

LAKE GROVE VILLAGE CENTER URBAN RENEWAL PLAN



**Adopted by Lake Oswego Ordinance 2598 on July 24, 2012
First Amendment Effective December 3, 2015
Ordinance 2692**

City of Lake Oswego

Mayor:

Jack D. Hoffman

City Council:

Jeff Gudman
Donna Jordan
Mike Kehoe
Sally Moncrieff
Mary Olson
Bill Tierney

Planning Commission

Chair:

Jon Gustafson

Vice Chair:

Puja Bhutani
Bill Gaar
Julia Glisson
Jim Johnson
Todd Prager
Sally Moncrieff, Council Liaison

City Manager:

David Donaldson

Assistant City Manager:

Brant Williams

Finance Director:

Ursula Euler

Assistant Planning Director:

Denny Egner,

Economic Development Manager:

Jane Blackstone

City Engineer:

Guy Graham, P.E.

City Engineer:

Erica Rooney

Administrative Assistant:

Anne-Marie Simpson

Urban Renewal Plan Focus Group:

Linda Brown, Lake Oswego School District
Joe Buck, Lake Grove Business Association
Mike Buck, Lake Grove Business Association
Trudy Corrigan, Lake Grove Resident
Julia Glisson, Lake Oswego Planning Commission
Chuck O'Leary, Lake Oswego Chamber of Commerce
Ken Sandblast, Lake Grove Business Association
Mary Turnock, Lake Grove Resident
Cheryl Uchida, Lake Grove Resident

Consultant Team

Elaine Howard Consulting, LLC
Elaine Howard
James Vanden Bos
ECONorthwest
Abe Farkas, Lorelei Juntunen
Nick Popenuk, Whit Perkins, Emily Picha
Jeannette Launer, Legal Counsel
Leslie Vanden Bos, Editor

TABLE OF CONTENTS

I. PLAN AMENDMENTS	1
II. INTRODUCTION	1
III. GOALS AND OBJECTIVES	6
IV. OUTLINE OF MAJOR URBAN RENEWAL PROJECT ACTIVITIES	9
V. URBAN RENEWAL PROJECTS	10
VI. PROPERTY ACQUISITION AND DISPOSITION	11
VII. RELOCATION METHODS	12
VIII. TAX INCREMENT FINANCING OF PLAN	13
IX. FUTURE AMENDMENTS TO PLAN	14
X. PROPOSED LAND USES	16
XI. RELATIONSHIP TO LOCAL OBJECTIVES	19

I. PLAN AMENDMENTS

The following are amendments to the adopted Lake Grove Village Center Urban Renewal Plan:

The First Amendment to the Lake Grove Village Center Urban Renewal Plan was approved by the City Council on November 3, 2015 by Ordinance No. 2692. The amendment added property totaling 12.88 acres, located at 4101 Kruse Way and formerly known as the West End Building Property, and 21E08BB05300 in the Clackamas County Assessor's records, to the urban renewal boundary.

II. INTRODUCTION

The Lake Grove Village Center Urban Renewal Plan (Plan) contains goals, objectives, and projects for the development of the Lake Grove Village Center Urban Renewal Area (Area). The overall purpose of the Plan is to use tax increment financing to overcome obstacles to the proper development of the Area. The Lake Grove Urban Renewal Plan Boundary is shown in Figure 1.

The following project background is taken directly from the 2008 Lake Grove Village Center Plan:

In 1999, the Lake Oswego Comprehensive Plan was amended to designate the Lake Grove area as a Town Center consistent with the Metro 2040 Plan. In 2001, the Boones Ferry Road Corridor Plan was prepared by the City but never formally adopted.

Planning and public involvement for the Lake Grove Town Center began in September, 2002, and culminated with the development of the Lake Grove Town Center (LGTC) Plan Report in July, 2003. Throughout the process, several well attended community open houses and a multi-day design charrette were held to identify issues and test concepts. The LGTC Plan Report provided a summary of issues and concepts for integrating land use and transportation in the center. When completed, the LGTC Plan Report served as a source document for and bridge to the follow up implementation planning process.

In October 2003, a twelve-member citizen advisory committee, chaired by a member of the Planning Commission, was appointed by the Lake Oswego City Council to assist the Planning Commission in the development of an implementation plan consistent with the project's adopted Guiding Principles and the City's Comprehensive Plan. As the Advisory Committee began its work

on refining the vision, the group recommended a name change from Lake Grove Town Center to Lake Grove Village Center which they felt more accurately reflected the scale and character of development envisioned for Lake Grove. Between October 2003 and June 2005, the Advisory Committee met monthly, or in some cases weekly, to refine the vision for the Village Center and to develop implementation measures to achieve the vision. In addition, the Advisory Committee met twice per month from September 2005 through April 2006 to develop and refine draft development code language to implement the plan with additional meetings occurring during the summer.

In the summer [of] 2006, the City of Lake Oswego applied to have the Plan and Code adopted by the Lake Oswego City Council. An Open House was held in September prior to the start of public hearings before the Planning Commission in October 2006. Throughout their deliberations, the Planning Commission sought to strengthen plan and code provisions to meet long-term community needs, balance various interests and concerns raised in public testimony, and to restructure the documents to better conform to the formats of the Comprehensive Plan and Community Development Code. The Planning Commission made an effort to preserve, to the greatest extent possible, the carefully balanced consensus reached by the Advisory Committee.

Public hearings before the City Council began in February, 2008. The Plan was adopted in April, 2008. Throughout the planning process, the Planning Commission guided the work of consultants, staff and citizens in their efforts to create a visionary yet realistic Plan to guide future development in Lake Grove. Many of those involved came to appreciate the delicate balancing act required to integrate and coordinate the diverse interests of the many stakeholders involved in the effort.¹

In 2011 the City of Lake Oswego hired the team of ECONorthwest, Elaine Howard Consulting, LLC and OTAK to propose a financing plan to implement the Lake Grove Village Center Plan. As part of the public review of this financing plan, there were nine individual interviews, two public meetings, two Lake Oswego Planning Commission (Planning Commission) meetings and two Lake Oswego City Council (Council) work sessions. At the second Council work session on April 24, 2012, the Council reinforced earlier direction to begin formation of an urban renewal plan to use tax increment financing to fund some of the projects in the Lake Grove Village Center Plan.

¹ Lake Grove Village Center Plan, Planning Process, p 4. Adopted 2008.

An urban renewal plan focus group was formed to help guide the preparation of the urban renewal plan. The focus group met five times to provide input on the urban renewal plan components and the urban renewal planning process. The focus group contained members from the Lake Oswego Chamber of Commerce, Lake Grove Business District, Lake Grove area neighborhoods, Planning Commission and Lake Oswego School District. Two public meetings were held (April 4 and May 9, 2012) where the plan was discussed and input received from the community.

The Plan includes a list of specific projects to help implement the shared community vision for the Area. These projects include reconstruction of Boones Ferry Road, as described later in this document, and parking improvements.

The purpose of urban renewal is to improve specific areas of a city that are poorly developed or underdeveloped. These areas can have old or deteriorated buildings, public spaces that need improvements, streets and utilities in poor condition, a complete lack of streets and utilities altogether, or other obstacles to development. The Area has infrastructure needs, lacks adequate streetscape and parking, and does not have a program for assistance to business owners.

Urban renewal allows for the use of tax increment financing to fund urban renewal projects. Urban renewal is unique in that it brings its own financing source: tax increment financing (TIF). Tax increment revenues – the amount of property taxes generated by the increase in total assessed values in the urban renewal area from the time the urban renewal area is first established – are used to repay borrowed funds. The funds borrowed are used to pay for urban renewal projects.

In general, urban renewal projects can include construction or improvement of streets, utilities, and other public facilities, assistance for rehabilitation or redevelopment of property, acquisition and re-sale of property (site assembly) from willing sellers, and improvements to public spaces. The specific projects to be approved in this Plan are outlined in Section III and identified in Section IV.

Urban renewal is put into effect when the City of Lake Oswego adopts an urban renewal plan. The urban renewal plan defines the urban renewal area, states goals and objectives for the area, lists projects and programs that can be undertaken, provides a dollar limit on the funds that may be borrowed for urban renewal projects, and states how the plan may be changed in the future.

The Area, shown in Figure 1, consists of approximately 172.43 acres of land, including approximately 36.53 acres of right-of-way.

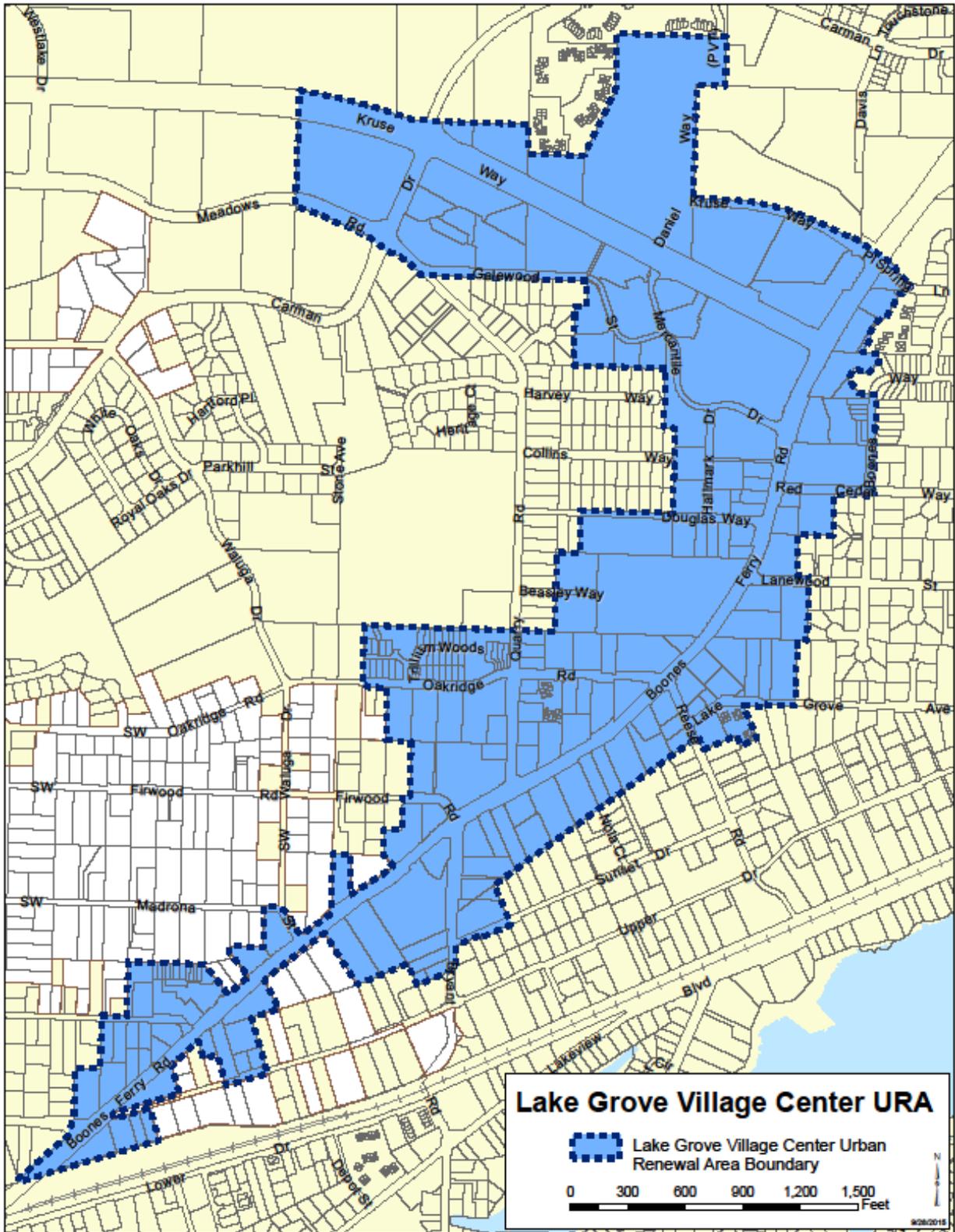
The Plan will be administered by the Lake Oswego Redevelopment Agency (LORA), which was established by the City Council of the City of Lake Oswego as the City's Urban Renewal Agency (Agency). Substantial changes to the Plan, if necessary, must be approved by the City Council, as outlined in Section VIII of this Plan.

A Report accompanies this Plan. The Report includes:

- A description of the physical, social, and economic conditions in the area;
- Expected impact of the Plan, including fiscal impact in light of increased services;
- Reasons for selection of each Area in the Plan;
- The relationship between each project to be undertaken and the existing conditions;
- The total cost of each project and the source of funds to pay such costs;
- The estimated completion date of each project;
- The estimated amount of funds required in the Area, and the anticipated year in which the debt will be retired;
- A financial analysis of the Plan;
- A fiscal impact statement that estimates the impact of tax increment financing upon all entities levying taxes upon property in the urban renewal area; and
- A relocation report.

The maximum amount of indebtedness (amount of tax increment financing for projects and programs) that may be issued for the Plan is \$36,000,000 (Thirty- Six Million Dollars). The projections of maximum indebtedness and projects to be funded, as updated for the First Amendment to the Plan, are based on an 18-year time frame beginning FY 2015-16 and ending FY 2032-33. This time frame is not absolute, but is used to model the financial projections. The determining factor for the Plan's time frame is the amount and terms of maximum indebtedness. Economic factors may cause that time frame to decrease if the economy strengthens or increase if the economy weakens.

Figure 1 - Lake Grove Village Center Urban Renewal Area Boundary



III. GOALS AND OBJECTIVES

The goals of the Plan describe its basic intents and purposes. Accompanying each goal are objectives, which generally describe how the Agency intends to achieve the goals. The urban renewal projects identified in Section IV of the Plan are the specific means of meeting certain objectives. The goals are related to the Lake Grove Village Center Plan and were developed with input from a focus group comprised of Lake Grove Business District representatives, Lake Grove area neighborhood residents, the Lake Oswego Chamber of Commerce, the Lake Oswego Planning Commission, and the Lake Oswego School District.

1. Implement the Lake Grove Village Center Plan

Use urban renewal to support, fund, and implement projects that will move the Lake Grove Village Center towards achieving the goals and policies stated in the Lake Grove Village Center Plan adopted by the City Council in 2008 after extensive citizen involvement.

Objectives

- a. Implement the vision of the Lake Grove Village Center Plan in the Area.

2. Transportation

Improve the transportation network within the Area, with an emphasis on Boones Ferry Road, to create an atmosphere that promotes safety, walkability, ease of access, and a unique identity.

Objectives

- a. Improve Boones Ferry Road to create a street that provides a safe and welcoming environment for pedestrians, bicyclists, and vehicles, accommodates auto traffic efficiently, provides adequate vehicular access and parking inventory to meet the needs of businesses, and manages stormwater within the right-of-way.
- b. Encourage alternative modes of transportation, including public transit, walking, and biking within the Area.
- c. Promote pedestrian travel by enhancing the safety, convenience and attractiveness of walking to and from the Area, including safe crossings on Boones Ferry Road and cross streets.

3. Create a Unique Identity with a Sense of Place and Community

Transform the Area into a vibrant mixed-use area with a unique and recognizable aesthetic identity that strengthens sense of place, promotes enjoyable visits and return patronage, and leverages private investment.

Objectives

- a. Establish a unique identity, through Boones Ferry Road and other improvements, that enhances the Area's character, providing a sense of community for existing businesses and residents and giving visitors a reason to return to the Area.
- b. Create gathering places along Boones Ferry Road to create a "String of Pearls" (neighborhood gathering places) effect that will provide focal points in the Area.
- c. Build a Festival Street to accommodate street fairs, public markets, and other gatherings.
- d. Protect the residential character of the adjacent neighborhoods.
- e. Establish gateway features to notify pedestrians and drivers that they have entered the Lake Grove Village Center.
- f. Create a Village Commons to serve as a major attractor and location for community events.

4. Economy

Promote the role of the Area as an energetic mixed-use community of local businesses that is supported both by the surrounding neighborhoods and visiting shoppers.

Objectives

- a. Encourage more neighborhood-serving businesses to locate within the Area, thereby adding to the critical mass of the area.
- b. Support local businesses by enhancing the transportation network and ensuring there is sufficient parking to address Area demand.
- c. Form public-private partnerships and use public investment to generate private investment.
- d. Develop programs and incentives to encourage mixed-use development, housing and retail uses with a focus on retaining and attracting neighborhood-serving businesses, diverse shopping opportunities, and unique cultural attractions.

5. Natural Resources

Protect the natural resources and enhance the natural environment in the Area.

Objectives

- a. Encourage the use of sustainable street design and stormwater management practices, including the use of shared stormwater facilities.
- b. Encourage use of sustainable building and development practices.
- c. Encourage the efficient and productive use of watershed resources, including the Three Sisters and Springbrook creeks.

6. Public Involvement

Ensure that community values and priorities are properly represented through a process of continual community engagement and feedback.

Objectives

- a. Provide opportunities for meaningful public participation in decision-making.

IV. OUTLINE OF MAJOR URBAN RENEWAL PROJECT ACTIVITIES

The projects within the Area are transportation and parking projects. An outline of major urban renewal project activities is as follows:

1. Transportation Improvements

Boones Ferry Road improvements including the street, sidewalks, a center median with greenstreet elements, traffic signals, pedestrian crosswalks, bike lanes, left turn lanes and space to allow U turns, and streetscape improvements.

2. Parking

Parking development to replace parking lost in the Boones Ferry Road construction and parking to support businesses in the Area.

3. Acquisition

Acquisition of property, as required for implementation of Plan projects.

4. Administration of the Plan

The Agency may use funds for administration of the Plan throughout the life of the Plan.

V. URBAN RENEWAL PROJECTS

Urban renewal projects authorized by the Plan are described below.

As shown in the Report, urban renewal funds will be combined with existing and other future sources of funding to finance project costs. Projects authorized by the Plan are:

1. Boones Ferry Road

Boones Ferry Road includes full improvements as specified in the Lake Grove Village Center Plan including:

- Four travel lanes (two travel lanes in each direction)
- Landscaped center medians serving as a greenstreet feature to capture stormwater
- Bike lanes on both sides of the street
- Sidewalks, including tree wells or landscaped planter on both sides of the street
- Left turn lane and space for u-turns at the signalized intersections
- Pedestrian crosswalks
- Undergrounding of private utilities
- Consistent streetscape elements, including pedestrian scale lighting, street furniture/benches, public transit shelters, coordinated paving materials, and street trees.

2. Parking Improvements

Parking to replace parking lost in the Boones Ferry Road construction as outlined in the Lake Grove Village Center Plan and parking to support businesses in the Area. This Parking project may include acquisition of sites and the development of parking facilities.

3. Acquisition of Property

Acquisition of property will occur as needed for required implementation of Plan projects in accordance with Section V below.

4. Administration of the Plan

The Agency may use funds for administration of the Plan throughout the life of the Plan.

VI. PROPERTY ACQUISITION AND DISPOSITION

The Plan authorizes the acquisition and disposition of property as described in this section. Property includes any and all interests in property, including fee simple ownership, lease, easements, licenses, or other rights to use.

A. Property Acquisition for Public Improvements

The Agency may acquire any property within the Area for the public improvement projects undertaken pursuant to the Plan by all legal means, including use of eminent domain in compliance with State law, except that the Agency may not use eminent domain to acquire any property owned by the Lake Oswego School District. Good faith negotiations for such acquisitions must occur prior to institution of eminent domain procedures.

B. Property Acquisition – From Willing Sellers

The Plan authorizes Agency acquisition of any interest in property within the Area that the Agency finds is necessary to implement the Plan. The Plan does not authorize the Agency to use the power of eminent domain to acquire property from a private party to transfer property to another private party for private redevelopment.

C. Land Disposition

The Agency will dispose of property acquired for a public improvement project by conveyance to the appropriate public agency responsible for the construction and/or maintenance of the public improvement. The Agency may retain such property during the construction of the public improvement.

The Agency may dispose of property acquired under Subsection B of this Section V by conveying any interest in property acquired. Property shall be conveyed at its fair reuse value. Fair reuse value is the value, whether expressed in terms of rental or capital price, at which the urban renewal agency, in its discretion, determines such land should be made available in order that it may be developed, redeveloped, cleared, conserved, or rehabilitated for the purposes specified in such plan. Because fair reuse value reflects limitations on use of the property to those purposes specified in the plan, the value may be lower than the property's fair market value.

Where land is sold or leased, the purchaser or lessee must agree to use the land for the purposes designated in the Plan and to begin and complete the building

of its improvements within a period of time that the Agency determines is reasonable.

VII. RELOCATION METHODS

When the Agency acquires occupied property under the Plan, residential or commercial occupants of such property shall be offered relocation assistance, as required under applicable State law. Prior to such acquisition, the Agency shall adopt rules and regulations, as necessary, for the administration of relocation assistance.

VIII. TAX INCREMENT FINANCING OF PLAN

Tax increment financing consists of using annual tax increment revenues to make payments on debt, usually in the form of tax increment bonds. The proceeds of the bonds are used to finance the urban renewal projects authorized in the Plan. Bonds may be either long-term or short-term.

Tax increment revenues equal most of the annual property taxes imposed on the cumulative *increase* in assessed value within an urban renewal area over the total assessed value at the time an urban renewal plan is approved. (Under current law, the property taxes for general obligation (GO) bonds and local option levies approved after October 6, 2001 are not part of the tax increment revenues.)

A. General Description of the Proposed Financing Methods

The Plan will be financed using a combination of revenue sources. These include:

- Tax increment revenues;
- Advances, loans, grants, and any other form of financial assistance from the Federal, State, Port, local governments, or other public bodies;
- Loans, grants, dedications, or other contributions from private developers and property owners, including, but not limited to, assessment districts; and
- Any other public or private source.

Revenues obtained by the Agency will be used to pay or repay the costs, expenses, advancements, and indebtedness incurred in (1) planning or undertaking project activities, or (2) otherwise exercising any of the powers granted by ORS Chapter 457 in connection with the implementation of this Plan.

B. Tax Increment Financing and Maximum Indebtedness

The Plan will be financed, in whole or in part, by tax increment revenues allocated to the Agency, as provided in ORS Chapter 457. The ad valorem taxes, if any, levied by a taxing district in which all or a portion of the Area is located, shall be divided as provided in Section 1c, Article IX of the Oregon Constitution, and ORS 457.440. Amounts collected pursuant to ORS 457.440 shall be deposited into the unsegregated tax collections account and distributed to the Agency based upon the distribution schedule established under ORS 311.390.

The maximum amount of indebtedness that may be issued or incurred under the Plan, based upon good faith estimates of the scope and costs of projects in the

Plan, and the schedule for their completion, is \$36 million (Thirty-Six Million Dollars). This amount is the principal of such indebtedness and does not include interest or indebtedness incurred to refund or refinance existing indebtedness.

C. Prior Indebtedness

Any indebtedness permitted by law and incurred by the Agency or the City of Lake Oswego in connection with the preparation of this Plan or prior planning efforts that support the preparation or implementation of this Plan may be repaid from tax increment revenues from the Area when, and if, such funds are available.

IX. FUTURE AMENDMENTS TO PLAN

The Plan may be amended as described in this section.

A. Substantial Amendments

Substantial Amendments are solely amendments:

- Adding land to the urban renewal area, except for an addition of land that totals not more than 1% of the existing area of the urban renewal area; or
- Increasing the maximum amount of indebtedness that can be issued or incurred under the Plan. A Substantial Amendment to increase the maximum amount of indebtedness that can be issued or incurred under the Plan for any amount requires the written concurrence of the number of taxing districts as prescribed in ORS 457.470(7).

Substantial Amendments, in accordance with ORS 457.085(2)(i), shall require the same notice, hearing, and approval procedure required of the original Plan under ORS 457.095, including public involvement, consultation with taxing districts, presentation to the Planning Commission, and adoption by the City Council by non-emergency ordinance after a hearing. Notice of such hearing shall be provided to individuals or households within the City of Lake Oswego, as required by ORS 457.120. Notice of adoption of a Substantial Amendment shall be provided in accordance with ORS 457.095 and 457.115.

B. Minor Amendments

Minor Amendments are amendments that are not Substantial Amendments in scope. They require approval by the Agency by resolution.

C. Amendments to the Lake Oswego Comprehensive Plan and/or Lake Oswego Community Development Code

Amendments to the Lake Oswego Comprehensive Plan and/or Lake Oswego Community Development Code that affect the Urban Renewal Plan and/or the Urban Renewal Area shall be incorporated automatically within the Urban Renewal Plan without any separate action required by the Agency or the City Council.

X. PROPOSED LAND USES

The proposed land uses are those identified in the Lake Oswego Community Development Code Article 50 (zoning code) and the Lake Oswego Comprehensive Plan. The zoning code categories in the Area are shown below. If these are updated by the City of Lake Oswego, those updates are automatically incorporated into this Plan.

General Commercial: To provide lands for commercial activities supplying a broad range of goods and services to a market area that includes the planning area identified in the Comprehensive Plan.

Office Campus: To provide lands for major concentrations of regionally-oriented offices and employment opportunities for a market area larger than the planning area.

Neighborhood Commercial: To provide land near or within residential areas for commercial activities.

Residential Zones 7.5: The purpose of the low density residential zones is to provide lands for single-family residential development with densities ranging from two to five dwelling units per gross acre.

Residential R-5: To provide lands for single and multi-family residential development with densities ranging from seven to eight dwelling units per gross acre.

Residential R3, R0: To provide lands for single and multi-family residential development with densities of at least 12 dwelling units per gross acre.

Campus Research and Development: To provide a mix of clean, employee-intensive industries, offices and high-density housing with associated services and retail commercial uses in locations supportive of mass transit and the regional transportation network.

Park and Natural Area: The purposes of the Park and Natural Area (PNA) Zone are to:

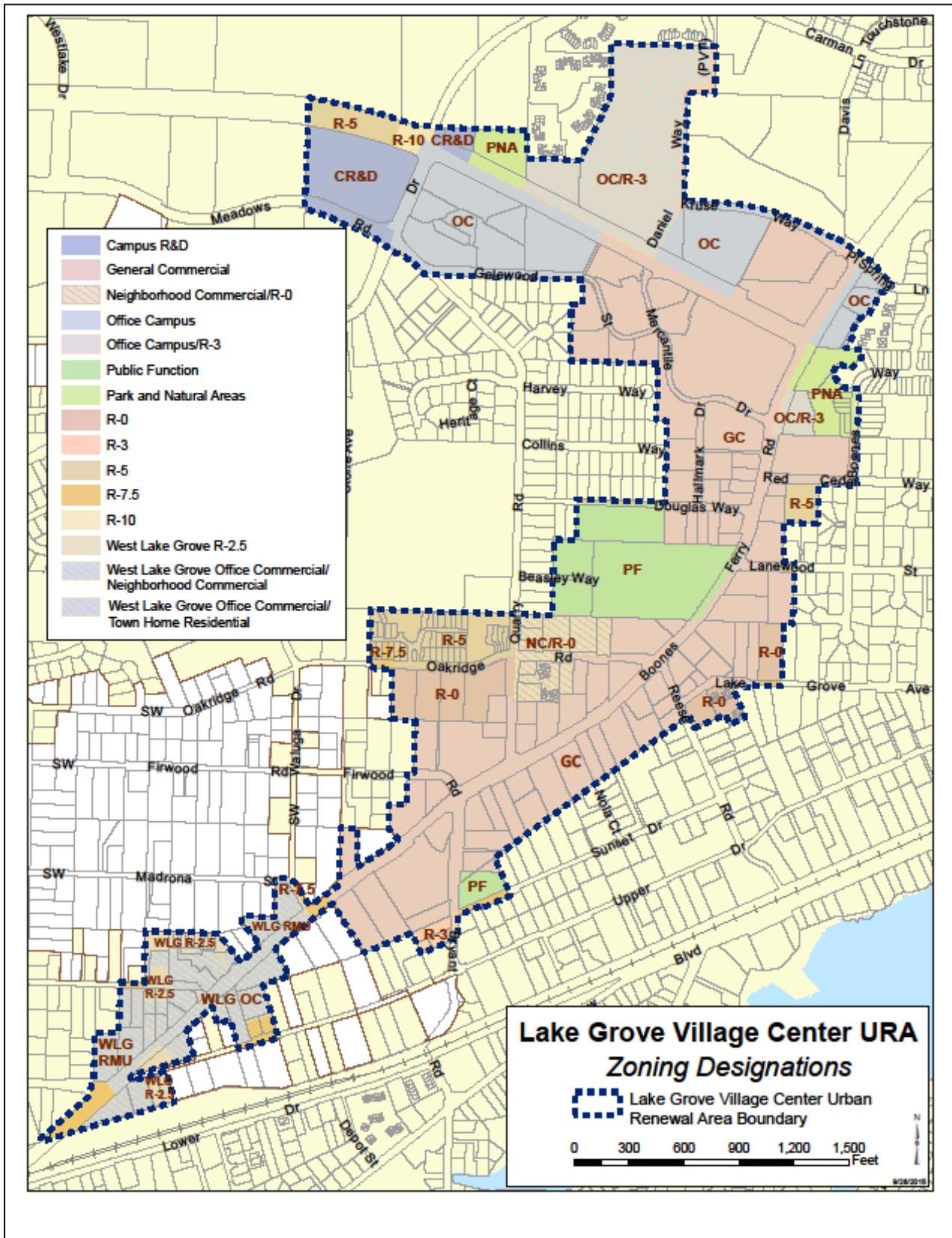
- i. Protect, preserve, conserve, and enhance natural areas, greenways, and parks;
- ii. Permit a wide range of passive and active recreational uses, and accessory uses, on property for the future use and enjoyment of the City and its residents;
- iii. Implement Statewide Planning Goal 8, Recreational Needs; and
- iv. Establish a Master Plan process for park planning and development.

Public Functions: The Public Functions (PF) Zone is intended to specify appropriate land uses and development standards for public uses, such as government services, education, and similar activities.

West Lake Grove District: The purpose of the West Lake Grove District is to create an attractive mixed use district that includes housing, office, and limited retail. There are a number of zone districts within the West Lake Grove District including Town Home Residential (WLG R-2.5), Residential Live Work (WLG RLW), Residential Mixed Use (WLG RMU), and Office-Commercial (WLG OC). There are not purpose statements for each of the zones within the West Lake Grove District.

The maximum densities and building requirements can be found in the Lake Oswego Development Code, Article 50. This Plan will conform to those requirements.

Figure 2 – Zoning and Comprehensive Plan Designations



XI. RELATIONSHIP TO LOCAL OBJECTIVES

The Plan conforms with local planning and development objectives contained within the City of Lake Oswego's Comprehensive Plan, including the Lake Grove Village Center Plan, and the Lake Oswego Economic Development Strategy. The following section describes the purpose and intent of these plans, the particular goals and policies within each planning document to which the proposed Plan conforms, and an explanation of how the Plan relates to these goals and policies. The numbering of the goals, policies, and implementation strategies will reflect the numbering that occurs in the original document. *Italicized text* is text that has been taken directly from an original planning document. The Zoning and Comprehensive Plan designations are shown in Figure 2.

A. City of Lake Oswego Comprehensive Plan

Land use planning involves the consideration and balancing of many different factors and issues to make the best decisions for the community both for the short and long term. The goals and policies of Lake Oswego's Comprehensive Plan are intended to guide the community in making these decisions. The Plan is intended for use by all those who have concerns with the City's land use planning process including; local officials, persons with development interests, state, regional and federal agencies, neighborhood and community groups, and citizens of all interests.

The Plan relates to and conforms with several of the stated goals and policies of the City of Lake Oswego Comprehensive Plan. Of particular relevance are sections pertaining to Community Culture, Inspiring Spaces and Places, Complete Neighborhoods and Housing, Economic Vitality, Connected Community, Public Facilities: Surface Water Management, and Urbanization.

Community Culture

Goal

Provide accessible, meaningful and transparent public engagement processes that offer a wide range of opportunities for citizens to participate in local land use decision-making.

Policy

1. Provide citizen involvement opportunities appropriate to the scale of a given planning effort, and ensure those affected by a Plan have opportunities to participate in the planning process.

The Plan conforms with Community Culture as there has been opportunity for public input at the meetings scheduled for adoption of the First Amendment. These meetings were advertised in Hello LO, the Lake Oswego Review, and posted on the City of Lake Oswego's website. The Amendment will be reviewed formally by the Planning Commission and Lake Oswego City Council after notice to all citizens of Lake Oswego.

Inspiring Spaces and Places

Goal 1.

Maintain and enhance the appearance and quality of Lake Oswego's natural and built environment to preserve Lake Oswego's distinctive sense of place.

Policy

9. Preserve the visual attractiveness of the community by limiting adverse visual impacts to the City's public spaces and streetscape.

Goal 2.

Support future population and job growth within the City's existing urban service boundary and avoid sprawl development through redevelopment and a compact urban form, while maintaining and enhancing an attractive quality of life for Lake Oswego citizens.

Policy

3. Maintain a compact urban form by focusing higher density development in Town Centers and Employment Centers, to avoid or minimize expansion of the Urban Growth Boundary and to provide a balanced transportation system.

The Plan conforms with Inspiring Spaces and Places as the projects that are to be implemented in the Plan will maintain and enhance the appearance and design quality of Lake Oswego. The design details of the reconstruction of Boones Ferry Road are described in detail in the Lake Grove Village Center Plan, which is a component of the Lake Oswego Comprehensive Plan. Provision of a redesigned Boones Ferry Road will help promote additional development in the area, helping to maintain a compact urban form.

Complete Neighborhoods and Housing

Goals

4. Provide opportunity for needed housing while using land and public facilities as efficiently as possible and facilitating greater walking, biking and transit use.
5. Foster distinct and vibrant neighborhood mixed-use villages to serve the daily needs of nearby residents.

Policies

A-4. Maintain land use regulations and standards that provide for mitigation of adverse impacts such as noise, traffic, privacy and visual aesthetics, on differing, adjacent land uses through site and building design.

A-6. Incorporate into the Transportation System Plan and Capital Improvement Plan measures to mitigate adverse impacts of major transportation projects on neighborhoods.

C-5. Develop and implement a Transportation System Plan (TSP*) that assures multimodal access from residential neighborhoods to transit stops, commercial services, employment areas, parks, and other activity centers.

The Plan conforms to Complete Neighborhoods and Housing as the projects in the Plan will provide for an interconnected street system to encourage pedestrian, bicycle, and public transit travel and help reduce per capita vehicle miles traveled in the Area. The reconstruction of Boones Ferry Road will encourage future development in the Area, which is zoned for mixed-use development and has the ability to incorporate housing uses.

Economic Vitality

A. Economic Development

Goal

Provide a full range of economic development opportunities that enhance prosperity and livability.

Policy

A-8. Designations of Employment Centers, Town Centers, Neighborhood Villages, and Commercial Corners shall be consistent with the following factors:

- b. Town Centers:
 - iii. Are served by arterial roads;
 - iv. Are served by transit on or near the primary arterials, and may include a transit center;
 - v. May be adjacent to high-density residential areas, connected by pedestrian and bicycle facilities.

B. Employment Zones

Goal

Redevelopment and development in employment zones will address impacts on and enhance the surrounding community and will be well-served by infrastructure.

Policy

B-1. Provide opportunities for redevelopment and development in employment zones while:

- a. Providing required public facilities and services;
- e. Addressing the adequacy of all transportation modes to, from, and within the development site;
- f. Maintaining a street system which provides efficient connections to transportation corridors and other activity centers including Employment Centers, Town Centers, Neighborhood Villages, and Commercial Corners;
- g. Maintaining safe and convenient pedestrian, bicycle and transit facilities/amenities that support efficient movements of people to and from the site;
- h. Promoting the efficient use of land by providing adequate* parking for customers and employees, according to national transportation standards;
- i. Minimizing the impacts of traffic generated on adjoining neighborhoods by routing traffic to major collectors;
- j. Promoting shared street access, parking facilities, and pedestrian connections with other businesses to provide more developable land area and reduce traffic congestion, parking, and safety problems.

The Plan conforms with Economic Vitality as the reconstruction of Boones Ferry Road will stimulate economic development within the Area by providing much improved auto, pedestrian, and bicycle access to businesses within the Area. The improvements will make the area more pedestrian friendly by installing pedestrian crossings that break down the “strip development” feel of the Area. The road development will create

a visually pleasing atmosphere that will also support future economic development in the Area. New development will be guided by the LGVC Plan, which is a component of the Comprehensive Plan. A portion of the project costs are allocated to undergrounding of utilities.

Connected Community

A. Safety

Goal

Provide a safe, multimodal transportation system for all users.

Policies

A-1. Designate, implement, and maintain routes for walking and biking that support safe movements from residential areas to, through and along schools, parks, transit, employment centers, town centers, neighborhood villages, and commercial corners and neighborhood commons.

A-2. Incorporate safety considerations in the planning, design and re-design of public streets for the benefit of all intended users.

A-6. Identify safety concerns for pedestrians, and bicyclists at high traffic volume streets and/or locations with high levels of pedestrian/bicycle demand and implement improvements.

A-7. Identify safety concerns for motor vehicles at high traffic volume streets and/or locations with high levels of demand among all modes of travel, and implement improvements.

B. Transportation Choices

Goal

Subject to fiscal constraints, improve opportunities to comfortably and conveniently drive, walk, bike and take transit.

Policies

B-2. Provide street and frontage improvements such as dedicated facilities, landscaping, and street lighting and permit amenities such as benches and shelters to encourage walking and biking as viable travel modes, particularly along corridors that serve the primary transit network and employment centers, town centers and neighborhood villages.

B-3. Require development, redevelopment, and public transportation improvement projects to provide facilities that accommodate pedestrian, bicycle, and transit use, particularly in areas with identified gaps in the transportation system and in all employment centers, town centers, neighborhood villages, commercial corners, and neighborhood commons.

B-4. Public street standards shall recognize the multi-modal nature of the street right-of-way.

B-5. Locate 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.

C. Efficiency

Goal

Optimize the performance of the transportation system for the efficient movement of people and goods.

Policies

C-2. Balance roadway size and scale with the need to provide safe and efficient transportation for all modes.

C-3. Control and consolidate driveway access to major collectors and arterials through the development review process and the implementation of major street projects.

C-5. Reduce traffic congestion to enhance traffic flow through such system management measures as intersection improvements, incident management, signal priority, signal optimization, signal synchronization, and a range of measures provided through technological advancements.

D. Accessibility

Goal

Provide a multimodal transportation system that is suitable for community members of all ages, income levels and physical abilities to access daily needs and services.

Policies

D-1. Plan street standards that accommodate transit service into areas that connect people to employment centers, town centers and neighborhood villages.

D-2. Locate appropriate transit stops in employment and town centers that are conveniently located and well-connected to the transportation system.

D-3. Locate transit amenities such as transit shelters, benches, lighting, park and ride lots, etc. that meet the access needs of residents and employees, including the youth, elderly, and people with disabilities.

D-4. Provide accessibility for walking and biking, transit and vehicle connections within and among the employment centers, town centers, neighborhood villages, schools, parks, commercial corners and neighborhood commons so residents can access their daily needs.

D-5. Develop a coordinated transportation system that is barrier-free (accessible) and serves the needs of people and businesses.

E. Connectivity

Goal

Develop connections to and between different modes of transportation.

Policy

E-1. Acquire right of way, where appropriate, through development for planned and required transportation facilities during the development review process.

F. Livability

Goal

Design and maintain a transportation system that enhances the quality of Lake Oswego's natural and built environment.

Policies

F-2. Mitigate the impacts of traffic on neighborhood collectors and higher classifications that bisect residential neighborhoods.

F-3. Minimize the impacts of traffic generated through new commercial development on adjoining neighborhoods.

F-4. Develop design standards that assure that pedestrian, bicycle, and storm water design elements are compatible with the neighborhood character and the street functionality.

F-5. Develop design standards that reinforce neighborhood livability by:

- a. Protecting local streets from being misused by non-local traffic by applying traffic calming and diversion techniques when and where feasible.
- b. Applying design standards that reinforce neighborhood character, social interaction and community building.
- c. Addressing parking impacts, including screening and buffering.
- d. Maintaining truck circulation restrictions.
- e. Preserving the visual attractiveness of the community by limiting adverse visual impacts to the City's public spaces and streetscape.

G. Sustainability

Goal

Provide a transportation system that maintains and improves economic vitality, environment health, social equity and well-being for citizens today and in the future.

Policies

G-2. Utilize the financial resources needed to achieve the goals for adequately providing and maintaining the transportation system.

G-4. Provide and maintain the transportation system in a manner that is consistent with the Stormwater Management Manual, minimizing storm water pollution and hydrologic impacts.

G-5. Ensure that an adequate supply of parking is provided to support economic activity while balancing the need to drive, take transit, and bike and walk to and within employment centers, town centers and neighborhood villages.

G-6. Provide off-street parking that is designed to incorporate multiple functions such as storm water management, reducing the urban heat island effect,* decreasing impervious surfaces and providing temporary space for public functions.

The Plan conforms with Connected Community as the main project in the Plan is the reconstruction of Boones Ferry Road, the major arterial through the Area. The reconstruction will help provide more efficient and safer transportation systems in the Area, including auto, pedestrian, and bicycle access in the Area. The reconstruction will encourage additional pedestrian and bicycle trips because of improved facilities. Safer sidewalks and bike lanes will provide much needed connectivity to the adjacent residential neighborhoods, hopefully reducing automobile trips in the future. The road reconstruction includes major landscape elements to improve the aesthetic features in the Area.

Public Facilities and Services: Surface Water Management

Goals

1. Improve water quality by reducing the amount of pollution conveyed by storm water runoff.
3. Protect and enhance natural ground and surface water drainage systems.*
4. Promote public safety and minimize damage to public and private property from surface water runoff.

Policies

1. Use natural systems and non-structural methods to treat, convey and dispose of storm water runoff at the source to the extent allowed by site characteristics.
4. Require new and improved storm drainage facilities to have the capacity to accommodate storm drainage flows from upstream development at full build-out and to comply with the City's Surface Water Management Program.

The Plan conforms with Public Facilities and Services: Surface Water Management as the reconstruction of Boones Ferry Road includes a major component to address stormwater issues along the road. The Green Street features include a center median that will serve to manage the water run-off in the Area.

Urbanization

Goals

Ensure that, as population increases, the City of Lake Oswego:

1. Supports a compact form of urban growth, compatible with the City’s neighborhood character, that uses land efficiently, focusing redevelopment within the current urban service boundary to discourage urban sprawl, and preserving rural lands outside the boundary;
2. Is well planned with carefully organized patterns of growth and strategic investment in infrastructure within its borders; and
3. Maintains full provision of services within the current urban service boundary.

The Plan conforms with Urbanization as the reconstruction of Boones Ferry Road and other projects included in the Plan will help encourage additional development within the Area, helping to achieve a more compact urban form and protect existing neighborhoods. Improvements to the Area as envisioned in this Plan will add to the quality of life by providing additional pedestrian and bicycle linkages to the adjacent neighborhoods and improved automobile access to the Area.

B. Lake Grove Village Center Plan

The Lake Grove Village Center Plan is a Special District Plan within the Lake Oswego Comprehensive Plan. The purpose of the Lake Grove Village Center Plan is to provide implementation measures to achieve the community’s vision for the Lake Grove Village Center.

The Lake Grove Village Center Plan Goals and Policies are organized under the four sections as follows:

I. TRANSPORTATION

GOAL 1: *Transform Boones Ferry into a Great Street*

Create an attractive street that promotes a safe, welcoming and convenient environment for pedestrians, bicyclists and vehicles, accommodates auto traffic efficiently, provides adequate vehicle access to meet the needs of businesses, and manages stormwater within the right-of-way.

POLICIES

1.1 Utilize engineering and urban design strategies to improve access to and from businesses in the corridor, and calm traffic on Boones Ferry Road.

1.2 Provide landscaped center medians along Boones Ferry Road to organize access, enhance safety, manage storm water and to beautify the corridor.

1.3 Employ green street concepts in Boones Ferry Road improvements where practicable. Consider Boones Ferry Road's function as a significant water conveyance system within an urban watershed. Integrate storm water system improvements for watershed health including water quality, habitat, and tree canopy coverage.

1.4 Provide continuous sidewalks and bike lanes to enhance safety along Boones Ferry Road.

1.5 Provide pedestrian crossings at regular intervals. Consider signalization of pedestrian crossings in design refinement studies.

The Plan conforms with Goal 1 Transform Boones Ferry into a Great Street as the main project in the Plan is the reconstruction of Boones Ferry Road, the arterial through the Area. The design will provide strategies to improve access to businesses and provide landscape medians to organize access, enhance safety, and manage stormwater. The reconstruction will help provide more efficient and safer transportation systems in the Area, including auto, pedestrian, and bicycle access in the Area. The reconstruction will encourage additional pedestrian and bicycle trips because of the improved facilities. The road reconstruction includes major landscape elements to improve the aesthetic features in the Area and incorporates green street elements.

GOAL 2: Enhance Alternative Modes of Travel

Promote the safe and convenient use of public transit service and bicycling within, to and from the Village Center.

POLICIES

2.1 Create enhanced public transit service between the Village Center and surrounding areas (e.g. bus, shuttle bus, trolley, commuter rail). In partnership with TriMet, design and construct bus shelters along Boones Ferry Road and Kruse Way.

2.2 Provide a range of safe bicycling options, including, but not limited to, on-street bike lanes on Boones Ferry Road (and major collectors, as appropriate), a marked neighborhood bike route around the Village Center and secure bicycle parking.

The Plan conforms with Goal 2 Enhance Alternative Modes of Travel as the main project in the Plan is the reconstruction of Boones Ferry Road, the arterial through the Area. The reconstruction will help provide more efficient and safer transportation systems in the Area, including bicycle lanes for better access in the Area. The reconstruction will encourage additional bicycle trips because of the improved facilities. Safer sidewalks and bike lanes will provide much needed connectivity to the adjacent residential neighborhoods, hopefully reducing automobile trips in the future. The road reconstruction will provide transit facilities within the Area.

GOAL 3: Enhance the Pedestrian Environment and Connectivity

Enhance the safety, convenience and attractiveness of walking, transit and bicycling within, to and from the Village Center including safe crossings on Boones Ferry Road and cross streets.

POLICIES

3.2 Provide continuous sidewalks, pedestrian refuges, landscaped medians, consolidated driveways, crosswalks, signals at crosswalks, public restrooms, and attractive transit shelters. Replace overhead utilities with under-ground utilities.

3.3 Emphasize pedestrian amenities on cross streets to the neighborhoods to strengthen connections to the Village Center. Augment the non-grid system of streets with additional off-street pedestrian and bike pathways to provide safe and convenient connections for all ages.

3.4 Encourage safe pedestrian connections between businesses and parking areas and connectivity between businesses on each side of Boones Ferry Road. Pedestrian arcades, covered walkways and other design features are encouraged to connect uses in a safe and convenient manner.

The Plan conforms with Goal 3 Enhance the Pedestrian Environment and Connectivity as the main project in the Plan is the reconstruction of Boones Ferry Road, the arterial through the Area. The reconstruction will help provide more efficient and safer transportation systems in the Area, including pedestrian access in the Area. The reconstruction, which includes additional pedestrian crossings and improved sidewalks, will encourage additional pedestrian trips because of the improved facilities. Safer sidewalks will provide much needed connectivity to the adjacent residential neighborhoods, hopefully reducing automobile trips in the future.

II. LAND USE

GOAL 4: *Encourage a Mix of Uses within the Village Center*

Promote an economically vibrant, sustainable, and transportation efficient district based on a range of uses and compact development.

POLICIES

4.1 Foster a mix of uses, including retail businesses, services, offices, and residential development.

4.2 Preserve and increase the number of high density housing units and provide a range of housing opportunities.

4.3 Encourage the retention or addition of affordable housing.

4.4 Encourage retention of local, small-scale and independent businesses at redevelopment.

4.5 Develop incentive programs and code provisions to encourage retail, mixed use, and high density housing projects.

4.6 Promote sustainable and low-impact development strategies for private and public development.

The Plan conforms with Goal 4 Encourage a Mix of Uses within the Village Center as the reconstruction of Boones Ferry Road and the development of parking in the Area will help to foster a mix of uses in the Area, including high density housing, affordable housing, and local, small-scale, and independent businesses.

GOAL 5: *Strengthen the Lake Grove Sense of Place and Community*

Provide public uses designed to foster community relationships and to leverage desired private development.

POLICIES

5.1 Create a series of community gathering places (a “string of pearls”) throughout the Village Center to enhance Lake Grove’s sense of community identity and provide opportunities for social and cultural engagements.

5.2 Create a village commons to serve as a major attracter and location for community events.

5.4 Foster a sense of place by coordinating unified design elements and features in public areas throughout the Village Center. (Refer to policies under Goal 6 Enhance Village Character below.)

5.5 Provide distinctive public art to reflect Lake Grove’s history or unique character.

The Plan conforms with Goal 5 Strengthen the Lake Grove Sense of Place and Community as the reconstruction of Boones Ferry Road will integrate features that will create an identity and a sense of place and community within the Area. The design standards in the LGVC Plan will guide the design process for the road reconstruction, ensuring unified design elements and features.

GOAL 6: *Enhance Village Character*

Create a distinct Lake Grove identity based on unified design features that support pedestrian activity and are compatible with existing development.

POLICIES

6.1 Ensure development contributes to a unified village character.

6.2 Ensure consistent streetscape and public area design treatments reflecting mature native trees, water, stone, and other elements characterizing the area’s natural environment.

6.3 Create a safe, attractive pedestrian environment while incorporating sustainable practices and products.

6.4 Permit a diverse mix of building styles, foster compatibility, encourage sustainable building and stormwater management practices, and create a rich, pedestrian-scale environment.

6.5 Invite people into the district Define entries into the Village Center with unique gateway features on Boones Ferry Road that reflect Lake Grove’s sense of place.

6.6 Preserve and highlight the history of Lake Grove.

The Plan conforms with Goal 6 Enhance Village Character as the reconstruction of Boones Ferry Road will integrate features that will create an identity and a sense of place and community within the Area. The design standards in the LGVC Plan will guide the design process for the road reconstruction, ensuring unified design elements and features, and consistent streetscape and public area treatments, as specified in the LGVC Plan. The new sidewalks will help create a safe and attractive pedestrian atmosphere.

GOAL 7: *Protect the Residential Character of Adjoining Neighborhoods*

Maintain livability in adjoining low-density residential neighborhoods by ensuring compatible Village Center development.

POLICIES

7.1 Reduce impacts on surrounding residential development using landscaping, lighting, noise mitigation and other standards to create buffers between development in the Village Center and abutting residential neighborhoods.

7.2 Transition and decrease the intensity and scale of development along the cross streets transitioning from Boones Ferry Road to the edges of the Village Center.

7.3 Manage on-street parking opportunities for neighbors who live adjacent to the Village Center.

7.4 Discourage cut-through traffic in the neighborhoods. Ensure that current classifications of streets are maintained.

The Plan conforms with Goal 7 Protect the Residential Character of Adjoining Neighborhoods as the reconstruction of Boones Ferry Road will include landscape features and parking projects that will help keep automobile traffic on the main streets and parking within the commercial core of the Area.

III. NATURAL RESOURCES

GOAL 8: *Protect Natural Resources and Enhance the Natural Environment within the Village Center.*

Strengthen Lake Grove’s character, enhance quality of life, and promote clean, efficient practices through stewardship of the natural environment.

POLICIES

8.1 Preserve existing trees and tree groves, in particular native species to the greatest extent practicable.

8.2 Require new street trees whose growth pattern will achieve a sense of enclosure.

8.3 Improve Three Sisters and Springbrook Creeks, as redevelopment allows. Recognize, protect and enhance the role of the Waluga Tributary to the ecological function of Springbrook Creek and the area's riparian resources.

8.4 Encourage the use of sustainable building and development practices (e.g. recycled or low impact building materials, on-site stormwater retention, pervious paving materials, "green streets").

8.5 Encourage the use of sustainable street design and stormwater management practices (e.g. "green streets", pervious paving materials).

8.6 Integrate and enhance access to parks and open space (e.g. Springbrook Creek/Pennington Park, Waluga Park).

The Plan conforms with Goal 8 Protect Natural Resources and Enhance the Natural Environment within the Village Center. It will strengthen Lake Grove's character, enhance quality of life, and promote clean, efficient practices through stewardship of the natural environment, as the street will incorporate sustainable street design and stormwater management practices.

IV. ECONOMIC DEVELOPMENT

GOAL 9: Support Businesses in the Village Center

Create an economically viable business core where neighborhood-serving, independent businesses may flourish.

POLICIES

9.1 Retain and attract neighborhood-serving businesses, diverse shopping opportunities and unique cultural attractions.

9.2 Stimulate and support the development of a local business organization to provide marketing and public improvement programs.

9.3 Provide adequate parking opportunities to serve businesses in the Village Center.

9.4 Ensure no net loss of parking facilities within the Lake Grove Village Center when making access modifications to Boones Ferry Road.

9.5 Strengthen connections between the Kruse Way employment area and Village Center retail and service businesses.

9.6 Improve vehicular access between businesses and Boones Ferry Road by requiring connectivity between parking lots and shared access drives where practical.

The Plan conforms with Goal 9 Support Businesses in the Village Center. It will create an economically viable business core where neighborhood-serving, independent

businesses may flourish as the reconstruction of Boones Ferry Road will stimulate economic development within the Area by providing much improved auto, pedestrian, and bicycle access to businesses within the Area. The road development will provide a visually pleasing atmosphere that will also support future economic development in the Area. Creation of additional parking in the Area will encourage more activity at the businesses in the Area. New development will be guided by the LGVC Plan, which is a component of the Comprehensive Plan.

GOAL 10: *Identify and Implement Funding Mechanisms to Sustain Economic Vitality*

Ensure prosperity by providing for significant public input and review of economic impacts associated with funding mechanisms for public projects and programs.

POLICIES

10.1 Provide adequate and sustainable funding mechanisms to implement the Plan.

10.2 Identify the Village Center as a priority investment area. Include plan projects in the Capital Improvement Plan.

10.3 Give funding priority to public area improvements to serve existing businesses and to leverage private investment.

10.4 Analyze estimated costs, benefits and economic impacts associated with proposed funding mechanisms prior to adoption.

10.5 Establish at the outset an extensive, neutral and thorough public process for review and recommendation of potential funding mechanisms prior to adoption.

The Plan conforms with Goal 10 Identify and Implement Funding Mechanisms to Sustain Economic Vitality. It will ensure prosperity by providing for significant public input and review of economic impacts associated with funding mechanisms for public projects and programs, as urban renewal is an implementation tool that will help fund key components of the LGVC Plan. The costs, benefits, and economic impacts are analyzed as a part of the urban renewal plan and accompanying report. The reconstruction of Boones Ferry Road conforms with the policy of giving funding priority to public area improvements to serve existing businesses and to leverage private investment. The financing strategy that proceeded the urban renewal planning process included a rigorous public process which is described in the Background Section of this Plan.

C. Lake Oswego Comprehensive Plan Special Districts Plans

The Special District Plans that apply to this Area are the Lake Grove Neighborhood Plan, the Lake Forest Neighborhood Plan and the Waluga Neighborhood Plan. This documentation is taken directly from the findings on the adoption of the Lake Grove

Village Center Plan as part of the Lake Oswego Comprehensive Plan. The document is not taken in its entirety, only that which corresponds to the projects being undertaken in the Plan.

ECONOMIC DEVELOPMENT/COMMERCIAL LANDS - POLICIES

Lake Grove Neighborhood Plan: Goal 9, Economic Development/Commercial Lands – Policies:

1. *Ensure that future improvements to Boones Ferry Road maintain or improve safe access to area businesses for the automobile, transit, pedestrians and bicyclists, while maintaining the function and character of adjacent neighborhood collectors and local residential streets.*
3. *Provide opportunities for mixed-use development to occur in the Lake Grove Commercial District whereby multi-story buildings would accommodate businesses on the ground floor and residential units above.*
8. *Ensure that the design of new commercial development and required public improvements contribute to the development of a safe and efficient transit and pedestrian environment within the Lake Grove Commercial District.*

Lake Forest Neighborhood Plan: Goal 9, Economic Development – Policies:

1. *Require that future improvements to Boones Ferry Road maintain or improve safe access to area businesses for the automobile, transit, pedestrians and bicyclists, while maintaining the function and character of adjacent neighborhood collectors and local residential streets.*

Waluga Neighborhood Plan: Goal 9, Economic Development Policies:

1. *Ensure that future improvements to Boones Ferry Road maintain or improve safe access to area businesses for the automobile, transit, pedestrians and bicyclists, while maintaining the function and character of adjacent neighborhood collectors and the local residential streets.*
3. *Provide opportunities for mixed-use development to occur in the Lake Grove Business District whereby multi-story buildings would accommodate businesses on the ground floor and residential units above.*

The Plan conforms with the economic development policies of the Lake Grove, Lake Forest, and Waluga Plans as the Boones Ferry Road concept of the Lake Grove Village Center Plan and part of the Plan propose improvements that will help to manage traffic and enhance the pedestrian environment by creating safer and more numerous pedestrian crossings. The function of neighborhood streets will be maintained by ensuring that Boones Ferry is designed to accommodate projected traffic volumes,

thereby avoiding cut through trips into the neighborhoods. The reconstruction of the road will enhance development opportunities within the Area.

HOUSING / RESIDENTIAL LAND USE - POLICIES

Lake Grove Neighborhood Plan: Goal 10, Housing/Residential Land Use – Policies:

1. *Ensure that the scale and character of neighborhood collectors and local streets, which provide access to and within Lake Grove’s residential neighborhoods are appropriate to the area served. Especially important are:*
 - a. *Preservation of trees within street rights-of-way and on adjacent properties to provide tree canopy and shade;*
 - b. *The non-urban design character of local streets including:*
 - i. *“Skinny Streets” where warranted by traffic, safety and access conditions;*
 - ii. *No curbs, gutters and sidewalks where alternative storm drainage and safe pedestrian movement can be accommodated by pathways and walkways and the natural drainage system, and;*
 - iii. *Area for adequate on street parking for residents and their guests which can also provide for safe pedestrian travel.*
 - c. *The safety and convenience of pedestrians and bicyclists, and;*
 - d. *Access by emergency vehicles and school buses.*

The Plan conforms with the housing policies of the Lake Grove and Waluga Neighborhood Plans as the Plan includes street and pedestrian improvement projects that are intended to provide linkages from neighborhoods into the commercial core of the district while respecting the village character of the neighborhood streets. Urban curb and gutter improvements are proposed along Boones Ferry Road. The proposed design for most local and neighborhood streets includes a transition from the urban setting along Boones Ferry to a “country lane” character in the heart of the adjoining neighborhoods.

TRANSPORTATION - POLICIES

Lake Grove Neighborhood Plan: Goal 12, Transportation – Policies

3. *Construct improvements on Bryant Road, Boones Ferry Road and Kruse Way to ensure their ability to function as major streets and to prevent traffic diversion onto neighborhood collectors and local residential streets.*
4. *Do not widen Boones Ferry Road for automobile travel lanes or related improvements which would have negative impacts on adjacent commercial land uses such as removal of*

buildings, pedestrian facilities or parking. Future transportation improvements shall be executed as part of a comprehensive transportation study of Boones Ferry Road to balance automobile access with the need to maintain existing land use patterns and develop a comfortable and safe pedestrian shopping environment.

5. *Ensure the ability to walk and bike safely throughout the neighborhood by providing, where practicable, bicycle and pedestrian facilities:*
 - *On, at the minimum, one side of all neighborhood collectors and other selected local streets; and*
 - *On both sides of major streets (arterials and major collectors).*
6. *Provide neighborhood residents, business owners, employees and customers greater access to public transit service.*
8. *Where practicable require that new development develop shared access to Boones Ferry Road through use of wide consolidated driveways of sufficient width to allow simultaneous ingress and egress and shared parking facilities.*

Lake Forest Neighborhood Plan: Goal 12, Transportation – Policies:

2. *Where appropriate, utilize traffic management devices to prevent speeding and discourage cut-through traffic on local residential streets and neighborhood collectors. On all streets, traffic will be managed to preserve the existing Functional Street Classification, rather than increase the designation to a higher classification.*
3. *Support the construction of improvements on Major Arterials, such as traffic signal timing, which facilitate the flow of traffic to reduce non-local trips through the neighborhood's local streets.*
6. *Future transportation improvements on Boones Ferry Road should address the need to balance automobile access with additional opportunities for and safety for alternative modes of transportation such as bike, pedestrian and transit.*
7. *Ensure the ability to walk safely throughout the neighborhood by providing pedestrian facilities as follows:*
 - *At a minimum, on one side of all neighborhood collectors and other selected local streets;*
 - *On both sides of major streets (arterials and major collectors); and*
9. *Reduce vehicle miles traveled in the Lake Forest Neighborhood by:*
 - *Placement and design of new streets which reduce trip length to shopping, transit, schools and parks;*

- *Considering pedestrian and bicycle facilities where appropriate to increase the use of alternative travel modes, and;*
 - *Providing for safe and efficient transit streets to encourage the use of public transportation as an alternative to the single occupant vehicle.*
12. *Provide pedestrian facilities. Pathways, separated from travel lanes with a vegetated buffer, are preferred over sidewalks. Pathways shall meander around significant trees if necessary. On Carman Drive and Boones Ferry Road, a separated pathway is preferred over a shoulder pathway.*
 13. *Provide bicycle facilities on Bangy, Bonita, Carman, Meadows, Boones Ferry and Firwood, between Boones Ferry and Waluga. Those designated roads with speeds of 25 mph. or less and 3000 vehicles per day or less in volume will be shared roadways. Other facilities shall be bike lanes on each side of the travel lane.*

Waluga Neighborhood Plan: Goal 12, Transportation – Policies:

4. *Future transportation improvements should address the need to balance automobile access with the need to maintain the existing land use pattern and develop a comfortable and safe pedestrian shopping environment.*
5. *Ensure the ability to walk and bike safely throughout the neighborhood by providing bicycle and pedestrian facilities:*
 - *At a minimum, on one side of all neighborhood collectors and other selected local streets;*
 - *On both sides of major streets (arterials and major collectors); and*
 - *Where practicable, sidewalks, pathways and bike lanes that provide contiguous paths between major streets.*
10. *In accordance with the City Code and where practicable require that new development develop shared access to Boones Ferry Road through use of consolidated driveways of sufficient width to allow simultaneous ingress and egress and shared parking facilities.*

The Plan conforms with the transportation policies of the Lake Grove, Lake Forest, and Waluga Neighborhood Plans for the following reasons:

- The Lake Grove Village Center Plan includes projects and standards that will create a transition from urban improvements along Boones Ferry Road to “country lane” improvements on side streets. The side street improvements are intended to strengthen linkages for pedestrians and cyclists traveling to the commercial core of the district. Walkways and pathways are proposed.
- Improvements on Boones Ferry Road are intended to accommodate increased traffic volumes to reduce the possibility of neighborhood cut through traffic.

Where needed, the City's neighborhood traffic management program and neighborhood enhancement grants can be used to mitigate any unforeseen impacts.

- The Boones Ferry Concept Plan includes a center median, two travel lanes in each direction, bike lanes, and sidewalks. The concept plan was developed with the intention of minimizing impacts on adjoining commercial development. The resulting improvements are expected to manage access, improve traffic flow, and moderate traffic speeds. In addition, improvements are expected to enhance the pedestrian environment, making it easier to cross Boones Ferry Road and creating more attractive pedestrian walkways along the roadway.
- With improved pedestrian access into the district, access to bus transit service is enhanced.
- The proposed development code amendments include provisions to limit the distance between driveway access points to no more than 150 feet. With redevelopment, this will require properties to consider joint access.
- The plan includes proposed pedestrian and bike facilities along all arterials and collector level streets.

D. Lake Oswego Economic Development Strategy

There are four identified strategies in the Lake Oswego Economic Development Strategy:

Strategy 1: Market Lake Oswego

Marketing Lake Oswego to both internal and external audiences is a high priority of participants in strategy work sessions. The goal of marketing would be multi-faceted -- to attract customers to shop and dine in Lake Oswego, to encourage tourism, and to position Lake Oswego as a great place to locate a business, thus supporting commercial leasing efforts.

Action items include development of a marketing strategy, budget, and funding/implementation plan, followed by implementation.

While the Plan does not directly address any of the action items specified in Strategy, the Plan conforms with Strategy 1 Market Lake Oswego as the major infrastructure projects in the Plan will help create a vibrant community in the Lake Grove Village Center Area, which will enhance the ability to market the Area.

Strategy 2: Leverage quality of life and place

Lake Oswego's quality of life and place are economic strengths that attract and retain residents, businesses, and visitors. There is potential to build on this strength by continuing to improve the City's infrastructure and create great places and events that nurture and support community and business.

This strategy encompasses a diverse set of action items, including:

- Foothills redevelopment*
- Streetcar extension*
- North Anchor project at 1st and B*
- Downtown parking analysis and potential code changes and parking projects*
- Arts programming and events*
- Actions to implement the Lake Grove Village Center Plan*

The Plan conforms with Strategy 2 Leverage Quality of Life and Place as the projects identified in the Plan will partially implement the Lake Grove Village Center Plan.

Strategy 3: Provide exemplary City service to business

Focus groups and stakeholder interviews indicate concerns that City regulations and permitting are barriers to economic development. Making the City government more business-friendly is a high priority.

Action items include development of a strong Business Solutions Team, improving City regulations and permitting, facilitating development projects, welcoming new businesses, developing demographic and economic data, and building and leveraging partnerships with the business community.

The Plan conforms with Strategy 3 Provide Exemplary City Service to Business as the reconstruction of Boones Ferry Road and providing parking improvements in the Area will help build partnerships with the business community and will facilitate development projects.

Strategy 4: Retain and recruit businesses

Another high priority is supporting and growing existing businesses and recruiting new businesses to serve community needs, complement neighboring uses, and fill vacant commercial space.

Action items include outreach to businesses to learn more about business needs, participation in the Clackamas County Strategic Investment Zone incentive program, communication of available business resources, an economic gardening pilot project, business training, and targeted recruitment. Actions also include study of a potential business incubator and additional incentive programs.

While the Plan does not directly address any of the action items specified in Strategy 4 Retain and Recruit Businesses, the reconstruction of Boones Ferry Road and provision of parking will help to both retain and recruit businesses in the Area.

APPENDIX A: LEGAL DESCRIPTION

A tract of land located in the southeast quarter of Section 6, the east half of Section 7, the west half of Section 8 and the northeast quarter of Section 18, all within Township 2 South, Range 1 East, of the Willamette Meridian, City of Lake Oswego, County of Clackamas, State of Oregon; more particularly described as follows:

Beginning at the most southerly corner of Parcel 2, Partition Plat 2007-004; said point being on the northwesterly right of way line of Boones Ferry Rd (Market Rd No. 13);

thence northeasterly along said right of way line to the most easterly corner of Parcel 3, Partition Plat 2007-004;

thence crossing Washington Ct (County Rd #1009, AKA Upper Dr), northerly, 100 feet, more or less, to the point of intersection of the north right of way line of Washington Ct and the west line of Lot 166, BRYANT ACRES PLAT 3 (Plat #442);

thence northerly along said west line to the northwest corner of said Lot 166;

thence northerly along the west line of Lot 178, BRYANT ACRES PLAT 3, 35.00 feet to the northwest corner of that parcel described in Clackamas County deed #2005-031959 (Grantee: Renaissance Ventures LLC);

thence easterly along the north line of said Renaissance Ventures LLC parcel to a point on the east line of said Lot 178;

thence northerly along said east line and projection thereof, crossing West Sunset Dr, to a point on the north right of way line of West Sunset Dr;

thence easterly along said right of way line 132.00 feet, to a point on the east line of said Lot 187;

thence northerly along said east line to the northeast corner of said Lot 187;

thence easterly along the north line of Lot 186, BRYANT ACRES PLAT 3 to the northeast corner thereof; said point also being the northwest corner of Partition Plat 2003-045;

thence easterly along the north line of said partition to the northeast corner thereof;

thence southeasterly along the northeast line of said partition, and projection thereof, to a point on the northwesterly right of way line of Boones Ferry Rd;

thence northeasterly along said right of way line 142 feet, more or less, to the intersection with the southeasterly projection of the southwesterly line of Parcel 2, Partition Plat 2009-073;

thence northwesterly along said projection and southwesterly line of said Parcel 2 to the northerly southwest corner thereof;

thence northerly along the west line of said Parcel 2 to the northwest corner thereof;

thence easterly along the north line of said Parcel 2 to the northerly southwest corner of Parcel 1, Partition Plat 2009-073;

thence northerly along the west line of said Parcel 1 and the projection thereof, crossing Madrona St (County Rd #1708), to the north right of way line of Madrona St;

thence easterly along said right of way line and projection thereof, crossing Waluga Dr (County Rd #2143, AKA Bryant Way), to the east right of way line of Waluga Dr;

thence southerly along said right of way line to an angle point and intersection with the northeasterly right of way line of Madrona St;

thence southeasterly along said northeasterly right of way line to the northwesterly right of way line of Boones Ferry Rd;

thence northeasterly along said right of way line 240 feet, more or less, to a point on the west line of Lot 158, BRYANT ACRES, TRACTS 128 TO 159, INCLUSIVE (Plat # 433);

thence northerly along said west line to the northwest corner of said Lot 158;

thence easterly along the north line of said Lot 158 to the northeast corner of that parcel described in Clackamas County deed #2011-065991 (Grantee: Arlene Douglass);

thence southerly along the east line of said Douglass parcel to the northwesterly right of way line of Boones Ferry Rd;

thence northeasterly along said right of way line 279 feet, more or less, to the most easterly corner of that parcel described in Clackamas County land sale contract #88-015028 (Purchaser: Dr. Donald Palmer);

thence northwesterly along the northeast line of said Dr. Donald Palmer parcel to the southwest corner of Lot 155, BRYANT ACRES, TRACTS 128 TO 159, INCLUSIVE;

thence northerly along the west line of said Lot 155 to the southwest corner of that parcel described in Clackamas County deed #91-008519 (Grantee: Craig Terjeson and Barbara Martin);

thence easterly along the south line of said Terjeson/Martin parcel to the southeast corner thereof;

thence northerly along the east line of said Terjeson/Martin parcel, and the projection thereof, crossing Firwood Rd (County Rd #1829), to the north right of way line of Firwood Rd;

thence easterly along said right of way line 36 feet, more or less, to a point on the east line of Lot 148, BRYANT ACRES, TRACTS 128 TO 159, INCLUSIVE;

thence northerly along the east line of said Lot 148 to the northeast corner thereof;

thence westerly along the north line of said Lot 148 to the northwest corner thereof; said point also being the southeast corner of Lot 138, BRYANT ACRES, TRACTS 128 TO 159, INCLUSIVE;

thence northerly along the east line of said Lot 138 to south right of way line of Oakridge Rd (County Rd #1649);

thence westerly along said right of way line to a point on the west line of said Lot 138;

thence northerly, crossing Oakridge Rd, along said west line of Lot 138 and continuing northerly along the west line of Lot 133, BRYANT ACRES, TRACTS 128 TO 159, INCLUSIVE to the northwest corner thereof, said point being on the north line of BRYANT ACRES, TRACTS 128 TO 159, INCLUSIVE;

thence easterly along said north line and projection thereof, crossing Quarry Rd, 992 feet, more or less, to the southeast corner of Lot 3, Block 1, LAKE GROVE ACREAGE ESTATES (Plat #640);

thence northerly along the east line of said Lot 3 and projection thereof 416 feet, crossing Beasley Way, to the northwest corner of Lot 7, Block 2, LAKE GROVE ACREAGE ESTATES;

thence easterly along the north line of said Lot 7 and Lot 8, Block 2, LAKE GROVE ACREAGE ESTATES; said point also being the southwest corner of Lot 12, Block 2, LAKE GROVE ACREAGE ESTATES;

thence northerly along the west line of said Lot 12 and projection thereof, crossing Douglas Way, to the north right of way line of Douglas Way;

thence easterly along said right of way line 480 feet to the southeast corner of Lot 30, Block 3, LAKE GROVE ACREAGE ESTATES;

thence northerly along the east line of said Lot 30 and projection thereof 445 feet, crossing Collins Way, to the southeast corner of Lot 14, Block 4, LAKE GROVE ACREAGE ESTATES;

thence westerly along the south line of said Lot 14 to the southwest corner thereof;

thence northerly along the west line of said Lot 14 and projection thereof 310 feet, to the southeast corner of Lot 12, Block 5, LAKE GROVE ACREAGE ESTATES;

thence westerly along the south line of said Lot 12 and projection thereof 480 feet, to the southwest corner of Lot 5, Block 5, LAKE GROVE ACREAGE ESTATES;

thence northerly along the west line of said Lot 5 and projection thereof 310 feet, to the southwest corner of Lot 5, Block 6, LAKE GROVE ACREAGE ESTATES;

thence easterly along the south line of said Lot 5, (Block 6) to the southeast corner thereof;

thence northerly along the east line of said Lot 5, (Block 6) to the south right of way line of Galewood St (County Rd #2179, AKA Rees Rd);

thence westerly along said right of way line and projection thereof 865 feet, more or less, crossing Quarry Rd, to a point on the southwest right of way line of Quarry Rd;

thence northwesterly along said right of way line 230 feet, more or less, to the east right of line of Carman Dr (Market Rd #31, AKA Upper Boones Ferry Rd);

thence northwesterly 108 feet, more or less, crossing Carman Dr, to the most northerly, northeast corner of Parcel 1, Partition Plat 1998-037; said point being on the south right of way line of Meadows Rd (County Rd #L-034);

thence northwesterly along said right of way line 443 feet, more or less, to a point on the west line of said Partition Plat 1998-037;

thence northerly along said west line and projection thereof 612 feet, more or less, crossing Kruse Way, to the north right of way line of Kruse Way;

thence easterly along said right of way line and projection thereof 770 feet, more or less, crossing Carman Dr to the point of intersection of the east right of way line of Carman Dr and the north line of Lot 279, BRYANT ACRES No. 4 (Plat #591);

thence easterly along said north line of Lot 279 to the northeast corner thereof; said point also being on the west line of THE FOREST CONDOMINIUM STAGE TWO (Plat #3359);

thence southerly along said west line 185 feet, more or less, to the southwest corner of said plat;

thence easterly along the south line of said plat and projection thereof 292 feet, more or less, to the southeast corner of THE FOREST CONDOMINIUM STAGE ONE (Plat #3331), said point also being an angle point in the westerly line of Parcel 1 as described in Clackamas County deed #2015-056692 (Grantor: City of Lake Oswego, Grantee: CSL LLC);

thence following the boundary of said Parcel 1 the following courses:

- North 23° 59' 40" East, 380.06 feet;
- North 00° 10' 28" West, 295.00 feet;
- South 89° 54' 30" East, 570.00 feet;

South 00° 10' 28" East, 260.55 feet to a point in the north line of Block 1, LAKE GROVE ACREAGE ESTATES PLAT NO. 2 (Plat #690);
North 89° 42' 00" West along said north line, 145.20 feet to the northwest corner of said Block 1;
South 00° 05' 30" West along the west line of said Block 1, 592 feet, more or less, to the north right of way line of Kruse Way Pl;

thence easterly and southeasterly along said north right of way line of Kruse Way Pl 930 feet, more or less, to a point on the east right of way line of Davis Ln (now vacated);

thence southeasterly 180 feet, more or less, crossing Boones Ferry Rd, to the most westerly corner of Tract A, BOONES BROOK (Plat #2120); said point being on the north right of way line of Spring Ln;

thence along said right of way line 169 feet, more or less, to a point which is 50.00 feet northeast of and radial to said right of way from the most northerly corner of SPRING CREEK CONDOMINIUMS (Plat #2533);

thence southwesterly 50.00 feet, crossing Spring Ln, to said most northerly corner;

thence southwesterly along the west line of SPRING CREEK CONDOMINIUMS the following courses:

South 75° 11' 46" West, 50.65 feet;
South 27° 34' 11" West, 128.19 feet;
South 59° 45' 16" West, 61.77 feet;
South 34° 13' 17" West, 65.12 feet;
South 04° 36' 40" East, 29.41 feet;
South 30° 42' 00" West, 90.07 feet to the southwest corner of said plat; said point also being on the north line of RIVENDELL ESTATES (Plat #2535);

thence easterly along said north line 78 feet, more or less, to the northeast corner of Tract A, RIVENDELL ESTATES;

thence southerly and westerly along the easterly line of said Tract A the following courses:

South 00° 28' 00" West, 41.26 feet;
South 37° 07' 36" West, 88.36 feet;
North 67° 22' 19" West, 74.28 feet;
South 37° 13' 01" West, 64.36 feet to the most northerly corner of Parcel 2, Partition Plat 1992-143;

thence southeasterly along the northeast line of said Parcel 2, South 41° 26' 00" East, 104.18 feet to an angle point;

thence easterly along the north line of said Parcel 2 and projection thereof, South 88° 39' 48" East, 89 feet, more or less, to the east right of way line of Boones Way;

thence southerly along said east right of way line 532 feet, more or less, to the south right of way line of Red Cedar Way (County Rd #2295, AKA Main St, 50 feet wide); said point also being on the north line of MARCOURT (Plat #2699);

thence westerly along said south right of way line 201.48 feet to the northwest corner of said MARCOURT; said point also being on the east line of Lot 5, Block 3, GUNTHER'S LAKE GROVE HOMES (Plat #617);

thence southerly along said east line to the southeast corner of said Lot 5;

thence westerly along the south line of said Lot 5, to the southwest corner thereof;

thence southerly along the west line of Lot 2, Block 3, GUNTHER'S LAKE GROVE HOMES to the north right of way line of Lanewood St (County Rd #2151, AKA Lake Grove Dr);

thence easterly along said right of way line 64.5 feet, more or less, to the intersection with the northerly projection of the east line of Lot 7, Block 1, GUNTHER'S LAKE GROVE HOMES;

thence southerly along said projection and east line to the north line of LAKE VIEW VILLAS (Plat #339);

thence westerly along said north line 56 feet, more or less, to the northwest corner of that parcel described in Clackamas County deed #96-085684 (Grantee: Robert Pastore and Rebecca Holland);

thence southerly along the west line of said Pastore/Holland parcel and projection thereof, crossing Lake Grove Ave to a point on the south right of way line thereof;

thence westerly along said south right of way line to the northeast corner of 3930 CONDOMINIUM (Plat #2452);

thence along the boundary of said 3930 CONDOMINIUM the following courses:

South 25° 18' 27" East, 185.37 feet to the southeast corner thereof;

South 64° 42' 00" West, 93.87 feet to the most southerly corner thereof;

North 25° 18' 00" West, 57.75 feet to an angle point thereof;

South 64° 42' 00" West, 45.00 feet to an angle point thereof; said point also being the southeast corner of that parcel described in Clackamas County deed #2006-094884 (Grantee: David H. Ligare);

thence westerly along the south line of said Ligare parcel and projection thereof to a point on the west right of way line of Reese Rd;

thence northerly along said west line 62 feet, more or less, to a point on the north line of Lot 100, LAKE VIEW VILLAS;

thence southwesterly along said north line and the north lines of Lots 99, 98, 97, 96, 95, and 94, LAKE VIEW VILLAS to the northwest corner of said Lot 94;

thence southerly along the west line of said Lot 94 and the projection thereof to a point on the south right of way line of Sunset Dr;

thence westerly along said south line 306 feet, more or less, to the east right of way line of Bryant Rd;

thence southerly along said east line 121 feet, more or less, to the intersection with the easterly projection of the south line of Lot 21, BRYANT ACRES (Plat #383);

thence westerly, crossing Bryant Rd, along said projection and south line of said Lot 21 to the east line of Lot 20, BRYANT ACRES;

thence northerly along said east line to the northeast corner of said Lot 20;

thence westerly along the north line of said Lot 20 and the north line of Lot 19, Bryant Acres to the southeast corner of Lot 7, BRYANT ACRES;

thence northerly along the east line of said Lot 7 to the southeast right of way line of Boones Ferry Rd;

thence southwesterly along said right of way line 397 feet, more or less, to the east line of Lot 10, BRYANT ACRES;

thence southerly along said east line to the southeast corner of said Lot 10;

thence westerly along the south line of said Lot 10 to the northeast corner of Lot 14, BRYANT ACRES;

thence southerly along the east line of said Lot 14 and projection thereof, crossing Upper Dr, to a point on the south right of way line of Upper Dr;

thence westerly along said right of way line 225 feet, more or less, to the point of intersection with the southerly projection of the east line of that parcel described in Clackamas County deed #72-034764 (Grantee: Grant A. Chamberlin and Waneta M. Chamberlin);

thence northerly along said projection and the east line of said Chamberlin parcel to the northeast corner thereof;

thence westerly along the north line of said Chamberlin parcel to the northwest corner thereof; said point being on the east line of Lot 12, BRYANT ACRES;

thence northerly along said east line to the southeast right of way line of Boones Ferry Rd;

thence southwesterly along said right of way line to a point on the west line of said Lot 12;

thence southerly along said line to a point on the north right of way line of Upper Dr;

thence westerly along said right of way line 365 feet, more or less, to the point of intersection with the southeasterly right of way line of Boones Ferry Road;

thence southerly crossing Upper Drive to a point of intersection of the south right of way line of Upper Drive with the southeasterly right of way line of Boones Ferry Road;

thence easterly along said south right of way line of Upper Drive to the point of intersection with the east line of Lot 35, BRYANT ACRES;

thence southerly along said east line and projection thereof 175.4 feet to a point on the south line of a 6 foot wide pathway as shown on the plat of BRYANT ACRES;

thence westerly along said south pathway line 763 feet, more or less, crossing Boones Ferry Rd, to the point of intersection with the southerly projection of the west line of Partition Plat 2007-004;

thence northerly along said projection 13.44 feet, to the point of beginning.