

series of four work sessions during 2017 and after a public hearing on October 23, 2017 approved the amendment before you.

As discussed in the Planning Commission work sessions, the purpose of the Street Connectivity standard is to plan for the orderly provision of streets, in conformance with the Comprehensive Plan and the Transportation System Plan. These two documents must be consistent with the regional standards in Metro's Urban Growth Management Functional Plan, which requires local governments to maintain street connectivity standards. The standard is a planning tool intended to promote public safety and better connections for multimodal transportation when a development plan allows for future street connection(s). Off-site and on-site street improvements may or may not be required at the time of development, subject to the Conditioning Authority [LOC 50.07.003.5].

It was noted during the work sessions that consistency with neighborhood association recommendations and/or minimizing constraints on development opportunity are not purposes of the Connectivity Standard. Furthermore, any new exception to the standard would have to comply with Metro's code, as noted above. Therefore, the proposed amendment is consistent with Metro's Code for creating an additional exemption to the Street Connectivity standard.

DISCUSSION

On July 19, 2017, city staff met with Metro staff to discuss this option and determine Metro's position on the City's proposal. Metro staff acknowledged that the physical nature of Lake Oswego (i.e. topography and natural resource constraints) can present challenges to development of an interconnected street network. Metro staff also acknowledged the mostly built-out nature of Lake Oswego, and the fact that the city's transportation system does not have many connections to neighboring communities due to topographic constraints.

Metro staff suggested one approach would be to allow an opportunity for completing the street system in varying degrees (e.g., a pedestrian access way which also provides for emergency vehicle access could be planned in lieu of a full public street, in some circumstances). Metro staff was supportive of the City proposing an exception to address the above constraints, provided the intent of the connectivity standard (public safety, multimodal transportation) is met. The City sent a letter to Metro with a formal request outlining how the exception criteria of Metro Code, Section 3.08.630 was met (Exhibit F-1). Metro considered the precedent setting potential of the change and found that the City met the criteria for a new exception (Exhibit F-2).

The proposed amendment in Attachment 2 is limited to local street plans and would allow a "limited access street" in lieu of a full street connection, provided it meets the purpose of LOC 50.06.003.4 and does not preclude development of adjacent property or compromise safety. If an exception is granted under this section, the street plan would consist of a 16 foot-wide driveable surface and contain removable bollards (for emergency vehicles) subject to approval by the City Engineer. The surface would provide for pedestrians and bike travel.

Staff notes that the Street Connectivity standard allows for other specific exceptions to providing a street connection due to extreme topography or the presence of Sensitive Lands, which may not be applicable to a typical site. Therefore, the proposed amendment allows another avenue for an exception when a development applicant requests an exception and the criteria are met.

ALTERNATIVES & FISCAL IMPACT

The proposed amendment has no immediate fiscal impact. Over the long-term it may result in less street pavement for the City to maintain.

RECOMMENDATION

Approve LU 17-0053 and enact Ordinance 2760.

EXHIBITS

A. Draft Ordinances

A-1 Draft Ordinance 2760, dated 09/27/17

Attachment 1 – City Council Findings and Conclusions, 11/20/17

Attachment 2 – Proposed Amendment to the Community Development Code, 09/26/17

B. Findings, Conclusion and Order

B-1 Planning Commission Findings, Conclusions and Order, 11/13/17

(Please note the Ordinance and Attachments referenced in the Findings are not included. Refer to Ordinance 2760 and Attachments above [Exhibit A-1])

C. Minutes

C-1 Planning Commission Minutes, 10/23/17

D. Staff Reports

D-1 Planning Commission Staff Report, 9/27/17

E. Graphics/Plans

None

F. Written Materials

F-1 Letter to Metro from Scot Siegel, Director of Planning and Building Services, 08/08/17

F-2 Letter from Martha Bennett, Chief Operating Officer, Metro, 09/19/17

G. Letters

G-1 E-Mail from Scott Bullard with Forest Highlands Neighborhood Association, 09/06/17

BACKGROUND MATERIAL AND REFERENCES

Staff reports and background materials that were prepared for this proposal (including Planning Commission work sessions) can be found by visiting the project webpage for LU 17-0053.

Use the following link to visit the City's "Project" page. In the "Search" box enter LU 17-0053 then press "Submit": <http://www.ci.oswego.or.us/projects>