

From: Peter York [<mailto:pmyork@live.com>]
Sent: Thursday, February 11, 2016 11:46 AM
To: Hamilton, Leslie <lhamilton@ci.oswego.or.us>
Subject: LU-16-0001

February 11, 2016

To The Lake Oswego Planning Commission
RE: File Number LU-16-0001 Ordinance 2707)

I commend the commission for attempting to address the parking deficit existing in the south zone, per the "Lake Grove Village Center Parking Management Plan" document, pages 35-36.

The code amendment that is proposed is misguided in my opinion though.

Your own internal estimated parking demand for future retail/commercial space on the site indicates a need for at least 170 spaces, not 238 as proposed. Current code allows for a three story garage with 189 spaces, both surface stalls and garage stalls. Current code also maintains what appears to be a 120 foot buffer between the sites rear property line and the garage's back vertical concrete wall (30 feet in height?) This information is what my wife and I relied on when purchasing our home which is close to the parking site. To move that very large vertical concrete wall to within a few mere feet of the sites rear property line, and much closer to the residential area backing up to the site, goes against the very nature of Lake Oswego's neighborhood feel and vision.

I believe too, that the proposed parking garage is much too far from the Lake Grove shopping area to have the impact that the commission is hoping for. There is no convenient way for shoppers/diners to access the Lake Grove Shopping Center. By walking the proposed site, you'll notice that after parking in the "garage", shoppers/diners will be required to negotiate a walk of at least 650-700 feet around Zupan's loading dock and dodge delivery vehicles to reach La Provence. That's from the ground floor....the distance from level three is much further. It's also highly unlikely that Zupan's shoppers will attempt the hike lugging filled grocery bags. The only other route from the parking garage to the Lake Grove Shopping Center is to trek around Starbucks, which is roughly the same distance. Pedestrians will then be required to dodge traffic and negotiate the current surface parking lot, which is not safe in my opinion.

And lastly, estimates supplied in your document indicate costs of between \$4.760 Million and \$7.140 Million to construct the larger 238 stall parking structure. It was not clear if these cost estimates include land acquisition. That's a lot of money.

Please deliver this e-mail to the Planning Commission by Wednesday, February 17,2016.

Thank you,

Peter York
4601 Upper Drive
pmyork@live.com