

Steve Koper

From: Stephenson, Garrett H. <GStephenson@SCHWABE.com>
Sent: Wednesday, February 8, 2023 5:10 PM
To: Mike McCarthy
Cc: 'Ashley Doty'; Tony Doran; Steve Koper; 'Josh Soper'; 'Mat Moiseve'; 'Mercedes Serra'; 'Aaron Murphy'; Keith Leonard
Subject: RE: Alden Apartments (AR22-0008) - Frontage Conditions Meeting
Attachments: 22791-Alden Apartments-Sagert Turn Lane Memo-2023-02-06.pdf; 22791-Alden Aprts-Proposed Frontage Improvements Exhibit.pdf

Mike:

This office represents ColRich Communities Inc., which is the applicant for the infill project in the existing Alden Apartments. As you may recall, we met in mid-January to discuss the City's proposed conditions for boundary street improvements for the Alden Apartments, particularly those on Sagert Lane and Martinazzi. During the meeting, we explained our concerns that proposed conditions would likely cost in the range of \$1.8M, which for a net increase of 30 units would equate to roughly \$60,000 in per-unit transportation improvement costs *before* any TDT or local SDCs are assessed. Specifically, we were (and continue to be) concerned that this is not roughly proportional to the traffic impact of these facilities, in light of the minimal traffic impacts of these 30 units.

At the meeting, you had indicated that your primary concern was turning movements on Sagert, and 3J and Kittelson agreed to evaluate the possibility of a reduced-width turn lane in that street. They have done so, and I enclose their findings in the attached PDF. They found that while there might be some savings in a reduced-width improvement vs. a full width turn lane, the costs of such an improvement is estimated to be \$1.1M, and that is *without* any of the other improvements proposed to be required for Martinazzi or Avery Street. Therefore, even if the only improvements ColRich provided were a turn lane and frontage improvements on Sagert, we are still in the neighborhood of \$37,000 in frontage improvement costs per unit for this improvement. Given that our updated queuing analysis shows that we can expect less than one additional vehicle trip through the Property's Sagert Street driveway in the AM and PM peak, we do not believe that such a requirement could meet the 5th Amendment proportionality requirement. This is largely because the project involves a relatively small amount of new units and because the vast majority of the new units will take their access from Martinazzi, not Sagert.

There are already sidewalks on Sagert and Martinazzi, so ColRich's proposal (see the attached plan) is to construct sidewalks and associated improvements on SW Avery Street, and improve the existing driveways to meet ADA requirements. However, at this point ColRich maintains its position that frontage improvements along Martinazzi and Sagert, and/or a turn lane on Sagert, would be far out of proportion to the traffic impact from this infill project.

We would really appreciate it if you considered this proposal with your staff and colleagues. Once you've done so, I think it would make sense for us to have a follow up call, if you're open to that.

Thanks very much for hearing us out on this, and we sincerely appreciate your consideration of our concerns and our counterproposal.

Best regards,

Garrett

Garrett H. Stephenson

Shareholder

Direct: 503-796-2893

Mobile: 503-320-3715

gstephenson@schwabe.com

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