

# Outlook 2025

## Summary of Issues Goal 1, Citizen Involvement January 27, 2003

### SUMMARY OF ISSUES

#### 1. **Community Development Code (Adopted February 2002)**

ISSUE: The Zoning Code, Development Code and Development Standards, were consolidated in the Community Development Code (CDC) in an effort to make them more user-friendly. Changes to the CDC were organizational in nature and no substantive changes were made as part of this process. Therefore, the CDC still remains a complex document. Consider including something in the introduction about the consolidation.

#### 2. **Committee for Citizen Involvement (CCI)**

ISSUE: In the late 90s, the Planning Commission took over the role and responsibilities of the CCI. Amendments should be included to update this change.

#### 3. **Policy #3(c)**

**Provide for and encourage formation of neighborhood organizations. These organizations, when recognized under the criteria outlined in the Citizen Involvement Guidelines, may:**

**c. Engage in planning activities for its neighborhood and participate in community-wide planning issues.**

ISSUE: Consider including an update on newly adopted neighborhood plans. Since 1996, the City has adopted six neighborhood plans. They include: First Addition Neighborhood Plan (1996), Lake Grove Neighborhood Plan (1998), Old Town Neighborhood Plan (1998), Glenmorrie Neighborhood Plan (2000), Waluga Neighborhood Plan (2002), and Lake Forest Neighborhood Plan (2002).

#### 4. **RAM vi**

**“Ways To Give Information To The Public”**

ISSUE: Include updated information such as:

- Delete references to the Development Code and Zoning Ordinance and replace it with Community Development Code.
- Add, posting information on the City’s website.
- Add, Citizen Information Center acts a resource for the community, media and other government entities

**5. Lake Oswego Neighborhood Action Coalition (LONAC)**

ISSUE: Consideration should be given to referencing LONAC and their involvement with City issues in the background element of this goal.

**6. Should Recommended Action Measures (RAMs) be kept in the Plan?**

ISSUE: Initially when neighborhood plans were developed, certain actions were placed under the heading of a RAM rather an “implementing measures” because as a RAM, it would not obligate the City to spend money on implementing them. These RAMs were seen more as a “wish list” or items to pursue given adequate resources. Another consideration was that RAMs were to help in the decision making process if two policies were in conflict or equally important.

**7. Public Education on Land Use Process**

ISSUE: Consider including an educational piece on land use in the background element of this goal.

# Outlook 2025

Summary of Issues  
Goal 2, Land Use Planning  
February 24, 2003

## SUMMARY OF ISSUES

### 1. **Summary of Major Issue #3 from Section 1, Land Use Policies and Regulations**

**“As of 1994, Lake Oswego was mostly developed. Future development within the current City limits will likely consist of small land partitioning, infill and redevelopment.”**

ISSUE: Consider updating this “issue” indicating that the City has made progress towards addressing infill through Minimum Density (2002), Residential Infill Standards (currently under consideration), Height Restriction Ordinance (2002), etc...

### 2. **Summary of Major Issue #3 from Section 2, Community Design & Aesthetics**

ISSUE: Consideration should be given to including the listed items below in the background element of this section:

- Residential Infill- Greater emphasis has been given to the compatibility of new single-family residents with the existing fabric of the neighborhood
- Signs- The attempt to eliminate/limit obtrusive signs into residential and commercial areas has been an issue in the past few years
- Trees- Designing and constructing residential structures to preserve trees has been a focus of the tree code

### 3. **Policy #5(b)(ii)(E) & 14(f)**

**#5(b)(ii)(E) The applicant shall demonstrate a public need for the proposed plan/map density change and that the proposed change will best meet the need when compared to alternatives.**

**14(f) Ensure that amendments to the Comprehensive Plan and Zoning Map are subject to specific locational criteria and other standards, including:**

- f. Demonstration of public need for the change and that the proposed amendments will best meet identified public need versus other available alternatives...**

ISSUE: Consider clarifying the policies by providing definitions or direction on what constitutes a “public need” and “when compared to alternatives”. Consideration should also be given to combining the above policies.

4. **Comprehensive Plan Policy #10**  
**Allow development at the maximum designated density when it is shown than:**
  - a. **Adequate public facilities and services can be provided;**
  - b. **Negative impacts can be resolved; and,**
  - c. **The development is in compliance with all applicable land use regulations.**

ISSUE: Under item (b), consideration should be given to expanding the definition of “negative impacts” to clarify that impacts include negative impacts on natural resources. This change would emphasize current City practices.

5. **Neighborhood Plans**

ISSUE: A statement should be included to clarify the intent and purpose of neighborhood plans. This can either be included in this section or addressed when discussing “Special District Plans.”

6. **Consolidated Comprehensive Plan and Zoning Map**

ISSUE: In 1999 planning staff proposed the consolidation of the comprehensive plan map and the zoning map. There appeared to be support from the Planning Commission to pursue this consolidation.

Reasons for pursuing the consolidation include:

- The Lake Oswego Comprehensive plan map is very specific. Almost all designations on the plan and zone map are identical
- Future land use designations shown on the comprehensive plan map for the unincorporated areas can still be identified using a single land use map
- Less maintenance is required for map amendments and updates
- Greater accuracy and consistency is insured with one map, eliminating chances for discrepancies

7. **Land Use/Development Review Process**

ISSUE: Consideration should be given to reassessing what review body (Planning Commission or Development Review Commission) reviews what land use application. Concern was raised that perhaps some reviews were better suited for the Planning Commission.

8. **Zoning**

ISSUE: Is zoning working the way it should be? If zoning is correct, then it should be hard to change it.

- 9. Neighborhood Plans**  
ISSUE: Identify link between neighborhood plans and capital improvement projects (CIP). Try to integrate neighborhood identified capital projects into the City's CIP to ensure that they get done.
- 10. Required Neighborhood Association Meetings (for land use applications)**  
ISSUE: This process should be looked at again to ensure that they are useful. Consider developing a policy that specifically stresses the importance of these meetings. Also consider language that allows a neighborhood to meet with staff within 7 days of an application being deemed complete. (Note: The public is allowed to meet with staff at any time to discuss any pending land use application.)
- 11. Environmental Impacts**  
ISSUE: Review development proposal not only for design compatibility, but to determine the type of environmental impacts it presents. Consider requiring proposed developments to document the type of chemical and pollutants the development brings and uses in the community.
- 12. Public Facilities**  
ISSUE: When "public facilities" is referenced in Goal 2, does "public facilities" include transportation public facilities (roads, sidewalks, bike lanes, pathways etc..) or is it just in reference to water, sewer, park facilities, etc...?  
"Public Facilities" should include transportation also.
- 13. Goal 2, Section 1, Policy 27**  
ISSUE: Should there be a corresponding section or reference to "non-residential" uses?
- 14. Traffic Impacts**  
ISSUE: When reviewing traffic impacts for development, these impacts should be reviewed beyond just the next major intersection. Traffic impact studies should include a more comprehensive area.
- 15. Land Use Process**  
ISSUE: Somewhere in this goal, there should be a simple and useful explanation of how land use decisions are made.
- 16. Planned Development**  
ISSUE: Provide consistent language between the Comprehensive Plan (CP) and the Community Development Code (CDC). Goal 2, Section 1, Policy 20 references "planned unit development" and the CDC refers to such development as a "Planned Development Overlay".

- 17. Concurrency**  
ISSUE: Consideration should be given to requiring that every capital improvement project must have an identified funding source.
- 18. Comprehensive Plan**  
ISSUE: Challenge the status-quo mentality of the Comprehensive Plan. Is there a resistance to change?
- 19. Annexation with the Urban Services Boundary (USB)**  
ISSUE: Consider including policy to require annexation of all lands within the USB. City of Bend did it a couple of years ago.
- 20. Stafford Triangle**  
ISSUE: Plan for the area. The City should consider that it will someday be within the Urban Growth Boundary.
- 21. Development**  
ISSUE: The City should not discourage development in the City. If anything, the City should encourage it.
- 22. Environmental Impacts (chemical and toxins from a development)**  
Should the City consider developing regulations that reviews the chemicals and toxins used/released from a development site as part of the development review?

# Outlook 2025

## Summary of Issues

### Goal 5- Open Space, Scenic and Historic Areas, and Natural Resources

March 24, 2003

## SUMMARY OF ISSUES

### Goal 5- Open Space, Scenic and Historic Areas, and Natural Resources

#### 1. **Statewide Planning Goal 5, Goal Amendment**

ISSUE: The phrasing of goal 5 was changed in 1996 to use the term “historic areas” in the goal. The Comprehensive Plan goal should be changed to reflect this change.

#### 2. **ORS 197.772, Consent for Designation as Historic Property**

ISSUE: “Owner consent” was passed in 1995 by the Oregon Legislature. City allowed properties to be removed from the City’s Landmark Designation List by submitting a letter. Demlow v. City of Hillsboro, 2001 LUBA case found that properties must have objected to being placed on the list or must show they no longer meeting the criteria to be placed on the list. Since 2001 the City only allows removal from the list pursuant to the LUBA ruling.

#### 3. **Goal 5, Tree Protection**

ISSUE: Goal 5 approach should be to protect tree groves as opposed to singling out individual trees for protection. References to protect individual trees under Goal 5 should be deleted. The City would need to inventory each individual tree and identify them for protection.

#### 4. **Goal 5, Inventories**

ISSUE: The following inventories need to be updated or done:

- Sensitive Lands Inventory Update (1B sites, contested sites, re-evaluated due to changing conditions). The inventory is being updated this spring.
- Archaeological resources for the City are not documented.

#### 5. **“The Lake Oswego Surface Water Management Plan has been adopted.” (Section 4, Stream Corridors, Summary of Major Issues)**

ISSUE: The City adopted the Surface Water Management Plan in 1992 because of poor water quality in the Tualatin River drainage basin. This plan is scheduled to be updated in the near future and should be included in any Comprehensive Plan Update.

6. **“State and federal agencies discourage diversion and impoundment of streams as unsound environmental practices.” (Section 4, Stream Corridors, Summary of Major Issues)**  
ISSUE: This was a pending issue identified in the previous update of the Comprehensive Plan. The City currently discourages the above practice. Consider deleting this from the “summary of major issues”. Does it need to be stated?
7. **“Placement of public utilities, such as water and sewer lines, in stream corridors can result in infiltration and environmental disruption.” (Section 4, Stream Corridors, Summary of Major Issues)**  
ISSUE: Consider deleting this from the “summary of major issues”. The City’s practice is to avoid placement of such facilities in natural resource areas.
8. **“Statewide land use Goal 5 requires site specific mapping and an ESEE analysis for distinctive natural areas. The Goal 5 process must be used to protect new sites as additional distinctive features are brought to the City’s attention and as endangered species are identified.” (Section 5, Sensitive Lands)**  
ISSUE: The City is in the process of updating the Sensitive Lands Atlas. This includes inventorying 1B sites, which are sites that were outside of the 1997 Sensitive Lands boundary analysis.
9. **“The Endangered Species Act (ESA) requires protection of sensitive, threatened and endangered species. Some species of plants and animals in the Urban Services Boundary (USB) may fall within these categories.” (Section 5, Sensitive Lands)**  
ISSUE: Identify what species are protected.
10. **“Archaeological sites on public lands are protected.” (Section 8, Historic and Cultural Resources)**  
ISSUE: Although there are known archeological sites in Old Town, and possibly along the Willamette and Tualatin Rivers, archaeological resources for the City are not well documented.
11. **“Designate wetlands within a Resource Protection District overlay zone on the Comprehensive Plan Land Use Map.” Section 3, Wetlands- Policy 2**  
ISSUE: Delete or amend the Comprehensive Plan Map to reflect this policy. Wetlands are protected by the City’s Sensitive Lands Overlay District and identified in the Sensitive Lands Atlas.
12. **“Identify stream corridors within the USB and designate stream corridors with Resource Protection overlay zones on the Comprehensive Plan Land Use Map.” Section 4, Stream Corridor-Policy 2**

ISSUE: Delete or amend the Comprehensive Plan Map to reflect this policy. Stream corridors are protected by the City's Sensitive Lands Overlay District and identified in the Sensitive Lands Atlas.

13. **“Supplement the Sensitive Lands Atlas, pursuant to Statewide Planning Goal 5, as additional distinctive features are brought to the City’s attention and as sensitive threatened or endangered species are identified.” Section 5, Sensitive Lands-Policy 3**

ISSUE: The City is currently updating the Sensitive Lands Atlas. This includes inventorying 1B sites, which are sites that were outside of the 1997 Sensitive Lands boundary analysis. As properties are annexed, they will be subject to the Sensitive Lands Overlay District, if applicable.

14. **“Maintain a database of overall tree cover, threatened plant species, tree groves and significant individual trees within Lake Oswego’s Urban Services Boundary.” Section 2, Vegetation-RAM(i)**

ISSUE: The creation and tracking of the overall tree cover in the Urban Services Boundary (USB) would be a valuable asset to the community over time. This would provide information on the City’s preservation efforts and the effects of development on natural resources.

15. **“Encourage Clackamas County to protect tree groves and other significant vegetation within the unincorporated portion of the USB...” Section 2, Vegetation-RAM(iv)**

**“Encourage Clackamas County to protect wetlands within the unincorporated portion of the Lake Oswego Urban Services Boundary (USB).” Section 3, Wetlands-RAM(ii)**

**“Encourage appropriate jurisdictions to protect stream corridors and adjacent riparian corridors within the unincorporated portion of the Lake Oswego Urban Services Boundary (USB).” Section 4, Stream Corridors-RAM(xvii)**

ISSUE: Consideration should be given to upgrading these RAMs to a policy level and instead of encouraging, develop an agreement with the County to enforce the protection of natural resources in the USB. The destruction of natural resources in the County, then annexing into the City has been a reoccurring issue over the last several years.

16. **Tree Density Canopy Aerial Mapping (Section 2, Vegetation)**

ISSUE: Tree density could be measured to determine if the number of trees is decreasing or increasing. This issue was also identified as a possible indicator.

17. **Historic Review Commission\_ (Section 8, Historic and Cultural Resources)**

ISSUE: This organization is now called the Historic Resources Advisory Board.

- 18. Heritage Tree Protection (Section 8, Historic and Cultural Resources)**  
ISSUE: Should there be greater protection for Heritage Trees. Currently, trees that are identified as Heritage Trees may be removed pursuant a Type II Tree Cutting Permit.
- 19. Section 6 - Open Space (PRAB Recommendation)**  
The City's Comprehensive Park & Recreation Plan (adopted in 2002), recommends additional lands be purchased for recreational purposes. Therefore, *providing parkland for future active recreational uses (i.e. community centers, playgrounds, athletic fields, sport courts, etc.)* should be considered as an additional recommended action measure.
- 20. Section 7 – Oswego Lake (PRAB Recommendation)**  
Policy #8 states that the City will work to help preserve the School District's rights to the existing Lake Grove Area Swim Park. The City is currently working with the District and the Lake Corporation to see if it is feasible for the City to take over operations.

PRAB's long-term goal is that *the Lake Grove Swim Park be made available to all residents in Lake Oswego* and would like the policy altered to reflect this position.

# Outlook 2025

## Summary of Issues

### Goal 6- Air, Water, and Land Resources Quality

March 24, 2003

#### **Goal 6- Air, Water, and Land Resources Quality**

- 1. Metro Title 3, Water Quality and Flood Management Conservation**  
ISSUE: In order for the City to be in compliance with Title 3 of Metro's Functional Plan, the City is required to meet Metro's performance standards for water quality. Metro indicated that the City was noncompliant in three areas of the Title 3 requirements; floodplain standards, water quality and the Willamette River Greenway. The City recently adopted floodplain standards and has begun to address water quality and the Willamette River Greenway requirements.
- 2. The Portland Metropolitan Region was declared a non-attainment area for ground level ozone and carbon monoxide in 1991. (Section 1, Air Resources Quality)**  
ISSUE: The Environmental Protection Agency (EPA) redesignated the area as "attainment" with 1-hour standards in 1997. In 1997 the EPA also revised the standard to an 8-hour standard. Recent monitorings indicate that Portland is in attainment with the new 8-hour standard.
- 3. Anticipated growth in population and traffic is expected to cause the region to exceed the ozone standard after the mid 1990s unless further measures are taken to reduce emissions. (Section 1, Air Resources Quality)**  
ISSUE: This statement is dated and should be updated. Staff will investigate if this statement is accurate and will update the information as necessary.
- 4. Sustainability Plan**  
ISSUE: The City is currently engaged in developing a Sustainability Plan for the City. One of the outcomes of this plan will be the decrease in the amount of solid waste that is sent to landfills and conversely an increase in recycling.
- 5. Acoustical Noise Ordinance**  
ISSUE: Noise is as important of an environmental "pollutant" as toxins in the air, water and land. Noise pollution should be regulated beyond those found in the Municipal Code, which only regulates loud and disturbing noise as a nuisance.

# Outlook 2025

## Summary of Issues

### Goal 7- Areas Subject to Natural Disasters and Hazards

April 28, 2003

## SUMMARY OF ISSUES

### Goal 7- Areas Subject to Natural Disasters and Hazards

**1. Statewide Planning Goal 7 was amended in September 2001. (Condition 1 Amendment)**

These amendments occurred because Goal 7 had not been amended in over 25 years. Since initial adoption, federal, state and local agencies have gained a better understanding of the nature and extent of hazards and their impacts. In 1996 and 1997, floods and landslides caused damage in 27 Oregon counties, resulted in six deaths and caused over \$286 million in property damage. After these disasters, the Land Conservation and Development Department (LCDC) reviewed the effectiveness of Goal 7 in reducing risks from natural hazards.

Statewide Planning Goal 7 requires local governments to:

- Adopt comprehensive plans (inventories, polices and implementing measures) to reduce risk to people and property from natural hazards.
- Consider and evaluate new information on natural hazards by allowing the opportunity for citizen review. Based on the evaluation and citizen comments, incorporate new hazard information in to comprehensive land use plans as necessary.
- Coordinate local natural hazard plans and programs with state agencies.

**2. 1996-1997 Floods and Landslides (Condition 1 Amendment)**

ISSUE: Consider including the following information in the background section: In 1996 and 1997, floods and landslides caused damage in 27 Oregon counties, resulted in six deaths and caused over \$286 million in property damage. After these disasters, the Land Conservation and Development Department (LCDC) reviewed the effectiveness of Goal 7 in reducing risks from natural hazards.

**3. House Bill 3375 (Senate Bill 12) (Condition 1 Amendment)**

ISSUE: HB 3375 revised SB 12 regulates construction in landslide areas. Bill language includes possibly requiring geotechnical report prior to the issuance of a building permit and the authority for local jurisdictions to deny a building permit if the geotechnical report indicates that the entire parcel is subject to rapidly moving landslide or that the subject parcel does not contain sufficient buildable area that is not subject to rapidly moving landslide.

The State Department of Geology and Mineral Industries (DOGAMI) has not released official maps, but has released new landslide/debris flow maps.

Staff will monitor the status of mapping.

4. **“The Federal Emergency Management Agency (FEMA) updated floodplain information for lands within the City of Lake Oswego Urban Services Boundary in 1987.” (Section 1, Flood Hazards, Summary of Major Issues)**  
ISSUE: Consider updating the background information with the following: The City is currently in the process of revising the floodplain information for the Tualatin, Lake Oswego Canal, and Lake Oswego. The data will be submitted to FEMA for review and should be finalized by the end of 2004. This information should be included in the background information for this goal.
5. **“Designate floodplains as Protection Open Space.” (Section 1, Flood Hazards- Policy 6)**  
ISSUE: Delete or amend the Comprehensive Plan Map to reflect this policy. Also, “Protection Open Space” is not defined. There was also a policy in Goal 8, Willamette River Greenway that designated the greenway as a “protection Open Space.”
6. **“Prohibit the storage of hazardous substances\* within the floodplain.” (Section 1, Flood Hazards- Policy 7)**  
ISSUE: The amended floodplain ordinance allows for exceptions to this prohibition, which includes materials that are typically used for household purposes in quantities that are normal for household use and materials that are typically used for recreational boat operation and maintenance. The policy or the ordinance should be amended for consistency.
7. **“Enact regulations governing the location of structures and land uses, as new seismic information becomes available.” (Section 2, Earthquake Hazards- Policy 2)**  
ISSUE: Consider amending or deleting this policy because current building codes do not dictate the location of structures. Rather, regulations tend to rely on a higher level of building code requirements to reduce the risk to property and life in known seismic areas. Review seismic information (map) to ensure that it is the most up-to-date information available.
8. **“Identify areas within the Lake Oswego Urban Services Boundary with a potential for soil erosion hazard, landslide hazard and unstable soil, including the degree of potential hazard.” (Section 3, Landslides, Erosion & Unstable Soils-Policy 1)**  
ISSUE: The map that identifies the above hazards should be updated.
9. **Low Impact Development or “Green Streets”**

Consider developing policies that would direct the development of or encourage the development of low impact developments. This type of development emphasizes the integration of site design and planning techniques that preserves the natural system and hydrological functions of a site. For example, storm water is directed to shallow topographic depression in the landscape is filtered, stored, and infiltrated into the ground using specialized vegetation and engineered soils.

**10. Tualatin River Floodplain Study (Condition 1 Amendment)**

ISSUE: The results of the floodplain study should be incorporated into any subsequent revision of Goal 7, if this information is available.

**11. Hazard Map Update**

ISSUE: Ensure that all Lake Oswego Hazard Maps are updated and available, including, but not limited to: Soils (landslides, erosion and unstable soils) Hazard Map, Flood Hazard (Flood Management Area), and Earthquake Hazard Map.

# Outlook 2025

## Summary of Issues Goal 8- Recreational Needs April 28, 2003

### Goal 8- Recreational Needs

1. **Mouth of Tryon Creek Acquisition (Condition 1 Amendment)**  
ISSUE: Update the background language and RAM(i) to include discussion about the City's acquisition of approximately 6.25 acres (formerly known as the Jarvis property) at the mouth of Tryon Creek. (This was also identified under Goal 15, Willamette River Greenway). Discuss importance of site for natural resources and pathway link (info can be copied from Goal 15).
2. **"Chip Plant Park" Site Acquisition (Condition 1 Amendment)**  
ISSUE: Update the "background" language to describe development of Foothills Park at this site. The Comprehensive Plan Map should also be changed to reflect the new use. (This was also identified under Goal 15, Willamette River Greenway)
3. **Foothills Design District Plan (Plans for this area are still in progress; focus of development is not on parks)**  
ISSUE: This plan was developed in June 2002. The intent of the Plan was to explore options for the future of currently zoned industrial areas between the City's downtown retail core and its waterfront along the Willamette River. This Plan has not yet been formally adopted. (This was also identified under Goal 15, *Willamette River Greenway*)
4. **"Creating a policy context to describe the City's commitment to recreational programs. (Summary of Major Issue #1)**  
ISSUE: Staff is unsure as to the intent of this issue and will investigate it.
5. **"Acknowledging pathways for their recreational value, as linkages to parks and to improve accessibility. (Summary of Major Issue #2)**  
ISSUE: Staff will investigate the applicability of this issue. The Trails and Pathways Master Plan sets the framework for pathway development in the city. There may be policy direction from that Plan that clarifies the above issue and other recommendations for additional trail related policies.
6. **"Preserve and enhance distinctive natural areas which are located on park lands." (Policy 12)**  
ISSUE: The City no longer uses the term "distinctive natural area". Consider substituting "Sensitive Lands" for "distinctive natural area".

7. **“Secure adequate financial support to develop and implement the Parks Acquisition Program in accordance with defined priorities.” (RAM i)**  
ISSUE: The City currently has a process to secure funding for parks land acquisition. In the past the main mechanism for funding has been voter approval of park bonds. Priorities are determined by the City Council with recommendations from the Natural Resources Advisory Board (NRAB) and/or the Parks and Recreation Advisory Board (PRAB). Is this still valid?
  
8. **Salmon Safe Parks**  
ISSUE: Consider Salmon Safe certification for all City parks. Salmon Safe is a certification program focused on the protection of water quality and fish habitat. This certification is a system-wide approach that relies on a comprehensive evaluation of a park system’s overall management policies and planning related to habitat and water quality protection. The system-wide evaluation is backed by a rigorous assessment of individual park sites against objective standards and scoring protocol to evaluate whether the management of a park is consistent with best management practices for avoiding harm to stream ecosystems. Is this still valid?
  
9. **Trails Master Plan**  
ISSUE: Incorporate this Plan into the background section of Goal 8. This Plan also should be reviewed to identify any policies that should be incorporated into the City’s Comprehensive Plan.
  
10. **George Roger’s Master Plan**  
ISSUE: This Plan should be incorporated into the background section of Goal 8. This Plan also should be reviewed to identify any policies that should be incorporated into the City’s Comprehensive Plan.
  
11. **Parks & Recreation Comprehensive Plan**  
ISSUE: Findings, conclusions and recommendations of the Plan should be incorporated into the City’s Comprehensive Plan.
  
12. **Park Zone Designation**  
ISSUE: Consider creating a “park zone” to identify land for parks. This would begin to address the compatibility related issues that go with trying to place a park into an established neighborhood. This would also permit a park outright as opposed to going through a conditional use application. Update the plan and Comp Plan map to reflect the new PNA (Park and Natural Area) zone.
  
13. **Policies that Address Open Space Purchases Outside the City’s Urban Services Boundary**  
ISSUE: The City has purchased land outside of the Urban Services Boundary in the past years to promote the preservation of these lands as open space.

Developing policies related to this direction should be considered for inclusion in Goal 8. Look at the Open Space Plan for direction.

**14. Introduction to Goal 8**

ISSUE: Recommendation for Kim Gilmer, Parks and Recreation Director:

- Include discussion about Metro’s regional trail system and how we should try to promote/support it as the City develops its trail system.
- Refer to the adopted Parks and Recreation Comprehensive Plan (Adopted 2002) for Quality of Life Indicators related to “level of service” for parks and recreation services.
- The Parks and Recreation Department is no longer funded a levy, it is funded by the general fund.
- Include all services provided by the Parks and Recreation Department, including: tennis center, skate park, golf course, 85 community events a years, etc..

**15. Balance Between Maintenance and Acquisition of Recreational Lands**

ISSUE: When the City purchases land for recreation (passive and active) purposes, there should be an analysis or finding to determine that there are adequate resources to maintain the facility. Consider developing policies to reflect this consideration.

**16. Parks & Recreation Advisory Board (PRAB) Recommendations**

ISSUE: It is our understanding that the last time the Comprehensive Plan was reviewed was in 1993. Since that time, changes have occurred which have had significant impact to the City’s park system. Many acres of open space and parkland have been added to the City’s park inventory, yet population increases and changing demographics have resulted in a lack of certain types of recreational facilities and programs. In 2002, a Parks & Recreation Comprehensive Plan was adopted. This Plan quantifies the need for additional facilities and lands to meet the growing needs of the community

**17. Luscher Farm Master Plan & Luscher Farm Development**

**RECOMMENDED CHANGES TO THE COMPREHENSIVE PLAN**

**Major Issues:**

The following items are changes made since 1993 to the Major Issues section of Goal 8 that directly impact future policies and recommended action measures.

- Adoption of the 2002 Parks & Recreation Comprehensive Plan, including its component Open Space Plan;
- Adoption of the Trails and Pathways Master Plan
- Purchase of over 120 acres of open space and recreational land;
- Development of several new parks and the addition of the Water Sports Center and Skate Park;

- An expanding population and aging citizenry;
  - Greater emphasis, locally and regionally, on environmental protection;
- Increased use of community events to enhance redevelopment efforts and visitation to business districts.

**Policies:**

The following are recommended additions to the Goal 8 policy section.

**Policy - Commitment to implementing existing park master plans.**

Park master plans are created as road maps for future development. Several master plans currently exist and are awaiting implementation. However, other projects often preempt implementation, or major changes usurp the intent of plans. It is important to make a commitment to implementation in order to fulfill the intent of park master plans.

**Policy - Develop first-rate recreational facilities and athletic fields to meet citizen's needs.**

The 2002 Parks and Recreation Comprehensive Plan recommends the development of additional parks and athletic fields to meet current and future demand.

**Policy - Assess community recreational needs and desires prior to seeking public funding for bond issues.**

The 2002 Parks & Recreation Comprehensive Plan identifies many different types of recreational facilities needed to meet future demand. The cost of meeting all of the identified needs surpasses the amount of a typical park bond measure. Therefore, priorities must be carefully established in advance of placing a bond measure on the ballot.

**Policy - Develop and manage the City's park system in an environmentally sustainable manner that protects and preserves the community's natural resources.**

Lake Oswego parks provide a unique environment for protecting natural resources and threatened species. It is important the parks be designed in environmentally sensitive ways and that maintenance practices minimize impacts to the environment.

**Policy - Develop park and recreational facilities that are responsive to the recreational needs and future trends of the community.**

**Recommended Action Measures:**

- Develop a long-range plan for implementing level of service recommendations identified in the 2002 Parks & Recreation Comprehensive Plan by coordinating park and recreational facility development with future capital improvement plans.
- Secure appropriate facilities for present and future recreational activities such as establishing a community center/aquatic facility, or additional indoor tennis facilities; and by coordinating facility access for City recreation programs with the Lake Oswego School District.
- Encourage the development of facilities to meet the demand for alternative recreational activities such as BMX bike parks, skateboarding, rock climbing, Bocci Ball, and lawn bowling.
- Pursue development of Luscher Farm/Raseehk and George Rogers Park master plans through park bonds and alternative funding mechanisms.
- Pursue implementation of the Trails Master Plan by developing an extensive trail network throughout city parks.
- Continue to purchase additional lands for park development.
- Enhance public access to waterways by building boat launch sites.
- Provide for a variety of community events and celebrations.
- Establish a park foundation to generate funds to support recreation programs, park development, and land purchases.

# Outlook 2025

## Summary of Issues Goal 9- Economic Development May 28, 2003

### SUMMARY OF ISSUES

#### Goal 9- Economic Development

1. **Foothills Design District Plan**  
**(Condition 1)**

ISSUE: The Statewide Planning Goal requires that the City provide a “variety of economic activities”. The Foothills Plan looks at providing alternative land uses such as residential, commercial and recreational uses. It focuses on the opportunity to expand on the existing strengths of the downtown area, such as accessibility and proximity to destination areas such as the Willamette River and local parks in the area. The trade off is the loss of industrial lands, but not at the loss of jobs. Local jobs would still be retained through the development of this industrial area. Considering including policies to support the Foothills Plan.

2. **Lake Grove Town Center Plan**  
**(Condition 3)**

ISSUE: The Lake Grove Town Center Plan will help the City implement its Comprehensive Plan Policies regarding Town Centers and Main Streets in the City’s commercial west end. It will also help implement the State Transportation Planning Rule, Regional 2040 Growth Concept, and Metro’s Urban Growth Management Functional Plan.

The Lake Grove area is one of two of two Metro designated Town Centers in Lake Oswego, which are intended to serve large populations, provide good transit service, a wide range of commercial services and integrated high density. The Plan is currently being developed and should be included in the Periodic Review process.

3. **“Lake Oswego’s business and employment growth has occurred more rapidly than population growth in the past ten years.”**  
**(Summary of Major Issue #1)**

ISSUE: Further analysis will be required to determine the validity and applicability of this statement. As noted in the background to this goal, there has been substantial development of commercial development over the last ten years. Population since 1993 has gone from 32,564 to 35,750 (certified 7/1/02).

4. **“Most of the City’s commercial and industrial lands have been developed.”**  
**(Summary of Major Issue #3)**  
ISSUE: A cursory review of development in the City would generally support this statement. However, a comprehensive analysis should be done to determine what lands are still available and if commercial and industrial lands have been utilized to their fullest potential.
  
5. **“Opportunities exist for redevelopment of commercial and industrial lands.”**  
**(Summary of Major Issue #4)**  
ISSUE: As noted above this analysis should be done.
  
6. **“Designate adequate commercial and industrial land to:**
  - a. **Supply goods and services to the population within Lake Oswego’s Urban Services Boundary\*;**
  - b. **Provide close-to-home employment opportunities; and,**
  - c. **Maintain and improve the health of the local economy.”****(Policy 1)**  
ISSUE: As noted above, if the Foothills Design District Plan is implemented, findings should be made to address the conversion of industrial lands into the proposed mixed-use zoning.  
  

*The Analysis of Commercial and Industrial Land Use and Employment in Lake Oswego, Oregon* that was originally done in 1988 and updated in 1994 should be reviewed and updated.
  
7. **“Applications for a Zoning Map/Comprehensive Plan Map amendment to change the designation of an area from residential to commercial or industrial shall be governed by the following procedures and criteria:...”**  
**(Policy 2)**  
ISSUE: This criteria is similar to that found under Goal 2, Land Use, Section 1, Policy (5) & (14). Consideration should be given to consolidating the two. Policy 5 & 14 are criteria used by for residential Zone and Comprehensive Plan Map Amendments, while policy 2 is used for residential Zone and Comprehensive Plan Map Amendments from residential to commercial or industrial.
  
8. **West Lake Grove Design District (aka “the gap”)**  
**(Other Identified Issues)**  
ISSUE: A description of the West Lake Grove Design District should be included as part of the commercial lands background.
  
9. **East End Redevelopment Plan**  
**(Other Identified Issue)**  
ISSUE: A description of the Plan should be included as part of the commercial lands background. This plan is scheduled to be updated in the near future.

- 10. Redundancy in Policies**  
**(Other Identified Issue)**  
ISSUE: Policies and recommended action measures should be reviewed for clarity, redundancy and applicability.
- 11. Metro 2040 Town Center Plan for Downtown Area**  
**(Other Identified Issue)**  
ISSUE: A Town Center Plan should be developed, similar to the Lake Grove Town Center Plan and for the same reasons, including to help implement the State Transportation Planning Rule, Regional 2040 Growth Concept, and Metro's Urban Growth Management Functional Plan
- 12. Goal 9 Background - Marylhurst College**  
**(Other Identified Issue)**  
ISSUE: Marylhurst College has played an important role in the identity of the City and is a contributor to the economy by way of jobs. Consider including Marylhurst College in the background section of this goal and identifying it as another commercial district.
- 13. Lake Grove and Downtown Business District**  
**(Other Identified Issue)**  
ISSUE: Goal 9 currently identifies these two districts as one district. Amendments should include a separate description that updates these two distinctive districts.

# Outlook 2025

Summary of Issues

Goal 10- Housing

June 23, 2003

## SUMMARY OF ISSUES

### Goal 10- Housing

1. **Urban Growth Management Functional Plan, Title 7: Affordable Housing. (Condition 3)**

ISSUE: In January 2001, the Metro Council amended the Urban Growth Management Functional Plan to include an Affordable Housing section (Title 7). The Title recommends changes to city and county policies related to affordable housing. It also establishes requirements that local governments must undertake as part of Metro's regional planning effort.

In June 2002, the City Council was briefed on the requirements of Title 7 and given several options to pursue. Additional briefings are currently scheduled for the City Council. However, at this time the Council has not taken any formal action. Any future actions should be considered for inclusion in the periodic review process.

2. **“Many of the directives in the Housing Element of the original Plan have been accomplished and are now contained in the Zoning Ordinance, Development Code and other standards.”**

**(Summary of Major Issue)**

ISSUE: Consider deleting this item. Many of the Recommended Action Measures (RAMs) are currently being implemented in the Community Development Code. These RAMs should be reviewed for either deletion, amendments or changed to a policy.

3. **“With adoption of the Clackamas County CHAS, there may be opportunities for Lake Oswego to acknowledge housing for special needs groups and to enter into agreements with the County to enlist their assistance in providing for affordable housing and in monitoring affordable housing arrangements.”**

**(Summary of Major Issue)**

ISSUE: The CHAS is no longer used. It has been replaced with a consolidated housing and community development plan. Although the Comprehensive Housing Affordability Strategy (CHAS) was a five year program back in the mid 90's, this issue is even more pertinent and applicable today due to the Metro's adoption of Title 7 in 2001. Partnering with the County and/or non-profit affordable housing providers is one of the strategies being considered to comply with Title 7.

4. **Reference to “Medium and High Density Residential.”  
(Policy 1b)**

ISSUE: Consideration should be given to clarify between medium and high density residential in the Comprehensive Plan. This policy combines medium and high density (R-6, R-5, R-3, R-2 and R-0) into one category. This has been a source of confusion for zone change applicants and staff because it is unclear as to what is medium density and what is high density. However, Policy 8 describe “high density” as R-0, R-2 and R-3 and the Community Development Code Article 50.05 also designates a zoning district for low, medium and high density.

In addition, R-2.5 should be included in the high density category.

5. **“Actively participate with Metro and Clackamas County in formulating and carrying out the Comprehensive Housing Affordability Strategy.”  
(Policy 18)**

ISSUE: This policy should be deleted. As noted earlier, the Comprehensive Housing Affordability Strategy (CHAS) is no longer in use.

6. **“Allow special use housing for elderly, including frail elderly, person with medical disabilities, disabled families and other special needs populations identified in the Clackamas County Comprehensive Housing Affordability Strategy, in all zones in proportion to the local share of regional need.”  
(Policy 19)**

ISSUE: Amend this policy or the WR (Waterfront Cabana) zone to allow for special use housing. Currently, the WR zone (possibly due to practicality) is the only zone that does not allow special use housing.

Also delete any references to the Comprehensive Housing Affordability Strategy (CHAS).

7. **Identify Local Housing Needs  
(Other Identified Issues)**

ISSUE: The background section of Goal 10 should be updated. The City needs to create an ongoing system to update housing data. Pertinent information include: Defining “affordable housing” for the City. What is currently available? Pursuant to Metro Title 7, the City is needs to meet regional affordable housing objectives. Does the City just do the minimum or can the City do more than the minimum?

8. **Infill Development  
(Other Identified Issues)**

With regional policies aimed at holding a tight UGB, there will be increasing pressure to develop underutilized and vacant parcels within the City. Should the City add specific policies to encourage infill development?

# Outlook 2025

## Summary of Issues

### Goal 11- Public Facilities & Services

July 28, 2003

## **SUMMARY OF ISSUES**

**1. Urban Services Boundary (USB) Annexation (Condition 3)**

COMMENT: The City is currently investigating the feasibility of an all USB annexation. The result would be all properties within the City's USB would be incorporated into the City limits. In order to do this, the City is required to enter into service provider agreements with all of the special service provider districts that provide services within the City's USB. At this time, the City is currently working with the 17 service districts to service provider agreements.

**2. "Lake Oswego operates the E-911 (LOCOM) Emergency Communications Center which serves the Lake Oswego, West Linn and Dunthorpe areas." (Section 1-Public Safety Summary of Major Issues)**

COMMENT: Revise to include Milwaukie in the service area.

**3. Proposed Additions to Section 2- Storm Water Management Summary of Major Issues**

- Federal, State and local regulatory policies including the Clean Water Act (CWA), Endangered Species Act (ESA), Metro Title 3 and the Tualatin Basin Total Maximum Daily Loads (TMDL).

- Storm water management is an evolving science. Since the last update of this element of the Comprehensive Plan, new practices and technologies have come forth, emphasizing the importance of "Green Streets", "Low Impact Development (LID)" and other innovations as Best Management Practices (BMP's) for storm water management.

COMMENT: Engineering Department proposes to add the above items under the summary of major issues for this section.

**4. Proposed Additions to Section 3- Water Treatment & Delivery Summary of Major Issues**

- Endangered Species Act- addition of Chinook Salmon and Steelhead in the Clackamas River.

- 1996 Amendments to the Safe Drinking Water Act resulted in the City improving water quality and standards.

- City holds three permits for waters of the State. The permits require the City to develop a Water Management and Conservation Plan.

- The “highest and best use” of scarce water supplies will drive the decision making process regarding the allocation of water in the State for the foreseeable future.

COMMENT: Engineering Department proposes to add the above items under the summary of major issues for this section.

**5. Proposed Additions to Section 4- Wastewater Collection & Delivery Summary of Major Issues**

- The City of Portland has constructed facilities that allow diversion of significant wastewater flow from the Tryon Creek Wastewater Treatment Plant (TCWTP) to the Columbia Boulevard Wastewater Treatment Plant, freeing up capacity at TCWTP for City of Lake Oswego wastewater.

- Pre-design efforts have been undertaken to address needed increases in capacity and structural integrity for some segments of the Lake Interceptor and tributary trunk lines.

COMMENT: Engineering Department proposes to add the above items under the summary of major issues for this section.

**6. Proposed Goal Amendment to Section 3- Water Treatment & Delivery**

**“Ensure provision of high quality water in sufficient quantity for all consumptive uses and to protect the health, safety and welfare of the Community.”**

COMMENT: Engineering Department proposes to amend the current goal with the above goal.

**7. Require all storm drainage improvements on private property, and that required as a condition of new development to:**

- a. **Accommodate storm drainage flows of development at full build-out; and,**
- b. **Be compatible with the City’s Storm Drainage Public Facility and Capital Improvement Plans and Surface Water Management Program.”**

**(Section 2- Storm Water Policy #9)**

COMMENT: Maintenance staff is recommending the policy be amended so that the City can require that drainage improvements on private property be routinely inspected and maintained and documentation of the inspection is provided to the City.

**8. Addition to Section 2– Storm Water Management Policy**

- Propose deleting policies that were no longer compatible with today's practices or those that were already being done.

- Propose adding policies to reflect sensitivity to the built/natural environment.

COMMENT: Engineering Department proposes to add the above items under the summary of major issues for this section.

## **9. Proposed Additions to Section 3- Water Treatment & Delivery Policies**

- Preserve and protect the City's existing water rights permits.

- Ensure adequate revenues are derived from the sale of water to perpetuate the system, provide for operation and maintenance expenses, capital construction and preserve the financial integrity of the utility.

- Promote the principles of sustainability in the planning, design and construction of the municipal water system.

- Proposed deletion of some existing policies.

COMMENT: Engineering Department proposes to add the above items under the summary of major issues for this section.

## **OTHER IDENTIFIED ISSUES**

### **10. Police Department Facilities**

COMMENT: The most pressing issue for the department is the department's ability to maintain adequate facilities for a growing department. If adequate facilities are provided, the department will be able to maintain the high level of service that citizens have grown accustomed to. Maintaining the level of service may be a concern if facilities are not provided and areas in the Urban Services Boundary are annexed into the City and if the Stafford basin was brought into the City's jurisdiction.

### **11. Additional Engineering & Maintenance Department Comments**

COMMENT: Additional comments were received from engineering and maintenance staff that proposed corrections, updates and deletions to the background section. Those comments are found as attachments to the July 15 and July 24 staff reports for Goal 11 and will be considered during periodic review.

### **12. Additional Department Comments**

COMMENT: Additional comments were provided by the Municipal Court, Library and Public Affairs Departments that proposed expanding the background description for Section 5, Administrative and Government Services, Energy, Communications and

Schools. Those comments are found as attachments to the July 15 and July 24 staff reports for Goal 11 and will be considered during periodic review.

**13. Section 1, Public Safety Police & Fire Services**

Comment: Consideration should be given to including comments about the results of September 11 on City police and fire services.

**14. Tryon Creek Wastewater Treatment Plant/Foothills Plan (Section 4, Wastewater Collection and Treatment)**

COMMENT: The City recently completed a plan for the Foothills area. This plan describes future uses and zoning in the area that the Tryon Creek Treatment Plant is located. Given that the waste water treatment plant is a dominant use in the area, the plan and the plant should compliment and be supportive of each other.

**15. Section 3, Water Treatment & Delivery**

COMMENT: Perhaps expand in the background section the discussion about capacity of city reservoirs and future planning for them. Do the existing reservoirs provide enough capacity to serve existing user? Given that the City is considering annexing properties in the City's urban services boundary and given that the Stafford basin will potentially be included in the urban growth boundary, how many additional reservoirs would be required to serve the additional lands?

**16. Section 5, Administrative and Government Services, Energy, Communications and Schools**

COMMENT: Consider the comments of the Library Director that identified as a recommended action measure the expansion of library facilities. This consideration was raised about eight years ago by consultants and a task force. It was suggested that this idea should not be dismissed and kept in the forefront for this section.

**17. Section 4, Wastewater Collection & Treatment**

COMMENT: Consideration should also be given to a policy that describes the wastewater collection and treatment system as self supporting, similar to the proposed policy under Section 3, Water Treatment & Delivery.

The Water Treatment & Delivery proposed Policy reads:

“Ensure adequate revenues are derived from the sale of water to perpetuate the system, provide for operation and maintenance expenses, capital construction and preserve the financial integrity of the utility.”

# Outlook 2025

## Summary of Issues Goal 12- Transportation August 25, 2003

### **GOAL 12 - SUMMARY OF ISSUES**

#### **1. Urban Services Boundary (USB) Annexation (Condition 3)**

COMMENT: The City has been exploring the feasibility of an all USB annexation. The City Council is expected to reconsider the USB annexation next spring. The result would be all properties within the City's USB would be incorporated into the City limits. The impacts of these additional territories should be considered during the update of Goal 12. Consideration should be given to:

- If all of these new areas were incorporated into the City, what would be the impacts of all of the substandard streets on the City's Capital Improvement Plan?
- Annexation of these territories could result in an infill development pattern where we would require improvement to City standards on infill lots, which would result in a patchwork of improvements (sidewalks, pathways, etc). To avoid this piecemeal development, the City may need to provide most of the connections between these developments.

#### **2. Improve Coordination and Development of TSPs with adjacent Counties and Cities. (Condition #3)**

COMMENT: Although the second goal of the transportation goal is inter-governmental coordination, this section requires clarification and updating. Specifically, coordination with adjacent jurisdictions so that there won't be any additional conflicts with regional draw retail centers. Coordination should include discussions about the impacts of adjacent regional developments on the City's transportation system.

There should also be meaningful coordination with West Linn, Tualatin and Clackamas County for the Stafford Basin area.

#### **3. Trolley (Condition #3)**

COMMENT: Expand Goal 9 (Commercial Rail & Water Transport) to include more discussion and policy direction for the trolley. Trolley discussion is currently found under Goal 8 (Transit System). The transit system and trolley are integral parts of the Foothills Plan. Consider including additional policy direction on how the trolley may be used in the future.

In addition, there will need to be inter-agency coordination with ODOT for access onto Highway 43 and Tri-Met for mass transit opportunities.

4. **“The arterial and major collector street network shall be designed and maintained to service level “E” during peak hours. The design of the roadway system shall also take into consideration:**
- a. **Balancing roadway size and scale with the need to provide efficient and safe transportation modes of travel, including bike, pedestrian and transit;**
  - b. **Giving preference to transportation projects that increase the efficiency, safety, design capacity or level of service of a transportation facility, without increasing corridor width; and**
  - c. **Preserving community aesthetics by considering existing topography and vegetation.”**

**(Goal 1, Policy 1)**

COMMENT: Clarification of this policy might be warranted based on the following conditions:

- a) Highway 43 (State Street), although a State facility impacts traffic in Lake Oswego. At times this roadways operates under a level of service “F”. This situation will be even more impacted with the development of Block 138 and the planned Foothills development. Given these future impacts in the area, do we want to maintain the service level “E” as the threshold for service? Will the City be able to maintain the service level at “E”?
- b) Clarification on “street network”. Do we look at the street system as a whole or how the individual intersections are working? Does this mean that if the segment i.e. the street network between Iron Mountain Boulevard and State Street operates at a level of “E”, but the intersection of 10<sup>th</sup> and “A” Avenue operates at a level of “F”, that this “street network” is in compliance with this policy?

5. **“Direct access onto major streets shall be controlled and consolidated over time through the development review process and the implementation of major street projects. In particular, access to state highways shall be reviewed subject to the regulations of the Oregon Department of Transportation and the City of Lake Oswego. Where regulations conflict, the more restrictive requirements shall apply.”**  
**(Goal 1, Policy 2)**

COMMENTS: Does this policy need to be deleted or enforced? The Transportation Division indicates that the City has not traditionally enforced access management standards. In particular, an example of this quandary is along Highway 43 dear downtown. ODOT standards (the more restrictive) dictate that driveways be a minimum of 1,000 feet apart. Is it realistic to believe or strive to have driveways be 1,000 feet apart on Highway 43?

6. **“The major streets system shall consist of freeways, major and minor arterials and major collectors as described in Figures 16 & 17. The maximum number of lanes for major streets within the Lake Oswego Urban Services Boundary shall be as follows:**

- a. **Freeways – four to eight lanes.**
- b. **Major arterials – three to five lanes.**
- c. **Minor arterials – two to four lanes.**

**d. Major collectors –two lanes.”**  
**(Goal 1, Policy 3)**

COMMENT: Reconsider this standard unless it is intended to address existing facilities because a four-lane facility has approximately the same capacity as a three-lane facility and is not nearly as safe. Once a facility needs to be a multi-lane facility, it should have a fifth or center lane.

In addition, consideration should be given to adding a third lane to Major Collectors, at least at locations where it is warranted.

7. **“The costs of mitigation of the negative impacts (reduced safety and aesthetics, increased noise, reduced bicycle and pedestrian mobility), resulting from street improvements needed to serve a specific development, shall be paid for by the developer of the property. When street projects are needed to improve the capacity, operation and safety of the street system as a whole, the mitigation of negative impacts shall be paid for by the City and/or appropriate funding agencies. (Goal 4, Policy 2)**

COMMENT: The Transportation Division indicates that they would like to see this policy reworded to clarify what constitutes a “safety problem”.

8. **“Allow property owners to realize tax benefits when right-of-way, not required as a condition of development approval, is dedicated for roadways, pedestrian and bicycle paths.” (Goal 4, Policy 7)**

COMMENT: Investigate the applicability of this policy. It appears this policy would apply if someone were to dedicate a pathway through their property out of goodwill. Any such dedications would need to be identified in one of the City’s transportation plan.

9. **“Lake Oswego shall develop and maintain an up-to-date transportation system development charge which shall prevent existing residents from subsidizing the cost of any new development. Transportation SDC’s shall be applied directly to projects which implement the Lake Oswego Transportation System Plan.” (Goal 4, Policy 8)**

COMMENT: The Transportation Division indicates that it is difficult to determine and track if existing residents are subsidizing the cost of new development. Consider re-evaluating the intent of this policy.

**10. Recommended Action Measures.**

COMMENT: All of the Recommended Action Measures (RAMs) will need to be reviewed for applicability, accuracy and practicability.

**OTHER IDENTIFIED ISSUES**

**11. Transportation System Modeling**

COMMENT: The Transportation Division is recommending to ensure that the City’s transportation planning is working effectively, that a modeling of the transportation system be done to see what level of service (LOS) we project to achieve with the improvements shown in the PFP and the growth projected in the area.

**12. Goal 12 Organization**

COMMENT: Consider the following organizational changes to Goal 12:

- Take out Goal 10 (Citizen Involvement) because it's already found in Goal 1 of the Comprehensive Plan.
- Currently, there are 11 sub-goals under Goal 12. Referring to Goal 3 of Goal 12 can be confusion. Consider referring to the sub-goals as "sections" similar to the format used under Goal 7.

**13. Transit Center**

COMMENT: Consider including discussions about the downtown transit center in Goal 12 (intent, planning, etc..)

**14. Policy V. Practice**

COMMENT: There were several people concerned about the disconnect between policies in the Goal 12 and what actually happens on roadways. One example might be that although that a certain intersection is functioning at a level of service (LOS) of "F", failing, that the City would still approve a development that would not make the situation necessarily worse, but would perpetuate the LOS of "F".

## **TAB's draft edits to Goal 12**

### **GOAL 12 TRANSPORTATION**

## **BACKGROUND**

### **Statewide Planning Goal 12: Transportation**

*"To provide and encourage a safe, convenient and economic transportation system."*

Statewide Planning Goal 12 requires cities and counties to develop a transportation plan which considers all modes of travel including mass transit, air, water, pipeline, rail, highway, bicycle and pedestrian which is based on an inventory of local, regional and state needs, considers the differences in social consequences that would result from using differing combinations of transportation modes and avoids principal reliance upon any one mode of transportation.

In 1990, the City Council appointed a 24-member, ad hoc Transportation Committee to review and update the Transportation Chapter of the Comprehensive Plan. In general, the changes proposed by this Committee were as a result of new legislation and changes in community preferences that had occurred since the Plan adoption in 1978.

In December 1992, the new Transportation Chapter was adopted. It includes policies reflecting the changes outlined in the Transportation Rule (TPR), (OAR 660-12, 1991) which is the major new legislation adopted since the Plan was acknowledged by Department of Land Conservation (DLCD) in 1982. The policy basis for the rule is that if cities are to accommodate urban growth, residents will have to drive less so that roadway capacity, which is economically and environmentally costly, will not have to be increased. I believe that while a zero increase in capacity would be desirable, it is more realistic to reduce the need for capacity increases. To accomplish this, communities are to provide opportunities for residents to use alternative transportation, including walking, bicycling and transit. This will be accomplished through reduced parking, better pedestrian and bicycle connections and through provisions of amenities for alternative transportation users.

The Transportation Committee was also charged with developing a Neighborhood Traffic Management Program to manage traffic to insure the safe and orderly movement of all modes of transportation and to preserve the quiet and privacy of residential neighborhoods. This program is in response to the public's desire to control automobile traffic volumes, speeds and to increase safety in neighborhoods. Another change made during the 1992 update include a policy requiring a truck circulation plan for Lake Oswego to reduce noise and pollution in residential areas. Need to look at this plan, I question the accuracy.

Another element of the Transportation Chapter is a Streets Public Facilities Plan. The state administrative rules for public facilities planning (Goal 11) requires communities to provide a list of short, mid and long range projects that it foresees for all modes of transportation, estimated costs of these projects, approximate locations and possible funding sources. The

project scope, schedules and cost are all questionable and have been found to be inaccurate. The project scopes have been found to be either ill-defined or inaccurate, costs have been found on numerous occasions to be woefully inadequate (Boones Ferry Road is shown in the current plan at \$2.5 million, current estimates are \$8 million, similar findings were readily apparent in the work done on the Neighborhood Pathway Program) and schedules appear to be ignored as projects go through the CIP process. In light of the current budget situation, funding sources are shrinking and I suspect that it will only get tougher to find funds to build projects in the plan. The City fulfills these requirements for the streets element of the Transportation Plan and will provide the Public Facilities element for other modes of transportation as soon as the City's Transportation System Plan (TSP) is completed. The current TSP includes bike, ped and transit improvements all of which should be revisited. The Goal 12 Rule requires each jurisdiction to complete a TSP for transportation facilities that are planned, developed, operated and maintained (I don't recollect a maintenance plan being part of our TSP, but it would be helpful to include that facet since our maintenance costs are increasing and we have facilities like our street lighting that are in dire need of capital replacement) in a coordinated manner to supply continuity of movement between modes and geographic areas.

During this update of the Plan, the Transportation Committee also recommended extensive changes to Functional Street Classifications. This is one area that we will need to revisit. Several events and practices will trigger a look at functional classification of the LO street system: 1) As CIP projects are completed, it appears to me that the functional classification as well as the ultimate typical section for the roadways is ignored and configurations shown in the plan have been precluded 2) Annexation and jurisdictional transfers from Clackamas County – e.g. Stafford Road has always been an unresolved issue, Meadows Road appears that it will never be a multi-lane facility, ODOT transferred Bangy Road, again, this will never be a multi-lane facility 3) funding sources such as MTIP and OTIA make it essential for the City to be more aggressive at getting projects onto Metro's plans so the City facilities qualify for funding. The Committee initially developed three overall objectives for the Plan. These included: 1) reduce the through traffic on neighborhood streets, 2) concentrate traffic on major streets and 3) maintain the character and livability of the community (This statement is a mouthful, it will be essential to define what this means so staff can correctly interpret the meaning, standard street sections would be helpful, although I realize this will be a tough sell this is a balancing act between the need to provide safe facilities and mediate the neighborhoods vision for their streets. It seems to me that we ought to pick our battles and concentrate on the arterial and major collector system.). The Committee refined the previous "Arterial" category to Major and Minor Arterials and the previous "Collector" category into Major and Neighborhood Collectors. Many streets which were collector streets were also reclassified as "local streets".

In 1997, the City adopted additional policies and projects to bring the City into greater compliance with the TPR. These changes provided more emphasis on a balanced transportation system by:

- Emphasizing pedestrian and bicycle connections and projects;
- More closely relating street function to the character of surrounding land uses;
- Emphasizing local street connectivity and traffic calming;
- Reducing required Level of Service on the Major street system from "D" to "E";

- Emphasizing transit as a viable alternative to the single-occupant vehicle in the City's highest density housing and employment areas.

It would be interesting to tie MOE's to each of the above in a way such that we can monitor our ability to achieve these lofty goals.

Lake Oswego's challenge for transportation in the ensuing years will be similar to that of the rest of the Metropolitan region: to manage ever increasing automobile traffic with increasingly scarce financial resources and to maintain neighborhood livability in the face of increasing traffic.

## **Summary of Major Issues**

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

- The Transportation Rule, adopted in 1991, requires cities and counties to develop a Transportation System Plan (TSP) which maintains vehicle miles traveled for 10 years following adoption of the TSP, a 10% reduction within 20 years of the TSP and a 20% reduction within 30 years. TSPs will also specify measurable objectives for increasing the modal share of non-auto trips, an increase in the average auto occupancy and a decrease in the number or length of automobile trips per capita due to demand management programs, rearranging of land uses or other means.
- A neighborhood traffic management program began in the City in 1993 with the purpose of reducing through-traffic in neighborhoods and increasing safety. Kathy Marcot administers the NTMP program and we have an inventory of devices.
- The City's Transportation Public Facilities Plan calls for the following projects to be completed by 2025 (20 year planning horizon) to address capacity needs. State gas tax revenues are declining and more of our gas tax revenues are being used for maintenance (e.g. landscaping, illumination-we have a huge capital replacement liability in illumination). The City's funds available for capacity improvements are also decreasing annually due to the decrease in vacant, developable land and hence the decrease in collected Systems Development Charges which could be used for capacity related improvements. As previously mentioned, it will be essential to explore alternative funding sources more aggressively, i.e. MTIP, OTIA, State Grants, Federal Grants,....

This table needs to be checked, the projected costs are woefully inadequate as evidenced by the work done on the pathway program, Boones Ferry Road Corridor Plan and other capital projects.

<i>System</i>	<i>1-10 Yrs.</i>	<i>11-20 Yrs.</i>	<i>Total</i>
Roadway	61,042,000	11,675,000	72,717,000
Pedestrian	3,121,000	4,892,700	8,013,700
Bike	1,484,700	1,299,500	2,784,200
Transit	7,610,000	6,000,000	13,610,000
<i>Total</i>	<i>73,257,700</i>	<i>23,867,200</i>	<i>97,124,900</i>

# GOALS, POLICIES AND RECOMMENDED ACTION MEASURES

## GOAL 1: MAJOR STREETS SYSTEM

Lake Oswego shall develop a major street system consisting of major and minor arterials and major collectors, which will have minimal impact on the City's air quality, address the mobility needs of residents for all modes of travel and promote energy conservation (See Figures 16 & 17). In order to gain confidence in our plan, we should hire a consultant to model the transportation system and see what LOS we project to achieve with the improvements shown in the PFP and the growth projected in the area.

## POLICIES

1. The arterial and major collector street network shall be designed and maintained (I'm not sure what maintained means in this instance, once designed and implemented, maintaining the LOS is dependent upon a lot of variables, looks like an explanation of what was intended might clarify this. I believe it is saying that we should monitor the system and readjust the CIP) to service level "E" during peak hours. The design of the roadway system shall also take into consideration:
  - a. Balancing roadway size and scale with the need to provide efficient and safe transportation for all modes of travel, including bike, pedestrian and transit,
  - b. Giving preference to transportation projects that increase the efficiency, safety, design capacity or level of service of a transportation facility, without increasing corridor width (what does this mean? Is the corridor width the pavement width, right-of-way, number of lanes,...?); and
  - c. Preserving community aesthetics by considering existing topography and vegetation (again, this raises a bunch of issues, hopefully we design to a standard and that will dictate topography impacts as well as impacts to vegetation).
2. Direct access onto major streets shall be controlled and consolidated over time through the development review process and the implementation of major street projects (The City has not traditionally enforced access management standards, is there a way to put more teeth into the Code or should we remove this if we don't intend to enforce it?). In particular, access to state highways shall be reviewed subject to the regulations of the Oregon Department of Transportation and the City of Lake Oswego. Where regulations conflict, the more restrictive requirements shall apply.
3. The major streets system shall consist of freeways, major and minor arterials and major collectors as described in Figures 16 & 17. The maximum number of lanes for major streets within the Lake Oswego Urban Services Boundary shall be as follows:
  - a. Freeways - four to eight lanes.

- b. Major arterials - three to five lanes.
  - c. Minor arterials - two to four (We should reconsider this standard unless it is intended to address existing facilities, because a four lane facility has approximately the same capacity as a three lane facility and is not nearly as safe, once a facility needs to be a multi-lane facility, it should have a fifth or center turn lane) lanes.
  - d. Major collectors - two lanes (we should add a third lane to Major Collectors, at least at locations where warranted).
4. Where residential neighborhoods are bisected by existing major streets, the impacts of traffic - noise, safety, aesthetics and air quality - shall be minimized by the following actions:
- a. Where feasible, traffic generated by new development, shall be routed to other available major streets that are not within or adjacent to residential uses (This is a dangerous statement, although I have never seen it used to “re-route traffic”).
  - b. Ensure that traffic generated by new land uses does not exceed the design capacity of the street system, or adversely affect adjoining neighborhoods (If the uses for the parcel do not exceed the zoning, then our TSP should have accounted for the traffic generated by the development, this again seems like a very dangerous statement).
  - c. Provision of safe and efficient bicycle and pedestrian improvements to connect residential areas to other areas of the community Connectivity.
  - d. Measures to physically re-orient residential areas away from major streets (Not quite sure what the intent of this statement is?). This may include installation of major landscape elements such as landscaped buffers and tree plantings, and the development of neighborhood activity centers such as public open spaces, parks and community centers (It would seem to me that the best thing we can do is keep single family access on the local and neighborhood collector system).
  - e. New commercial uses and neighborhood activity centers such as parks, schools and community centers shall provide direct, convenient access to and from adjacent residential areas to facilitate walking, bicycling and short auto trips. Measures shall be implemented to ensure that such routes do not attract or serve traffic from outside the neighborhood (best to locate these facilities on major streets so as to avoid the conflict or limit the size such that it does not become an attraction for trips outside of the neighborhood (I would like someone to define neighborhood when it comes to community centers, seems to me every resident has the right to visit a “community center”).
5. The City shall require the mitigation of negative impacts (what is the intent of this statement, does it mean that a residential development cannot negatively impact ped and bike facilities or does it mean that they will be required to build these facilities?) upon pedestrian and bicycle mobility, noise levels, safety, aesthetics and air quality when new residential development is located adjacent to major streets.

6. The City shall consider the movement of freight within the City when:
  - a. Conducting multi-modal transportation studies,
  - b. Developing truck routing plans, and;
  - c. Developing freight loading and parking strategies.
  
7. Streets designated as Regional Streets (seems to me there are only a handful of streets that this applies to: Hwy. 43, A Ave., Country Club, Boones Ferry and Kruse Way. Most of these are already either built or planned, perhaps more specificity would make it clearer as to the City's intent for these facilities) on the Regional Transportation Plan, shall be designed with consideration of the following when reconstruction or retrofitting occurs:
  - a. Promoting community livability by balancing all modes of transportation,
  - b. Relating the street to the function and character of surrounding land uses;
  - c. Controlling access to improve safety, function and appearance of streets and adjacent land uses.

## **RECOMMENDED ACTION MEASURES - MAJOR STREETS SYSTEM**

- i. Develop access criteria for the major streets system which utilize the following principles (this is done but not enforced):
  - a. Direct access to the major and minor arterial system is restricted except from existing platted lots, which may be allowed access when there is no feasible alternative. Feasible alternatives may include easements through adjacent properties to existing Residential or Neighborhood Collector Streets or shared access to the Major Street System. (we could add a clause that any access that does not meet the access spacing standards for new development is temporary until such time as an access meeting the standard can be developed. The development should be conditioned to working towards the standard and not be allowed to preclude future changes that would help the City to achieve the access spacing standard).
  - b. Whenever possible, properties shall develop access to major and minor arterials from frontage roads or side streets as opposed to direct access to a major street. Major arterials may be allowed to intersect every 1,000 feet, and minor arterials every 600 feet, subject to an approved street plan. (these standards are very difficult to achieve I wonder if more realistic standards might be more effective?)
  - c. Controlled access may be allowed, subject to review, from major traffic generators, (e.g., shopping centers). When conditions warrant, common access at property lines shall be required to reduce the number of access points onto state highways (can we dictate ODOT facilities – there is only one and that is Hwy. 43) and other major streets.

d. Increased building setbacks shall be required when it is determined that frontage roads, and/or combined access points are required (where is a frontage road going to be built in LO?).

e. Direct access to major collectors is discouraged except when there is no practical access from local streets or neighborhood collectors.

f. To reduce travel on major streets, encourage travel connections between adjacent developments (this statement bothers me, the goal is to keep inappropriate trips off of the major street system by utilizing our connectivity tool).

g. Require consolidation and closure of driveways onto the major streets system over time if access spacing guidelines in Figure 16 are exceeded and when implementing major street capital projects.

ii. The Metro publication "Creating Livable Streets" will be a resource for street design for those streets shown as "Regional" on the Regional Transportation Plan.

iii. Develop specific types of traffic calming measures (What has been done with this and what was intended? Traffic calming means speed bumps to most people, seems like it means something different to everyone and again should rely upon standard applications so that we do not create problems with the major street system which is intended to carry traffic) to be applied to Major Collector Streets for the purposes of improving safety and aesthetics while maintaining mobility. Criteria for selection of streets on which to apply traffic calming measures should also be developed.

I wonder if this section would benefit from a discussion about developing transit corridors (the street car) paralleling major streets to reduce the need for extra capacity.

## **GOAL 2: INTER-GOVERNMENTAL COORDINATION**

Lake Oswego's transportation system shall be planned, developed and operated in a coordinated manner with other state, regional and local transportation providers.

## **POLICIES**

1. Lake Oswego shall develop a Comprehensive Transportation System (TSP) in conjunction with Clackamas County and adjacent counties where appropriate (as we found out by the Bridgeport development, it will be essential to work more closely with Washington County), the State of Oregon, Tri-Met and Metro for the area within the City's Urban Services Boundary. The Comprehensive Transportation System Plan shall:

a. Be consistent with land use designations identified within the Lake Oswego Comprehensive Plan.

b. Identify the location of arterial and collector streets, bicycle paths and pedestrian ways and public transit facilities.

- c. Identify the major street construction projects required to accommodate anticipated development and to address public safety (this will dictate a means to identify our worst locations and rank them, I think SPIS is the answer, but that will take sometime and resources in order to be able to develop the program) issues.
  - d. Propose funding mechanisms and related policies necessary to implement identified projects.
  - e. Describe public transportation services and identify service inadequacies.
- 2. The City shall coordinate transportation and land use planning efforts with federal, state and regional agencies, local jurisdictions and Tri-Met to make sure that:
  - a. The requirements of the various transportation modes are coordinated, and that conflicts between land use, operational characteristics and safety issues are minimized.
  - b. Effective notification and coordination occurs between affected agencies regarding the transportation impacts of proposed development within or adjacent to the Urban Service Boundary.
  - c. An effective citizen involvement program is implemented, including public notice and hearings if the development of transportation projects involves land use decisions or adversely impacts the existing transportation system or surrounding neighborhoods (we need to get Clackamas County's buy-in on this issue, they do not do a very good job at public outreach).
- 3. The City shall work with Metro, TriMet, ODOT and Clackamas County to develop interim benchmarks for measuring progress towards transportation goals and policies over the planning period.

## **RECOMMENDED ACTION MEASURES - INTER-GOVERNMENTAL COORDINATION**

- i. Work with Metro, Tri-Met and other appropriate agencies to investigate the feasibility of passenger transport on the Willamette River.
- iii. Develop joint agreements with Clackamas, Multnomah and Washington counties that specify the methods whereby:
  - a. The City and counties can bring to the other's attention transportation conditions and circumstances which adversely impact other jurisdictions (Bridgeport).
  - b. Discussion and/or negotiation can take place to resolve the adverse situation.

## **GOAL 3: NEIGHBORHOOD COLLECTORS AND LOCAL RESIDENTIAL STREETS**

Lake Oswego shall develop a system of neighborhood collectors and local residential streets which preserves the quiet, privacy and safety of neighborhood living and which has adequate, but not excessive (a two lane road will have more capacity than is necessary in most instances, there is no way to restrict the capacity so that it is not excessive) capacity, necessary to accommodate planned land uses. (See Figures 16 and 17).

### **POLICIES**

1. The primary function of local residential streets and neighborhood collectors is to serve the circulation and access needs of residents adjacent to and abutting these streets. Neighborhood collectors will serve to channel local traffic to the major streets system. Through traffic (auto trips which have neither trip end within the neighborhood association boundary by this definition, any trip between two adjacent neighborhoods would be a through trip, seems like this definition doesn't work very well) on these streets shall be discouraged.
2. The City shall, in conjunction with the neighborhood association, plan for, develop and maintain a local residential street system at a service level (I assume that this does not mean LOS as defined by a traffic analysis) and scale which:
  - a. Recognizes the need for safety for all modes of travel,
  - b. Recognizes the multi-use functions of neighborhood transportation corridors might be a more appropriate term for walking, bicycling and social interaction, and which preserves the privacy, quiet and safety of neighborhood living,
  - c. Provides for safe access to abutting land; and,
  - d. Allows adequate and safe circulation from residential properties to the major streets system and neighborhood activity centers.
3. The City shall designate as local residential streets all streets not identified as major streets or neighborhood collectors in the Lake Oswego Comprehensive Transportation System Plan.
4. The City shall utilize flexible design criteria and construction standards for local residential street and neighborhood collector improvement projects. Design criteria shall be consistent with the adopted neighborhood plan (we should bounce this off of the City Attorney's office, if a neighborhood desired a 15 mph design speed and statutory speed is 25 mph, which would dictate? City as well as professional liability). In particular these standards shall promote:

- a. Street development which is compatible with the physical and social characteristics of each neighborhood to promote neighborhood identity and beauty.
  - b. The minimum scale (I assume that by scale it is meant that we should be building skinny streets, does this mean no sidewalks? If so, is this in conflict with encouraging pedestrian traffic?)of improvements necessary to provide adequate, but not excessive capacity, required to safely handle automobile traffic generated by planned land uses.
  - c. Solutions to storm water problems and surface water management issues.
  - d. The safety and utility of pedestrians, bicyclists, transit users and motorists.
5. The City shall ensure that new development which will use new and existing neighborhood collectors and local residential streets is compatible with these street's function and character. Development approval of new land uses shall ensure that:
- a. The quiet residential quality of neighborhood streets is fostered and maintained adding traffic to a street is not going to ensure that the “quiet is fostered and maintained?”.
  - b. Street improvements required to serve new land uses are designed in accordance with the adopted neighborhood plan and to the minimum necessary scale.
6. The City and neighborhood associations shall jointly plan for the use of public rights-of-ways in residential neighborhoods. Uses within rights-of-way shall be supportive of the multi-use function of neighborhood streets and may include:
- a. Pedestrian paths and bikeways.
  - b. Vehicular related uses as on-street parking, transit facilities and driveways.
  - c. Urban design, public utility, safety and beautification elements such as street trees, public seating, street lights, wheelchair ramps (required by ADA, we do not have a choice) and sidewalk extensions.
7. Develop a truck circulation ordinance to reduce congestion, conflicts with residential neighborhoods and to decrease noise and air pollution. Only local trucks should be on this system.
8. Manage traffic on Neighborhood Collectors and Local Streets according to the policies established in this chapter. Traffic calming measures should be used where warranted to encourage non-local traffic to use streets with higher functional classifications and should not significantly divert traffic to other nearby streets of the same or lower classification.
9. Ensure that connectivity of local streets is achieved in order to:
- a. reduce excessive trip lengths;
  - b. efficiently and safely accommodate emergency fire and medical vehicles;

- c. promote the use of alternative modes of travel;
- d. ensure even dispersal of local traffic; and
- e. provide local street circulation patterns that provide connections to and from activity centers such as schools, commercial areas, parks and employment centers.

## **RECOMMENDED ACTION MEASURES - NEIGHBORHOOD COLLECTORS AND LOCAL RESIDENTIAL STREETS**

- i. Promote low traffic volumes on residential streets. Traffic volumes less than 1,200 ADT are desirable.
- ii. Develop criteria (the City in conjunction with TAB has criteria, the NTMP program) for installation of traffic calming devices based on incremental changes in traffic volume and other factors, including traffic safety.

### **GOAL 4: LAND USE AND TRANSPORTATION RELATIONSHIPS**

Amendments to land use designations, densities, and design standards within the Lake Oswego Comprehensive Plan shall be reviewed to ensure that traffic generation does not exceed the present design capacity and function of the planned transportation system. I assume that this is intended to provide the City with the ability to require improvements and/or deny plan amendments if they cannot be accommodated on the planned street system.

## **POLICIES**

- 1. The City shall use the following criteria when reviewing proposals for new street development or for improvements to the existing system:
  - a. The service level and scale of new street improvements are appropriate to the land use or area to be served.
  - b. Surface water management considerations are adequately addressed.
  - c. The character of surrounding residential neighborhoods as defined by the adopted neighborhood plan is preserved. When improvements are made to major streets that are adjacent to, or bisect, residential areas, measures shall be taken to mitigate noise, aesthetic and safety impacts and discourage cut-through traffic on adjacent residential streets.
  - d. The project's impacts upon the natural and human-made surroundings are clearly defined. This includes consideration of topography, hydrology, distinctive natural areas, vegetation, and surrounding land uses. The commitment to mitigate impacts shall occur in the project planning stages through the application of specific design techniques.

2. The costs of mitigation of the negative impacts (reduced safety and aesthetics, increased noise, reduced bicycle and pedestrian mobility), resulting from street improvements needed to serve a specific development, shall be paid for by the developer of the property. When street projects are needed to improve the capacity, operation and safety of the street system as a whole, the mitigation of negative impacts shall be paid for by the City and/or appropriate funding agencies. This whole paragraph needs to be re-worked, seems to me the City is responsible for the transportation system, but if a development comes in and causes a need for improvements to the street system prior to the City's planned improvements, then the development is on the hook to make the improvement. Also there should be a statement of what is considered to be a safety problem (this is very difficult to define and the City will need to undertake a program like SPIS in order to be objective and clearly define what will dictate an improvement (existing vs. predicted safety improvement )
3. The City shall provide for an ongoing transportation planning program to:
  - a. Monitor changes in the area's transportation network, and ensure that traffic counts (Kathy M has just instituted a traffic count program) and other (what "other information" is intended?) transportation planning information are kept current and usable for planning purposes.
  - b. Develop and maintain a transportation facility planning effort, which identifies and prioritizes projects for implementation (is this the CIP or is this the work that TAB is supposed to be doing, either way this needs clarification).
  - c. Develop and implement measures to change travel behavior to improve performance of existing transportation facilities and reduce the need for additional road capacity.
  - d. Periodically review the City's land use ordinances to encourage development that reduces dependence on single-occupancy private automobiles, while encouraging the use of mass transit, bicycles and pedestrian movement.
4. The City shall require that a proposed increase in land use intensity be accompanied by a detailed traffic analysis (so what is the criteria for requiring a traffic study?), using current information, which finds that existing streets and intersections both on and off (definition of on vs. off) site will accommodate the projected traffic increases, or; necessary improvements can be constructed which are in conformance with the Comprehensive Plan Transportation Map (why would we ask a development to redo our comp plan transportation plan, if we adopt a transportation plan that can't be built, seems like we wouldn't want every development to redo the plan). Mitigation of negative impacts (noise, aesthetics, safety, bicycle and pedestrian mobility) shall be paid for by the developer of the property.
5. A change in the functional classification of any road or street in the Urban Services Boundary or the development of any new arterial or collector, shall require an amendment to the Lake Oswego Comprehensive Transportation System Plan.

6. The City shall require dedication of right-of-way for transportation facilities as a condition of development approval where (this should allow us to define a typical section for each street and get the right-of-way from all developments):
  - a. The abutting transportation facilities do not include sufficient right-of-way to comply with the Comprehensive Plan Transportation Policies, standards and street classification or with transportation facility design standards adopted by the City Council (I assume that the developments responsibility would only be for their half of the right-of-way); and
  - b. The proposed development will result in increased use of or greater impact on the abutting transportation facilities (even a replacement structure should dedicate right-of-way).
7. (this does not seem appropriate, this is up to individuals to investigate) Allow property owners to realize tax benefits when right-of-way, not required as a condition of development approval, is dedicated for roadways, pedestrian and bicycle paths.
8. Lake Oswego shall develop and maintain an up-to-date transportation system development charge (Extremely hard to determine, subjective). Transportation SDC's shall be applied directly to projects which implement the Lake Oswego Transportation System Plan (check that this doesnot have unintended uses).
9. The City shall (have the development address this), for all development projects, evaluate the adequacy of all transportation modes, to, from, and within the development site.

The City (proposed land use action) shall ensure that:

- a. The design and location of driveways provides for safe (no traffic engineer will certify that a driveway is safe, it can only be certified that it meets standards) and efficient property access and does not interfere with the safe flow of traffic or degrade the design capacity and adjacent streets; and
  - b. Alternative transportation modes have been provided for (if applicable and feasible), such as public transit, bicycling and walking.
10. The City shall require new development, through building and site design measures, to address the needs of the disabled and those who utilize alternative transportation modes such as van and car-pools, bicycles, public transit and walking. Why are we repeating ADA requirements?
  11. The City's transportation planning efforts shall consider and promote energy conservation and enhancement of air quality.
  12. The City shall oppose construction of a new Willamette River Bridge that allows automobile traffic within the Lake Oswego Urban Services Boundary because of negative impacts on:

- a. Regional jobs-housing balance by providing a direct automobile commute option to the Washington County job market;
  - b. The capacity and safety of the City's road system including, State Street, "A" Avenue, Country Club Road, Boones Ferry Road and Kruse Way;
  - c. The destination status of the Lake Oswego Town Center and its future development potential by providing for regional travel through the community;
  - d. Air quality and the Willamette River and its Greenway, and;
  - e. The general character and livability of the City due to visual blight, increased noise, air pollution, decreased traffic safety and the potential for traffic dispersion onto local residential streets.
13. The City shall, in conjunction with the neighborhoods, promote the safe and convenient use of walking and bicycling as viable transportation alternatives by:
- a. Developing and implementing a local bicycle and pedestrian circulation plan as part of the Comprehensive Transportation System Plan.
  - b. Working with the neighborhood associations to ensure that pedestrian and bicycle ways are compatible with neighborhood character.
  - c. Developing a system of off-street recreational pathways which also provide alternative routes to major activity centers.
  - d. Coordinating with other jurisdictions to promote the development of regional and inter-city pathways.
  - e. Providing for an ongoing City-wide sidewalk and pathway construction and maintenance program.

In compliance with ADA.

14. Require building and parking placement for new development to be supportive of pedestrian, bicycle and transit users. Facilities supportive to these transportation modes shall also be required (e.g., bike racks, bus shelters, benches, etc.)

## **RECOMMENDED ACTION MEASURES - LAND USE AND TRANSPORTATION RELATIONSHIPS**

- i. Develop and maintain a pavement management program (does this require the City to fund the program? If so, are we currently in violation because of the SUF?) to protect and enhance the City's investment in its street system.
- ii. Develop a Lake Oswego Transportation Capital Improvement Plan which prioritizes projects for implementation that address the City's short range (five (current proposal is for a six) year) transportation needs.
- ii. Streets in industrial and commercial areas shall be developed according to standards which accommodate the special transportation needs of these uses.
- iv. Review street standards and special street setback standards to see if they are appropriate to implement the policies of this chapter. (Who is going to do this and when?)

- v. Conduct a planning and design process for the Town Center and Main Street portion of Boones Ferry Road, to be completed prior to the construction of any transportation projects affecting roadway width, median treatments, bicycle facilities, etc. (Done)

## **GOAL 5: TRANSPORTATION DEMAND MANAGEMENT**

Lake Oswego shall develop strategies and implement programs that reduce the number of automobiles traveling in Lake Oswego, especially during peak morning and evening traffic hours.

### **POLICIES**

1. Work with ODOT, Metro, TriMet and Clackamas County to develop travel demand management programs to maintain the total number of vehicle miles traveled per-capita in the City at current levels to the year 2005 and to reduce current vehicle miles traveled by 10% by the year 2015.
2. Support the Department of Environmental Quality (DEQ) Employee Commute Options (ECO) goals for trip reductions.
3. Increase the attractiveness of alternative transportation through mixed use development in areas consistent with the Region 2040 Plan.

### **RECOMMENDED ACTION MEASURES - TRANSPORTATION DEMAND**

**MANAGEMENT** We should be examining the expected effectiveness of this program. We should also be thinking about how this is going to be implemented, as far as I know this program has not been initiated.

- i. Educate and inform employers regarding Tri-Met's demand management programs such as transit subsidies, carpool matching, vanpool subsidy programs, bikes on transit, emergency ride home and development assistance for employer based transportation plans for Employee Commute Option compliance. Promotional information will be included in business license renewal packets for businesses with 25 or more employees.
- iii. Encourage the installation of bike racks, preferred parking spaces for car-poolers, and building placement for new development that encourages pedestrian, bicycle and transit use.
- iii. Annually inform Tri-Met of all businesses in the City with 50 or more employees, so that Tri-Met can contact them regarding demand management programs and services.
- iv. Educate and inform neighborhoods about Tri-Met's transportation demand management programs such as carpool matching, bikes on transit and accessing transit trip planning information.

- v. The City shall require businesses within the City's highest density employment areas, such as the Kruse Way Corridor, to develop Transportation Management Associations (TMAs). The City shall support these TMAs.
- vi. Provide encourage incentive programs which allow commercial, institutional and industrial developments to substitute parking requirements if pedestrian and bicycle amenities, transit facilities, and ride-share programs are developed and maintained.
- vii. Encourage volunteers to assist in the planning and construction of pedestrian and bicycle pathways.

## **GOAL 6: WALKING**

The City shall provide a continuous citywide network of safe and convenient walkways that promotes walking as a mode of travel (I don't see any reason to limit the walking to short trips, seems to me the City should be enhancing all opportunities to walk).

## **POLICIES**

1. Integrate pedestrian access needs into planning, design, construction and maintenance of all transportation projects.
2. Improve access to and use of the public transportation system through pedestrian improvements and changes in land use patterns.
3. Make connection of Connect local walkways to activity centers such as schools, employment areas, parks, commercial areas, and transit centers and corridors a priority when evaluating and ranking expenditures for capital projects.
4. The City shall make the pedestrian environment , convenient, attractive and accessible for all users through:
  - a. Planning and developing a network of continuous sidewalks, pathways, and crossing improvements that are accessible per the requirements of the Americans with Disabilities Act (ADA),
  - b. Providing adequate and safe street crossing opportunities for pedestrians, and
  - c. Improving street amenities (e.g., landscaping, pedestrian-scale street lighting, benches and shelters) for pedestrians, particularly near transit centers, town centers, main streets, employment centers, and transit corridors serving the primary transit network.

5. Involve citizens in the pedestrian facility planning process as well as in facility design.
6. The City shall ensure that planned bike and pedestrian paths are not obstructed as the result of new land development.
7. The City shall require developers to provide pathway connections from new development projects to the existing bicycle and pedestrian system. (Does this carry any weight in the development process? Seems to me that if we couldn't get the LO HS to install sidewalks on Boones Ferry Road that we would have a hard time forcing this issue with any other development, especially if we go off-site)
8. The City shall work to preserve existing railroad rights-of-ways and other easements to maintain opportunities for future mass transit, bike and/or pedestrian paths.

## **RECOMMENDED ACTION MEASURES - WALKING**

- i. Improve pedestrian amenities (e.g., landscaping, pedestrian street lighting, benches and shelters) in town centers, main streets, employment centers and transit corridors.
- ii. Develop criteria for prioritizing projects on the Pedestrian Facilities Plan, based on priorities including service to activity centers, potential for high pedestrian usage, eliminating gaps in the existing system, improving pedestrian safety and providing geographic equity in pathway provision. Criteria may be revised in conjunction with the five-year Capital Improvement Plan process for consistency with community goals. (Reference the work done by TAB with the Neighborhood Pathway Program)
- iii. Design pedestrian facilities to be compatible with neighborhood character and to minimize environmental impacts, consistent with ADA, public safety and user needs.
- iv. Participate (Does this mean we pay or work with?) with the Lake Oswego School District and other public agencies to provide bicycle and pedestrian safety instruction.
- v. Coordinate bike and pathway planning and development with ODOT, Metro, Clackamas, Multnomah and Washington Counties and other local jurisdictions.

## **GOAL 7: BICYCLING**

The City shall provide a network of safe and convenient bikeways integrated with other transportation modes to increase modal share of bicycle transportation for all trip purposes.

### **POLICIES**

1. Integrate bicycle access needs into planning, design, construction and maintenance of all transportation projects.
2. Connect local bicycle facilities for bicyclists to ride to local and regional destinations, activity centers, connections to other transportation modes and the regional bicycle network.
3. (Does this dictate a budget allocation or is this a performance standard? Seems to me that we have to maintain bike lanes in a manner that does not create a liability, once we put a facility in place it becomes mandatory for us to maintain it in a reasonable manner.)Maintain existing and future bicycle facilities to encourage use.
4. Require, as appropriate, and encourage the placement of bicycle lockers and bicycle racks at major destinations and activity centers. Encourage covered bicycle parking whenever possible.
5. The City shall work to preserve existing railroad rights-of-ways and other easements to maintain opportunities for future mass transit, bike and/or pedestrian paths.

### **RECOMMENDED ACTION MEASURES - BICYCLING**

- i. Pursue regional funding sources for bicycle routes identified on the Regional Transportation Plan within Lake Oswego's Urban Service Boundary,
- ii. Keep bikeways free of debris and in good repair, (see comment above)
- iii. Promote bicycle safety and encourage bicyclists and motorists to share the road through educational programs, (who is going to do this? LOPD?)
- iv. In general, plan bicycle routes along Arterials and Major Collectors and design bicycle facilities that take into consideration: (I am not sure what the following list accomplishes? It seems to me that what is outlined is a partial list of considerations that would go into any design process.)
  - a. neighborhood character;
  - b. safety for other modes of travel;

- c. the need for on-street parking;
  - d. topographic conditions;
  - e. street speed and volume;
  - f. ability to gain additional right-of-way due to placement of existing buildings or existence of sensitive lands; and
  - g. using alternative parallel routes within one-quarter mile of an Arterial or Major Collector where these constraints exist, as long as the parallel bike way provides an equally convenient route to local destinations.
- v. Ensure that secure bicycle storage facilities such as bicycle racks and other park and lock accommodations are provided at major destination points including recreation areas and commercial and employment centers.
  - vi. Ensure that bicycle safety laws are implemented and enforced.
  - vii. Work with surrounding jurisdictions and ODOT to develop direct bicycle commuting routes between Lake Oswego and other communities.
  - viii. Implement a bicycle license fee, with proceeds contributing to funding bicycle facilities. (who is working on this?)

## **GOAL 8: TRANSIT SYSTEM**

The City shall encourage transit ridership by working with Metro, Tri-Met, and ODOT to develop a transit system which is fast, comfortable, accessible and economical through development of land use patterns, development design standards and street and pedestrian/bikeway improvements which support transit.

## **POLICIES**

1. Transit shall be a viable alternative to the single-occupant automobile in the City's highest density employment and housing areas. The City shall develop, in conjunction with TriMet, a network of transit routes to connect these areas with Main Streets, Town Centers, Employment Centers, downtown Portland and major transit and transfer stations.  
  
Areas not directly served by transit shall be served with park and ride lots, which shall be located to provide convenient auto access to regional trunk route service.
2. Develop transit centers in Town Centers and Employment Centers where there is a need for transfer points between bus lines and local shuttle services or transit trunk routes. Transit centers will be conveniently located for all modes of transportation, in particular pedestrian, bike and transit.

3. The City will work with TriMet to ensure that the needs of the community's transportation disadvantaged are met by making transportation services more accessible.
4. The City will work with TriMet to determine appropriate locations and design of bus turnout lanes to enhance transit usage and public safety and to promote the smooth flow of traffic.
5. The City shall work with TriMet to ensure that the potential for transit to meet transportation needs is addressed in compliance with the Transportation Planning Rule.
6. The City shall work to preserve existing railroad rights-of-ways and other easements to maintain opportunities for future mass transit, bike and pedestrian paths.

## **RECOMMENDED ACTION MEASURES - TRANSIT**

- i. The City shall work to preserve existing railroad rights-of-ways and other easements to maintain opportunities for future mass transit and bike and pedestrian paths.
- ii. The City shall pursue capital/operating assistance from TriMet and/or other public or private transit providers as needed to provide adequate transit service.
- iii. Work with TriMet to identify additional opportunities for park and ride facilities and shelters in Lake Oswego.
- iv. Support efforts to develop greater inter-city public transit options.
- v. Preserve the Willamette Shore Rail line for high capacity transportation opportunities or opportunities to share the right-of-way, if feasible, with high capacity transit and other modes of travel, such as pedestrian and bicycle. (The MTIP funds will fund a study in the near future that should address this)
- vi. Coordinate with Metro, TriMet, Multnomah County, Clackamas County, the City of Portland and other regional partners in the planning and design of high capacity transit on the Willamette Shore Rail line to ensure:
  - a. Adequate access to the regional transportation system;
  - b. Adequate termini facilities; and
  - c. Adequate access to the line for all modes of travel.

## **GOAL 9: COMMERCIAL RAIL AND WATER TRANSPORT**

Lake Oswego shall work with commercial rail and water transportation providers and associated regulatory agencies to ensure their activities are safe and compatible with the City's

transportation system.

## **POLICIES**

1. Lake Oswego shall ensure that the development of marine oriented land uses and transportation facilities along the Willamette River are coordinated with the appropriate governmental agencies and those businesses who currently use the river for transport.
2. The City shall coordinate future transportation planning and roadway improvements with rail service providers and the Public Utilities Commission to ensure the installation of efficient and safe crossings.
3. The City shall, through the Public Utilities Commission, ensure that rail traffic does not impede the smooth and safe flow of bicycle, pedestrian and vehicular traffic.

## **GOAL 10: CITIZEN INVOLVEMENT**

Lake Oswego shall ensure that opportunities are provided for citizen involvement in decisions affecting the City's transportation system.

## **POLICIES**

1. Public involvement opportunities shall be provided for all major transportation projects.

## **GOAL 11: PARKING**

Adequate on-site parking and loading facilities shall be provided for all land uses.

## **POLICIES**

1. The City shall develop and maintain parking regulations that require off-street employee and customer parking and loading facilities be provided on-site and commensurate with the size and relative needs of each new development, balanced with the need to reduce auto trips, encourage alternative transportation and retain the natural drainage system. (How does this fit with the downtown development? We run into a lot of businesses that consider on-street parking to be their personal parking lot)

2. When commercial, industrial or institutional uses are changed or intensified, customer and employee parking shall be adjusted commensurately. (the new standards are maximums vs. the old standards that were minimums, this causes problems when maximums are based on modal splits and modal splits are dependent upon service being provided.)
3. Commercial and industrial parking shall not intrude into adjacent residential neighborhoods. The impacts on adjacent residential areas of new commercial and industrial parking facilities or increases in the size of existing lots shall be reduced through buffering and screening.
4. The City, through the neighborhood associations, shall develop residential area parking guidelines to maintain the safety, character and utility of residential streets.
5. Require off-street parking in commercial, industrial, and high density residential areas to be at the sides or rear of buildings where practical, with buildings oriented to the street in a manner which is convenient to pedestrians, bicyclists and transit riders.

## **RECOMMENDED ACTION MEASURES - PARKING**

- i. Monitor and evaluate the number and sizes of parking spaces required for various types of land uses and amend development regulations.
- ii. Provide redevelopment opportunities for parking lots when they are no longer needed for automobile parking.
- iii. Where possible, provide for the minimum of impervious area by utilizing durable and dust-free alternatives to traditional asphalt and concrete paving when developing new streets and parking lots. Utilize the natural drainage system where practical. (Ecocrete, but how do we encourage or require use?)
- iv. Where appropriate and practical, mitigate the visual and aesthetic impacts of parking by encouraging:
  - a. Buildings and parking to be oriented to the street in a manner that is convenient to pedestrians and transit users; and,
  - b. Landscaping, buffering and screening.
- v. Through the Neighborhood Traffic Management Program, address on-street parking problems within residential neighborhoods that are caused by adjacent commercial and institutional land uses. (The NTMP program is ill-equipped to deal with parking problems, seems like there ought to be a better forum for addressing these problems)

# Outlook 2025

Summary of Issues  
Goal 13- Energy Conservation  
August 25, 2003

## GOAL 13 - SUMMARY OF ISSUES

1. **“Establishing a baseline energy accounting and an acceptable payback period would assist the City in making decisions regarding energy efficiency.” (Goal 13, Summary of Major Issue)**

COMMENT: Include “Sustainability” under Summary of Major Issues (Also see discussion under Section “D”). The City is currently engaged in developing a Sustainability Plan for its facilities. The establishment of baseline energy information is part of the scope of work.

2. **“The City shall conserve energy.” (Goal)**

COMMENT: Consider amending the goal to incorporate a holistic approach to energy conservation.

An alternative goal might be:

“The City shall conserve energy with the consideration to social, economic and environmental impacts.”

3. **Policies and Recommended Action Measures (RAMs) in General:**

COMMENT: All policies and RAMs should be reviewed for applicability. Many of the RAMs direct the City to do things that are currently being done, other could be make into policies.

## OTHER IDENTIFIED ISSUES

4. **Increase in Energy Cost (electric and natural gas)**

COMMENT: The background section or the “summary of major issues” section should include a discussion on the increase of the cost of electricity and natural gas.

5. **Sustainability**

COMMENT: The City of Lake Oswego recognizes that local government plays a vital role in fostering sustainability and therefore is committed to adopting, implementing, and maintaining sustainable practices. The City wishes to establish a model sustainability program in order to make wise business decisions regarding the investment of public funds and to promote and increase the conservation and efficient use of energy, water, native plant and wildlife habitats and other natural resources.

For over a year now, the City's Sustainability Group, made up of City employees, has been working on developing a sustainability plan for the City. After adoption of this plan by the City Council, the plan should be incorporated into this goal.

Consider including the Sustainability Plan into this section of the Comprehensive Plan, including developing policies and RAMs to move the City towards a more sustainable future.

A copy of the plan can be viewed on the City's website, through the Planning Department link.

**6. Technological advancement in Alternative Energy Sources (Summary of Major Issues)**

COMMENT: Technological advancement in the research and development of alternative energy sources such as wind, thermal, and solar sources has made the use of these alternative energy sources more affordable and attainable.

**7. Employee Commute Options (ECO) Program**

COMMENT: The City has been participating in the ECO program since 2001. Participation in this program moves applicable employers towards compliance with the State of Oregon's Clean Air Act Implementation Plan as adopted by the Environmental Quality Commission and administered by the Department of Environmental Quality (DEQ). The ECO program will no longer be enforced after 2006.

The Goal of the ECO program is to reduce employee commute auto trips to work by 10% within three years by providing alternative modes of travel and incentives. The ECO Rule affects employers (public and private) in the Portland Metro area with more than 50 employees reporting to a single work site. Therefore compliance of the ECO Rule only applies to City Hall. However, the City provides the same incentives to use alternative modes of travel to all employees city-wide.

Consider developing policies or RAMs to support continued participation in the ECO program as a means to reduce energy consumption and improve air quality.

# Outlook 2025

Summary of Issues  
Goal 14- Urbanization  
June 23, 2003

## Goal 14- Urbanization

### 1. 2002 UGB Expansion (Condition 3)

In December 2002 the Metro Council adopted ordinances that would expand the UGB by 18,564 acres to provide 38,657 housing units and 2,671 acres for additional jobs. Most of this expansion is occurring on the east side of the Metropolitan area near Damascus. Metro is currently considering adding 2,700 acres of industrial lands.

Consideration should be given to how the 2002 expansion of the UGB affects the City in that although some parts of the Stafford basin were included in this UGB expansion, the Stafford basin is likely to again be considered during the next round of UGB expansion.

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

#### (Summary Of Major Issue)

ISSUE: During the 2002 UGB expansion, although there was land added to the UGB in the Stafford area, it did not directly affect the City of Lake Oswego. That area of approximately 370 acres is adjacent to the City of West Linn.

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

#### (Policy 11)

ISSUE: This policy should be amended to reflect special sewer conditions. There have been cases where the septic system failed on a property and immediate sewer hook-up was necessary in order to remedy the health, safety, welfare risk of an open sewer. In these cases the City required the property owner to sign an annexation agreement in order to immediately hook up to the sewer and then required them to go through the annexation process which takes between three to five months.

### 4. **“Develop and adopt Quality of Life Indicators.” (RAM iii)**

**“Incorporate Quality of Life Indicators into development regulations as criteria for determining the impacts of future development on the community.” (RAM iv)**

ISSUE: The City is currently in the process of refining the Quality of Life (QOL) indicators that the QOL Task Force developed in 1999. A preliminary report is tentatively scheduled for Planning Commission review by the end of September.

Should indicators be used as criteria for development review? On the one hand, the indicators are being developed as a way to monitor growth and would make sense to use as criteria. On the other hand, a strict reading of the RAM would indicate that an isolated minor partition would be required to be evaluated based on indicators that were developed to reflect a city-wide trend. Would a minor partition impact a city-wide trend?

**5. Annexation of all properties within the Urban Services Boundary (USB)  
(Other Identified Issue)**

ISSUE: The City is currently investigating the feasibility of an all USB annexation. The result would be all properties within the City’s USB would be incorporated into the City limits. This action is being considered as a strategy to help the school district in providing more equity and distribution of properties that would pay for school services.

The results of this consideration will not be known for awhile, but whatever the outcome perhaps new policies will be developed as a result of this.

# Outlook 2025

## Summary of Issues

### Goal 15-Willamette River Greenway

March 24, 2003

#### **Goal 15-Willamette River Greenway**

- 1. Metro Title 3, Water Quality and Flood Management Conservation**  
ISSUE: The City is required to be in compliance with Title 3 of Metro's Functional Plan. In order to do that, the City is required to amend its Greenway Management Overlay District to accommodate Metro's requirements for water quality standards.
- 2. The City participated in the Willamette River Corridor Plan wherein several jurisdictions developed a coordinated, regional vision for the portion of the river lying within the Clackamas County urban area.**  
ISSUE: The Plan was completed in September 1994 with the purpose of working with other local governments to resolve conflicts, develop similar goals, and better coordinate regulations and plans for the river's edge. Further investigation is required to determine the status of the Plan implementation and if it should be integrated into the Comprehensive Plan.
- 3. "Designate the Willamette Greenway as Protected Open Space." Policy #9**  
ISSUE: Either delete this policy or amend the Comprehensive Plan and Zoning Map to be consistent with the policy. Currently, the Comprehensive Plan Map only identifies the Greenway with hash-marks. There is no OS, Open Space designation on the greenway with the exception of where the greenway and City parks overlap, there is the designation of PK/OS, Park Open Space.
- 4. RAM(i) – "The Willamette River Greenway Boundary shall include the potential nine acre acquisition site identified by the Oregon State Parks and Recreation Department at the confluence of the Willamette River and Tryon Creek."**  
ISSUE: Update information. The City recently acquired approximately 6.25 acres (formerly known as the Jarvis property) at the mouth of Tryon Creek.
- 5. Mouth of Tryon Creek Acquisition**  
ISSUE: Update the background language and RAM(i) to include discussion about the City's acquisition of approximately 6.25 acres (formerly known as the Jarvis property) at the mouth of Tryon Creek.
- 6. "Chip Plant Park" Site Acquisition**

ISSUE: Update the “background” language to include discussion and future development of the site. The Comprehensive Plan Map should also be changed to reflect the new use.

**7. Riverfront Pathway**

ISSUE: Update the “background” language to include discussion of the riverfront pathway. Perhaps include a map showing the existing pathway and identify missing linkages in the pathway.

**8. Foothills Design District Plan**

ISSUE: This plan was developed in June 2002. The intent of the Plan was to explore options for the future of currently zoned industrial areas between the City’s downtown retail core and its waterfront along the Willamette River. This Plan has not yet been formally adopted.

**9. Summary of Major Issues (PRAB Recommendation)**

The City joined with METRO and the City of Portland’s Bureau of Environmental Services to purchase the Jarvis property at the confluence of Tryon Creek and the Willamette River in 2002.

Subsequent Note:

**Metro Title III 3.07.330(C)**

“Cities and counties shall conduct a review of their Water Quality and Flood Management Areas map concurrent with local periodic review required of ORS 197.633(1997).

# Outlook 2025

## Summary of Issues Special District Plans September 22, 2003

### SUMMARY OF ISSUES

1. **Adoption of Three additional Neighborhood Plans (Condition #1)**  
COMMENT: The Glenmorrie, Waluga and Lake Forest neighborhood plans should be included in the next Comprehensive Plan update.
2. **Marlyhurst Plan (Condition #1)**  
COMMENT: This Plan needs some general updating because changes have occurred on the Marlyhurst Campus that are not reflected in the Plan. Amendments include:
  - Adding a map that identifies the sub-areas.
  - Many of the identified zone changes have been implemented, other do not appear to have been changed. It is difficult to make that determination because no map showing the sub-areas is included.
  - A discussion about the commercial development that is currently under review is appropriate.
3. **Foothills Plan (Condition #1)**  
COMMENT: This Plan has been acknowledged by the City Council, but not yet adopted. The Foothills Plan looks at providing mixed-use residential and commercial uses along with recreational uses. It focuses on the opportunity to expand on the existing strengths of the downtown area, such as accessibility and proximity to destination areas such as the Willamette River and local parks in the area.
4. **Lake Grove Town Center Plan\_(Condition #1)**  
COMMENT: This Plan is currently under development.
5. **Foothills Plan (Condition #3)**  
COMMENT: The Foothills Plan will require coordination with ODOT to determine access issues related to Highway 43 and coordination with Tri-Met to coordinate street car and mass transit issues.
6. **Lake Grove, Glenmorrie, Waluga & Lake Forest Plans (Summary of Major Issues)**  
COMMENT: An extensive review of the “Summary of Major Issues” section for the above plans will be required.
7. **Goals, Policies, and Recommended Action Measures**  
COMMENT: As noted previously many of the neighborhood plans were formatted to duplicate the format of the Comprehensive Plan. As such, many of the existing goals, policies and recommended action measures found their way into the neighborhood plans. The intent of the duplicate goals, policies and recommended actions measures was to

emphasize and show support for these existing goals, policies and recommended action measures. Although the point was made, it did tend to make the actual neighborhood plans larger than they should have been.

Due to the extensiveness of the neighborhood plans, they were not individually reviewed at this time to determine if a goal, policy or recommended action measure should be deleted or amended. However, this should be done during the Comprehensive Plan review process to ensure that neighborhood plans are consistent with the Comprehensive Plan.

## **OTHER IDENTIFIED ISSUES**

### **8. Neighborhood Plans**

COMMENT: The Neighborhood Planning Program should be reviewed to:

- Clarify the intent of the plans.
- Explain how these plans will be used.
- Provide a clear, simple and consistent format for plans that eliminate redundancy with the Comprehensive Plan.

### **9. Neighborhood Plan Implementation**

There are policies in the Lake Grove, Glenmorrie, Waluga and Lake Forest neighborhood plans that require implementation. A task of the Comprehensive Plan review process should be to:

- Identify which policies require implementation through code amendments.
- Determine if the policy and subsequent code amendment is still valid.
- Pursue code amendments.

### **10. Lakewood Bay Bluff Plan**

COMMENT: Review the applicability of the plan since this area is developed with high density housing as outlined in the plan.

### **11. Marylhurst Plan**

COMMENT: See comments under Section III(A)(1).

### **12. E-mailed Comment From a Citizen**

Due to the increase in renters in certain neighborhoods, a citizen requested that the City consider including the following language in the Comprehensive Plan or Neighborhood Plan Guidelines:

“Residents shall not park any of their motor vehicles in front of neighbors’ properties for more than one night each week without the express permission of those neighbors. Failure to follow this restriction may result in a fine or citation issued to the owner or renter who chooses to park (or continually allows guests to park) alongside properties other than where that owner or renter resides.”