

From: [Greg Hathaway](#)
To: [Reynolds, Janice](#)
Cc: [Barry Cain](#); [Lita Grigg](#)
Subject: Wisser Development: Proposal does not provide sufficient Parking
Date: Friday, February 07, 2014 2:45:16 PM

Janice,

Pursuant to the process established by the DRC at its January 29th hearing, please enter my email into the official record for consideration by the DRC. I am submitting this email on behalf of Save our Village and LO 138 LLC.

PROPOSAL DOES NOT PROVIDE SUFFICIENT RETAIL AND RESTAURANT PARKING.

Pursuant to the Development Agreement between the applicant and LORA, the applicant is required to provide the City ALL of its retail and restaurant parking spaces after 5 PM and on weekends. As a result, there is no substantial evidence in the record demonstrating that the proposed development can meet the City's parking standards during this period of time for the retail and restaurant uses when parking for these uses are needed the most.

Thanks.

Greg Hathaway
Hathaway Koback Connors
520 SW Yamhill Street, Suite 235
Portland, Oregon 97204

Sent from my iPhone

G-400
LU 13-0046

MACKENZIE.

DESIGN DRIVEN | CLIENT FOCUSED

February 7, 2014

Development Review Commission
c/o Planning and Building Services Department
City of Lake Oswego
380 A Avenue
Lake Oswego, OR 97034

Re: **Wizer Block 137 Redevelopment**
Transportation Evaluation
City of Lake Oswego File No: LU 13-0046
Mackenzie Project Number 2140028.00

Dear Commission Members:

This letter responds to the Applicant's Evidence dated February 5, 2015; specifically, Tab 2 – Parking Garage Entrance Ramps and Tab 3 – Transportation. This letter is intended to supplement the January 29 and February 5, 2014, Mackenzie-prepared transportation materials submitted into the record.

The following items are more specifically addressed in this evaluation.

- A. 1st Street Garage Access Location
- B. 1st Street Access Ramp Landing Area
- C. Existing Development Trip Generation
- D. Summary

A. 1ST STREET GARAGE ACCESS LOCATION

The Applicant's February 4, 2014, response states the proposed 1st Street access is aligned with the Lakeview Village access *"as closely as possible recognizing 1) the Lake View Village Driveway is wider than the proposed site driveway (the proposed site driveway seeks to minimize the distance pedestrians must walk to cross the driveway) and 2) the driveway location has implications to the parking garage ramp design due to elevation changes along 1st Avenue."*

Mackenzie Response: As identified in the attached graphics, the centerline of the proposed 1st Street access is offset from the centerline of the Lakeview Village parking garage access by approximately 16.5 feet. This is not as close as possible. As also depicted in the graphics, this offset creates left-turn movement conflicts, does not provide clear way-finding for pedestrians crossing 1st Street, and creates unsafe and unnecessary pedestrian conflicts.

Noting the elevation of 1st Street **decreases** from north to south, the further south the proposed access is located (and the more closely aligned it is with the Lakeview Village access), the fewer issues the Applicant will have with garage ramp design regarding grade.

Overall, the centerline of the proposed 1st Street access should be aligned with Lakeview Village access. This alignment minimizes conflicts and ramp grade issues. Further, the proposed offset may result in turn restrictions – resulting in only



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having right-in/right-out movements, and causing vehicles to travel out-of-direction and potentially onto Evergreen Road.

B. 1ST STREET ACCESS RAMP LANDING AREA

The Applicant has submitted a Tab 2 graphic (Drawing C1.1) showing the proposed vertical curves to address DRC comments.

Mackenzie Response: In addition to the proposed vertical curves, the Applicant is requesting a LOC variance to the 1st Street access ramp design, which requires the landing area be a minimum of 25 feet long with a maximum grade of 5% and that the landing area be *outside right-of-way* (i.e., inside the proposed building). The Applicant's recently submitted Tab 2 graphic (Drawing C1.1) **incorrectly** identifies the location of the landing and transition areas, which should be measured inside the building as identified in the attached graphic.

Notwithstanding the exhibit error, the Applicant is proposing an approximately 13.5-foot-long landing area, which is significantly less than the LOC-required 25 feet. This landing does not provide a sufficient vehicle queuing area behind the sidewalk, and pedestrian safety is compromised – this is illustrated in the attached graphic. And as previously identified, 1st Street is a *primary pedestrian way* and safety is paramount; therefore, the variance should not be granted.

Referring to Item A above, if the access is aligned with the Lakeview Village access, there are fewer ramp design issues. And overall, a variance to the 1st Street access ramp design is not necessary, nor should it be granted. All proposed ramps accessing/crossing a *primary pedestrian way* need to meet LOC design standards.

C. EXISTING DEVELOPMENT TRIP GENERATION

The Applicant states that the number of entering and exiting trips (for the existing development) is based on data collected on May 30, 2013, and is summarized by individual driveways. The Applicant further provides the traffic count worksheets.

Mackenzie Response: The number of vehicle trips entering and exiting the driveways has not been questioned, and the counts are believed to be accurate. This does not address the issue of vehicles parking on the Wizer property (out of convenience) and patronizing other developments such as Lakeview Village. As such, these should not be considered existing Wizer development vehicle trips.

In reviewing the traffic count worksheets, it should be noted there are a significant number of pedestrians crossing 1st Street at the Wizer driveways – indicating that drivers are parking on the Wizer site and patronizing off-site businesses in Lakeview Village. Again, reductions should be made to the Applicant's estimated existing Wizer development trip generation to account for these trips.

D. SUMMARY

The following summarizes materials contained in the letter specific to be proposed development application:



- The proposed garage access on 1st Street needs to be directly aligned (no offset) with the Lakeview Village parking garage access to minimize motor vehicle and pedestrian conflicts.
- The proposed access ramp landing needs to be inside the building (i.e., outside of the right-of-way) and a minimum of 25 feet long with a maximum grade of 5%.
- No exceptions or variances should be granted to the 1st Street vehicle ramp and/or access design, including grades or landing areas that could in any way compromise pedestrian safety.
- The Applicant needs to accurately determine existing development trip generation and specifically identify vehicles parking on site whose passengers patronize the Wizer development, and those who walk off-site and only patronize others.

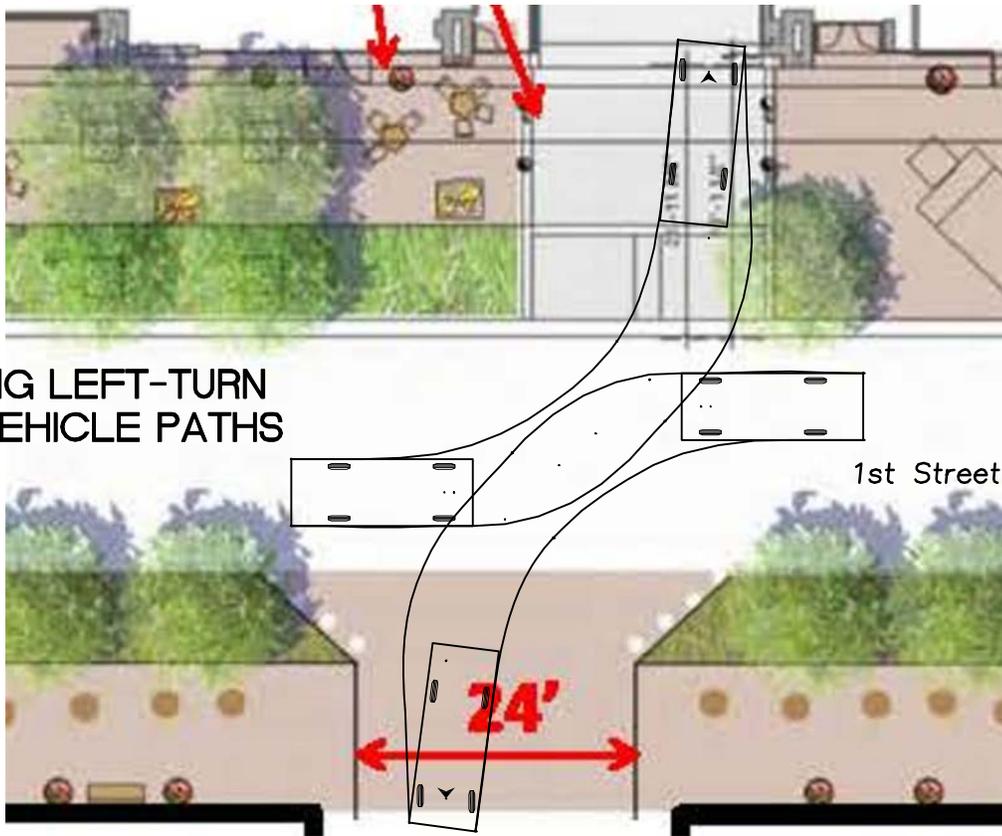
Sincerely,



Christopher M. Clemow, PE, PTOE
Transportation Engineer

Enclosures: (2) Access Alignment Graphics
(2) Garage Ramp Designs

c: Greg Hathaway - Hathaway Koback Conners LLP
Matt Grady, Barry Cain - Gramor Development



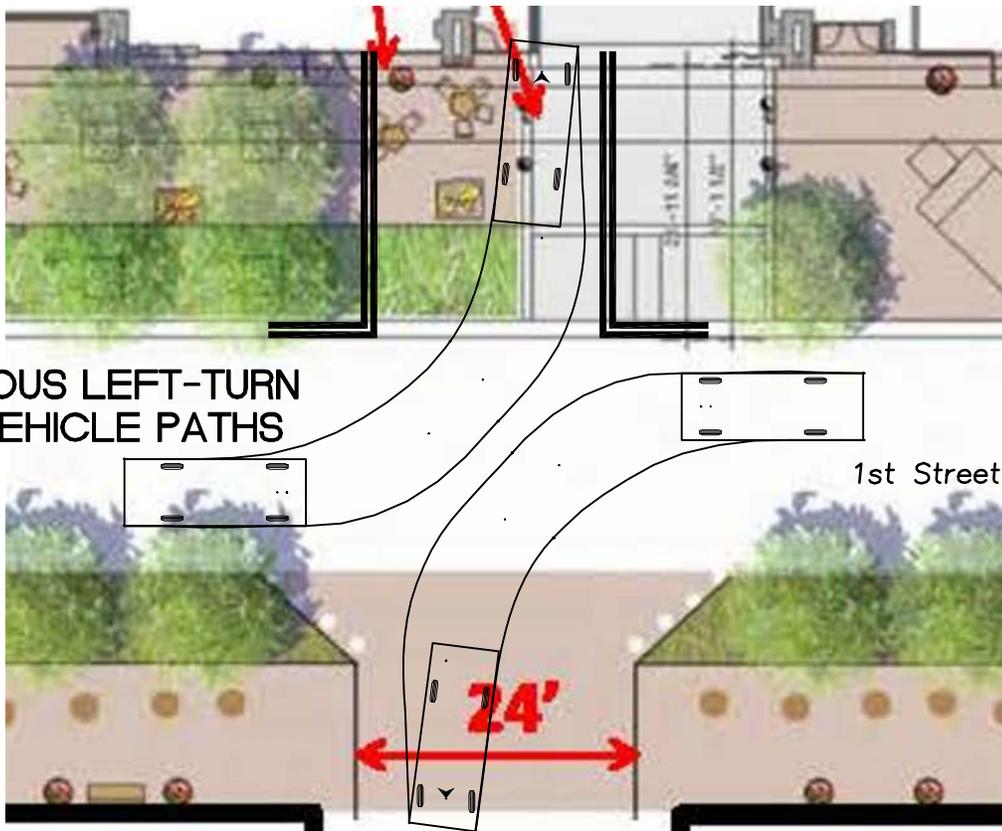
CONFLICTING LEFT-TURN
ENTERING VEHICLE PATHS

WIZER
BLOCK

1st Street

LAKEVIEW
VILLAGE

PROPOSED CONDITION: OFFSET DRIVEWAY



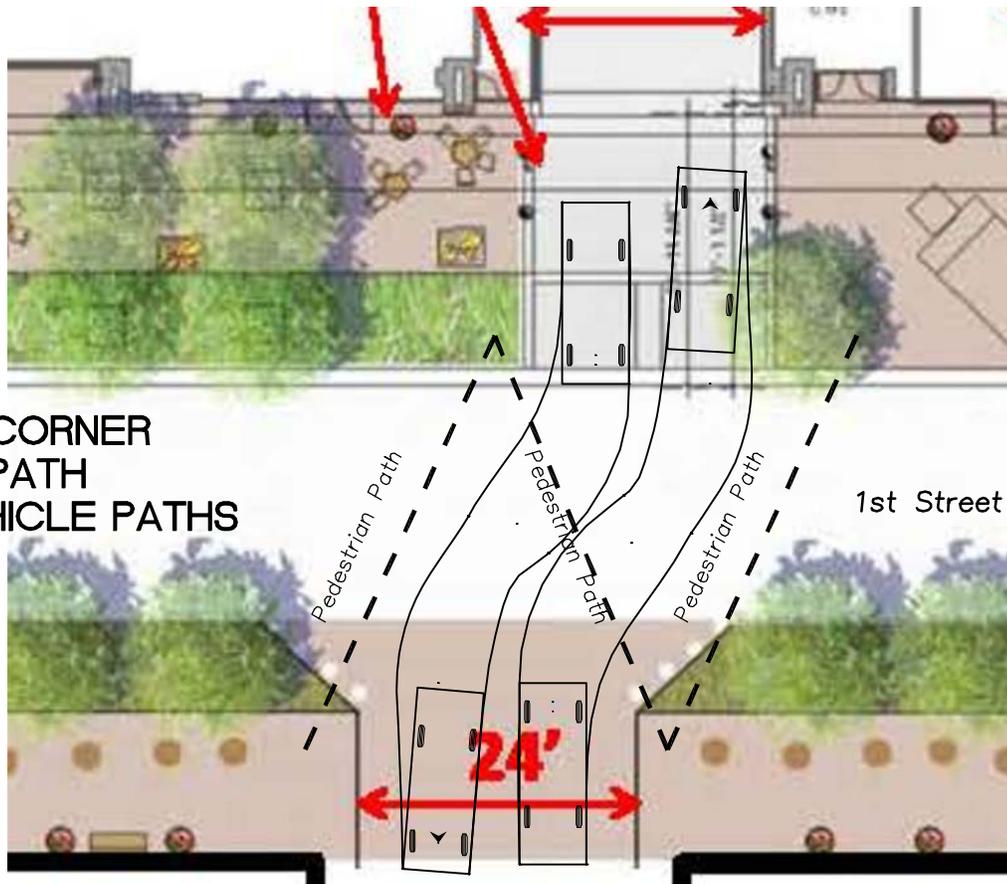
SIMULTANEOUS LEFT-TURN
ENTERING VEHICLE PATHS

WIZER
BLOCK

1st Street

LAKEVIEW
VILLAGE

DESIRED CONDITION: ALIGNED DRIVEWAY



CORNER-TO-CORNER
PEDESTRIAN PATH
CROSSES VEHICLE PATHS

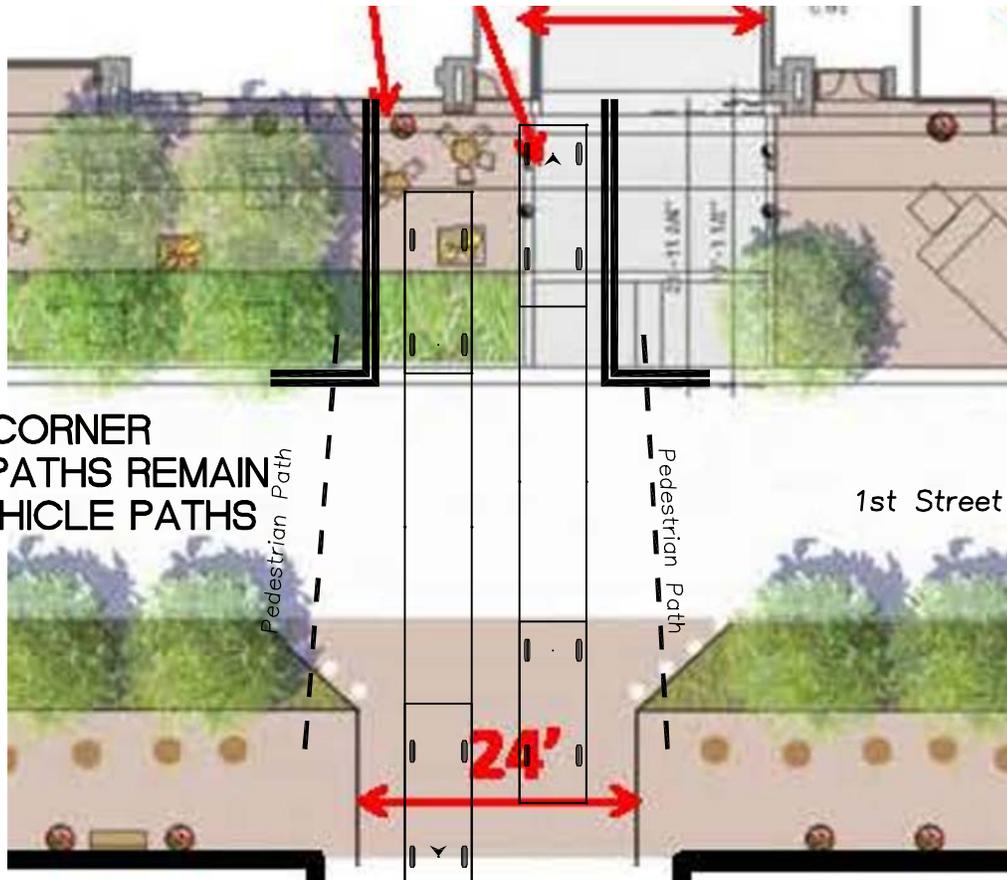
WIZER
BLOCK

1st Street

LAKEVIEW
VILLAGE

24'

PROPOSED CONDITION: OFFSET DRIVEWAY



CORNER-TO-CORNER
PEDESTRIAN PATHS REMAIN
CLEAR OF VEHICLE PATHS

WIZER
BLOCK

1st Street

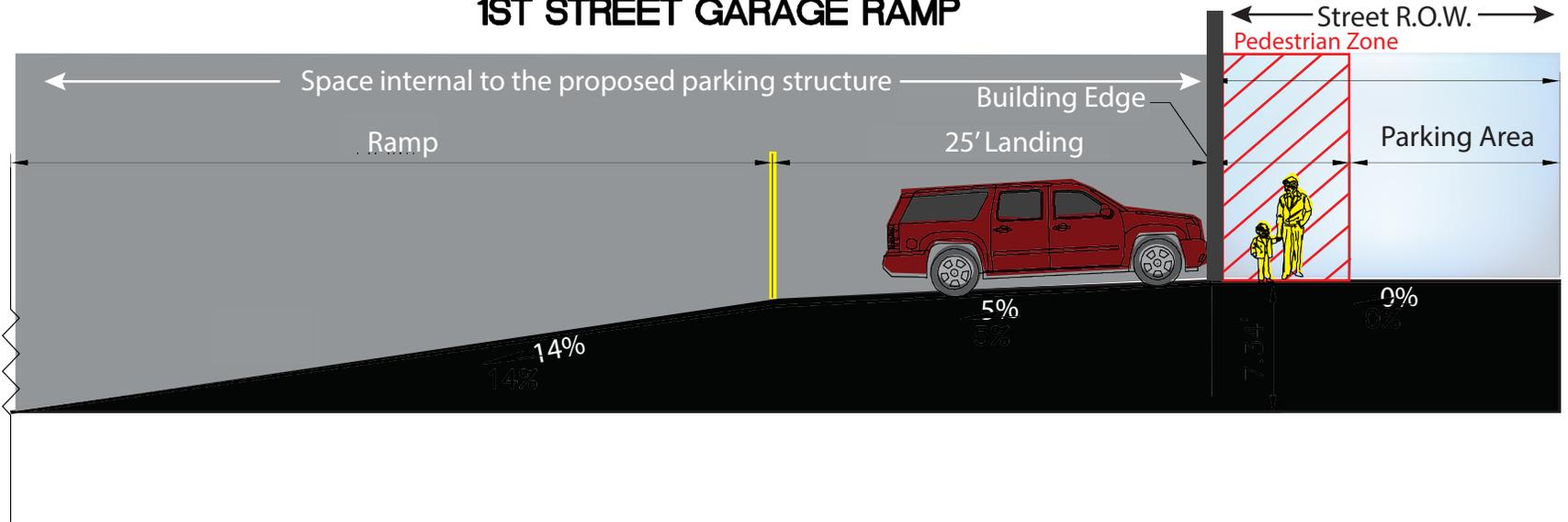
LAKEVIEW
VILLAGE

24'

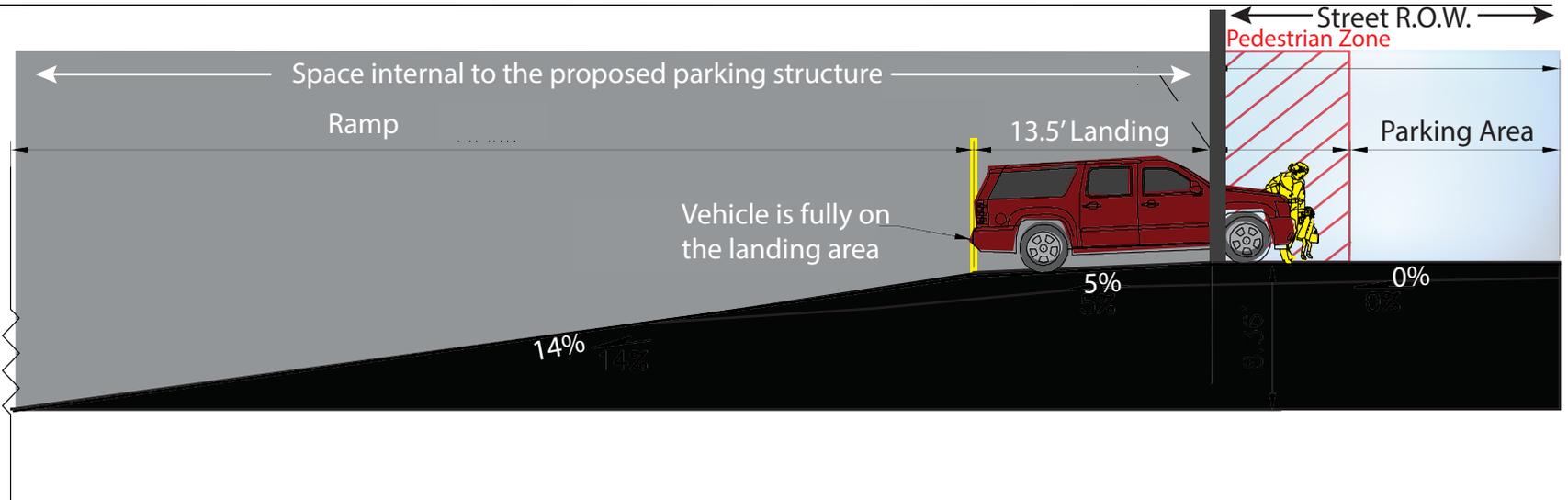
DESIRED CONDITION: ALIGNED DRIVEWAY

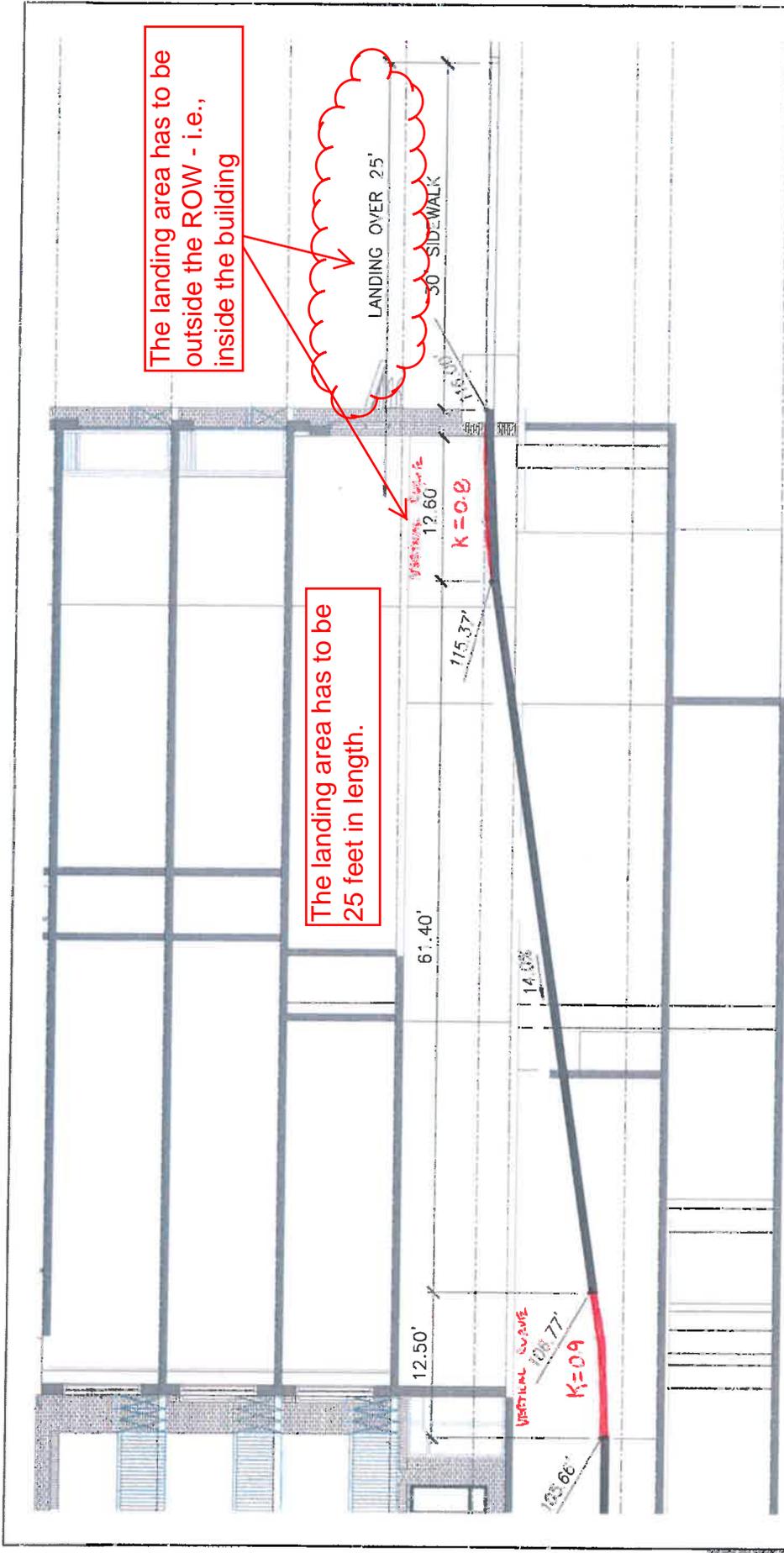
1ST STREET GARAGE RAMP

REQUIRED SECTION



PROPOSED SECTION





SECTION - 1st STREET GARAGE RAMP
SCALE: 1" = 50'

DATE	BY	DESCRIPTION	SCALE

Harper Houff Peterson Righellis Inc.
 300 E. 9th St., Suite 200, Portland, OR 97214
 Phone: 503.228.1111, Fax: 503.228.1111

SECTION
BLOCK 137
 LAKE OSWEGO, OR

DATE: 7/20/10
C1.1
 AN-C127