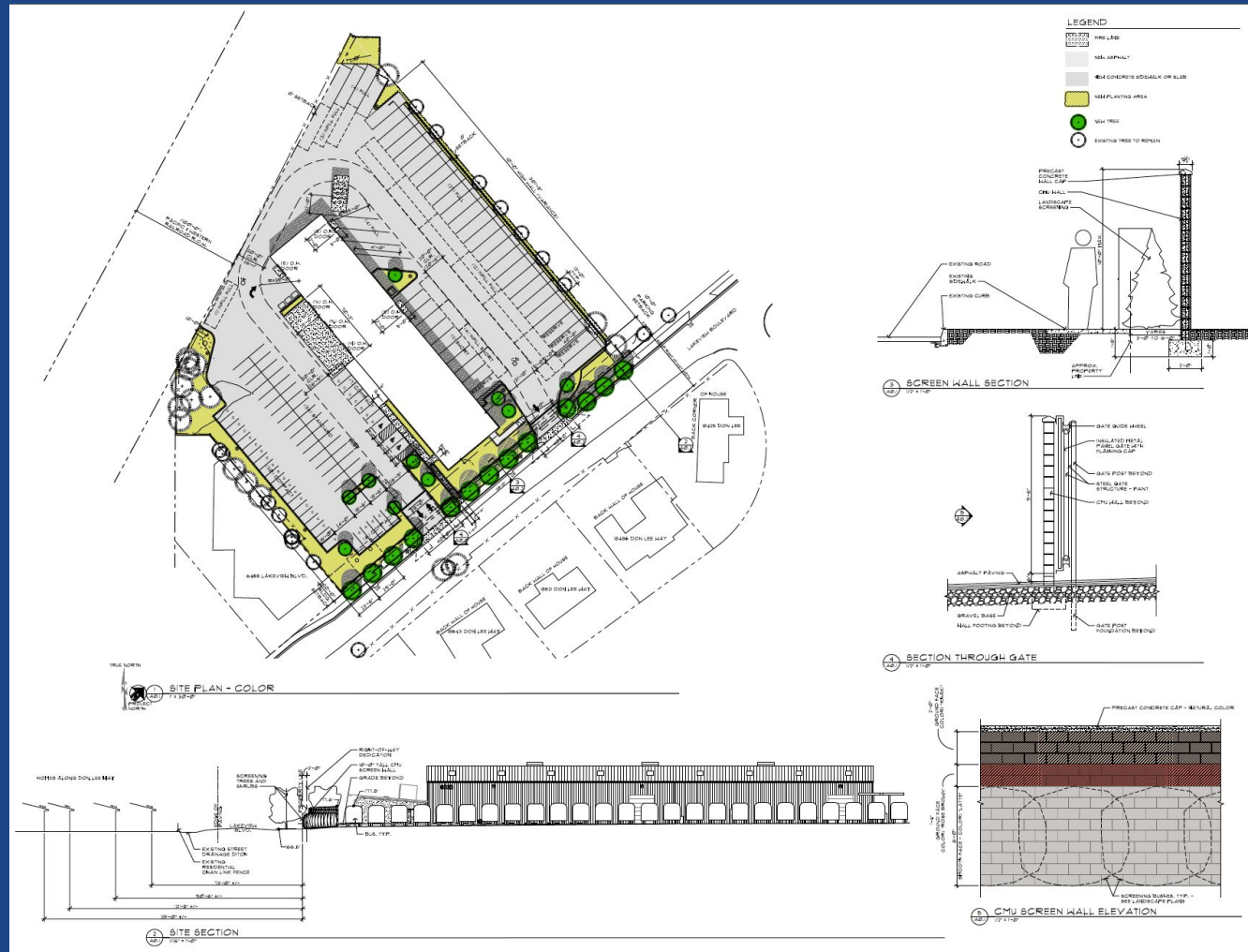


# Transportation Facility

6333 Lakeview Boulevard



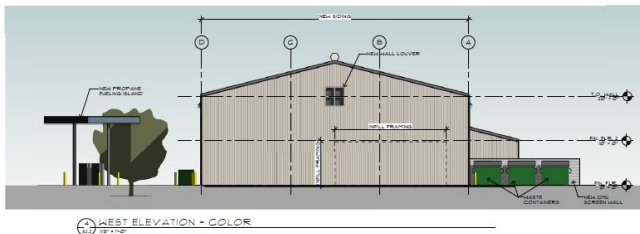
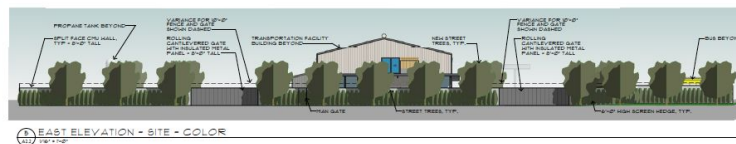
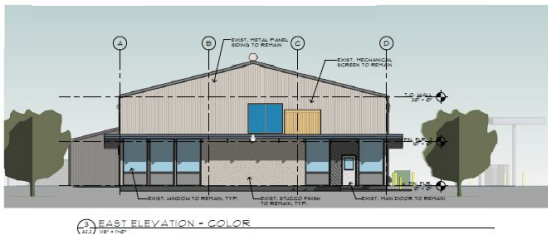
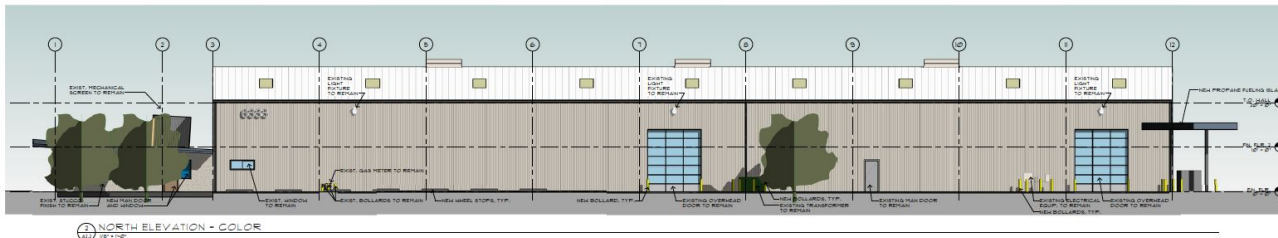
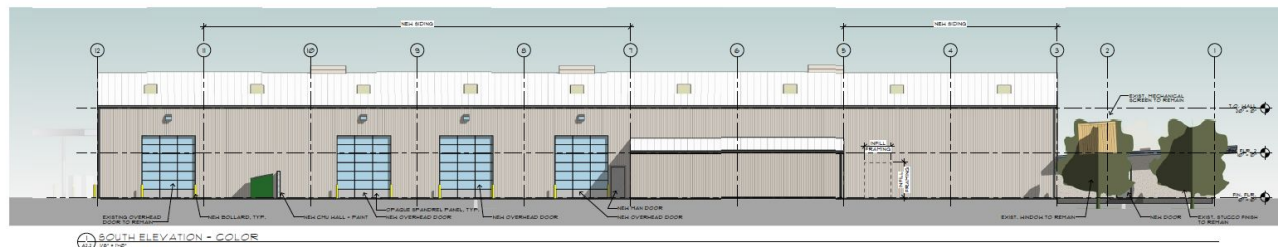
# Site Plan







# Planting Plan



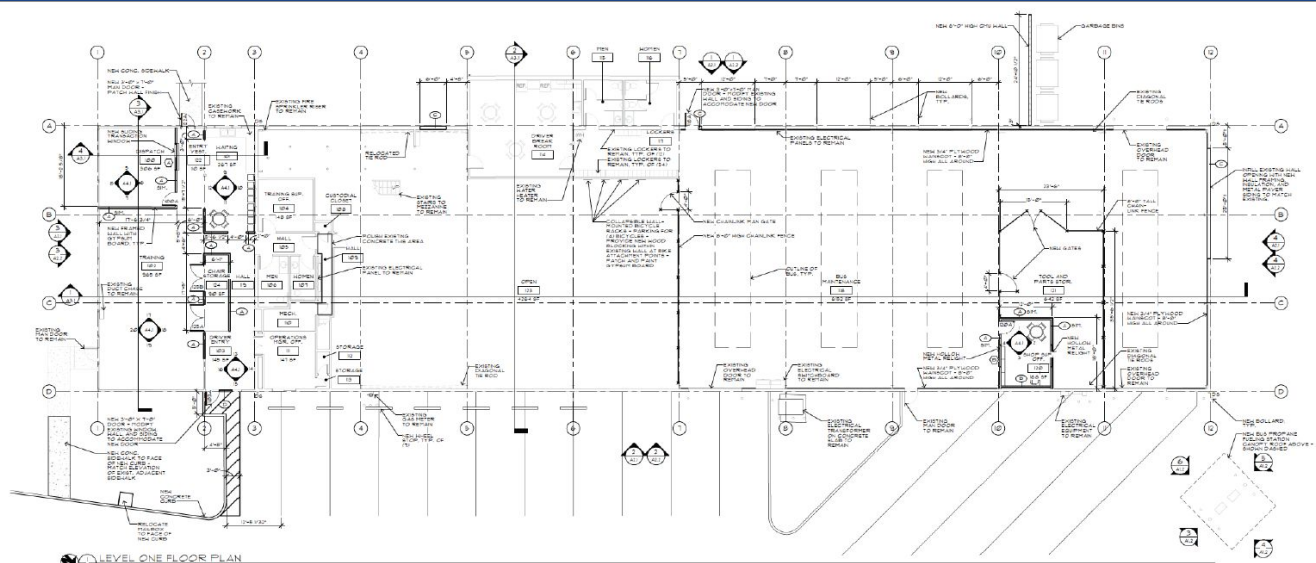


## Right of way Improvements

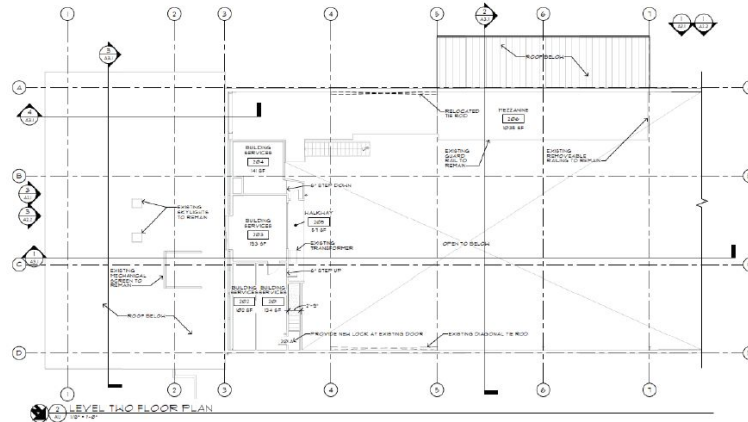


NOTE: WITH THE EXCEPTION OF BUSES SERVING THE NEIGHBORHOOD STREETS IN THE VICINITY OF THE PROPOSED FACILITY, DEPARTING BUSES WILL TRAVEL SOUTH ON LAKEVIEW/85TH TO MCEWAN. RETURNING BUSES WILL TRAVEL NORTH ON LAKEVIEW/85TH, BUT WILL NOT TRAVEL NORTH BEYOND THE FACILITY.

# Floor Plan



LEVEL ONE FLOOR PLAN



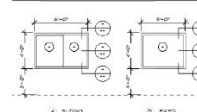
LEVEL TWO FLOOR PLAN

DOOR	TYPE	SIZE	SWING	GLASS	DOOR	FRAME	GLASS	GLASS	REMARKS
NO.	TYPE	SIZE	SWING	GLASS	NO.	FRAME	GLASS	GLASS	REMARKS
101	101	8'-0\"	R	GL	101	101	GL	GL	NEW DOOR GLASS
102	102	8'-0\"	R	GL	102	102	GL	GL	NEW DOOR GLASS
103	103	8'-0\"	R	GL	103	103	GL	GL	NEW DOOR GLASS
104	104	8'-0\"	R	GL	104	104	GL	GL	NEW DOOR GLASS
105	105	8'-0\"	R	GL	105	105	GL	GL	NEW DOOR GLASS
106	106	8'-0\"	R	GL	106	106	GL	GL	NEW DOOR GLASS
107	107	8'-0\"	R	GL	107	107	GL	GL	NEW DOOR GLASS
108	108	8'-0\"	R	GL	108	108	GL	GL	NEW DOOR GLASS
109	109	8'-0\"	R	GL	109	109	GL	GL	NEW DOOR GLASS
110	110	8'-0\"	R	GL	110	110	GL	GL	NEW DOOR GLASS

## DOOR SCHEDULE LEGEND

UPST - FOLLOW PETAL - PAINT  
 HD - HARD  
 S.F. - STAINLESS FACTORY FINISH  
 ALUM - ALUMINUM  
 ST - STEEL  
 PR - PINE  
 GRV - GRANITE AND VENEER  
 SC - SOLID CORE  
 TAMP - TAMPED  
 GL - GLASS  
 WDR - WOOD  
 JACO - JACKSON  
 PRFR - PLYWOOD  
 GRV - GRANITE AND VENEER  
 LVR - ONE HOUR RATED

## RELIGHT TYPES



## GLAZING TYPES

- 1/4\"
- 1/4\"
- 1/4\"
- 1/4\"

# Questions & Comments from the Community

1. Question for LOSD Board at February 23 meeting:

The proposed relocation of the transportation maintenance facility to the Lakeview property changes the routes the busses must drive to and from the facility. The Lakeview property is at the perimeter of the District boundary, and existing roads are either narrow, neighborhood, or constrained by several rail crossings. With such a relocation it is expected that the cost to operate the bus routes would increase due to the length of time and or miles driven. Can the District provide the cost estimate for operations at the existing facility and for the new facility, given these differences?

2. My husband and I live in the Rosewood neighborhood, close to the Lakeview Blvd property. We're writing in regard to this PA 21-0121:6333 Lakeview Property. After reviewing the information in the correspondence dated January 24, 2022, it is very clear that the main purpose of development of this property is to relocate the bus barn facility to this location. Over two years ago the conditional use permit for this same location was rejected. The main concern was the amount of traffic this would add to the area and the disruption it would cause the neighborhood. The minor developments that are listed in the letter will not address that main concern. While we understand that the current location isn't ideal, and makes the drivers have to cross the street, the Lakeview Blvd location will significantly disrupt the peace of this entire neighborhood and will end up causing more problems in the long run. These streets are already used extensively by industrial vehicles and can not support the traffic from all the busses as well. A video was shown to the city council the last time this proposal was made, showing busses going down Lakeview Blvd and turning onto Jean Road. It was obvious from this video that it would take a significant amount of time for all busses to move in and out. Even if busses are routed towards McEwan and 65th, the problem will be the same. We strongly oppose this proposal. We are looking forward to attending the virtual meeting on Wednesday and hearing more.



# Questions & Comments from the Community:

I am writing to submit my testimony in OPPOSITION to the use permit that would allow a bus barn to be located at 6333 Lakeview Blvd. I am a business owner in the building directly to the SW of this lot, at 6455 Lakeview Blvd. My business has been at this location for over 15 years, and I can personally testify that this road and area is NOT able to support hundreds of bus trips per day.

The corner at Lakeview and 65<sup>th</sup> is a blind corner driving north, with no visibility, no sidewalk on the east side of 65<sup>th</sup> to Lakeview, and I have seen multiple accidents at this corner including, once that our monument mailbox was destroyed, and had to be relocated deeper onto our property.

The traffic is already above capacity ever since the City of Lake Oswego located a large vehicle barn at the north end of Lakeview Blvd where it ends at Jean Rd. The added congestion to both the neighborhood and my business because of the railroad tracks, and the fact that buses stop at to cross, would be untenable.

I understood that this land use was previously denied because of these, and many other concerns, and I do not understand why this is allowed to be resubmitted. What has changed since last time?

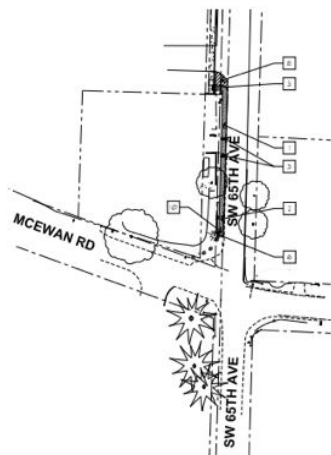
I believe the bus barn would be in violation of several LOC codes.

I am also VERY concerned about the environmental impacts of having a fueling station on the property next to me. I would not have located my business here at 6455 Lakeview if there had been a fueling station located next door.

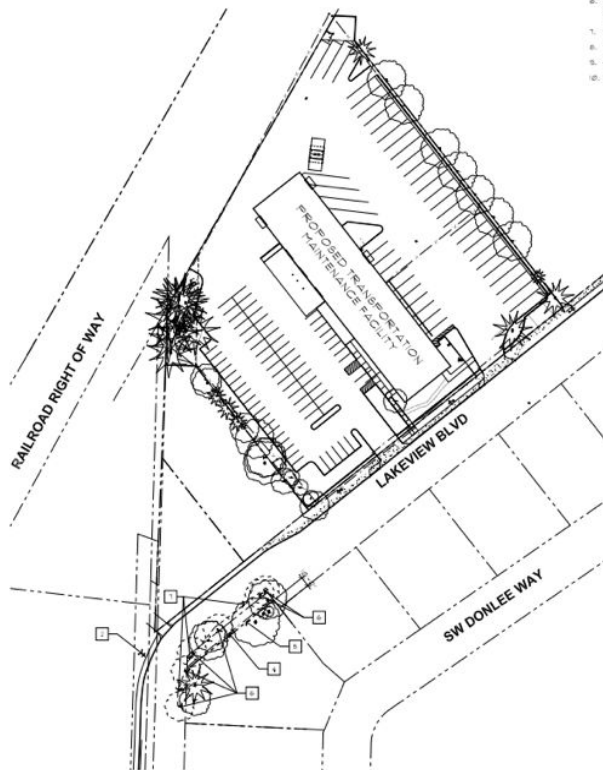
Please find a different location that is already zoned for this use, and has the appropriate infrastructure to support such heavy use.

I appreciate your consideration of the impact to both my business and MY neighborhood as both my son and I attended Rivergrove Elementary School down the street, and still live here.

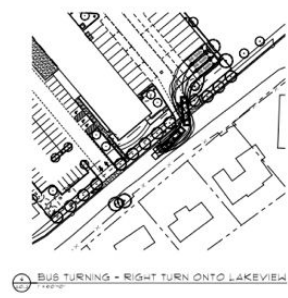
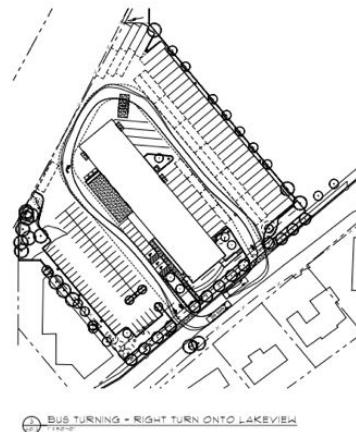
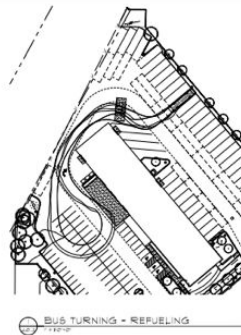
1. NEW ASPHALT PEDESTRIAN PATH: 6'-0" WIDE
2. NEW STREET LIGHT
3. NEW DETECTABLE WARNING
4. NEW FENCE
5. NEW PROPERTY LINE
6. LOAD TO WORK WITH THE CITY AND PROPERTY OWNER TO REMOVE TREES IN R.O.W. OBSTRUCTING THE VIEW AROUND THE CORNER
7. REMOVE EXISTING FENCE FROM R.O.W.
8. PAINTED ROAD STRIPING
9. CONCRETE PEDESTRIAN CURB RAMP
10. RELOCATE STOP SIGN



100' PARTIAL SITE PLAN - ENLARGED  
1"=10'-0"



100' PARTIAL SITE PLAN - ENLARGED  
1"=10'-0"



## Conceptual Drawings