



Lake Grove Business Association

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MAR 04 2013

CITY OF LAKE OSWEGO
Community Development Dept.

March 4, 2013

via email: jnumanoglu@ci.oswego.or.us

Mrs. Jessica Numanoglu
Planning Department
City of Lake Oswego
380 A Avenue
Lake Oswego, OR 97034

RE: LU 13-0009 Eddy Property Request for Comment – Wells Fargo Bank Application

Dear Jessica,

This letter is submitted in request for comment for the proposed redevelopment of the Eddy property (currently the Lake Grove Garden Center) on Boones Ferry Road by Wells Fargo Bank.

The Lake Grove Business Association (LGBA) was established over 25 years ago and proudly counts many of the business and property owners in the Lake Grove area of Lake Oswego as its members. For the past 10+ years, LGBA has taken a proactive role in planning the future of Lake Grove and a leadership role in the ongoing implementation of the Lake Grove Village Center Plan (LGVCP).

Thank you for providing copies of the applicant's submitted site, utility and building design plan sheets for our review. It appears from reviewing these materials, the proposed bank building is designed and sited to comply with most all of the applicable LGVCP code requirements. The LGBA applauds the evolution of the applicant's site and building design plans to conform to the major elements of the LGVCP including: building location and a public plaza area along the site's Boones Ferry frontage, meeting parking requirements, integration of evergreen trees into the landscaping plan, and providing much needed frontage improvements along both Boones Ferry and Oakridge.

As active participants in LGVCP creation and adoption, the LGBA recognizes the importance of implementing key elements of the adopted vision on a case-by-case basis as properties throughout Lake Grove redevelop. One of these key elements is the connection shared internal access amongst properties and consolidated driveway access together perform in achieving the land use and transportation bond established in the policies and code of the adopted LGVCP. Thus, for this application, the focus of our comments is on this key access

EXHIBIT G-1

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issue, both into and through this site now and to achieve the unified future access throughout properties within this area of the LGVCP to access the new signal being constructed onto Boones Ferry just west of this site.

Community Development Code Section 50.07.005 contains the zoning requirements applicable to properties within the Lake Grove Village Center Overlay District and are applicable to this application. Specific to access management is Section 50.07.005(6) Site Planning Standards. Several subsections related to driveways and internal shared access are provided for reference:

6. SITE PLANNING STANDARDS

b. Streets, Circulation, and Pedestrian System

In accordance with the standards set forth below, development shall occur in a manner to ensure the phased construction of the planned circulation and access system and in no circumstance shall prevent the development of a cohesive access and circulation system.

ii. Design Standards

(2) Map Specific Locations

(g) Driveways

The number of access points on Boones Ferry Road shall be reduced through the consolidation of driveways as follows:

(i) Driveway spacing shall not be less than 150 ft. when a center median is present. If a center median is not present, driveway spacing shall not be less than 300 ft.

(ii) The location of consolidated access shall be determined by the reviewing authority based upon consideration of the following factors:

(A) The Street Network Map, Figure 50.05.007-T;

(B) The Parking Facilities and Access Coordination Map, Figure 50.05.007-U;

(C) The ability to serve multiple properties;

(D) Traffic safety and operational characteristics; and

(E) Any approved access master plan for abutting properties.

(iii) Property owners shall construct the consolidated driveway at the time of development, or execute a recordable covenant to share in the cost of the consolidated driveway at such future time when sufficient land area is developed to make driveway consolidation practical.

(iv) The reviewing authority may approve interim individual driveway access to Boones Ferry Road when circumstances on abutting lots prevent driveway consolidation.

(v) When abutting lots develop and the location of the permanent shared access is not the same location as the interim access, the interim driveway shall be abandoned and the area landscaped or otherwise integrated into the design of the subject site under the provisions of this section and other applicable Lake Oswego codes, standards and regulations. Landscaping to be provided within abandoned driveway may be counted toward minimum site landscaping requirements.

(vi) Driveway consolidation shall require the execution of reciprocal, nonrevocable easements in a form necessary to ensure unimpeded property access and driveway maintenance.

(h) Abutting Parking Facilities Connections

Driveways and parking aisles shall be designed to create connections to abutting commercially zoned parking facilities within the Lake Grove Village Overlay District when practical. The location of access connections shall be based on the Parking Facilities and Access Coordination Map, Figure 50.05.007-U.

(i) Access Coordination – Access Master Plans

When shared driveway access to Boones Ferry Road (as required by subsection 6.b.ii(2)(g) of this section) or connections between parking facilities on abutting properties (as required by subsection 6.b.ii(2)(h) of this section) are dependent on redevelopment of the abutting property, the required shared access and/or property connections may be temporarily postponed; provided, that an access master plan is approved by the reviewing authority.

(i) Access master plans shall:

(A) Be filed with the site plan for development or redevelopment;

(B) Illustrate how shared access and vehicular connections will be provided with abutting commercially zoned properties;

(C) Illustrate how pedestrian connections will be provided with all abutting commercial and medium density or high density zoned property;

(D) Illustrate how shared access and vehicular connections will not interfere with development or redevelopment of abutting properties in a manner that is consistent with the broad objectives of the Village Center plan and the overlay zone;

(E) Set forth the timing and conditions under which the access or connection improvements shall be constructed and implemented; and

(F) Be signed and recorded by the owners of abutting property for which access is being coordinated. In the event that abutting owners refuse to sign the master plan, the applicant shall demonstrate that an effort was made to meet with and coordinate with the abutting owners.

(ii) Upon approval of an access master plan by the reviewing authority, development or redevelopment on abutting property shall be designed in accordance with the approved access master plan.

It is our understanding the City is considering the proposed driveway access points onto Boones Ferry Road and Oakridge as the "consolidated, permanent shared access" referenced in the code serving the two parcels of the applicant's proposed partition and future development upon adjacent properties. We look forward to reviewing the City access analysis required by Section 50.07.006(6)(b)(ii)(2)(g)(ii), particularly given its basis for future redevelopment driveway access for other parcels within this area. If found to be permanent, consistent with the above code, the LGBA requests conditions of approval requiring the applicant to record the required easements necessary for adjacent properties to fully utilize these driveways for access upon future redevelopment.

There is a note on an applicant's plan sheet referencing a future driveway access connection location to one parcel adjacent to the northwest of the site. We applaud the applicant's inclusion of this future driveway connection. To achieve the "cohesive access and circulation system" required by Section 50.07.005(6)(b), we request the applicant or City demonstrate how the location of this proposed driveway location provides internal access into and through adjacent properties in compliance with applicable access design and code requirements to the new signalized intersection onto Boones Ferry that will serve the entire "Oakridge Triangle" subarea of the LGVCP. Demonstrating the applicant's proposed future driveway connection is located so that future cohesive access and circulation is achieved not only meets applicable code, but also minimizes the need to revisit in the future the shared access easements being recorded by the applicant as part redeveloping the subject site now.

The LGBA looks forward to continuing its proactive involvement in recognizing the future vision of the Lake Grove Village and supporting business and property owners in their development efforts. Thank you for providing this opportunity to comment on this application. Feel free to contact either Jack Lundeen, LGBA President at 503-635-9393 or myself 503-974-6740 if you have any questions.

Regards,



Kenneth L. Sandblast, AICP
LGBA Board Member

cc: LGBA Board Executive Committee

