

## City of Lake Oswego Comprehensive Plan Update SCENARIO DESCRIPTIONS AND PRELIMINARY IMPLICATIONS

Concurrent with the visioning process and through public and Citizen Advisory Committee (CAC) input, two land use scenarios have been developed to explore alternative ways to create a more sustainable Lake Oswego consistent with the 2035 vision. The scenarios are described below along with a 2035 Baseline scenario that is derived from the existing Comprehensive Plan. In line with the draft 2035 vision, the “Village Centers” and “LOconomy” assume that Lake Oswego:

- Population will increase over the next 20 years
- Is a “full-service” community that meets its residents’ daily needs for housing, employment, recreation, and goods and services (i.e. live, work and play)
- Offers a diverse supply of housing for all incomes and ages
- Provides connections within the City and to the surrounding region through a multi-modal transportation system
- Places a high value on education and the arts
- Has an integrated network of parks and open spaces that contribute to a healthy ecosystem and healthy people

The following table provides a description of the three scenarios organized by the seven action areas of the draft 2035 vision and a preliminary assessment of how they compare to the City’s sustainability principles.

Scenario	Baseline	Village Centers	LOconomy
<b>Description</b>	<p>The baseline scenario reflects the existing designations/zoning/ and policies of the Comprehensive Plan and other adopted plans such as the East End Redevelopment Plan. The scenario assumes an average annual growth rate of 0.45% for population and employment following recent trends. The growth is assumed to be accommodated by the existing land use pattern. Housing is distributed throughout the city and continues the existing land use pattern.</p> <ul style="list-style-type: none"> <li>• May not comply with state law (Metro housing rule)</li> </ul>	<p>“Centers” of various scales and intensities accommodate new jobs and housing and are equipped with services to meet most daily needs of Lake Oswego residents. This network of centers builds on existing locations of vibrant, walkable nodes and supports the concept of the “20-minute community” where services are within walking distance of homes. The character of each center will be unique, with identities varying from housing to employment to education to civic/cultural. Employment and housing is focused in existing centers or nodes throughout the city and the intensity of uses is increased to accommodate the vision and state requirements. This strategy is intended to preserve neighborhood character and reduce development pressure in single-family neighborhoods by focusing new development in centers and nodes.</p>	<p>Builds on Lake Oswego’s professional services economy and existing land use pattern with a focus on employment districts at the east and west ends of the city. Employment and housing intensity of uses is focused in the two areas, thereby reducing development pressure on neighborhoods and preserving neighborhood character.</p> <p><u>East End (Downtown/ Marylhurst University/Foothills).</u> A walkable, mixed-use village serving as the city’s civic and cultural center.</p> <p><u>West End (Kruse Way/SW Industrial Area/Boone’s Ferry Road).</u> A regionally competitive, 21<sup>st</sup> Century mixed-use center with a focus on employment and regional connections (I-5, Hwy 43, and high capacity transit) to attract new economy professionals.</p>
 <p style="text-align: center;">Inspiring Spaces &amp; Places</p>	<p>Continues current policies in existing 2040 design type centers and corridors within the city.</p> <ul style="list-style-type: none"> <li>• No growth into the Stafford area.</li> <li>• Maintains a high level of aesthetics and design for development.</li> </ul>	<p>Centers are designed to create a more sustainable, walkable community. Pedestrian and bicycle connections to centers are well designed and safe. Centers throughout the city include small to medium-scale parks, plazas and/or public spaces for gatherings and community events.</p> <ul style="list-style-type: none"> <li>• This strategy may require new design standards to ensure development is compatible.</li> </ul>	<p>Efforts focus amenities such as streetscape improvements and public gathering spaces in the east and west end of the City. Redevelopment results in walkable districts that are well connected to high capacity transit.</p> <ul style="list-style-type: none"> <li>• This strategy may require new design standards to ensure development is compatible.</li> </ul>
 <p style="text-align: center;">Complete Neighborhoods &amp; Housing</p>	<p>Continues existing housing development patterns, accommodating population increases through infill on vacant and partially vacant lots in low-density residential areas throughout the city. Aspires to provide a range of housing options based on existing goals and policies.</p> <ul style="list-style-type: none"> <li>• No clear direction on how to implement goals and policies for affordable housing.</li> </ul>	<p>Centers of various scales accommodate the majority of new residential and commercial development and are equipped with services to meet most daily needs. The larger, downtown and Lake Grove centers include affordable and senior housing opportunities and are well served by transit. Smaller commercial centers at Mountain Park, Pallisades, and Marylhurst provide a mix commercial services and housing. Neighborhood nodes are located within residential neighborhoods (i.e., schools, Luscher Farm, Mt. Park) to provide gathering places for community members. The Foothills neighborhood includes a range of residential housing types serving both seniors seeking to down size and first-time home-buyers. The district addresses the needs of multiple demographic and socio-economic groups.</p> <ul style="list-style-type: none"> <li>• Designed to provide a range of housing that benefits the local economy. New</li> </ul>	<p>Job and housing growth is concentrated in the east and west end areas through infill and redevelopment, including mixed-used development, while preserving the character of existing residential neighborhoods. Mixed use housing offers a diverse range of residential types across multiple demographic and socio-economic groups.</p> <ul style="list-style-type: none"> <li>• Does not encourage increased densities in existing neighborhoods by concentrating new housing in the east and west end near jobs and transit.</li> <li>• Does not significantly improve the opportunity for residents of single family areas to meet their daily needs without an automobile.</li> </ul>

		housing for seniors who wish to remain in Lake Oswego frees up existing single family dwellings for new families with school age children. Includes the opportunity for walking to meet daily needs (live, work, play).	
 Economic Vitality	Maintains the seven commercial, two industrial and five mixed-use or split zone areas that allow commercial development. Assumes Foothills remains as an industrial area. Consistent with existing policy discouraging regional draw retail uses.	Mixed use centers are neighborhood centers are equipped with services to meet many of the daily needs of residents. Major employment centers are located along Kruse Way and in the southwest corner of the City. The downtown center is a local commercial destination with shops, restaurants, office employment, and boutique hotels. Smaller neighborhood commercial nodes are enhanced with new housing and commercial uses, including small to medium-scale retail for neighborhood or sub-area needs and scaled opportunities for limited employment uses. <ul style="list-style-type: none"> <li>• Employment activity is dispersed and intensity of commercial uses is spread out over the city.</li> <li>• More focus on proactive strategies to attract new businesses and retain local businesses.</li> </ul>	The west end continues to serve as a significant professional services cluster within the regional economy. The district is focused on attracting and growing knowledge-based businesses and professionals. Emphasis is on regional connections (I-5, Highway 217, and high capacity transit), and advanced communication technology. The east end is a local commercial and civic destination with shops, restaurants, offices, and boutique hotels. It has strong connections to Portland's South Waterfront and Oregon Health and Science University (OHSU). <ul style="list-style-type: none"> <li>• Employment activity is more centralized and capitalizes on the successes and locations of the east and west ends.</li> <li>• More focus on proactive strategies to attract new businesses, retain existing local businesses, and provide opportunities to connect to the global economy.</li> </ul>
 A Connected Community	Assumes existing Transportation System Plan improvements. Most citizens must drive to meet their daily needs. Continues to support current goals and policies that: <ul style="list-style-type: none"> <li>• Minimize impacts on air quality.</li> <li>• Address mobility needs of residents for all modes of travel.</li> <li>• Reduce energy consumption.</li> </ul>	More emphasis is placed on transportation opportunities within the City. High-quality regional transit crosses the city and supports development in the downtown and the Lake Grove centers. Local intra-city transit and autos connect neighborhoods to centers. Hwy 43 and high capacity transit provide connections along the Willamette River from the East End to Portland's South Waterfront. A citywide network of walkways and bikeways connects centers and adjacent neighborhoods and provides increased opportunities to meet daily needs through pedestrian and bicycle options.	Emphasis is placed on transportation opportunities connecting the city's two ends and connecting the city to surrounding communities. The west end is served by regional connections including I-5 and high capacity transit to Washington Square and Beaverton. Hwy 43 and high capacity transit provide connections along the Willamette River from Marylhurst to Portland's South Waterfront. Local transit connects the east and west ends. Walkways and bikeways connect neighborhoods to each end of the City.
 Community Culture	The City continues to place a high value on education and the arts. Challenges exist for maintaining current levels of funding and support.	Downtown is the civic and cultural center of Lake Oswego with civic institutions (e.g., City Hall, Library), cultural institutions, a community center, small convention center, shops and restaurants, offices, and boutique hotels. Marylhurst University is an educational hub of the city; however, educational/cultural opportunities are dispersed among centers. The City, in partnership with private and non profit organizations, provides cultural arts facilities and programs.  This scenario emphasizes Lake Oswego as a "Learning Community" with a focus on educational and civic institutions serving as the anchor of each center and a greater emphasis on attracting both families with school-aged children and adults & seniors seeking lifelong learning opportunities close to their homes.	Educational/cultural opportunities are concentrated in the east and west ends. The east end includes the downtown as a walkable, mixed-use village serving as the city's civic and cultural center (e.g., City Hall, Library). The City provides cultural arts facilities and programs that meet the needs of the community. An additional cultural and recreational center is developed in the west end and serves local residents as well as the professional services job cluster along Kruse Way. Connections to educational opportunities (e.g., Marylhurst, OHSU, PSU, and PCC) are strengthened through regional transit.
 Healthy Ecosystems	The City maintains existing park and open space facilities. Trail and pathway projects continue to be developed. <ul style="list-style-type: none"> <li>• Infill in low-density residential areas increases impervious surfaces.</li> </ul>	Air quality is improved and green house gas emissions are reduced due to shorter vehicle trips between residential uses and the range of services available in centers.  By concentrating new development in centers, less infill development is required within existing single family neighborhoods resulting in more private open space and better stormwater retention.	New development is concentrated in the east and west ends of the community where there is good access to transit. Transit oriented development requires less reliance on the automobile to meet daily needs thus helping to improve air quality.  The development pattern results in less infill development and more private open space on single family lots and better stormwater retention. In general, concentrated development reduces need to expand amount of impervious surface with Greenfield development.

 <p>Healthy Safe People</p>	<p>The City continues to maintain its high standards for public safety. Challenges exist for maintaining current levels of funding and support.</p>	<p>Residents continue to be served by an excellent public safety response system with neighborhood/district level police stations that are more responsive to local needs, but require more coordination. Emergency response is strengthened by new police/LOCOM facilities in seismically stable facilities &amp; locations. Smaller recreational facilities and programs are dispersed throughout the city. Healthy, local foods are available to citizens through gardens and markets in neighborhoods and village centers. Availability of goods and services within walking distance of many residences, along with enhanced walking and biking routes and local transit help reduce greenhouse gas emissions and improve air quality.</p>	<p>Residents continue to be served by an excellent public safety response system with police services located in the east and west ends. Fire stations continue to provide fast response through multiple city locations. Emergency response is strengthened by new police/LOCOM facilities in seismically stable facilities/locations. The City provides larger centralized recreational facilities and programs in each end of the community. Access to healthy foods through farmers markets in each end and centralized community gardens. Regional transit connections provide opportunities to reduce single occupancy vehicle trips, reducing greenhouse gasses.</p>
			