

June 9, 2023

To: Cindy Luxhoj AIOP

From: Bob Wells, LMA

RE: Proponent's Responses to K. Bryant letter for  
W5 – DRB Hearing 6/12/23



To the Development Review Board Members,

We are writing you to share our concerns on the developmental plans on the property west of our building. Our business is located at 9600 SW Boeckman Rd.

Our first safety concern is that the overall building is too close to the main access road to both buildings on Plot 202 & 204. We want to ensure that our employees and visitors have shoulders and walkways (and or the space to use for these purposes) so that they remain safe. **We have already addressed this safety concern. The existing sidewalk on the east side of this shared drive is unchanged, including being placed behind the existing drive curb. The new W5 sidewalk on the west side of the shared drive is set back from the curb with a landscape buffer, which specifically addresses the stated concern. As this sidewalk extends into the property, W5 parking stalls also separate the sidewalk from the existing shared circulation drive.**

The second safety concern is that the entrance to the parking lot for the building on lot 204 is too close to Boeckman Road. Our concern lies in making a turn in or out of the parking lot and then immediately onto Boeckman Road. As this will be an industrial building, it is expected that semi-trucks will be using the driveways frequently. **The access to the north parking lot is limited to right-in/right-out only, and is part of the required fire lane surrounding the building. It also provides access to parking, the rear truck dock, and for the garbage/recycle trucks. The Fire Marshall approves the access for turning radii, which are defined on sheet CS-3. Likewise, the garbage hauler approves the access in a letter to Planning. We have truck turning templates for a WB-67 semi-truck proving access to the two rear truck docks, and the right-out turning movement at the NE building corner is an easy one. With only two truck docks proposed, "frequent" semi-truck access is not possible.**

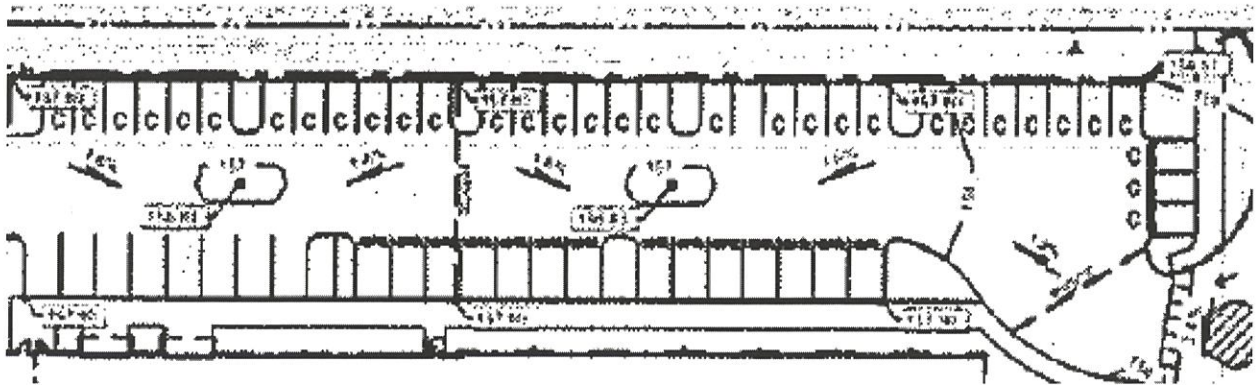
The third concern is related to what seem to be two loading docks on the east side of the building plan. There seems to be too little space for trucks to navigate safely to those loading docks without blocking the driveways. **We agree there are two docks and that during a brief truck maneuver to/from the dock the seldom used drive aisle is blocked. The public does not use or see this rear service area. The six employee parking stalls and the garbage hauler can adapt easily to this brief interruption.**

The plan drawings also seem to omit the fact that there are parking spaces all along the west side of the drainage ditch on tax lot 202 nearest to the driveway. The drawing shows the driveway covering what is now pedestrian walkways and current parking spaces for the existing building at this address. **The driveway is unchanged and no W4 walkways are removed with W5. Yes, we do relocate the 11 parking**

stalls mentioned closer to existing W4 (noted on A1.1) and replaced them with a rain garden for filtering storm water. We see this as win-win for water quality and wetland buffering, and for placing the 11 stalls much closer to W4. For the record, W4 parking is largely unaffected by W5 (in total: 2 stalls are added & 11 stalls are relocated – see Sheet CS-2 for parking summary).

Lastly, we believe that the number of parking spaces in general may be an issue. We counted 57 spaces in the front of the building but that seems low for the occupancy limit and the size of the building (see below). There may be additional 17 spots in the back of the building but it is unclear from the picture. This comment misses the bulk of the proposed W5 parking south of the building. 297 parking stalls are proposed for W5. Sheet CS-2 has the parking summary, which includes W4 and W5 separately and combined.

We'd suggest or request a traffic study to address the specific issues above during peak times. The Narrative in Section 6 provides a DKS trip generation memo for the proposed W5 traffic, which updates the 2017 Transportation Impact Study for W4 that anticipated development on the W5 property. The city's review comments on W5 trip generation (on page 34 of the DRB Agenda for 6/12/23) concurs that all intersections affected by new W5 trips are expected to operate above the City's acceptable level of service D.



Kind regards,  
Karen Bryant

*Karen Bryant*  
*VP, Talent & Organizational Development*

DWFritz Automation, LLC • [DWFritz.com](http://DWFritz.com)

Phone: (direct) (503) 682-4361 • (mobile) (971) 380-0488 • (fax) (503) 624-2799 • [kbryant@dwfritz.com](mailto:kbryant@dwfritz.com)

Business: (800) 763-4161 • (503) 885-2910 x4361