

From: [Chris Evans](#)
To: [Brent Bybee](#); [Rachel Vickers](#)
Cc: [Geoff Wullschlager](#)
Subject: Re: William Foss Apartments Site Plan/Application Materials
Date: Wednesday, October 18, 2023 3:55:11 PM
Attachments: [image001.png](#)
[WilliamFossRd18MFU-Comments.pdf](#)

Sure.

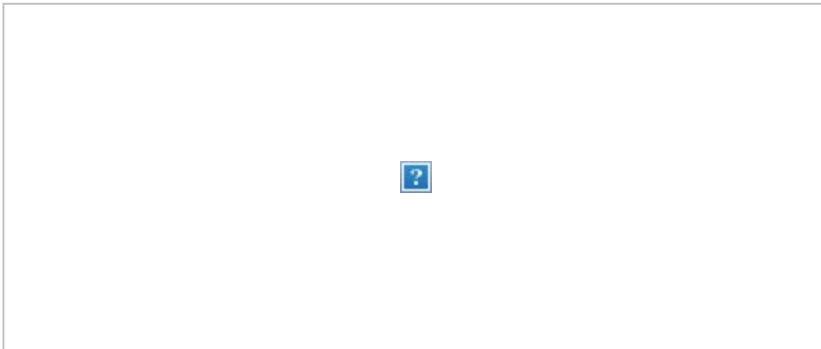
My email shows there were attachments. But here it is again.

Cheers,
Chris

From: Brent Bybee <bbybee@lapineoregon.gov>
Sent: Wednesday, October 18, 2023 3:34 PM
To: Chris Evans <chrisevans1124@gmail.com>; Rachel Vickers <rvickers@lapineoregon.gov>
Cc: Geoff Wullschlager <gwullschlager@lapineoregon.gov>
Subject: RE: William Foss Apartments Site Plan/Application Materials

Hello Chris,

Did you mean to send an attachment? If so, please resend.



From: Chris Evans <chrisevans1124@gmail.com>
Sent: Wednesday, October 18, 2023 2:33 PM
To: Rachel Vickers <rvickers@lapineoregon.gov>
Cc: Brent Bybee <bbybee@lapineoregon.gov>; Geoff Wullschlager <gwullschlager@lapineoregon.gov>
Subject: Re: William Foss Apartments Site Plan/Application Materials

Rachel/Brent,

Attached are my comments regarding 05SPR-23 on William Foss Rd.

My major concerns are regarding impact to pedestrian traffic and vehicle traffic in the neighborhood by (1) allowing the access driveway to be on Evans Way instead of on William Foss Rd, (2) not improving the access down William Foss Rd for pedestrians going toward

town and (3) parking, as well as some other items.

These are noted in the document under the applicable codes from the application.

I tried to add the applicable comments in the sections following the site document as best I could.

Please let me know if any of my comments are unclear or if you want to discuss the comments/concerns.

Cheers,

Chris

From: Geoff Wullschlager <gwullschlager@lapineoregon.gov>

Sent: Tuesday, October 17, 2023 8:53 AM

To: Chrisevans1124@gmail.com <Chrisevans1124@gmail.com>

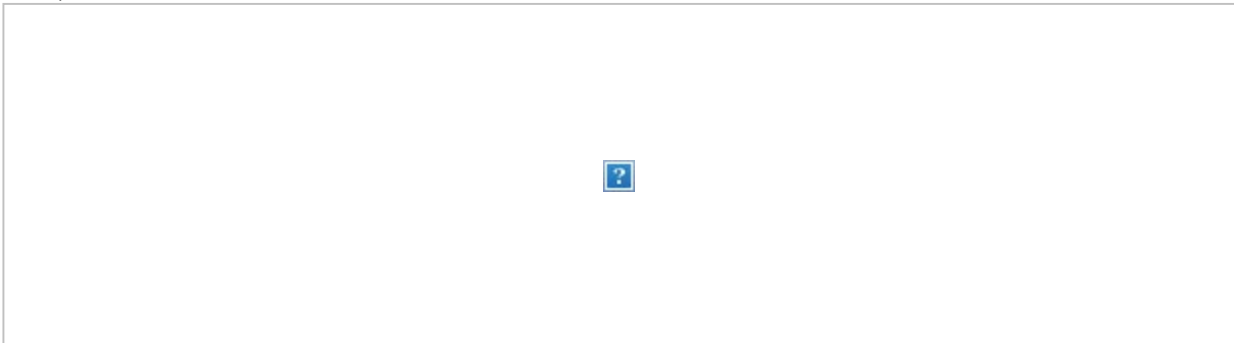
Cc: Brent Bybee <bbybee@lapineoregon.gov>

Subject: William Foss Apartments Site Plan/Application Materials

Dear Mr. Evans:

Please find attached the requested materials.

Best,



Comments on Pending Administrative Land Use Decision

05SPR-23

Comments in reference to File: 2023.08.17-ApplicationMaterials-05SPR-23
Deadline for comments: 19 Oct 2023
Subject Property Location: 16545 William Foss Road
Comments submitted by: Chris & Jody Evans, 51467 Evans Way

General Comments:

While I am NOT in favor of an 18 unit, 3 story development going in on a single family (from historical usage) lot in a residential neighborhood, I am in favor of property owners doing what they want to do with their property if it doesn't negatively affect their neighbors, the property values, overall usage of the existing neighborhood, or safety of the residents in the neighborhood. I am not sure that is the case when a development company changes the historical use of a property in such a drastic manner.

I have specific concerns about the site plan as laid out in the reference file.

15.82.010 Landscaping and Buffering Requirements

- D. Existing Vegetation
 - Why remove all the trees?
 - The neighborhood consists of mostly single-family homes and treed lots that add to the appeal of the neighborhood.
 - This lot is mostly treed with some large trees.
 - Clear-cutting the lot will negatively impact the look of the neighborhood.
 - Comment: It's a shame to clear cut the lot. What is being implemented to ensure that nuisance lighting is not an issue (15.22.500.G).
- E.1. Parking lot bays
 - There does not appear to be any bays on the site plan to break up the parking area which is almost ½ of the existing lot.
 - Comment: Are bays required? Can the addition of bays not deduct from the number of spaces?
- E.5. Screen Planting
 - Comment: Since the property abuts a residential zone and a local street in a residential zone, it should require a screen planting to shield the street and residential zone. A tree and grass is not screen planting.
- F. Buffering and screening
 - The fencing along the property abutting the residentially zoned property to the south is defined as a 6' fence.

- Comment: The fence should be to the max allowed under this code: 8', to screen the residential area as best as possible given that a 3-story structure is going into a neighborhood with single family homes.

15.86.30 Off-Street Parking

- F. Minimum number of parking spaces
 - The plan calls for 29 parking spaces on the lot. There are 34 bedrooms in the proposed multi-family structure.
 - Where does overflow parking go? The residential street does not have approved burms for parking and it is a residential street with no parking in the right-of-way.
 - I've noticed on other recent multi-family housing that has been placed in La Pine, that the streets abutting the property are littered with cars. This is not workable on Evans Way.
 - There are no sidewalks on Evans Way.
 - The pedestrian traffic of residents and neighbors (and dogs) walk in the street down the residential street.
 - Putting cars along the street (not in front of the subject property) will cause problems with the neighbors – don't park on my property, and the pedestrian traffic will be forced to walk farther out into the street.
 - Comment: There should be Off-Street parking to the maximum of this requirement since the MFU abuts a main road (William Foss Rd) and a residential street with no on-street parking (Evans Way). Overflow parking is a major concern as there is no ability for street parking on either William Foss Rd or Evans Way.

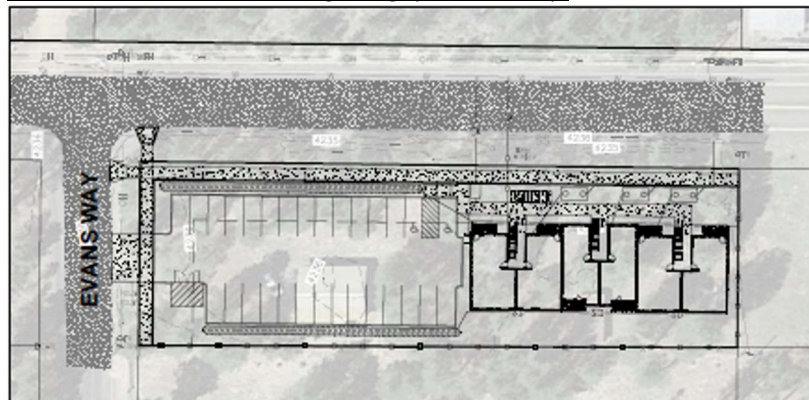
15.86.060 Snow Storage Area

- C. Standards
 - The rock swales are designated as the snow storage area for the parking lot.
 - How will the snow get into the rock swales when the parking lot is bordered by a curb?
 - Comment: Reduction of parking spaces in winter due to snow is a concern.

15.88.030 Vehicle Access and Circulation

- B. Permit
 - Why does access from a commercial property that is addressed to William Foss Rd have a vehicle access driveway on a residential street (Evans Way)?
 - William Foss Road is a lightly travelled road.
 - Comment: Access should be from William Foss Road, not the residential street. This is what is occurring from a similar (identical) build on Finley Butte. Don't dump the added traffic from the MFU onto the residential street.
- C. Traffic Study Requirements
 - Why is a TIA not required? The TIA seems to assume that the traffic from the commercially zoned property is staying within a commercially zoned area. It is not.

- The ADT is going from a 0 ADT to 114 ADT from this property into a residential neighborhood.
- The PHT is going from a 0 PHT to 9 PHT from this property into a residential neighborhood.
- Comment: A TIA should be required since the current access/egress from the commercial property is onto a residential street. What will the actual impact be to the residential street and to the vehicles/pedestrians who use the street?
- D. Approach and Driveway Development Standards
 - Traffic flow from the main road (William Foss Rd) onto the residential street (Evans Way) and then directly into an access driveway to the commercial property is a traffic and pedestrian hazard.
 - Vehicle traffic will turn off William Foss Rd onto Evans way and directly into the driveway.
 - Drivers will cut diagonally into the access driveway from William Foss Rd.
 - Drivers who do stay in their turn lane and then must wait for pedestrian or vehicle traffic will be stopped immediately after the turn off William Foss Rd, creating a traffic hazard for the 114 ADT into this property.
 - There are no sidewalks or areas to walk down on Evans Way and pedestrians walk on the East side of Evans Way predominantly as they are heading North and then turn East for their walks.
 - Comment: The access driveway should be off the road the property is addressed at (William Foss Rd). This will enable the limited traffic on the road to see a vehicle turning into the access driveway instead of being surprised by turning onto the residential street and then being confronted with a pedestrian or vehicle as they are focused on turning immediately into the access driveway. Using William Foss Rd for the property access (since this the address of the property) will remove this issue.
 - Comment: The increased traffic from the MFU coming out of the access driveway at night will shine their headlights into my property (and bedroom) as they turn south onto Evans Way. This negatively impacts the neighbors of this property and could be nuisance lighting (15.22.500).



15.90.020 Developer Responsibility

- C. Inadequate existing streets
 - Comment: Pushing the flow of traffic onto the residential street with no improved curbs, no continuous sidewalks and inadequate width to support the increased

vehicular and pedestrian traffic should require the developer to improve the existing street (Evans Way). Using William Foss Rd for the property access (since this is the address of the property) will remove this burden.

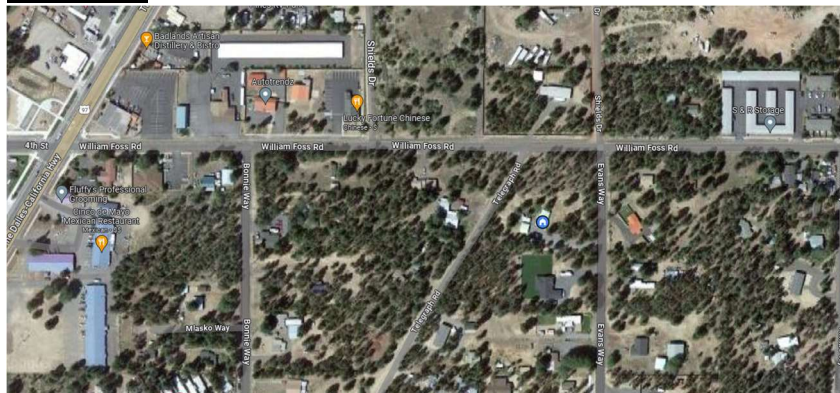
- Adding the 18 unit traffic flow to William Foss Rd off HWY 97 is a concern.
 - The turn lane does not exist off HWY 97 which causes traffic turning East off HWY 97 onto William Foss Rd to stay in the travel lane. This can be surprising to HWY 97 motorists since there is a turn lane in the middle of HWY 97, it just cannot be used due to the pedestrian crossing structure just before William Foss Rd traveling South.
- Comment: The intersection of HWY 97 and William Foss Rd should be assessed in view of the increased traffic on William Foss Rd due to the 18 unit MFU.

15.90.030 Sewer and Water

- A. Sewer and Water Plan Approval
 - The sewer system in this area is limited with tanks being required on properties for solid collection with effluent being only liquid to the treatment plant.
 - Comment: Going from 1 unit to an 18 unit burden to the existing sewer and water has to impact the overall system in the area.
- B. Inadequate Facilities
 - Comment: How was the existing infrastructure determined to be adequate to add 18 residential units to a property that historically only had 1 unit?

15.90.060 Public Street/Highway Improvement

- A. Installation of additional...
 - William Foss Rd has no burm and no sidewalk to get from Evans Way to downtown, a short walk. Walking or riding bikes to downtown requires walking on the road until you are able to cross the road at the Lucky Fortune Restaurant.
 - Comment: a bike lane or walkway should be a required public street improvement to enable safe access of the residents at the new 18 unit MFU to downtown.



15.22.500 Additional Standards

- A. Corner Lot frontages
 - One frontage is predominantly commercial (William Foss Rd) and one is Residential (Evans Way).

- Comment: The structure should front on the street that is predominantly commercial. This should include the access driveway.
- D. Vehicle Access
 - ...and the driveway or entrance will not create a hazard or an area of undue traffic congestion on highways to which it has access.
 - Comment: the access driveway should not be on Evans Way as turning off William Foss and then into the driveway would create a hazard.

Summary

- Adding the 18 unit MFU to La Pine isn't necessarily a bad idea but with all the other MFU units being built in the area;
 - Is it needed?
 - What is the impact on the traffic and pedestrian flow in the area?
 - What is the impact on the sewer and water in the area?
- I have serious concerns about the increased pedestrian flow on William Foss Rd toward downtown.
 - Improvements to public streets should be reviewed. Addition of a sidewalk or a bike lane to William Foss Rd towards downtown is needed.
- I have major concerns in placing the site driveway access onto the residential street (Evans Way) as outlined in the various sections of the code above.
 - Moving the access driveway to William Foss Rd will eliminate most of the concerns raised.

Respectfully submitted,

Chris Evans

51467 Evans Way, La Pine OR 97739

Chrisevans1124@gmail.com

541-760-7733