

November 19, 2009

Linda Priesz
Senior Planner
Clackamas County Planning Division
Development Services Building
150 Beaver Creek Road
Oregon City, Oregon 97045

Re: Land Use Application #Z0669-09, Design Review

Dear Ms Priesz:

The above referenced application for design review by Fred Meyer for a "Fuel Stop" at 13625 SE McLoughlin Blvd was reviewed by the Oak Lodge Community Council at a special meeting on November 9, 2009.

We found the site plan to be consistent with current provisions in ZDO 503 for General Commercial (C-3) developments - primary use, proposed building size, setbacks, etc. When we visited the property, we found no significant natural features. We determined that it could accommodate the site plan and serve the functions proposed by the owner with a few additional details that we did not see in the plans:

1. Motor vehicles will cross the southbound lanes of McLoughlin Blvd throughout the day, from 7:00 am until 11:00 pm – northbound autos on McLoughlin that enter the fueling facility, and autos exiting the facility to enter the northbound lanes of McLoughlin. We do not expect these moves to be protected by a new traffic signal, but we are well aware of the dangerous darkness of McLoughlin Blvd. Overhead street lights are typically located only at major crossings such as Courtney Ave and Oak Grove Blvd. We advise that overhead street lights be installed to clearly illuminate the activity at the ingress/egress to the fueling facility.
2. TriMet has a southbound, concrete cut-out bus stop directly in front of the subject property. The fueling facility will not be of commercial interest to transit patrons and pedestrians on McLoughlin Blvd and could be an aggravation if too close. Transit customers will benefit from sufficient front setback and landscaping that buffers them from the fueling activity. They will also benefit from overhead street lights.
3. In addition to the constant movement of motor vehicles through the fueling aisles, the site will have to accommodate fuel tankers safely and efficiently. All vehicles will have to be able to clear the ingress/egress quickly.
4. Motor vehicles should be able to move to the neighboring commercial properties to the north and south without having to use McLoughlin Blvd for that exceedingly short distance. Those connections would enhance traffic safety but we did not see provision for those connections on the site plan.

5. Residents in the manufactured home park immediately to the west of the subject property, and any future residential developments in that MR-1 district should be buffered from the light and noise of the fueling station and parking lot. Fueling station canopy lights and parking lot lights must be controlled. The landscape along the west boundary of the property should be sufficiently large and thick to block the steady stream of motor vehicle headlights and dampen the sound of engines.

A significant percentage of the membership of the Oak Lodge Community Council has been participating in design sessions for the large Light Rail terminus on McLoughlin Blvd at Park Ave, a short distance from the subject property. Many of the same citizens have been active in the early stages of the new McLoughlin Area Plan. In general, we were disappointed to learn of this proposed use of 2.55 acres at such a prime location – more asphalt devoted to motor vehicles. A small team from OLCC hopes to meet with appropriate representatives from Fred Meyer's to discuss the plan for this property in the context of these emerging developments on McLoughlin Blvd. Among the subjects for that discussion will be the following few items which we respectfully request that you consider as well:

1. Advocate for or request a 20% landscape coverage ratio, rather than the standard 15%.
2. Advocate for or request larger plant and tree sizes than standard and street trees along the entire McLoughlin Blvd frontage at 15 feet on center.
3. Carefully consider the size of the canopy in all directions – the overall length and width as well as the vertical face of the canopy. It should serve its function effectively without unnecessarily dominating the streetscape.
4. Limit the size of the lettering on signs and logos to convey the message to motorists without unnecessarily dominating the streetscape.
5. A permeable surface over the ground in lieu of the typical spread of impermeable asphalt.

Sincerely,



Eleanore Hunter
Chair, Oak Lodge Community Council