

ORDINANCE 2734

AN ORDINANCE OF THE CITY OF LAKE OSWEGO ADOPTING THE UPLANDS NEIGHBORHOOD PLAN INTO THE NEIGHBORHOOD AND SPECIAL DISTRICT PLANS VOLUME OF THE COMPREHENSIVE PLAN; AMENDING THE TRANSPORTATION SYSTEM PLAN TO EXPAND A PATHWAY PROJECT; AMENDING THE COMMUNITY DEVELOPMENT CODE TO ADD THE UPLANDS R-10 OVERLAY DISTRICT (LOC 50.05.012); AND ADOPTING FINDINGS (LU 17-0001).

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

WHEREAS, a public hearing before the Planning Commission was held on February 13, 2017, at which the staff report, testimony, and evidence were received and considered; and

WHEREAS, the Planning Commission has recommended that LU 17-0001 be approved by the City Council; and

WHEREAS, a public hearing on LU 17-0001 was held before the Lake Oswego City Council on May 2, 2017, at which the staff report, testimony, and evidence were received and considered; and

WHEREAS, the Council finds that the Uplands Neighborhood Plan (Plan) should be adopted to document the vision and objectives of Uplands' residents for the future their neighborhood, and to identify actions needed to achieve this vision over time; and

WHEREAS, the Council finds that the Transportation System Plan should be amended to add a new bicycle and pedestrian pathway on Uplands Drive; and

WHEREAS, the Council finds that the Community Development Code should be amended to adopt a new Uplands R-10 Overlay District to ensure that development in Uplands R-10 zone promotes the desired neighborhood character described in the Plan.

The City of Lake Oswego ordains as follows:

Section 1. The City Council adopts the Findings and Conclusions (LU 17-001), attached as Attachment A.

Section 2. The Lake Oswego Comprehensive Plan (Vol. II, Neighborhood Plans section) is amended by adding Attachment B, Uplands Neighborhood Plan as a neighborhood plan.

Section 3. The Lake Oswego Transportation System Plan is amended as set forth in Attachment C.

Section 4. The Lake Oswego Code is amended by adding the new text shown in double

underlined type and deleting text shown in ~~striketrough~~ type as shown in Attachment D.

Section 5. Severability. The provisions of this ordinance are severable. If any portion of this ordinance is for any reason held to be invalid, such decision shall not affect the validity of the remaining portions of this ordinance.

Section 6. Effective date. As provided by Section 35.C. of the Lake Oswego Charter, this ordinance shall take effect on the 30th day following enactment.

Enacted at the meeting of the Lake Oswego City Council of the City of Lake Oswego held on the 2nd day of May, 2017.


AYES: Mayor Studebaker, Buck, O'Neill, Manz, Gudman, LaMotte, Kohlhoff

NOES: None

ABSENT: None

ABSTAIN: None


EXCUSED: None



Kent Studebaker, Mayor


Dated: May 5, 2017

ATTEST:



Anne-Marie Simpson, City Recorder

APPROVED AS TO FORM:



David Powell
City Attorney

BEFORE THE CITY COUNCIL

OF THE CITY OF LAKE OSWEGO

A REQUEST FOR AMENDMENT TO THE
COMPREHENSIVE PLAN TO ADD THE UPLANDS
NEIGHBORHOOD PLAN, AN AMENDMENT TO
TRANSPORTATION SYSTEM PLAN AND
AMENDMENT TO COMMUNITY
DEVELOPMENT CODE TO ADD UPLANDS R-10
OVERLAY.

LU 17-0001
CITY OF LAKE OSWEGO
FINDINGS & CONCLUSIONS

NATURE OF PROCEEDINGS

This matter came before the Lake Oswego City Council on the recommendation of the Planning Commission for legislative amendments to:

- the Comprehensive Plan to adopt the Uplands Neighborhood Plan into the Neighborhood and Special District Plans volume;
- the Transportation System Plan to extend a pathway project along Uplands Drive; and
- the Community Development Code (LOC 50), to add the Uplands R-10 Overlay District, LOC 50.05.012.

This code amendment was requested by the Uplands Neighborhood Association and is intended to help address neighborhood livability and development compatibility.

HEARINGS

The Planning Commission held a public hearing and considered this application on February 13, 2017. The Commission adopted its Findings, Conclusions and Order recommending approval of LU 17-0001 on February 27, 2017.

The City Council held a public hearing and considered the Planning Commission's recommendation on May 2, 2017.

1 **CRITERIA AND STANDARDS**

2
3 A. **Any Applicable State Law**

4 Oregon Revised Statute 197.307: Approval Standards for Certain Housing in
5 Urban Growth Areas

6 B. **City of Lake Oswego Comprehensive Plan**

7 Land Use Planning Goal:

8 Development (Community Development Code)

9 Policy A-1.b

10 Policy A-1.d

11 Design Standards and Guidelines

12 Policy C-1

13 Policy C-5

14 Land Use Administration

15 Policy D-1

16 Policy D-3

17 Policy D-4

18 Inspiring Spaces and Places Goal:

19 Goal 1

20 Policy 1

21 Policy 3

22 Policy 7

23 Complete Neighborhoods and Housing Goal:

24 Housing Choice and Affordability

25 Policy B-1

26 Complete Neighborhoods

Policy C-3

Policy C-5

Policy C-7

Connected Community Goal:

Safety

Policy A-1

1 Community Health and Public Safety Goal:

2 Public Facilities and Services: Surface Water Management

3 Policy 1

4 Policy 3

5 Policy 5

6 Policy 8

7 Community Culture Goal:

8 Civic Engagement

9 Policy 1

10 Policy 9

11 C. City of Lake Oswego Community Development Code

12 LOC 50.07.003.3.c. Published Notice for Legislative Hearing

13 LOC 50.07.003.16a Legislative Decisions Defined

14 LOC 50.07.003.16b Criteria for Legislative Decision

15 LOC 50.07.003.16c Required Notice to DLCD

16 LOC 50.07.003.16.d.iii Planning Commission Recommendation Required

17 LOC 50.07.003.16.e City Council Review and Decision

18 **FINDINGS AND REASONS**

19 The City Council incorporates the staff report dated February 1, 2017, and the Council
20 Reports dated March 29, 2017 and April 21, 2017, with all exhibits, together with the Findings,
21 Conclusions & Order of the Planning Commission, as support for its decision. For the reasons
22 stated in the April 26, 2017, Council Report, and as now urged by the Uplands Neighborhood
23 Association, the City Council agrees that the front yard setback averaging recommended by the
24 Planning Commission should not apply to lots having lot depths equal to or less than 120 feet,
25 or to triangular lots. The proposed Code amendments should be modified accordingly.

1 **CONCLUSION**

2 The City Council concludes that LU 17-0001, as modified to be consistent with these
3 Findings, complies with all applicable criteria and should be approved. The Council also
4 concludes that proposed Ordinance 2734, which implements LU 17-0001 as modified, should be
5 enacted.

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Uplands Neighborhood Plan

Adopted May 2, 2017

A COOPERATIVE EFFORT BETWEEN THE
UPLANDS NEIGHBORHOOD ASSOCIATION
AND CITY OF LAKE OSWEGO



ACKNOWLEDGEMENTS

Lake Oswego City Council

Kent Studebaker, Mayor
Joe Buck
Jeff Gudman
Theresa Kohlhoff
John LaMotte
Jackie Manz
Skip O'Neill

Lake Oswego Planning Commission

Adrienne Brockman
Randy Arthur
Skip Baker
Ed Brockman
Bill Gaar
Robert Heape
John LaMotte
Bill Ward

City Staff

Rob Amsberry
Leslie Hamilton
Anne MacDonald
Erica Rooney
Sarah Selden
Scot Siegel

Uplands Neighborhood Association Board

Tom Bland
Bruce Brown
Keith Dickerson
Don Eggleston
Bob Ervin
Jenna Fallon
Frank Gray
Susie Greer
Martin Jacobs
Brad Lyons
Paul Lyons
Audrey Mattison
Daniel McCulloch
Tom O'Connor
Patty Schaffer
Chris Thompson
Brian Williams
Kristine Williams

Uplands Neighborhood Planning Committee

Bruce Brown
Bob Ervin
Brad Lyons
Paul Lyons
Audrey Mattison
Tom O'Connor
Patty Schaffer
Brian Williams

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DEDICATION

The Uplands Neighborhood Plan has been a journey traversed by numerous dedicated Uplands residents and City of Lake Oswego staff members. To prepare this plan has taken perseverance, passion, imagination and a tremendous sense of duty to see the journey through. We offer our deep gratitude to everyone who participated in any way and helped to make this plan a reality.

UPLANDS NEIGHBORHOOD VISION

The physical character of Uplands is that of the idealized Arcadian suburb where city dwellers live in a quiet pastoral setting. Our homes are seen as rural sanctuaries from the hectic urban metropolis. The hallmarks of our natural setting are Springbrook Park, at the very heart of the neighborhood and Iron Mountain Natural Area Park which graces our southern flank. Homes of diverse size and style rest on large lots which in turn front an organic network of narrow streets. Generally, cars and pedestrians share the road with the exception of Wembley Park Road and Twin Fir where there are informal separated pedestrian paths.

The neighborhood is marked by an abundance of trees, both evergreen and deciduous, along with lush yards and rights-of-way. Houses tend to be set well back from the street but are separated from their neighbors by varying distances, some small, others broad. Uplands is also a hilly neighborhood with few flat streets or lots. Most lots are above or below their neighbors which gives the Uplands a hill-town feel.



UPLANDS NEIGHBORHOOD PLAN

PLAN ORGANIZATION AND PROCESS

The Uplands Neighborhood Plan has been created by Uplands residents. It details the characteristics that define and shape the Uplands Neighborhood, and recommends specific actions to accomplish Uplands residents' unique vision for the future.

The Uplands plan contains the following chapters:

- Neighborhood History and Character
- Land Use
- Transportation
- Natural Systems
- Open Space and Recreation
- Neighborhood Involvement
- Economic Development

Each chapter includes an Inventory and Analysis, and a set of Neighborhood Objectives and Action Steps.

Neighborhood Objectives are strategic statements based on desires that members identified during the Plan development process. Objectives provide broad direction for the future of the neighborhood, and are supported by specific Action Steps.

Action Steps are recommended programs, projects, development standards, or other courses of action for the City and Uplands Neighborhood Association. The completion of these items will depend on a number of factors such as citizen priorities, finances, and staff availability. Action Steps guide future City decision-makers and Neighborhood Association leaders on ways to implement the vision and objectives of the Neighborhood Plan.

Relationship to Other Plans and Policies

Neighborhood plans are adopted into the Neighborhood and Special Districts Volume of the City's Comprehensive Plan. The Uplands Neighborhood Plan provides a policy framework for neighborhood development regulations, the Uplands R-10 Overlay Zone, which serves as the regulatory component of the neighborhood plan, to be adopted into the Community Development Code (CDC). New infrastructure and transportation projects identified in the Plan are proposed to be added to the City's Transportation System Plan (TSP) and Capital Improvement Plan (CIP).

Planning Process

The desire to develop a neighborhood plan was identified many years ago by the Uplands Neighborhood Association, and in 2014, the Planning Commission selected the neighborhood to receive City staff assistance in developing a plan. The effort was led by a group of residents, the Uplands Neighborhood Planning Committee, in cooperation with the association board. The process began with a neighborhood survey in winter 2015 to develop the neighborhood vision and identify planning priorities. Following the development of a draft Plan, a second survey was conducted to gauge support of the objectives and action steps. Based on the land use action steps, the Uplands R-10 Overlay code was drafted and a third survey conducted on the overlay standards. Throughout the process, committee sought feedback at monthly board meetings, and the board has presented information and sought feedback at four general membership meetings.

UPLANDS NEIGHBORHOOD PLAN

NEIGHBORHOOD HISTORY AND CHARACTER

Context Within the City

What makes Uplands the neighborhood that it is, is largely the result of where it is.

The Uplands Neighborhood can claim to be at the heart of Lake Oswego, at least geographically. Located midway between Downtown on the east end, and Lake Grove on the west end, Uplands is centrally located for easy access, at least by car, to both commercial hubs, I-5 and Highway 43. Uplands also abuts the nexus of two of the city's major arterials, Boones Ferry Road and Country Club Road. Having direct access to these thoroughfares has its benefits and shortcomings. While these arterials offer access, they more often than not create a barrier. Our southern boundary is generally defined by Iron Mountain Park, with a sharp topographic drop down to the Hunt Club and Iron Mountain Boulevard. On the east we are bordered by the broad expanse of the Oswego Lake Country Club. Paradoxically, our central location, when coupled with surrounding natural and man-made barriers, produces a significant level of isolation

On the plus side, our isolated location is what provides much of our neighborhood character. We are a heavily wooded, organically developed, low-traffic, residential neighborhood which allows an intimate relationship with nature. While our commercial-free environment provides peace and quiet and more pastoral living environment, we also lack some of the convenience afforded other neighborhoods, like First Addition or Evergreen, who are nearer commercial development.

While most cities have either a north-south or east-west division, Lake Oswego has both. North and south is created by the lake, and east and east by our commercial hubs. On a map, Uplands represents the quintessential "north of the lake" neighborhood. We are nearly dead-center along the east-west axis of Oswego Lake so traveling to the south side of town means taking the "long-way-round" regardless of which direction you go. Uplands residents are within easy walking distance of both Lake Oswego High School and Junior High School, which serve the north half of the city. The north-south divide has been more defined in recent years by the service districts of the various schools than actual geography. Without this school based perception, Uplands would be hard-pressed to identify itself as east, west, north or south.

Neighborhood History

The Uplands Neighborhood is located in the northwest corner of what was early Oswego's New Town, which included Mile High and Iron Mountain farms in the 1860's. During the 1860's - 1890's, investors and residents were unsuccessful in their repeated efforts to make Oswego into the "Pittsburgh of the West". However today's legacy of the Oregon Iron and Steel Company era are the existing mines where iron ore was extracted from the several adits located on the south east side of Iron Mountain. A narrow gage railway cut into the hillside transported the ore to South Town's smelter located on the Willamette River in present day George Rogers Park in Lake Oswego. Some of Portland's greatest architectural heritage proudly displays the magnificent cast iron details with ore from Uplands mines and finest timber for the smelter. Obsidian-like slag from the smelter was returned to the hilltop and deposited in what are now portions of the ridge above Prestwick and Crest Roads.

Oswego languished for 30 years following the end of the iron industry and its population dropped from 540 to approximately 300. Oregon Iron and Steel Company transferred the abandoned mining operation and land to the William S. Ladd development company.

In 1912, Paul C. Murphy, real estate developer attracted by Oswego's potential as a resort area with wooded hills, invested in 3,000 acres of Oregon Iron and Steel Company around Sucker Lake (later renamed Oswego Lake). In 1923, the Ladd Estate Company started building the Country Club District (CCD), which departed from the First Addition neighborhood's grid development, and supported planning by

code development, already successfully practiced in Portland. This process protected residential areas from intrusion by non-residential development by restricting use, ownership, building costs and architectural style. Given the emphasis on natural beauty and recreational opportunities, Paul Murphy ushered in the theme of "Live Where You Play", complete with an image of a sailboat on Oswego Lake, an iteration of which is now the City's logo. Market Road was renamed Country Club Road.

The core of the CCD was the tournament-quality golf course designed by H. Chandler Egan, designer of Pebble Beach Golf Course, which consisted of 18 long holes and exceptional views along the ridge of the present day Uplands neighborhood. Lots were sold above the newly constructed Oswego Hunt Equestrian Center, Polo Field and around the new Oswego Lake Country Club (OLCC), both completed in 1924. Added incentive for Uplands and country club lot sales included a lakefront lot for \$100, to encourage interest in the stump-filled man-made pond that many still thought of as Sucker Lake.

The first homes were architecturally designed residences sited on present day Ridgecrest, Prestwick, Glen Eagles, Uplands and Twin Fir, typically English cottage, Tudor, and Colonial style homes. Roads were named with a nod to British golfing and equestrian themes. Current homeowners still occasionally encounter original golf balls from those early years. Many of the originally platted Oregon Iron and Steel Company lots include deeded easements in some cases including access to five of Oswego Lake's swim and boat parks.

The original homes still standing:

Circa, Address and Architect
(where known)

- 1925 - 1400 Ridgecrest Road: Van Evera Bailey
- 1928 -2240 Prestwick: Ernest Tucker
- 1929 - 2671 Glen Eagles Road
- 1930 - 14870 Twin Fir Road
- 1930 - 1950 Egan Way
- 1930 - 14255 Uplands Drive
- 1935 - 1500 Ridgecrest Road
- 1938 - 1700 Ridgecrest Road:Van Evera Bailey

In the 1930s, a major fire swept through the trees and brush above the Hunt Club, the current Iron Mountain Park, and up to the ridge, which was suppressed by several surrounding volunteer fire departments. In the 1940s, long-time residents volunteered to serve in the airplane lookout shelter that once stood at the highest point on Prestwick Road. In the 1980s, a Boy Scout Eagle Scout Project created a walking trail over the abandoned narrow gage railway whose iron rails had long since been removed during the 1940s to aid in the war's effort.

In the 1940s, a handful of homes joined the original few in what was then broadly described as Forest Hills, with the majority of building and development taking place in the 1950s following the release of more land and the selloff of OLCC fairways. From the 1960s to 1990s, Fir Ridge, Uplands, Wembley Place and land-locked Rainbow Terrace, Sherbrook, Sundeleaf, Dolph and Bridge subdivisions were developed.

An analysis of year built for Uplands homes found that 73% of homes were constructed before 1980, with the period between 1940 to 1950 making up the largest era at 40%.

Neighborhood Character Statement

The physical character of Uplands is that of the idealized Arcadian suburb where city dwellers live in a quiet pastoral setting. Our homes are seen as rural sanctuaries from the hectic urban metropolis. The hallmarks of our natural setting are Springbrook Park, at the very heart of the neighborhood and Iron Mountain Park which graces our southern flank. Homes of diverse size and style rest on large lots which in turn front an organic network of narrow streets. Generally, cars and pedestrians share the road with the exception of Wembley Park Road and Twin Fir where there are informal separated pedestrian paths.

The neighborhood is marked by an abundance of trees, both evergreen and deciduous, along with lush yards and rights-of-way. Houses tend to be set well back from the street but are separated from their neighbors by varying distances, some small, others broad. Uplands is also a hilly neighborhood with few flat streets or lots. Most lots are above or below their neighbors which gives the Uplands a hill-town feel.

Last, but certainly not least, Uplands is a school oriented neighborhood where our children, until recently, have been able to walk to kindergarten through grade 12. This is unique among Lake Oswego neighborhoods.

The residents of Uplands are diverse and in flux. Young families that moved into the neighborhood decades ago have aged and as children have grown and flown the nest the parents have remained making a stable but maturing resident base.

But once again young families are moving into Uplands and individual homes are making a generational transition. As a result our age demographic is broadening. There is also a broad range of singles, couples, families, incomes, ethnicities and backgrounds. From 2013-2016, 100 new families have moved to Uplands. Five households are empty nesters, and 95 households have children, including five college, 15 high school, 70 primary and secondary students, five toddlers and five babies.



LAND USE & NEIGHBORHOOD CHARACTER

Purpose Statement

The existing land uses and development regulations generally support the neighborhood's existing and desired character. However, some aspects of the Community Development Code allow a development pattern that the neighborhood feels is not compatible with the overall residential character of Uplands Neighborhood.

Therefore the purpose of the Uplands Neighborhood Plan Land Use Chapter is to outline the unique development patterns in Uplands, and to identify actions needed to preserve this essential neighborhood character.

Inventory and Analysis

The Uplands Neighborhood is 301 acres in size:

- Residential: 172 acres
- Public Right of Way: 40 acres
- School Property: 30 acres
- Open Space and Parks: 59 acres

Uplands is approximately 6,000 feet long by 3,300 feet wide and is slightly football shaped. There is approximately 265 feet of elevation change from the high point to the low point of the neighborhood.

As shown on the zoning map on the following page, the neighborhood is zoned predominantly for low-density residential housing on lots at least 10,000 square feet in size (R-10 zone). There is a small pocket of R-5 zoning (5,000 square feet lot area per dwelling) at the northwest corner of the neighborhood, along Sherbrook Place, which was primarily platted as a subdivision in the 1980s and includes two zero lot line dwellings.

Early build-out of the neighborhood was based on an R-15 designation, and approximately half of the R-10-zoned lots exceed 15,000 square feet in size.

There are just under 400 single-family dwellings in the neighborhood, which range in size from 1,200 square feet up to several thousand square feet.

73 percent of these homes were built prior to 1980, and the remaining 27 percent from 1980 to present. The development pattern on individual lots helps to create the pastoral setting described in the Neighborhood Character Statement. The large majority of lots (89 percent) have no more than 30 percent lot coverage, with 55 percent of lots not exceeding 20 percent, leaving much area for open space and landscaping. The building mass in relation to the lot size also contributes to the sense of open space in the neighborhood, with almost all development falling well below the maximum buildable floor area.

The architectural styles in the neighborhood are rather eclectic. While mid-century ranch tends to dominate the earlier development of the Uplands with a few remnants of the Country Club development period in the 20's and 30's, newer home styles reflect craftsman, English cottage, American bungalow, NW modernist and non-descript amalgams of multiple styles.

While the Community Development Code permits one Secondary Dwelling Unit per detached single family dwelling, there are very few Secondary Dwelling Units in the neighborhood and they appear to be apartments within existing homes.

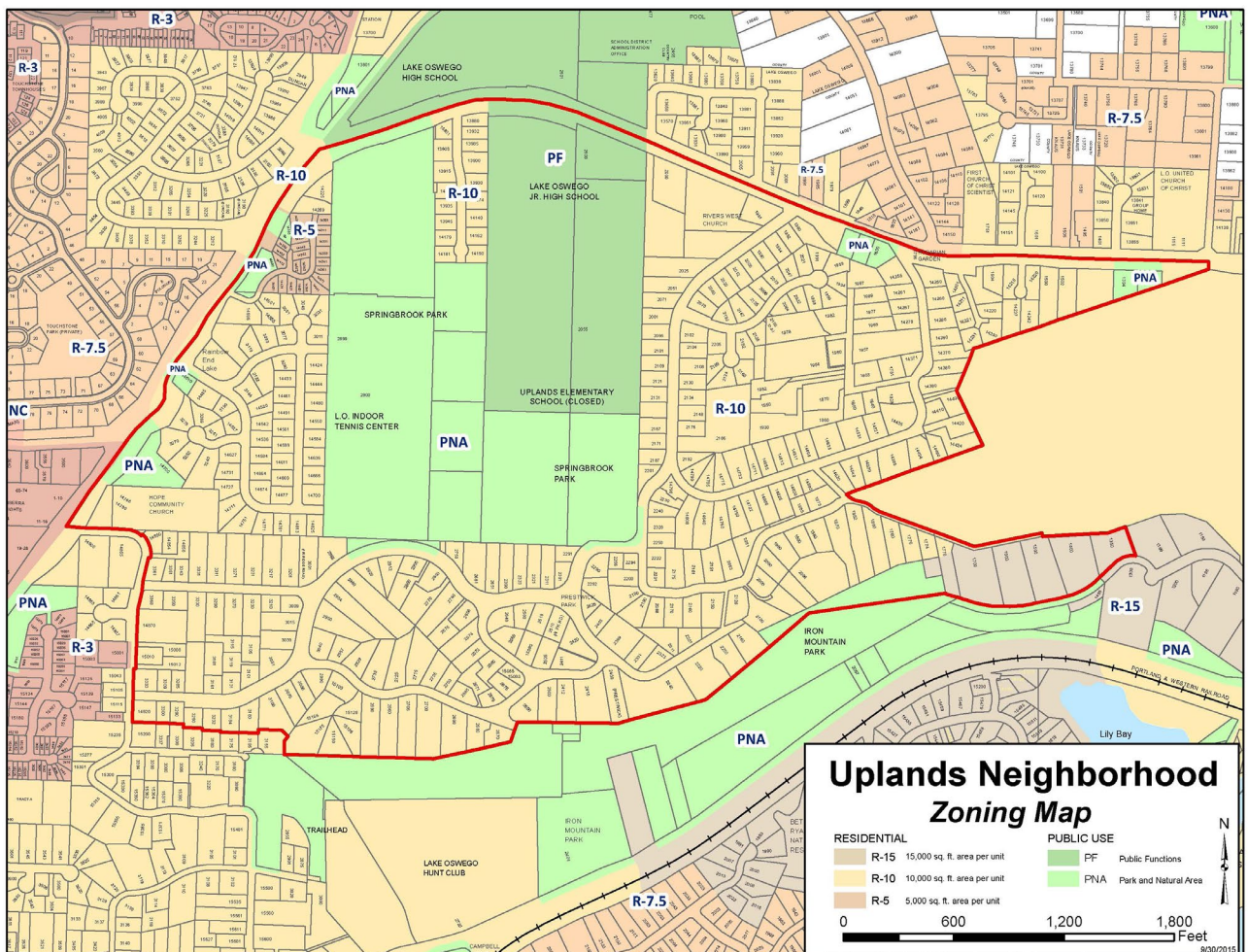
There are approximately 50 taxlots in the neighborhood which exceed 20,000 square feet, the minimum size to be divided in the R-10 zone. The large majority of these lots are too narrow to be fully divided side-by-side, and would require the creation of one or more flag lots to place one house behind another. In addition, many topographic and natural resource constraints exist in the Uplands neighborhood that limit the development potential on these lots.

There is some very small scale urban farming in the neighborhood. Several homes keep chickens or ducks, there is a small vineyard, and there are many private vegetable gardens of varying sizes. There is no community garden in the neighborhood.

There are two churches, Hope Church and River West Church, which are conditional uses in the R-10 zone. Hope Church is also a designated a Tri-Met Park and Ride site.

There are two public school facilities, Lake Oswego Junior High and Uplands Elementary (currently shuttered and used for school district programs). There is also one private school, International Leadership Academy located in Hope Church.

The two public schools include outdoor recreational facilities available to the public. Springbrook Park is a 52-acre public nature park in the center of the neighborhood. The Lake Oswego Tennis Center is located at the western edge of Springbrook Park and is accessed from



the Rainbow Terrace subdivision of the neighborhood. It is a public amenity for all Lake Oswego residents. Additionally, there is Iron Mountain Natural Area flanking Uplands on the south, and three small unimproved City-owned open spaces along Boones Ferry Road.

Land Use Objectives

1. Ensure that new residential development in the R-10 zone is compatible with the existing pattern of development and neighborhood character as described in the plan's Neighborhood Character Statement.
2. Re-establish Uplands Elementary School as the Uplands neighborhood public elementary school.
3. Retain the Indoor Tennis Center land as part of Springbrook Park.
4. Create a framework which provides the Uplands Neighborhood Association with meaningful input into land-use related issues within the neighborhood.

Land Use Action Steps

Community Development Code

City and Neighborhood Responsibility

1. Develop and propose for City adoption an overlay district for the Uplands R-10 zone, to modify the following Community Development Code standards:

a. Flag Lots

Flag lots within the Uplands Overlay District shall be limited to one flag lot behind the non-flag lot. Development on the flag lot shall meet all of the dimensional standards for the R-10 zone relative to setbacks, maximum area, maximum lot coverage, and height. The minimum lot area (10,000 sq. ft.) must be contiguous.

b. Access Lanes

No new access lanes shall be allowed to extend from one street to the next by connecting to abutting developable property.

c. Impervious Area

Total impervious shall not exceed 50% of a lot area, including structures and paved areas. Total impervious area in the front yard shall not exceed 30% of lot area.

d. Front Yard Setbacks

The minimum front yard setback shall be the average of abutting building setbacks along the same block face. The minimum requirement shall be not be less than 25 ft. or greater than 40 ft.

e. Building Height

Limit the height of primary dwellings to 30 feet, regardless of the lot's slope.

Prohibit additional allowed building height for roof forms and architectural features, allowed pursuant to LOC 50.04.001.1.g.

f. Building Design

Revise the interior side yard setback plane by lowering the roof pitch to 6:12.

g. Driveways

Only one driveway shall be permitted along each lot frontage.

Neighborhood Programs/Projects

2. Provide easy-to-understand reference for neighborhood zoning requirements that includes:
 - Minimum Lot Size
 - Maximum Lot Coverage
 - Setbacks
 - Height
 - Neighborhood Overlay Code

3. Create a standing Land Use Review Committee of the neighborhood association board to review all land use applications within the neighborhood.

Three members nominated by and approved by the neighborhood association at the Fall Bi-annual general meeting when officers and board members are elected. The term of service shall be three years with the initial members having staggered terms of one, two and three years to allow for opportunity for a new member to join the committee every year.

TRANSPORTATION

Purpose

This chapter outlines the existing transportation and infrastructure conditions within the neighborhood, and recommend ways to improve rights-of-way and support transportation choices within the neighborhood. Particular importance is placed on creating safe pedestrian and bicycle routes within the neighborhood, and to schools, bus stops and nearby commercial areas.

Inventory and Analysis

Roads

The transportation system within the Uplands Neighborhood consists mainly of local roads but also includes two neighborhood collectors: Wembley Park Road and Twin Fir Road. The neighborhood is bordered on the north and west by two major arterials: Country Club Road and Boones Ferry Road. There has been discussion that Uplands Drive should be reclassified from a local street to a neighborhood collector.



Roads through the neighborhood's interior meander in an organic pattern with more curves than straight lines and must be carefully navigated by passing cars and pedestrians that share a narrow space. While the public right-of-way for these local streets generally ranges from approximately 50 to 60 feet in width, the paved travel lanes are much narrower, typically 20 to 25 feet wide.



Curbs are a rarity in the neighborhood, located only in the Rainbow Terrace, Sherbrook, Dolph Court, Bridge Court and Wembley Place subdivisions. The curbless shoulders, and narrow and meandering streets contribute to the quiet country character of the neighborhood.

The unpaved right-of-way edge on the predominantly curbless neighborhood roads, currently serves diverse purposes, from roadside drainage ditches and shoulder walking areas, to extensions of private front yard landscaping, to on-street parking.

The lack of a consistent pattern, however, results in an interrupted pedestrian network and stormwater drainage system, which are intended to function in

connected ways. The absence of specific design guidelines for the unpaved right-of-way edge, along with lack of property owner knowledge of allowed right-of-way uses, also results in an inconsistent streetscape character that could be improved over time.



Access

The three busiest entrances/exits to the neighborhood are Wembley Park Road, Twin Fir Road, and Uplands Drive. While all neighborhood street intersections along Boones Ferry Road and Country Club road have left turn refuge lanes, none have traffic signals. These intersections present daily challenges for drivers. Pedestrians are also challenged by crossing the major arterials to get to and from TriMet stops located at several planes along on the west side of Boones Ferry Road and north side of Country Club Road.



A number of single ingress/egress streets exist: Sherbrook Place and Rainbow Drive off of Boones Ferry Road, and Sundeleaf Drive, Dolph Court and Bridge Court off of Country Club Road. Residents of these streets have no alternatives out of their neighborhoods other than crossing the major arterials.



Transit

The neighborhood is currently served by three TriMet bus lines along Boones Ferry and Country Club Road.

- Line 37 – Lake Grove connects residents eastbound to the Lake Oswego Transit Center downtown, and westbound to Lake Grove and out to the Tualatin Park and Ride.
- Line 38 – Boones Ferry connects residents north to downtown Portland via Mountain Park, and south to Tualatin via Kruse Way and 72nd Street.
- Line 78 – Beaverton/Lake Oswego connects residents east to the downtown Lake Oswego Transit Center, and west to the Beaverton Transit Center.

The lines 37 and 38 provide weekday service only, from morning through evening rush hours. Hope Community Church at Twin Fir and Boones Ferry provides 12 park and ride spaces to serve these bus lines on weekdays. As part of TriMet’s Service Enhancement Plan the routes and frequencies of these two lines are proposed to change following completion of the Boones Ferry Road project, and could provide more frequent service to Uplands residents. Line 78 provides more frequent service, broader hours and weekend service and is not proposed to change.



Pedestrian and Bike Safety

Pedestrians and bicyclists have a tough go of it in most areas of the Uplands neighborhood. Sidewalks are almost completely absent, located only in parts of the Sherbrook, Dolph Court and Bridge Court subdivisions. Pathways are also very limited, located only along one side of Wembley Park Road, from Wembley Place to the western edge of the neighborhood at Twin Fir. Uplands Drive is dangerous for most of its length with blind curves between Egan and Ridgecrest, unsafe ditches near Country Club, and limited to no shoulder space for pedestrians. Blind curves on Wembley Park between Prestwick and Crest are hazardous at all times of the day and night.



The City’s Transportation System Plan (TSP) identifies several improvements to the pedestrian and bicycle network in the Uplands neighborhood (see chart below). These projects are also on the City’s Capital Improvement Plan. As of 2016, all remain unfunded.



TABLE 1: Uplands Pathway Projects from the Lake Oswego Capital Improvement Plan (CIP) and Transportation System Plan (TSP)	
Project Name	Description
Fir Ridge Road Sidewalk: Twin Fir to Wembley Park Rd. (TSP Project ID #12, CIP Rank #60)	900' long, 5' wide separated concrete sidewalk, 5' wide landscape strip on the north side of street. Existing curbs. Extends a connection.
Twin Fir Road Pathway: Upper Drive & Boones Ferry Rd. (TSP Project ID #30, CIP Rank #29)	3,500' long, 5' wide asphalt shoulder pathway; include wide stripe with RPMs. Geotechnical studies, retaining walls, and storm drainage system required. Transit connection on Boones Ferry.
Glen Eagles Road Pathway: Wembley Park Rd to Prestwick (TSP Project ID #204, CIP Rank #94)	1,920' long, 6' wide asphalt shoulder pathway.
Glen Eagles Place Pathway: Wembley Park Rd to Glen Eagles Rd (TSP Project ID #205, CIP Rank #95)	525' long, 6' wide asphalt shoulder pathway.
Prestwick Road Pathway: Glen Eagles Rd to Crest Dr (TSP Project ID #206, CIP Rank #98)	880' long, 6' wide asphalt shoulder pathway.
Crest Drive Pathway: Prestwick Rd to Ridgecrest (TSP Project ID #207, CIP Rank #99)	1,500' long, 6' wide asphalt shoulder pathway.
Uplands Drive Pathway: Ridgecrest Rd to Wembley Park Rd. (TSP Project ID #208, CIP Rank #100)	900' long, 6' wide asphalt shoulder pathway.

Wembley Park Road

Especially important to the neighborhood is the improvement of Wembley Park Road, which is funded in the Capital Improvement Plan for reconstruction and repaving from Country Club Road to Twin Fir Road, and to improve stormwater facilities. Design work is slated to begin in 2019.

This is the longest thoroughfare with the most traffic in the neighborhood and is in the worst condition. The only improved pathway in the neighborhood is on certain stretches of Wembley Park Road. This pathway is heavily traveled and widely praised by residents but is especially hard to access from streets that meet Wembley Park, due to an absence of crosswalks. Parents are very concerned for the safety of their children as they cross Wembley Park to access the pathway. Should Uplands Elementary School re-open in the future, these issues become even more pressing. There are concerns that these perilous conditions will be worsened once the roadway is rebuilt unless proper traffic calming devices or crosswalks are installed.

Parking

There is very little shared parking except at Hope Church, the Tennis Center, and the schools. The main entrance to Springbrook Park is without designated parking spaces although cars are often parked here, and park across the pathway. If Iron Mountain Trail use increases there will be a need for more designated parking at the Glen Eagles trailhead.

Transportation and Right-of-Way Objectives

1. Develop solutions to pedestrian/ bicyclist crossing concerns across local roads, neighborhood collectors and major arterials.
2. Improve roadway conditions and ensure regular ongoing maintenance.
3. Increase and enhance trails and pathways for walking and biking.
4. At major arterials create easier, safer entrances/exits onto neighborhood collectors.
5. Use the space between the paved travel lane and private property line in a way that preserves the natural flow of pedestrian travel and stormwater drainage.
6. Design the right-of-way edge with a cohesive pattern of vegetation, off-street parking and stormwater management facilities.
7. Promote the need for site-specific infrastructure solutions, necessitated by the diverse neighborhood topography.

Transportation and Right-of-Way Action Steps

Capital Improvements

City Responsibility

1. Assess the following locations for traffic calming devices:
 - a. Wembley Park Road curves between Prestwick and Crest
 - b. Wembley Park Road between Twin Fir & Fir Ridge
 - c. Uplands Drive between Egan & Ridgecrest
2. Implement pedestrian activated crosswalk technology and traffic signals at these locations:
 - a. Twin Fir Road at Boones Ferry Road
 - b. Uplands Drive at Country Club Road
 - c. Wembley Park Road at Country Club Road
3. Fix the dangerously deep ditches along Uplands Drive near Country Club, and along Glen Eagles Place near Wembley Park to improve vehicular and pedestrian safety.
4. Update the Uplands Drive Pathway project in the Transportation System Plan (TSP) (project #208) and Capital Improvement Plan (CIP), to extend the project from Ridgecrest to Country Club Road. The amended project would be a new 1,600 foot long, 6 foot wide asphalt shoulder pathway on Uplands Drive from Wembley Park Road to Country Club Road.

Neighborhood Responsibility

5. Advocate for funding the design and construction of Uplands neighborhood sidewalks/pathways identified in the City’s Transportation System Plan (TSP; see Table 1):
 - a. Fir Ridge Sidewalk (TSP #12)
 - b. Twin Fir Pathway (TSP #30)
 - c. Glen Eagles Road Pathway (TSP #204 and #205)
 - d. Prestwick Road Pathway (TSP # 206)
 - e. Crest Drive Pathway (TSP #207)
 - f. Uplands Drive Pathway (TSP #208)

6. Partner with the City in the design of the Wembley Park Road capital improvement project.

Projects/Programs

Neighborhood and City Responsibility

7. Using a collaborative process between engineers, planners, and property owners, develop a preliminary (10 to 20%) design concept plan for Uplands Drive and Wembley Park Road. The design plan will provide guidance to the Engineering Department to respond to Uplands property owners who wish to improve the right-of-way area abutting their property, or who are required to make frontage improvements with redevelopment.

The plan will identify designs appropriate for the diverse topographic, hydrologic, geologic, and lot pattern conditions in the neighborhood. Based on these conditions and the available right-of-way area, it will identify:

- Street cross sections and plan views
- Stormwater management approaches
- Pedestrian space and locations

- Parking space and locations
- Landscape design character
- Edge treatments

A design plan will help to create a more consistent pattern of transportation and stormwater facilities that support natural stormwater flow and functions. It is intended to improve the right-of-way area over time, while waiting for a full reconstruction.

Neighborhood Responsibility

8. Distribute a set of right-of-way design guidelines to all Uplands residents that outlines the required process for making improvements in the abutting right-of-way area, and encourages residents to make improvements that are consistent with the desired neighborhood character. The following should be included:

- a. Prior to making property improvements near the road, contact the City’s Engineering Department to:
 - Determine the area that is in the public right-of-way;
 - Determine if improvements could be permitted; and
 - Determine if an Encroachment Permit is needed under LOC 42.18.1010 Encroachments Within Public Rights-of-Way/ Easements.

- b. A three-foot-wide pedestrian travel path must be maintained along the shoulder of the paved roadway.

- c. If a bike or pedestrian pathway is planned for the right-of-way, new trees should not be planted in this area, and should instead be located on private property.

- d. New pavement for driveways and or/on-street parking should be minimized to reduce stormwater runoff and to provide space for stormwater management and landscaping.
- e. New gravel placed in the right-of way should have a minimum diameter of 1.5 inch (or more, depending on slope) and should be open-graded fractured rock to minimize erosion and allow for stormwater infiltration.
- f. Where possible, hard surfaces (e.g. rock or brick walls, asphalt driveways and parking areas, graveled surfaces) should be balanced with vegetation to support stormwater infiltration and contribute to the landscaped neighborhood character.
- g. Where on-street parking spaces are provided, pervious materials should be used rather than asphalt.

NATURAL SYSTEMS

Inventory & Analysis

Land and Topography

Uplands' topographic, geotechnical, hydrologic, geographic and seismic features, including abandoned mine shafts, present unique development challenges.

Located on uplift abutting Iron Mountain Park, its southern boundary is 350' above the Lake Oswego Hunt Club. The topography slopes downward easterly to Oswego Lake Country Club, northerly to Country Club Road and westerly to Boones Ferry Road. Equally unique is the distribution of Uplands total area:

- 50%+ is public/institutional lands, including Springbrook Park, Lake Oswego Indoor Tennis Center, Uplands Elementary / Lake Oswego Junior High schools and Hope Community and River West churches.
- 50%+ is remaining residential private property, including five newer subdivisions, located around Uplands perimeter.
- 40%-50%+ is in a Sensitive Lands Overlay for tree groves and stream corridors.



Streams

- Springbrook Creek drains part of the Mountain Park neighborhood and flows along Boones Ferry Road around the western margin of the Uplands neighborhood.
- In Springbrook Park, the creek and its tributary bisect the park and include wetlands at its upper reaches. Springbrook Park is a natural watershed that also links all areas of Uplands.



Trees and Wildlife

Uplands' tree canopy is higher than the city average and provides more shade for its stream corridors. However, the water quality monitoring location nearer Oswego Lake is warmer in mid-summer than state requirements.

Neighborhood locations between Springbrook Park and Iron Mountain Natural Area have always been traversed by wildlife. Wildlife has increased in Uplands as land has developed in neighborhoods north of Uplands and reduced habitat. Springbrook and Iron Mountain natural areas are only a few hundred feet apart, so deer and coyotes roam freely and share streets with residents. Birdsongs permeate all of Uplands.

Development and Stormwater Management

Residential development began in the 1920’s in accordance with Clackamas County codes and was characterized by homes on large lots with open ditch stormwater conveyance along the frontage of properties, and backyard septic tanks/drain fields that drained into existing ravines. This modest stormwater and wastewater system worked well in the older portion of Uplands located along perimeter views.

Major growth with smaller ranch-style homes occurred during the 1950s to 1960s as new families were attracted to Uplands walkable k-12 schools. Sanitary sewer systems were installed after properties were annexed into Lake Oswego in 1960. Annexation of roads was declined at that time because of substandard conditions and were not annexed until 1986. Development after annexation included curbs, piping and catch basins in some locations, particularly in Uplands’ subdivisions.

Increased development density, house size and amount of impervious surface on lots (including streets, driveways, roofs, walkways, and patios), along with private

use of unimproved right-of-way edges, have significantly impacted the flow of stormwater throughout Uplands. Such development has resulted in reduced infiltration of rainwater and increased flow velocity. Reduced infiltration rates have in turn resulted in unmanaged flows, pollutants and transport of run-off over roads and adjacent properties.

Infiltration of rainwater is also limited in the Uplands neighborhood because soils are typically fine grained (making them less permeable) and bedrock is located near the land surface. Sloping topography over much of the neighborhood also means that runoff moves quickly downhill.



Due to these manmade and natural conditions, much of the rainwater runs off the surface rather than infiltrating into the ground. This means that there are large volumes of water to manage during large storms. Whether in roadside ditches or streams, runoff is often present at volumes or velocities that cause erosion.

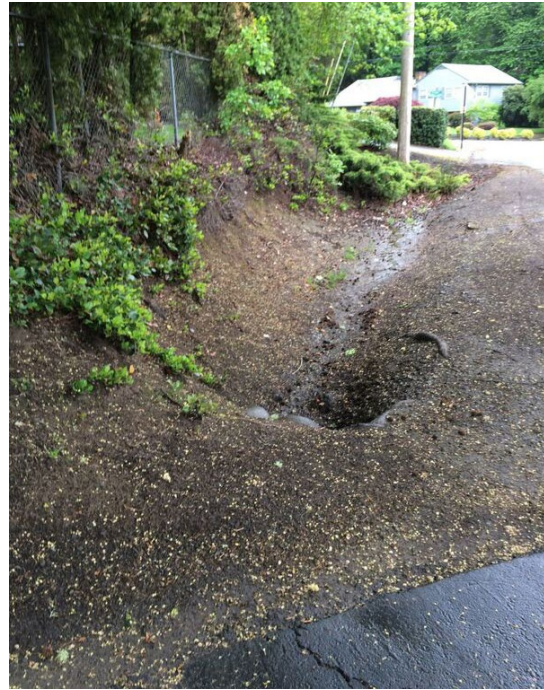
As described further in this chapter, there is limited stormwater infrastructure present in Uplands to manage runoff in a manner that protects property and natural resources. Adding additional stormwater infrastructure into this neighborhood will require creativity and substantial funding.

Right-of-way stormwater is managed in three different ways in the Uplands neighborhood:

1. **Undeveloped roadside open ditches**, typically located on the steepest grades, Uplands Drive, Glen Eagles Road and mid-section portions of Wembley Park Road, which are approximately 60 to 90 years old. The Glen Eagles Tributary culvert drains lower Wembley Park Road and open ditches on both sides of Glen Eagles Road from Crest Drive. Uplands Drive has open ditch drainage at the intersection with Egan Way.

These roadside ditches, typically with clay soils, continue to be degraded by increased water flow, rate and volume, largely resulting from uphill development. Three private property owner- funded and City-approved projects have been constructed on Glen Eagles Road during the last decade to manage stormwater flow. Additional City-funded right-of-way repairs are needed to further protect these natural conveyances.

2. **Piped with catch basins and curbs** that connect to existing stormwater pipes are located in newer subdivisions, including Sherbrook, Rainbow Terrace, Dolph and Bridge Courts, Wembley Place and Fir Ridge Road.
3. **Curbless right-of-way edges with drainage ditches filled in** for shoulder parking or landscaped extensions of front yards, and some stormwater piping. This condition is typical of Crest Drive, Prestwick, upper section of Uplands Drive, Glen Eagles Place/Road/Court and most of Wembley Park Road.



Relying solely upon existing natural conveyances and open roadside ditches is no longer a viable solution for steep slopes draining from Crest Drive, as evidenced by:

- Glen Eagles Road’s degrading open ditches on both sides of the roadbed are exacerbated by lack of uphill conveyance for run-off, road side slopes, and a diagonal pipe crossing above Glen Eagles Court.
- The erosion level in the ravine below the Glen Eagles culvert has been observed to drop approximately one inch per year during the last 20 years. December 2015 stormwater flows exceeded previous lateral heights, and washed out the rock outcrop used for erosion observations.
- Uplands Drive’s single deep ditch is undermining the abutting concrete wall at the intersection of Egan Way. Open ditches cause concern about pedestrian and vehicular safety and future pathways connectivity, as noted in the Transportation chapter.



Wembley Park Road Rehabilitation & Stormwater Project

The approved and funded Wembley Park Road Rehabilitation Project, scheduled to begin design work in 2019, will provide an opportunity for significant stormwater improvements in its design and execution. A portion of the Wembley Park right-of-way drains from Crest Drive to Glen Eagles Road and includes a stormwater system of piping and catch basins that outfall into an open roadside ditch. This ditch connects with a conveyance to Springbrook Creek, and ultimately flows into Oswego Lake.

Improving stormwater treatment and management for the roadway and this drainage system in the course of this road rehabilitation project is a high priority of the Uplands neighborhood.

Natural Systems Objectives

1. Reconstruct and repave Wembley Park Road from Country Club Road to Twin Fir Road, adding improved stormwater facilities (see 2019-2021 CIP). Work with the City to engage abutting property owners in this project, and to help design the project in a way that improves the multiple functions of the Wembley Park ROW.
2. Rehabilitate Springbrook Park's Stream Corridor and Wetland to improve future watershed capabilities and better manage existing degradation of park trails and water drainage onto abutting properties on Wembley Park Road.
3. Limit impervious surface area on residential lots to reduce stormwater runoff.
4. Develop and maintain a coherent roadside drainage system.

Natural Systems Action Items

Capital Improvements: Wembley Park Road Rehabilitation Project

Neighborhood Responsibility

1. Meet with the City Budget Committee and City Council to advocate for the funded Wembley Park Road CIP project to be completed as scheduled in 2019-2021.
2. Advocate for the Wembley Park Road CIP project to be designed and funded in accordance with low impact development techniques identified in the Lake Oswego Stormwater Management Manual wherever possible, including swales and plantings between vehicular traffic and pedestrian passage. When completed,

the project should help prevent ongoing stormwater degradation of roads, flooding of yards/homes, runoff flowing over abutting properties, erosion of conveyance systems, and help to reduce pollutants and better utilize Springbrook Park's watershed potential.

City Responsibility

3. Conduct pre-planning meetings with Uplands' residents regarding the Wembley Park Road and right-of-way design to discuss design components including type of surfacing, curbs, planting beds/swales, off-street parking, pathway, and other concerns that best preserve the character of the neighborhood and are code compliant.

Programs & Projects

Neighborhood Responsibility

1. Support City staff in modifying codes and regulations to better manage hardscape (impervious surfaces) and associated surface water run-off.
2. Request ongoing City maintenance of the roadside drainage system in the public right-of-way. Help the City to identify and prioritize maintenance needs by providing documentation of specific surface water and Sensitive Lands conditions that are not functioning properly and/or are negatively impacting private property.
3. Advocate for City adoption of incentives for voluntary stormwater improvements in the public right-of-way, which could be implemented based on an updated drainage plan.
4. Support the City's efforts to improve stormwater management and treatment by providing outreach and education to Uplands residents.

UPLANDS NEIGHBORHOOD PLAN

OPEN SPACE AND RECREATION

Inventory and Analysis

The center of the Uplands neighborhood is Springbrook Park, a 52-acre natural area that is owned by the City of Lake Oswego. The 2015 Uplands Neighborhood Survey asked residents to rank open space and recreation priorities on a scale of Not Important to Extremely Important.

95% of respondents ranked as Very Important or Extremely Important the “Preservation of Springbrook Park and Iron Mountain as natural areas.” Springbrook Park was cited by many in listing things they like about the neighborhood.

Springbrook Park was last logged in the early 1960’s when the portable sawmill was removed. Over 40 years ago, a petition drive resulted in an election with 80% of Lake Oswego residents voting “yes” to acquire the 52 acres and preserve the natural area for residents.

Friends of Springbrook Park, a 501(c)3 non-profit organization, was formed over 10 years ago and partners with the City to maintain and enhance this natural area.

The park is one of the key strengths identified about the Uplands neighborhood. It is very accessible to people who live in the neighborhood, holds considerable diversity of birds and wildlife, and is considered to be a healthy natural area.

Over the last 10 years, dozens of volunteer projects cleared about six of the 52 acres of invasive plants, and over 2,000 native trees and plants have been planted.

Recently, the City’s Parks & Recreation Department contracted to have invasive ivy removed from Springbrook. These efforts have resulted in major die-off of ivy in 90% of the park.



Track and cross country teams from LOHS have rebuilt and graveled two miles of trails in Springbrook, to Oregon State Park standards. Eagle Scout projects have built and installed kiosks, trails signs, and boot scrapers at entrances. New trail entrance signs have been installed through a neighborhood grant.



Looking forward, it will be important to conduct more outreach to neighbors, city-wide residents and the City Council to maintain volunteer participation and awareness of the park. The park provides opportunities for educational programs with schools, faculty, and students; academic research with regional universities on local habitat; partnering with County, State, and regional organizations for grants; and expanding the Friends Forum to build a bigger vision for our parks.

Springbrook Park is also the location of the Lake Oswego Tennis Center. Recent discussion regarding selling the Center have stopped and relocation has been removed from any near future plans.

The fields and playground at Uplands Elementary School (currently closed) and Lakeridge Junior High School also provide open space and recreation facilities for the neighborhood. 84% of neighborhood survey respondents ranked

as Very Important or Extremely Important the “Preservation of Uplands Elementary and LOJHS play fields and equipment for recreation and organized sports.”

Prestwick Place is a garden area developed by neighbors in a portion of unused City right-of-way, and is now maintained by Public Works Department.

Open Space & Recreation Objectives

1. Continue to enhance and maintain Springbrook Park and Iron Mountain Park through the removal of invasive plants and restoration of native species.
2. Restore Springbrook Creek.

Open Space & Recreation Action Steps

Neighborhood Responsibility

1. Partner with the Springbrook Park and Iron Mountain Park friends groups to support their goals and work plans, including:
 - a. Community outreach and education
 - b. Partnerships with local schools
 - c. Ongoing maintenance plans
 - d. Grant opportunities



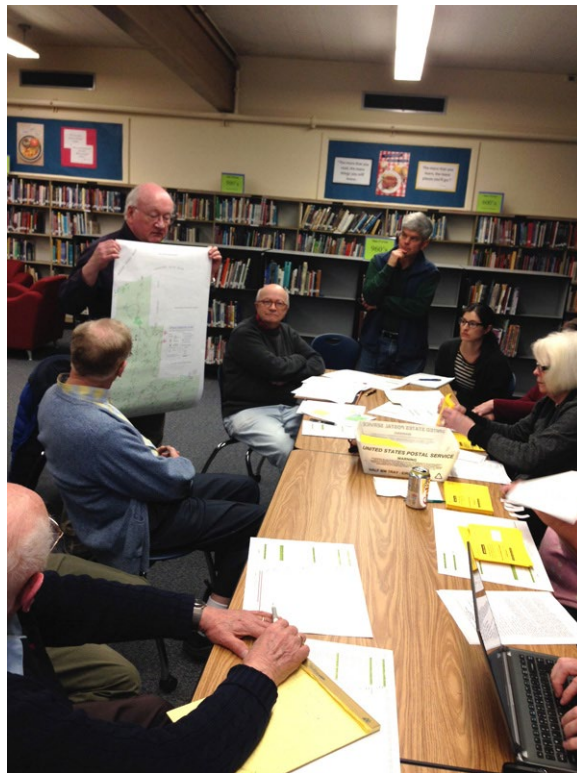
NEIGHBORHOOD INVOLVEMENT

Purpose

The main purpose of the neighborhood association is to provide a forum for residents to discuss matters of common concern and represent the views of the neighborhood before public bodies. Matters of common concern include, but are not limited to the livability of the neighborhood, city and region; participation in all phases of government processes with special emphasis on planning, land use and environmental quality, and ongoing communication with governments.

The Uplands neighborhood has low levels of citizen involvement with the association and is deficient in accurate representation of the demographic mix, as well as those who represent diverse interests and come from all geographic areas of the neighborhood. The association's activity has been primarily focused on responding to issues and seeking solutions.

While this will always be a core mission of the association, the board would like to establish a plan that will address how the neighbors can work together to build a safe community by establishing a consistent form of communication in hope to solicit a greater demographic range of involved neighbors, and to implement an emergency preparedness plan.



Inventory and Analysis

The Uplands Neighborhood Association meets monthly and holds general membership meetings twice annually. The neighborhood association board composition is marginally older than the median neighborhood age and represents fewer households with school age children than are present in the neighborhood. Newsletters are distributed twice a year, two weeks prior to the bi-annual general membership meeting. The association uses the Nextdoor.com neighborhood social media platform. This website helps facilitate communication among neighbors. Currently the website has 362 registered neighbors.

A “Welcome to the Neighborhood” kit that contains brochures, maps, most recent newsletter and general information about Lake Oswego is distributed by a neighborhood association board member to all new residents. An emergency preparedness program is currently in place but the program chair seat is vacant. Some block captains have been identified but interest is lacking. The neighborhood has received support with CERT (Certified Emergency Response Training) and the association currently has a record of residents that store emergency gas shut off wrenches and walkie talkies in their home.

The results of the 2015 neighborhood survey ranked neighborhood emergency preparedness as extremely important to the citizens. Broad representation in the neighborhood association was very important while opportunities for neighborhood events were only moderately important.

Neighborhood Involvement Objectives

1. Solicit residents to join the neighborhood association, particularly those who represent demographics that are lacking on the board.
2. Strengthen the neighborhood’s level of emergency preparedness for natural disasters.
3. Find another avenue of communication to increase neighborhood involvement.

Neighborhood Involvement Action Steps

Programs/Projects

Neighborhood Responsibility

1. Implement an events committee that will be responsible for creating new neighborhood events. These events will cater to young families and will be held at different times.
2. Identify a chair for the emergency preparedness program who can build upon the existing neighborhood emergency preparedness program in place.
3. Identify a resident that can create a neighborhood website. The website will provide citizens a location to read up to date information on topics related to the association or the neighborhood itself.

ECONOMIC DEVELOPMENT

Analysis

Uplands is predominantly zoned low density residential R-10. Currently there is no commercial or mixed-use zoning. The neighborhood supports home-based businesses that conform with existing City regulations and recognizes the needs and desires of people to engage in small-scale business ventures.



Economic Development Objectives

1. Maintain existing residential, Park and Natural Area and Public Functions zoning.
2. Ensure home-based businesses are in conformity with relevant City sign codes and are not disruptive to our character.

Economic Development Action Items

Neighborhood Responsibility

1. Obtain a list of current licensed home-based businesses in Uplands. Maintain the list with future business licenses as they are issued.
2. Review the status of these businesses annually to ensure they are code compliant and not disruptive to the neighborhood.
3. Monitor and participate in any future City code change process that deals with home-based businesses.

Updates to the Transportation System Plan

1. Page 88, Table 14 Pedestrian and Bicycle Projects

Amend Table 14 by adding new text shown in **bold, double underlined type** and deleting text shown in ~~strikerthrough~~, as shown below.

Table 14: Pedestrian and Bicycle Projects

Map ID (Fig#)	Type	Project Name	Description	Estimated Cost	Source Document	Comments
**	**	**	**	**	**	**
208 (7A & 7C)	Pathways	Uplands Dr Pathway: Ridgecrest Rd <u>Country Club Rd.</u> to Wembley Park Rd.	2,500' <u>2,500'</u> long, 6' wide asphalt shoulder pathway.	\$288,000 <u>\$2,000,000</u>	TMP <u>Uplands</u> <u>Neighborhood</u> <u>Plan</u>	NA confirmed project consistent with goals of Uplands Neighborhood Association Board. Consider <u>Incorporate</u> stormwater runoff in design.
**	**	**	**	**	**	**

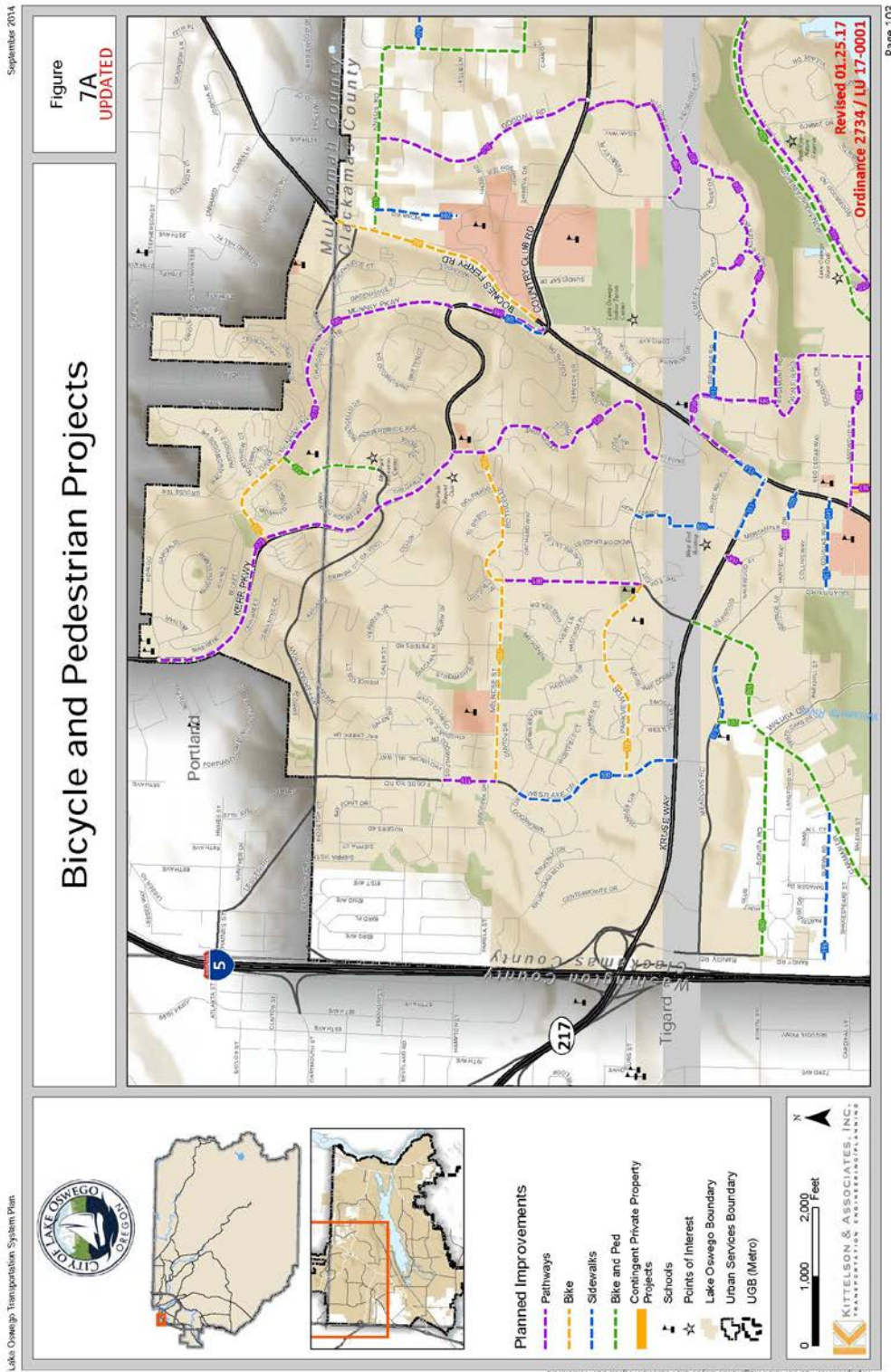
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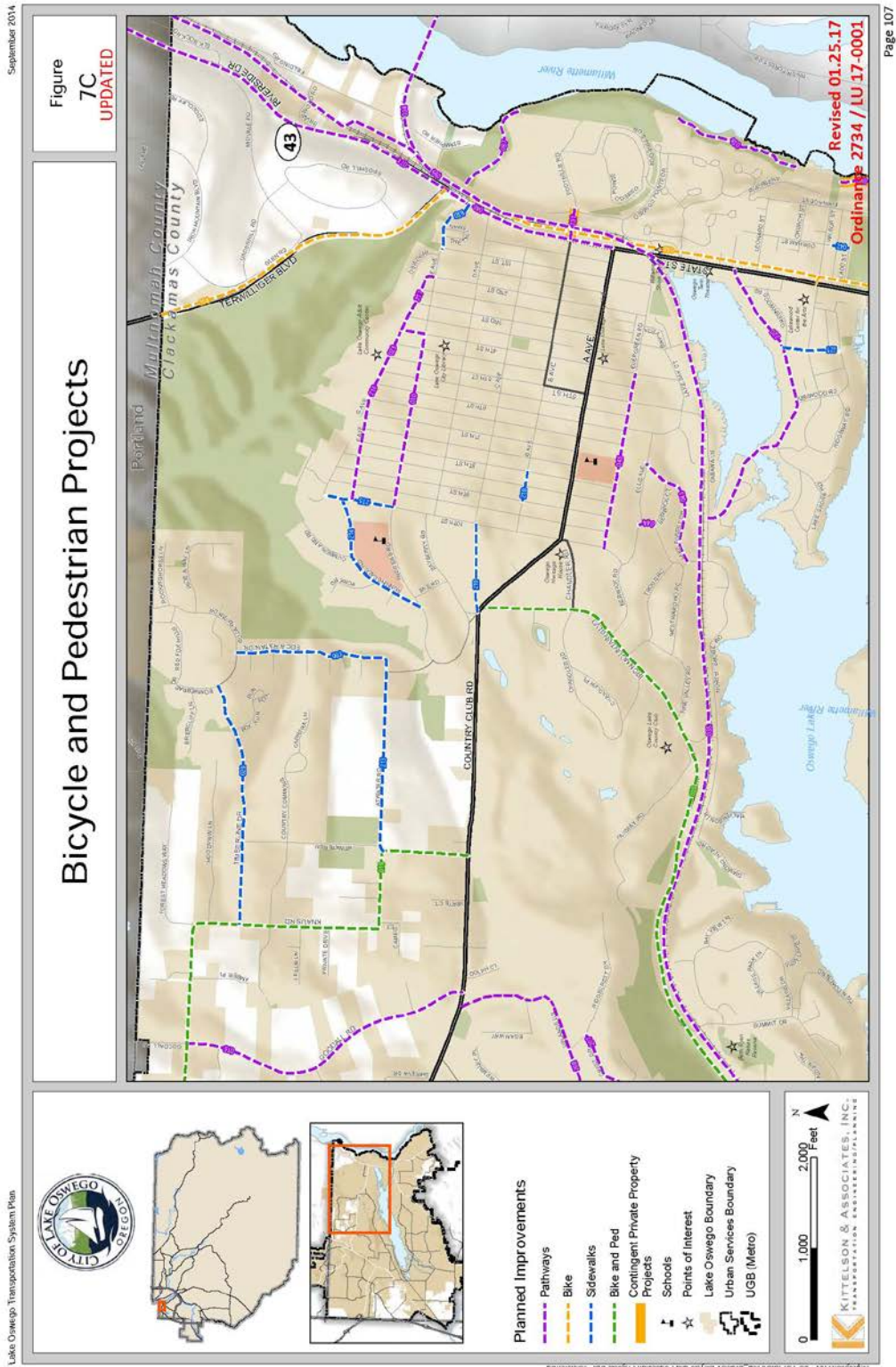
2. Page 103, Figure 7A Bicycle and Pedestrian Projects

Delete existing Figure 7A and replace with new Figure 7A.



3. Page 107, Figure 7C Bicycle and Pedestrian Projects

Delete existing Figure 7C and replace with new Figure 7C.



NOTE: Double underline text indicates new text to be added to the Community Development Code. The entirety of Attachment D, Uplands R-10 Overlay District, is new text.

50.05.012 UPLANDS R-10 OVERLAY DISTRICT

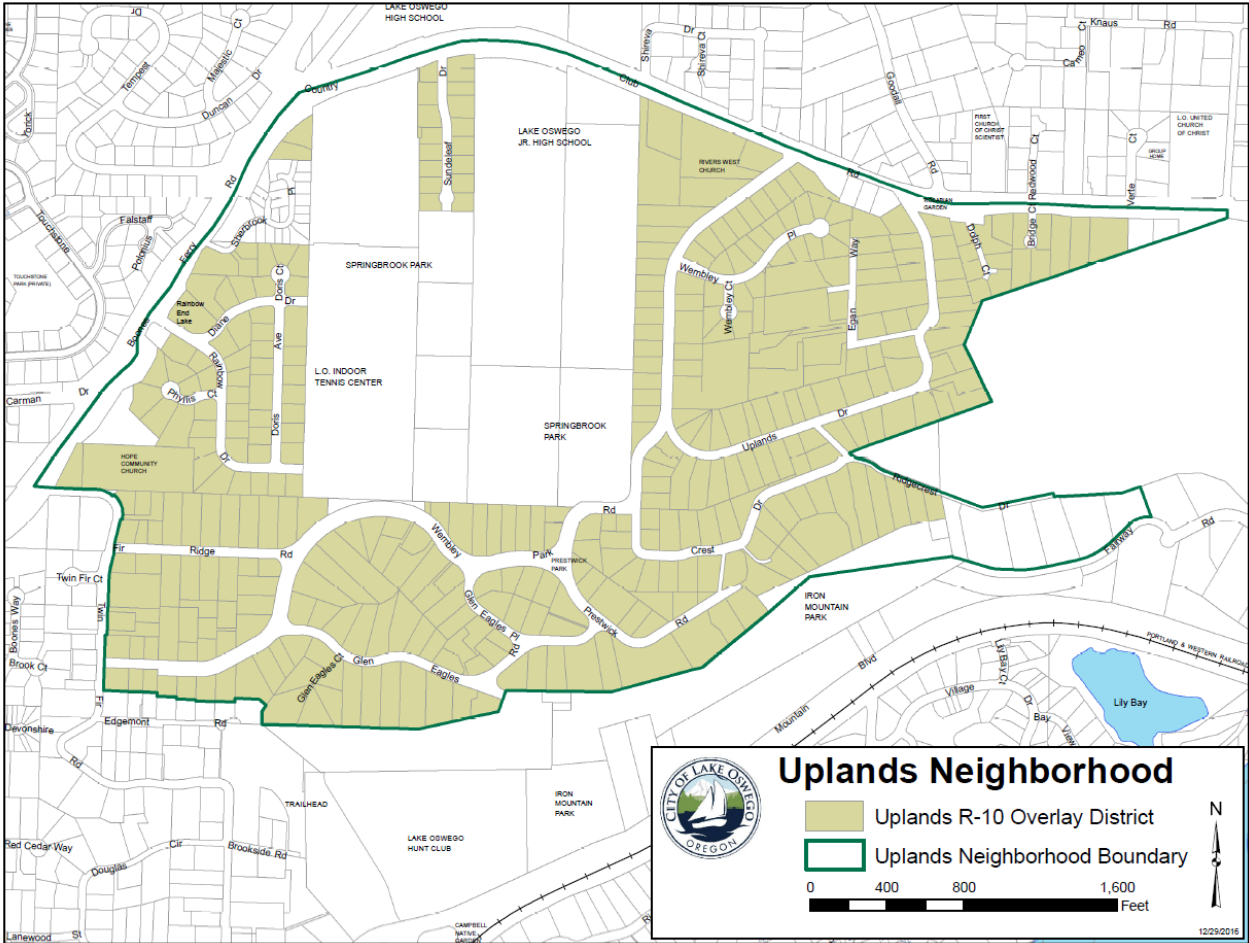
1. PURPOSE

The purpose of the overlay is to ensure that development in the overlay district promotes the unique character of the Uplands neighborhood as described in the Uplands Neighborhood Plan.

2. APPLICABILITY

This article applies to lands within the Uplands R-10 Overlay District, as shown on Figure 50.05.012-A: Uplands R-10 Overlay District.

Figure 50.05.012-A: Uplands R-10 Overlay District



3. RELATIONSHIP TO OTHER STANDARDS

To the extent that any requirement of this overlay imposes a regulation relating to the same matter as a regulation applicable to the residential low density zones, flag lots, or circulation and connectivity, this section shall prevail.

4. FRONT YARD SETBACK AVERAGING

a. Applicability

The front yard setback averaging required by this subsection 4 shall apply to lots with a Lot Depth greater than 120 ft.

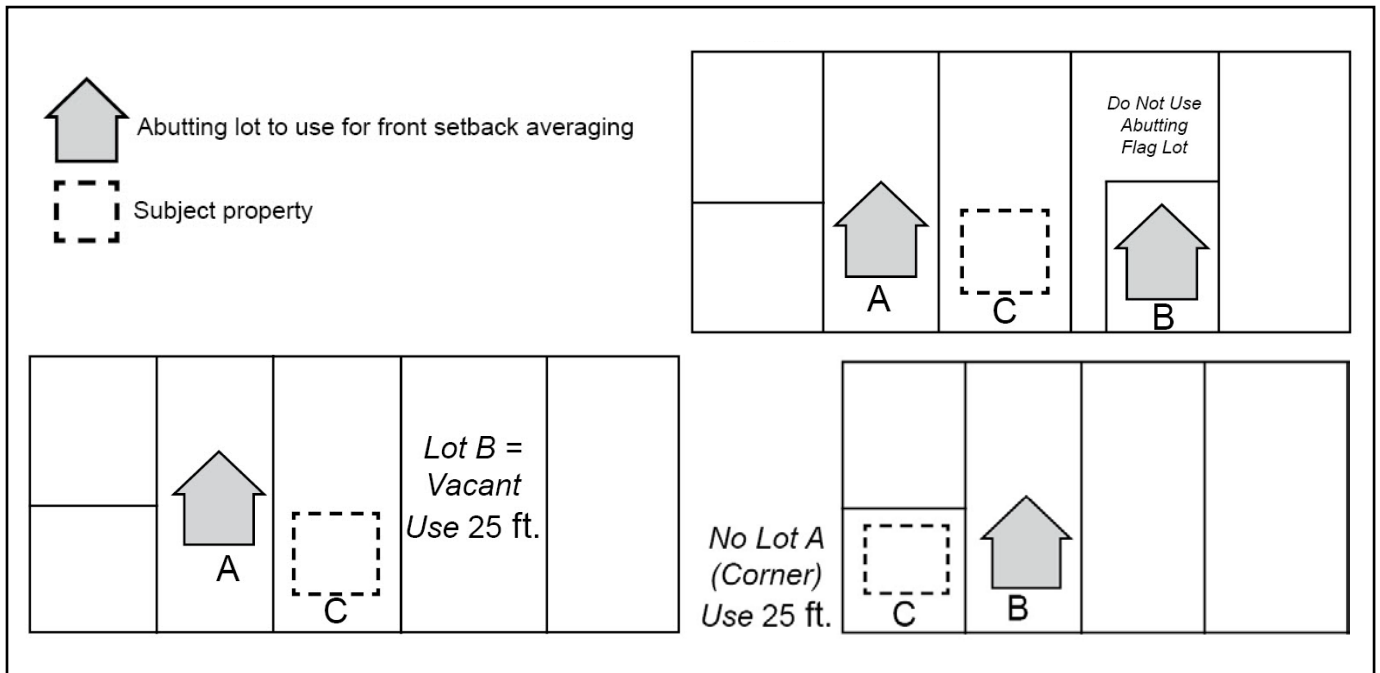
Exemption: Triangular lots and flag lots are exempt from the requirements of this subsection 4.

b. Front Yard Setback Averaging

Front yard setbacks shall conform to the averaging standards in Table 50.05.012 – 1.

<u>TABLE 50.05.012-1 – FRONT YARD SETBACK AVERAGING</u>		
	<u>Non-corner Lot</u>	<u>Corner Lot</u>
<u>Front yard setback [1] [2]</u> (See Figure 50.05.012-B)	<u>Average of the setbacks of the closest buildings on the abutting lots on the same block face</u>	<u>Average of 25 ft. and the setback of the closest building on the abutting lot on the same block face</u>
<u>Minimum Front Yard Setback</u>	<u>Where the average is less than 25 ft.:</u> <u>The minimum setback is 25 ft.</u> <u>Where the average is more than 40 ft.:</u> <u>The minimum setback is 40 ft.</u>	
<u>[1] Abutting flag lots shall not be considered in determining the average. The setback of the next abutting non-flag lot shall apply. See Figure 50.05.012-B.</u> <u>[2] If the lots abuts a vacant lot, or there are no abutting lots on the same block face, the setback of the underlying zone shall apply.</u>		

Figure 50.05.012-B



5. FLAG LOTS

a. Only one flag lot may be created behind a non-flag lot. No flag lot may be created from an existing flag lot.

b. Access

Access lanes shall not extend or project through the flag lot to abutting property.

c. Lot Configuration Requirements

i. Determination of Front Yard

The front yard of a flag lot is measured from the lot line that is most parallel and closest to the street.

d. Building and Site Design Standards

i. Building Orientation

There is no building orientation requirement.

ii. Setback Requirements

The flag lot setback requirements in LOC 50.07.007.e.v. shall not apply within the Uplands R-10 Overlay District. All setbacks shall be those established by this overlay and the underlying R-10 zone.

6. LIMITATION ON IMPERVIOUS SURFACES

- a. No more than 50% of the lot may be covered with impervious surfaces.
- b. The area between the front lot line and the nearest edge of the building footprint shall not be covered by more than 30% of impervious surface.

7. STRUCTURE DESIGN

a. Maximum Permitted Height

The maximum permitted height for primary structures, regardless of slope, is 30 ft.

b. Height – Additional Standards

- i. The additional height allowed pursuant to LOC 50.04.001.1.g is not permitted.

c. Side Yard Setback Plane – Interior Yards

- i. Except as set forth in LOC 50.06.001.2.e.ii, the side profile of a structure shall fit behind a plane that starts at the side property line and extends upward to 12 ft. and slopes toward the center of the lot at a slope of 6:12 up to the maximum allowed height at the peak.
- ii. Roof forms may penetrate into the side yard setback plane per LOC 50.06.001.2.e.i.

8. ON-SITE CIRCULATION – DRIVEWAYS AND FIRE ACCESS ROADS

a. Driveway Approaches – Locational Limitations and Restrictions

Only one driveway access point shall be permitted along each lot frontage.