

## Neighborhood Meeting Notes

### The Stafford Project – 17979 Stafford Road, Lake Oswego

Meeting Date: Monday, May 20, 2024, 7:00 p.m.

Meeting Location: Church Community Room at 17979 Stafford Road, Lake Oswego

Project Proposal: Rezone of approx. 2.8 acres from R-15 to R-0  
61 units Residential Housing: Townhomes and Multi-Story  
Condominium buildings in the area proposed for rezone  
New public street with 32 feet of paving; on-street parking  
Private shared alley access easements

Land Use Applications:

Rezone & Comprehensive Plan Amendment  
Subdivision  
Development Review

Project Team: Ken Allen, Norwood Horizon Holdings, LLC (Applicant)  
Gabe Headrick, Steelhead Architecture (Design)  
Ken Sandblast, Westlake Consultants, Inc. (Planning)  
Todd Prager, Arborist (Tree Preservation)  
Todd Mobley, Lancaster Mobley (Traffic)

Attendees: A list of attendees is attached.

### Ken Allen, Stafford Land Holdings, LLC – Project Developer/Applicant

The meeting began at 7:00 p.m. Ken reviewed the agenda and explained the meeting format. Ken explained that the project includes a proposed mix of Townhomes, Cottage Cluster units, and multi-story condominium building(s) on the 6-acre site. A slide show presentation provided visual representation of the project site and proposed housing. In addition, schematic illustrations of the proposed housing types (elevations), floor plans and site plans were posted in the meeting room for attendees to view.

Ken explained that the site is under contract and Stafford Holding has been conducting a feasibility analysis of the development options. As the developer, they are not interested in doing a large-scale development, and instead are seeking to increase density for economies of scale that translate into more attainable homes. In addition, they are considering seeking LEED certification for the project.

Ken provided an overview of the community outreach that has occurred for The Stafford Project to date. Over the past year, multiple outreach meetings have been held to present ideas and gather input from neighbors and property owners in the vicinity of the proposed project. Ken invited any attendees who had participated in the previous outreach meetings to share their experiences with the process to date. Chris Durkee of the Palisades Neighborhood Association Land Use Committee commented on the process and involvement by neighbors. He added that the Palisades Neighborhood Association representatives are pleased with the transparency of the process to date.

As the developer, Ken explained that his approach to planning and development of the site involves key principles of sustainability, including taking into account the social, economic, and environmental factors throughout the process.

### **Todd Prager, Consulting Arborist -- Todd Prager & Associates, LLC**

- Todd will be conducting a tree inventory of the entire property and will assess the health of all trees on the site.
- Trees near the delineated Sensitive Lands Overlay (SLO) resource area in the southwest corner of the site will be preserved.
- He will be looking at integrating “priority” trees into the plan where possible. One such tree is the mature Sequoia, which will be preserved and is shown on all of the draft site concept plans.
- Todd will also be looking to plant new trees that will be long-term amenities on the site.

### **Ken Sandblast, AICP -- Westlake Consultants, Inc.**

Ken gave an overview of the Land Use application process that will be required for approval of the proposed project:

- This meeting is the formal, code-required neighborhood meeting and is being conducted per the City’s requirements. Noticing, sign-posting, and documentation of the meeting is required to meet the City’s standards for a complete application.
- The Site is approximately 6 acres, zoned R-15, and is mostly surrounded by Public Facilities and Parks/Natural Areas zoning.
- The site has a Sensitive Lands Overlay in the southwest corner. The SLO was delineated as part of the development of Rassekh Park to the south. The SLO area will be preserved and protected by a 30-foot buffer, in addition to a 10-foot construction setback.
- Existing public utilities include a sanitary sewer line along the north boundary of the site, and a water main located in Stafford Road and one along the north boundary. Stormwater will be treated in the stormwater facility in the southeast corner of the



site before being conveyed to an outfall for disposal to the City's stormwater swale along the Stafford Road frontage.

- We have also looked at the existing sanitary sewer pump station serving Bella Terra to the west of the subject site as a potential opportunity for a sewer connection as well as the public line that has been extended into the park.
- There is an existing easement for 25 parking spaces for employees of The Stafford retirement community. An easement for those spaces will be included in the site plan for the future site development and will require a land use application for Minor Modification of the land use approval for The Stafford.
- A frontage easement will also be required for a 12-foot-wide multi-modal pathway that will be located within the Stafford Road right-of-way.
- The City will require a 12-foot-wide dedication of right-of-way along the site's Stafford Road frontage.
- Zone Change from Residential R-15 to R-0, and Comprehensive Plan Map Amendment—The proposal includes rezoning 3.82 acres of the site to allow for more flexibility and higher density of housing development, including townhomes and multi-story condominium housing, as well as an on-site pre-school that would be located in the multi-story condo building.
- Land use applications would include:
  - The Comprehensive Plan Map Amendment is needed to ensure consistency with the City's overall land use plan.
  - Subdivision—To create lots that meet the City's zoning requirements.
  - Development Review—The proposed buildings will be reviewed by the City's Development Review Commission for compliance with applicable design standards.

### **Gabe Headrick, Steelhead Architecture**

Gabe provided an overview of the proposed housing types and neighborhood design. Currently, there are four site plans for review and input:

- East: The multi-story condominium building would be located in the east portion of the site, oriented to Stafford Road. Density on the site would “step down” from Stafford Road toward the back of the site.
- North: The higher-density multi-story building would move closer to the cottage clusters and be adjacent to The Stafford retirement community to the north of the site.
- Central: The multi-story building is located more centrally on the site.



- West: The multi-story condominiums are split into two 3-story walk-up buildings (no elevator) and are moved to the northwest area of the site.

Highlights of these concepts include:

- Housing options in a variety of sizes, types.
- In some concepts, Townhomes are designed to be “alley-loaded” with the garage located at the back side of the unit to allow for street parking in front.
- Units with front-loaded garages and private backyard space.
- Units along Stafford Road will have front doors oriented to Stafford.
- Common green spaces.
- Walkable neighborhood design—less car-centric.
- Cottage Cluster units ranging from 900 to 1,400 sq.ft., some with garages.
- Townhomes ranging from 1,600 to 2,400 sq.ft.
- Condominium units ranging from 800 to 1,200 sq.ft.
- Parking will accommodate needs on site—Townhomes will each have 2 or 3 spaces, Condos will have a 1 or 2 spaces per unit; Cottages will have 1 or 2. There will be on-street parallel parking on streets and in some alleyways.
- The designs and elevations are preliminary. There will likely be several different builders so that buildings have a varied appearance. However, there will be design guidance provided by the Developer to maintain cohesiveness.
- Ken Allen added he is aiming to include housing units that are affordable, with an income restriction of 60 to 80 percent of median income and, potentially, an age restriction component to address the city’s housing needs.

### **Todd Mobley, Principal – Lancaster Mobley**

- A traffic study will be required by the City of Lake Oswego for the zone change to demonstrate that transportation facilities in the vicinity of the proposed development can accommodate new traffic generated by the development in terms of volume and safety.
- Both the City of Lake Oswego and Clackamas County will be involved in the traffic analysis, as Stafford Road is a County road.
- The traffic analysis will also take into account other planned projects that will be coming online in the future, such as the Recreation Center and Rassekh Park.
- A Transportation Planning Rule (TPR) Analysis will also be required for the proposed Zone Change and Comprehensive Plan Map Amendment. This analysis will examine long-term impacts of the proposed changes by looking at reasonable worst-case analysis under existing zoning designation and forecasting for future impacts under the proposed zoning and recommending possible mitigation if needed.



In closing the presentation portion of the meeting, Ken Allen summarized the four concept scenarios currently under consideration:

- East: The multi-story building would have 6,000 sq.ft. for each ground floor use in the multi-story building, including a preschool and a cafe. The upper stories of the building would include 35 to 45 units of condominium housing.
- North: This scenario shifts the multi-story building to the north area of the site, tucking it back from the Stafford Road frontage. This scenario includes 6,000 sq.ft on the ground floor for a pre-school. The townhomes proposed for the area of the site adjacent to Stafford Road could be up to three stories, but that would be market-driven.
- Central: The slope of the site from north to south would allow an opportunity at the south end of the building for an entry to parking that would be under the building.
- West: Instead of a 4-story condo building, there would be two 3-story buildings located in the northwest corner of the site.

## **Issues/Questions and Responses**

### **Q: In the 'West' option, what is the type of building that has the 'Hab' label?**

**A:** Those are townhomes; the 'Hab' represents Habitat for Humanity. We have considered partnering with a provider of affordable housing, and Habitat is one of the organizations we have considered.

### **Q: Could the project have different owners (builders) with different designs?**

**A:** There are likely to be different builders constructing the homes. The developer (Stafford Land Holding) will organize a design review committee who will review the builder designs so that the various styles will blend. Design review would be turned over to the Homeowners Association (HOA) when the project is at 90 percent occupancy. In addition, Covenants, Conditions and Restrictions (CC&Rs) will be in place at that point.

### **Q: Are these the final designs (shown in the elevations)?**

**A:** The current elevations show plain, modern design and are not final. The floor plans are more representative of how the units will be configured. Exterior finishes will be determined later. The City's Development Review Commission (DRC) will review the proposed buildings for compliance with city requirements and design standards.



**Q: For the landscape buffer along Stafford Road, will there be tall trees there? It could soften the look.**

**A:** The landscaping in the buffer has not yet been defined but could include trees.

**Q: There will be a traffic study to demonstrate that facilities can accommodate new traffic. Stafford Road is already at capacity. What will be done?**

**A:** In the event that a signal is warranted, the developer could contribute to the cost of the signal. The Childs Road/Stafford expansion and roundabout will help mitigate some of the traffic. The Transportation System Plans look at a longer timeline, and City and County standards allow for congestion and failure to some extent.

**Q: The community pool will have a big impact on traffic.**

**A:** Our study will be including the data for the new and in-process projects, such as the Rec Center and Rassekh Park.

**Q: Has a traffic study ever resulted in a project being cancelled?**

**A:** We usually look at mitigation measures to address potential problems. In some cases, a developer may need to pay a pro rata share for future improvements.

**Q: Are you aware that a traffic study is currently underway for Luscher Farm?**

**A:** We are coordinating with the City and County to determine the appropriate scope of our study. We have prepared a scoping memo and circulated it to government agencies for their input and guidance on what to include in our study.

**Q: Will there be future opportunities to participate and attend hearings?**

**A:** The City will notify residents in the noticing area (those who received the letter for this meeting) of future actions and hearings related to this project.

**Q: What is the slope of the site?**

**A:** There is a 10- to 11-foot slope from north to south on the site. Tract A, the stormwater facility, is the low spot on the site.

**Q: What will the parking be like for the homes?**

**A:** Parking requirements vary depending on the type of unit:

- Townhomes are required by city code to have a minimum of one parking space, same as a detached house. The proposed townhomes will have 2 parking spaces, and some will have 3 spaces.
- The required parking spaces for condo units in the multi-story building vary depending on how many bedrooms the unit has (a one-bedroom is required to have 1.25 spaces per unit; a unit with two or more bedrooms is required to have 1.5 spaces per unit.)



- There is an easement on the property to provide 25 parking spaces for employees of the Stafford retirement community to the north. When this site redevelops, the configuration of the 25-space easement will be adjusted.
- In addition to the parking provided in dedicated spaces and garages, there will be some on-street parking provided.

**Q: Do all of the concept plans use the Stafford Road right-of-way?**

**A:** Yes; we will be dedicating 12 feet along the Stafford Road frontage. The extension of the trail will be included within that dedicated area.

**Q: What is the timeline of the project?**

**A:** It will take approximately one year to get the needed approvals. Site work could begin next summer; construction of homes would begin in approximately two years.

**Q: Do the central and west options omit the pre-school.**

**A:** Yes; we looked at those options in the event that zoning and/or parking are issues.

**Q: You are considering a 4-story building next to Avamere (The Stafford). Avamere had to eliminate their 4<sup>th</sup> story during the planning/review process.**

**A:** The Stafford buildings sit at a higher elevation than our site. Our plan is to go to approximately 40-foot height with the grade change. (Allowed height in the R-0 zone is 50 feet).

**Q: How big are the units?**

**A:** The two- to three-story townhomes will be in the range of 1,600 to 2,400 square feet with an average size of 2,000 square feet. The condominium units will range from 800 to 1,200 square feet with an average size of 1,000 square feet.

**Q: What will the prices be?**

**A:** Pricing hasn't been determined yet. The condominium building will include a component of affordable units; Townhomes will be priced according to the market; and the cottage clusters will be a more luxury-level product.

**Q: Will the traffic study be tied to the parking?**

**A:** No; data for trip generation doesn't tie to parking on the site.

**Q: How deep will the storm facility be? What about safety?**

**A:** The design of the stormwater facility will be regulated by the City's stormwater design codes, including such things as sloped sides and fencing around the facility's perimeter. The depth may be 5-6 feet.



**Q: Can you build a permeable membrane to put over the top of the stormwater facility?**

**A:** As we are considering LEED certification for the project, we may try to do some onsite swales to reduce the burden on (and size of) the stormwater facility. We will also try to utilize pervious pavement to the extent possible where paving is needed, which would further reduce burden to the facility.

**Q: What is your plan for the sanitary sewer connection?**

**A:** The City has expressed concern about the sanitary sewer connection to the existing pump station at Rassekh Park. We will be looking more closely at the design of the sanitary system for the project as we move toward the project subdivision phase.

**Q: Is the noise generated by the skate park concerning to you?**

**A:** We understand that there will be a range of tolerance levels for noise coming from nearby activities.

**Q: What will the fire access for the site look like?**

**A:** Fire access will be provided by the on-site public street which loops through the site.

The meeting was adjourned at approximately 8:45 p.m.

