

**City of West Linn
PRE-APPLICATION CONFERENCE MEETING
SUMMARY NOTES
October 21, 2010**

SUBJECT: Les Schwab at 19080 Willamette Drive

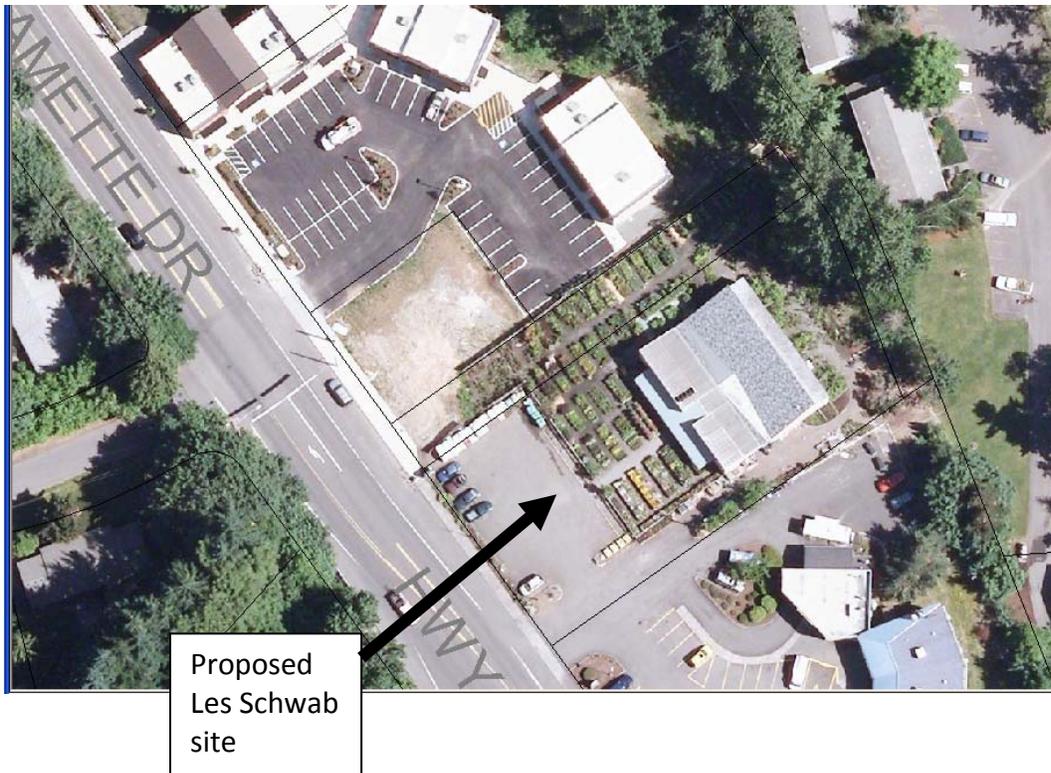
ATTENDEES: Applicants: George Bunting, Lenny Brown, John Scanton
Staff: Khoi Le (Engineering), Peter Spir (Planning)
Public: Tom Boes (RNA President), Doug Seely, Kevin Bryk

The following is a summary of the meeting discussion provided to you from staff meeting notes. Additional information may be provided to address any “follow-up” items identified during the meeting. These comments are PRELIMINARY in nature. Please contact the Planning Department with any questions regarding approval criteria, submittal requirements, or any other planning-related items. Please note disclaimer statement below.

Project Details

The proposal would create 11,313 square feet of commercial space/automotive repair space in two buildings to accommodate a Les Schwab Tire Center at 19080 Willamette Drive also known as the former Kasch’s nursery site. The parcel comprises 46,109 square feet. The larger of the



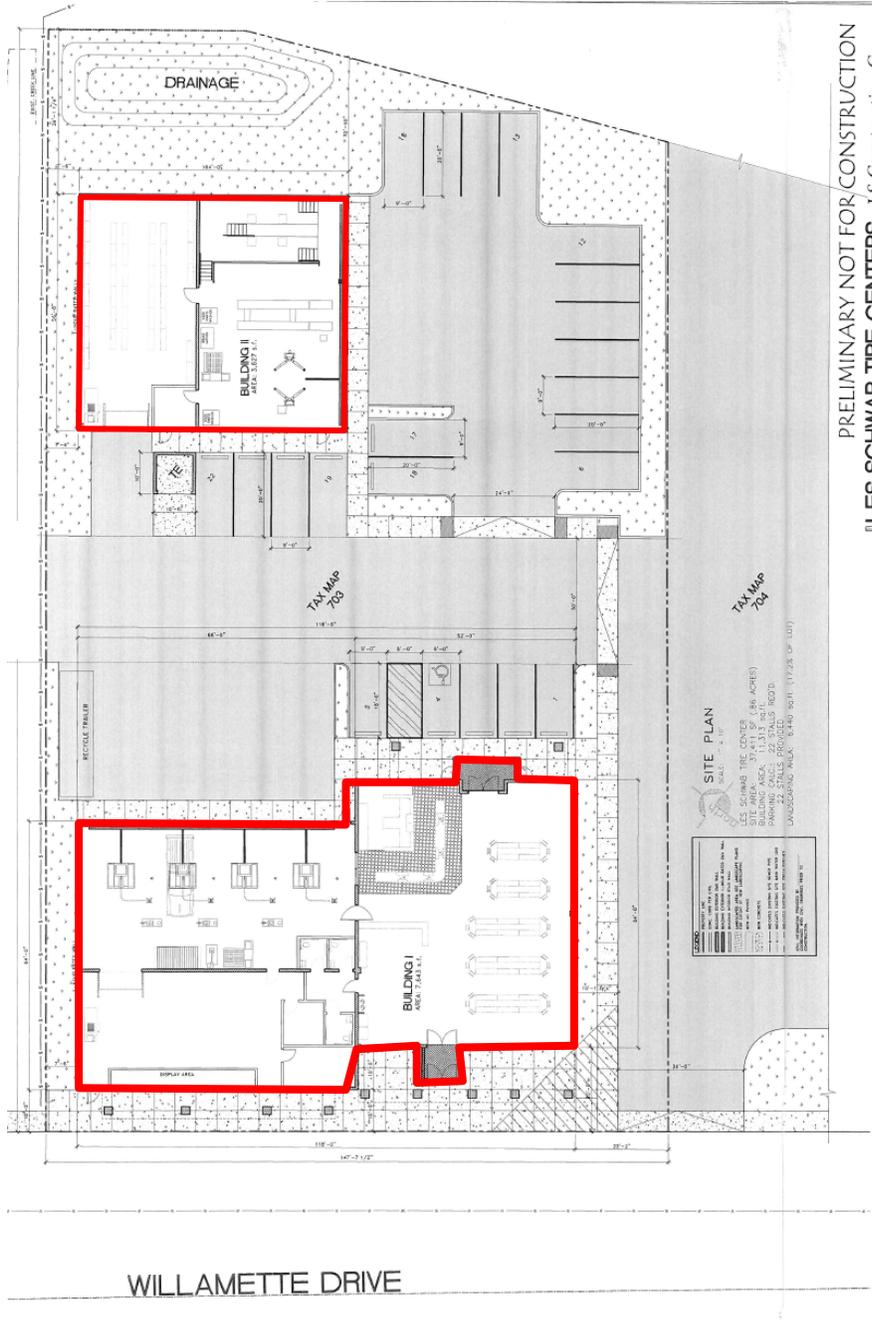


two buildings would be located at the northwest corner of the lot abutting the Willamette Drive right of way (ROW). The second, smaller building would be located east of an access driveway that would connect with Doug Seeley’s commercial development to the north. The property is zoned “General Commercial” (GC). Les Schwab’s activities are classified in CDC Chapter 3 as “Automotive and Equipment: repairs, light equipment”. Such uses are permitted in the GC zone only by Conditional Use Permit. Class II Design Review is also required.

The site extends back or east 260 feet from the Willamette Drive ROW. The front two-thirds of the lot are flat. The land then drops down about 10 feet to a lower flat area at the rear of the existing Kasch’s building. The applicant will construct a retaining wall behind the rearmost building and parking lot then backfill/raise the grade in the lower/rear area to equal the grade in the front.

There are no drainageways, riparian zones, wetlands or other natural features as defined by the CDC on the property. The trees are few and limited to the rear property line. They appear to be three cottonwoods about 30-40 feet tall. These trees provide some screening between the site and the apartments to the rear of the site. (A survey is needed to determine if the trees are in fact on the applicant’s property.)

Doug Seeley Property



PRELIMINARY NOT FOR CONSTRUCTION
LES SCHWAB TIRE CENTERS LS Construction Co.

7-11



**Lower grade
at rear of
existing
building**

**Cottonwoods
screen
apartments to
the east**

Architecture

Building Materials

The design submitted by the applicant is a single story building clad in faux brick made of Concrete Masonry Unit (CMU) with a parapet wrapping around the upper edge of the roof. As seen from Willamette Drive the front elevation is broken into two, almost equal, parts with one set back ten feet behind the other. This breaks up the horizontal plane effectively and presents the opportunity to break the building's scale and mass down even further by using different building materials and different parapet heights on these two parts. The applicants explained a willingness to add horizontal bands of decorative brick work in the upper sections of the building. Staff would encourage the use of brick or other materials to contrast with the CMU.



Awnings

Both staff and Tom Boes (RNA) wanted to see the awnings extend perpendicular from the face of the building rather than slope down at a 45 degree angle. The awnings should extend out 6-8 feet with 8 feet of vertical clearance. The awnings should also extend continuously across the entire front building elevation to provide meaningful protection from rain and sun. Please verify with Gail Curtis of ODOT (gail.e.curtis@odot.or.us) the ability to extend awnings/overhangs into the state ROW. (See also the attached letter from ODOT.)

Entryway

CDC 55.100(B)(7) requires that all businesses have at least one main entry onto the street side. The front vestibule entrance to the sales area meets the criteria for an entryway on the main street but could be made bigger because it is rather small compared to the one on the rear elevation.

Transparency

Architectural concerns include the need to meet transparency requirements of CDC 55.100(B)(6)(f). Sixty percent of the lineal frontage of the Willamette Drive elevation must have windows. The north and south facing elevations also need 30 percent transparency each. Glass must be clear and cannot be mirrored or smoked etc. The transparency problem of an earlier design has been solved by windows across most of the street elevation (the minimum amount is 60%). The north facing elevation, which would be seen by traffic heading south on Willamette Drive, is shown with no windows. This is a problem. The applicant provided two decorative trellises to break up that elevation. But the CDC requires 30 percent transparency on that elevation. It would be possible for the applicant to get credit for surplus transparency on other elevations. Alternately, the applicant could apply for a variance which staff could support so long as some kind of wall decoration like the dog club uses further up the street or a vegetative or “green screen” is used. The use of a fairly flat roofline unadorned by cornices was supported by staff.

Sidewalk

A 12-foot wide sidewalk with cut outs for trees along the curb edge was called for in the CDC. It was noted that the West Linn OR 43 Conceptual Design Plan calls for a 15-foot sidewalk combining 10 feet for pedestrians and five feet for tree cut outs, utilities and street furniture; but as staff noted, although that document has been adopted by City Council it has not been incorporated in the CDC so the 12-foot dimension would prevail. Still, if the applicant wants to improve the product, they could go with the 15-foot configuration.



Shared Driveway

The applicant's site plan shows the connection to the adjacent property to the north. The developer of that property (to the north) is required to provide a 24-foot wide driveway and access easement for the benefit of this property (Kasch's). The condition of approval for that application (DR-06-43) is as follows:

“At such time that the commercially zoned property to the south (Assessor's Map 21E 23AA tax lot 703) currently known as Kasch's, applies for a design review application, this applicant shall provide and construct a 24 foot wide driveway along the south property line to connect the two parcels. Further, the applicant shall prepare and sign a waiver of remonstrance to the connection, construction and use of a driveway from the tax lot 703 (Kasch's property) onto the applicant's property. Further, the applicant shall sign and record a reciprocal and mutual access easement that would allow traffic from the tax lot 703 (Kasch's property) to exit via the applicant's parking lot and driveway and vice versa. These documents shall be reviewed and approved by the City Attorney.”



The intent also is that the traffic from the property to the north could traverse the Kasch's site and use their point of ingress/egress.

The use of different colors, textures or materials to encourage use of pedestrian routes through the parking and driveway areas is required per 55.100(B)(7)(d)(e) and 46.150(A)(20).

A pedestrian link needs to be provided on the north or south side of the common driveway.

The site layout correctly includes a driveway connecting to Doug Seely's commercial property to the north. Mr. Seely re-affirmed his commitment to the connection but stated his concern that the Les Schwab needs to go with a design that looks more retail than automotive. Mr. Seely recalled the earlier proposal to have a personal storage space on his site. The problem with that use was that it would not have contributed to the streetscape. Staff agreed and continues to be concerned that as we move towards codifying the design concept and introducing new commercial design standards we may be undercutting the social aspect by allowing an automotive related use which does not interact with, or contribute as much to, the streetscape as a standard retail use would.

Color

That brings us to building color. The applicants stated their company's commitment to the familiar bright red and white color scheme. They offer only one alternative color scheme: rust color instead of red and a cream color instead of white. The difference is subtle. They stated that the company is committed to these color schemes and that if they were denied those color choices it could end the deal.



Staff is fully aware of the need for corporate branding and identity. A consistent nationwide color scheme is one way to achieve that. McDonalds took a similar position through the late 1980's: they all looked the same and had the same corporate colors. Today, McDonalds, like most other nationwide franchises and businesses come in all shapes and sizes and in every imaginable building material and color. Their identity is communicated successfully through their signs. For example, the McDonalds in Willamette went with a grey Cape Cod clapboard wood style. The point being made is that color uniformity is not necessary.

But what does the Community Development Code say about color?

CDC 55.100(B)6. Architecture.

a. The predominant architecture of West Linn identified in the West Linn vision process was contemporary vernacular residential designs emphasizing natural materials: wood with brick and stone detail. Colors are subdued earth tones: grays, brown, off-whites, slate, and greens. Pitched roofs with overhanging eaves, decks, and details like generous multi-light windows with oversized trim are common. Also in evidence are the 1890s Queen Anne style homes of the Willamette neighborhood. Neo-traditional homes of the newer subdivisions feature large front porches with detailed porch supports, dormers, bracketed overhanging eaves, and rear parking for cars. Many of these design elements have already been incorporated in commercial and office architecture.

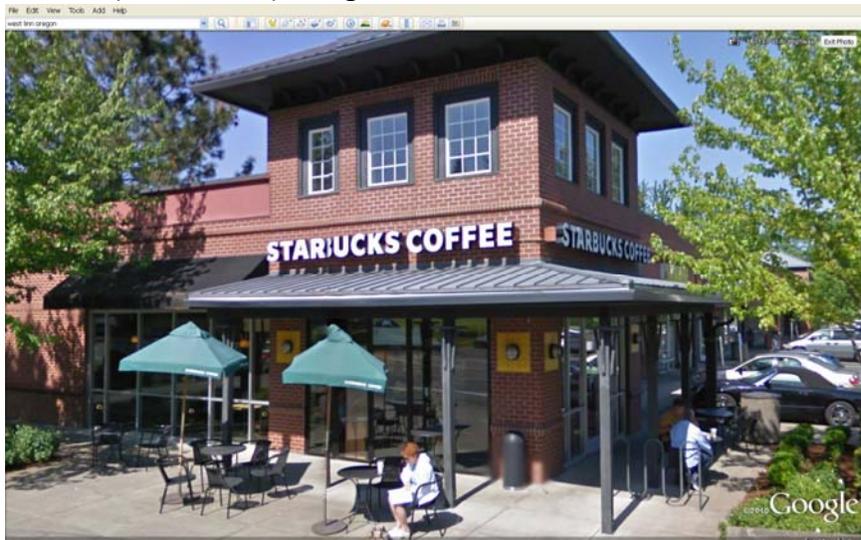
b. The proposed structure(s) scale shall be compatible with the existing structure(s) on site and on adjoining sites. Contextual design is required. Contextual design means respecting

and incorporating prominent architectural styles, building lines, roof forms, rhythm of windows, building scale and massing, materials and colors of surrounding buildings in the proposed structure.

Per the CDC, it is clear that earth tones are required. Every new commercial or office building built in the past 15 years along Willamette Drive has followed those color standards. Nearby buildings such as the commercial space to the north use brick faced construction and dark earth tones. Even the much older 7-11 building and associated businesses to the south are muted colors. A red and white color scheme at Les Schwab would not qualify as an earth tone and would not satisfy the contextual design standards that consider color to be an important part of the criterion. Solution: If the applicant could go with a brown/beige accent instead of red and then darken the cream color, the colors would better agree with the CDC requirements. All awnings would be black/metal colored.

Staff is also mindful of the Robinwood Neighborhood Plan which calls for developing “a common architectural and design theme for commercial development along Willamette Drive.” It also requires primary use of quality building materials such as stone, terra cotta and wood for frontage facades. “Natural” or earth tone painted CMU might be acceptable, but painting the CMU white and red deprives the community of any appreciation of the building product, its natural color and texture.

The following photographs provide contextual reference to demonstrate the dominant color scheme (earth tones) along Willamette Drive for new construction.





Put another way, when a business is striving to identify itself in a sea of signs, balloons, and harsh colors the proposed Les Schwab color scheme makes perfect sense if it is to compete.

That would be true along McLaughlin Boulevard. But in West Linn, the playing field has been leveled with a strict sign code and a design review process that demures rather than screams. In the context of West Linn and especially given the design review standards and the neighborhood plan, the color scheme should be modified.

Parking

Placing the parking on the side and rear of the building is correct per code. It is noted that the parking is based on the land use category in CDC Chapter 46 of "Service and Repair shops" with a one space per 500 square feet of building requirement. The 11,313 square foot building requires 22.6 spaces which then are rounded up to 23 spaces. One ADA space is required. Dimensionally, half of the spaces must be compact. Standard spaces are 9X18 and compact are 8X16. Screening the rear of the site and parking lot, from adjacent residential uses, with a six foot tall solid masonry wall would mitigate glare but more importantly, the noise from the automotive work areas.

Access

Access from Willamette Drive would utilize an existing driveway that is shared with the 7-11 development next door. The applicant proposes a 30-foot wide driveway width. The maximum curb cut width on Highway 43 is 40 feet but it requires ODOT approval. An ODOT access permit would have to be obtained. (Please refer to Gail Curtis' letter from ODOT attached)

Landscaping

Landscaping is explained in 54.020(E)(2)(3) and 54.070. There is ample room at the rear of the site to meet the total 20% landscaping requirement. There is also the requirement that five percent of the rear parking lot comprise landscaping.

A landscaped median at least five feet wide is required between this site and the "7-11" property per CDC 54.020(E)(3)(b)(d). To allow a reduced median width or to eliminate some, or all, of the landscape requirements would require a Class II Variance. Please refer to CDC Chapter 75 for the approval criterion.

Noise

This use is expected to be very noisy. At all hours that this business is open, power wrenches, pneumatic equipment will be used along with other equipment and tools. A noise study will be required. Because Kasch's garden store operated at this site for decades the noise study would not be per the "previously unused commercial property" standards. See CDC 55.100(D).

Bike Parking

CDC 46.150(D) requires four bike parking spaces (based on stated building size), two of which shall be covered per this code section. They should be located near the front entrance where they can be easily observed.

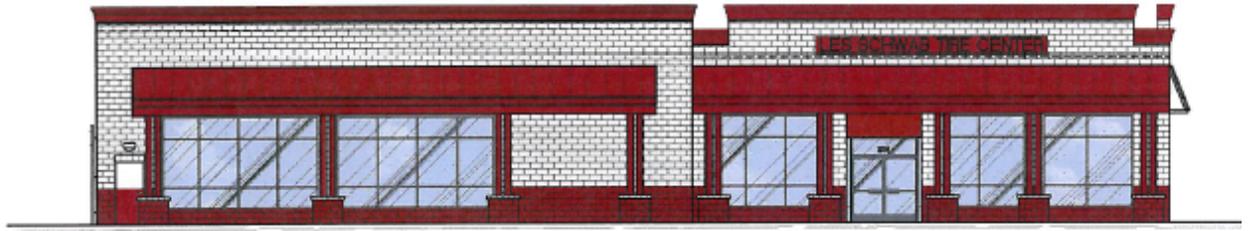
Signs

One freestanding sign at 32 sq ft. is allowed plus three on wall signs not to exceed 10% of the square footage of the wall either individually or collectively. (See CDC Chapter 52.300.)



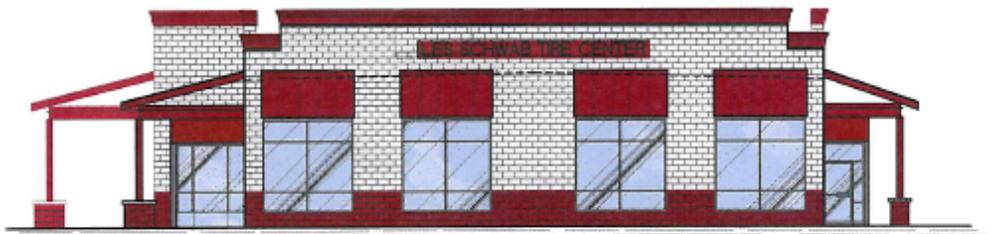
NORTH ELEVATION

SCALE: 1/8" = 1'-0"



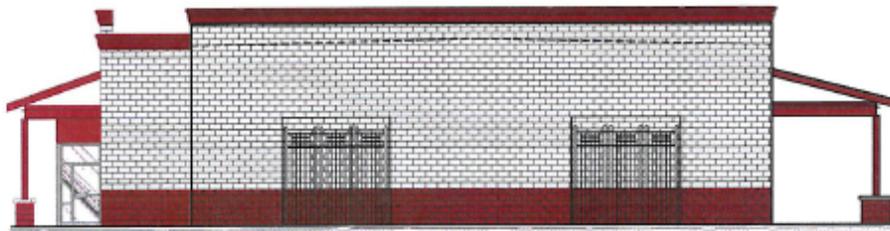
SOUTH ELEVATION

SCALE: 1/8" = 1'-0"



EAST ELEVATION

SCALE: 1/8" = 1'-0"



WEST ELEVATION

SCALE: 1/8" = 1'-0"

Note: the drawings above do not show the proposed color scheme. South elevation faces Willamette Drive.

ENGINEERING COMMENTS

Khoi Le

Kle@westlinnoregon.gov

TRAFFIC

The property is currently located in the corridor where the City Transportation System Plan (TSP) has developed a specific conceptual plan for this particular corridor.

At the current conditions, the City TSP identifies that the intersection between Hwy 43 and Pimlico Drive has been operating at a deficient level of service.

TSP recommends a traffic signal to be installed when warranted. Thus traffic impact shall be required for this intersection to determine whether or not the signal is required.

By 2030, there will be several intersections along Hwy 43 that will be operating at deficient level of service. The two nearest intersections to the project site are Hwy 43/Cedaroak Drive and Hwy 43/Hidden Springs Road. Therefore a traffic impact analysis shall be required.

TRAFFIC IMPACT ANALYSIS SCOPE OF WORKS

Traffic Impact Study shall be required on either option. Traffic Impact Study shall provide following information and analysis.

- Executive Summary
- Introduction
- Location Description
- Trip Generation
- Trip Distribution
- Operational Analysis
- Safety Analysis

Analysis shall also be done for the following intersections.

- Hwy 43 and Cedaroak Drive
- Hwy 43 and Hidden Springs Road

Traffic Impact Study shall also include any scopes and analysis that are required by ODOT. This study should identify-map a primary service area from which Les Schwab expects to get most of its customers from.

Per City of West Linn Transportation Master Plan, following is classification for those streets.

- Hwy 43 – Major Arterial

- Cedaroak Drive – Neighborhood Route
- Hidden Springs Road – Minor Arterial

Engineering must scope the applicant's traffic report in addition to ODOT.

DRIVEWAY

Many existing driveway along Hwy 43 do not meet the current spacing requirement.

The Transportation System Plan (TSP) driveway separation requirement is 300 feet. The CDC driveway separation requirement is 150 feet.

The current shared driveway between the proposed development and 7Eleven and the adjacent development to the North is approximately 200 feet apart. It does not meet the spacing requirement.

There is an access agreement which was established when the adjacent property to the North came in for development. Please examine the option of sharing driveway access with this property.

If access agreement with 7-11 has not been established, an established agreement will be required.

STREET IMPROVEMENT

Street improvement shall be required. Street improvement shall consist of street pavement replacement with new curb as well as new sidewalk.

New sidewalk shall be as wide as the existing sidewalk along the adjacent property located on the North. Existing sidewalk may need improvement so sidewalk width will be consistent along all properties.

Dedication or public easement may require keeping public pedestrian walk way inside public right of way or public easement.

Street improvement shall meet both City of West Linn and ODOT requirements.

Development shall require obtaining all permits necessary from ODOT for the development.

Development shall require providing proof of approval from ODOT before City construction permit being released for construction.

STORM DRAINAGE IMPROVEMENT

Since the previous development has never provided storm treatment water treatment and detention, new development is required to provide storm water treatment and detention meeting the City of West Linn Standards.

If the development is required obtaining DEQ approval, development shall require providing proof of approval from DEQ before City construction permit being released for construction.

A Storm Drainage Report shall be required.

SANITARY SEWER

There is existing public sanitary sewer main line in the back of the property available for connection.

WATER IMPROVEMENT

This property is currently located in the Robin Wood Pressure Zone. The Robin Wood Water Pressure Zone is currently deficient under emergency conditions however there are not any improvements along or nearby the proposed development listed in the City Water Master Plan. Therefore the proposed development shall require paying water SDC for the additional water demand.

When water demand occurs, a hydraulic analysis shall be required. The developer shall pay Murray & Smith Associates for the analysis making sure the increased demand will not worsen the current water system.

Development shall require providing proof of approval from the Fire Department before City construction permit being released for construction.

It is recommended that the Les Schwab developer contact Joe Komarek of the City of Lake Oswego regarding the Lake Oswego water line running along the project frontage on Hwy 43.

Joe Komarek
West End Building
4101 Kruse Way
Lake Oswego, OR 97034

503-697-6588
503-635-0270
Fax: 503-534-5225
Email: jkomarek@ci.oswego.or.us

OTHER UTILIY IMPROVEMENTS

No overhead utilities and utility poles with the exception of street lights shall be allowed along the project frontage. All existing overhead utilities along the project frontage shall be placed underground. All existing utility poles along the project frontage shall be removed.

Development shall be responsible for expenses removing existing poles and placing existing overhead utilities underground.

BUILDING DEPARTMENT COMMENTS

The system development charges (SDCs) including the Road SDC's which could be a significant amount. The applicant would get credit for trip generation produced by Kasch's. The applicant's traffic study will be used as the basis for projecting the Les Schwab trip generation which in turn will be used to compute the SDC's. This SDC charge does not include other utility related SDC's, building permits, etc. (Contact David Davies at ddavies@westlinnoregon.gov or Jim Clark who prepares the SDC calculations at jclark@westlinnoregon.gov).

CONCLUSION

Staff could support this application contingent upon, but not exclusively:

1. Color changes.
2. Meeting permitted noise standards.
3. Adequate transparency on north elevation (facing southbound Willamette Drive) or successfully applying for variance.
4. Flat awnings across front building elevation painted black or left natural metal

PROCESS

Schedule and conduct a neighborhood meeting pursuant to CDC Section 99.038. Follow the requirements exactly. The Robinwood Neighborhood Association (RNA) meets on the second Tuesday of the month. Contact Tom Boes, President, at 699-6112 or e-mail at TCBOES@gmail.com. For this meeting the applicant shall provide all available plans, architectural drawings and explanatory narrative to the RNA at least ten days prior to the meeting

Then complete the Conditional Use Permit and Class II Design Review application form and submit it to the Planning Department with deposit/fees based upon the fee schedule. (The deposit/fee for design review is 4,000 dollars plus four percent of the construction value as determined by the Building Department (20,000 dollar minimum). The deposit fee for a CUP is 3,650 dollars. Staff will bill hours against these deposits. Surplus deposit money will be returned on completion of the land use permit process. Cost overruns could result in payment of additional deposit/fees.

Accompanying the application and deposit/fees will be a full and complete submittal and full response to the approval criteria per the requirements of CDC Chapters 55 and 60. Other applicable chapters include 46, 48, 52 and 54. If you submit signs for review at this time you can avoid additional delays of up to two months to obtain the sign permit later. Sign permit fee is 250 dollars. In the event that a Class II Variance(s) is needed, the deposit fee is 1,800 dollars and the submittal and approval criteria of CDC Chapter 75 must be addressed. If multiple variances are needed, each additional application deposit fee is 900 dollars.

The City has 30 days to determine if the application is complete or not. Most applications are incomplete, usually due to inadequate responses to approval criteria or stating “NA” in response to submittal requirements or approval criteria. The applicant has 180 days to make it complete, although usually it is complete within three months of the original submittal. Once complete, the City has 120 days to exhaust all local review and appeals. Once complete, the application will be noticed to property owners within 500 feet of the site perimeter. There will be Planning Commission hearing about four weeks after the determination of completeness. Appeals are heard by City Council.

Typical land use applications can take 6-10 months from beginning to end.

DISCLAIMER: This summary discussion covers issues identified to date. It does not imply that these are the only issues. The burden of proof is on the applicant to demonstrate that all approval criteria have been met. These notes do not constitute an endorsement of the proposed application. Staff responses are based on limited material presented at this pre-application meeting. New issues, requirements, etc. could emerge as the application is developed. These pre-application notes shall be invalid 18 months from the date of the pre-app. After that date, another pre-app would be required. Also, new state laws and development code amendments can impact the feasibility of a project.

Segment D / Intersections 4 & 5

Segment D is generally an 80' right-of-way, with the Robinwood Shopping Center on one side, and the TriMet shared use park & ride on the other. The cross section responds to the greater amount of pedestrian traffic associated with these land uses, and provides 10' sidewalks on both sides of the street, separated from the bike path and roadway by a planting strip with tree wells. A median is planned for the entire length of Segment D. This median is not expected to negatively impact access along the segment, as the Park & Ride and the commercial use at the northwest corner of OR 43 and Cedar Oak both maintain access drives to side streets.

Furthermore, the plan recommends shifting the existing access drive to the Robinwood Shopping Center from its current midblock location to more closely align with Cedar Oak. This alignment will create a true, 4-leg intersection, and is expected to dramatically improve functionality and safety. It should be noted that the shopping center's parking lot configuration would have to change in order to accommodate this new access drive at the northern boundary of the property. Final determinations regarding specific designs for the new driveway, and the effect of driveway queuing on the existing parking lot's functionality are to be studied and determined during preliminary engineering.

As stated in the previous section, some issues associated with this realignment will need to be addressed during preliminary engineering, however. These issues include examining the effect of

the "skew" angle of Cedar Oak on the proposed improvement, as well as examining any right-of-way takes which may be associated with the improvement. Signage issues associated with proposed new right turn and right through lanes on OR 43 at Cedar Oak will also require ODOT examination. If these issues cannot be satisfactorily resolved, status quo conditions will prevail.

The current property owner has expressed a wish to maintain the existing entrance along HWY 43 as a "right-in / right-out" access drive. However, the recommended driveway realignment is recommended as a safety improvement. Therefore, any decision to keep the current driveway open will depend upon future studies analyzing the safety of maintaining this driveway. It should be noted that the current driveway location and its width negatively impact the pedestrian environment. Furthermore, TriMet has voiced a preference for closing the driveway, based on rider input, as it creates conflicts between automobiles and pedestrians, and endangers transit riders walking to and from nearby bus stops and the park and ride. These moves may also allow TriMet to adjust the current bus stops to better meet the needs of transit riders.

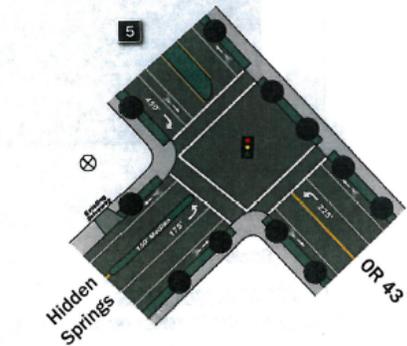
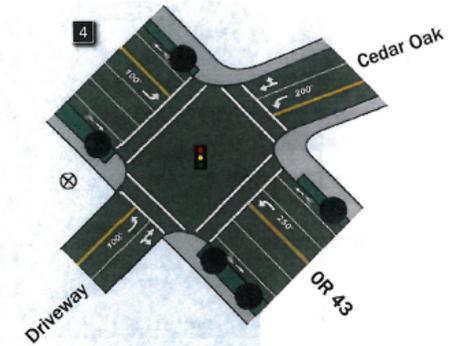
In addition to this realignment, the plan recommends installing a central median along Hidden Springs at the approach to OR 43. This median is designed to prevent left turn maneuvers from the shopping center onto Hidden Springs, and from Hidden Springs into the shopping center. The driveway's proximity to the signal

and the volume of traffic flowing through the Hidden Springs intersection makes this maneuver unsafe. The driveway will remain open as a "right-in / right-out" access point. Drivers wishing to make left turns into and out of the shopping center would be encouraged to do so at the access drive located at the rear side of the site (at the property's southern edge).

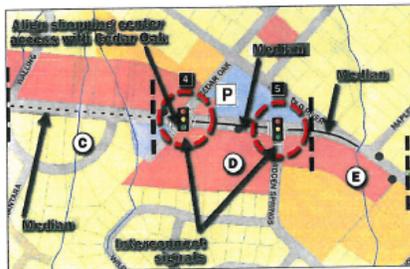
To further maximize vehicular mobility in this area, the plan recommends interconnecting the traffic signals at Cedar Oak and Hidden Springs.

The summary of impacts related to this intersection improvement at Cedar Oak Drive and Hidden Springs Road are as follows:

- Existing ROW on Highway 43 is approximately 75 to 78 feet. To accommodate turn lanes and minimize ROW takes, the proposed cross section with 15-foot planter/sidewalk on each side would be narrowed by approximately 9 feet on the west side, requiring additional ROW of 5 to 8 feet total width.
- Relocation of the existing commercial driveway between Cedar Oak and Hidden Springs will eliminate one driveway conflict. One driveway north of Cedar Oak Drive will conflict with the proposed left turn lane on Highway 43, but it is already a shared driveway and other access alternatives do not exist. One driveway south of Hidden Springs Road conflicts with the proposed turn lanes, but may be closed because it is one of three driveways that access a single parking lot. It is currently channeled as right-in, right-out.



18



D



* Raised bikeway subject to ODOT review and approval
* Landscaping/swales subject to ODOT approval and maintenance agreement



Staff found the use of contrasting bricks to be a very effective and dramatic means of creating visual interest in brick work. Herringbone patterns (below) were another option, although the eye seems to notice the contrast in color more than the contrast in pattern.





Understated black cornice looks very good. Note also the faux stone faced drivet which provides visual interest. Deep awnings are critical.



Horizontal wood insets make a unique design contribution. It is also conveys a northwest look. Huge transparency broken up into multiple lights is great but the mirrored glass diminishes its value. Awnings cover the sidewalk. Simple flat roofline looks good.



LETTER FROM ODOT relating to an earlier pre-application conference for the same site:

April 15, 2010
City of West Linn
Attention: Peter Spir
22500 Salamo Road, #1000
West Linn, OR 97068

SUBJECT: Key Bank Highway 43 Pre-Application

Dear Mr. Spir,

As you know, ODOT owns and operates the Highway 43 and has an interest in ensuring that area land use is compatible with its safe and efficient operation. We have not received a preliminary site plan so are at a disadvantage to respond but wish to address a couple of potential issues.

The development of the scope for the traffic impact analysis should include our participation to ensure the correct standards are applied. Please have Key Bank's traffic engineer contact Avi Tayar, PE with ODOT at 503-731-8221 or Abraham.tayar@odot.state.or.us to coordinate.

We also wish to raise concern about locating the building along the Highway 43 right of way, as we understand is being considered. While we developing an inviting pedestrian environment with no parking between the building and the street, we want to make sure the driveway sight distance is not limited. Are there applicable city standards to address this?

Regarding placing awnings in the Highway 43 right of way, we need more information to determine if awnings would be allowed and a permit would be required. We consider such requests on a case by case basis. Our primary concern is safety and liability. We want to make sure the awnings are placed to allow full sight distance at the driveway(s). If it would be helpful, I can provide an example of the permit conditions that applied to a similar situation which include provisions to eliminate ODOT liability. Steve Schalk with District 2A is the ODOT Permit Specialist. He can be reached at 503-229-5002 or Steven.B.Schalk@odot.state.or.us

Please provide me with a copy of the applicant's formal submittal. If you or the applicants have any questions regarding the above comments, I can be reached at 503.731.8206.

Sincerely,

Gail Curtis, AICP

Senior Transportation Planner

C: Avi Tayar, PE, ODOT Region 1 Traffic

Steve Schalk, ODOT District 2A

Oregon Department of Transportation

ODOT Region 1

123 NW Flanders St

Portland, OR 97209

Telephone (503)731-8200

FAX (503)731-8259





Willamette Drive as seen from existing curb cut at Kasch's site