



TRANSPORTATION GROWTH MANAGEMENT (TGM) 2013 GRANT APPLICATION FORM

Please read the Application Packet carefully before completing this application. You must submit your complete application both electronically and via postal mail.

Sample applications and application tips are available on the TGM Grants and Incentives page on the Web: egov.oregon.gov/LCD/TGM/grants.shtml.

Please limit application to 10 pages.

The answer fields below will expand as you type.

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CONTACT PERSON NAME AND TITLE Sidaro Sin, Development Program Manager		CONTACT PERSON E-MAIL ssin@ci.oswego.or.us
PROJECT TITLE LAKE GROVE PARKING PLAN		

Section One: GRANT ELIGIBILITY REQUIREMENTS

1. Clear Transportation Relationship

The City of Lake Oswego proposes development of a parking plan to help resolve parking problems and encourage redevelopment in the Lake Grove Village Center (LGVC) area. Lake Grove is identified on the Metro 2040 Growth Concept Map as a town center. The LGVC Plan is Lake Oswego’s detailed plan to integrate land use, transportation, and urban design to create an active, pedestrian-friendly center on the west end of the City. The LGVC Plan was adopted by the City in 2008 after an extensive public involvement process. The plan includes major improvements to the Boones Ferry Road corridor to add plazas, new sidewalks, multiple new pedestrian crossings, and bike lanes in order to transform the area from a commercial strip into an attractive, mixed-use district where people can safely walk from business to business.

Today, the Lake Grove Village Center includes many small businesses, each with their own driveway access and parking lot off of Boones Ferry Road. The combination of driveway cuts, parking areas in front of businesses, and inadequate pedestrian facilities makes the district a hostile environment for the pedestrian. The adopted LGVC Plan and development code provisions include standards and projects that are intended to drastically change the character of this commercial street. Development standards require redevelopment projects to place parking areas to the rear and to create a storefront environment along Boones Ferry Road. The Boones Ferry Road improvements will provide the necessary pedestrian amenities. The missing element for the Lake Grove Village Center is a comprehensive parking plan for the district. The proposed TGM Grant will allow the City to create a parking plan that complements and enhances the City’s currently planned improvements.

The transportation relationships and benefits of this project include:

- An assessment of parking use, turnover, and need in the district;
- A plan for more efficient use of existing parking, shared parking, off-street connections between parking areas, and shared driveways;

- Identification of strategic locations for public parking facilities; and
- An overall strategy and plan to manage parking in the district.

2. Adoption of Products to meet Project Objectives

The TGM project will result in the following adoption-ready documents:

- A final parking plan addressing overall parking management and including strategies for shared parking, parking mitigation, public parking, and financing. The plan will be adopted as part of the Lake Grove Village Center Plan – a special district plan of the comprehensive plan.
- Draft code amendments implementing the parking plan and amending the Lake Grove Village Center Overlay Zone and the parking section of the Community Development Code.

The Lake Oswego City Council will be the government entity that will adopt the LGVC Parking Plan and related code amendments. The Planning Commission will hold public hearings and make recommendations.

3. Support of Local Officials

On June 4, 2013, at a regular meeting of the City Council, the Council voted to authorize the Mayor to submit a letter expressing the City Council's support and endorsement of the grant application for the Lake Grove Parking Plan. The letter is attached.

AWARD CRITERIA

1. Proposed Project Addresses a Need and Supports TGM Objectives

The Lake Grove Parking Plan is needed to help implement the Lake Grove Village Center Plan (LGVC). The Village Center Plan was adopted by the Lake Oswego City Council in 2008 following an extensive public process that began almost nine years earlier when the Lake Oswego Comprehensive Plan was amended to designate the Lake Grove area as a Town Center consistent with the Metro 2040 Growth Concept. Since 2008, the City has continued to take measures to implement of the LGVC plan. Key steps in the overall process include:

- 2001 – The City completed a draft Boones Ferry Corridor Plan. A citizen advisory committee was consulted during development of the plan. The plan was never formally adopted.
- 2002-2003 – The City received a State of Oregon Transportation Growth Management grant and prepared a Lake Grove Town Center Report. The process included a design charrette and several well-attended open houses.
- 2003-2006 – The City Council appointed a twelve-member advisory committee to develop an implementation plan for the Town Center Report. The advisory committee, consisting of business and neighborhood representatives, met over 50 times to develop a plan and craft a zoning overlay district intended to create a walkable, mixed-use district in Lake Grove. The plan included a concept for Boones Ferry Road to convert it from a pedestrian barrier into a pedestrian amenity with plazas, sidewalks, bike lanes, and pedestrian crosswalks.
- 2006-2008 – The Planning Commission and City Council held hearings on the LGVC plan, adopted the plan as an element of the Comprehensive Plan, and amended the Development Code to implement the Plan.
- 2009-2012 – The City conducted a two-phase refinement plan for the Boones Ferry Road concept outlined in the LGVC plan. Phase 1 identified traffic and safety issues. Phase 2 included appointment of a new advisory committee which worked to resolve specific design

and alignment issues. In 2012, the City Council incorporated the refinement plan recommendations and amended the LGVC plan and development code.

- 2011-2012 – Metro awarded a CET grant to the City to develop a financing strategy for implementation of the LGVC plan. The financing study recommended a combination of strategies including creation of an urban renewal district and formation of local improvement districts. In July of 2012, the City Council adopted the Lake Grove Village Center Urban Renewal District. The primary project for the renewal district is funding of Boones Ferry Road improvements. In November 2012, Lake Oswego voters passed a \$5 million bond for Boones Ferry Road improvements.

Throughout the planning work highlighted above, parking has been a topic of much discussion. The Lake Grove Village Center Plan lists a project calling for three public parking lots/facilities within the district to encourage visitors to park their cars and walk from business to business. These facilities are intended to be distributed in the northern, central, and southern portions of the district. It was envisioned that they may take the form of surface lots in the short term but could become structured parking as the district intensifies. It was also envisioned that parking facilities may be developed in conjunction with private development projects.

The LGVC plan includes a policy that any private parking that is lost due to Boones Ferry Road improvements be replaced within the district. The report prepared for the Boones Ferry Refinement Plan indicates that to acquire additional right-of-way, approximately 50 parking spaces will be eliminated from a variety of businesses throughout the district including restaurants, retailers, and offices. Some of these spaces can be replaced through more efficient use of existing parking and through shared parking arrangements.

The Lake Grove Parking Plan Project includes the following goals and outcomes:

Lake Grove Parking Plan		
	Project Goals	Project Outcomes
1.	Involve the Lake Grove Business Association, business/property owners, and the neighborhood representatives.	<ul style="list-style-type: none"> ▪ Adoption of a plan that is strongly supported by community stakeholders.
2.	Assess parking use, turnover, and needs within the district.	<ul style="list-style-type: none"> ▪ Preparation of an inventory of parking spaces and a report describing parking demand and opportunities.
3.	Mitigate parking impacts from planned right-of-way acquisition for pedestrian and bicycle improvements along Boones Ferry Road.	<ul style="list-style-type: none"> ▪ Creation of individualized design plans for more efficient and shared use of existing parking facilities to encourage redevelopment and/or expansion of area businesses.
4.	Create opportunities for visitors to the district to walk more and drive less.	<ul style="list-style-type: none"> ▪ Identification of potential locations and design concepts for up to three public parking lots or facilities within the district. ▪ Development of a way-finding concept plan for the district.
5.	Create a comprehensive parking strategy that will help to encourage redevelopment within the district.	<ul style="list-style-type: none"> ▪ Adoption of a parking plan that outlines strategies and techniques to make more efficient use of existing parking, share parking, and create opportunities for reduced on-site parking. The plan will address overall parking management and include strategies for parking mitigation, public parking, and financing.

The Lake Grove Parking Plan is intended to achieve the following TGM Objectives:

TGM Objectives a. and d.

- *A balanced, interconnected, and safe transportation system that provides for a variety of transportation options and supports land use.*
- *Safe and convenient walking, biking, and public transportation opportunities to support an active lifestyle.*

City Response:

- The parking plan will identify opportunities for connections between parking lots to allow drivers and cyclists to move through the district without the need to use Boones Ferry Road, a major arterial.
- Although this project is focused on parking, the effect will be to enhance the pedestrian and biking opportunities in the district. The interconnected private lots will enhance the pedestrian and bicycling environment through a reduction in the number of driveways accessing Boones Ferry Road. Removing driveways reduces the number of conflict points with pedestrians and cyclists.
- The project is also intended to identify locations for up to three strategically located public parking facilities that are intended to allow visitors to the district to park once and walk from destination to destination.

TGM Objectives e., f., and h.

- *Livable towns and cities with a mix of housing types, work places, shops, schools, and parks for people of all ages and incomes.*
- *Well-located activity centers, including schools and other government services, which are accessible to pedestrians, bicyclists, and transit users.*
- *Thriving existing neighborhoods and centers and well-planned new growth that accommodate existing and future residents and businesses.*

City Response:

- The Lake Grove Village Center has been planned as a mixed use town center for the west side of Lake Oswego. The plan calls for a mix of housing, offices, shops, and public spaces. The parking plan is intended to create parking strategies that will allow the City to partner with private developers to better manage parking and encourage mixed use projects.
- The Lake Grove Village Center includes an elementary school and a number of health care providers. The proposed project is intended to identify a location for a public parking facility in the northern portion of the district that will better serve these uses and allow for more efficient land redevelopment.

2. Proposed Project is Timely and Urgent

The Lake Oswego City Council is committed to the success of the Lake Grove Village Center and the parking plan is a critical element of implementing the vision for the district. A key City Council action item for 2013 is to finalize a plan for Boones Ferry Road improvements through Lake Grove. The parking plan is tied directly to the Boones Ferry Road project given that the road project will consolidate driveways and impact existing parking spaces in the district. The Boones Ferry Road improvements will provide new bike lanes, sidewalks, plazas, and new pedestrian crossings. In 2012, the City passed a \$5 million bond measure and created a new urban renewal district to provide financing for the road improvements. The concept plan for

the Boones Ferry improvements depicts impacts to over 50 private parking spaces and construction is expected to result in the consolidation and closure of numerous driveways. There is a need and an urgency to develop a parking plan in advance of the final road design so that appropriate guidance can be built in to the design effort.

3. **Proposed Project Approach is Reasonable**

Project Approach – The City will employ a team approach for preparing the Lake Grove Village Center Parking Plan. The team will consist of City staff, a parking consultant, and an urban design consultant. City staff will provide public involvement and planning expertise. The parking consultant will provide expertise regarding development of a parking management plan and implementation strategies. An urban design consultant will provide parking design solutions for properties that will be impacted by Boones Ferry Road improvements. The urban designer and the parking consultant will work together to assess opportunities for new public parking facilities in the district.

The LGVC Parking Plan will continue Lake Oswego's record of working closely with citizens in developing plans. The process will employ a series of small group meetings with property owners to identify opportunity areas. Three open houses are planned for the general public. The City has a very active network of neighborhood associations and an established system of officially appointed advisory committees including committees addressing sustainability and topics of interest to senior citizens. City staff will ensure that representatives from neighborhood associations and City boards and commissions are invited to all open houses and public meetings on the project. The City Planning Commission will serve as the advisory committee for the project and will conduct work sessions for each major project task. Work sessions with the City Council will be held before public hearings on plan and code amendments.

Staffing – Consultants and City staff roles are described below:

Parking Consultant – Expertise regarding development of a parking management plan and implementation strategies. The parking consultant will lead work on the parking inventory and demand assessment and will assist with assessing opportunities for new public parking facilities in the district. The parking consultant will take the lead in developing financial strategies to implement the parking plan and in assessing the City's regulatory framework for parking.

Urban Design Consultant – Develop parking design solutions for properties that will be impacted by Boones Ferry Road improvements. The designer will conduct site analysis work and design work related to new public parking facilities. The designer will prepare rough cost estimates for parking improvements.

City Staff - Senior Planner – Project management; coordinate public involvement activities and meetings with property owners; planning analysis.

City Staff - Assistant Planning Director – Quality control; Participation in public meetings, team meetings, and meetings with the Planning Commission.

City Staff - Engineering Program Supervisor – Participate in select meetings regarding site design solutions for parking replacement; evaluate public parking costs.

City Staff - Assistant Finance Director – Review financial strategies; participate in meetings related to financial strategies.

City Staff - Associate Planner – Field work; research; graphics; assist with public involvement activities.

City Staff - Administrative Support – Provide administrative assistance; post documents to the City website.

Project Tasks – A summary of the draft scope of work is provided below. The project includes five tasks.

Task 1 – Assessment – Inventory and evaluate parking use, turnover, and demand. Evaluate private parking impacts from planned Boones Ferry Road bike and pedestrian improvements.

Major products:

A report addressing the following:

- Findings of the parking inventory.
- Analysis of parking demand and issues.
- Impacts from planned Boones Ferry Road improvements.

Timeline: Months 1-3

Task 2 – Alternatives for Private and Public Parking Enhancements – Explore enhancements for private parking. Identify options for new public parking facilities. Conduct an open house regarding the alternatives. Estimate costs and neighborhood impacts.

Major products:

- Open house on the alternatives and the results of the assessment in Task 1.
- A report outlining alternatives for parking management along with individualized design solutions for more efficient and shared use of existing private parking.
- A report describing alternatives for up to three new public parking facilities.

Timeline: Months 4-6

Task 3 – Financing and Implementation Options – Explore financing options for public parking facilities. Evaluate the regulatory framework for parking. Examine costs for parking management options.

Major products:

- An implementation options report addressing potential projects and financing options for short term and long term solutions.
- A report reviewing the current regulatory framework and recommendations for revisions to parking standards.

Timeline: Months 7-8

Task 4 – Plan Review and Finalization – Prepare a draft plan and provide for community review. Conduct an open house for and invite neighborhood associations, business owners, and property owners. Prepare the final plan for hearing and adoption.

Major products:

- An open house regarding the draft plan.
- A draft and final parking plan addressing overall parking management and including strategies for shared parking, parking mitigation, public parking, and financing. The plan will be adopted as part of the Lake Grove Village Center Plan, a special district plan of the comprehensive plan.

Timeline: Months 9-12

Task 5 – Code Review and Finalization – Prepare draft code amendments and provide opportunities for community review at an open house. Prepare the final code amendments for hearing and adoption.

Major products:

- An open house regarding code amendments.
- Draft code amendments implementing the parking plan and amending the Lake Grove Village Center Overlay Zone and the parking section of the Community Development Code.

Timeline: Months 13-14

Budget breakdown:

Tasks	Consultant (TGM Grant)	City (In Kind Services)	Total
Task 1 – Assessment - Planning Commission Work Session	\$18,200	\$6,000	\$24,200
Task 2 - Alternatives for Private and Public Parking Enhancements - Open House - Planning Commission Work Session	\$28,000	\$7,200	\$35,200
Task 3 - Financing and Implementation Options - Planning Commission Work Session	\$11,200	\$4,800	\$16,000
Task 4 - Plan Review and Finalization - Open House - Planning Commission and City Council Work Sessions	\$21,000	\$7,200	\$28,200
Task 5 - Code Review and Finalization - Open House - Planning Commission and City Council Work Sessions	\$11,200	\$7,200	\$18,400
Sub Total	\$89,600	\$32,400	\$122,000
Supplies/Printing/Advertising	\$0	\$3,000	\$3,000
Grand Total	\$89,600	\$35,400	\$125,000

TGM Grant request: \$89,600

4. Proposed Project has Community Support

There is strong City Council and community support for this project. As noted above, the Parking Plan will help to implement the Lake Grove Village Center Plan and provide guidance and direction for parking and access changes that will be needed for the planned Boones Ferry Road improvement project. In 2012, the City Council adopted an urban renewal district and voters supported a \$5 million bond measure to initiate work on the project.

SOURCE	ATTACHED	EXPECTED
1. Mayor Studebaker and City Council Letter of Support	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Lake Grove Business Association Letter of Support	<input checked="" type="checkbox"/>	<input type="checkbox"/>

5. Proposed Project Sponsor Readiness and Capacity

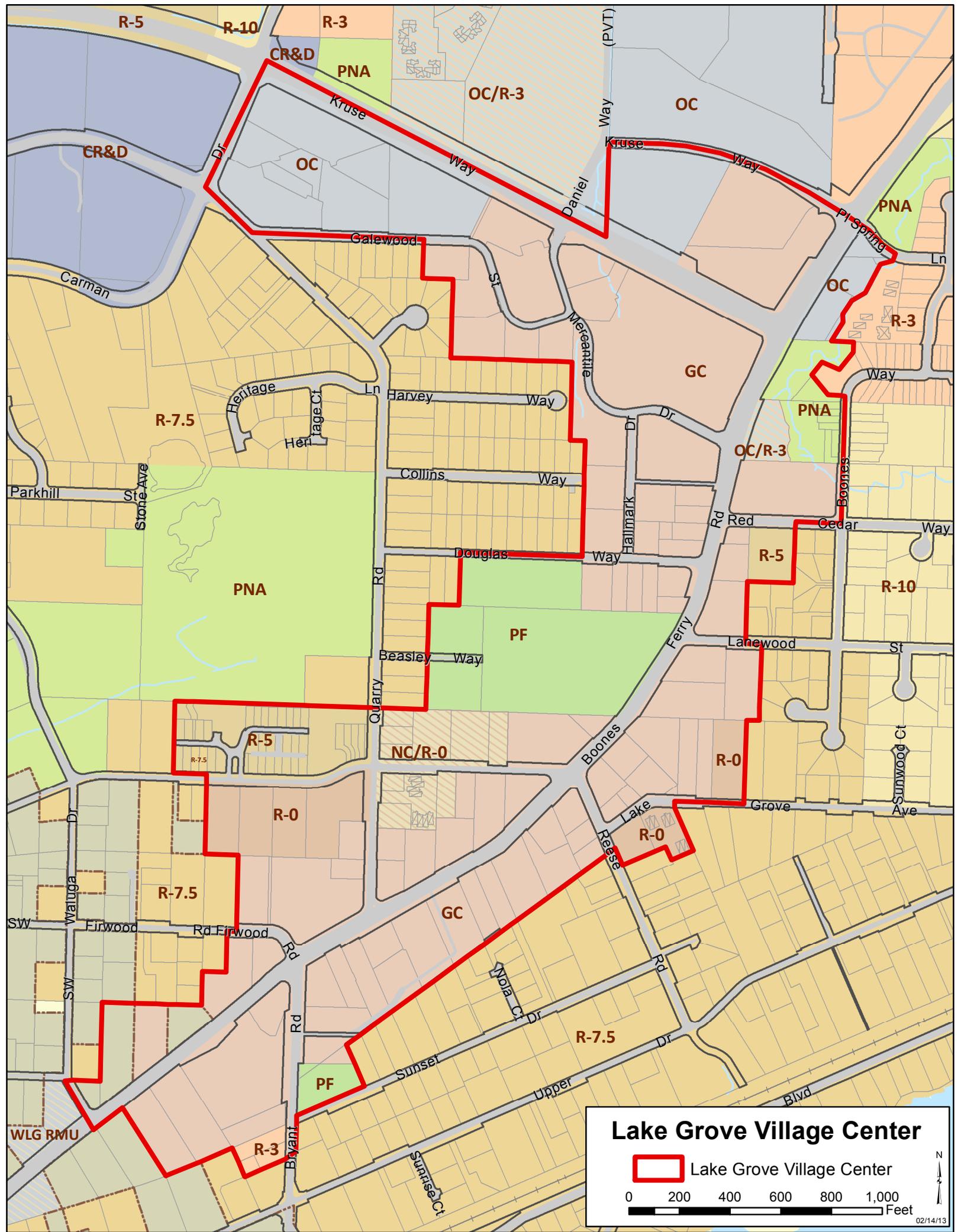
Development Project Manager Sidaro Sin will manage the Lake Grove Parking Plan project. Mr. Sin has been employed by the City for over thirteen years during which time he has managed the update to the Comprehensive Plan, neighborhood plans, and downtown improvement projects. Mr. Sin is working with the Boones Ferry Plan team and has time availability for the parking plan project.

Lake Oswego has received three TGM grants and one Quick Response TGM grant. The Quick Response grant resulted in adoption of the West Lake Grove Design District in 1999. The West Lake Grove District is a mixed use district immediately to the west of the Lake Grove Village Center. In 2002, The City received a TGM grant to develop a plan for the Lake Grove Town Center. That project resulted in the adoption of the Lake Grove Village Center Plan in 2008. A second 2002 TGM grant explored options for relocating the transit center in downtown Lake Oswego. That project did not result in adoption but did help inform a future plan for the Foothills District. In 2004, the City received a TGM grant to develop a mixed use plan for the Foothills Area, an underutilized industrial area immediately east of the downtown. While that plan was not adopted, it helped provide a foundation for work completed in 2012 that resulted in a Comprehensive Plan amendment and new zoning district for the area.

6. Proposed Project is Innovative

The Lake Grove Parking Plan project will take a comprehensive look at parking issues in the Lake Grove district and will explore design and planning solutions to find more efficient ways to provide parking in the district. The plan will involve working directly with property and business owners to find ways to share parking and combine access. The parking plan will help create a network of connected parking lots so that vehicles are not required to reenter Boones Ferry Road to maneuver through the district.

The project will also explore opportunities for development of three or more public parking facilities within the district. This process will examine ways in which the City can partner with private developers to provide public parking as part of private development projects. The City successfully accomplished this type of partnership with the Lakeview Village project in downtown Lake Oswego and it hopes to repeat this success in the Lake Grove area.



R-5

R-10

R-3

CR&D

PNA

OC/R-3

OC

CR&D

OC

Carman

R-7.5

Heritage

Heritage Ct

Galewood

Way

SI

Daniel

Way (PVT)

GC

PNA

OC

R-3

PNA

OC/R-3

Parkhill

Stone Ave

Collins Way

Douglas

Hallmark

Rd

Red

Cedar

R-10

PNA

PF

NC/R-0

R-5

Beasley Way

Ferry

Lanewood

R-5

R-7.5

R-0

R-0

R-0

R-0

Boones

Lake

Grove

R-10

R-0

SW

Waluga

R-7.5

R-0

GC

Boones

Lake

Grove

R-0

SW

Firwood

Rd Firwood

Rd

GC

Boones

Lake

Grove

R-0

WLG RMU

R-3

PF

Sunset

R-7.5

Upper

Blynd

Lake Grove Village Center

0 200 400 600 800 1,000 Feet



02/14/13