

# Exceptions

**Introduction:** Following is an identification of the Lake Oswego Urban Design Plan Objectives that are relevant to this project and subsequent evaluation of the Design's concurrence with the criteria.

**Page: Topic Addressed:**

**1 INTRODUCTION and EXCEPTIONS for this project**

**EXCEPTION 1: Ground floor residential use in retail area**

**EXCEPTION 2: A fifth story is provided on a portion of the west facing exterior façade and some limited interior facades but all within the overall height limit of 60 feet.**

**EXCEPTION 3: Less than 80% Storefront Glazing abutting pedestrian ways on Building C only**

**EXCEPTION 4: Shared parking arrangement for Residential, Project Related Retail, and City Public Parking.**

**EXCEPTION 5: Retail Parking Structure Entrance breaks the retail storefront pattern on First Street, a prime pedestrian way.**

**EXCEPTION 6: Structured Parking Ramp design in lieu of driveway and fire access road design.**

**2 IDENTIFICATION OF APPLICABLE LAKE OSWEGO URBAN DESIGN OBJECTIVES**

**6 SUMMARY**

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## Applicable Principles of the Urban Design Plan

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After review of the Lake Oswego Urban Design Plan, <http://www.ci.oswego.or.us/lora/urban-design-plan>, we find the relevant objectives applied to this project are as follows. These general statements are then followed by an application of the specific exceptions.

### APPLICATION OF PRINCIPLE

The project includes housing being developed within the designated FAR for the site along with associated retail.

The housing will be provide support to the retail core and to the cultural and recreational activities in compliance with this UDP objective. The project is not requesting any exceptions to height or FAR

The project creates multiple street edges with townhouse entrances, stepped back façade at levels 4 and 5, landscaping, street trees, eave lines at level three and the like which creates a floor, wall and roof in conformance with this standard.

The project integrates and consolidates parking with the development. On street parking is per city standards and integrates sidewalk and street landscape treatments

LAKE OSWEGO URBAN DESIGN PLAN  
PLAN OBJECTIVES

- 1.9. Create development areas for high-density housing to provide greater intensity of use of the retail core, cultural and recreational facilities.

#### 2.5. Defining the Street

**Issue:** Initially, streets were established on the basis of engineering drawings with widths, turning radii, curb dimensions and construction specifications. In the context of an urban area, the "street" takes on larger significance and should be thought of as a linear corridor with floor, walls and roof. Definition of the street occurs through building enclosure, street landscaping, surface textures, lighting and signage.

**Principle:** Define the street through delineation of right-of-way with buildings, landscaping, lighting and signing appropriate to the function of the street and the district it serves.

#### 2.8. Park the Cars

**Issue:** Lake Oswego is predominantly a single-family residential community with centers of activity that have built up around key vehicular intersections. As a suburban community, the reliance on the automobile as the predominant mode of transportation will continue. New and existing development must be served by convenient and attractive parking opportunities. Consolidated parking in higher density areas should be innovatively integrated with development to provide easy access, security and an attractive setting without the "seeing the bumper from the store window" syndrome. Signage for consolidated parking areas should be visible, clear and concise.

**Principle:** Integrate parking with development, and consolidate parking for individual uses in parking lots and parking structures. Parking in public rights-of-way should be integrated with sidewalk and street landscaping treatment.

**2.9. Places to Walk**

Issue: Pedestrian activity within a suburban area is usually limited to sidewalks along the sides of streets or trails through park-like areas. These are only the beginning of a complete pedestrian experience. The sidewalks themselves need to be enhanced with artifacts such as furniture, landscape and art objects. They need to vary in character from district to district. They need to include places to pause, rest, and watch activities of the city. People are different from cars. They can move up and down grades with fewer limitations, can turn sharp corners, can experience sensory changes induced by activities they are passing by. Places to walk include the connections between land uses, activities, and civic rooms, and should be planned to provide information, orient the pedestrian and allow for handicapped access.

Principle: Establish continuous pedestrian systems through and by developments that connect public rights-of-way, civic rooms and parking opportunities. Enhance the pedestrian experience with varying experiences and street furniture that are convenient to use and in character with the district.

The project enhances the pedestrian experience at the street level with varying experiences, planters and patios along the sidewalk edge, paths to front doors, and street furniture. Perhaps most notably, the project creates new pedestrian ways within and through the site creating transparency and traversibility.

**2.13. Concentrate and Integrate**

Issue: Suburban communities have grown more by accident than plan. Incremental development has spread out uses and made the downtowns a loose collection of individual buildings rather than a complex of buildings or uses that have a symbiotic relationship. The suburban mall is an example of concentrating retail activity by joining together retail shops and parking. Urban situations develop from a concentration of a number of uses, including retail, office, housing, cultural and recreational opportunities. These uses must be integrated both horizontally and vertically. Two-dimensional land use planning will not create a vital urban center. Bringing a number of uses together will bring activity over longer periods of the day and provide a symbiotic effect that will benefit each individual use.

Principle: Create a lively and attractive urban experience by increasing the density and mix of uses, integrating these uses vertically in buildings as well as horizontally on the street level.

The project creates a lively and attractive urban core experience by increasing the density and mix of uses, integrating these uses vertically in buildings as well as horizontally on street level.

**2.15. Variety and Vitality**

Issue: Establishing a vital identity for the core area of Lake Oswego does not require adopting an artificial "theme" to impose on new and existing buildings. It does require careful crafting of the buildings to ensure that there is both variety and continuity in design. Appropriate scale in the detailing of facades, articulation of expanses of street frontage and orientation of the ground floor will create variety in experience and lead to vitality in the core.

Principle: Provide elements on, and attached to, building facades which enrich the pedestrian experience.

The project enhances residential character through variety and vitality as it provides differentiated architecture for the townhomes at street level and residential units with decks at mid level and residential units hidden in the roof at the upper level.

**2.19. Unifying Elements**

Issue: Cities and towns are built over time. They are, therefore, collections of buildings and elements that may be dissimilar in character and style. Repeating similar and recognizable elements gives a sense of familiarity and cohesiveness to areas that may be diverse in building design. Sidewalk patterns, street lights, signs and landscaping should be similar for each district to build the identity of each part of the core.

Principle: Identify and include unifying features that enhance the character of the district.

Recognizable residential features such as a roof line at the third story level, decks,

divided windows, patios and front doors at the sidewalk edge at the townhomes, create a character similar to the townhomes across the street and unify the development and its neighborhood.

The project is part of a special compact shopping district.

The proposal provides structured below grade parking, pedestrian ways connecting the adjacent community along with landscaping, art, and retail focused on First St with high-density multifamily housing on upper floors of the shopping district buildings to add activity.

The architecture creates shops with special character in a high quality retail frontage that finishes the preferred double-sided retail along First Street.

The project also connects with existing retail on A Avenue at the corner of Second St and the existing housing on the remaining length of B Avenue.

Project provides high density retail activity centered by First Street, with pedestrian-oriented walk ways providing other opportunities to enjoy landscaping planters, espaliers, and artwork, solar access, special signage and lighting.

### 3.3. CREATING FABRIC

#### 3.3.1. COMPACT SHOPPING DISTRICT

- Consider the four blocks surrounding the "A"/1st intersection as a special retail district.
- Determine a parking program consisting of structured and surface parking to service the district.
- Create special pedestrian ways, especially alleys and connecting elements, landscaping and features through the district, with special emphasis on 1st Street as the focus of the Shopping District.
- Explore placing high-density multifamily housing and commercial office space on upper floors of shopping district buildings to add activity to the core area.
- Create design guidelines that create high density shops with special character built into the shops, open spaces, connections and public rights-of-way.
- Explore extending retail character on the north side of "B" Avenue between State and 2nd Street and on both sides of "A" Avenue from 2nd to 4th Streets.

#### 4.2. Shopping District

Focus: A core of high-density retail activity centered by 1st Street, with pedestrian-oriented alleys and pathways providing other retail access and opportunities.

Form: A desired concentrated development of two-, three- and four-story buildings abutting all streets and avenues. Buildings abutting alleyways should allow for good solar access where possible. Development should abut property lines with parking integrated in public rights-of-way and specified "auto court" areas. Utilize alleys for pedestrian zones and off-hour service vehicle access. Access to alleys at mid-block from State and 2nd. All entrances to alley system to have special indication through signage and lighting.

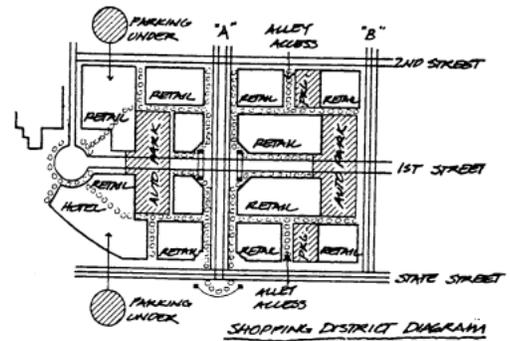
## Exceptions For Block 137 Mixed Use Development Submitted September 11, 2013\*

Site expands existing pathways and connects to adjacent blocks with pedestrian walkways across the site as envisioned in the urban plan.

Edges recess and change plane regularly along the street edges. Awnings, projecting balconies, and sloped roofs create character.

With this general introduction, the balance of this narrative addresses each exception.

Organization:



Character: Four block retail area consisting of shops, arcades, civic spaces and circulation network. Pedestrian-oriented lighting, signage and street furniture. Where available, second, third, and fourth levels are a combination of commercial office space and housing. It would be highly desirable to have the southeast "anchor" of the District be a European-type hotel or bed and breakfast facility overlooking Lakewood Bay, the civic square, and Lakefront Center.

Edges: Street and avenue frontages to be maximum of 50 feet horizontal frontage without recess, change of plane or change of material. Alleys to be maximum 25 feet horizontal frontage without recess, change of plane or change of material. Architectural devices such as awnings, arcades, bay windows, projecting balconies and sloping roofs encouraged.

## SUMMARY

The Urban Design Plan states that it *“illustrates intent while the City retains the flexibility to respond to the specific economic, market and functional circumstances that may arise during the life of the plan.”*  
*“The primary basis of the Plan is the Vision Statement that was adopted as the preamble to The East End Redevelopment Plan.”*

That vision states a number of ways to judge that development is successful:

- A feeling of vitality that will attract people both day and evening is provided.
- Environ is colorful with landscape and trees.
- Pleasant pedestrian facilities are provided.
- Provides adequate parking
- Provides a mix of housing and retail
- Provides access to natural resources including territorial views of the lake, mountains.

In meeting these judgment factors, the alternative designs proposed accomplish the purposes of the Urban Design Plan in a manner that is equal or superior to a project designed to this standard.

We believe that this project follows the guidelines and improves upon the Urban Design Plan.

The Urban Design Plan is a guidebook for the orderly redevelopment of Lake Oswego's commercial core. The Urban Design Plan portrays a vision of what could be--how the core of the City of Lake Oswego could appear in the future if the Principles of Urban Form, the Plan Concept and the District Development Guidelines are followed. The Urban Design Plan is a guideline document and, as such, illustrates intent while the City retains the flexibility to respond to specific economic, market and functional circumstances that may arise during the life of the Plan. The primary basis of the Plan is the Vision Statement that was adopted as the preamble to the East End Redevelopment Plan.

### VISION STATEMENT

The redevelopment of the East End commercial area of Lake Oswego should meet the needs and desires of the entire city. Redevelopment should create pride in the area, enhance shopping services, utilize the unique physical characteristics of the area, and improve the face of the entire city.

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### VISION STATEMENT

The redevelopment of the East End commercial area of Lake Oswego should meet the needs and desires of the entire city. Redevelopment should create pride in the area, enhance shopping services, utilize the unique physical characteristics of the area, and improve the face of the entire city.

Redevelopment should result in a feeling of vitality so that the area becomes an exciting place where will attract people during both the day and the evening. The area should be more colorful by utilizing landscaping and trees. People will be drawn to the area by a combination of uses, including office, residential and retail, which take advantage of the amenities of the area. Transportation people to and from the area, creating pleasant pedestrian facilities, providing adequate parking, and creating activities which will attract people are necessary components to redevelopment.

To prepare and implement a redevelopment plan requires guidance and assistance from both the public and private sectors. Citizens will need to understand what benefits will be received from spending public taxes. The public recognition of benefits is how they are realized in some instances. The plan should take advantage of natural resources such as the Park and, i.e., visual access to the lake, visual access and use of the river, and visual access to St. Mary. The Plan should also identify a way back or trail in which to start.

In creating the tools for the realization of this Vision Statement, the Urban Design Plan identifies Plan Objectives, Principles of Urban Form, the Plan Concept, and District Development Guidelines. These pieces of the Plan, properly utilized, can provide the environment for the creation of public and private partnerships that will be required to realize the vision of the Lake Oswego citizens.