

**Lake Oswego Development Review Commission**  
Public Hearing; January 6, 2014  
City Chambers

**RECEIVED**

JAN 06 2014

**Co-Applicant public testimony of Michael Duyn,**  
Owner: (MPD, LLC) R&M Marine Boat Repair Tenant

CITY OF LAKE OSWEGO  
Community Development Dept.

Chairman and Commissioners:

My name is Mike Duyn, property owner and commercial real estate broker with Macadam Forbes Company. I worked with City staff, commissioners and councilmen from 2006 to 2012 (5 yrs.) securing the IPO zone modification to allow office and light commercial uses on 23 acres with 23 ownerships in the Boones & Pilkington area.

**Near Future Vision:** In 2014 the City proposes to begin the process to review and modify IP and IPO zoning to accommodate Comp Plan changes which will ultimately enable a modern Mixed Use Jobs center/retail services and high density residential development. I intend to serve on the Community Action Committee. This neighborhood has been the most stagnate and underutilized 95 acre neighborhood in the City due entirely to lack of zoning and lack of will. The area could easily accommodate higher density (3 and 4 story) office and residential buildings with ground floor retail. The infrastructure and market demand is largely there, it just needs zoning. Higher traffic count Jean Rd, Pilkington Rd and Boones Ferry should logically and probably carry Gen. Commercial zoning. The project is said projected to take nine months (but allow three years).

**Front Door:** The properties we are discussing tonight are the "front door" to both this new modern jobs center area and to the City of Lake Oswego itself. They will probably be zoned for General Commercial uses. Retailers demand locations with high traffic counts, high exposure and easy access. While we agree with limiting access to a degree, we feel that creating an access puzzle for impulsive shoppers to resolve while driving has negative unintended consequences.

1. It will create unnecessarily high traffic load on the Pilkington and Rosewood intersections with customers circling the block.
- 2 It create serious site ingress/egress traffic congestion for employees, customers and service trucks in tight one-way in and one-way out parking lots on small lots
- 3 A development plan with easy traffic access, circulation and flow is critical for retail developers, lenders and customers to enjoy a successful project
- 4 With only two access points (one from Pilkington and one at Rosewood & Boones) to serve this six acre – six ownership area of office and retail uses, traffic congestion could be an issue. A third access point to Boones Ferry is both needed and smart.
- 5 The limited and difficult access equates to diminished land value, lower quality tenants and property owner damages; which could equate to

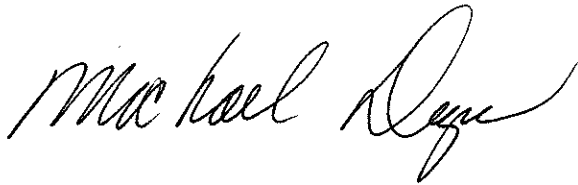
**EXHIBIT G-100**  
LU 13-0043

property owner damage compensation from the City. No one wants an ill-conceived congested project.

**Understanding:** I am confused that, during pre-app conference, Sr. Planning Staff recommended the idea for Goodwill and I give up our two each drive ways (four access points total) in favor of one joint access point between our two properties. The property owners agreed. A month later staff decides to not allow any Boones Ferry access points.

I understand that Planners love speedy arterials with no access points. Please understand that retailers prefer a bit slower traffic (to be seen), easy access (without driving around the block) and easy egress (without waiting in line to leave or find a place to park).

**Recommendation:** As a "Front Door" to the City and Lake Grove Jobs Center, it is important for the City to allow the Hardship variance with adequate ingress/egress and parking which will insure high quality commercial services and/or office use projects. Please allow the Hardship Variance and a direct joint access point onto Boones Ferry.

A handwritten signature in cursive script that reads "Michael Rye". The signature is written in black ink and is positioned below the recommendation text.

Thank You