



Street Connectivity (LU 17-0053)

Request for Public
Comments for Preparation of
Hearing Draft
August 21, 2017

The City is requesting public comments on this draft by **Tuesday, September 5, 2017 (5:00 p.m.)**. Comments submitted by the deadline will be considered in preparing the Public Hearing Draft for the Planning Commission hearing tentatively scheduled for **Monday, October 9, 2017**. Please see the inside cover for information on how to submit comments.

HOW TO SUBMIT COMMENTS

The Planning Department is accepting written comments to assist in the preparation of a Public Hearing Draft of a proposed Community Development Code amendment addressing the Street Connectivity standard.

All written comments received by **5:00 p.m., Tuesday, September 5, 2017**, will be considered in preparing the Public Hearing Draft of the proposal for the **Planning Commission hearing tentatively scheduled for October 9, 2017**.

For more information or to submit comments, please contact:

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TABLE OF CONTENTS

- I. Introduction1
- II. Background1
- III. Conclusion2
- IV. Attachments2

I. INTRODUCTION

Proposal Summary

This is a request from the City of Lake Oswego for a text amendment to the Lake Oswego Community Development Code (CDC or City code), amending the Street Connectivity standard. The City Council identified this as a 2017 Goal for the Planning Commission to address.

The purpose of the amendment is to allow an exception to the Street Connectivity standard [LOC 50.06.003.4] that takes into account the nearly built-out nature of Lake Oswego and provides reasonable alternatives for complying with Metro Code Section 3.08.630.

Purpose of the Standard

The purpose of the Street Connectivity standard is to plan for the orderly provision of streets, in conformance with the Comprehensive Plan and Transportation System Plan, and consistent with regional standards in Metro's code. The standard is intended to provide efficient utility and emergency access, provide for more even dispersal of traffic and support for alternative modes of travel. Off-site and on-site street improvements may or may not be required at the time of development, subject to the Conditioning Authority of the Community Development Code [LOC 50.07.003.5].

Key Dates

- Public Comments due on this draft – **September 5, 2017**
- Planning Commission Public Hearing (tentative) – **October 9, 2017**
- City Council Public Hearing (tentative) – **November/December, 2017**

The ordinance would go into effect thirty days after City Council adopts its final decision.

II. BACKGROUND

The Planning Commission (Commission) has conducted four work sessions (January 23, April 24, June 12, and July 24, 2017) on the proposed amendments. The purpose of this Public Review Draft is to assist staff in identifying any comments, questions, or concerns from the public prior to the Commission holding a public hearing.

The Commission discussion was initiated by the idea that a potential exception to a full street connection could be based on whether it had a minimal effect on the street system by measuring out of direction travel. Although this approach was appealing for its objectivity,

determining the threshold for out-of-direction travel is a subjective matter for which there is no accepted standard. While neighborhood input is considered in the City's review of development applications, the Street Connectivity Standard addresses community-wide and regional transportation needs, in addition to local access; consistency with neighborhood association recommendations and minimizing constraints on development are not purposes of the standard. In addition, any amendment to the standard would also have to comply with Metro's code.

On July 19, 2017, city staff met with Metro staff to discuss an additional exception to the City's code. Metro staff acknowledged the mostly built-out nature of Lake Oswego and the topographic and natural resource constraints that make extending streets difficult. Discussion centered on situations where a pedestrian access way or "limited access street" might be a more reasonable approach to implementing the City's Transportation System Plan and complying with regional planning requirements. For example a pedestrian access way which also provides for emergency vehicle access could be planned that does not require a full public street in some circumstances, provided the intent of the standard is met. The City made a formal request to Metro stating how the City met the exception criteria of Metro Code Section 3.08.630 and will continue to coordinate with Metro.

In consultation with the City Engineer and the Fire Marshal, it was determined that if a limited access street were approved, it would have to have a drivable surface of asphalt or concrete (or engineered pavers that can withstand 65,000 pounds for fire access) and be no less than 16 feet in width. Removable bollards would be placed at the edge of such access way to restrict vehicle traffic but allow Fire access if needed.

If the additional exception/alternative connection standard becomes part of the code, it would not take precedence over the other exceptions already in the code. It would have its own discretionary criteria. This would require a case-by-case review based on the purpose of the standard and an evaluation of public benefit. See Attachment 1 for the proposed code language.

III. CONCLUSION

The City is seeking public input on this proposal. Staff will consider all input received by 5:00 PM September 5, 2017, in preparing the public hearing draft of the proposal for the Planning Commission hearing, which is scheduled for October 9, 2017.

IV. ATTACHMENT

Attachment 1 – Proposed Code Amendment: Street Connectivity, 08/21/17

PROPOSED CHANGES: Shown as ~~strikeout~~ text for deletions, and underline text for new language. (Changes begin on page 3.)

50.06.003 CIRCULATION AND CONNECTIVITY

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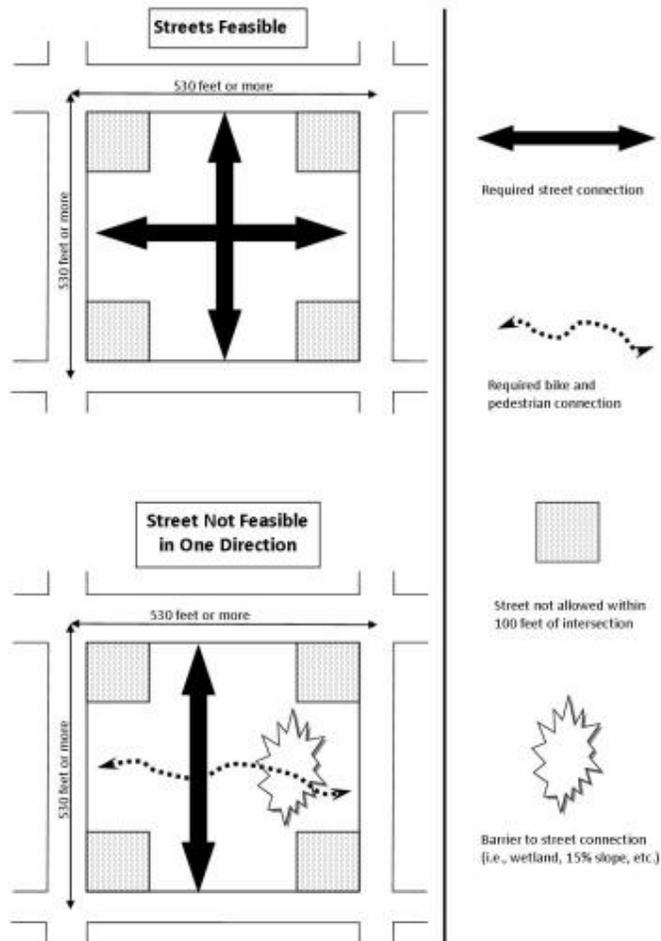
4. STREET CONNECTIVITY

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c. Standards for Approval of Development Which Requires the Construction of a Street

- i. Local and neighborhood collector streets, access lanes, and residential accessways shall be designed to connect to the existing transportation system to meet the requirements of this standard as determined by the reviewing authority.
- ii. Local and neighborhood collector street design shall provide for full street connections between through streets with spacing of no more than 530 ft., measured between the center of the intersection of two through streets that provide for vehicle traffic movement in generally the same direction ("through street pairs") with the cross street. This requirement shall be applied to all through street pairs which surround the site. If the nearest boundary of the site (or boundaries extended to the street) is more than 100 ft. from the intersection of a through street nearest to the site and the cross street, the provisions of this standard shall be met, except when the provisions of subsection 4.c.vi of this section are met. See Figure [50.06.003-A: Street Connectivity](#).

Figure 50.06.003-A: Street Connectivity



iii. Streets shall be designed to connect to all existing or approved stub streets which abut the development site.

iv. Cul-de-sacs and permanent closed-end streets shall be prohibited except where (a) the requirements of this standard for street and residential accessway spacing are met and (b) construction of a through street is found to be impracticable. When cul-de-sacs or closed-end streets are allowed under subsection 4.c.vi of this section, they shall be limited to 200 ft. and shall serve no more than 25 dwellings, except where the reviewing authority has determined that this standard is impracticable due to the criteria listed in subsection 4.c.vi of this section.

v. Access lanes may be used to serve up to eight dwellings. They shall be designed to provide connections between properties that develop through the partition process.

vi. The reviewing authority may allow an exception to the review standards of subsections 4.c.i through 4.c.v of this section based on findings that the modification is the minimum necessary to address the constraint and the application of the standards is impracticable due to the following:

(1) Extreme topography (over 15% slope) in the longitudinal direction of a projected automobile route;

(2) The presence of Sensitive Lands as described in LOC [50.05.010](#), or LOC [50.05.011](#), Flood Management Area, or other lands protected by City ordinances, where regulations discourage construction of or prescribe different standards for street facilities, unless the nearest through street pairs (see Figure [50.06.003-A](#): Street Connectivity) surrounding the subject site are more than one-quarter mile apart. The reviewing authority may determine that connectivity is not required under this circumstance, if a benefit/cost analysis shows that the traffic impacts from development are low and do not provide reasonable justification for the estimated costs of a full street connection;

(3) The presence of freeways, existing development patterns on abutting property which preclude the logical connection of streets or arterial access restrictions;

(4) Where requiring a particular location of a road would result in violation of other City standards, or state or county laws or standards, or a traffic safety issue that cannot be resolved; or

(5) Where requiring streets or accessways would violate provisions of leases, easements, covenants, restrictions or other agreements existing as of May 1, 1995, which preclude required street or accessway connections.

(6) Where there is minimal public benefit of improved vehicular access and circulation, a limited access street (in lieu of a full street connection) may be approved provided it does not preclude development of adjacent property and is consistent with the purpose and intent in LOC 50.06.003.4.b. For determining public benefit, the travel needs of existing, proposed and potential future development and emergency vehicle access needs shall be considered. Access ways shall conform to the standards in LOC 50.06.003.4.c.vii; where emergency vehicle access is required, the access way shall be 16 feet in width, contain removable bollards where it adjoins other streets, and consist of a driving surface that accommodates emergency vehicle apparatus as approved by the City Engineer.

LIMITED ACCESS STREET: This amendment adds an exception for a limited access connection, and specifies the approval criteria.

vii. If the reviewing authority allows an exception to subsection 4.c.ii of this section for full street connections, it shall require residential accessway connections on public easements or rights-of-way so that spacing between bicycle and pedestrian connections shall be no more than 330 ft. measured from the centerline of the nearest bicycle and pedestrian connection intersection with the cross street.

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