

To: Lake Oswego Planning Commission.
From: Lisa Volpel 5655 Kenny St. Lake Oswego 97035
Re: LU 15-0077 SW Employment Area Plan and Code Amendments
Date: Jan 23, 2016

I oppose the proposed mandatory 20 foot build-to line for the SWEA code change.

1. This is not consistent with the majority of the existing development along Lakeview Blvd. and 65th Ave.
2. Much of the properties do not have the front lot line orthogonal to the side lot lines. The lots are not rectangular. Buildings tend to be parallel to the side lot lines to maximize lot usage. The build-to line code complicates building design.
3. Eliminating the mandatory build-to line requirement allows for additional buffering and screening to the existing residential neighborhood.
4. Eliminating the mandatory build-to lot line allows room for existing tree groves, and future tree groves, and natural space that is consistent with the character of the Rosewood Neighborhood.
5. This area has severe storm water issues. Eliminating the mandatory build-to line allows room to treat some storm water on site in the preferred natural method. Too much water can kill trees, so enough space to treat the water and allow appropriate conditions for the trees survival is crucial. Trees can be an important asset to treat and mitigate storm water.
6. All of the properties along this section of Lakeview Blvd and 65th Ave drain to the south, south-east. Any above ground storm water facilities will need to be near the front lot line to be effectively located at the property lowest elevation. Eliminating the mandatory build to line allows more flexibility in locating storm water facilities in the optimum location.
7. Mandatory build-to line is a constraint that reduces flexibility, and may have unintended consequences in an area that is zoned Industrial Park campus. This code may be appropriate for other uses. As this is the only industrial zoned land left in Lake Oswego, we do not expect it to look just like the rest of Lake Oswego.

Regards, Lisa Volpel

Building siting and orientation in IP zone north of Lakeview Blvd.



fig. 1



Vegetation along Lakeview Blvd.

fig. 2

Building siting and orientation in IP zone west of 65th Ave..

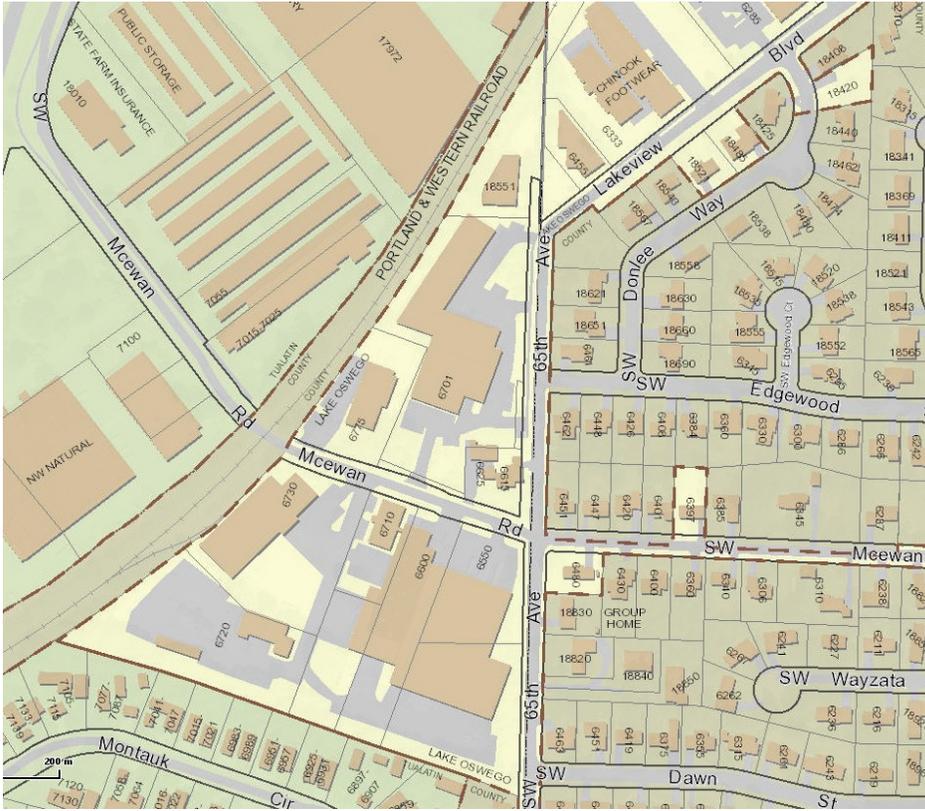
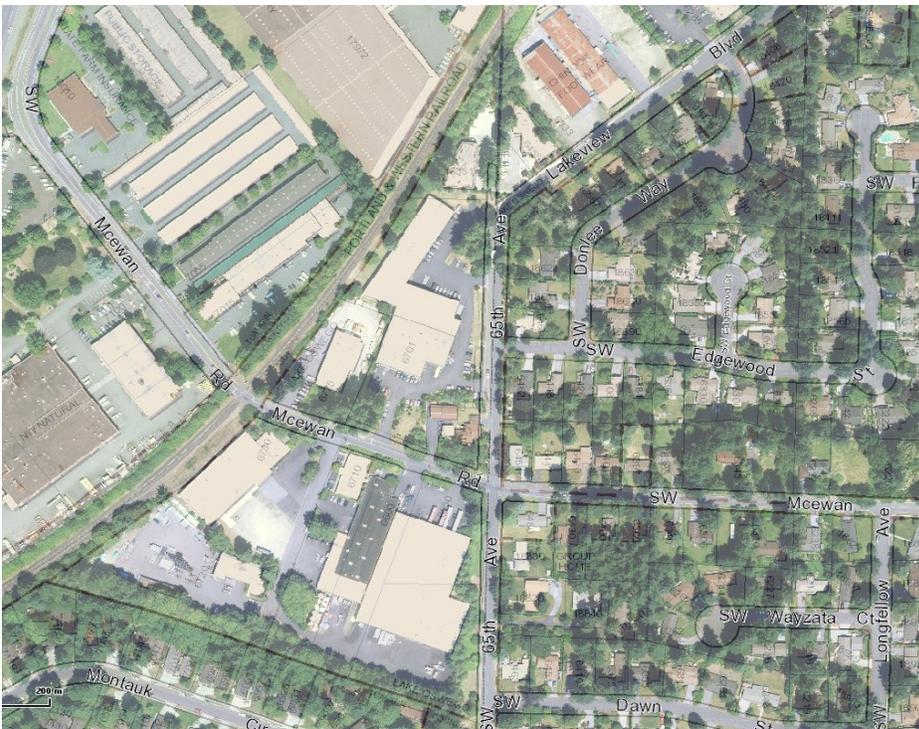


fig. 3



Vegetation along 65th Ave.

fig. 4

To: Lake Oswego Planning Commission.
From: Lisa Volpel, 5655 Kenny St. Lake Oswego 97035
Re: LU 15-0077 SW Employment Area Plan and Code Amendments
Date: Jan 23, 2016

The Rosewood NA Board supports Alternative 2 and is opposed to Alternative 1, Jean Way extension road alignment. There has been a lot of opposition, especially from the neighborhood near Lakeview to new roadways (or even driveways) that connect Lakeview to the IP (employment) zone.

While it is important to maintain the most direct and well designed connections between the IP zone and Boones Ferry, I am concerned about the potential impacts on the residential neighborhood south of the IP zone. I have to agree with the NA board, and the the neighborhood. The potential harm to the neighborhood outweighs the possible benefits, and I oppose an extension of Jean Way as Alternative 1.

There is some confusion on whether Lakeview Blvd and 65th Ave are designated truck routes. Lakeview Blvd and 65th are residential streets. How many other streets in Lake Oswego classified as Neighborhood Collectors are also classified as truck routes?

While I understand that Lakeview Blvd. is the only access to some IP properties, and those properties require truck access off of Lakeview Blvd, the Rosewood Neighborhood plan has transportation goals to reduce heavy truck traffic, reduce through traffic on neighborhood streets, and concentrate traffic on major streets. I would hope that IP properties could be accessed by non-residential roads when possible.

The biggest potential problem with the Jean Way extension is cut-through traffic. Most of this traffic would likely not be generated by the IP zone, but traffic coming from I-5 or Tualatin, and heading to the south part of Lake Oswego, or West Linn and Oregon City. We currently have a certain amount of cut-through traffic as people try to avoid the congestion at the Jean Rd/ Pilkington Rd intersection. Imagine the traffic if Stafford does urbanize and builds out.

I recommend that Lake Oswego consider Alternative 2, or modify Alternative 1 to dead end and not connect to Lakeview Blvd. This modification could provide a large part of the IP area south of Jean Rd access to Jean Rd close to Jean Way and Boones Ferry Rd.

Truck traffic cutting through the residential neighborhood from Lakeview to Kenny St continues to be a problem. It is not unusual to have power lines pulled down and left live in the street by oversized trucks.

There is poor isolation between the residential neighborhood and the IP zone along Lakeview Blvd and 65th Ave. This impairs the safe, quiet enjoyment of adjacent residential properties.

I hope Lake Oswego takes steps to eliminate truck traffic on residential streets, and suggest that reducing truck traffic on Lakeview Blvd when possible might help.

Regards, -Lisa

1/2

Residential/IP zone interface north of Lakeview Blvd.

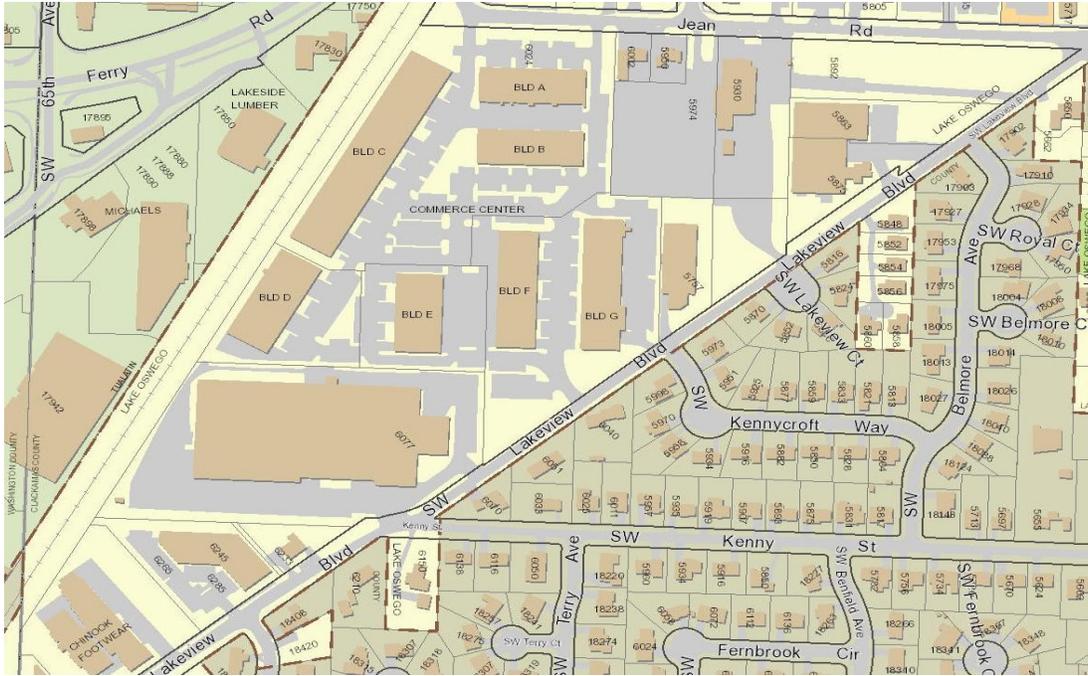


fig.1

Residential/IP zone interface east of 65th Ave.



fig.2

Date: December 14th, 2015

To: Planning Commission

From: Lisa Volpel 5655 Kenny, 97035

Re: SWEA setbacks, transition, and buffering to residential neighborhood

I am concerned that some of the proposed SWEA code changes will have an adverse effect to the relationship between the residential neighborhood and the employment area.

The Rosewood neighborhood character is greatly defined by large fir and other native trees on large lots with mostly modest houses that do not dominate their lots. While this neighborhood is zoned R 7.5 and R-10, most of the neighborhood is built out as R-10, with many lots larger than this.

Some people in the neighborhood particularly cherish the large old firs. We have a heritage tree grove of old firs.

While the existing front setbacks in the IP zone are either 20-25 feet, most of the existing buildings in the IP zone are not built to the minimum setback.

Lakeview Blvd. is diagonal to most of the other roads in the area, while most of the property is oriented north-south, east-west. What this results in, is that most of the building front planes are not parallel to the road frontage, so that there may only be one corner that is at minimum setback. These buildings tend to be parallel to side property lines. This allows more room in front of the buildings for Large Fir trees and other landscaping, and well as some area for storm-water infiltration into the earth. The trees help to visually transition to other uses, and help make the IP zone feel like part of the neighborhood. 65th ave also has some buildings at an angle, screened by conifers. This is attractive, and fits with the neighborhood character.

The neighborhood enjoys these trees, and the service they provide to buffer the IP zone, help with storm-water, and last but not least, mitigation of freeway and other noise.

If the minimum front setback becomes the maximum setback, this could create a hardship to property owners building on lots where the side property lines are not orthogonal to the front line.

The build to the front property line, parking in the back code is particularly a problem in the neighborhood commercial zone, north-west corner of Pilkington and Jean roads. The existing commercial development on this is the entryway into our neighborhood. This property has the parking lot in the front, as well as about a dozen large fir trees. Redevelopment under the proposed code would be a death sentence. The property owner could only save the trees by not redeveloping or even improving the property past a certain point. Trees can co-exist with parking, and create an open park like feeling.

Beyond this, I wonder if the transition code between the two uses are enough to protect the neighborhood, and would ask you to compare this code to the Lake Grove Village code in respect to the interface to the residential areas.

I do not understand why there is an agenda to push the "Compact Urban Form". The Lake Grove neighborhoods in particular are suburban, semi-rural, and this type of building forms does not fit the character of these neighborhoods.

-Lisa Volpel



PROJECT MEMORANDUM

DATE: November 4, 2015
FROM: Josh Anderson, PE, PTOE – David Evans and Associates, Inc.
TO: Sarah Selden, Senior Planner – City of Lake Oswego
SUBJECT: **Supplemental Traffic Analysis for Recommended Alternative**
PROJECT: **Southwest Employment Area District Plan**
City of Lake Oswego
DEA PROJECT NO: OSWX0000-0008

This memorandum addresses the Project Advisory Committee's (PAC) recommendation from August 2015 to add additional retail uses to the Southwest Employment Area District Plan (SWEA) Recommended Alternative; specifically, this pertains to the PAC's recommended changes in the IP Overlay zone that would allow retail use with square footage up to 35,000 sq. ft. The assumption is that potential additional retail would be located north of Jean Road in the area zoned IP between Pilkington Road and Boones Ferry Road; as such, the supplementary analysis focuses on this area.

Background

Previously, the Project Team performed a traffic sensitivity analysis of the two proposed alternatives and assessment of compliance with the state Transportation Planning Rule (TPR). The analysis involved the following steps: 1) assessment of existing conditions; 2) assessing a reasonable worst case build out that is currently allowed within the existing zoning; 3) assess what is being proposed to be built within the proposed zoning for both land use alternatives; and 4) compare the results of what is being proposed against what is already allowed.

The summary finding of the traffic sensitivity analysis and TPR assessment of the preliminary Land Use Alternatives¹ was that the traffic related impacts associated with trip generation increases are not expected to lead to a significant impact to any intersection owned by ODOT, and that the alternatives are compliant with the TPR.²

The August PAC-recommended changes to the IP Overlay zone require a supplementary traffic analysis to determine if the recommended changes will trigger a significant effect, as defined by ODOT, according to the TPR. The TPR states that a proposed plan or land use regulation amendment *significantly affects* a transportation facility if it "(d)egrades the performance of an existing or planned

¹ Note: the Recommended Alternative incorporates elements of both preliminary Land Use Alternatives 1 and 2

² Please reference Traffic Sensitivity Analysis and Transportation Planning Rule Analysis report (May 2015) for further details

transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan.” In previous interactions with ODOT staff, it was relayed that if an intersection fails to meet the performance standards, a net increase in volume to capacity ratio of three percent (0.03) or more is considered a significant effect. (Note: The performance standards for the SWEA study intersections are shown in Tables 1 and Table 2 of the Traffic Sensitivity Analysis and Transportation Planning Rule Analysis report).

Furthermore, the IP Overlay zone is identified as an Industrial and Employment Area under Title 4 of Metro’s Urban Growth Management Functional Plan. Compliance with Title 4 requires allowed retail use to be capped at 60,000 square feet for a single building, site, or adjacent sites (includes across a right-of-way) in the IP Overlay zone. The City may authorize new commercial retail uses exceeding the 60,000-square foot cap given conditions that: 1) the uses generate no more than a 25% increase in site-generated vehicle trips above the permitted non-industrial uses; and 2) the use meets maximum permitted parking per requirements under Title 4.

Supplemental Traffic Analysis Methodology

The Project Team has proceeded with analysis – for the planning horizon year 2035 – of traffic impacts generated from allowing increased retail use in the IP Overlay zone per PAC recommendations. This additional work builds off of the building square footage and associated trip generation tables derived for the Traffic Sensitivity Analysis and Transportation Planning Rule Analysis report. Starting from the Recommended Alternative, the Project Team iteratively increased site-generated trips at the ODOT study intersections to determine the level of trips to the site that would trigger a volume-to-capacity (VC) increase of .03. Once that trip level was determined, the Project Team equated those trips to square footage of development. In essence, this is a “back-calculation” approach to derive the allowable square footage threshold.

Supplemental Traffic Analysis Summary

The findings of the resulting analysis show that assuming a trip rate of 3.21 trips per 1,000 square feet of retail (an average of ITE trip generation rates for Land Uses 820 [shopping center - 3.71] and 826 [specialty retail – 2.71]), *an additional 47,000 square feet of retail* may be allowed before the intersection of Boones Ferry Road and Jean Way triggers the v/c increase threshold of three percent (0.03) or more which would trigger a significant effect under TPR standards. As part of the supplemental analysis, the City also requested technical expertise in considering whether a maximum retail square footage should be set conservatively, to account for some growth and land use changes that may not be captured in the traffic analysis model. It is recommended that a conservative approach be considered in the range of 80-85% of the maximum.

The supplemental analysis also calculated the impacts of allowing a food cart pod, as recommended by the PAC. Based on a trip rate of approximately five times greater than the trip rate for retail use, if food carts were located in the IP Overlay Zone, up to 9,000 total square feet of food carts could be added to the Recommended Alternative (not including additional retail) before triggering a significant effect under TPR standards.