

ORDINANCE 2454

**AN ORDINANCE OF THE LAKE OSWEGO CITY COUNCIL AMENDING THE LAKE OSWEGO COMPREHENSIVE PLAN MAP AND TEXT TO INCLUDE THE LAKE GROVE VILLAGE CENTER PLAN, AND ADOPTING FINDINGS LU 06-0025-1666**

WHEREAS, a notice of public hearing for consideration of this Ordinance was duly given in the manner required by law; and

WHEREAS, a public hearing was held before the Lake Oswego City Council on February 19, 2008 and March 4, 2008 to review the Planning Commission's recommendation to approve application LU 06-0025, a request for a legislative text amendment to the Lake Oswego Comprehensive Plan and related Comprehensive Plan Map amendments to include the Lake Grove Village Center Plan.

The City of Lake Oswego ordains as follows:

**Section 1.** The City Council hereby adopts the Findings and Conclusions (LU 06-0025) attached as Exhibit A.

**Section 2.** The text of the Special District Plans Goals and Polices of the Lake Oswego Comprehensive Plan text is hereby amended to include the Lake Grove Village Center Plan as shown in Exhibit B.

**Section 3.** The text of Lake Oswego Comprehensive Plan, Goal 12: Transportation and the Transportation System Plan Map are hereby amended to reflect changes necessary to implement the Lake Grove Village Center Plan as shown in Exhibit C.

**Section 4.** The Lake Oswego Comprehensive Plan Map is hereby amended to include the Lake Grove Village Center Plan and Overlay District as depicted in Exhibit D.

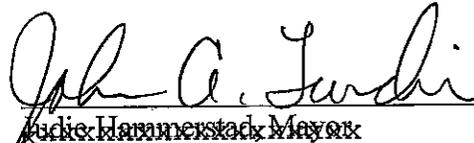
Enacted at the meeting of the City Council of the City of Lake Oswego held on 1<sup>st</sup> day of April, 2008.

AYES: Turchi, McPeak, Hennagin, Jordan, Johnson, Groznik

NOES: none

ABSTAIN: none

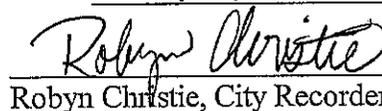
EXCUSED: Mayor Hammerstad



~~Judie Hammerstad, Mayor~~

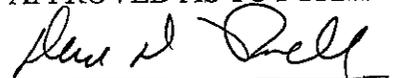
John A. Turchi, Council President

Dated: 4-1-08

  
Robyn Christie, City Recorder

ATTEST:

APPROVED AS TO FORM:

  
David D. Powell, City Attorney



**BEFORE THE CITY COUNCIL**  
**OF THE CITY OF LAKE OSWEGO**

A REQUEST TO AMEND THE LAKE	)	
OSWEGO COMPREHENSIVE PLAN TO	)	
INCLUDE THE LAKE GROVE VILLAGE	)	LU 06-0025-1666
CENTER PLAN (ORDINANCE No. 2454),	)	
AND TO AMEND THE LAKE OSWEGO	)	
CODE, CHAPTER 50 (COMMUNITY	)	
DEVELOPMENT CODE), TO ADD	)	FINDINGS AND CONCLUSIONS
ARTICLE 50.11A (LAKE GROVE	)	
VILLAGE CENTER OVERLAY DISTRICT)	)	
AND OTHER RELATED AMENDMENTS,	)	
AND TO AMEND THE ZONING MAP	)	
(ORDINANCE No. 2455)	)	

**NATURE OF PROCEEDING**

This legislative amendment proceeding is before the City Council pursuant to a recommendation by the Lake Oswego Planning Commission to amend: 1) the text and map of the Lake Oswego Comprehensive Plan to include the Lake Grove Village Plan; 2) the text of the Lake Oswego Code, Chapter 50 (Community Development Code) to add Article 50.11A, Lake Grove Village Center Overlay and Appendices; 3) LOC Article 50.11 (Commercial Zones); and 4) the Lake Oswego Zoning Map.

**HEARINGS**

The Planning Commission held a work session regarding the Lake Grove Village Center Plan and Code amendments on March 13, 2006, and held public hearings and considered this application at its meetings of October 9, 2006, October 23, 2006, November 13, 2006, November 27, 2006, December 11, 2006, January 8, 2007, January 22, 2007, February 12, 2007, February 26, 2007, March 12, 2007, March 26, 2007, April 9, 2007, April 23, 2007, May 14, 2007, May

30, 2007, June 11, 2007, June 25, 2007, July 9, 2007, July 19, 2007, July 23, 2007, August 13, 2007, August 27, 2007, September 10, 2007, September 24, 2007, October 8, 2007, November 14, 2007, December 10, 2007 and January 14, 2008.

The City Council held public hearings and considered the Planning Commission's recommendation at its meetings of February 19 and March 4, 2008.

### **CRITERIA AND STANDARDS**

#### **A. City of Lake Oswego Comprehensive Plan**

- Goal 1: Citizen Involvement, Policies 1 2, 4, 5, 10 and 11
- Goal 2: Land Use Planning  
Section 1 Land Use Policies and Regulations, Policies 4a, b, d, f, and g;  
Policies 7, 8 and 11, Policy 14 a – g, and Policies 19, 22 and 23, and  
Section 2 Community Design and Aesthetics, Policies 1 and 4
- Goal 9: Economic Development, Policies 1, 6, 8, 9, 10, 11, 12, 16, and 17
- Goal 10: Housing, Policies 1.b., 6, 8, 9, 11, 12, 13 and 14
- Goal 12: Transportation
- Goal 12-1: Major Street System, Policies 1 and 2
- Goal 12-3: Neighborhood Collectors and Local Residential Streets, Policies 1 and 2
- Goal 12-4: Land Use and Transportation Relationship, Policies 1, 4 and 13
- Goal 12-5: Transportation Demand Management, Policy 3
- Goal 12-6: Walking, Policies 2, 3, 4, 6, and 8
- Goal 12-7: Bicycling, Policies 2 and 5
- Goal 12-8: Transit System, Policies 1, 2, and 6
- Goal 12-10: Citizen Involvement, Policy 1
- Goal 12-11: Parking, Policies 1, 3, and 5
- Goal 14: Urbanization, Policies 7 and 8

#### Special District Plans:

##### Lake Grove Neighborhood Plan:

Goal 9 – Policies 1, 2, 3, 4, 5, 6, 7, 8, 9, 10 and 11; Goal 10 – Policies 1, 6, 10, and 11;

Goal 12 – Policies 1, 2, 3, 4, 5, 6, and 8

##### Lake Forest Neighborhood Plan:

Goal 9 – Policies 1, 2, and 4; Goal 12 – Policies 2, 3, 6, 7, 8, 9, 10, 12, and 13

##### Waluga Neighborhood Plan:

Goal 2 – Policies 1 and 6; Goal 9 – Policies 1, 2, 3, 4, and 5; Goal 10 – Policy 3; Goal

12 – Policies 3, 4, 5, 6, 7, 9, 10, 11, and 12

#### **B. Metro Urban Growth Management Functional Plan**

Title 1: Accommodation of Growth

Title 2: Regional Parking Policy

Title 3: Water Quality and Flood Management  
Title 6: Regional Accessibility

- C. Transportation Planning Rule (Chapter 660, Division 12)
  
- D. Oregon Statewide Planning Goals
  - Goal 1: Citizen Involvement
  - Goal 2: Land Use Planning
  - Goal 5: Open Spaces, Historic & Natural Areas
  - Goal 9: Economic Development
  - Goal 10: Housing
  - Goal 12: Transportation
  
- E. Lake Oswego Development Code Procedural Requirements

LOC 50.01.010	Purpose
LOC 50.75	Legislative Decisions
LOC 50.75.005	Legislative Decisions Defined
LOC 50.75.1505	Criteria for a Legislative Decision
LOC 50.75.015	Required Notice to DLC
LOC 50.75.020	Planning Commission Recommendation Required
LOC 50.75.025	City Council Review and Decision
LOC 50.75.030	Effective Date of Legislative Decision

**FINDINGS AND REASONS**

As support for its decision, the City Council incorporates the January 14, 2008 Findings, Conclusions and Order of the Lake Oswego Planning Commission for LU 06-0025, the staff Council Report dated February 8, 2008 for LU 06-0025 (with all attachments and exhibits), and the record of the proceedings before the City Council, to the extent that they are consistent with the Supplemental Findings and Reasons set forth below. In the event of any inconsistencies between the Supplemental Findings and Reasons and the incorporated matters, the Supplemental Findings and Reasons shall control.

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**SUPPLEMENTAL FINDINGS AND REASONS**

**1. Property at 16400 Bryant Road.**

The proposal presented to the Planning Commission called for the property located at 16400 Bryant Road (Bryant Road and Sunset Drive) to be rezoned from R-7.5 to PF (Public Functions). This property is owned by the Lake Grove Rural Fire District and includes a historically-significant structure designed by architect Richard Sundeleaf, which is currently used for the offices of the Tualatin Valley Fire Fighters Union and for various community meetings. There is also a grove of designated Heritage Trees on the site. The union (a private, non-profit entity) desires to purchase the property with the intent of rehabilitating the building and having it designated as a historic landmark. In addition to continuing the current uses, the union desires to include a museum featuring firefighting artifacts. The PF zone designation as proposed would frustrate these objectives as the use of the property would be limited to public buildings, including fire stations, community centers, police stations, city administrative or other city office buildings, city motor pools or maintenance buildings, schools and libraries. Private uses would be allowed only as temporary uses. Because these concerns were raised late in the process, the Planning Commission forwarded this matter to the City Council as proposed.

At the City Council hearing, staff recommended that the “Village Transition Area Uses” subsection of the “Special Requirements and Standards” section of the proposed Overlay District language (Section 50.11A.060(1)) be amended to add subsection (c), establishing special standards and requirements for this property as follows:

c. Bryant Road/Sunset Drive Site.

The following provisions shall apply to the approximately .85 acre property located at the intersection of Bryant Road and Sunset Drive (situs address 16400 Bryant Road). The uses permitted on the site are:

- i. As provided in the underlying PF zone.
- ii. The following uses subject to the limitations and requirements below shall be outright permitted uses (without requiring public ownership of the site under the PF Zone):

- (1) Labor, civic, social, fraternal, charitable uses and community-based uses and organizations including accessory and incidental uses shall be permitted in the existing structure existing on **[the effective date of this Ordinance]** and provided that the structure is on the Landmark Designation List per LOC Chapter 58 Historic Preservation.

- (2) Educational uses, including an exhibit area related to history and safety, accessory and incidental uses.

- (3) A gathering place as identified on the Village Commons and Gathering Places Map [Appendix 50.11A.020-C], subject to the requirements of this section [50.11A.060 (2), (b) and (c)], and preservation of the Heritage Trees Grove designated on the property.

This staff proposal was supported by the property owner, the union and neighborhood representatives. The Council finds that the standards and requirements of the staff proposal are consistent with the objectives of the Lake Grove Village Plan and concludes that the Code changes proposed by the Planning Commission should be modified to include subsection 50.11A.060(1)(c) as set forth above.

**2. Sidewalk width.**

The Planning Commission recommended 12-foot minimum sidewalk widths within the Boones Ferry Road right-of-way. However, owners of adjacent properties raised concerns that this could negatively impact existing development and unduly restrict redevelopment opportunities. The Council finds that these concerns, together with the physical constraints of the Boones Ferry Corridor, warrant reducing the minimum sidewalk width to nine feet. The Council notes that wider sidewalks are not prohibited, and that opportunities for business-enhancing sidewalk amenities will provide incentives for wider sidewalks to be

installed in many locations. The Council concludes that the recommended Code amendments should be modified to require a minimum nine-foot sidewalk width.

**3. Pedestrian Crossing Signalization.**

Policy 1.5 of Goal 1 of the Lake Grove Village Plan as recommended by the Planning Commission reads:

Provide pedestrian crossings at regular intervals. Signalized pedestrian crossings are preferred.

The City Council finds that a blanket statement that signalized crossing are preferred is not appropriate, as the need for signalization at any particular location will not be determined until design refinement studies are performed. The City Council concludes that proposed Policy 1.5 should be modified to read as follows:

Provide pedestrian crossings at regular intervals. Signalization of pedestrian crossings will be considered in design refinement studies.

**4. Public Access Lane between Lake Grove Avenue and Lanewood Street.**

Maps incorporated within the Lake Grove Village Center Plan as recommended by the Planning Commission depict a proposed “public access lane” between Lake Grove Avenue and Lanewood Street. The City Council finds that a new automobile route as depicted would have negative impacts on the surrounding neighborhood that would outweigh any benefits. However, the Council also finds that a pedestrian walkway in this location would create desired connectivity without adverse impacts. The Council concludes that the proposed Plan maps should be modified to change the designation of the Lake Grove Avenue/Lanewood connection from “public access lane” to “pedestrian walkway.”

**5. West End Building.**

Testimony was received urging that the city-owned West End Building property (4101 Kruse Way) should not be included within the Lake Grove Village Center Plan. Reasons for opposition included a concern that potential redevelopment funding that might otherwise go toward improvements elsewhere in the Plan area could be depleted in order to support the redevelopment of that particular site. Although the City Council does not find that the West End Building property was proposed to be included for that reason, such concerns could nevertheless be assuaged by removing the property from the Plan. The City's intent is to use the property in a manner that benefits the public, and that is compatible with the surrounding area, regardless of whether or not the site is subject to the requirements of the Lake Grove Village Center Overlay District. The City Council concludes that the West End Building Property should be removed from the Plan area.

**6. Ground Floor Retail.**

The proposed base zone text amendments recommended by the Planning Commission provide that a residential use may occupy the ground floor of a structure in the General Commercial (GC) or Neighborhood Commercial (NC) zones only if a commercial use is located along the street frontage and the residential use is located behind the commercial use. Testimony established that certain GC properties in the Kruse Way area are not well-suited for retail uses. It also was pointed out that more housing would be desirable in these locations in order to help the City meet its density goals. The City Council finds that Section 50.11.010(1)(B) of the proposed base zone text amendments should be modified to read as follows:

B. Residential use at R-0, R-3, and R-5 density except as specifically allowed in LOC 50.11.020. A residential use may occupy the ground floor in the GC or NC zones only if a commercial use is located along the street frontage and the residential use is located behind the commercial use with the following exception: A residential use may occupy the ground floor in the GC zone at street frontage designated Park Lane, Crossroads Gateway or Campus Woods within the Lake Grove Village Center Overlay District (see Village Character Map, Appendix 50.11A.020-D).

**7. Street Setback Standards.**

Staff has pointed out that the recommended Code language and maps for the Overlay District inadvertently cause the 20-foot Park Streetfront Environmental Setback to apply to minor streets such as Kruse Way Place, Daniel Way and Mercantile Way, when it should apply only along the major arterials. The City Council finds that the proposed language of LOC 50.11A.030(4)(c) should be modified to add the qualifying words “along Boones Ferry Road and Kruse Way.” The Council also finds that corresponding revisions should be made to the Village Yard Setbacks Map (App 50.11A.030-I), the setbacks table (50.11A.030(4), and the Park Lane Streetscape Standard (App 50.11A.050-N).

**8. Existing Access to Kruse Way.**

The proposed Code language for the Overlay District prohibits direct access from Kruse Way to the properties between Mercantile Drive/Daniel Way and Boones Ferry Road, unless the applicant can demonstrate that the access is required to prevent certain service level standards from being exceeded. The Council finds that existing access from Kruse Way in this area is appropriate and should not be made to be nonconforming. The Council finds that proposed LOC 50.11A.060(3)(d)(iv)(3) should be modified to state that the prohibition applies only to “new” direct access from Kruse Way.

**9. R-5 to R-0 Zone Changes.**

The Planning Commission recommended that the zone designation for the property on the north side of Oakridge Road west of Quarry Road be changed from R-5 to R-0. The Commission also recommended that zoning for the property at 3700 Red Cedar Way (the Kindercare site) be changed from R-7.5 to R-0. The property on Oakridge is currently being developed as an R-5 residential development. The Red Cedar Way property includes an operating day care center. It is unlikely that the properties will be combined and redeveloped at an R-0 density. Furthermore, the day care center is an important neighborhood amenity that could be lost to development if an R-0 designation is applied. The City Council finds that the Planning Commission's recommendation should be modified to retain the current R-5 zoning for the Oakridge Road property and to change the zoning for the Red Cedar property from R-7.5 to R-5.

**10. Riparian Resources.**

Testimony at the City Council proceedings, together with evidence from a site visit by staff, establish that the Waluga Tributary has resource values that warrant protection under the Plan, and that the engineering and hydrological study that is proposed in recommended Policy 8.3 should address the feasibility of daylighting this watercourse. In addition it would benefit the riparian sites in the area if the Policy also called for consideration of other riparian enhancement measures. The City Council finds that recommended Policy 8.3 of Goal 8 of the Plan should be modified to read as follows:

Policy 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.

The City Council also finds that Action Measure (i) of Goal 8 should be modified to read as follows:

Natural Water Feature at Mercantile Village (Policy 8.3)

An engineering/hydrological study should be funded and conducted to determine the feasibility of restoring Three Sisters Creek in the area of Mercantile Village and day-lighting its possible connection to Springbrook Creek to the east of Boones Ferry Road. If deemed feasible, a restored creek would provide a natural water feature for the enjoyment of residents, employees and visitors, and should be incorporated into the development of the Village Commons. The study should address the feasibility of daylighting piped segments of the Waluga Tributary between the southern Waluga Park area and Springbrook Creek. Consider other riparian ecology enhancement measures including establishing macro-invertebrate nurseries and applying conservation easements

**CONCLUSION**

The City Council concludes that LU 06-0025-1666, as modified herein, complies with all applicable criteria including, without limitation, all applicable Oregon Statewide Planning Goals and Lake Oswego Comprehensive Plan Policies.

City of Lake Oswego

# Lake Grove Village Center Plan

**Acknowledgements**

Advisory Committee Members:

Ken Sandblast, Chair; Lang Bates, Darcey Eaton, Julia Glisson, Donna Jordan, Vic Keeler, Carolyn Krebs, Jack Lundeen, Wilma McNulty, Chuck O'Leary, Sid Smither, Cheryl Uchida

Alternates: Mike Buck, John Hurlburt, Adelle Jenike, Jeff Novak, George Psihogios, Barbara Zeller

City Council:

Judie Hammerstad, Mayor, John Turchi, Council President, Frank Groznik, Roger Hennagin, Kristin Johnson, Donna Jordan, Ellie McPeak,

Planning Commission:

Daniel Vizzini, Chair, Alison Webster, Vice Chair, Mary Beth Coffey, Colin Cooper, Julia Glisson, Mark Stayer, and Scot Siegel

Lake Oswego Staff:

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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.

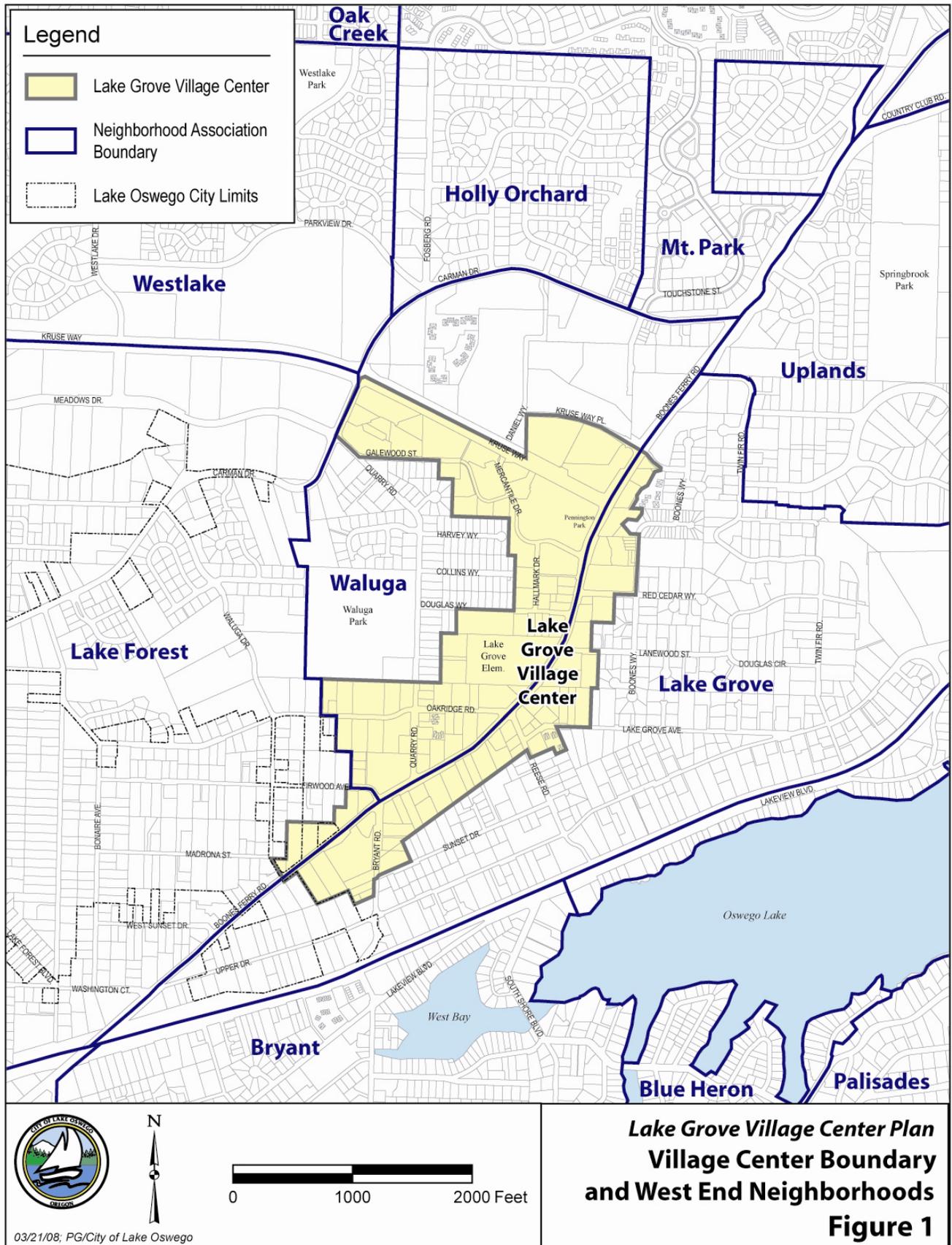
2024 Vision Statement

The Lake Grove Village Center vision statement embodies the shared values and aspirations of the community. The vision statement was authored by the Lake Grove Village Center Implementation Advisory Committee and is based on input received from Lake Oswego residents, businesses and property owners at community workshops. The process of developing the vision included the creation of a list of desired characteristics for all aspects of the Village Center. This list of desired characteristics formed the basis for the Goals and Policies of the Lake Grove Village Center Plan.

*Lake Grove Village Center – A Community Vision for 2024*

The Lake Grove Village Center is a welcoming, comfortable community nucleus for the daily activities of the residents of Lake Oswego’s west end (see Figure 1 – Village Center Boundary). The village of Lake Grove quietly celebrates its natural surroundings and rural beginnings. These rural independent roots are reflected in a diverse mix of tasteful architectural styles that allow old and new development to blend compatibly. The two major Boones Ferry Road entry points to the Village Center area are clearly marked by decorative monuments or gateways that embody the distinct character of Lake Grove. This character has been shaped by a respect for and preservation of the natural resources of the area, particularly the groves of native trees and restoration of natural water courses. There is a sense of place where harmony exists between these natural elements and those elements of development that provide opportunities for commerce, service, civic, social, cultural and related activities for the people who live and work in and near the Village Center.

The Village Center includes a lively community of local businesses, surrounded by neighbors and employees who use these businesses. Decision makers have considered the economic impact of their decisions on local business, leading to an economically viable business core where locally owned, independent businesses are encouraged to flourish. Property owners, business owners and residents have worked together to maintain and enhance the village character of Lake Grove, preserving and highlighting historical features, activities and businesses. Some residential development has been incorporated into the predominantly small business core, driven by market demand and government incentives rather than governmental regulation, providing a range of housing options. Public uses, including an elementary school, a community center, and a library facility are located within the Village Center and serve west end residents, business owners and employees. A village commons within the Mercantile Village area and a series of smaller community gathering places comprise a “string of pearls” which provide important focal points in the Village Center (see Figure 9 – Village Commons, Gathering Places and Gateways Map). Community members have worked with the City of Lake Oswego and other government agencies to ensure that public uses serve the community and heighten Lake Grove’s sense of identity.



The Village Center is connected to the surrounding neighborhoods, employment areas, downtown Lake Oswego and other adjacent centers through a variety of safe, convenient and viable transportation options, including walking, cycling, public transit and auto travel. The major transportation artery, Boones Ferry Road, has been calmed by various traffic management tools including: sidewalks, safe pedestrian crossings, bike lanes, landscaped medians, allowing ease of access to and from commercial areas and neighborhoods and safe crossings of Boones Ferry Road. Pedestrians, cyclists and vehicle traffic all move at a safe, smooth pace in this revamped corridor. Public parking for vehicles, both on and off street, is provided in convenient locations within the Village Center. These parking areas allow for ease of access to retail, restaurant and other neighborhood services without encroaching on the surrounding residential neighborhoods. Street trees, pedestrian-scale lighting, consistent public signage, landscaped medians with pedestrian refuges, public transit shelters and other streetscape elements within the Village Center reinforce the neighborly character of the area.

Adjacent residential neighborhoods and public parks and open spaces within close proximity are directly linked to the Village Center by safe sidewalks, pathways and bike paths to encourage walking and non-vehicular travel. The transition between the more intensive development along Boones Ferry Road to the less intensive development at the edges of the Village Center is done by subtly stepping down the height, scale and intensity of development along the cross streets. This stepping down of development helps to bring the Village Center and neighborhoods together rather than creating an abrupt demarcation between the two.

By the year 2024, the Lake Grove Village Center has thoughtfully evolved into a pedestrian-friendly neighborhood community. It has an enterprising and hospitable character that reflects the people who live and work within and around it. The Lake Grove Village Center is a place where nature and human activity are well connected and prosperously coexist.

## Planning Process

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 has 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 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.

Document Organization

The Lake Grove Village Center Plan contains the following sections:

- Transportation
- Land Use
- Natural Resources
- Economic Development

Each section of the plan is organized as follows:

Background – Background information includes a summary of existing conditions, issues, and fundamental concepts.

Goals and Policies – The goal and policy statements are intended to capture land use, transportation, urban design, natural resource protection and parking concepts embodied in the Vision Statement. Goals are general statements indicating a desired end. Policies state what must be done to achieve a desired end by identifying the City’s position and a definitive course of action. The City must follow relevant policy statements when amending the Comprehensive Plan, or developing other plans or ordinances which affect land use. The goals and policies of the Lake Grove Village Center Plan are highly interrelated and work together to guide the achievement of the plan vision. Implementation of any one policy must be evaluated in terms of the effect on other plan policies and the Vision Statement.

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
  - Goal 2: Enhance Alternative Modes of Travel
  - Goal 3: Enhance the Pedestrian Environment and Connectivity
  
- II. LAND USE
  - Goal 4: Encourage a Mix of Uses Within the Village Center
  - Goal 5: Strengthen the Lake Grove Sense of Place and Community
  - Goal 6: Enhance Village Character
  - Goal 7: Protect the Residential Character of Adjoining Neighborhoods
  
- III. NATURAL RESOURCES
  - Goal 8: Protect Natural Resources and Enhance the Natural Environment within the Village Center
  
- IV. ECONOMIC DEVELOPMENT
  - Goal 9: Support Businesses in the Village Center
  - Goal 10: Identify and Implement Funding Mechanisms to Sustain Economic Vitality

Action Measures – Action Measures are statements outlining projects or standards which, if executed, implement goals and policies. The completion of these items will depend on a number of factors such as citizen priorities, finances, staff availability, etc. These statements provide guidance on how to implement the goals and policies including the identification and design of specific projects.

Background

*Town Center Planning*

Metro’s 2040 Urban Growth Management Functional Plan identifies town centers and main streets throughout the Portland metropolitan region. Lake Grove area is one of two designated “town centers” in Lake Oswego and Boones Ferry Road is a designated “main street.” Town centers may serve tens of thousands of people, where good transit services, a pedestrian environment, shopping, services, entertainment and higher density housing are encouraged. Each town center in the region is unique, with distinct identities and boundaries, along with a strong sense of community. Some centers date from the early 1900s, while other more recent centers emerged outside of established locations to serve the growing region. Town centers are the central focus of community life for people who live within two or three miles. They provide basic retail services and gathering places for those who wish to walk to shops and parks. Locating many town centers throughout the region provides opportunities for people to run errands closer to home or work, and reduces the need to drive longer distances.

*Lake Grove Development Pattern*

Current Comprehensive Plan policies and code provisions emphasize separating the General Commercial zone from adjacent low-density residential neighborhoods. Businesses of all sizes and types are subject to significant setbacks adjacent to any residential zone. Over time, these provisions create a sort of Village Center “wall” and an identity for Lake Grove based on commercial uses along Boones Ferry Road and an auto-oriented character. Issues related to current conditions, particularly on Boones Ferry Road, include safety, substandard sidewalks and pedestrian crossings, lack of bicycle lanes, and the impacts of unevenly spaced private driveway approaches on mobility, safety and convenient access.



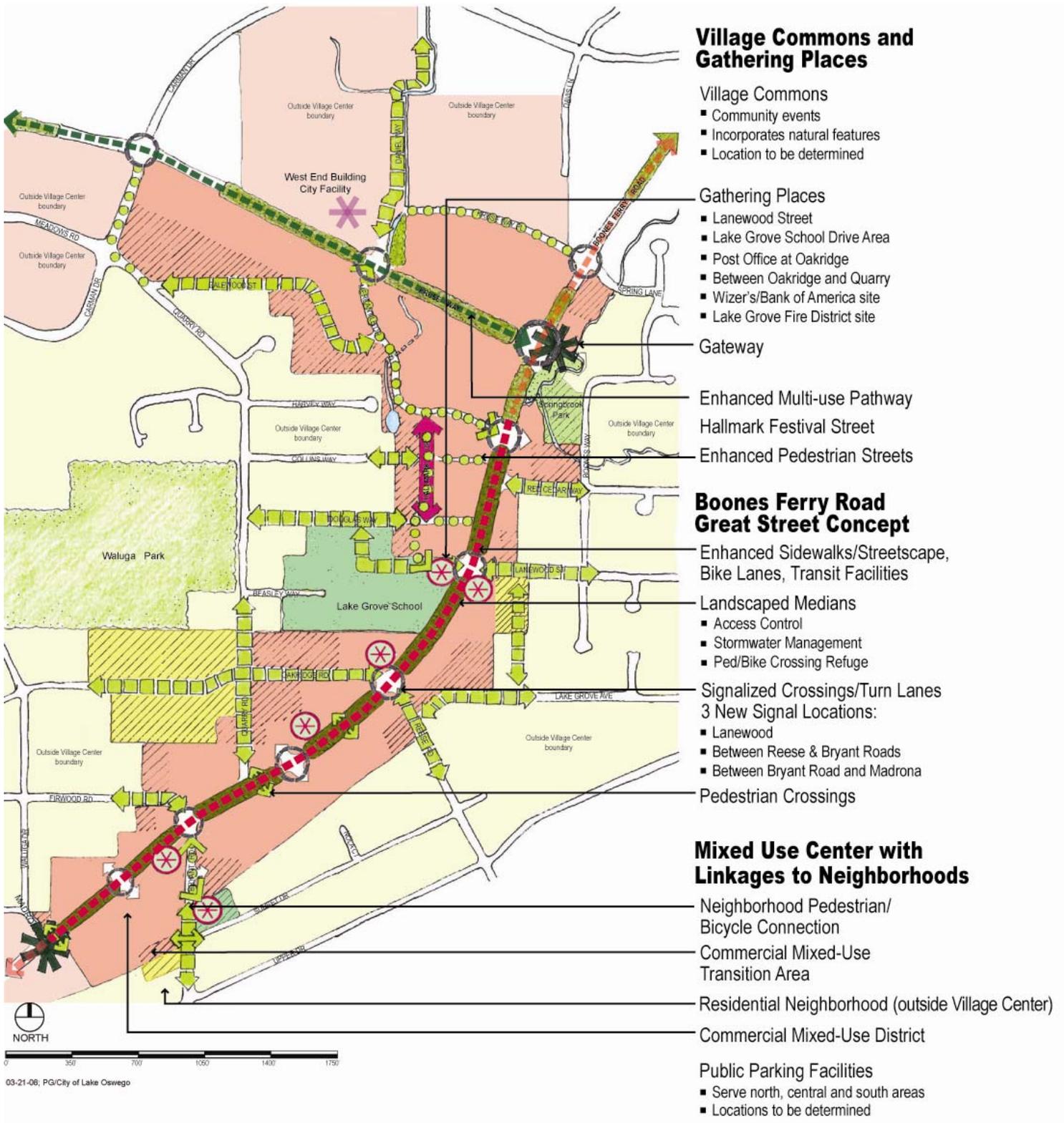
The Lake Grove development pattern is shown in this aerial photograph of Boones Ferry Road looking southwest from north of Reese Road and Oakridge Road. Photo Credit: Aaron Shell Productions, 2006.

## Concept Plan

The Lake Grove Village Center Concept Plan illustrated in Figure 2 identifies key concepts integrating land use, transportation and urban design elements:

- Boones Ferry Road as a Great Street  
Providing green medians with safe pedestrian crossings will provide identity to the district and create a catalyst for other improvements. The concept for Boones Ferry Road promotes a safe, welcoming and convenient pedestrian and bicycle friendly environment, where auto traffic is accommodated efficiently and safely and the needs of successful businesses are met.
- A Mixed Use Center with Linkages to Neighborhoods  
A fundamental concept of the Plan is “to bring the Village Center and neighborhoods together”. Residential neighborhoods are integrated with the commercial center by encouraging mixed uses within the Village Center. Cross-streets (e.g. Lanewood, Reese-Oakridge, Bryant-Firwood) are planned for a high level of pedestrian oriented character, mixed use, and transition between Boones Ferry and the adjacent neighborhoods.
- Village Commons, Gathering Places and Gateways  
The design concept features a linear series of public spaces and focal points with a larger Village Commons and gateway features. Gathering places are linked visually and geographically by enhanced pedestrian routes. Gathering places feature hardscape and greenscape elements.

Figure 2: Lake Grove Village Center Concept Plan



## I. TRANSPORTATION

*Existing Conditions*

Street Network - The primary roadways serving the Village Center are Boones Ferry Road and Kruse Way. Both are classified as “Major Arterials” within the City and provide access to downtown Lake Oswego and Interstate 5. Circulation to and within the Village Center is supported by a network of collector and local streets (see Functional Street Classifications Map, Figure 18, Transportation System Plan, Lake Oswego Comprehensive Plan).

The current average right-of-way width in the Boones Ferry corridor is 71 feet, with a minimum width of 54 feet and a maximum width of approximately 87 feet. The speed limit is 30 mph through the Village Center. There is a “school zone” located in the vicinity of the Lake Grove School with a reduced speed of 20 mph on school days between 7:00 am and 5:00 pm. There are four signalized intersections on Boones Ferry Road in the Village Center at Kruse Way, Mercantile Drive, Oakridge/Reese Road, and Bryant/Firwood Roads, resulting in spacing between pedestrian crosswalks of over 1,000 feet long on average, and as long as 1,400 feet in some locations. The remainder of the intersections and access points along Boones Ferry Road are currently stop-controlled on the minor street approaches.

Boones Ferry Road Street Classification - Boones Ferry Road south of Country Club Road is designated as a major arterial. Major arterials are characterized by three to five travel lanes, speed limits between 25 and 45 miles per hour, with restricted access from adjacent land uses, generally prohibited on-street parking, bike lanes, sidewalks, and traffic volumes of 20,000+. The City’s Transportation System Plan recommends a 100-foot right-of-way for a major arterial, including 8-foot wide sidewalks with 4.5-foot wide pedestrian buffers on each side of the roadway, two 6-foot wide bike lanes, four 12-foot wide travel lanes, and a 14-foot wide center raised median or left turn lane.

Special Street Setback - The City Code (LOC 50.22.035) currently specifies a special street setback of 50 feet from the centerline of Boones Ferry Road between Mercantile Drive and Madrona Avenue, potentially resulting in a 100-foot right-of-way adjacent to redeveloped properties. The special street setback is intended to preserve an obstruction-free area along public rights-of-way in anticipation of future street improvements, such as additional lanes, pedestrian and bicycle facilities, transit facilities, drainage management improvements, lighting, and street landscaping.

Safety - During a 40-month period, a total of 140 crashes were reported along Boones Ferry Road.<sup>1</sup> While these numbers indicate crash rates lower than comparable state averages, they are among the highest crash rates within Lake Oswego. Given crash rates, traffic volumes and concerns over speeding, safety is a primary issue for residents, business owners, and city officials along Boones Ferry Road.

Existing Traffic Operations - Average daily trips on Boones Ferry Road between Bryant and Kruse way are estimated between 25,000 and 28,000 trips based on traffic counts recorded between 2001

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<sup>1</sup> Crash numbers are based on ODOT data summarizing reported accidents between January 1, 1997 and June 30, 2000 in the Boones Ferry Road Corridor Plan (Kittelson, 2001). Reported crashes typically under-estimate the total number of crashes that have actually occurred due to the fact that minor accidents are not always reported to local agencies.

and 2006. All signalized study intersections currently operate at acceptable levels of service during the average weekday a.m. and p.m. peak hour. At the minor street approach at unsignalized intersections at Red Cedar Way/Boones Ferry Road and Lanewood Street/Boones Ferry Road, intersections were found to operate with relatively long delays, resulting in level of service “F” during the peak period. However, Boones Ferry road turning and through movements operate at acceptable levels and there is sufficient capacity at these intersections to accommodate existing traffic demand. Traffic signal warrants had not been met at these locations based on 2001 data and signal warrant analysis.

Travel Demand Patterns - An origin-destination demand study indicated that approximately 47-percent of the traffic traveling within the SW Boones Ferry Road study corridor can be classified as “through” traffic (i.e., trips that do not have a final or intermediate destination within the study corridor). It can be assumed that the remaining 53-percent have at least one final or intermediate destination within the study corridor. A proportion of these 53-percent “local trips” do have a final destination outside of the immediate study area, however, they do make at least one stop (at one of the local businesses and/or neighborhoods) as they travel along SW Boones Ferry Road.

Corridor Access Configuration - The existing access configuration along the SW Boones Ferry Road study corridor consists of over 50 unevenly spaced private driveway approaches. The large number of varying access approaches, in conjunction with growing traffic volumes along the corridor, impacts the overall mobility and operational safety of the corridor, making access to and from facilities and adjacent land uses difficult, reducing the potential roadway capacity, and impeding operations of traffic. The frequent, poorly delineated, and inconsistent access spacing along the corridor also provides increased opportunity for conflicts with pedestrians and bicyclists.

Pedestrian Connections and Streetscape - Within the Village Center, sidewalks currently exist along portions of Boones Ferry Road but not along the full extent. Over half of the existing sidewalk facilities do not meet minimum width standards. The existing pedestrian environment along the length of the corridor suffers from non-standardized treatment. For example, some portions of the sidewalk tilt toward the street with no buffer between the pedestrian path and vehicle traffic. In other areas, the pedestrian path is obstructed with utility poles and/or trees. In addition, many driveways and access points along the corridor create potential pedestrian-vehicle conflict points. Elsewhere in the study area, sidewalks are provided sporadically along certain collector and local streets that comprise the remainder of the existing transportation system. As on Boones Ferry Road, the existing pedestrian environment along these roadways suffers from non-standardized treatment and lacks connectivity.

Bike Facilities - Field observations conducted during the first phase of the project within the study area revealed low levels of bicycle activity along the study roadways with little supporting infrastructure provided. Designated bicycle lanes are provided on Boones Ferry Road both to the north and south of the study area but there are no lanes between Mercantile Drive and Madrona Street. Kruse Way provides an off-street shared pedestrian/bicycle pathway along its north side. No other designated bicycle lanes are provided within the study area. The City’s Transportation System Plan calls for arterials and major collectors to provide exclusive bicycle facilities or accommodations for bicycles on-street. As traffic volumes increase on these roadways, on-street striped bicycle lanes, multi-use pathways and designated shared roadways will help to maintain the safety and comfort of bicyclists on the system and promote the increase use of cycling as a viable mode of transportation. In addition, there was vocal support through the Village Center planning process to enhance and

facilitate bicycle travel throughout the study area via the development of a connected bicycle system network and the provision of bicycle amenities.

Transit - Within the study area, TriMet currently operates Route 37: Lake Grove between the downtown Lake Oswego Transit Center and the Tualatin Park and Ride via Country Club Road and Boones Ferry Road through the Village Center. The Route 38: Boones Ferry Road operates along Kruse Way at the north end of the Village Center, traveling from Portland to Tualatin. One other route, Route 36: South Shore, operates in the general vicinity of the study area.

### Issues Summary

- Safety is a primary concern among residents, business owners, and city officials with crash rates for Boones Ferry Road within the Village Center among the highest in the City.
- Approximately 47-percent of the traffic traveling within the SW Boones Ferry Road study corridor can be classified as “through” traffic with the remaining 53-percent having at least one final or intermediate destination within the study corridor.
- The large number of over 50 unevenly spaced private driveway approaches, in conjunction with growing traffic volumes along the corridor, impacts the overall mobility and operational safety of the corridor, making access to and from facilities and adjacent land uses difficult, reducing the potential roadway capacity, and impeding operations of traffic. The frequent, poorly delineated, and inconsistent access spacing also provides increased opportunity for conflicts with pedestrians and bicyclists.
- Existing sidewalks and crossings do not provide a continuous network of direct, safe and convenient walking routes. A buffer between pedestrians and vehicular traffic is absent for the majority of frontage along Boones Ferry Road.
- On-street striped bicycle lanes designated in the City’s Transportation Systems Plan on Boones Ferry Road are provided along one segment (between Kruse Way and Mercantile Drive). In the remaining segments of the corridor, vehicles and bicycles share the roadway.
- The convenience and ease of using the current bus service is diminished by unprotected transit stops with an average spacing of approximately 1,200 feet rather than the recommended 750 feet apart, and by headways in excess of recommended 15 to 30 minute intervals.
- Boones Ferry Road could be a much more attractive environment for people who live, work and visit the Village Center.
- Glare from street lights and unnecessary spill light impact the natural character of the dark night sky.

### *Transportation Concept*

A variety of safe, convenient and viable transportation options, including walking, cycling, public transit and auto and truck travel, are envisioned to connect the Village Center to the surrounding neighborhoods, employment areas, downtown Lake Oswego and other adjacent centers. Traffic management and urban design concepts are developed to calm traffic on Boones Ferry Road, allowing ease of access to and from commercial areas and neighborhoods and safe crossings of Boones Ferry Road. Convenient and visible public parking, both on and off street, is planned to provide for ease of access to retail, restaurants, neighborhood services, and the village commons and gathering places without encroaching on the surrounding residential neighborhoods. Shared parking and access agreements are encouraged to provide for greater flexibility and more efficient use of private parking areas.

### Boones Ferry Concept

The goal for Boones Ferry Road is to create an attractive street that serves as the centerpiece of the Lake Grove area. Integrated land use and transportation strategies are recommended to promote a safe, welcoming and convenient pedestrian- and bicycle-friendly environment, while accommodating auto traffic efficiently and meeting the needs of businesses by providing adequate vehicle access and sufficient parking.

Recommended transportation concepts for Boones Ferry Road were identified by the Lake Grove Village Center Advisory Committee in the 2005 Boones Ferry Concept Plan. The Boones Ferry Concept Plan provides the basis for policies, projects and design direction for improvements to Boones Ferry Road in the Village Center. During the first phase of the Lake Grove Village Center Planning process (in 2002 and 2003), the 2001 Boones Ferry Road Corridor Plan (Exhibit F-15.4) became the basis for land use plans. Concerns were raised by stakeholders over the challenge of trying to integrate the recommended five-lane arterial and continuous center lane with the vision of a pedestrian friendly, mixed use Village Center. At the request of the Lake Grove Village Center Advisory Committee, the City Council authorized a new study to revisit specific elements of the 2001 Corridor Plan resulting the 2005 Boones Ferry Concept Plan.

### Safety

Safety for all is a paramount concern. Boones Ferry Concept recommendations include reducing posted and effective speed. A key element of the transportation concept is landscaped center medians recommended to enhance safety for pedestrians, bicyclists and vehicles. Center medians enhance safety by providing:

- Access control and the reduction or elimination of vehicle turning movement conflicts with pedestrians, bicyclists and other vehicles; and
- Pedestrian and bicycle refuges at intersections and mid-block crossings. The Boones Ferry Concept introduces new pedestrian crossings as development levels and pedestrian demands warrant for an average spacing between crossings of about 360 feet.

Landscaped medians also provide opportunities for stormwater management, or “green streets,” and attractive landscaping to enhance the quality and identity of the Lake Grove area.

Access to Businesses

Safe, convenient access to commercial sites requires an integrated approach employing a variety of design strategies in concert with center medians to maximize benefits to Boones Ferry Road businesses. Design elements may include:

- Direct access from signalized locations and cross-streets;
- Through connections between adjacent parking facilities;
- Drive consolidation and shared access;
- Raised center medians to manage turn movements and improve traffic flow; and where needed
- U-turns at selected intersections controlled by phased traffic signals to provide access to businesses that cannot otherwise be accessed from cross streets or driveways.

**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.

**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.

**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:

- 3.1 Encourage the orientation of building entrances to pedestrian and transit streets, walkways and public areas, with parking in the rear or at the side.
- 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.

**Action Measures – Transportation**

Transportation action measures are organized under five headings:

- i. Village Center Access Management Plan
- ii. Street Design
- iii. Public Involvement
- iv. Transportation Projects
- v. Design Direction

i. Village Center Access Management Plan.

A comprehensive access management plan for the Village Center shall be completed prior to initiating Engineering Plans (see ii. Street Design, b. Engineering Plans). The access management plan shall provide first, the Traffic and Safety Analysis followed by the Economic Impacts Analysis identified below. These analyses require consideration of impacts for a base case condition based on existing conditions and standards, and for a Village Center condition based on transportation concepts identified in these Action Measures under v. Design Direction. Both analyses require recommendations for alternative design refinements to mitigate findings for adverse impacts and to advance the goals and policies of the Lake Grove Village Center Plan.

- a. Traffic and Safety Analysis. (Policies 1.1; 1.2; 1.5) Complete a traffic operations and safety analysis to address potential impacts to traffic operations, business access, neighborhood “cut-

through” traffic, and safety. Peak hour and non-peak hour assessments should be included. The traffic and safety analysis shall include, but not be limited to, the following:

- (1) Address impacts of delivery trucks and delivery truck access routes on traffic flow and pedestrian safety. The potential use of the outer travel lane on Boones Ferry Road for delivery parking during certain limited times is noted in Transportation Action Measure (v)(7) Delivery Truck Access. Address optimal times for parking/delivery activity on Boones Ferry Road, including ruling out use of the outer travel lane for delivery truck parking if indicated.
  - (2) Address impacts of large passenger vehicle u-turns. The recommended signalized intersection street section for Boones Ferry Road would allow most passenger vehicles to make the u-turns (see Transportation Action Measure (v)(1) Street Cross Sections). Address impacts on traffic flow and safety if several larger passenger vehicle models would not be able to make a simple u-turn within the recommended clear area.
  - (3) Address impacts associated with right-hand turning movements as cars wait for a car exiting a driveway, or for a car to slow down enough to make a right turn into a driveway. Pedestrian traffic along the sidewalk could also cause occasional delays for these right-hand turning movements.
  - (4) Analyze the potential “bottleneck” during peak travel times at locations where cars queuing for u-turns or left-turns at an intersection may back up for a significant distance, possibly creating difficulty for those traveling in the opposite direction (on the other side of the same median) who wish to queue and make a u-turn into the travel lanes where the aforementioned queue has developed. Address the case, for example, of a northbound car intending to make a u-turn at the Reese Road intersection and travel south to access a mid-block business (i.e. Ricardo's Restaurant). If the southbound queue is long and traffic heavy, northbound traffic intending to make a southbound u-turn at Reese may back up behind other southbound traffic and block the flow of vehicles intending to make the u-turn at Reese Road.
  - (5) Address safety and traffic flow impacts for pedestrian crossings that are not located at signalized intersections (see Transportation Action Measure (v)(4) Pedestrian Crossings).
  - (6) Provide recommendations for conceptual design refinements to mitigate for traffic operations and safety impacts, and to advance the goals of the Lake Grove Village Center Plan. In the event of a conflict between the various goals of the Plan, design refinements for mitigation shall give priority to pedestrian facilities.
- b. Economic Impacts Analysis. (Policies 1.1; 1.2) Complete an economic impacts analysis incorporating findings and recommendations from the Traffic and Safety Analysis. The economic impacts analysis shall include, but not be limited to, the following:
- (1) Address potential economic impacts to Lake Grove businesses including impacts to parking supply, business access, commercial deliveries, and business performance during street construction. Include an assessment of economic impacts on adjacent neighborhoods.
  - (2) Provide recommendations for conceptual design refinements to mitigate for economic impacts, and to advance the goals of the Lake Grove Village Center Plan. In the event of a conflict between the various goals of the Plan, design refinements for mitigation shall give priority to pedestrian facilities.

## ii. Street Design.

- a. Green Streets. (Policy 1.3) Fund and complete a detailed stormwater management and engineering feasibility study to fully assess issues and costs associated with incorporating green streets elements into the design and engineering of Boones Ferry Road. This is a high priority study, particularly given that incorporation of green street concepts is a major element of the overall roadway design. Investigate a variety of funding sources for the study including funds allocated through the City of Lake Oswego Capital Improvement Plan (CIP), Metro “green street” funds, city storm water management funds and federal funds.
- b. Boones Ferry Corridor Engineering Plans. (Policies 1.1; 1.2; 1.3; 1.4; 1.5; 2.1; 2.2; 3.2; 3.3; 3.4. See also Transportation Project 1: Boones Ferry Corridor Improvements.) Fund and complete the following engineering plans after the Access Management Plan and any design refinements have been completed:
  - (1) 35% Engineering Plan – The 35 % engineering plan identifies constructability issues, necessary right-of-way acquisitions, and establishes the framework for the final design, such as grade, slope, sub-base of road and undergrounding of utilities. The 35% engineering plan includes the following:
    - Evaluation of centerline alignment to balance engineering and safety needs with reduction of impacts to adjacent properties, where technically feasible;
    - Assessment and design for mitigation of specific economic impacts to adjacent properties including impacts to existing buildings, parking supply, access, delivery access, and business operations during street construction; and
    - Preparation of preliminary cost estimates.
  - (2) 65% Engineering Plan - The 65% engineering plan provides sufficient design information to allow the City to provide a private developer with preliminary plans that form the basis for the completion of detailed engineering plans for a segment of the roadway adjacent to a proposed development.

## iii. Public Involvement.

- a. Provide timely, complete notice and endeavor to receive meaningful public input prior to making decisions for the planning, analysis, design, and construction of transportation improvements.
- b. Invite and consider input from design, engineering and economic analysis professionals and the public, particularly Lake Grove community stakeholders including residents, institutional and business representatives, and commercial property owners for the planning and analysis, design, and construction of transportation improvements.
- c. Ensure that the public remains informed by effectively publicizing and making available documentation of processes, products and recommendations related to the traffic and safety analysis, economic impacts analysis, street design studies, and engineering plans.

iv. Transportation Projects

Implement Lake Grove Village Center Transportation Projects identified in Table 1 below and on the Maps below (pages 20 – 24) in accordance with design direction provided in Transportation Action Measure v:

Figure 3 – Street Improvements

Figure 4 – Pedestrian Facilities

Figure 5 – Bike Facilities

Figure 6 – Transit Facilities

Figure 7 – Parking Facilities and Access Coordination Map

TABLE 1: LAKE GROVE VILLAGE CENTER TRANSPORTATION PROJECTS				
Location		Description	Priority	Comments
<b>Figure 3: Street Improvements Map</b>				
1	Boones Ferry Road between Kruse Way and Madrona Street	Boones Ferry Road corridor improvement including signals, intersection improvements, mid-block pedestrian crossings, landscaped medians, bike lanes, and pedestrian amenities.	High	Concept Refinement analyses and related refinements to be completed prior to initiating engineering plans for corridor improvements.
2	Mercantile Intersection	Intersection Improvements – Existing signal	Low	
3	Lanewood Intersection	Intersection Improvements – New signal	Medium	New signal in conjunction with driveway consolidation, shared access and parking lot connections.
4	Reese-Oakridge Intersection	Intersection Improvements – Existing signal	High	
5	Between Reese and Bryant	Intersection Improvements – New signal	High	See Project 3 comment.
6	Bryant-Firwood Intersection	Intersection Improvements – Existing signal	Medium	
7	Between Bryant and Madrona	Intersection Improvements – New signal	Low	See Project 3 comment.
8	Hallmark Drive between Mercantile Drive and Douglas Way	Festival street treatment including curbless sidewalks, bollards, special paving and landscaping.	See Comments	Festival Street improvements are conditioned on the proximate siting and development of the village commons (see Community Project 3, Table 3).

<b>Figure 4: Pedestrian Facilities Map<sup>2</sup></b>				
<b>On Street Pedestrian Improvements</b>				
9a	Kruse Way between Daniel Way/Mercantile Drive & Boones Ferry Road	Enhanced multi-use pathway with "Village Gateway" streetscape treatment	High	See Design Direction b. Kruse Way. (See also Project 30a and Community Projects 1 & 2, Table 3).
9b	Boones Ferry Road between Kruse Way Place & Mercantile Drive	Enhanced sidewalk with "Village Gateway" streetscape treatment	High	See Project 9a comment.
10	Galewood/Quarry along curve at west end	Urban Curb & Gutter	Low	Siting to accommodate existing mature trees.
11	Mercantile Drive complete west/south side and all of east/north side	Urban Curb & Gutter	Medium	
12a	Douglas Way both sides at commercial zone	Urban Curb & Gutter	High	
12b	Douglas Way west of commercial zones	Residential (meandering) Path	High	Location at north or south side to be determined by stakeholders.

<sup>2</sup> See Project 1, Boones Ferry Road Corridor Improvements for pedestrian facilities on Boones Ferry Road.

Location	Description	Priority	Comments	
<b>Figure 4: Pedestrian Facilities Map (continued)</b>				
<b>On Street Pedestrian Improvements (continued)</b>				
13	Lanewood Street north and south to complete at commercial zone	Urban Curb & Gutter	Medium	
14a	Quarry Road north of Oakridge	Residential (meandering) Path	Medium	
14b	Quarry Road south of Oakridge	Urban Curb & Gutter		
15	Oakridge Road west of Quarry north & south	Residential (meandering) Path	Low	
16	Oakridge Road east of Quarry north & south	Urban Curb & Gutter	Medium	
17	Reese Road west side at commercial zone	Urban Curb & Gutter	Medium	
18a	Lake Grove Avenue north side at commercial zone	Urban Curb & Gutter	Low	
18b	Lake Grove Avenue north side a R-0 zone	Residential (meandering) Path	Low	
19a	Bryant Road	Urban Curb & Gutter	High	
19b	Bryant Road	Residential (meandering) Path		
20	Madrona north/east side	Urban Curb & Gutter	Low	
<b>Off Street Pedestrian Improvements</b>				
21	North/South between Lake Grove Ave. & Lanewood St.	Pathway	Medium	General location – specific location to be determined.
22	Kruse Way to Galewood	Pathway	Low	
23	Harvey Way to Mercantile Drive	Pathway	Low	Sensitive land requirements apply at this location.
24	Collins Way to Hallmark Drive	Pathway	Low	
25	Douglas Way to School Driveway	Pathway	Medium	
26	Lake Grove Elementary – Douglas Way to Boones Ferry	Pathway	Medium	
27	Lake Grove Ave to Boones Ferry	Pathway	Low	
28	Oak Ridge Rd to Boones Ferry	Pathway	Low	

<b>Figure 5: Bike Facilities Map</b>				
29	Boones Ferry Road	Bike Lanes	High	See also Transportation Project 1, Boones Ferry Corridor Improvements.
30	Kruse Way between Daniel Way/Mercantile Drive & Boones Ferry Road	Enhanced multi-use pathway with "Village Gateway" streetscape treatment. Bicycles one direction each side of Kruse Way.	High	See Transportation Project 9a, enhanced multi-use pathway with "Village Gateway" streetscape treatment.
31	Quarry Road	Bike Ways	Low	Bike ways may include bike lanes, shared path or shared roadway.
32	Bryant Road	Bike Ways	Low	

<b>Figure 6: Transit Facilities Map</b>				
33	Boones Ferry Road	Five new bus shelters	Low	Locations to be determined.

<b>Figure 7: Parking Facilities and Access Coordination Map</b>				
34	Distribute public parking lots/facilities and related access within each of the three parking service areas: North, Central and South	Public parking lots/facilities and related access	High	Acquire sites for public parking lots/facilities. Develop future parking lots/facilities through public/private partnerships as opportunities arise and as needs are defined in conjunction with redevelopment and Boones Ferry Road improvements.

