

Numanoglu, Jessica

From: jeff novak [cohollc@hotmail.com]
Sent: Wednesday, April 17, 2013 9:47 AM
To: Numanoglu, Jessica
Subject: LU 12-0052 Kruse Village

RECEIVED

APR 17 2013

CITY OF LAKE OSWEGO
Community Development Dept.

Jessica,
Heard a rumor that the application is complete.

I wanted to ask a few more questions to be considered in the Staff review regarding the Kruse Village – Transportation Impact Analysis and Traffic Management Program by Kittelson & Associates, Inc., December 2012 analysis, which per our neighborhood meeting in March was still current. (i.e. If the traffic situation changed, I have not seen the new numbers.)

1. Is it possible to request in the TMP that a traffic management plan that assures minimum impact on WNA via Quarry Road and Galewood Road is required and that we can put in place a review such as the one in LU 13-0003, with specific requirements for mitigating any issues exceeding the estimates through education and/or physical changes, with the ultimate penalty of reducing the intensity of use if the traffic cannot be managed? Specifically, the traffic study assumes that 8% of the net new vehicle trips will come into the neighborhood (25% (2% of total) will turn at Galewood, the rest will continue down Quarry. Can we require a threshold like LU 13-0003 require mitigation if counts exceed 20% more than the prediction? (See point 6 below for further information.) Further, in our public meeting with Gramor, they stated they were open to mitigation.
2. We believe the traffic study is deficient in not including the intersections at Meadows and Bangy, and Bonita and Bangy. Right now those intersections are probably both failing (LOS F) several times per week / month as it is a choke point for going West across (bypassing) I-5. The Lake Forest Neighborhood had pointed this out at the original public meeting before the traffic counts were available. The Kittelson study shows 30% of net new vehicle trips going West in that direction. On the assumption that the Kruse Way trips do not turn left at Bangy, that still means that 15% are potentially continuing West to Bangy exacerbating a serious current situation. Also, if the intersections are that bad, traffic will likely modify their route by going East on Meadows to the Roundabout (currently at LOS E) and then going Bonita-to-Bangy. This additional impact at the Roundabout needs to be assessed to assure it does not cause LOS F.
3. We question whether the Fruit Stand calculations can be considered in the baseline. First, the fruit stand is currently not an allowed use. Secondly, due to t lack of ITE supporting data and the seasonal nature of the fruit stand, it is obvious that there is high variability in the potential trip demand generated by this use, which in square footage is substantially and proportionately smaller than the proposed development—maybe 1000-2000 square feet with 8-10 parking spaces, yet is assigned a trip generation assumption that is 17% of the 64,000+ square foot development with ~200 parking places. They also arbitrarily assume a daily estimate of 10x the PM peak hour without supporting data and variability of proposed uses from 5.6x to 12x. We would therefore request substantially more data validating these assumptions or sensitivity analysis demonstrating the range of the impacts.
4. The traffic study is in error based on Figures 6 and 7. While the net new trips (per Table 3: Estimated Kruse Village Trip Generation) are estimated at 104 trips in and 90 trips out during weekday PM Peak Hour (194 total), that is the incorrect number of vehicle trips for calculating the traffic flow at points 5 and 8 in the figures, which represent the ingress/egress to the development. For those points, the total trips (which include the pass-by trips) need to be included in the calculations since they would all be “net new” since these driveways are new and the use at those points are new. That is, if the development generates 369 new trips as defined in Table 3, then all 369 need to be factored in points 5 and 8 because they are net new trips to that point. Because point 8 is forecast at LOS D, we suspect that needing to raise the number of trips at that driveway by a factor of 1.9x could easily cause the LOS to fail and therefore needs to be determined.
5. Meadows Road has a traffic history that shows a lunch hour peak that is approaching the PM peak (and is greater than the AM peak). See graph below which is a compilation of the City’s traffic counts for 2007-to-2010.

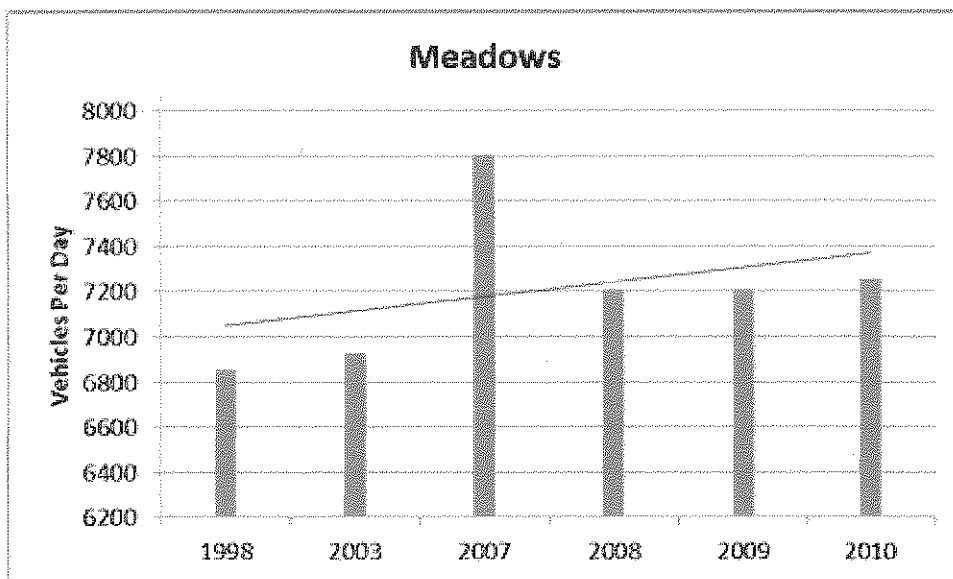
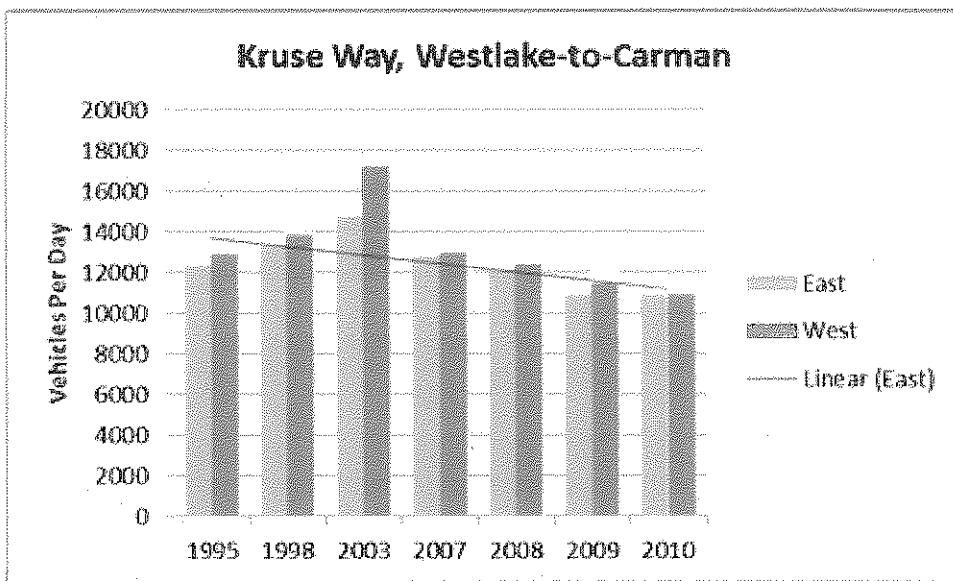
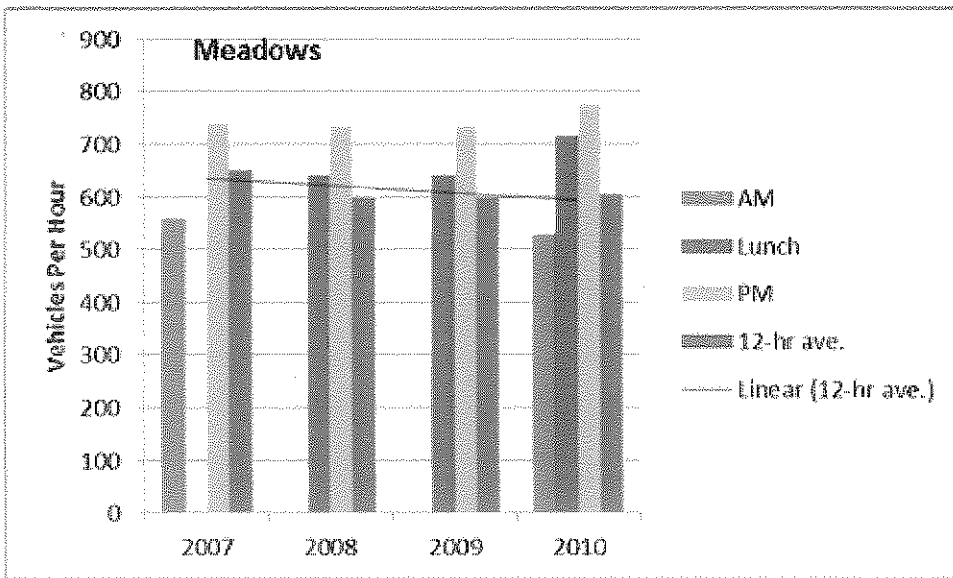
- Because the uses being proposed are geared to the employment area with things like restaurants, shopping center, banks and medical offices, it seems likely that the PM peak hour will change from 5PM-to-6PM to 12PM-to-1PM due to this development. We believe the Transportation Impact Analysis fails to address this issue.
6. The assumptions of where the net new traffic will "disperse" needs further analysis, preferably sensitivity analysis showing the impact of differing assumptions. For example, Quarry Road currently experiences about 4500-to-5000 vehicle trips per day (down substantially from prior year, I might add, due to vigilance and mitigation by partnership between the WNA and the City; data from City count on 1/30/2009). Kruse Way currently has about 22,000 trips per day (and Meadows at Kruse Woods (Westlake), approximately 7200 vehicles per day). That is, Quarry handles about 22% of the vehicles trips that Kruse Way handles on a given day...and recognizing that Quarry is 2-lanes and Kruse Way 4 lanes with turn lanes. The Kittelson Plan shows in Figure 6 that only 15 vehicle trips will continue East on Kruse Way from the development, while 8 will proceed down Quarry Road. That is, Quarry will take twice the amount of net new traffic than Kruse Way. Because this significantly changes the traffic pattern—Quarry getting proportionately more impact than Kruse Way, we think this supports the need for a Traffic Management Plan for the neighborhood as well as a mitigation plan to discourage the prediction for Quarry.
 7. We know that the economy has impacted the vacancy rate and therefore the traffic in the Employment Area. We also know that a new Building has come on-line but appears to be currently vacant and we know that there remains several parcels to be developed (bare ground). Specifically we know that traffic counts (trips) were increasing through 2003 on both Kruse Way(see second chart below; data from City traffic counts) when it peaked at almost 32,000 vehicle trips (~14000 Eastbound and ~17000 Westbound) and Meadows (third chart below; data from City traffic counts) when it hit a peak of 7800 vehicle trips. If not for the economic depression, as you can see from the 3rd chart below, the traffic on Meadows would likely have continued growing. Because the 7800 vehicle trips on Meadows is 8% higher than the traffic volume as measured in 2010, and similarly on Kruse Way, where the 32,000 vehicle trips are more substantial 47% higher than 2010 volumes, we believe that the older, pre-recession traffic volumes need to be considered in the Impact Analysis as we would expect traffic to return to those volumes as the economy recovers and vacancy rates fall for the existing buildings, AND the new building that is currently vacant fills. From what we have seen published, vacancies fell by over 10%, so the fact that traffic only fell 8% also needs to be addressed.





Kruse Way
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Thank you in advance for consideration of our questions.

Jeff Novak, Chairman
Waluga Neighborhood Association



Kruse Way making comeback

Published on Wednesday, May 30, 2012 | Written by [Cliff Newell](#) |  

Business corridor rebounds after big dip during recession

Kruse Way is looking like Kruse Way again.

That means the premier business corridor in the Portland area is having a very strong resurgence in tenants after enduring a big drop during the recession that began in 2008-09. Shorenstein Realty Services owns 20 buildings on Kruse Way, and so the turnaround has resulted in much relief and gratitude. The man who has seen it all over the past 15 years, both good and bad, is Shorenstein leasing agent Matt Cole.

"During the sub-prime meltdown we were overexposed," said Cole. "Our occupancy dropped below 80 percent. We've got a big hole to dig out of, so we've got a lot of work to do. Our occupancy is now 82 percent. I would like to get back to 90 percent."

It was the move of senior living giant Holiday Retirement that was crucial to the Kruse Way resurgence.

"That was a big win for the Lake Oswego community and for our business park," Cole said. "It was the biggest tenant we've gotten in the last two years. Holiday Retirement already needs more space. That's good news."

While Shorenstein celebrated over Holiday, it was not just one big client that has made a difference. Cole keeps busy counting the additions.

"We've had 13 expansions, and nine more tenants are negotiating expansion deals," Cole said. "There are a lot of good things about Lake Oswego. People want to move here. The recovery is ongoing."

Statistics from Gard Communications show that over the past 18 months Shorenstein has attracted 42 new firms and has reached agreements on renewals and expansions from 42 existing tenants.

Why are these gains happening? Cole said there has been "a flight to quality," with companies deciding to step up to better surroundings. Many tenants are moving from Portland to the suburbs. One is MacColl Busch Sato, a large law firm.

"One reason is the cost," said attorney David Johnstone. "Kruse Way is a little less expensive. And compared to downtown Portland, there are no parking costs. In Portland, parking costs have become prohibitively high."

Bryn Torkelson of Deschutes Investment Advisors is even more positive about the move from downtown Portland to Lake Oswego.

"We are really happy here," Torkelson said. "I wish we had moved here 10 years ago."

The reasons why - Torkelson noted that it had simply become more difficult to get around downtown Portland due to the glut of trains and bikes.

"The traffic wasn't bad for me," Torkelson said, "but our clients didn't like coming downtown."

Another reason for moving is that rents in Portland never dropped, so when Deschutes' lease came up, Torkelson began gazing in the direction of Kruse Way.

"There are bargains out here, and everybody likes a bargain," he said. "We've been able to double our footprint in a beautiful office, and our clients really like coming here."

"The ultimate influence was that the majority of our employees live in Lake Oswego or close by."

While the natural advantages of relocating to Lake Oswego are a big reason companies are moving here, another reason has been the effective effort by Shorenstein.

Cole said, "We've really worked hard to get new tenants and keep our existing tenants. We feel it is because people are more certain about the future. They had been making a lot of short term extensions, but in the last 12 months we've seen people willing to make longer commitments."

"This will bring more jobs here. New companies will hire local contractors, whose workers will need places to eat lunch and shop. I hope it's good news for the business community."

There is a notable difference in the tenants now filling up buildings on Kruse Way.

"The last year and a half we've sought a more diverse tenant base. So goes the recovery of Kruse Way," Cole said. "We now have health care companies, financial services, CPAs. We've just had two decent-sized regional CPA firms come here. We're getting engineering companies that make roads and bridges, and they're expanding."

"Some survivors of the mortgage industry are doing well and growing. But now we're making sure we don't overexpose our portfolio to mortgage companies."

An eventual rise to a 90 percent occupancy rate, just like in the good old days before 2008, now seems quite possible for Shorenstein.

"Our goal for the end of the year is to get to the mid-80-percent range," Cole said. "That's achievable."

Numanoglu, Jessica

RECEIVED

From: jeff novak [cohollc@hotmail.com]
Sent: Tuesday, April 23, 2013 8:54 AM
To: Numanoglu, Jessica
Subject: LU 12-0052 Kruse Village -- update

APR 23 2013

CITY OF LAKE OSWEGO
Community Development Dept.

Jessica,

Was reviewing my e-mail of April 17th to you and one question was not updated from a draft. Could you please replace item 4 with the following? (I copied the original question below for clarity.)

New:

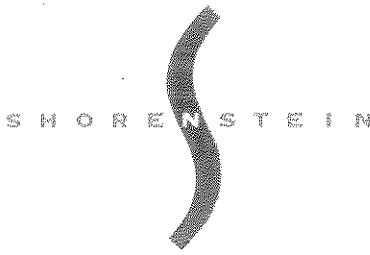
4. The traffic study makes assumptions about both the net new and passby trips and how they impact the new driveways being proposed by the development (points 5 and 8 in the figures). The underlying assumptions for choosing which trips enter the driveways and the relationship between net new and passby trips seem inconsistent with the distribution patterns in Figure 6 and the Traffic condition projections in Figure 7. Specifically, it is unclear how the estimates for each driveway were determined. Why is the driveway at point 5, which is right-in / right-out, and from which 91 of 457 vehicles enter the site at point 5 (19.9%) substantially different than for the driveway at point 8, which has traffic approaching from both directions and where 99 vehicles out of 814 enter the site (12.9%). Or said slightly differently, the number of vehicles entering the driveway from both the east and west at point 8 is only 8.8% greater than the number entering the driveway at point 5; however the number of vehicles on the road at point 8 is 78.1% greater. It is unclear why the difference since if the traffic were proportionately distributed; we would expect more traffic entering the driveway at point 8 and less at point 5. Are the assumptions for determining the number of vehicles entering the site at each driveway consistent? If the percentages were reversed or equal, would the LOS be impacted?

Original:

4. The traffic study is in error based on Figures 6 and 7. While the net new trips (per Table 3: Estimated Kruse Village Trip Generation) are estimated at 104 trips in and 90 trips out during weekday PM Peak Hour (194 total), that is the incorrect number of vehicle trips for calculating the traffic flow at points 5 and 8 in the figures, which represent the ingress/egress to the development. For those points, the total trips (which include the pass-by trips) need to be included in the calculations since they would all be "net new" since these driveways are new and the use at those points are new. That is, if the development generates 369 new trips as defined in Table 3, then all 369 need to be factored in points 5 and 8 because they are net new trips to that point. Because point 8 is forecast at LOS D, we suspect that needing to raise the number of trips at that driveway by a factor of 1.9x could easily cause the LOS to fail and therefore needs to be determined.

Thanks,

Jeff



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APR 25 2013

CITY OF LAKE OSWEGO
Community Development Dept

April 25, 2013

VIA EMAIL AND USPS

Shorenstein Realty Services, L.P.
One SW Columbia Street, Suite 500
Portland, OR 97258
503-412-4800
503-412-4848 Fax
www.shorenstein.com

City of Lake Oswego, Design Review Board
Planning and Building Services
PO Box 369
Lake Oswego, OR 97034

RE: Letter of Support for Kruse Village (LU 12-0052)

Dear Design Review Board Commissioners:

Shorenstein Realty Services L.P. is the owner and manager of twenty class A office buildings totaling approximately 1.8 million square feet in the Kruse Woods Corporate Park. Several of these buildings are in close proximity to the proposed development site at the former Kruse family homestead site. The applicants have met with us periodically to keep us informed of their development proposal to provide a cluster of service oriented businesses to the office and residential tenants at the east end of the Kruse Way corridor.

We understand that the City was promoting the concept of a common access walkway between the Kruse Village development and our adjacent property. We support the current proposed pedestrian stairway along the common property line as a means to provide pedestrian access between the office and retail properties.

We appreciate the high quality design of the project buildings and extensive landscaping. This project is a welcomed improvement to the area and its design concept is compatible with our existing office buildings. It will provide a much needed amenity base for our tenants that will help balance the services offered at the west end of Kruse Way.

Sincerely,

Matthew A. Cole
Senior Vice President
Regional Leasing Manager

OWNER AND OPERATOR OF OFFICE PROPERTIES NATIONWI

EXHIBIT G-100
LU 12-0052



Waluga Neighborhood Association



Established August 3rd, 1976

Board Members

Jeff Novak
Chairman
503-887-7488
jnovak@pobox.com

Cindy Maddox
Vice Chair
maddox4@comcast.net

Cheryl Uchida
Secretary
Waluga.neighborhood.association@gmail.com

Bruce Goldson
Chairman Emeritus
bgc4s@hotmail.com

Kate O'Reilly
kate.orielly@comcast.net

Ron Anderson
Treasurer
ronwanderson@clear.net

Michael Sorrell
sorrellm@aol.com

Sandy Desmond
reaysg@aol.com

Gene Park
gene.park@clear.net

James Newcomer
jnewcomer@spiretech.com

Board Members at Large
Dick Beuedetti
richarddbene@yahoo.com

Adelle Jenike
adellej@teleport.com

Jim Ledbetter
jimled2@hevanet.com

Matt Grady, AICP
Gramor Development
19767 SW 72nd Ave.
Suite 100
Tualatin, OR 97062-8352

City of Lake Oswego
Jessica Numanoglu, Senior Planner
380 A Avenue
PO Box 369
Lake Oswego, OR 97034

Re: PA 12-0032. Gramor Development proposal at Kruse Way and Carman Drive.

Dear Matt and Jessica,

Per the Lake Oswego Community Development Code LOC 50.07.003(3) and (4), I am submitting a list of our concerns regarding this development application and supplementing the record with additional comments for the Waluga Neighborhood Association (WNA).

In summary, we do not believe the application meets the zoning definition for CR&D LOC 50.02.002 1.f or a designated Employment Center. The development should not be allowed as currently defined.

Furthermore, the application causes a substantially greater negative impact on the Waluga Neighborhood than a more consistent and compatible development, especially related to traffic. Consistent with LOC 05.02002 (2dvii) the City may regulate the land use in relation to development increases and should not allow a development that creates such a substantial negative impact.

We also assert that the development is inconsistent and incompatible both with the existing zoning area, as well as the well-documented history for land use in this area, including LU 06-0025-166 and Ordinances 2454 and 2455.

On the attached pages and in the attached documents we provide additional information supporting our position as well as raising additional questions about the application and the meeting notes.

Thank you,

Jeff Novak, Chairman
Waluga Neighborhood Association

EXHIBIT G-200
LU 12-0052
8 pages

Zoning Code

We do not believe the proposed development meets zoning code. The proposed development is within a "Campus Research and Development" zoning designation and per LOC 50.02.002 1.f is defined as follows: "Campus Research and Development (CR&D). To provide a mix of clean, employee-intensive industries, offices and high-density housing with associated services and retail commercial uses in locations supportive of mass transit and the regional transportation network."

The wording of the code is nuanced in that it specifically allows employee-intensive industries, offices and high-density housing. It limits retail (and associated services) for supporting the development, not for drawing from surrounding areas. Based on the presentation, the allowed use (offices) are a small percentage of the total development and retail and other services appear geared at drawing far broader than from the development. This is not consistent with the code. It is also not consistent with the historical land use decisions discussed later.

1. The development is in an area designated as an Employment Center and for which the City has clearly communicated that development in the centers is "...primarily for office, research, education and industrial uses." Furthermore, the Employment Centers are intended to focus on higher intensity employment uses and accommodate medium and larger employers. The application is not primarily focused on these uses and therefore not consistent with the definition of an Employment Center.

The code has been strictly applied over the last 30+ years since the first building (of 15 now in place) on Meadows Road was constructed in 1981. The 15 buildings have included retail and associated services in their design, including Flying Elephant's Restaurant, Starbucks, several fitness clubs and several full-service delis. The buildings are all very consistent in design, architecture and use. They are all designed to attract business from within their building or neighboring building. They all are closed in the evening and on week-ends (since their primary customers, per zoning, are the office tenants.) The application proposes retail, restaurants and other services that are open in the evenings and on week-ends. (Can you please validate hours and days are anticipated? From where (and what distance) will customer be expected?)

2. All of the developments in this area since 1981 have been guided by the original "Kruse Way Design Plan" created by Clackamas County and incorporated into the CR&D zoning as adopted by the City of Lake Oswego. Every property was anticipated to be a high rise building of consistent style and design; the area was designated an Employment Center and zoned for office-oriented use. Retail, restaurants and hotels were planned to occur at the west end of Meadows to provide additional services in conjunction with the area and are zoned differently for that reason. East of the development is the Lake Grove Village Center (LGVC) designed to "enhance the commercial and high density...mixed use area." The proposed development is not consistent with the planning and vision.

3. The Lake Grove Village Center Plan (LU 06-0025-166, including Ordinances 2454 and 2455) and process addressed this property in 2002-2004. The property was specifically and explicitly excluded from the LGVC boundaries as the defined use was for an Employment Center and not mixed use commercial which is what the LGVC encompasses. The boundaries of the LGVC were reviewed and approved by the neighborhoods, businesses, LO Planning Commission and LO City Council. In the early discussions, the particular property where the application is proposing development was discussed for inclusion in the LGVC boundaries because it was not developed and contiguous. The decision and agreement from the stakeholders, including the City, was that since the CR&D zoning did not allow mixed use, it was not consistent with the LGVC goals and excluded from the LGVC, expected to build out as offices. The mixed use services provided by the LGVC would support the Employment Center.

Goal 9, Policy 9.5 explicitly states "Strengthen connections between the Kruse Way employment area and Village Center retail and service businesses."

Even further, to address the need that the Employment area may require additional services, the LGVC with the support of all stakeholders, rezoned and increased the intensity of use from office space (zone OC) to more retail space (new zone GC) in the area of Kruse Way and Boones Ferry. This was another conscious decision that (1) additional retail and services might be desired and (2) this rezoning would allow for that potential in both the near and far term. Hence, the zoning for the specific type of development such as the Applicant is proposing was anticipated and explicitly handled in the LGVC Plan. The recorded history of land-use planning supports that the type of development being proposed was not allowed in the CR&D zone and therefore created new zoning to support such development in the LGVC.

4. Finally, as a matter of long-term planning by the City and the County, this area is specifically zoned and regulated to assure that we have a long term supply of developable property for Employment Centers. As mentioned previously, it has taken 30+ years to build 15 buildings...at the rate of approximately one building every other year. We are all aware that developments can accelerate or decelerate based on economic conditions, so it would be expected that development would occur over time. The last building opened October 2011. The proposed development proposes a far less intensive employment center use and depletes the available area for future development. On the other hand, the LGVC creates a dynamic mixed use environment and there are abundant buildable properties, vacancies and opportunities for redevelopment. Allowing the proposed development negatively impacts the LGVC by replicating the type of development / redevelopment envisioned, therefore making it less financially viable for businesses in the LGVC as well as negatively impacting a shrinking inventory of properties for medium and large employers.

Traffic

Traffic management and control is the top priority of the Waluga Neighborhood. We have been diligently working with the City and Developers since the 1970's to manage and mitigate increased cut-through traffic in the neighborhood. Until we are able to see traffic studies and an updated Traffic Management Program (TMP) LOC 50.02.002 (2d), we are concerned that the proposed development will cause increased cut-through traffic and will impact neighborhood property owners negatively.

1. The WNA requests that the City also deny this application based on the substantially greater, negative traffic impact, and including LOC 05.02002 (2dvii), expected to be caused by the current application versus an application consistent with the other CR&D properties on Meadows. While we agree that the traffic study will provide additional data about the proposed development, we are concerned that there is a perception being supported by the Developer that their planned usage will actually be less intensive as they stated at the meeting. We disagree. According to the Institution of Transportation Engineers, Trip Generation Manual 8th Edition, including "passby" trip reductions, we conservatively estimate that the number of Peak P.M. vehicle trips will be on the order of 2.5-to-4.5 times higher than if built out consistently with the other properties. In addition, it is anticipated that we would be adding vehicle trips throughout the day, as well in the evenings (where it is more dangerous) and on the week-ends. Currently there are very limited vehicle trips generated by the area during these times. To create such a new traffic pattern is a significant negative impact on the Neighborhood.

2. Specific questions the WNA want addressed:
 - a. How much traffic do you project this development will generate?
 - b. How much traffic will it generate in relation to how the other properties are built out?
 - c. Will your projections use the Institute of Traffic Engineers Trip Generation data?
We require data for all hours of the day, not just peak.

Although the traffic study is yet to occur, the expectation is that the proposed development creates a significantly more negative impact on cut-through traffic and traffic congestion. We ask the City to deny the application now rather than waiting and costing the Developer substantial investment.

If the City chooses to allow the application to proceed, we expect the Developer (and City, if appropriate) to show specific actions that shall be taken to mitigate the impact of traffic through the Waluga Neighborhood as a result of this more intensive development.

Compatibility and Consistency

We expect the City to deny the current application on the grounds that the development is not compatible or consistent with the current properties in the area. We do not believe the proposal is compatible or consistent in design, aesthetics, mass, sizing, use and character in relation to the other 15 properties in the zone, as well as the abutting properties and should also not be allowed for those reasons.

Specifically, in the CR&D area there currently exist single, centrally massed tall buildings of similar design, materials and aesthetics, with integrated covered and uncovered parking areas surrounding the buildings. The "people scape" allows a wide view down Meadows Road of beautifully maintained trees and flower beds. The proposed development is one of multiple, single story buildings, distributed across the property with only uncovered parking. There will be no view as buildings are sited up as close to the street as allowed by current setbacks. Rather than looking at trees and flower beds, the dominant view will be the rear of buildings and their signage. Use seems greatly different between the proposed application and all of the other developed properties. We do not see compatibility or consistency with the proposed development and ask that the Application be denied.

Additional Questions

We have collected additional questions for the Applicant and City (collectively "you") to address or clarify.

1. Can you please tell us how the proposed development is compatible in design, aesthetics, mass, sizing, use (especially ratio of office-to-retail) and character in relation to the other 15 properties?
2. Can you please tell how the proposed development is consistent in design, aesthetics, mass, sizing, use (especially ratio of office-to-retail) and character in relation to the other 15 properties?
3. Can you define why 5-single story buildings are more appropriate than a single building with 4-5 stories (with similar total square footage)?
4. How would you describe the development in terms of being a campus? How do you define campus? How do you perceive it is defined in Lake Oswego Code (LOC)? (To me, campus is generally defined as the grounds of a college or university and a park-like setting...like Reed College or Marylhurst for example, with a few multi-story buildings interspersed with wide surrounding open spaces.)
5. Is the development geared for any Research and Development (R&D) uses? How do you define R&D as it relates to your development?
6. Can you tell us how this development is consistent with the Metro Title 4 requirements?
7. Who will be the target customer for associated services and retail? That is, will it be 100% from the existing offices, or will it be from other areas? Will it draw from the I-5 freeway? Will it draw City wide or just within a few blocks? Please provide your best guess of the mix and the radius.

8. What is the mix assumption behind your parking space calculations? Will that same mix be applied to the traffic estimates, or will you use a different mix?
9. Given that Lake Oswego Code (LOC) does not require additional parking for outdoor dining, you are proposing substantial outside dining. Given what we have learned in the Lake Grove Shopping Center when there are several restaurants with outdoor dining and subsequent parking challenges, how do you propose to mitigate against a similar issue?
10. How many significant trees (as defined by LOC) will be removed based on the proposal?
11. How will you prevent cut through traffic from coming into the neighborhood?
12. How many people will use their cars to drive from their building to your proposed development? How many people will walk? We would like your estimate based on season, given the impact of weather on people's decisions to walk versus drive.
13. Would you operate a free, voluntary shuttle to move people from the surrounding office area to the development?

Re: Meeting Notes

Questions are directed to the developer ("you").

1. When do you plan to have a new / final design?
2. How exactly would you propose preserving Parsons or something similar? Specifically, would you provide space at a lower rate than other tenants and/or open space for setting up a similar operation?
3. Exactly what are you proposing as a "meeting place" / "gathering area?" How many square feet and where would it be located?
4. Please define the needs of the offices that you claim to understand and exist. Given that all buildings have been in place for almost a year, and all have the ability to add retail and associated services, and the abutting Village Center has been designed to allow developments to fill those needs, how will you be fulfilling needs differently than the current surrounding businesses?
5. You claimed, "Several businesses have signed leases as they know this development is coming." Can you identify those businesses and provide statements from them? Will they also state that they would not have moved to the area without your development? In particular, we would be interested to know how you will be providing something not already available or which could be made available in the vicinity.
6. You stated that the City "does not know what they are doing" when it comes to parking requirements and that you understand them. What is your factual data in support of your claim? What targets do you have which allow a better calculation (estimate)?
7. You stated that the development will not compete with the Lake Grove Village Center businesses (which are literally across the street and the heart of which is less than a mile via Kruse Way to Boones Ferry and a few blocks by foot). How can that be? Are you saying your development will only attract net new business from new tenants in the office buildings and from within your development?

8. Considering that your development appears to introduce limited office space (additional customers), there are no major projections of population increases and the LGVC has considerable vacancies and redevelopment opportunities, where will your business originate?
9. As mentioned above, the comment about office peak hour traffic being greater than retail peak hour traffic volumes is not accurate according to the tables of the Institute of Traffic Engineers. We expect the traffic study to demonstrate how much worse the impact of the development will have on peak hour traffic, as well as all hours and days of the week, in comparison to an office development. What data will be used to estimate trip generation? Will you compare projected trip generation against different development types? (That is, your application versus if only offices were built out.)
10. We understand you do not need a market study to validate your projects. We would point out, however, that there is currently at least as much property (total square footage) available to be developed in the Village Center for mixed use, as well as pointing out that every major retail development in the vicinity has space available...in some cases full buildings. There is no compelling argument that this area lacks retail and associated services. Do you agree? If not, can you identify and quantify what is lacking?
11. Again, finally, how will you keep traffic out of the neighborhood?

Summary

In summary, we ask that the City deny the application as it is proposed since it clearly does not meet the definition for the CR&D zone per LOC 50.02.002 1.f.

We have well documented studies on the traffic issues in the area. Since this proposal will likely result in substantially larger traffic volumes and resulting issues than if it were to develop consistent with the existing properties, the City has the authority to regulate the use to mitigate this issue. We ask the City to do that per LOC 05.02002 (2dvii).

The proposed application is the antithesis of compatible and consistent. Where compatible means 3-4 stories for the current build out, the applicant wants one. Where current properties have a single building, the applicant wants five. The application is not compatible or consistent.

The history of planning and land use clearly shows that the type of development in the proposed application was never intended to be allowed in the zone. The City set precedent, through the LGVC planning process, and LU 06-0025-166, including Ordinances 2454 and 2455, and specifically addressed the type of development being proposed as not allowed in the CR&D zone. Hence the property was not considered for inclusion in the LGVC and explicitly excluded because of the different use allowed. The original Kruse Way master plan never allowed the type of development being proposed.

We are raising additional questions for which we would like responses, as well as requests for further clarification from the meeting minutes per LOC 50.07.003(3) and (4).

Additional information is included to show the designs of all of the current properties and highlight the great difference in compatibility and consistency with the proposed development. A brief but nowhere near exhaustive list showing the currently available properties, in close proximity, that are vacant or developable that can provide the same types of services being proposed.

Attachments:

Kruse Woods Compitability.pdf

Vacant Retail and Related Properties in the Lake Grove Village Center_Aug2012.pdf

Kruse Way Design Plan_Clackamas County c_1990.pdf

City of Lake Oswego
Planning Department
380 A Ave.
PO Box 369
Lake Oswego, Oregon 97034

RECEIVED

DEC 20 2012

CITY OF LAKE OSWEGO
Community Development Dept.

RE: Pre-Application PA 12-0032- Gramor

Jessica Nuymanogila:

I have reviewed the revised site plans and elevations by Gramor for the proposed development of the tract west of Carmon Drive and between Meadows and Kruse Way. Even though Gramor indicated to me that they were doing extensive work on alternate designs, the application plans remain essentially the same as presented to the neighborhood.


As we all know this land is Zoned Campus Research and Development (CR&D) in the Lake Oswego Development code I find this as defined as *"To provide a mix of clean, employee intensive industries, offices and high-density housing with associated services and retail commercial uses in locations supportive of mass transit and the regional transportation network"*.

The proposed one-story development does not meet the terms of the code and in reality is a strip mall essentially for general retail uses. The key wording in the code is INTENSIVE INDUSTRIES, OFFICES AND HIGH-DENSITY HOUSING. This plan does not provide these facilities. The plan as submitted fails to meet the specified uses in the code. The next part of the code states *"WITH associated services and retail commercial uses..."* I doubt the intent of the code was to corral all the retail commercial uses at the end of this zone, and next to residential uses. There are already a mix of various retail commercial uses in the existing building to the west that provide the supportive functions and additional general commercial uses at Bangy Road. This one story development is not compatible with the prior development. 4 story buildings are found to the south and west and the multi-story apartment building to the east. Even though the submitted plan illustrates elevation differences the proposed buildings have a relative scale that is not compatible with the adjacent development.

General Commercial on Boones Ferry is less than ½ mile away and there is approximately 4.4 acres of vacant land at the intersection of Kruse and Boones Ferry. Just because the economy will likely not support the uses in the code, at this time, doesn't mean that this land should be developed as a retail commercial center and violate the zoning requirements.

The only possible decision for this application is denial.

Sincerely,



Bruce Goldson

cc: Waluga neighborhood Association.

EXHIBIT G-201
LU 12-0052

