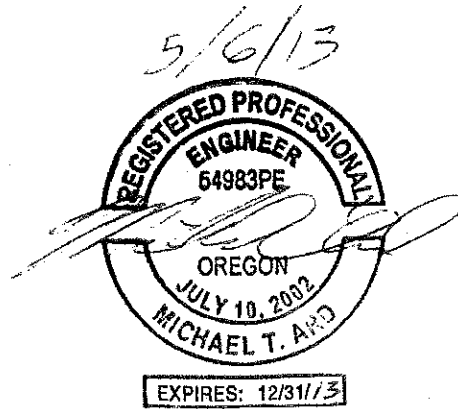


TECHNICAL MEMORANDUM

TO: Bruce Goldson, Theta LLC
FROM: Michael Ard, PE
DATE: May 6, 2013
SUBJECT: Kruse Village TIS Review



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This memo is written to provide transportation engineering review comments for the Kruse Village Traffic Impact Analysis prepared by Kittelson and Associates dated December, 2012.

The traffic impact analysis assumed a background growth rate of two percent per year (four percent total) in order to estimate the year 2014 traffic volumes. This growth rate superficially appears conservative, since the long-range planning model indicates an expected growth of approximately one percent per year.

However, the background traffic conditions should also account for trips associated with existing and approved uses in the site vicinity that are not fully occupied. In this instance, there are several large office buildings in the immediate site vicinity that currently have high vacancy rates in the wake of the recent recession. These office buildings are forecast to have significantly lower vacancy rates in the near future, which will impact background traffic levels under year 2014 traffic conditions.

Currently, the office buildings in the site vicinity have a vacancy rate of 20 to 25 percent. This vacancy rate is projected to reduce to just 5 to 10 percent within the next 2-3 years. The addition of site trips from anticipated occupancy of the vacant office space will result in increased traffic volumes at all of the study area intersections.

Normally, the impact of anticipated trips from more fully utilized office space would not be expected to be substantial. However, it is also noted that the roundabout located at the intersection of Carman Drive and Meadows Road was projected to operate at level of service "E", with an average delay of 49.90 seconds. If average intersection delays were to increase by just one tenth of one second, the intersection would be projected to operate at level of service "F". It is therefore clear that even a very modest increase in background traffic volumes could result in the need for mitigation at this intersection.

Based on the impact of increased occupancy of office facilities in the site vicinity, it is expected that the intersection of Carman Drive at Meadows Road will not meet the operational standards established by the City of Lake Oswego upon completion of the proposed development.

EXHIBIT G-7
LU 12-0052