



## Memorandum

Date: June 26, 2012  
To: West Linn Planning Commission  
From: Peter Spir, Associate Planner  
Subject: Chase Bank (DR-12-08)

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On June 6, 2012, Planning Commissioners continued the hearing to allow the applicant time to address a number of unresolved issues. The issues included:

1. Security and surveillance of the ATM machine on the rear elevation of the bank
  2. Security and surveillance of the drive through ATM at the rear of the bank property
  3. On-site vehicular circulation and consideration of options
  4. Fencing at the rear of the property
  5. Left turn refuge on Willamette Drive
  6. Adequacy of existing Willamette Drive right of way to accommodate West Linn's Transportation System Plan (TSP) and Design Concept.
  7. Additional trips generated by Chase Bank.
  8. Agreement by the applicant to ODOT's recommended conditions of approval
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On June 19, 2012, staff met with ODOT representatives and consultants for the applicant to discuss street improvements (striping) and other issues. At the conclusion of the meeting, it was agreed that the participants would provide written submittals by June 26, 2012, that addressed the re-striping issue and make clear their respective positions. As of June 26, 2012, staff has received no written submittals from the applicant, ODOT or the applicant's consultants. It is expected that they will attend tomorrow night's hearing and will provide testimony at that time.

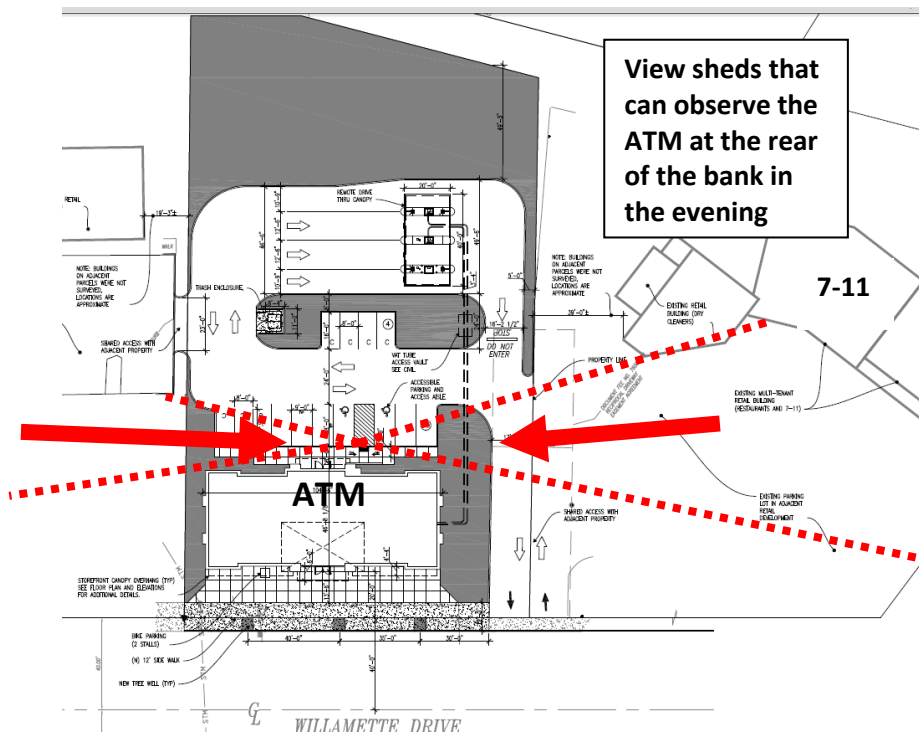
The following is staff's discussion of the issues plus a memo from Khoi Le, an engineer in the City's Public Works Department.

### **1. Security and surveillance of the ATM machine**

Security and surveillance of the ATM machine and vestibule at the rear elevation of the bank was a concern raised by Commissioner Steel. Commissioner Steel proposed a number of

options including moving the ATM to the front or side of the bank. The applicant prefers the rear location since it is accessible and convenient to customers who park at the rear of the building.

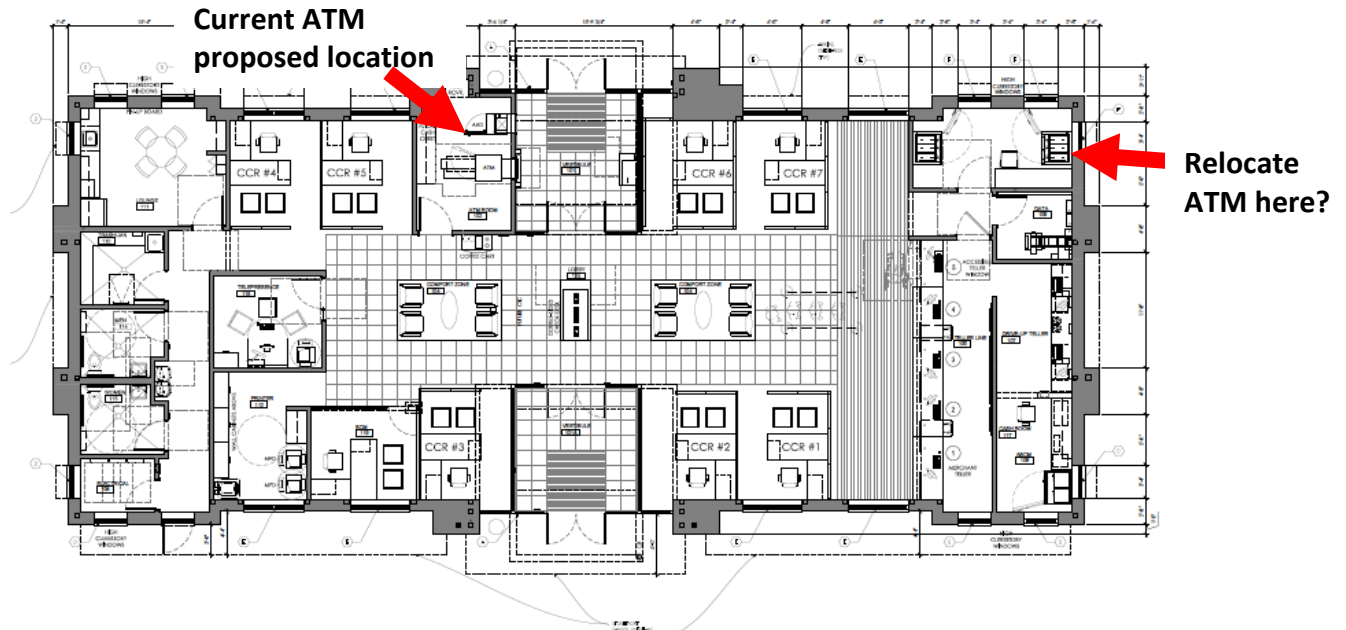
During daylight/business hours, the issue of surveillance is not as acute since the area will be observed by bank employees. During non-daylight/non-business hours, surveillance becomes more of an issue. Compared to potential surveillance of the front elevation at night time, which can be seen by passing motorists, surveillance of the rear elevation is comparatively limited. Surveillance is limited to lines of sight from adjacent commercial properties, such as the late night 7-11 business that generates a significant amount of nighttime traffic. Other ATM customers waiting to use the ATM would also offer surveillance.



In terms of security, the vestibule that houses the ATM requires an access card, has an emergency alarm and is monitored by cameras.

Relocating the ATM to the front elevation would be problematic since the Transportation Planning Rule sections of design review (55.100(B) (7)) require that the parking be placed at the rear or to the side of commercial development. ATM users would have to walk around the building to access the machine.

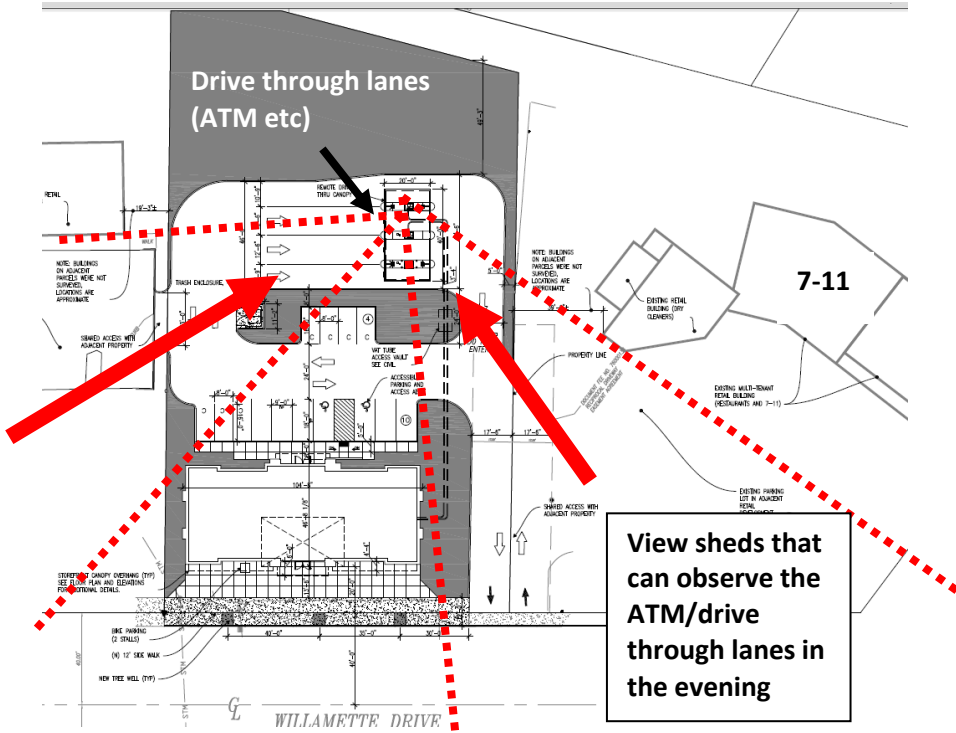
Relocating the ATM to the side of the building has some advantages in terms of improved visibility or surveillance potential and the 25-50 foot distance from the parking lot to an ATM at the southeast corner of the bank would not be unreasonable. The downside is that it would require significant redesign of the bank's interior.



## 2. Security and surveillance of the drive through ATM machine

Security and surveillance of the drive through ATM machine at the rear of the bank was a concern raised by Commissioners Miller and Holmes. The concern was that there should be good lines of sight of the ATM, particularly since there is a landscaped area east of the drive through area that could harbor thieves.

Surveillance of this area is better than the ATM in the bank as shown on page 20 (finding 8) of the staff report. In addition to views from the 7-11 parking lot, the site will be visible to north bound traffic on Willamette Drive as well as southbound traffic along with customers of Willamette Village to the north. The connecting driveways will facilitate security drive throughs by police.



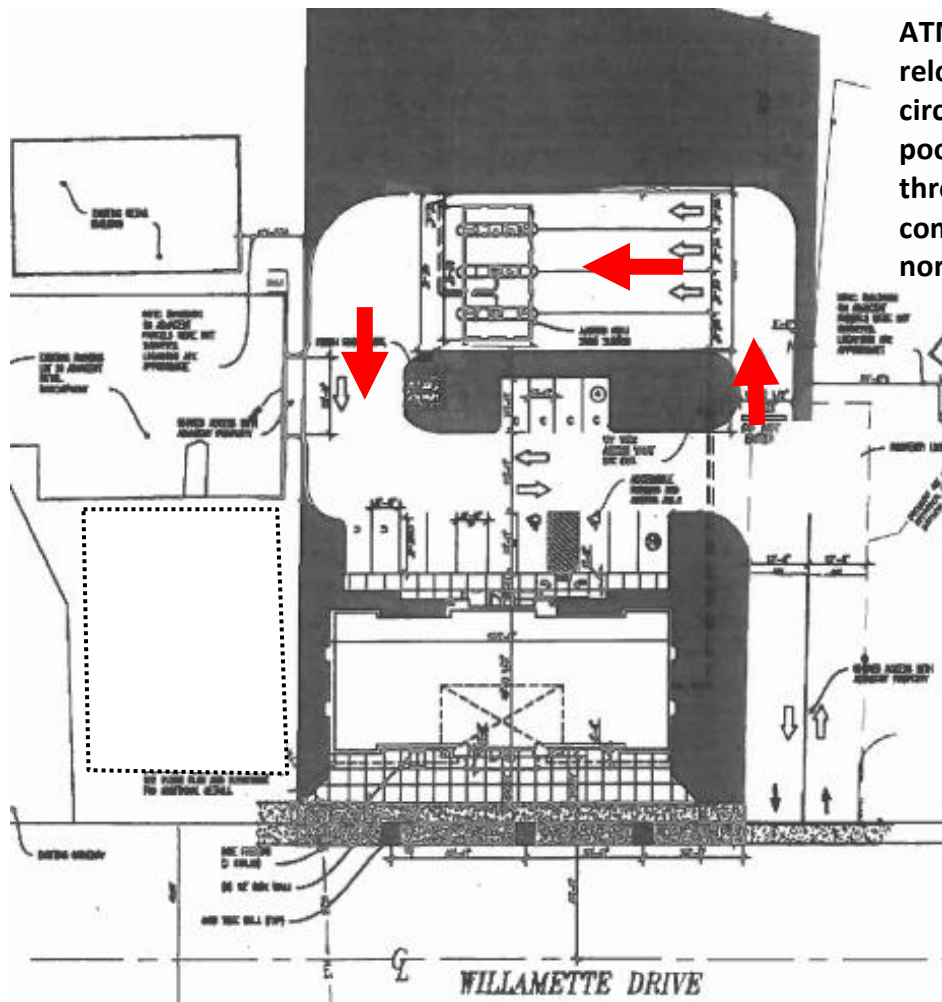
Security is enhanced by a lighting system and the installation of a six foot cyclone fence on the east and side lot lines.

### 3. On-site vehicular circulation

On-site vehicular circulation and consideration of other driveway locations was an issue raised by Commissioner Steel. The thought was that other driveway configurations might better facilitate a new ATM location that could be better observed.

When the applicant initially contacted staff they were directed to use the existing driveway shared with 7-11 out of recognition that the driveway is legal offers the opportunity for consolidated access. If another driveway was built on the north side of the bank, the “7-11 driveway” would still be there and would not be closed since it currently serves three businesses. The outcome would be that we would have multiple driveways accessing Willamette Drive and that is something that ODOT and our CDC would prohibit. CDC section 48.060 (F) states: *“Curb cuts shall be kept to the minimum, particularly on Highway 43. Consolidation of driveways is preferred. The standard on Highway 43 is one curb cut per business if consolidation of driveways is not possible.”*

Other internal circulation patterns, such as reversing the direction that vehicle would approach the drive through ATM and VAT stations, were not seen as producing any significant advantages. For example, the reverse flow would place the drive through ATM in a location that would not be as easily observed as the current proposal.



ATM drive through relocated to reverse the circulation plan produces poor surveillance of drive through especially when commercial pad to the north is developed.

#### 4. Fencing

Fencing at the rear of the property was discussed in 2, above, as a way to discourage people from accessing the bank property from the apartment property. It was agreed that the six foot black cyclone fence should extend on both sides of the bank property from the vicinity of the drive through area to the rear property line. The fence would also go along the rear property line.

#### 5. Left turn refuge

A left turn refuge can be facilitated by realigning the striping on Willamette Drive between Cedaroak Drive and a point approximately 750 feet north near the dialysis clinic. The refuge

design has been approved by ODOT and offers sufficient stacking room for southbound (SB) vehicles making left turn movements into the driveway.

## **6. Adequacy of existing Willamette Drive right of way to accommodate West Linn's Transportation System Plan (TSP) and Design Concept.**

Excerpt from Khoi Le, West Linn Engineer's memo below:

According to the survey done by Olson Land Surveyors submitted with Chase Bank development submittal, page 1 of 1, Hwy 43 current right of way width is 80' wide. Page 22-23 of the Hwy 43 Concept Plan in TSP shows future cross-section for area between Fairview Drive and Cedaroak Drive as followed:

- 15' wide sidewalk + planter strip
- 6' wide bike lane
- 12' wide travel lane
- 16' wide maximum for median/left turn/pedestrian refuge/vegetated swale
- 12' wide travel lane
- 6' wide bike lane
- 15' wide sidewalk + planter strip

The total required right of way for the above improvement is 80' wide. The existing Hwy 43 right of way is 80' wide. Thus the current right of way is adequate for the development of Hwy 43 Concept Plan in the future. No additional right of way dedication is needed.

One item worth to mention is that in order to construct improvement per Hwy 43 Concept Plan, the new curb will have be set at a minimum of 9' west onto existing roadway relative to the current location of the curb. In other words, the roadway will be shifted toward the western side of the ROW. The Hwy 43 Concept Plan improvement can be accomplished when the entire corridor, from Fairview Drive to Cedaroak Drive, is improved at the same time. (Realignment for the Chase Bank frontage only would be counterproductive.)

## **7. Additional Trips Generated by Chase Bank**

Commissioner Martin was concerned about increased trip generation by Chase Bank over the trips generated by Kasch's. West Linn Engineer Khoi Le offers the following analysis of the Kittelson Traffic report:

Although page 16 in Kittelson & Associates Traffic Analysis indicates 60 new trips during PM Peak Hour per ITE code 912 for Drive-In Bank, this number may represent an overestimation by ITE since there is dramatic shift towards on-line banking.

That reality and regional trends is better reflected in JTE, Inc. studies. JTE Inc. estimates that the PM Peak Hour Trip Generation from Drive-In Financial Institutes similar to Chase Bank in Washington State is 10.17 trips for every 1000 square foot on average (page 4 in JTE, Inc. Traffic Analysis). Similarly, JTE Inc. Traffic Analysis studies of Drive-In Financial Institutions in the Portland Metropolitan had an average PM Peak Hour Trips count of 14.90 trips for every 1000 square feet.

- Chase Bank Building Footage = 4,324 square foot
- PM Peak Hour Trip = 14.90 trip/1000 square foot
- Bypass factor = 0.47
- Chase Bank PM Peak Hour Trip =  $4,324 \times 14.90/1000 \times 0.53 = 35$  trips
  
- Kasch's Nursery Building Footage = 9,400 square
- PM Peak Hour Trip (ITE) = 3.80 trip/1000 square foot
- Bypass factor = 0.1
- Kasch's Nursery PM Peak Hour Trip =  $9,400 \times 3.80/1000 \times 0.9 = 33$  trips

NET PM PEAK HOUR TRIP =  $35 - 33 = 2$  TRIPS

Thus there are only two additional trips generated by Chase Bank development.

NOTE: The trip generation used for traffic analysis was based on the industry standard reference *ITE Trip Generation 8<sup>th</sup> Edition*. This method of estimating trips was used based on a request by ODOT staff, further, this method is current industry standard for estimating traffic associated with many types of development. This method creates a conservative trip generation estimate for the purpose of evaluating the operation of the transportation system. The trip generation used for traffic analysis is identified on page 16 of the Traffic Analysis completed by Kittelson & Associates, Inc.

## **8. Agreement to ODOTs proposed conditions of approval.**

At the June 6, 2012 hearing, the applicant's representative stated he could not speak for Chase Bank regarding the proposed conditions. The continuance was to have accommodated this by allowing Chase Bank to review the COAs. As of today's date, no comments have been received.



## Memorandum

Date: June 21, 2012  
To: West Linn Planning Commission  
From: Khoi Le, Public Improvement Program Manager  
Subject: Chase Bank (DR-12-08)

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Below are my comments and professional opinions on items of concerns:

**Concern #1: Inadequate storage distance in southbound (SB) left turn lane at built out condition.**

Page 24 of the Traffic Analysis completed by Kittelson & Associates, Inc. (page 111 of the record) identifies the need for approximately 50' during the weekday p.m. peak hour. The current available storage for this movement is 100'. Therefore the queue storage distance is adequate.

**Concern #2: Will the configuration and location of Chase Bank including the sidewalk be a potential impact to the development of Hwy 43 Concept Plan?**

According to the survey done by Olson Land Surveyors submitted with Chase Bank development submittal, page 1 of 1, Hwy 43 current right of way width is 80' wide. Page 22-23 of the Hwy 43 Concept Plan in TSP shows future cross-section for area between Fairview Drive and Cedaroak Drive as followed:

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The total required right of way for the above improvement is 80' wide. The existing Hwy 43 right of way is 80' wide. Thus the current right of way is adequate for the development of Hwy 43 Concept Plan in the future. No additional dedication is needed.

One item worth to mention is that in order to construct improvement per Hwy 43 Concept Plan, the new curb will have be set at a minimum of 9' west onto existing roadway relative to the current location of the curb. In other words, the roadway will be shifted toward the western side of the ROW. The Hwy 43 Concept Plan improvement can be accomplished when the entire corridor, from Fairview Drive to Cedaroak Drive, is improved at the same time. (Realignment for the Chase Bank frontage only would be counterproductive.)

### **Concern #3: Additional Trips Generated by Chase Bank**

Although page 16 in Kittelson & Associates Traffic Analysis indicates 60 new trips during PM Peak Hour per ITE code 912 for Drive-In Bank, this number may represent an overestimation by ITE since there is dramatic shift towards on-line banking.

That reality and regional trends is better reflected in JTE, Inc. studies. JTE Inc. estimates that the PM Peak Hour Trip Generation from Drive-In Financial Institutes similar to Chase Bank in Washington State is 10.17 trips for every 1000 square foot on average (page 4 in JTE, Inc. Traffic Analysis). Similarly, JTE Inc. Traffic Analysis studies of Drive-In Financial Institutions in the Portland Metropolitan had an average PM Peak Hour Trips count of 14.90 trips for every 1000 square feet.

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generation estimate for the purpose of evaluating the operation of the transportation system. The trip generation used for traffic analysis is identified on page 16 of the Traffic Analysis completed by Kittelson & Associates, Inc.

#### **Concern # 4 – Level of Services**

##### Existing Conditions

All un-signalized and signalized intersections are currently operating within acceptable level of services (LOS). LOS is indicated in Figure 6 and Figure 7 in Kittelson & Associates Traffic Analysis (pages 97 and 98 of the record). The driveway to the Chase Bank site has an AM peak hour LOS of “F” and a PM peak hour LOS of “C”.

##### Future Conditions in 2013

Similarly, all un-signalized and signalized intersections will be operated within acceptable level of services in 2013. LOS is indicated in Figure 11 and 12 in Kittelson & Associates Traffic Analysis (pages 109 and 110 of the record). The driveway to the Chase Bank site is expected to have an AM peak hour LOS of “F” and a PM peak hour LOS of “E”. The AM peak hour LOS for the driveways to the north and south of the Chase Bank site are “E” and “B” respectively. Projected PM peak hour LOS at the north and south driveway improve to “C” and “A” respectively. The applicant will have reciprocal access easements with these properties which should provide options for motorists during AM and PM peak periods.

#### **Concern #5 – Safety**

Crash data records between 2006 and 2010 were obtained from ODOT and presented on page 12 of Kittelson & Associates Traffic Analysis (page 99 of the record). The crash per million entering vehicles (MEV) is less than 1.0 and thus does not require any additional study or mitigation. The study also states *“It is important to note that our review of crash data in the study area did not reveal any crashes occurring at the existing (Chase) site access driveway to OR 43.”*

#### **CONCLUSION**

The proposed bank can be developed while maintaining acceptable traffic operations and safety within the study area. The existing driveway that served Kasch’s nursery and continues to serve 7-11 and the Dry Cleaning business is located approximately 140 feet from the intersection of Cedaroak Drive and Hwy 43. Although this existing driveway may not be located at the optimal location, there has not been a crash occurred at this location. Also, alternative access is available to and from the site via the adjacent properties to the north and south which enjoy superior AM and PM peak hour LOS.

#### **RECOMMENDATION**

The traffic situation in this area can be improved by making adjustments to existing striping along Hwy 43 from Cedaroak Drive to Fairview Drive per ODOT recommendations.

Additional left turn arrows in the center lane on Hwy 43 can be installed at Wailing Circle and the Willamette Village Driveway. This improvement will give SB bank customers the opportunity to make left turn into the complex at a more optimal location.

Since Hwy 43 is an ODOT facility, I would highly recommend that the approval of this development will be subject to ODOT recommendations for traffic mitigation and improvement along Hwy 43.

Please feel free to contact me if you have any questions or comments.

Khoi

Khoi Le, Public Improvement Program Manager  
*Public Works, #1517*

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