

Comment	Addressed by Public Hearing Draft Plan / Code? How?	Potential Plan / Code Revisions
<b>Jean Way Extension</b>		
No Jean Way extension		The Jean Way extension was recommended by the advisory committee during the planning process with the purpose of improving connectivity and reducing truck traffic through the residential neighborhood. The extension was not, however, seen by the committee as critical to the future of the district if truck access and circulation can be accommodated in another way. Given the strong concerns and opposition to this project from residents along Lakeview and the Rosewood neighborhood to the south, and from the Rosewood Neighborhood Association board, the Planning Commission may want to remove the Jean Way extension infrastructure project from the SWEA Plan and Southwest Overlay District code and consider other alternatives for safely accommodating pedestrian and vehicle traffic in this area. <b>See additional discussion in the February 3 staff memo.</b>
Not end of the world to not have road extension, but can we design it to make it work?	The SWEA Plan identifies the Jean Way road extension as a City capital improvement project that would get added to the Capital Improvement Plan (CIP). Placing the project on the CIP would allow the City to allocate funding for this project as part of a future budget adoption process. As described in the SWEA Plan (Infrastructure Action Item 2c)	
Extension can provide opportunity for other capital improvements; not ready to take off the table.	implementation is recommended in conjunction with private development of the site, with costs borne proportionately by the developer. The road extension in the SWEA Plan is conceptual and would need to be designed and engineered in conjunction with a future site redevelopment process that is initiated by the property owner.	
Don't want to give up on extension; could work with the right design		
<b>Lakeview Blvd. Improvements</b>		
Require as a next step, or 'action item' in the Plan, a collaborative process with businesses and neighbors to design improvements to Lakeview Blvd.	The SWEA Plan identifies infrastructure improvements for Lakeview, 65th and McEwan in a list of Infrastructure Investments (see Action Item 2b, 2d, 2e on p. 61-63 of Attachment B). The Plan also include a conceptual right-of-way design for these roads in the street cross section. For consistency, especially between Lakeview and 65th, the same street cross section is proposed for all three streets (see p. 55 of Attachment B). To provide continuity in the ROW (width at 60 ft. maximum, where the current ROW ranges from 38-60 ft.) and to provide ample space for a vegetative buffer and stormwater swales, the cross section includes a sidewalk on one side of the road, showing it on the north side, where some existing sidewalk exists. The Plan should specify that the final cross section, including the location and width for stormwater swales, landscaping/street tree areas, and sidewalks, will be determined through the engineering design process with input from Lakeview residents and businesses.	Staff recommends combining all three road improvements into one Infrastructure Action Item for Lakeview, 65th and McEwan Improvements, and organizing this action into the following components: -- Describe the overall design vision for these roadways. For example: <i>Improvements to Lakeview, 65th, Mcewan should: 1) Create streets that support industrial park businesses while protecting the residential neighborhood from adverse impacts resulting from the industrial park, 2) Provide for public safety, including pedestrian safety, generally, safe routes to school, and emergency vehicle access to the neighborhood/district; and 3) Create an aesthetically pleasing street that encourages investment in the area while also meeting the functional needs for vehicles, pedestrians, stormwater management and other infrastructure.</i>
Develop a specific design for something really special along Lakeview		-- Call for the development of a refinement plan, similar to the Lake Grove Village Center Plan Transportation Action Measure, which called for additional analysis and design refinement prior to initiating engineering for the street improvements. -- Call for a public process to develop the refinement plan, which includes but is not limited to a collaborative design process with residents and businesses along these roads, and broad publication of design options for review such as posters along the roadway.
City funds needed to effectively and efficiently improve Lakeview all at once.	The infrastructure action item in the SWEA Plan currently states that the improvements can be built all at once by the City and funded through the CIP and/or LID, or can be built in sections through frontage improvements as properties redevelop.	The action item description can be strengthened by describing the benefits of constructing the road improvements all at once, rather than relying on redevelopment, and making this recommendation.

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<b>Site Design</b>		
Locate loading docks behind building, not facing Lakeview.	The Community Development Code (CDC) does not currently prescribe the location of loading areas. The Engineering Dept. does require applicants to include plans for site circulation and driveway design that includes truck turning movements.	Staff recommends revising the proposed SW Overlay District Code to add a performance-based standard for loading areas, that requires: 1) Truck loading docks and bay doors, and other loading or unloading areas, not to face a residential property, or otherwise be effectively screened, and 2) In new development or redevelopment, added truck delivery and exiting must occur without backing into the public right-of-way.
The build-to line creates a streetscape that is more 'urban' in appearance than some would like. However, the build-to line can push industrial activities behind the building to the center of the lot where they are less impactful on neighbors. Do not apply build-to to Lakeview?	The proposed SW Overlay District code establishes a 20 ft. build-to line in the IP and GC zones and 10 ft. build-to line in the NC zone. On Boones Ferry, Jean Way, Jean Road and Pilkington, the proposed code requires the building to occupy a minimum of 50% of the lot frontage at the build to line; on other streets including Lakeview, building is required within the build-to line for a minimum of 30% of the lot frontage. Exceptions are provided for building complexes and to preserve trees. Along Lakeview, the build-to line would also be the minimum setback, because structures are required to be set back 20 ft. when adjacent to residential zone.	
Buildings at the street are safer and more efficient		
<b>Truck Idling</b>		
Research the state statute related to idling trucks; review limitations for City ordinances	<p>The SWEA Plan does not propose additional regulatory measures for truck idling. In the Recommended Alternative section of the SWEA Plan, the Freight Circulation and Freight Parking section (Attachment B, p. 45) identifies good neighbor agreements as a Near-Term Strategy.</p> <p>"Work with the Rosewood and Bryant neighborhood associations, and residents adjacent to Lakeview Boulevard and other light industrial properties, to develop good neighbor agreements with light industrial businesses, particularly with regard to freight truck activity, and noise related to business operations. The good neighbor agreements may be used to identify alternative truck parking/idling locations, business contacts for neighborhood concerns, and to reach mutually agreeable solutions to other concerns arising from the close proximity of residential and light industrial uses."</p>	<p>LOC 32.06.076 prohibits parking a truck in the public right-of-way for more than 30 minutes between the hours of 12 a.m. and 6 a.m. If a truck is parked on Lakeview Blvd. (ROW is in City's jurisdiction) and is violating this code, neighbors should call the Lake Oswego Police Department non-emergency phone number: (503) 635-0238.</p> <p>Oregon Revised Statute Chapter 825 — Motor Carriers contains requirements for when trucks may idle (attached), and establishes local government limitations regarding idling:</p> <p><b>"825.615 Preemption of local regulation of idling; exception.</b> (1) The authority to regulate the idling of primary engines in commercial vehicles is vested solely in the Legislative Assembly. A city, county or other local government may not enact any charter provision, ordinance, resolution or other provision regulating the idling of primary engines in commercial vehicles. (2) Notwithstanding subsection (1) of this section, a city, county or other local government may enforce any charter provision, ordinance, resolution or other provision regulating the idling of primary engines in commercial vehicles in effect on January 1, 2011. [2011 c.349 §6]"</p>

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Identify a truck idling area away from Lakeview and residential uses	The SWEA Plan identifies the proposed Jean Way extension as a location for truck parking during early morning hours; designated on-street truck parking would need to be marked with signs and an exception written into the City's traffic code.	Staff recommends identifying one or two new locations for truck idling and parking, away from residential areas. Staff is currently exploring options, including the commercial and industrial area just west of the railroad tracks in the City of Tualatin, where trucks would have easy access from I-5.
<b>Other Transportation Issues</b>		
Add more about the desire for better transit service in the area	The SWEA Plan states that the City and Trimet should continue to advocate for increasing transit service in the SWEA. It also notes that increased employment density and better connectivity will support additional transit service. Additional information regarding transit service was included as part of earlier project deliverables (Opportunities and Constraints report and Alternatives Evaluation report).	Staff recommends adding additional information to the Plan regarding Tri-Met's proposed SW transit service enhancements in this area, pulled from other project documents, and adding a non-regulatory action item to continue advocating for service enhancements.
Remove the utility pole at 65th and McEwan	<i>Infrastructure Action Item 2e: McEwan Road Improvements</i> describes improving the intersection of 65th and McEwan by rounding the corners and removing utility poles. This is identified as a critical improvement and short-term action item. The property most impacted by the intersection improvements is a single family home at the NW corner of the intersection (zoned IP), where the utility pole is located. This is one of the SWEA parcels more likely to be sold and redeveloped in the next ten years, which may provide an opportunity for the City to acquire the needed right-of-way and/or achieve the frontage improvements with private redevelopment.	The cost estimate for this action item includes both the intersection and the full roadway improvements on McEwan from 65th to the railroad tracks (city limits). The intersection improvements could be separated into its own project and considered as more immediate action.
Call for diverters along each residential street intersection with Lakeview	<i>Infrastructure Action Item 2h: Kenny Street Intersection Truck Restriction Improvements</i> identifies a vegetated traffic island at the intersection of Lakeview and Kenny to constrict access for large trucks. The wide configuration of this intersection combined with equal pavement widths on the two streets makes Kenny appear to be a collector street, rather than the local residential street that it is, creating a de factor truck route. Similar treatments were suggested where all of the residential side streets intersect Lakeview.	Staff explored this idea with the Fire Department, which has trucks of similar size to those making deliveries in the light industrial area. In order to ensure that emergency response capabilities are not diminished, staff recommends a more holistic approach combining wayfinding signage (on Lakeview), traffic control signage (e.g., 'No Thru Truck Traffic') in the neighborhood, and site-specific intersection design solutions that discourage truck traffic. This language would be included in the Plan, which would allow the specific intersection treatment to be identified during the design and engineering process, with input from emergency response personnel as well as neighbors.

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<b>Residential/Industrial Interface</b>		
Develop a noise ordinance	<p>The City's noise regulations are found <b>LOC 34.10.537 Loud, Disturbing or Unnecessary Noise</b>, which states "It shall be unlawful for any person to create, assist in creating, permit, continue or permit the continuance of any loud, disturbing or unnecessary noise in the City at any time of day." This standard is interpreted to require that the noise be unnecessary in addition to being loud and disturbing.</p> <p>As part of the 2016 goal setting process, the Planning Commission and City Council considered developing code amendments to implement the Comprehensive Plan Community Health and Public Safety - Sound Quality, RAM 'C', to "Update existing Community Development Code provisions to provide both clear and objective standards and performance standards for noise mitigation. The Code should contain a chart with acceptable noise levels based on adjacent land uses." The Planning Commission and City Council discussed this briefly in their joint meeting Jan 5, but ultimately due to an already heavy workload the City Council did not ask the Commission to take on a noise ordinance in 2016. The Commission included it on their "reserves list", which is a list of potential projects for future years.</p> <p>As an example from elsewhere in the code, the Lake Grove Village Village Center Overlay does include a clear and objective noise standard for buildings and noise-generating equipment associated with new development, however, this is not enforceable with regard to existing uses.</p>	
Prevent/mitigate light trespass	The Community Development Code (CDC) includes lighting standards that apply to <i>new development</i> involving a parking lot or increased use of streets, pathways or accessways. When these standards are applied through the development review process, they require that lighting be the minimum necessary, not produce light trespass or glare, and have maximum heights and illumination levels. The reviewing authority is also given the discretion to impose a curfew on parking lot lighting. The CDC also establishes standards for nonconforming lights. These standards exempt parking lot fixtures installed before July 2003, unless replacement is required, and sets a redevelopment threshold for bringing lighting into compliance with the CDC. (LOC 50.06.004.3)	<p>For new development, the existing CDC standards provide for the protection of adjacent uses from light disturbance.</p> <p>For existing buildings, parking lots and storage yards with older lighting designs and fixtures, neighbors who are concerned about light trespass are encouraged to work with the business to resolve the issue. Staff is aware of two recent examples along Lakeview Blvd. where the business adjusted their exterior lighting after being made aware of the disturbance. The City can assist with contacting the business and working to resolve the issue.</p>

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Light pollution is solvable, same with early morning problems	The Sign Code also specifies that in the IP zone "Lighting which is within 200 feet of a residential zone and which is substantially visible from any residential unit or vacant residential lot shall be extinguished between 10:00 p.m. and 8:00 a.m." (LOC 47.10.420)	
Can't solve but can mitigate along Lakeview	The SWEA Plan aimed to help improve the interface between the Industrial Park zone north of Lakeview, and the low-density residential zone south of Lakeview. The public hearing process brought to light the level of concern from nearby residents existing traffic, light and noise related to current industrial park uses.	The SWEA Plan was written as a 20-year land use and infrastructure plan, with recommendations to be implemented over time, including street improvements, redevelopment of parcels to comply with the proposed SW Overlay District site and building design standards, and integration of additional office use. Based on existing concerns voiced in public testimony, staff recommends some additional very near-term actions be made. The SWEA Plan should list the following as action items: -- Post a speed reader board along Lakeview to collect current speed data and raise driver awareness; -- Install additional "No Thru Truck Traffic" signs at the intersections of Kenny and Lakeview, and 65th and McEwan; -- Work with residents and the neighborhood association to mail a reference "cheat sheet" with information on who to contact with different concerns (e.g. call Lake Oswego non-emergency police line for trucks parked on Lakeview before 6 a.m.); -- Assist neighbors in contacting businesses with their concerns, and if needed developing good neighbor agreements to address operations issues; -- Continue to identify an alternative truck parking/idling location away from residential areas;
If we do nothing, there are a lot of problems		-- Conduct outreach to businesses regarding truck routing and develop a routing plan that businesses can distribute to their truck carriers. Encourage property/business owners expecting deliveries to communicate that trucks are to park (and idle, if necessary) at the business, and therefore, fences and gates need to be open to accept those large trucks.
Concerned about intractable problem with residential across from light industrial		

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<b>Residential Uses</b>		
No housing in NC or GC	The NC zone currently permits residential uses at R-7.5, R-10 and R-15 densities. Residential uses at R-5, R-3 and R-0 densities may only be permitted as a conditional use. The GC zoned properties in the SWEA permit the NC uses. Ideas from the advisory committee and at the February 2015 public workshop included live-work as a potential use in the light industrial and commercial area; there was some limited interest in mixed-use and higher density housing in the IP zone. After discussing the merits of these ideas, the development likelihood, and appropriateness of locations, the committee recommended allowing residential at a density that was feasible for development, but limiting it to the zones where residential uses were already allowed and only in upper stories so that the ground floor could be preserved for commercial uses that would serve the neighborhood and employment area. There are four sites with any likelihood of such development (the NE corner of Jean Way and Jean Rd., NW corner of Jean Rd. and Pilkington, and NE corner of Jean Rd. and Pilkington), one of which abuts an R-3 zone.	Staff recommends adding additional information to the Plan regarding the rationale for allowing residential uses with the proposed limitations.
<b>Cart Pods</b>		
Food cart pod is good idea	The Implementation section of the SWEA Plan identifies amendments to permitted uses as Regulatory Action Item 1a. Under the IP Overlay (IPO) Use Changes, the Plan says: "Allow food cart pods, subject to specific standards to be adopted concurrent with changes to the Use Table. Use-specific standards should specify parking requirements; number, spacing and design of carts; seating areas; exterior lighting, landscaping and surface treatment; placement of structures; sanitation facilities; OLCC sales or prohibitions; and hours of operation. This would be a new permitted use in the city."	Add language to the action item noting the cart pods would be permitted as an employment area amenity in order to provide opportunities for inexpensive dining options within walking distance for area employees. Specify that the use-specific standards would require high quality design for the cart pods.
<b>Branding/Signage</b>		
Come up with a name for the area  Add more to plan about why branding and wayfinding is needed.	The Implementation section of the SWEA Plan identifies Wayfinding and Signage Improvements as Action Item 2j. The proposed SW Overlay District code includes a "Gateways" standard that carries forward concepts from the Jean Way site-specific standards (proposed for deletion) and calls for gateway treatments to be located at the Jean Way/Boones Ferry Road and Pilkington/Boones Ferry Road intersections to create a strong identity and visual landmark for those entering the district.	Add background to the Existing Conditions section of the plan that describes the lack of district identity, and confusion due to similar names for existing developments. Expand upon Action Item description to include a branding project that would develop a name for the district, and the design of distinctive signage that may include metal street signs with directional routing to streets within the district and gateway signs at key entry points. Neighborhood identification signs would be addressed separately and only upon request of the Rosewood Neighborhood Association.

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<b>Retail Square Footage in IPO Area</b>		
Ensure City complies with Metro Title 4	Regulatory Action Item 1a describes recommended amendments to permitted uses in the district, including providing greater flexibility in retail square footage, and allowing any <i>type</i> of retail use with the goal of streamlining the code and allowing some flexibility for property owners in retaining permitted tenants.  Additional discussion of Title 4 is found on p. 22 of the January 15 staff report.	
Concentrate on making the identity of the area one of employment		
Retail should be <u>supportive</u> of the employment uses		
There is demand for retail right along Boones Ferry		
Not qualified to come up with a correct number		
Don't chop up retail into small spaces, which tend to have high turnover rates		
<b>Employment Area</b>		
Don't want to discourage businesses by making it difficult to operate.	The SWEA Plan does not currently propose any modifications related to operations, such as business hours or truck limitations. Proposed standards for orientation of truck loading areas and limiting trucks backing onto ROW are comparable to standards found in other jurisdictions.	
Incubator space	The SWEA Plan and Code do not specifically address the desire for business incubation space. While the district has some large employers, it is also home to many small businesses and flexible buildings that could be suited to this type of incubation business space.	
Need to protect zone for manufacturing	The SWEA Plan recommends maintaining all permitted uses in the IP zone, with the exception of self-storage in the IP Overlay. The advisory committee discussed a range of options related to permitted uses in the district, ranging from prohibiting warehouse and distribution as primary uses in part of the district to allowing larger restaurant, retail and housing uses. Concern about pricing light industrial uses out of the district was part of this discussion, reflecting the current land values that already command a higher price than similar zones nearby due to the desirable location (in Lake Oswego, central to the region, and easily accessible to I-5). The public hearing draft SWEA Plan reflects the committee's final recommendation aimed at supporting opportunities for existing businesses to stay and expand in the SWEA, while allowing additional uses supportive of job growth and redevelopment. This implements the Comprehensive Plan policy direction to develop a plan that "accommodates a range of uses including light industrial, office and supporting retail."	

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<b>Comprehensive Plan Policy</b>		
Don't change the Comp Plan policy - the "constitution" for City shouldn't be constantly changed. A simple word update would be sufficient to reflect the SWEA Plan.	The proposed policy amendment was intended as an update to reflect adoption of the SWEA Plan as a Special District Plan of the Comprehensive Plan.	Commissioner Gaar suggested the following minor revision: " <del>Locate</del> <u>Utilize</u> land for light industrial uses within the SW Employment District and <del>provide a</del> <u>implement the</u> special district plan that accommodates a range of uses including light industrial, office and supporting retail."