

# **6333 Lakeview Boulevard: Rosewood NA Meeting**

February 23, 2022

Meeting was held both in-person and online

Lakeridge Middle School: Commons

## **Attendees:**

Tony Vandenberg - LOSD

Jamie Harwood - LOSD

Beth Starr - LOSD

Dave Kruger - LOSD

Doug Pruitt - Architect, BBL Architects

Brent Ahrend - Traffic Engineer, Mackenzie

Lee Leighton - Planner, Mackenzie

Matt Atkins - Project Architect, BBL Architects

Jennifer Benelli

Jennifer Bergman

Curtis Calonder

Jason Carver

CA Clements

Bill Davies

Jenny Davies

Julie Dawson

Nancy Dunis

Ashley Eddy

Nicoletta Endres

Robert England

Abigail Otano-Haffner

Niki Hanson

Chris Heun

Grant Howell

Iluska Ikeda

Masamichi Ikeda

Pamela James

Gretchen Keebler

Rick Kersey

Mark Kimball

Peter Klæbe

Cindy Maddox

Jonathan McDowell

Ann Mikulka  
Linda Morse  
Steve Morse  
Louise O'Neill  
Sherry Patterson  
Douglas Paul  
Felicia Poh  
L. Poh  
Chris Pokarny  
Robb Rittala  
Bonnie Robb  
David Rohr  
Christine Roth  
Kate Roth  
Russell Ruhland  
Ann Savage  
Allen Schmitz  
Aden Smith  
Kelsey Snook  
Linda Tetz  
Cale Thompson  
Rae Thompson  
Soll Thompson  
Cheryl Uchida  
Lisa Volpel  
Julie Watson  
Bruce Williams

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**Purpose of Meeting:**

Review with the Rosewood Neighborhood the pre-application for a Conditional Use Permit for a transportation depot at 6333 Lakeview Boulevard.

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**Meeting Minutes:**

Meeting was called to order at 6:04 p.m. by Tony Vandenberg, Executive Director of Project Management with Lake Oswego School District.

Mr. Vandenberg announced that the meeting was being held in-person as well as online. He introduced the project team present which included Beth Starr, Project Coordinator, Doug Pruitt, Architect from BBL, and Brent Ahrend, Traffic Engineer with Mackenzie.

Mr. Vandenberg stated that he would share a brief slideshow which would be followed by a question and answer period.

The slideshow began with an overall site plan. Mr. Pruitt, Architect, explained the utility plan, pointing out where the stormwater facilities would be on the site. He explained that there are currently two buildings on the site, a pole building on the south side, and a metal building to the north. He stated that we would be taking down the pole building, and doing some remodeling and upgrades to the metal building.

The south side of the building would include approximately 70 parking spaces for the personal vehicles of bus drivers, transportation administration staff, and maintenance staff. The north side of the building would be used for bus parking, with room for 66 buses.

The site would include a propane fueling station. A vertical propane tank would be housed in the west corner of the property. This tank would typically be refilled every few days.

Mr. Pruitt said that a 10' high sound wall would be installed along the front of the site on Lakeview Boulevard. The purpose of the wall would be to help mitigate the sound impacts from the bus operation. There would be sound gates at the entrance and exit points. Four years ago, we worked with an acoustical engineer and a design advisory team in an effort to develop additional measures to try to mitigate some of the sound impacts to the neighborhood. The sound wall and sound gates are a result of that process. Mr. Pruitt also pointed out the landscape screening that would be planted in front of the sound wall along the frontage.

Mr. Pruitt explained that there would be three bus maintenance bays added to the building. The interior front of the building would include spaces for bus driver training and a bus driver lounge. The middle of the building would maintain some warehouse space for the district's use.

Mr. Vandenberg then pointed out the location of the building on Lakeview Boulevard. He expounded that as part of the River Grove Project, which is a separate application, we are proposing an improvement by adding a paved path along the south edge of McEwan, all the way down to the intersection of 65th. This is one of our highest priorities based on Safe Routes to School.

**Q: Is this the same location you were proposing last time for the bus barn?**

*A: (Tony Vandenberg) Yes, it is.*

Mr. Vandenberg continued to explain that we are currently conducting a new traffic study, a new parking study, and other studies associated with the project. They will come with the traffic routing and other updates we are proposing. He explained that we would be operationally directing traffic south, down Lakeview Boulevard to 65th, and then McEwan to the west and connecting back up to the city to the greatest extent possible. The buses that would be picking up directly in front of the school, or in the direct neighborhood would follow their typical routes. He continued to say that routes change on an annual basis, and we are currently reviewing the

routes, as to how they would be at the start of operations at the facility on Lakeview Boulevard. We are also looking at some potential right-of-way improvements, that could bring some gap-filling of sidewalks. There is some available right-of-way on both sides of 65th. We are studying both locations to provide some additional pedestrian access through the area.

**Q: Clarification on sidewalk or pathway materials?**

*A: (Tony Vandenberg) We are very early in the design process for the path. It is not going to be concrete; most likely will be asphalt paving. We are considering a pathway similar to what was done on Pilkington Road, meandering to avoid established landscaping. The pathway will be ADA compliant.*

**Q: Is this meeting being recorded?**

*A: (Tony Vandenberg) Yes, we are recording audio for the purpose of minutes.*

**Q: Have you looked at alternative sites? There are plenty within the district.**

*A: (Tony Vandenberg) We have looked at other sites. We are conducting a search at the present time. We have found two locations within the City of Lake Oswego that would support a facility such as this. We have yet to receive our results from the search.*

*\*Post-meeting clarification: Intended to identify that there are two zones in Lake Oswego that a transportation depot are permitted in, not actual sites.*

**Q: What is the plan for the present bus barn? What happens to that land?**

*A: (Tony Vandenberg) This is a property that is owned by the school district. Part of what we do in the district regarding our facilities and sites, and potential future improvements, is work with a group of community members on long range facility planning. Our last iteration of the Long Range Plan discussed future improvements associated, with this being the first step. Once the property is freed up, there will be other opportunities that will come through engagement with the community and an update to our future plans.*

**Q: Is this to build a bigger, better school over there? Or is this to sell it to a developer?**

*A: (Tony Vandenberg) Not yet determined.*

**Q: This is your second application - for new people, please provide the context of the past and explain what happened in the first application.**

*A: (Tony Vandenberg) The decision of the initial application was in 2019. At that time, we brought the application forward and the application was denied at the Design Review Commission\*, City of Lake Oswego. Following the decision, during the appeal opportunity, discussions with the school board resulted in the decision to not proceed with an appeal. We had a great need for warehousing space while constructing the middle school, so we took advantage of the building on the Lakeview Blvd. site for warehousing. We committed to reaching out to the community, and to look for opportunities to answer the concerns, and bring forward thoughtful responses to the concerns that were raised. In leading up to where we are now, we confirmed with the school board if we were going to proceed with the application, and that is what we are doing at this point. This is the first step in our ongoing communications. There will*

be additional meetings and other opportunities to provide input, and for the district to present the project as it continues to evolve.

*\*Post-meeting clarification: Mr. Vandenberg referred to the “Design Review Commission”, but it is actually the “Development Review Commission”.*

**Q: Could you explain what you see as the next steps?**

*A: (Tony Vandenberg) This is one of the first steps in the formal process for submitting an application. We are updating all of our studies, and with that will come information. That information will then be used to see what we can do to mitigate concerns that may come out of our studies. We do anticipate sharing additional information with the neighborhood association as the studies are completed. That would be the next step.*

**Q: Why are we moving the transportation facility from its current location to this new location?**

*A: (Tony Vandenberg) One reason is that the property the transportation facility is currently located on is not large enough to accommodate the entire fleet as well as our employees. The site on Lakeview Blvd. is much more accommodating for both our staff as well as our buses.*

**Q: How much bigger is this site than the old one?**

*A: (Doug Pruitt) It’s about 70% larger.*

**Q: How much acreage is there at the Lake Grove site vs. the acreage at the Lakeview Blvd. site?**

*A: (Doug Pruitt) I don’t have those numbers at this time.*

**Comment: You haven’t given us enough information to be able to do an apples to apples comparison of both sites. We don’t know whether there’s room at the other site for potential expansion, because we don’t know how much property the district actually owns there.**

Mr. Pruitt stated that there are only two parts of Lake Oswego in which a bus transportation facility, such as this, is actually permitted – the industrial park west of Lakeview Blvd. and the industrial zone between State Street and the river where the cement plant is located. No other areas permit sites such as this. We are “grandfathered in” at Lake Grove, but we can’t expand at Lake Grove without getting a zoning variance that would allow that.

**Comment: Just like you’re asking for a zoning variance here?**

*A: (Mr. Pruitt) We are not asking for a zoning variance at Lakeview Boulevard. The transportation depot at the industrial park zone is permitted as a conditional use. So, it would be a conditional use permit we would be applying for.*

**Q: Will this be a non-conforming building?**

*A: (Mr. Pruitt) No, it will not.*

**Q: Why do we need a space that is 70% bigger?**

*A: (Tony Vandenberg) The fleet has grown over the years. Right now it consists of about 67 buses, and there is no room on the site for employee parking.*

**Q: I am new to the area. What issues were raised and how have you addressed them since the previous application?**

*A: (Tony Vandenberg) The majority of concerns that came up around the initial application were concerning sound and traffic (including pedestrian safety). In response we are conducting additional studies. We are looking at opportunities to improve portions of the right-of-way, and there are enhancements that will result from other projects that are not related to this project. We are also conducting additional outreach in an attempt to hear, understand, and respond to concerns from the community.*

**Q: Impacts on safety, pollution, noise, and stormwater quality will be enormous. This was denied the first time. What has been done in studies to those things? We are anxious, frustrated, and scared in our communities. We feel that you are going back to the same thing and doing it all over again. There is nothing new here and the effect to human life is incredible.**

*A: (Tony Vandenberg) I appreciate your statement.*

**Q: You have 68 buses that you want to put in there? All 68 buses starting up in the morning and then leaving. I don't understand how you are going to control the noise and control the traffic, if you notice there's a lot of traffic going from Pilkington and around, out onto Boone's Ferry; that's pretty congested now. I don't understand how a wall is going to keep that noise level down and I don't understand how you are going to alleviate the impact to traffic? I also worry about something blowing up there one day because of the fueling station. What kind of safety issues are being addressed there?**

**Q: Can you give us specific details about the fueling station and the propane tank?**

*A: (Tony Vandenberg) A lot of this will be in our application. We are still working on final detailing. Some of this information that we are hearing tonight will become part of our application as we move forward. This is information for us. We do appreciate the questions. We don't have all of the answers tonight. I believe the propane tank is 1,900+ gallons.*

**Q: Where exactly do you propose siting the propane tank?**

*A: (Doug Pruitt) The propane tank would be located on the back corner of the site.*

**Q: What do you mean by a fueling station?**

*A: (Doug Pruitt) The fueling station has a covered area like a gas canopy. There are two, propane-fueling pumps. Very similar to propane fueling pumps at the current site. There are two pumps under the canopy so they can fuel two buses at a time. A standard gas station canopy on steel columns to cover the area so the drivers are out of the rain when they are fueling their buses.*

**Q: What is the square footage of the building that will have the bus bays in it?**

A: (Doug Pruitt) I don't remember what the square footage of the building is. The bus maintenance bays would probably take up about half of the footprint of the existing building.

*\*Post-meeting clarification: The building is 17,452 SF.*

**Q: Could you explain the purpose of this meeting in the timeline that you are talking about with your application? What you are hoping to get out of this meeting and then how would that affect meetings going forward?**

A: (Tony Vandenberg) The purpose of this meeting is to receive input from the community. We are receiving a lot of input at the moment and we do appreciate that. This is the first step as far as our formal application goes. We are open to additional meetings and we will provide additional information as we move forward.

**Q: Why are you revisiting this again when we've already said that we are opposed to it?**

A: (Tony Vandenberg) We hope to receive input, as we are now, and with the additional studies that we are conducting, we will be able to look at our design and see what else we can do to provide additional mitigation.

**Q: Are you planning an aggressive timeline to get this application through the DRC?**

A: (Tony Vandenberg) We will provide a new design as we proceed in a thoughtful manner. We have not yet determined the exact timing. It will all depend on how we proceed with our studies and additional design as we move forward.

**Q: Could it be as early as May that you expect to go to the DRC?**

A: (Tony Vandenberg) Potentially.

**Q: When do you expect to get the studies completed? Particularly, the traffic study?**

A: (Tony Vandenberg) That is yet to be determined. We are working on a preliminary schedule from our design team as to how long the studies will take. Some of them will take a little bit longer. We also have some additional outreach to other jurisdictions to get input and that may take some time as well.

**Q: What studies are pending?**

A: (Tony Vandenberg) Traffic study, sound study, parking study, arborist report, and a stormwater report.

**Q: Is there an impact study on the valuation of the properties in the surrounding area?**

A: (Tony Vandenberg) That is not a submittal requirement in the City's process.

**Q: You mentioned the right-of-way and frontage improvements that you are anticipating in the future, but to be clear, none of those right-of-way improvements are a condition of granting this conditional use permit, correct? This is not mandating any of that?**

A: (Tony Vandenberg) Essentially. Right-of-way improvements are being proposed by the school district voluntarily.

**Q: I see no railroad track on the site plan, so people don't see that tracks are there. The number of buses appears to be ten more than the 60 proposed in the first proposal. If the buses continue to increase in number, you will not be able to facilitate all of them. I see no changes that will satisfy neighbors' concerns. The concern is the safety and the total impact it will have on homes and the peace of neighboring residences.**

*A: (Tony Vandenberg) Thank you for your statement.*

**Q: Can you specifically state what the difference would be between the original Development Review Commission and what you're proposing to do now?**

*A: (Tony Vandenberg) We are conducting additional studies that may bring additional enhancements to help mitigate the concerns. We are routing the buses towards the south rather than have them go both ways.*

**Q: Is that a guarantee?**

*A: (Tony Vandenberg) Yes, that is what we are proposing as part of the application. Operationally, that will be part of the approval process.*

**Q: What considerations have you given to the railroad tracks, and the changed routing of the buses?**

*A: (Tony Vandenberg) We are looking at that as part of our Transportation Impact Study. We will be working with the City of Lake Oswego and other jurisdictions to gain their input as well. That will be addressed as part of our application.*

**Comment: Vehicles going down Lakeview will run into congestion on Jean Road.**

*A: (Tony Vandenberg) We will be reviewing this as part of the Transportation Impact Study.*

**Comment: I've timed trains, and sometimes they stop anywhere from 20 to 45 minutes at a time.**

**Q: The buses are packed in here like sardines (referring to the slide showing the site plan). How do you propose to do circulation? It looks like you will have to use Lakeview as circulation?**

**Q: (Kelsey Snook held up a neighborhood map that showed the streets and the property on Lakeview Boulevard) This is what I believe you proposed. Would it be helpful to discuss the routes that you anticipate?**

*A: (Tony Vandenberg) We are currently reviewing and updating the routes as part of our Traffic Impact Study. The orange lines on the map that represent the routes describe the routing of the majority of the buses from the site. Down Lakeview, 65th, McEwan, looping back up into the city.*

**Q: This was denied in 2019, and you've had three years to do a study, but are just now working on that study?**

*A: (Tony Vandenberg) It's important that the study be done close to the re-application. Some of the input that we are hearing now will be part of the study also.*



**Q: I assume that you are going to be using Lakeview for circulation? The buses are packed in tightly. How do you get perpendicular-parked buses out without first moving the buses that are already there? Where do those buses go? They have to go around on Lakeview.**

*A: (Tony Vandenberg) Operationally, we will continue to review the site, and how buses arrive and are deployed.*

**Q: The intersection of McEwan and 65th is regularly congested. There are unpredictable train schedules with long stop times. The buses will be coming and going four times a day. There are already businesses on McEwan that need deliveries from semi-trucks which are regularly parked in traffic lanes because there is no other place for them to deliver their loads to those businesses. On top of all of this, there will be buses either stuck behind those trucks, or having to go around them. This consideration around that intersection, and the traffic flow, and you coming to the conversation without more information than, “we’ve thought about a sidewalk” is very concerning. The research and the planning should have gone deeper when you consider the problematic aspect of that particular intersection which is going to be your primary route.**

*A: (Tony Vandenberg) Thank you for your statement.*

**Q: Will there be another meeting like this one after all these studies are completed? Such as the traffic report?**

*A: (Tony Vandenberg) We will work with the neighborhood association to bring additional meetings as information develops.*

**Q: Is there anyone from the school district here?**

*A: (Tony Vandenberg) I am from the school district. Beth and Jamie are from the school district. Director Wallin, from the school board, and John Parke, an administrator, are here as well.*

**Q: So they understand our feelings from before and took that into consideration, and yet here we are again.**

*A: (Tony Vandenberg) We are still considering and we are still developing our plans.*

**Comment: Our feelings still haven’t changed, so thank you for having them listen like they do.**

**Comment: If you go farther past and get to the Taco Time cluster corner, where there’s a gas station, you are barely able to get through in normal traffic. I don’t know if you are required to extend your traffic study to that particular intersection, but it’s very problematic, all the time. If you would look at that, I would really appreciate it.**

**Q: Are you going to actually, physically be out seeing what it’s like there? Or is this all hypothetical? I’ve never seen a traffic strip that counts cars, or a person looking at the intersection of 65th and McEwan, or anyone looking at what happens, daily, with the trains. If something happened to someone in our Rosewood neighborhood, where an ambulance was required, they would not be able to access us. If we have a train stopped**

**for 20-40 minutes, and then a line of 45 - 60 buses, they won't be able to get to us. It's a safety issue.**

*A: (Brent Ahrend) We are working with the city on scoping the traffic study. I've been talking with them about which intersections, which roadways I need to be looking at. We are close to finalizing what that's going to look like. We will be looking at Boones Ferry and McEwan. We will be looking at the rail crossings as well. We will be doing traffic counts during the normal peak hours that the buses will be going as well as times outside those peak hours, so we know what the impacts are at those different intersections.*

**Q: Is anything going to be done to repair the railroad tracks on Pilkington Road? You hit that and you could wreck the front end of your vehicle or the rims on your tires. Nobody seems to be paying attention to repair that needs to be done there. Who do we contact? Is that Tigard? Is that Lake Oswego?**

*A: (Brent Ahrend) The railroad is responsible for that.*

*A: (Tony Vandenberg) We are aware of the concerns and will be looking at it.*

**Comment: I go to Lakeridge Middle School and I ride my bike to school every single day. There are already cars on that road\*, and this would bring more traffic down that road making it a lot harder for me to get to school.**

*\*Post-meeting clarification: Kenny Street*

**Q: Can you talk about the impact beyond Lakeview?**

**Q: How much non-resident traffic will this force into neighboring communities? My street is already a cut-through for a central intersection between Lakeview and McEwan. Including the additional traffic caused by the employees getting to and from the depot, how much traffic will be pushed into the community trying to avoid Lakeview? Is there a way we can calculate that in one of the studies?**

**Comment: And not just the bus routes, but the employees getting to the depot, to and from work.**

**Comment: Most of those roads don't have sidewalks.**

*A: (Tony Vandenberg) Thank you for your statements around traffic that will be brought from the operations of the facility back into areas adjacent, such as the neighborhoods. We will be looking into this as well. Appreciate that comment.*

**Q: Please explain why the bus barn needs to move to the Lakeview Boulevard site?**

*A: (Tony Vandenberg) We addressed this previously in the need for relocating the facility due to the inadequate size of the existing facility. Additionally, the condition of the facility where the buses are currently situated is one of the lowest scoring facilities in our district, and in need of significant repair if we were to use it or repurpose it. The facility that we are proposing at Lakeview is larger and can accommodate our fleet, as well as our staff associated with the operations.*

**Q: McEwan runs through Tualatin, has Tualatin been, or will they be, consulted about the increase of traffic through their city? Has the City of River Grove removed their opposition to the bus barn?**

*A: (Tony Vandenberg) The City of River Grove has made a statement about the proposed, prior to our pre-application meeting, suggesting their opposition to the project. As part of our traffic study, City of Lake Oswego's traffic engineering department will be reaching out to adjacent authorities having jurisdiction.*

**Q: Where McEwan and Lake Grove\* meet up, there is a change in road right-of-way width; it is a very tight corner. Is there any intention or intent to re-engineer that corner so buses can safely move through it? It is a choke point and is dangerous. Before you even consider running large vehicles through that curve, you need to re-engineer it. That corner really needs to be looked at.**

*\*Post-meeting clarification: McEwan and Lake Grove was mentioned, but McEwan and Lakeview Blvd. was the intersection questioner intended to discuss.*

*A: (Tony Vandenberg) Thank you for your question. We are looking at those areas you mentioned.*

**Q: Have you contacted the property owner at that intersection?**

*A: (Tony Vandenberg) I have contacted the property owners' at McEwan and 65th as well as Lakeview and 65th.*

**Q: You have put a lot of money and time into these studies. You suggested earlier that there was another site you were considering...**

*A: (Tony Vandenberg) I did not say that there was another site we were considering. We are doing a study to see if there were other real estate opportunities within the City of Lake Oswego. We have not received the results yet.*

*\*Post-meeting clarification: There are two zones in Lake Oswego that a transportation depot are permitted in, not actual sites.*

**Q: Do you feel this impacts the property values of the houses in that neighborhood?**

*A: (Tony Vandenberg) I am not a real estate professional. I cannot answer that.*

**Q: In a meeting I had with you earlier, you indicated that you had been offered somebody to occupy this particular property that you thought might be worse for the neighborhood than a bus barn. Do you want to elaborate on this?**

*A: (Tony Vandenberg) It wasn't a statement of somebody that had approached to potentially lease or work out of the property that would be potentially worse than a bus barn. It was simply a statement that there could be other opportunities for other businesses that could potentially be more disruptive or have more of an impact as described by others adjacent.*

**Q: Is there any opportunity to enlarge the bus barn at its current location?**

*A: (Tony Vandenberg) The present site is being occupied, both by our maintenance facilities and by Lake Grove Elementary School.*

**Q: Is there any opportunity to take any land from that and improve there?**

*A: (Tony Vandenberg) There is not. Mr. Pruitt mentioned earlier some of the implications that would be related to attempting to modify the use of that particular site as it currently exists.*

**Q: Has any study been done on the number of trucks that leave the buildings along Lakeview on an hourly basis, traveling east and west? I was stuck behind a truck recently and had to slow down to 5 mph and I was unable to pass the truck.**

*A: (Tony Vandenberg) We will be looking at this as part of our traffic study. Counts of trucks will be included as part of the study.*

**Q: A possible recycling business is looking at locating on Lakeview Boulevard opposite the Kenny Street intersection. Its trip generation should be considered in traffic analysis.**

*A: (Tony Vandenberg) The traffic study will be based on the requirements for a Traffic Impact Study associated with the development. There are parameters we need to follow regarding the traffic study and how it's conducted.*

**Q: What communication have you had with Washington and Clackamas County? What is being done about Safe Routes to School? It's already unsafe and this is going to make it worse.**

**Read a statement from her daughter: *She likes to ride her bike and walk in the neighborhood, and cars drive by really fast on her road. Sometimes they don't see her. She wants to feel safe in her neighborhood.***

*A: (Tony Vandenberg) Thank you for that statement. To answer your questions about additional considerations, not part of this application, but as part of other applications that are being prepared, we are proposing what we consider the highest priority adjacent to our new facility at River Grove Elementary School, the connection of a sidewalk along the south edge where we do have significant foot traffic going to the school. The district is looking at making pedestrian safety improvements at high-traffic locations to improve safety in priority safe routes to school corridors.*

**Q: There is going to be another bond coming up that is going to pay for the bus barn?**

*A: (Tony Vandenberg) No. The bus barn will be funded from a different funding source, it is not associated with the bond program.*

**Q: What fund will this be coming out of?**

*A: (Tony Vandenberg) This is funded through other funding sources that the district has. This would be a good question for our Assistant Superintendent of Business. You can find contact information online, or contact me for information, I don't have it at the moment. These are district funds. The majority of our district funds come from our community, our taxpayers.*

**Q: Is there a fueling station at the current bus barn facility? Have there been any security issues over there?**

*A: (Tony Vandenberg) Yes, there is a fueling station at the current facility. We haven't run into security issues at our existing facility.*

**Q: What is the typical security for a site like this?**

*A: (Tony Vandenberg) A parameter barrier, fences, and the sound wall that was described earlier. Within our facility we have cameras, and intrusion security systems.*

**Q: I am worried about the possibility of it bringing more crime to the area with there being propane there, mechanics, and things like that.**

*A: (Tony Vandenberg) Understood, thank you.*

**Q: Is the impact of employees' personal vehicle's traffic in and out of the facility being taken into account? This will add quite a bit more traffic, and their route won't be able to be controlled like the buses.**

*A: (Tony Vandenberg) The Traffic Impact Study will be reviewing the operational impacts on the surrounding neighborhoods.*

**Q: If the feasibility studies come back negative, saying the site isn't going to work for the proposed operations, what other options do you have?**

*A: (Tony Vandenberg) I don't have an answer for that at this point.*

**Q: What has changed since the proposal that was denied a couple years ago?**

*A: (Tony Vandenberg) There have been a number of enhancements that we have included. We are continuing to look at other opportunities to provide additional enhancements as we proceed with the application.*

**Comment: You said you have done a good job of trying to get the neighborhood community involved. As a fellow P.M., I am aware of tactics to get stuff pushed through. This submittal, after it was unanimously denied a few years ago, was put back in during the holidays, during a pandemic, when most people can't get to the meetings. How transparent are you going to be at getting another meeting, to allow more people to come to the meeting, so they can express to you the unanimous reasons why this plan does not work? I live on the street, my kids go to the schools, so you'll see a lot of me. I won't hide behind games to play to submit permits to get them pushed through. I'm going to be very involved. I'm just letting you know here, that I am in the neighborhood, and I'm going to knock on every single door of the people not here, and get them involved, and politely push against this. So I just hope that you do a better job of actually getting the neighborhood involved and having meetings and not just sitting there and trying to push it through during holidays and during a pandemic when people aren't paying attention. Be more open and transparent about it because you'll get the same findings. It's going to get unanimously rejected.**

*A: (Tony Vandenberg) Thank you for your statement.*

**Q: It sounds like the capacity for this site is basically equivalent to what you need today?**

*A: (Tony Vandenberg) We don't anticipate that we will need to be adding to our transportation fleet anytime in the future. There is only so much room that we have. Our projections for enrollment have remained relatively flat. We have seen some decline through the pandemic and for other reasons. We will continue to track, but I don't expect that we will be adding additional buses, other than what we are proposing as part of this.*

**Q: How much of this decision is based on the discontent from the neighborhood that is dealing with it now?**

*A: (Tony Vandenberg) It's not based on community import from the current facility. It is purely based on need. There is a need for the district's transportation fleet to move to a larger facility that can accommodate it.*

**Q: Thank you for coming and talking to us. I do appreciate the fact that you are using a microphone. But I would like to see a microphone available for everyone in the audience to be able to participate more effectively because what you say is important. I would also like to know where in your planning have you planned for Senate Bill 2001 where we will have three homes where normally one would be today? If you are not planning for increased density at this time, where do you think you're going to be putting these people? I would like to physically see the Lake Oswego fire trucks coming down Lakeview, trying to get around the school buses. With the kids, where are they going to be walking? How are people going to be getting out safely? I am very concerned about the first response and the time it takes to get there. Yes, we have a fire department on Jean Road, that doesn't mean that they are going to be able to get around Lakeview Blvd. I have seen large flatbed trucks sitting on Lakeview, being loaded up. How will the fire department be able to get through there, and the school buses?**

*A: (Tony Vandenberg) Thank you for your statement.*

**Q: Could you share your microphone? Do you have another microphone? Is that a part of your to-do list? Additional microphones please?**

*A: (Tony Vandenberg) I am trying my best to repeat the questions and comments as they come in. It's a challenging meeting. We are doing our best. We appreciate your statements.*

**Q: Will there be minutes?**

*A: (Tony Vandenberg) Yes, there will be minutes created tonight and they will be submitted as part of our application.*

**Q: How can we get ahold of them?**

*A: (Tony Vandenberg) First step is that they will go to the neighborhood association chair for review and concurrence, and then they will be part of our application. There is a webpage that is set up for the application. It will be available via the district website and the neighborhood association as well.*

**Q: The Long Range Facilities Plan was adopted over a year ago. There was some discussion that happened offline about adding the bus barn, going back into Lakeview Blvd. at that time. The only consideration I've seen so far is that you've decided to route the traffic down Lakeview Blvd. to the south and out McEwan. It's the only significant change. You've been hearing a lot of input tonight about things that haven't changed. I'm wondering what was the decision making process that allowed you to pursue a reapplication for the transportation facility specific to the site. What were the steps that got us there?**

*A: (Tony Vandenberg) This was part of the Long Range Plan update. One of the recommendations is based on needs for the district and our facilities. One of those recommendations was to address the transportation facility, and this is the project that does that. As we reassessed the situation, following the denial of the original application, we had numerous conversations with district leadership about whether or not, and when, we would be moving forward. We went in front of the board and asked the question about moving forward and it was confirmed that we would move forward at that time. I was directed by the superintendent to do so.*

**Comment: That doesn't show up in any minutes, Tony.  
We are not finding a public record of that.**

**Q: Do you consider the railway in your traffic study? The city doesn't own the railway, so they don't have any control over it.**

*A: (Tony Vandenberg) Thank you for your question. Yes, that is part of the study. We will be reviewing that. As far as control, we have not addressed that at this point. We will be looking at that as part of our impact study.*

**Q: Are you restricted to only considering properties that the district currently owns?**

*A: (Tony Vandenberg) I don't think that we would be restricted from looking at other opportunities. Those would be conversations that I would have to have with district leadership and the school board if we were to look at other properties.*

**Q: Other properties, in Lake Oswego, that might be more conducive to this traffic and less impactful on a neighborhood, could be considered for this?**

*A: (Tony Vandenberg) At this point we are not considering other properties. But potentially we could. That would be a conversation that would have to occur with many other people besides me.*

**Comment: Let me just raise my voice in encouragement to letting that conversation begin.**

*A: (Tony Vandenberg) Thank you.*

**Q: Could you explain what it would take to have that conversation?**

*A: (Tony Vandenberg) We are looking at other potential properties with our real estate folks. We have not received a response yet as to what might be available. Feasibility would come with that, and other things.*

**Q: With all due respect, that was an interesting response to her question when I just asked the very same question. Now you are saying, we do have somebody looking at other potential properties.**

*A: (Tony Vandenberg) Yes, which I stated earlier in the meeting. At this point, we have not received a response so I am unaware of other locations that would be potentially suitable for the application we are talking about.*

**Q: Why are you limiting yourself to Lake Oswego? There are parts of other cities that are in the school district.**

*A: (Tony Vandenberg) Thank you, I don't have the answer for that.*

**Q: Have you looked at any outside of Lake Oswego?**

*A: (Tony Vandenberg) I have not looked at any specifically myself, no.*

**Q: The first corner coming out of the parking lot to the right is one of the worst corners. How will buses get through that corner?**

*A: (Brent Ahrend) I am taking notes, and these are things that we will be looking at. This is part of our Traffic Impact Study.*

**Comment: TriMet looked at the corner and said it was inadequate.**

*A: (Tony Vandenberg) Thank you for your statement.*

**Comment: I drove over by Lake Grove today when the kids were out of school and it was amazing. I saw all these kids on bikes and they were safe. And I saw them without adults. My kids can't do that and I live walking distance to Lakeridge Middle School. When we moved here, I was so excited to be walking distance to an elementary school. I took my kids walking and we were almost hit twice. I made a phone call and I discovered that because I'm in unincorporated, that there is absolutely nothing that will change. Then I started asking questions, and I realized River Grove is the dumping ground for Lake Oswego. Then I started going to school board meetings and sitting in on every single committee and asking questions. River Grove Elementary gets bigger, and then we add portables, and it gets bigger and bigger, and they say they are sorry but they can't do a site walk because it is unincorporated. I have an emergency at my home and I call and they say, "I'm so sorry, it's unincorporated." I ask for a speed bump and they say, "I'm so sorry, it's unincorporated." I live on one of these streets that they are already zipping through. My kids have almost been hit multiple times. We don't play in our front yard, because I was too scared their friends would go into the street to get a ball. When they play basketball I have to be outside, because I have to go get the ball. I have to go get the ball on a side street, because there are no sidewalks and it's unincorporated, so there's no opportunity for a speed bump. This (bus barn on Lakeview Blvd.) is so unimaginable,**



but because I have lived here for seven years, I understand it's because it is River Grove and it's unincorporated. So the anxiety and this tension that you have felt here is because of the fact that when you're going to bring another proposal here and you haven't measured the corner, that tells us that it's not important to you. As a citizen of this city, I pay the same taxes, I work just as hard to make sure our school systems are exactly what they are supposed to be, that every kid gets the things they need. This is equally important and it is not appropriate that we are the dumping ground once again.

**Q:** If there is potentially an alternate site on 1st Avenue in downtown Lake Oswego, is it unincorporated? No, it's incorporated. We absolutely cannot continue this conversation if you don't have the extra pieces. Take a walk, come with me to school. I drive my kids five blocks to school, because there are no sidewalks and it's not safe. That has to change.

*A: Thank you for your statement, Abby.*

**Comment:** This is the letter that the Waluga Neighborhood Association submitted in support of the bus barn moving. Dated March 3, 2019.

**“Our association has had a traffic and a police liaison. He meets regularly and works closely with the LO police department and with the LO traffic engineer. This partnership has proven invaluable and being able to discuss openly possible traffic calming and safety techniques. We developed traffic goals and action plans annually and share them with the police, traffic engineer, and the transportation advisory board.”**

**That's not available to us.**

*A: (Tony Vandenberg) I am very willing to make that available. And I'd be happy to include it as part of a condition to this application, to meet with the neighborhood association at least annually to discuss current issues and ongoing potential enhancements as well as working with the City of Lake Oswego and other jurisdictions. We are trying as part of this project, as well as other projects, to bring significant improvements for safe routes to school voluntarily.*

**Comment:** The Lake Oswego Police have no jurisdiction in our neighborhood. We know because when we try to get them there for one thing or another, hands off, “you're not in our jurisdiction.”

**Comment:** I had to call the ambulance for my son and they switched us. My son was lying there with a broken arm and they switched us to someone else. It sounds like, after three years of this, it doesn't matter what the citizens and the neighbors of Rosewood think. This is where we live and raise our children. This is where we sit behind the train when it is sitting there, and now we are going to sit behind seventy buses. It doesn't matter what we say in our opposition to it. What matters is money, and those who have money. You aren't going to tell us who wants to buy the property where the current bus barn is, or what they're going to do with it, but there's something going on there.

*A: (Tony Vandenberg) That has not yet been determined.*

**Comment (continued):** Those of us that are parents that are putting money in to support the Lake Oswego Foundation, we are unincorporated, but we are still paying into that

foundation. We go to our PTOs, and we are still paying into the school district. You are teaching our children, and this is our place. We need you to care. You don't care about us, as neighbors. But you care about money. Let's find out how the other Lake Oswego residents, who are north of us and in other areas, think about the bus barn being moved to Lakeview (as far as their children being late getting home every day because of their buses getting caught at the railroad tracks). What do you think about those parents? Let the people on the other side of the lake know that if the bus barn gets moved over here, it's going to impact when their kids get home and when the buses get to them. That will impact them. So, if you don't care how it impacts us and our neighborhood, tell everyone else that you do care about that it's going to be a problem for them too. Find out about the people with the money.

*A: (Tony Vandenberg) I appreciate your statements.*

**Comment:** You are creating a disaster. If you succeed in this, and this comes to fruition, we will have buses all over the place, we will have trains, we will have delivery trucks, our kids will be wandering in the streets, or waiting on buses....

You have to be a little bit more forward thinking. Look for another site. Obviously, we don't want it. You bought this property with the intent of doing something with it, but you didn't ask us. You didn't have a meeting beforehand saying the school district is going to buy this property, and we are proposing "this"\*. You didn't even put that out there. You just went ahead with your plans and now you want us to approve something that is just a disaster.

*\*Post-meeting clarification: (Information provided by Peter Klaebe, Chair of Rosewood Neighborhood Association) Actually LOSD did have a school board meeting to discuss the purchase of this property for the purpose of relocating the bus barn there. We were advised prior to the school board meeting at a neighborhood meeting that this was moving ahead at that time. The school district had put down a non-refundable deposit of \$80,000 on the purchase. The school board voted 3-2 to purchase the property in 2018 at the meeting.*

*A: (Tony Vandenberg) Thank you.*

**Q: Please talk about the drainage.**

*A: (Tony Vandenberg) The stormwater assessment will also be updated. We will be handling all the stormwater that is created on the facility within the facility itself.*

*Some things have changed with the stormwater code, so it is being updated at the moment.*

**Q: Does the code affect the amount of water that comes across Lakeview?**

*A: (Tony Vandenberg) All of the water that is being generated on the site will be treated and discharged appropriately through the site.*

*A: (Doug Pruitt) The Civil Engineer Plan currently takes all the stormwater from the roof and the parking areas on the site and detains it in stormwater facilities within the site. The stormwater is treated and infiltrated on the site. It will not come off the site. It will not flow out into Lakeview Blvd. as it currently does. We will be improving the issue of stormwater on Lakeview Blvd. by detaining all of that stormwater within the site.*

**Q: You are treating the stormwater?**

*A: (Doug Pruitt) Yes, there are storm filter systems within the design that will take out phosphates and other impurities in the parking areas (including fuel and motor oil).*

**Q: Something has to be done with the roadway to accommodate buses. Who is going to do that? Clackamas?**

*A: (Tony Vandenberg) We are working with the City of Lake Oswego. We are also reaching out to other jurisdictions to find out what improvements can be made. Additionally, our other project, which is quite large, is looking at these improvements as well. I can't speak for the other authorities at this point.*

**Comment: There is no maintenance of trees or roads. Those trees are hanging over all those wires. When it storms and the ice comes, it leans on the wires. So you are going to have a potential for issues there too.**

**Comment: I have one kid in River Grove and one kid in Lakeridge Middle School. When I pick them up, the amount of children walking, riding their bikes, or their skateboards home, taking Pilkington, taking Lakeview, taking the small roads in between, is huge. The amount of children in the middle school walking the neighborhood is huge. Traffic is already terrible which is why I end up driving my kid, because I don't trust the intersection of Jean and Pilkington. Now adding buses and the cars of the employees to those sites, and that's just Lakeview. But then there are also the side roads for kids who go to River Grove. Kenny Street, which is a major cut-through between Pilkington and Lakeview, will become even more used with people trying to avoid the buses and trucks. And there are no sidewalks.**

**Q: Will Safe Routes to School, and the traffic study include more than just the immediate River Grove area, McEwan, Lakeview Blvd., and the railroad? Please include the other neighborhood streets where people will go into in order to avoid the buses, as well as the employees traveling to the bus barn.**

**Kelsey Snook held up a map showing the neighborhood. (Exhibit A). She explained the paths that children take when going home from the middle school. The children go down Jean, down Lakeview, and they actually go further down. That is their preferred route. They walk in the middle of the street, on Lakeview, because there aren't any sidewalks. They continue on through the intersection at 65th. Additionally, any kid who goes to River Grove and lives in this area (referring to a section of the map), can't take the shortest route to school because Lakeview is a "no-go". There aren't sidewalks and there's no way to get there, and then there are no sidewalks once they are on McEwan to actually get to school. So nobody goes that way, even though it's shorter. What they do is every single kid from this area (references map) uses Kenny Street. It is a thoroughfare for every student in this whole area. Over 50% walk or bike to school. 100% of kids use Kenny Street to get to school, and there are no stop signs, no sidewalks, and minimal lights. This is why we are concerned about the potential impact on side streets. Once Lakeview is not available because there are 250+ buses on it every day, there is a definite**

and immediate impact on this one little road that every kid is using, trying to get to school.

**Comment:** Trucks are not permitted on Kenny, but they often use it anyway. Neighbors are concerned that in their efforts to avoid the buses, even more trucks will use Kenny.

**Comment:** When people come onto Kenny they go through Fernbrook and Benfield. It is a four-way stop, but no one has the right-of-way. I've watched all my neighbors and all of their children nearly get hit, at least once a week; and there are sixteen kids that live on Fernbrook Circle.

**Comment:** That little thoroughfare that multiple people are describing (Kenny and down Benfield and Fernbrook), all students going to elementary school in this entire quadrant (and more than half, as we know, walk or ride their bikes to school) use that route that doesn't have those protections in place, and falls under the jurisdiction of Clackamas County so nobody will come.

**Q: What is the fleet consumption of fuel currently? How often do you anticipate the propane tank needing to be refilled?**

*A: (Doug Pruitt) On the existing site, the Student Transportation vendor told us that it was every 2-3 days for refilling the propane tank, so I would anticipate the same at this site.*

**Q: You are planning on using the same size tank as you have on the current site?**

*A: (Doug Pruitt) Yes.*

**Q: Is that a limitation of permitting, or is that a design choice?**

*A: (Doug Pruitt) That seemed to be the size that made the most sense for the district at the time, so we stayed with that same size.*

*A: (Tony Vandenberg) This is not part of the application, specifically, but the district is looking into other considerations of electrifying a portion of our fleet over time. We will be putting in infrastructure for charging stations on our site.*

**Q: What percentage of the buses run on diesel?**

*A: (Doug Pruitt) I believe there are four diesel buses that are used to take athletic teams on long trips; activity buses that don't run every day.*

**Q: Only four buses and the rest of them run on propane?**

*A: (Doug Pruitt) I believe that is correct.*

**Q: Is there going to be any proposed vegetation or screening for the existing homes on Don Lee Way that back up to Lakeview? Concerned about the headlights shining into the windows of peoples' homes.**

*A: (Tony Vandenberg) We will be reviewing that as part of our application. There are some trees in the existing right-of-way that we are looking at trimming, and some other improvements that we are considering, on both sides of Lakeview.*

**Q: What is the earliest these buses begin in the morning?**

*A: (Tony Vandenberg) We will have to put together an operational plan for the exact timing of deployment when moving to the new site. I don't have that available right now.*

**Comment: What can we do to express to you to stop and find another spot? Point blank, what do we need to do? The impact to human life, safety, the fear, the pollution, and the apathy from the school district, and the absolute disregard for us, what can we do to express to you so you will stop?**

*A: (Tony Vandenberg) I appreciate the question. It's a challenging question for me to answer. I can say as a district employee, and as a person that serves this community for the school district, I am looking at opportunities to work with the community.*

**Q: You are not working with us right now. This project is not working. What can we do to get you to stop?**

*A: (Tony Vandenberg) The way to do that would be to attend the Design Review Commission\* meeting. We also have a school board that receives questions and testimony.*

*\*Post-meeting clarification: Mr. Vandenberg referred to the "Design Review Commission", but it is actually the "Development Review Commission".*

**Q: We've already done that once. Now you are back at it again. Stop. It's a raw wound you keep rubbing.**

*A: (Tony Vandenberg) I appreciate that. I don't have the answer for that.*

**Q: We have talked about traffic studies, what about studies of children walking to school?**

*A: (Tony Vandenberg) We have looked at Safe Routes to School as a part of both the Lakeview Property as well as the replacement of River Grove Elementary School applications. We are applying some of the highest priority enhancements associated with River Grove Elementary School. We also have other enhancements that may come as part of the 2021 Bond Program, which is still in development.*

**Q: Have you done any consultation with PGE or civil engineers to determine the suitability of the site to install charging stations for the entire fleet?**

*A: (Tony Vandenberg) It would take many years to have electric buses for the entire fleet, unless there was an influx of funding from some means. We did have a conversation with PGE regarding the feasibility of the site and the facility for partial electrification. The facility has significant electrical in it already that would be suitable for bringing charging stations that would be adequate for the buses. How many? I don't know yet. There would be opportunities to enhance in the future.*

**Q: There are at least two projects on Lake Oswego’s transportation capital improvement project list: the intersection of 65th & McEwan, and the intersection of Kenny Street with Lakeview Blvd. They are not funded at this point. Is it possible for the school district to light a fire under Lake Oswego and move those projects forward? That would mitigate some of the issues with trucks and children on Kenny Street.**

*A: (Tony Vandenberg) I am aware of the traffic projects that the city is contemplating. I have had ongoing conversations with the traffic engineer and the engineering department. We are in conversation with them, and we do promote partnership, and we continue to try to partner with the city on these enhancements. It does make sense that in doing offsite improvements, we can take them a lot further with a partner. We are very open to doing those types of projects with the City of Lake Oswego.*

**Q: When is this proposal going to go to the school board?**

*A: Prior to the Design Review Commission\*. Our submittal will be reviewed with the school board again to update on the project and some of our responses. I will be looking for guidance from our school board members as well as the superintendent of schools.*

*\*Post-meeting clarification: Mr. Vandenberg referred to the “Design Review Commission”, but it is actually the “Development Review Commission”.*

**Comment: I think that’s the thing to remember too. Tony is doing his job, and everyone up here is doing their job, what they are supposed to be doing. I think the thing that is probably going to be the most effective is writing letters to our school board, and including them in testimony. That is most effective when done in preparation for the meeting. Or, when it goes before the City Council. So, having those dates on our website is going to be the most effective. If we are in such great opposition, it really has to go to the school board because they’re the ones that are sitting in that position and saying, “Hey Tony, give us a plan for this.” I think the same would go for City Council. So if we can just get a head’s up on all those dates so that all of our feedback or comments are at the same time. In my experience it’s more meaningful if you’ve got 250 of our emails in preparation for the same meeting, than 25 at one, 25 at another. If we could figure out the dates for the Rosewood meeting that would be super helpful. If we could have a heads’ up before it goes to the school board, I think that helps us feel that our voices are being heard well.**

*A: (Tony Vandenberg) I know the neighborhood association is paying attention to our board agendas, and I’m in communication with the neighborhood association and I will continue that.*

**Q: Has anyone considered splitting up the fleet so they don’t have to be all in one spot?**

*A: (Tony Vandenberg) We have considered that option. It’s not a long term solution due to the operational impacts that it would bring, which could be in the six figures, on an annual basis. We haven’t gone further with it at this point.*

**Q: For what reasons was the initial application denied?**

*A: (Tony Vandenberg) Much of it was based on traffic and pedestrian safety.*

**Comment: It was the stormwater.**

**Comment from audience: Infrastructure and incompatibility with the use of the neighborhood.**

**Comment: At the planning meeting for the permit process, the planning commission said, “we don’t want to move this problem from one neighborhood to another.” He really pontificated on it and agreed with us. He used the stormwater as the lynchpin that stopped it. That was the thing that stopped it; he thought that problem was solved. {rest of comment was inaudible.}**

**Q: Some of the anxiety comes from the fact that this feels like a fete accompli, and that this has already been pushed through, based on the fact that it was incorporated into the Long Range Facilities Plan way back in 2020. It seems that the school board has already made its decision, and this meeting is just a formality.**

*A: (Tony Vandenberg) I appreciate that statement. The decision has not been made. This is one of the steps in going through the process. We are listening and trying to respond the best we can.*

**Q: When people raise other alternatives, it feels that you are just shutting the door.**

*A: (Tony Vandenberg) I’m not shutting the door on anything at this point. We are listening. That is the purpose of this meeting today. We appreciate the comments.*

**Q: This meeting was coordinated for the Rosewood Neighborhood Association. The parents of the adjacent schools are not present at this meeting. In addition, the business owners in the neighborhood are not represented in this conversation. How will they be represented in the conversation because they very closely coordinate all of their traffic together. They are very aware of each other’s impact. They are not aware of your impact, which would be a significant one.**

*A: (Tony Vandenberg) We will continue to work on reaching out to as many as we can. We do have information available on our website, and we will continue to do so. We have a Director of Communication that will be assisting us in that effort as well.*

**Q: Can we provide you a list of emails for distribution?**

*A: (Tony Vandenberg) We have an opportunity on our website for people to sign up to keep informed of our projects.*

**Q: If I gave you the names/addresses on an excel spreadsheet would you keep us informed?**

*A: (Tony Vandenberg) Work with your neighborhood association board in order to get us that information. Is that acceptable Peter?*

**Peter Klabe: Sure**

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Tony concluded the meeting by stating that we would be putting the meeting minutes together and then sending them out to the neighborhood association chair.

He expressed his gratitude for everyone taking the time to attend the meeting. He stated that we appreciate the neighborhood's input.

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Meeting concluded at 8:03 p.m.