furthermore, these properties would be required to annex to the City prior to the receipt of sewer. Due to opposition to the project the City has decided not proceed with funding it in the near future.

This project was originally identified in the CIP for implementation in 1999/2000 and would have cost about \$310,000.

STORM WATER AND SURFACE WATER MANGEMENT Localized Flooding and Standing Water in the Public Right of Way

The Lake Grove Neighborhood has identified a number of localized flooding problems which represent potential damage and safety problems and are inconvenient for neighborhood residents. These are also identified on [Figure 6](#) and are summarized below.

Standing water is problem on the length of Sunset Drive between Reese and Bryant Roads and on Upper Drive between Bryant and Boones Ferry Road. In addition, standing water also tends to occur at the following locations throughout the neighborhood:

- 3200 Upper Drive;
- 3565 Upper Drive;
- At the stop sign at the corner of Lanewood and Douglas Circle;
- 15867 Twin Fir Road;
- 3718 Lake Grove Avenue;
- 4839 Upper Drive;
- 16112 and 16251 Reese Road;
- 16054 Reese Road;
- At the intersection of Reese Road and Upper Drive;
- 3200 Upper Drive; and
- 3355 Upper Drive

The above localized flooding problems are candidates for the CIP "Small Works" projects. These are minor projects, which are less

than \$25,000 in cost and include construction of catch basins, manholes and short reaches of storm drainage pipe. These projects are typically constructed with larger utility projects or several smaller projects are constructed as part of one construction contract.

PFPP Project SW 1 – Bryant/Lakeview Storm Drainage Improvements

This project proposes to replace and relocate existing undersized storm lines with much larger, 21 inch diameter pipe, beginning at Bryant Road and the railroad crossing to about 420 feet south. It will reduce flooding and resultant property damage. It will also provide the City with access for line cleaning and other maintenance tasks. This project is also identified in the CIP for implementation in 1999/2000 and is anticipated cost is \$93,000.

PFPP projects SW2, SW 3: Springbrook Creek Crossings at Twin Fir (upper and lower crossings) and at Brookside

These projects will protect existing infrastructure and reduce flooding damage to adjacent properties. Although, flooding does not occur on an annual basis, the drainage system at these locations is undersized. Significant flooding does occur during large infrequent storms. The project will replace existing undersized culvert pipe with box culverts. It is scheduled for 1998 and is projected to cost \$393,000.

PFPP Project SW 4: Culvert inlet replacement in the vicinity of Mercantile Drive and Kruse Way and replacement of culvert across Boones Ferry Road to Springbrook Creek

This project originated as part of the City's Surface Water Management Plan and proposes to increase the capacity of culverts which cross Kruse Way and Mercantile Drive to the Mercantile detention basin. It also proposes to install a new, larger culvert under Boones Ferry Road, which discharges into Springbrook Creek. The necessity for the project has yet to be determined and will depend on surface water flow monitoring. It is anticipated that little development will occur upstream and that today's flows, which are adequately handled by the existing system, will not increase substantially. The need for this project will continue to be monitored.

WATER

PFPP Project WA 1 Seismic Retrofit of Existing and Finished Water Transmission Lines

This project is proposed Citywide to install isolation valves on major water transmission lines to allow water to be turned off in the event of an earthquake. It is scheduled in the CIP for 2000/2001 and is budgeted for \$400,000.

PFPP Project WA2 - New Finished Water Main to Waluga Reservoir

This is a long term project intended to construct a new finished water main to the Waluga Reservoir when and if the City Water Treatment Plan is expanded. Within the Lake Grove Neighborhood it is identified to follow Iron Mountain Boulevard and connect to Brookside and follow Red Cedar Way to Douglas Way. The need for this project will continue to be monitored.

PFPP Project WA3 – Waluga Reservoir Seismic Retrofit

This is a long-term project, which would retrofit the Waluga Reservoir for earthquake protection. The project is significant for the Lake Grove neighborhood is within the Waluga Reservoir pressure zone.*

LAKE GROVE NEIGHBORHOOD PLAN

GOAL 12: Transportation

Summary of Major Issues

The Lake Grove Neighborhood Plan Transportation Goals and Policies emphasize that the neighborhood's transportation system is an integral element of the character and design quality of the neighborhood. The direction of the chapter is to:

- Improve safety of all transportation modes;

- Maintain the aesthetic quality, privacy and quiet of residential areas;
- Provide for adequate traffic movement and access within residential and business areas appropriate to the aesthetic character, transportation, and safety needs of each area, and;
- Provide practicable pedestrian, transit, parking and bicycling opportunities.

The Plan's goal and policies propose to maintain the small-scale "country lane" character of the Lake Grove neighborhood's local residential streets and neighborhood collectors and ensure that improvements to the major street system accommodate through traffic to prevent its diversion onto the local system. The Neighborhood Plan Steering Committee was also very specific that traffic management devices were appropriate to prevent speeding and cut-through traffic on local streets. On local streets, the Steering Committee desires to:

- Utilize flexible design standards and innovative surface water management solutions to ensure pavement width and street design is appropriate for the function of the street and needs of the area served;
- Not require the dedication of unnecessary right-of-way or construction of standard full width, curbed and guttered urban streets as a condition of residential development approval, and
- Ensure the opportunity for safe on-street public parking on graveled shoulders.

The Plan also proposes standards for bicycle and pedestrian facilities in the neighborhood by stating that walking and biking should be accommodated on at least one side of all neighborhood collectors and selected local streets and on both sides of arterial and collectors. Furthermore it stressed that greater access to transit services is necessary. In particular, the neighborhood seeks to realize the potential of commuter rail. However, the plan policy in this regard seeks to reinforce the positive and mitigate the potential negative impacts of future rail travel through the neighborhood.

The ability of Boones Ferry Road to accommodate future traffic and provide needed access to area businesses is an important element of this Plan Chapter. Recommended Action Measures stress the need to develop a specific transportation study for the Commercial District focusing on Boones Ferry Road and affected local streets. Also, the RAMs support greater transit access and improved facilities on Boones Ferry Road; a Lake Grove Neighborhood Transportation Management Association; coordination of transportation issues with other nearby Metro designated Regional and Town Centers, and development of a parking strategy for the Lake Grove Commercial District.

LAKE GROVE NEIGHBORHOOD PLAN
Goal 12: Transportation
Goal, Policies and Recommended Action Measures

GOAL

Ensure that the transportation system in the Lake Grove Neighborhood enhances neighborhood character and quality by:

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

POLICIES

1. Maintain the small scale "country lane" character of Lake Grove Neighborhood's local residential streets and neighborhood collectors by:

- a. Utilizing flexible design standards and innovative surface water management solutions to ensure pavement width and street design is appropriate for the function of the street and needs of the area served;
 - b. Not requiring the dedication of unnecessary right-of-way or construction of standard full width, curbed and guttered urban streets as a condition of residential development approval.
 - c. Ensuring the opportunity for safe on-street public parking on graveled shoulders.
2. Where appropriate, utilize traffic management devices to prevent speeding and discourage cut-through traffic on local residential streets and neighborhood collectors.
 3. Construct improvements on Bryant Road, Boones Ferry Road and Kruse Way to ensure their ability to function as major streets and to prevent traffic diversion onto neighborhood collectors and local residential streets.
 4. Do not widen Boones Ferry Road for automobile travel lanes or related improvements which would have negative impacts on adjacent commercial land uses such as removal of buildings, pedestrian facilities or parking. Future transportation improvements shall be executed as part of a comprehensive transportation study of Boones Ferry Road to balance automobile access with the need to maintain existing land use patterns and develop a comfortable and safe pedestrian shopping environment.
 5. Ensure the ability to walk and bike safely throughout the neighborhood by providing, where practicable, bicycle and pedestrian facilities:
 - a. On, at the minimum, one side of all neighborhood collectors and other selected local streets, and;
 - b. On both sides of major streets (arterials and major collectors).
 6. Provide neighborhood residents, business owners, employees and customers greater access to public transit service.
 7. Reinforce the positive and mitigate the potentially negative impacts of the future use of the existing railroad right-of-way (old Red Electric Railroad) as a commuter rail facility on the Lake Grove Neighborhood, including but not limited to:
 - a. Providing access opportunities, such as station stops and park and rides in locations and in a manner which would be compatible with residential neighborhoods and accessible to businesses.
 - b. Developing the railroad right-of-way in a manner which ensures the safe and efficient operation of commuter rail but which also contributes to the aesthetic and visual quality of the neighborhood, and
 - c. Developing the railroad right-of-way in a manner which ensures the safe and efficient operation of commuter rail but which also contributes to the aesthetic and visual quality of the neighborhood, and
 - d. Ensuring rail operation is compatible with safe and efficient traffic operations on all City streets.
 8. Where practicable require that new development develop shared access to Boones Ferry Road through use of wide consolidated driveways of sufficient width to allow simultaneous ingress and egress and shared parking facilities.

RECOMMENDED ACTION MEASURES

- i. Work with Tri-Met to provide neighborhood residents, business owners, employees and customers greater access to transit service by:
 - a. Instituting flexible routes and provide local circulator service to residential areas;
 - b. Providing frequent transit service to and from the Lake Grove Commercial District, Downtown Lake Oswego and Kruse Way Employment Centers;
 - c. Increasing frequency of fixed Bus Routes along Boones Ferry Road, and;
 - d. Improving the comfort and safety of transit waiting areas.
- ii. Develop, within two years of the Neighborhood Plan's adoption, a detailed, project and area specific, transportation study for the Lake Grove Commercial District to identify future projects and programs necessary to address the full range of current and future transportation issues.
- iii. Support the development of a Transportation Management Association (TMA) among Lake Grove area businesses to encourage measures to reduce single occupant automobile use such as:
 - a. Subsidization of transit options such as local circulator buses;
 - b. Car and van-pools for employees, and
 - c. Incentives for employees and customers who utilize alternative transit options.
- iv. Ensure discussion of transportation issues involves other Regional Centers, Town Centers and Employment Centers that have direct transportation connections with the Lake Grove Commercial District such as Downtown Tualatin, Tigard, Washington Square, Kruse Way and Downtown Lake Oswego.
- v. Develop site specific solutions to ensure safe and comfortable bike and pedestrian use of the entire length of Boones Ferry Road.
- vi. Work with area public schools and churches to minimize parking impacts on neighborhood streets.
- vii. Develop a parking strategy for the Lake Grove Commercial District to:
 1. Ensure safe customer access to area businesses;
 2. Maximize the efficiency of lands available for parking, and
 3. Minimize impacts on residential neighborhoods through measures which include but are not limited to:
 - A. Restriction of parking on Lanewood Street from Boones Ferry Road to Douglas Circle ;
 - B. Restriction of parking on Reese Road, on its west side, from Boones Ferry Road to Upper Drive .

LAKE GROVE NEIGHBORHOOD PLAN DEFINITIONS

Terms and phrases which are marked by an asterisk *in the above text are defined below

300 Foot Notification Boundary: This term refers to owners of property who are provided notice pursuant to LOC 49.40.805 and 49.44.920 prior to decision on major or minor development applications. Owners of property within 300 feet of the entire contiguous site for which the application is made receive notice. The property owner list is be compiled from the most recent

property tax assessment roll. Notice shall also be sent to any recognized neighborhood association whose boundaries include the site. The Planning Director shall certify that such notice was given.

Aesthetic Entry (to the Lake Grove Neighborhood): For the purpose of implementing LGNP Goal 10, Policy 6 (f), this term refers to the requirement to continue an attractive and visually interesting transition sequence from the City of Tualatin to the City of Lake Oswego and continue and expand upon the design requirements of the Boones Ferry Jean Road Site, [LOC 48.10.315 (13) and the Jean Way Site [LOC 48.10.315] (14). The development of an aesthetic entry to the Lake Grove Neighborhood shall include:

The development of a variety of architecturally designed structures of high design quality; in scale with the site; in proportion to similar buildings in the Lake Grove Commercial District and which utilize a pleasing variety of materials, colors, finishes and textures;

- a. Conservation of mature Douglas Fir trees and other significant trees to retain the "landmark" status* imparted by these resources;
- b. Orientation of building-entrances to the street and screening and buffering of the subject properties from adjacent residential neighborhoods
- c. High quality, professionally designed landscapes involving plant materials which will grow to significant size and impart seasonal color and interest;
- d. Preservation of existing canopy trees are protected to the extent possible, and
- e. Other special site and building design consideration such as undergrounding of utilities, special signage requirements, special setbacks to Boones Ferry Road, etc.

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

City Sewer Extension Program: This program has been established by City Ordinance (Ord. 2010) and incorporated into LOC Chapter 40, Improvement Procedure. It is intended to facilitate the extension of sanitary sewer service to the unsewered areas of the City limits and unincorporated Urban Service Boundary. The program allows the City to coordinate street overlays with the extension of sanitary sewer service; construct projects that serve an entire area and avoid piecemeal construction, and extend service to areas with failing septic systems.

Under this program, the City provides the initial funding for extension of the main sewer line. Connection to the sanitary sewer system is required when a property owner's septic system failed or at the owners request. The City recovers its initial cost by imposing a line charge to property owners at the time of connection. This cost is determined by the number of connections possible for the property.

Closest fifty property owners (for notification purposes): The intent of the Lake Grove Neighborhood Plan, Goal 1, Policy 3 is to provide for fifty property owners to receive notice of development applications which propose minor or major developments. When less than fifty persons are contained within the required 300 foot notification area as defined below, the closest property owners from the subject property shall receive notice until the sum of those to be notified equals fifty.

Cohesiveness (of residential neighborhoods): This term, for the purpose of implementing LGNP Goal 10, Policy 6 (b), is defined as the physical continuity of residential land uses unbroken by intervening commercial land uses or major streets (major collectors, and arterials).

Cohesive Quality of Tree Groves: For, the purpose of implementing LGNP Goal 5: Policy 3(b) this term is defined as the closely

contiguous and often-times interweaved tree canopy which forms a visual and biological unit pursuant to the definition of "tree grove" below. A cohesive tree grove also serves to protect individual trees within said grove from storm damage by virtue of its ability to withstand high winds more so than individual trees.

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

County Planning Organizations (CPOs): County Planning Organizations (CPOs) are comparable to the City of Lake Oswego Neighborhood Association and are chartered by Clackamas County. There are three CPOs in the Lake Oswego Urban Services Boundary and adjacent to the City limits. They are the Rosewood, Forest Highlands, and Rural Lake Grove CPOs. The Rural Lake Grove CPO shares a boundary with the Lake Grove Neighborhood Association.

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

Dangerous and Unsafe Buildings: These are buildings or structures that regulated pursuant to the City of Lake Oswego Building Code [LOC Chapter 45] which are structurally unsafe or not provided with adequate egress, or which constitute a fire hazard or are otherwise dangerous to human life. The Building Code pursuant to LOC 45.09.060 declares any use of these structures which constitute a hazard to safety, health, or public welfare by reason of inadequate maintenance, dilapidation, obsolescence, fire hazard, disaster damage or abandonment as an unsafe use. Also declared unsafe are parapet walls, cornices, spires, towers, tanks, statuary and other appendages or structural members which are supported by, attached to, or part of a building and which are in a deteriorated condition or otherwise unable to sustain design loads specified in the lake Oswego Building Code. Dangerous and Unsafe Buildings may be abated by the City of Lake Oswego.

Flag Lots: A flag lot is a lot located behind another lot that has normal street frontage and where access is provided to the rear lot via a narrow "flag pole" (i.e. driveway), or where access is provided via an easement. There are two distinct parts of a flag lot; the flag, which comprises the actual building site, located behind another lot, and the pole, which, provides access from the street to the flag. A flag lot results from the division of a large lot with the required area and depth for two lots, but which has insufficient width to locate both lots on the street frontage. The creation of flag lots are subject to specific criteria within LOC 48.19 to enhance compatibility with the surrounding residential neighborhood.

Goal 5 ESEE Natural Resources Inventory: The Economic, Social, Environmental and Energy Analysis (ESEE) is defined by LOC 48.02.015 and is required pursuant to Statewide Planning Goal to regulate natural resources with the purpose of ensuring their protection. The purpose of the ESEE analysis is to balance the relative value of an inventoried natural resource against conflicting uses and thereby determine an appropriate level of protection through land use regulations. The ESSE Analysis forms the factual basis for the Lake Oswego Sensitive Lands Program (LOC Article 48.17) and was used initially to designate properties for protection. The City's ESEE Analysis is available as the Lake Oswego Resource Areas Report and ESEE Analysis, dated April 1, 1997, as revised July 15, 1997.

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

High level of police, fire protection and emergency preparedness services: For the purposes of the LGNP, this term is described as:

- a. The ability of the Lake Oswego Fire Department to reach the location of fire alarms within the City within eight minutes or less, and;

- b. The ability of the Police Department to reach the location of emergency calls for protection of life and property within a maximum time of five minutes.

Infiltration and Inflow (I & I): This term is used to describe extraneous components of wastewater flow. Infiltration occurs when groundwater leaks into the sanitary sewer through defects such as cracked or broken pipes, poor joints or dilapidated manholes. Inflow occurs when storm runoff flows directly into the sanitary sewer system at storm sewer cross connections, roof and foundation drains, catch-basins and faulty or submerged manholes.

Invasive Vegetation: This term is defined by the Lake Oswego Development Code, LOC 48, as vegetation that displaces or dominates the natural plant communities such as Himalayan blackberry English ivy, reed canary grass, scotch broom, etc. A list of such plants is maintained on file at the Lake Oswego Department of Planning and Development.

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

New and Existing Residential Lots: For the purposes of implementing LGNP, Goal 10, Policy 4, new and existing residential lots are defined as:

- a. Vacant existing lots of record and lots created by partition or subdivision;
- b. Flag lots as defined above, and;
- c. Vacant lots within residential zones created by the demolition of existing structures.

Home Occupations: home occupations are defined by LOC 49.02.015 as a lawful use conducted in a residential zoning or on the premises of a dwelling unit, said use being secondary to the use of the dwelling for dwelling purposes. Home occupations are regulated by LOC 48.20.545, which states:

A home occupation may be conducted where allowed by other provisions of this chapter if the following conditions are continuously complied with:

- a. The use does not alter the residential character of the neighborhood nor infringe upon the right of residents in the vicinity to the peaceful enjoyment of the neighborhood.
- b. A current and valid business license is maintained.
- c. No employees other than family members who reside at the dwelling.
- d. No outside storage of goods or materials other than vegetation.
- e. No more than 25% of the dwelling is devoted to non-residential use. (Ord. No. 1851, Sec. 1; 11-16-82.)

Landmark Status (pertains to mature trees especially Douglas Firs): The landmark status of mature Douglas Fir trees refers to their visual preeminence within the landscape and their contribution to the identity and aesthetic quality of the neighborhood. These trees represent significant landmarks because they contribute to a sense of special identity and character.

Mature Douglas Fir Trees: These are trees that have obtained a height of 70 feet.

80% of Maximum Allowed Density: 80 % of maximum allowed density is established requires development of the number of allowed residential units to be at least 80% of the "net density" allowed by the underlying zone.

Minor and Major Development: Minor Development is defined by Section 49.20.110 of the Lake Oswego Development Code and is a development, which requires a permit from the City that requires a more discretionary level of review than a ministerial decision which is defined in LOC 49.20.105. Minor Developments are initially decided by the Planning Director subject to notice, the opportunity to request a hearing and appeal as provided by LOC 49.40.800 to LOC 49.40.820. Minor development is also intended to include decisions defined as "limited land use decisions" pursuant to ORS 197.020 (12).

Minor Development includes:

1. Construction of new single family detached dwellings, zero lot line or duplex dwellings or accessory structures or exterior remodeling of a structure containing a non-conforming use that requires a building permit, in the DD (Design District) zone.
2. Construction or exterior modification of a single-family structure or a structure accessory to a single family use which:
 - a. Does not qualify as a ministerial decision pursuant to LOC (49.20.105(2)(b)(I) through (xi);
 - b. Requires one or more Class 1 Zoning Code or Class I Development Code variances; or
 - c. Involves a determination by the Planning Director that a use not expressly permitted in the zone may be allowed pursuant to the considerations contained in LOC 48.02.095. In such case, the required notice shall include a description of the proposed use and the reasons for the Planning Director's determination.
 - d. Involves an improvement to an existing park or school facility that will increase the capacity of the park or school facility, generate additional traffic, or generate significant additional noise or other negative impact on the surrounding neighborhood.
3. Secondary dwelling units.
4. Construction of a structure other than a single family dwelling or accessory structure, or an exterior modification of such a structure which does not qualify as a ministerial development pursuant to LOC 49.20.105(2)(c).
5. Lot line adjustments which require one or more Class 1 Zoning Code or Class I Development Code Variances or which would increase allowable density on the site.
6. Partitions, including partitions which require one or more Class 1 Zoning Code or Class I Development Code Variances.
7. Subdivisions, including subdivisions which require one or more Class 1 Zoning Code or Class I Development Code Variances.
8. Review of development phases subject to an Overall Development Plan and Schedule (ODPS).
9. A change of use from one permitted use to another that requires additional parking pursuant to LODS Chapter (7).

Major Development includes:

1. A Major Development is a development, which requires a permit from the City involving the greatest level of review.
2. "Major Development" includes:

- a. Construction or exterior modification of a permitted use, a permitted accessory structure or an prior approved conditional use in the zone in which the property is located which requires one or more Class 2 Zoning Code or Class II Development Code variances.
 - b. Lot line adjustments which require one or more Class 2 Zoning Code or Class II Development Code Variances.
 - c. Partitions which require one or more Class 2 Zoning Code or Class II Development Code Variances.
 - d. Subdivisions which require one or more Class 2 Zoning Code or Class II Development Code Variances.
 - e. Conditional uses.
 - f. Planned Developments (PD).
 - g. Any development defined as major development pursuant to this section, which is proposed to be phased pursuant to adoption of an Overall Development Plan and Schedule (ODPS).
 - h. Any development which requires a Comprehensive Plan or Development or Zoning Code map or text amendment.
3. A Major Development is subject to public notice, hearing and opportunity for appeal as described in LOC 49.44 to 49.46. (Ord. No. 2088, Enacted, 03/03/94).

Natural Resource Functions and Values: For the purpose of implementing LGNP Goal 5, Policy 5, natural resource functions and values are defined in LOC 48.02.015 as the benefits provided by natural resources. The benefits may be physical, environmental, aesthetic, scenic, educational, or some other non-physical function or a combination of these. For example, the functions and values of a wetland can include its ability to provide storm water detention for "x" units of water draining "y" acres and its ability to provide food and shelter for "z" varieties of migrating waterfowl. In addition, an unusual native species of plant and a natural resource area could be of educational, heritage or scientific value. Most natural resources have multiple functions and values. For example Stream Corridors, Tree Groves and wetlands share some or all of the following beneficial characteristics:

- a. Wildlife and plant habitat protection
- b. Protection of sensitive, threatened or endangered species
- c. Erosion control
- d. Flood and storm water storage
- e. Water quality enhancement
- f. Ground water recharge
- g. Open space, passive recreation, and visual enjoyment
- h. Cultural, social, educational and research values.

Natural Drainage System: This term refers to the open and vegetated drainage channels and the surface water treatment facilities which comprises the great majority of Lake Oswego's storm water conveyance system.

New Development: For the purpose of implementing LGNP, Policy 4, "new development" is intended to include the following:

- a. Construction of new single-family home or installation of a manufactured approved through a ministerial process per LOC 49.22.210;
- b. Construction of a new street or major repair or improvement to an existing street;
- c. Construction or alteration of any public or private utility that visually impacts and/or removes existing vegetation;
- d. Construction of new parking lots or expansion of parking lots by more than four spaces;
- e. Site development and construction of any new land use approved either through the minor or major development process per LOC 49.20.110, Minor Development and 49.20.115, Major Development.

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

A public nuisance is further defined by LOC 34.08.400 as:

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

Obvious Immediate Hazard: Pursuant to LOC Chapter 55, and for the purposes of LGN Plan (Goal 5, Policy 3(a)) trees which pose an obvious immediate hazard are ones which clearly present a public safety hazard or a foreseeable danger of property damage to an existing structure and such a hazard or danger cannot be reasonably alleviated by treatment or pruning.

Obviously Dead Trees: Pursuant to LOC Chapter 55 a dead tree is one which is "lifeless." For the purposes of LGN Plan Goal 5, Policy 3 an obviously dead tree is one which visually exhibits lifeless characteristics such as a complete lack of viable foliage and buds, brittle and dead wood, and no reasonable prognosis of recovery.

Open Space Reserve Area: This term as used by LGN Plan Goal 5, Policy 2, refers to the City's requirement pursuant to the LOC 8.05 "Park and Open Space" for all major residential development and office campus development to provide open space or parkland approved by the City in an aggregate amount equal to at least 20 percent of the gross land area of the development. Commercial and industrial development shall provide open space or parkland to at least 15 percent of the gross land area of the development. Open space per LOC 8.005 is defined as land to remain in natural condition for the purpose of providing a scenic, aesthetic appearance; protecting natural processes; providing passive recreational uses or maintaining natural vegetation. Open space land shall be permanently reserved by common ownership among the owners of a development, dedication to the public, or by other appropriate means.

Overgrown Vegetation: For the purpose of LGNP, Goal 10, RAM v. overgrown vegetation is that which completely screens from view the primary residence from the street.

Pre-application Neighborhood Meetings: This term refers to LOC 49.36.705, which requires neighborhood contact by a person

proposing a land use action for certain land use applications. The LOC requires that prior to submittal of an application for a partition, subdivision or a major development, the applicant shall contact and discuss the proposed development with any affected neighborhood as provided in this section. The Planning Director may require neighborhood contact pursuant to this Section prior to the filing of an application for any other development permit if the Director deems neighborhood contact to be beneficial.

The purpose of neighborhood contact is to identify potential issues or conflicts regarding a proposed application so that they may be addressed prior to filing of an application. This contact is intended to result in a better application and to expedite and lessen the expense of the review process by avoiding needless delays, appeals, remands or denials. The City expects an applicant to take the reasonable concerns and recommendations of the neighborhood into consideration when preparing an application. The City expects the neighborhood association to work with the applicant to provide such input.

Public Facility Plan (PFP): The City's PFP identifies the major facilities and capacity improvements to city infrastructure that are necessary to support land uses allowed by the Comprehensive Plan. These facilities include water, sanitary sewer, storm drainage and surface water management, and major transportation improvements. The PFP is used in conjunction with the CIP as described above to coordinate, program and phase public facility funding decisions.

PFPs are required by Statewide Planning Goal 11, Public Facilities and Services for all cities with populations greater than 2,500 to ensure that cities plan and develop timely, orderly and efficient arrangements of public facilities and services to serve as the basis of urban development.

Pathways, Walkways, and Sidewalks: For the purpose of LGNP, Goal 10, Policy 2, walkways are defined as paved or graveled pedestrian ways within the public right-of-way usually at the same grade with an adjacent street. Pathways may be also separated from the street by an intervening landscaped strip. Pathways are multi-purpose-paved areas intended to accommodate both pedestrians and bicyclists. They may be also adjacent and at the same grade as the street or separated by a landscaped strip. Pathways and walkways are contrasted to urban sidewalks, which are typically constructed in conjunction with curbs, gutters and a piped storm drainage system.

Required Availability of the Staff Report: This term refers to the requirement of LOC 44.44.915 which, states that the land use staff report prepared by staff shall be completed and be available for public inspection at no cost at least ten days prior to the date of the public hearing. (Ord. No. 2088, Enacted, 03/03/94)

The staff report shall contain an analysis of the applicable criteria and the evidence in the record. Based upon this review, the Planning Director shall recommend approval, approval with conditions, denial, or continuance of the application.

Secondary Dwellings: A secondary dwelling unit, either attached or separate, may be located on a lot already containing a dwelling unit which complies with LOC 48.20.547 [LOC 48.02.015]. These standards are as follows:

A secondary dwelling unit may be allowed in conjunction with a single-family dwelling by conversion of existing space, by means of an addition, or as an accessory structure on the same lot with an existing dwelling, when the following conditions are met:

- a. The site is large enough to allow one off-street parking space for the secondary unit in addition to the required parking for the primary dwelling.
- b. Public services are to serve both dwelling units.
- c. The number of occupants is limited to no more than two persons in the secondary unit.
- d. The unit does not exceed one bedroom and an area of 800 square feet, or a total FAR of 0.4 for all buildings. No more than one additional unit is allowed.
- e. The unit is in conformance with the site development requirements of the underlying zone and LOC Chapter 45.

- f. The following minimum area standards shall be met: a) 1 person - 250 square feet; b) 2 persons - 500 square feet
- g. One unit shall be occupied by the property owner.

Skinny Streets: In the context of the LGNP "skinny streets" are those which are developed to a minimum driving width necessary to provide required access to adjacent residential land uses and to allow for emergency vehicle access. In some instances this may allow for the construction of "queuing" streets which are intended for two-way traffic, but are comprised of a single traffic lane and a parking lane on one or both sides of the street. When two vehicles meet, one of the vehicles must yield by pulling over into a vacant segment of the adjacent parking lane.

Sight Distance Problems (pertains to streets): Sight distance problems occur when vegetation or other materials obstruct the view of drivers, pedestrians or bicyclists at street intersections.

Significant Trees and other Landscape Features: Significant trees in the Lake Grove Neighborhood are those evergreen trees 30 feet and taller and deciduous trees with a diameter of 10" or greater and a height of 30 feet or more.

Solar Access Needs and Requirements: For the purpose of implementing LGNP Goal 5, Policy 4, this term refers to solar access as defined and regulated by LOC Chapter 57, Solar Access.

Stream Corridors: A stream corridor is an area of land that includes a stream and a set of natural features generally associated with the stream. These natural features include, stream channels, flood plains, wetlands, riparian vegetation, associated vegetation, steep slopes, and habitat features [LOC 48.02.015]. A stream corridor generally includes the following, which are further defined by LOC 48.02.015:

Street Right-of-Way: A street right-of-way consists of publicly owned land on which there exists, or on which it is intended to construct, a public street and other public transportation improvements.

Substantially Remodeled: Exterior renovation or expansion of an existing residence that results in, a) an increase in the existing building foot-print of 10% or more; b) an increase or decrease in building height of 10% or more feet, and c) the construction of any new accessory structure which requires a building permit.

Hydrologic Characteristics: Physical features that affect stream flow capacity, rates of channel erosion and patterns of sedimentation including but not limited to stream alignment, cross section and profile, roughness or channel and banks and drainage patterns

Plant Communities and Wildlife Habitat: The association of trees, shrubs, ground cover and aquatic plants that affects the hydrologic characteristics of a stream corridor, reduces runoff turbidity, provides shade which reduces thermal pollution, filters out nutrients carried by runoff, protects stream corridor soils and slopes from erosion, and provides habitat for fish, wildlife and aquatic organisms.

- a. Soils with potential for Severe Erosion. Soils within stream corridors tend to be very erosion prone by nature.
- b. Ravines and Steep Slopes: Lake Oswego's stream corridors frequently include ravines and steep slopes.
- c. Associated Aquatic Elements. Floodplains and wetlands may be adjacent to or associated with the stream.
- d. Stream Corridor Functions and Values: The beneficial characteristics of stream corridors, including but not limited to:

- Protection of wildlife habitat and travel corridors;
- Protection of riparian vegetation;
- Erosion Control;
- Flood and storm water control;
- Water quality enhancement;
- Open Space, passive recreation and visual enjoyment, and;
- Cultural, social, education and research values.

e. Swale: A swale is a depression, sometimes swampy, in the midst of generally level land that conducts surface water.

Storm Drainage and Water Quality Management Measures: In reference to LGNP Goal 5, Policy 12, "storm drainage and water quality management measures" are structural and non-structural practices associated with new development or any significant disturbance of soil necessary to:

- a. Maintain surface water quality by preventing measurable erosion or otherwise limit soil erosion and sediment transport to less than one (1) ton per acre per year;
- b. Control other pollutants from entering the surface water system, and;
- c. Control the quantity and duration of storm water discharged into the surface water system following major storm events.

Regulations and standards for erosion control are addressed by LOC 52.02.010. Lake Oswego Drainage Standards are addressed by 11.005 and 12.005 for Major and Minor Development.

Timely Information (citizen involvement and notification purposes): The intent of this term as used in LGNP Goal 1, Policy 2 is to emphasize the need for clear and prompt communication with the neighborhood as soon as significant issues are raised such as land use applications, or major public facility issues. This requires the City and Neighborhood to maintain a positive relationship and open avenues of communication.

Town Houses: This term refers to single-family dwellings, which are attached by a common wall or with a party wall separating the dwelling units. These dwellings have primary ground-floor access to the outside.

Traffic Management Devices: For the purpose of implementing LGNP Goal 10, Policy 6 (e), traffic management devices are defined as apparatus installed or constructed to regulate the flow of traffic not subject to the standards of the MUTCD, including speed humps, curb extensions, traffic circles, traffic diverters and street closures [LOC 32.02.10].

Tree Canopy: In the context of the Lake Grove Neighborhood Plan, the tree canopy is the three-dimensional aesthetic quality imparted to the neighborhood by the existence of large numbers of existing large trees whose crowns may or may not interweave. The Lake Grove Neighborhood tree canopy is the predominant natural feature common to the neighborhood, whose preservation and enhancement is essential to the neighborhood's identity. The tree canopy may or may not have an associated understory.

Tree Canopy Data Collection System: Pursuant to LGNP Goal 5, Policy 10, and a tree canopy data collection system is a systematic and empirical analysis of the area of Lake Grove covered by the tree canopy. The system is intended to be maintained over-time with a reference to a base year to determine the tree canopy loss or gain in the neighborhood. These systems are typically based on a chronological analysis of aerial photography.

Tree Grove(s): A tree grove is defined by LOC 48.02.015 and is a stand of three or more trees (of the same species or a mixture) which form a visual and biological unit, including the area between the forest floor and the canopy, including skyline trees, and including any understory vegetation existing within the canopied area. A stand of trees must be at least 15' in height and must have a contiguous crown width of at least 120 feet to qualify as a tree grove.

- a. Associated Tree Grove: A tree grove that is contiguous with the boundaries of a designated stream corridor or wetland and contributes to the resource value of the riparian area by extending and operating in conjunction with the habitat of the riparian area and providing flood control and water quality enhancement. Such tree groves are located within the buffer areas of a wetland or stream corridor but may extend beyond the buffer.
- b. Isolated Tree Grove: A grove of trees that is not associated with a stream corridor or wetland as described as above.
- c. Upland (or upland forests): The non-riparian portions of tree groves lying outside of stream corridor.

Type II Permit: For the purpose of implementing Goal 5, Policy 3, the definition and requirements of a Type II Permit are as provided by LOC Chapter 55, 55.02.050 through 55.02.085.

Unified Development Plan: A unified development plan is a detailed concept plan to be adhered to by the applicant/developer, which shows:

- a. A project at full development including identification of all phases;
- b. The locational, design, and transportation relationships of the proposed development with surrounding land uses;
- c. Measures and improvements necessary to mitigate adverse impacts of the project on the transportation system, and ;
- d. Design compatibility with surrounding land uses such as building, scale, height and bulk, materials, colors, and landscaping.

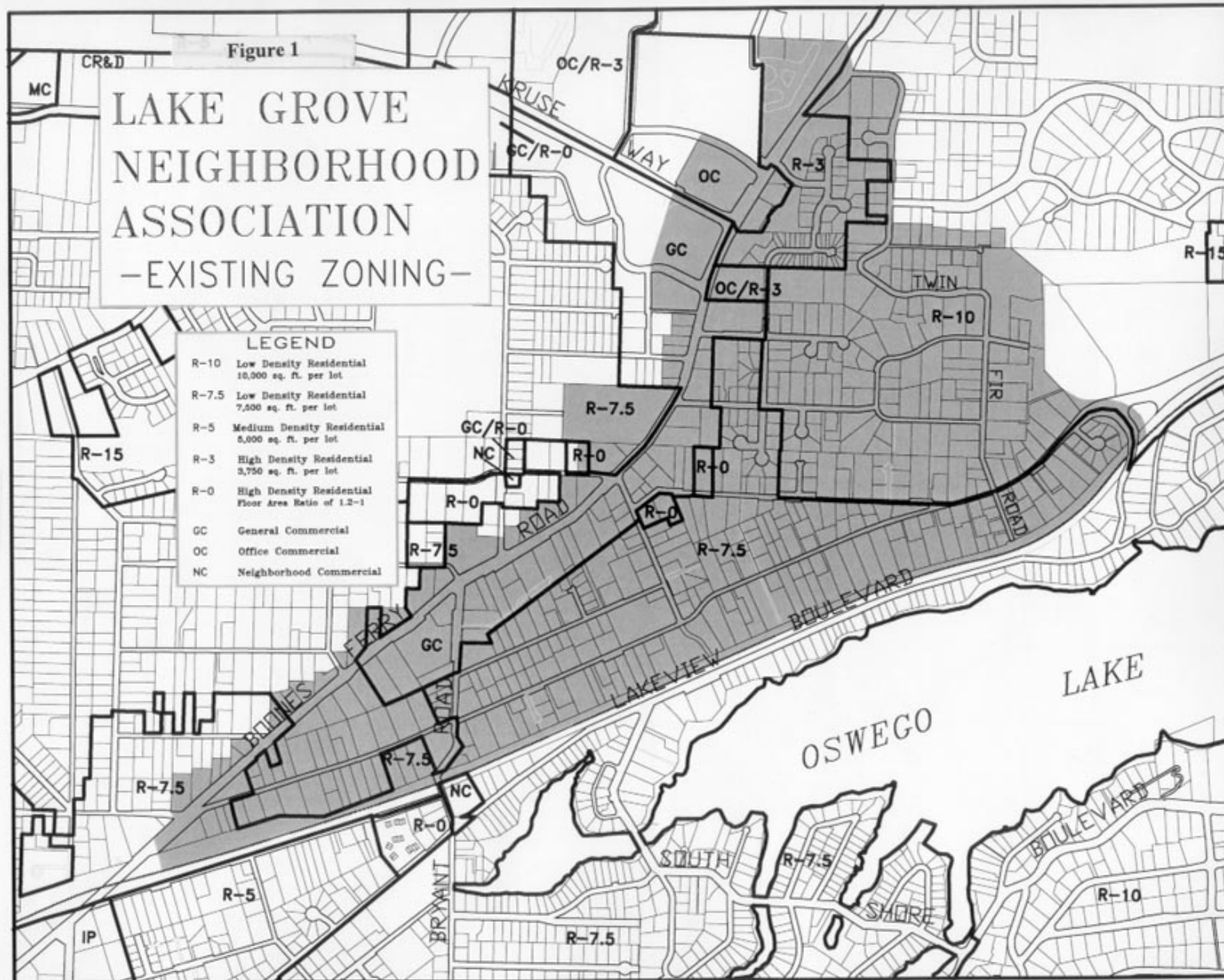
Waluga Reservoir Pressure Zone: This is the geographic area served by the Waluga Reservoir. Pressure zones are typically engineered where the minimum water pressure is 40 lbs./sq. inch and the maximum pressure is 80 lbs./sq. inch.

Wetland(s): A wetland is defined by LOC 48.02.015 and is an area that is inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and under normal circumstances does support, a prevalence of vegetation typically adapted for life in saturated soil conditions, commonly known as hydrophytic vegetation. Wetlands generally include but are not limited to swamps, marshes, bogs, and similar areas. An Isolated Wetland: A wetland that is not linked or connected to an adjacent stream corridor, wetland or tree grove, or other wooded area.

Wetland Functions and Values: The beneficial characteristics of wetlands, including but not limited to:

- a. Wildlife and plant habitat protection
- b. Protection of sensitive, threatened or endangered species
- c. Erosion control
- d. Flood and storm water storage
- e. Water quality enhancement
- f. Ground water recharge
- g. Open space, passive recreation, and visual enjoyment
- h. Cultural, social, educational and research values].

When Practicable (related to requiring tree planting and landscaping): For the purposes of implementing LGNP Goal 5, Policy 4 "when practicable" refers a test of reasonableness and practicality when requiring landscaping and planting of trees for all new development. Factors to be considered include, the scale of the development such as a new single family residence versus a new office commercial development; cost, existing or preserved landscaping, and for new single-family residences, area available on the site for tree planting and landscaping.



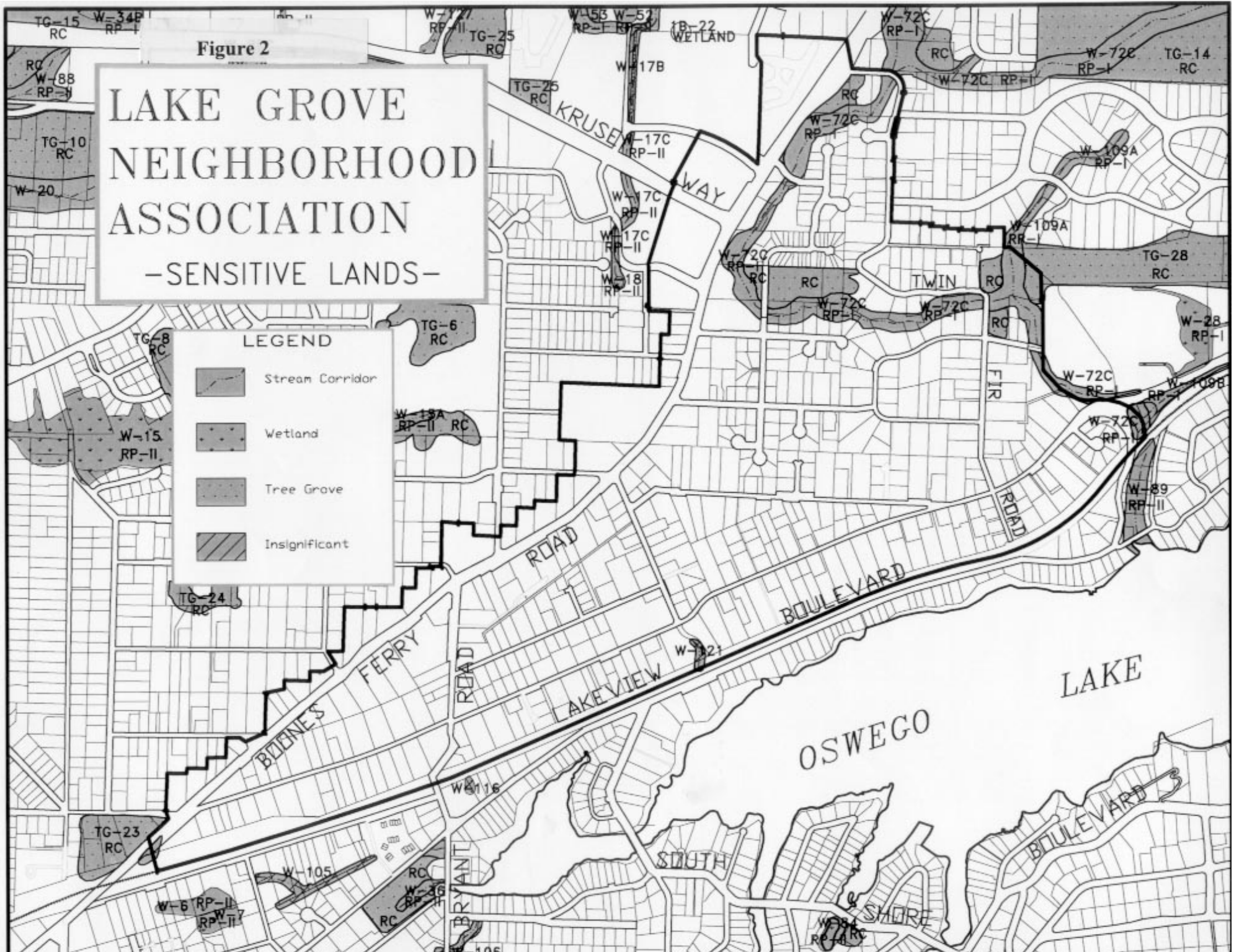
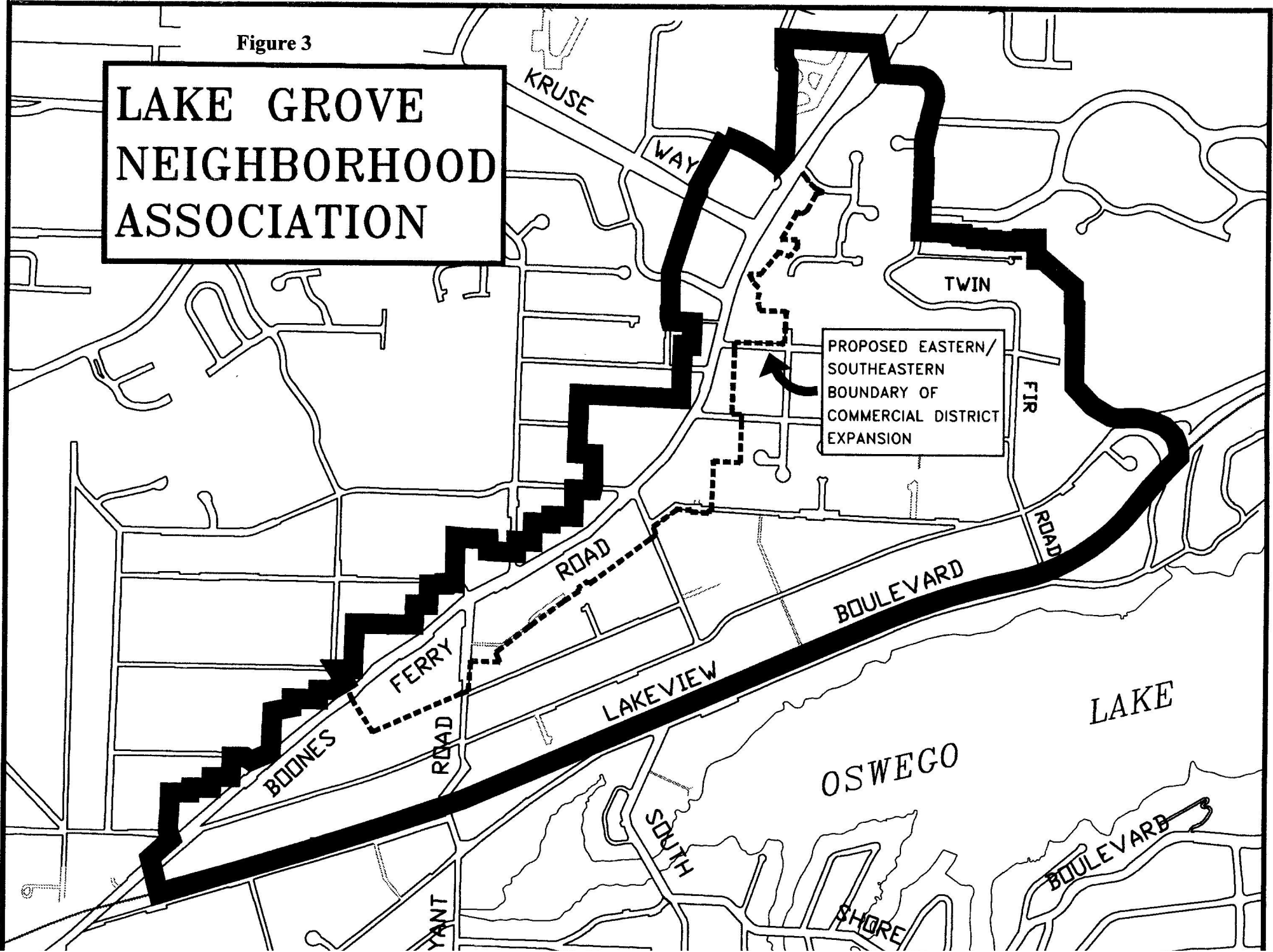




Figure 3

**LAKE GROVE
NEIGHBORHOOD
ASSOCIATION**



PROPOSED EASTERN/
SOUTHEASTERN
BOUNDARY OF
COMMERCIAL DISTRICT
EXPANSION

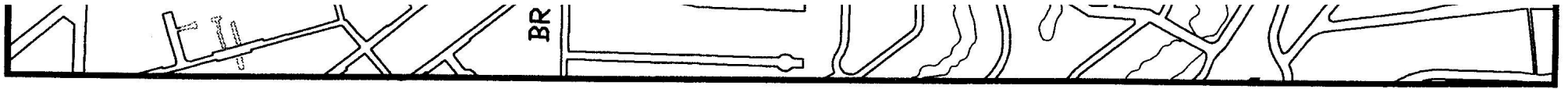
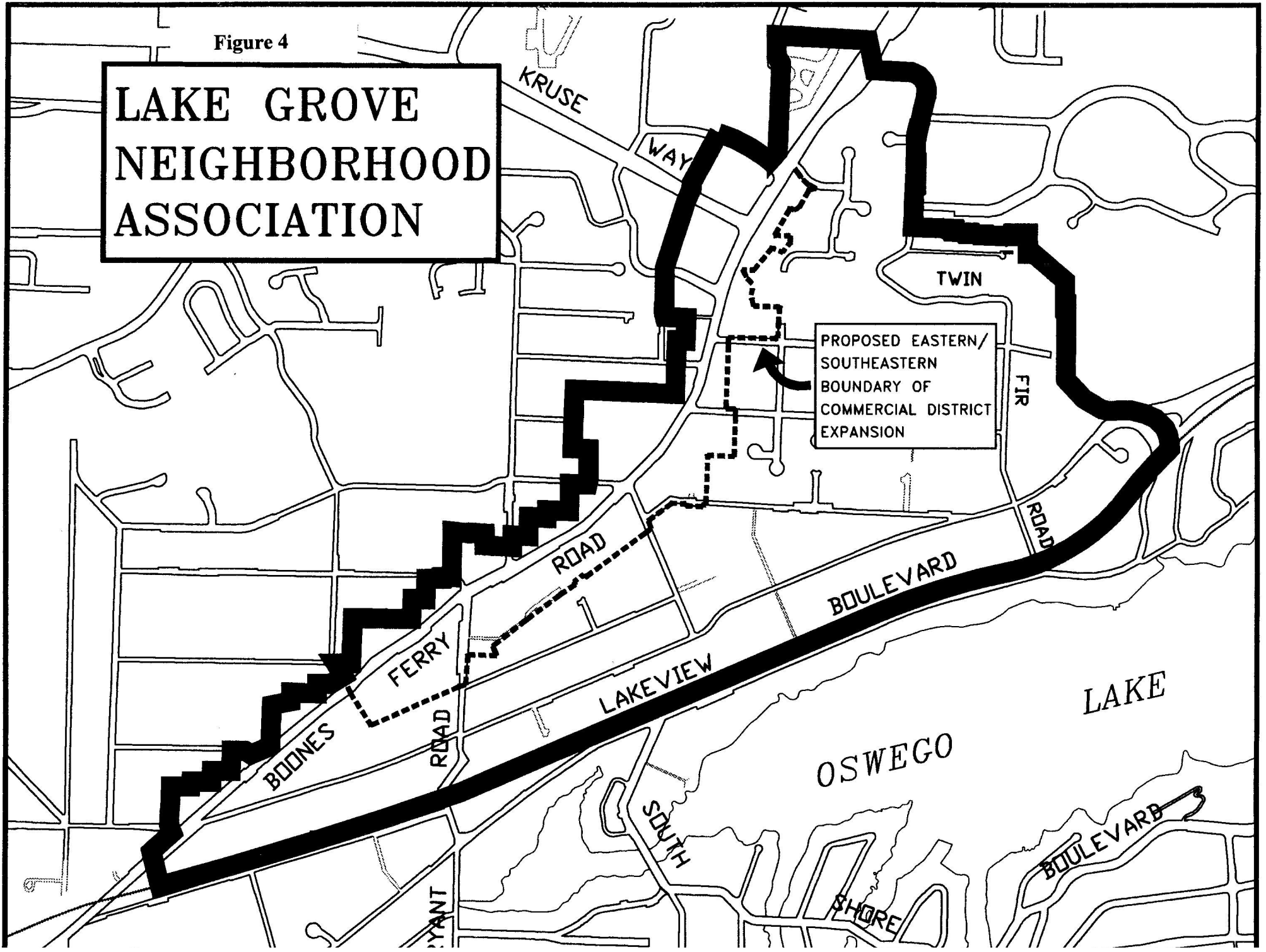


Figure 4

LAKE GROVE NEIGHBORHOOD ASSOCIATION



PROPOSED EASTERN/
SOUTHEASTERN
BOUNDARY OF
COMMERCIAL DISTRICT
EXPANSION

LAKE GROVE
NEIGHBORHOOD
ASSOCIATION



Figure 5

LAKE GROVE NEIGHBORHOOD ASSOCIATION

PUBLIC FACILITY PLAN PROJECTS FOR SANITARY SEWER, STORM AND SURFACE WATER, AND DOMESTIC WATER

These public facility projects are identified in the City's 20-year Public Facility Plan and current Capital Improvement Program. Three projects are currently funded and will be implemented during the short term - the next five years: These are PFP projects SW 3 and SW 2 - Springbrook Creek crossings at Twin Fir Road (upper and lower crossings) and at Brookside. These projects are scheduled for 1998. The other project scheduled for the near-term is SW 1 - Bryant Road / Lakeview Drive Storm Drainage Improvements. These projects are scheduled for implementation in 1999/2000. The rest of the PFP/CIP projects are not funded for the short-term. Future implementation will be based on additional evaluation and prioritization and availability of funding.





Figure 6

LAKE GROVE NEIGHBORHOOD ASSOCIATION

AREAS OF LOCALIZED FLOODING

Localized Flooding and Standing Water in the Public Right-of-Way

The Lake Grove Neighborhood has identified a number of localized flooding problems which represent potential damage and safety problems and are inconvenient for neighborhood residents. These are also summarized below.

1. Standing water is a problem on the length of Sunset Drive between Reese and Bryant Roads and on Upper Drive between Bryant and Boone Ferry Road. In addition, standing water also tends to occur at the following locations throughout the neighborhood:

2. 3200 Upper Drive;
3. 3565 Upper Drive;
4. At the stop sign at the corner of Lanewood and Douglas Circle;
5. 15867 Twin Fir Road;
6. 3718 Lake Grove Avenue;
7. 4839 Upper Drive;
8. 16112 and 16251 Reese Road;
9. 16054 Reese Road;
10. At the Intersection of Reese Road and Upper Drive;
11. 3220 Upper Drive, and
12. 3355 Upper Drive.

The above localized flooding problems are candidates for the CIP "Small Works" projects. These are minor projects, which are less than \$25,000 in cost and include construction of catch basins, manholes and short reaches of storm drainage pipe. These projects are constructed as part of one construction contract.

