



CITY OF
West Linn

Memorandum

TO: Chris Jordan, City Manager
FROM: Chris Kerr, Senior Planner 
DATE: December 5, 2008
SUBJECT: Additional public comment on the Transportation System Plan
(CDC-08-01 / PLN-08-07)

Attached is all of the public testimony which has been received since November 26, 2008 on the subject application.

Attachments

Kerr, Chris

From: Dale Fossati [fossatid@teleport.com]
Sent: Friday, December 05, 2008 8:54 AM
To: Kerr, Chris
Subject: Kapteyns Krest

Mr. Kerr,

My wife and I have lived on Kapteyns Krest for 32 years. We urge you to reconsider resolution 08-48. Taking part of our park for street development deserves a more in depth conversation. We also urge you to remove the possible connect of Kapteyns and Carriage from the TSP

We were told approximately three years ago by West Linn city street engineer Brenda Josi at a neighborhood meeting that Kapteyns was not suitable for through traffic given it's blind corners and dips.

Thank you for your consideration,

Dale and Jennifer Fossati

Kerr, Chris

From: ROGER SKIDMORE [rainyhill@msn.com]

Sent: Thursday, December 04, 2008 8:19 AM

To: Kerr, Chris

I have lived on Kapteyans Street for thirty- one years. I like where I live. It's quiet and restful. If the street is extended thru to Carriage Way, all of that will change. There is no need for the connection. The traffic on Suncrest is not bad at all. The money could be better spent, by fixing up Valley View. We bought our house, because we wanted to live on a quiet cul-de-sac. I have enfasema and asthma, which will be adversely affected by more exhaust fumes in front of my house. I know that some of the people who want this change, moved into the neighborhood long after I did, and were aware of the traffic patterns at that time. Now they want change at our expense. That seems unfair to me.

Roger Skidmore

Kerr, Chris

From: mari-chan [muchishiba@gmail.com]
Sent: Thursday, December 04, 2008 6:55 AM
To: Kerr, Chris
Subject: Kapteyns-Carriage connection

To Mr Chris Kerr-

Submitting this email in strong opposition regarding the Kapteyns St-Carriage Way connection. Unable to attend the meeting on monday because I will still be at work, but would like this email serve as my husband Scott and my voices. We moved to Kapteyns Dec 2007 specifically because Kapteyns was not a busy, dangerous street for our daughter to grow up on. Would be gravely disappointed if the decision to open the street up went through.

Dr. Mari Uchishiba
J. Scott Hall
19393 Kapteyns St
West Linn

Brown, Bryan

From: Wyatt, Kirsten
Sent: Thursday, December 04, 2008 4:22 PM
To: Brown, Bryan
Subject: FW: [City of West Linn Contact Form] Draft Transportation System Plan

Please see below comment. Thank you.

~~~~~  
Kirsten Wyatt  
City of West Linn  
kwyatt@westlinnoregon.gov  
(t) 503-657-0331  
(f) 503-650-9041  
<http://westlinnoregon.gov>

-----Original Message-----

**From:** Webmaster  
**Sent:** Monday, December 01, 2008 10:37 AM  
**To:** Wyatt, Kirsten  
**Subject:** FW: [City of West Linn Contact Form] Draft Transportation System Plan

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**From:** webmaster@ci.west-linn.or.us on behalf of mbsp@comcast.net [SMTP:MBSP@COMCAST.NET]  
**Sent:** Monday, December 01, 2008 10:37:20 AM  
**To:** Webmaster; teamaha@ahaconsulting.com  
**Subject:** [City of West Linn Contact Form] Draft Transportation System Plan  
Auto forwarded by a Rule

Michael Beckman sent a message using the contact form at  
<http://westlinnoregon.gov/contact>.

I am very much opposed to drafting a plan to open Kapteyans Street. This would greatly increase traffic not only on Kapteyans but through the entire neighborhood. It is not appropriate in a residential area to intentionally increase traffic. In addition, since the area through which the street would continue is now a city owned park it would be much more appropriate to use any funding to finish the park plans which includes some parking in the area and not a street continuation. The plan for the park makes much more sense especially as it could connect the park with the planned pedestrian pathway continuation along Rosemont. If you are truly planning for our community's future this makes much more sense than yet another over-used connector street increasing automobile traffic in our area.

**Kerr, Chris**

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**From:** Anne Z [anne.z@comcast.net]  
**Sent:** Thursday, December 04, 2008 8:14 AM  
**To:** Kerr, Chris  
**Subject:** Kapteyns Street Connection - NO!

Hi Chris -

I understand you are to be involved with the vote on whether the Kapteyns-Carriage connection is included in the Transportation Master Plan. As an 11 year resident of Kapteyns Street, I strongly oppose this connection. I am concerned for the quality of life that we expected to enjoy when we purchased our home on a nice quiet street.

Thanks for your consideration when you vote.

Anne Zoormajian  
19430 Kapteyns Street  
West Linn, OR 97068

12/4/2008

Handled cut → 12-3  
mtz

December 3<sup>rd</sup>, 2008

RE: TSP Draft Plan Recommendation to City Council

West Linn City Planning Commission

Planning Commissioners:

I ask that the commission NOT recommend the current TSP draft to the city council. I am opposed to the Kapteyns-Carraige connection listed in the "Future Local Street Connectivity Improvements" for many reasons, many of which have been spelled out by others.

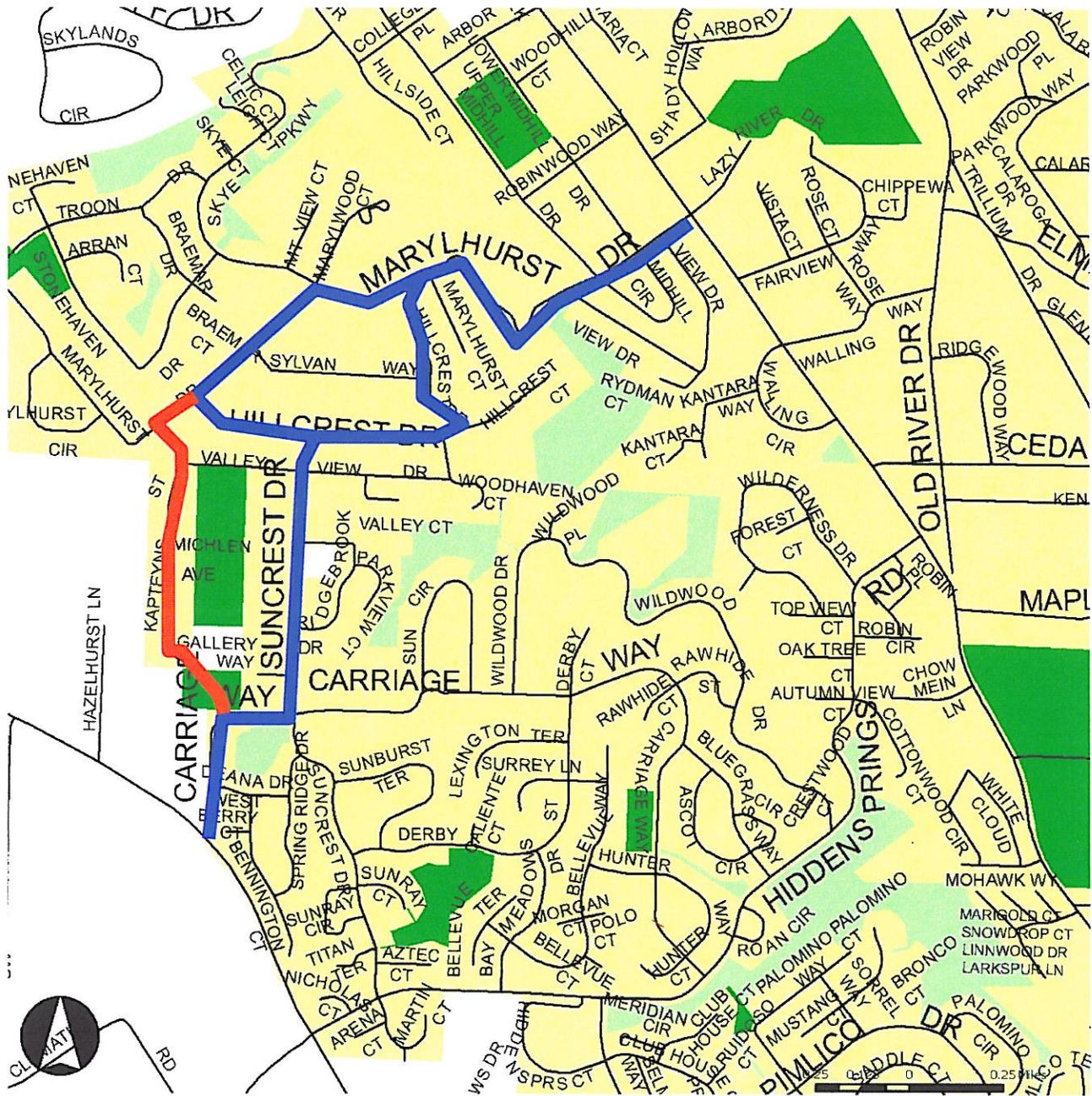
I would like to use this time to dispel some myths concerning this proposed connection:

1. As can be seen by Figure 1, a Kapteyns-Carriage connection would NOT be a local connection, but a connection between two collectors, Carriage and Marylhurst Drive. This connection would shift the neighborhood collector from Suncrest to Kapteyns. Therefore, this connection does NOT belong on the "Future Local Street Connectivity" section of the TSP.
2. The proposed connection would NOT be safe. As can be seen by Figure 2, this connection would create a shorter route with fewer turns from Rosemont to Highway 43. This traffic would travel through the steep hairpin turns of Marylhurst Drive, which are already very dangerous for pedestrians. There is no room for a shoulder or sidewalks on these turns, which have practically zero visibility.
3. Kapteyns Street is NOT the longest dead end street in the city. As shown in Figure 3, there are 3 other dead end streets in West Linn that are longer, and three others that are approximately the same length.
4. The Kapteyns Cul-De-Sac was NOT designed to be connected to Carriage or Suncrest. Figure 4 shows a portion of the original plat of Kapteyns Krest neighborhood. From this plat it is clear that Kapteyns was designed as a cul-de-sac. This cul-de-sac is currently surrounded by private 15,000 sq. ft. lots, Park property, and ODOT property.
5. A Kapteyns-Carriage connection would NOT benefit the neighborhood. In fact, this connection would destroy the only flat "Local Street" in the neighborhood for children and adults to walk, run, ride bikes and scooters, etc. Citizens from Skyline and Hidden Springs neighborhoods frequently visit Kapteyns for this purpose. The contour map in Figure 5 shows that Kapteyns is relatively flat compared to other nearby local streets.

Thank you for your time,

Clark Park

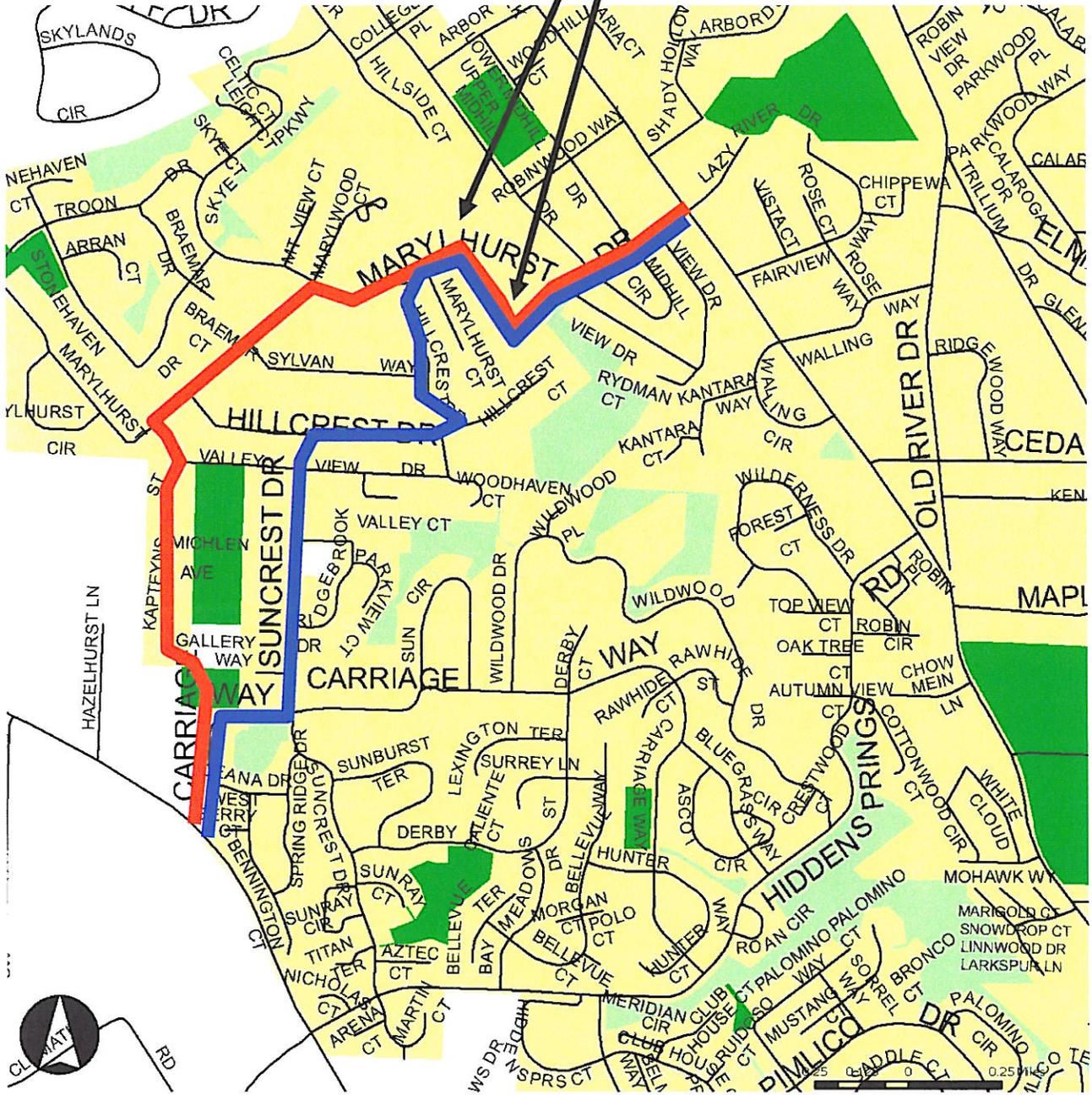
19546 Kapteyns Street



- Current Neighborhood Collectors
- New Collector via proposed Kapteyns-Carriage connection

Figure 1

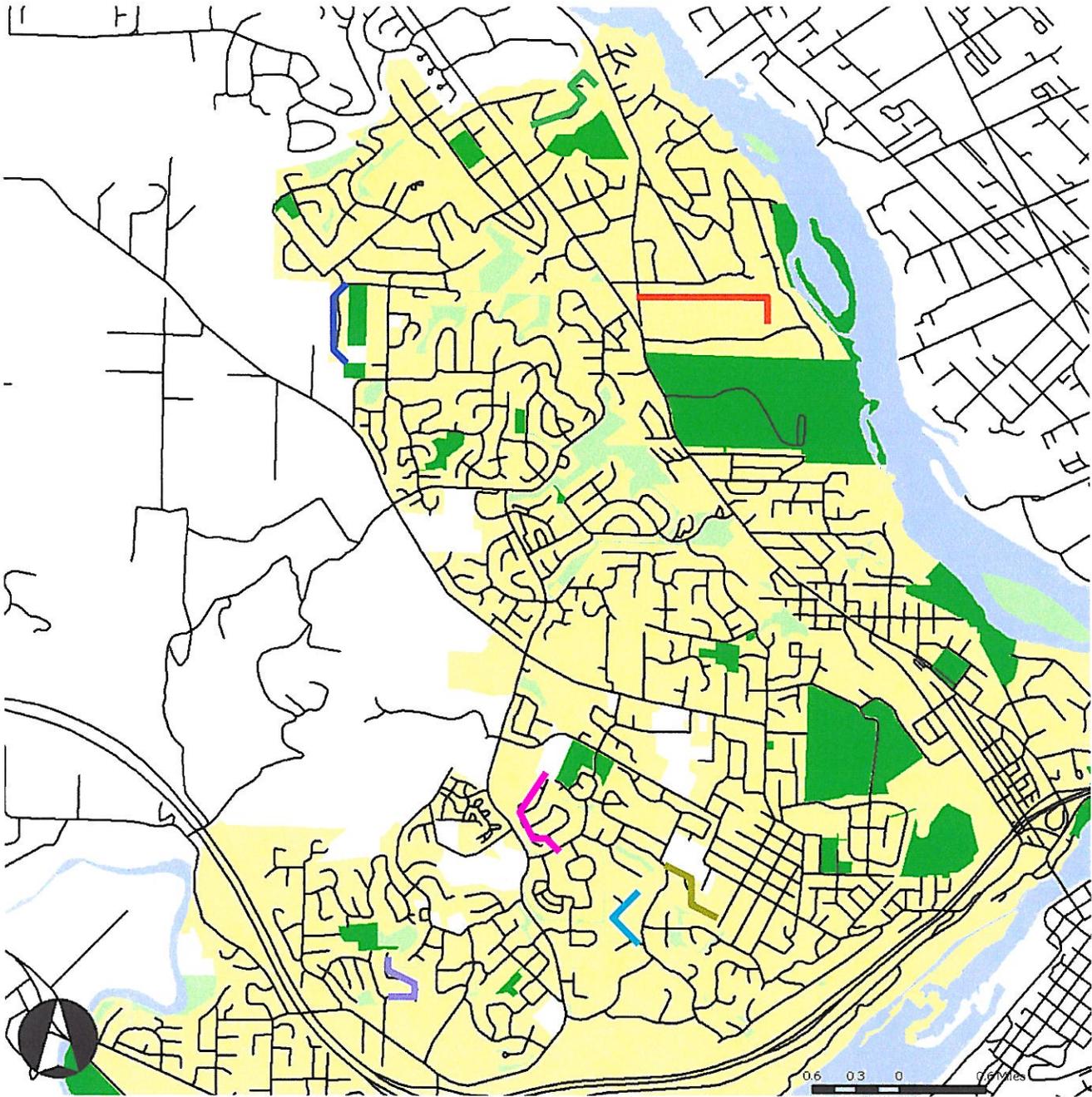
Dangerous Hairpin Turns on Marylhurst Drive



-  Rosemont <-> Hwy 43 via Suncrest / Hillcrest
-  Rosemont <-> Hwy 43 via Proposed Kapteyns Connection

Figure 2

Long Dead Streets in West Linn



- |                                                                                     |                       |                                                                                      |                       |
|-------------------------------------------------------------------------------------|-----------------------|--------------------------------------------------------------------------------------|-----------------------|
|  | Kenthorpe Way: 0.5 mi |  | Lorinda Lane: 0.25 mi |
|  | Chelan Drive: 0.34 mi |  | Arbor Drive: 0.25 mi  |
|  | Summerlin Way: 0.3 mi |  | Kapteyns St.: 0.25 mi |
|  | Landis St.: 0.26 mi   |                                                                                      |                       |

Figure 3



Area Contour Map  
Kapteyns and Michelin Streets Highlighted

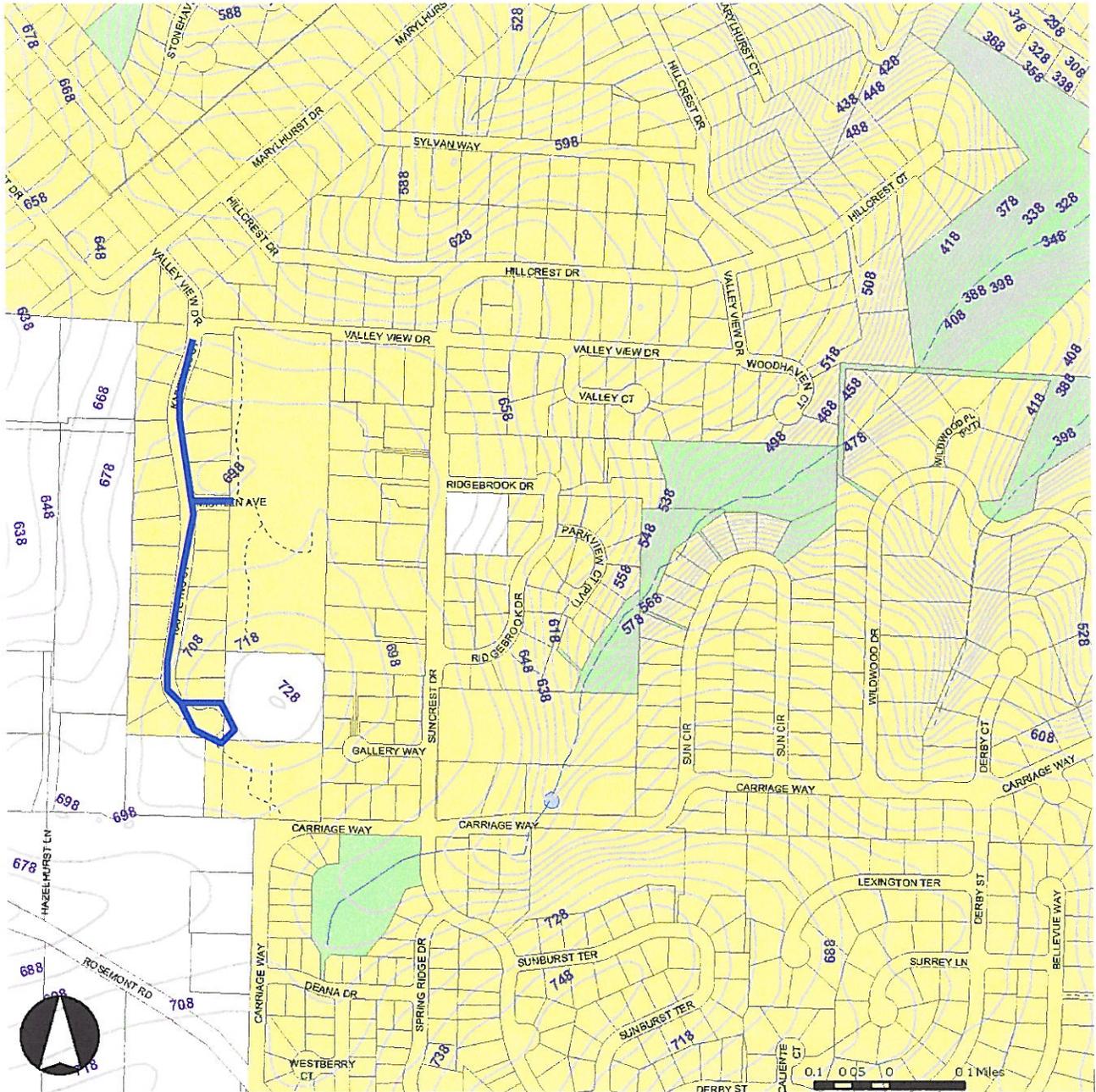


Figure 5

**Kerr, Chris**

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**From:** Hidden Springs Neighborhood Assoc. [WLHSNA@msn.com]  
**Sent:** Tuesday, December 02, 2008 2:49 PM  
**To:** Zak, Teresa  
**Cc:** Brown, Bryan; Wright, Dennis; Kerr, Chris; Jordan, Chris  
**Subject:** CDC-08-01/PLN-08-07

Hello Ms. Zak,

Attached is a copy of an email that HSNA resident Donna Baker emailed to city employees Brian Brown, Chris Kerr and Chris Jordan and Planning Commissioners John Kovash and Robert Martin regarding CDC-08-01/PLN-08-07.

Mrs. Baker enlisted my assistance because some of the emails were repeatedly returned to her and she was unable to ascertain if all the intended recipients had received her letter.

Please forward this email to the above referenced city employees and all the members of the Planning Commission. Please make this email and the attached email from Mrs. Baker a part of the record regarding CDC-08-01/PLN-08-07.

Cordially,

Lynn Fox, President  
Hidden Springs NA

----- Original Message -----

**From:** Donna Baker  
**To:** [b.brown@westlinnoregon.gov](mailto:b.brown@westlinnoregon.gov) ; [ckerr@westlinnoregon.gov](mailto:ckerr@westlinnoregon.gov) ; [cjordon@westlinnoregon.gov](mailto:cjordon@westlinnoregon.gov) ; [jkovash@westlinnoregon.gov](mailto:jkovash@westlinnoregon.gov) ; [bmartin@westlinnoregon.gov](mailto:bmartin@westlinnoregon.gov)  
**Cc:** [wlhsna@msn.com](mailto:wlhsna@msn.com)  
**Sent:** Tuesday, December 02, 2008 1:10 PM  
**Subject:** TSP

As a long time resident of West Linn, (38 years), and someone who lived on Suncrest Dr. for 13 years, I am concerned about the TSP. Suncrest Dr. has borne the brunt of the traffic going through Hidden Springs for a long time.

When I lived on Suncrest, the traffic was almost constant throughout the day. ( I now live on Aztec Ct. and am still affected). In the summer, parents were afraid to send their children to the tennis courts and the pool because of the traffic. Although the speed was 25, very seldom did the cars drive at that speed. I even had an occasion to almost get hit just going across to the mailbox. I was able to get the city to put in a crosswalk for people to cross safely, but that did not slow down the traffic.

My concern is that Suncrest needs some relief and I believe that if Kaptayns St. were to be brought through to Rosemont, there would be relief.

Also, the new park that is off Kaptayn's, is a city park that ALL citizens paid for."Kaptayns is a nonconforming cul de sac that apparently was created without a public process. The residents of Kaptayns should no longer be allowed to benefit by shifting their responsibility to serve public traffic on to other streets in the neighborhood.

Failure to open Kaptayns to Rosemont puts an unfair burden on the homeowners on streets that are forced to carry Kaptayns' traffic responsibilities. It is my understanding that Marylhurst Park cannot be completed until Kaptayns is reopened to Rosemont. If Kaptayns is not reopened to Rosemont and Marylhurst Park is not completed, the tax payer's money that purchased the land for a much needed park will have been wasted. Please do not let the safety and quality of life and property values of other residents in the area continue to be sacrificed to satisfy a few vocal residents on Kaptayns who apparently have no regard for the welfare of their neighbors.

Please honor West Linn laws and reopen Kaptayns to Rosemont.

If Kaptayn's were to be opened up to Rosemont, the traffic would not have to go through on small unimproved roads to get to the park.

Please accept this as my recommendation to open Kaptayn's St. up and that this e-mail be put in the record.

Thank you for your consideration in this matter.

Donna L. Baker

December 2, 2008

To: The City of West Linn Planning Commission

From: Dick Paris  
1922 Kapteyns Street  
West Linn, 97068

Subject: Connectivity of Kapteyns Street to Carriage

I cannot believe that you in your wildest dreams would think it a good idea to connect Kapteyns Street to Carriage.

You think for some reason connectivity is a good idea because of what, Public Safety? Public Safety, Police and Fire can be granted access to Kapteyns Street via a locked gate through the Carriage side parking lot of the proposed park.

You think that connectivity will better serve the neighborhood by giving better access to the undeveloped Marylhurst Park? Those wishing to use the park will drive an extra two or three minutes to enjoy the park.

You think the neighborhood will be better by turning Kapteyns Street into a Collector Street? The neighborhood will be destroyed from the end of Kapteyns to Highway 43 at the end of Marylhurst Drive. Poorly designed for heavy traffic Marylhurst Drive will become dangerous for all users, neighbors and those just passing through. The traffic on Kapteyns Street will be fast a dangerous. The best way to serve our neighborhood is to make the access more difficult and thus keeping the outside traffic out of the neighborhood.

Another issue is the loss of property value, who is going to make the loss up to us? I can tell you are not concerned and it may have something to do with the fact you do not live on Kapteyns Street.

Crime is less on no outlet or dead end streets. Are you going to pay my increased insurance costs and come and pick up the uncovered costs if my home is broken in to? I doubt you considered this or even care.

There are many other issues and consequences of your consideration to make Kapteyns a Collector.

The transportation master plan is just a plan and the city is not bound by it. That is what Brian Brown, City Planner told me three years ago. He even said he was against the idea of Kapteyns Street being opened. The parks department was against opening Kapteyns Street three years ago, so stated Ken Worcester, Parks Department Director.

So why is this so important and who came up with the idea? I have heard it said that Kapteyns Street, was always planned to be opened. Who said that and where is it so stated and recorded?

You need to be reminded that you may not know what it best for the residents of our fair city. Just because someone thinks something is a good idea does not make it so. I get the

feeling you don't really care about the opinions of the residents. We are the people stuck with the impact of your poorly made decisions. In the end you go home and don't give it a second thought. Will you not think of a better way that serves everyone and not just the buzz word "Connectivity".

Let the city and the planners remember it takes a vote of the people to use park property for anything other than a park.

Do not open Kapteyns Street, limit the traffic into the neighborhood and it will serve us all.

Sincerely,

Dick Paris

Kapteyns Steet resident for 18 years.

Jim Kelty  
19597 Kapteyns St.  
West Linn, OR 97068

December 1, 2008

West Linn City Planning Commission  
West Linn, OR 97068

Ref: TSP Approval

Dear Sir,

It is my understanding that the City is in the process of approving the recent version of the TSP in order to meet federal funding requirements and included in this TSP is the proposed connection of Kapteyns St. to Carriage Way. Being a homeowner on Kapteyns St., I am vehemently opposed to this connection. I am one of the original homeowners on Kapteyns St., having lived there for 31 years. As a background, the current "fire lane" between Kapteyns St. and Carriage Way was intended from the initial development of the Kapteyns St. subdivision to be just that a "fire lane" off of the cul-de-sac for access of fire vehicles to serve Kapteyns St. There was never any intention for it to be anything else. In 1977, when the homes on Kapteyns St. had been developed and occupied, the "fire lane" was not blocked as it is currently and vehicles from adjacent areas would use the "fire lane" to ultimately connect to Rosemont Rd. Not only was this a violation of the "fire lane", the speed of traffic through Kapteyns St. became very dangerous for those living on this street where it was not uncommon to see vehicles approaching 40 mph. In addition, there had been several auto accidents at the immediate intersection of the "fire lane" and Carriage Way. The Kapteyns St. residents became concerned and I contacted the police and city manager at the City of West Linn to request a way to block the entrance to the "fire lane" from the cul-de-sac so as to eliminate this violation and related dangers. The city responded that although they agreed with the situation, they were unable to proceed with any such measures because the "fire lane" was not in the City of West Linn. I contacted the subdivision developer, Nu Pacific, and alerted them that they had forgotten to deed the "fire lane" parcel to the city when the subdivision street right-of-way had been deeded over to the city. Nu Pacific proceeded to deed the "fire lane" to the city. In our conversations with the city manager we, as residents of Kapteyns St., had full support for closure of the "fire lane" to traffic, except for city fire vehicles, and were directed to present a petition recommending this closure signed by the residents before the next city council meeting for hearing. At this meeting in Spring of 1978 (estimate), the petition was presented to the city council and the closure was approved.

Since 1978, there has been extensive residential development to the north, east and south of the Kapteyns St. subdivision. The opening up of the cul-de-sac at the end of Kapteyns St. for connection to Carriage Way would have significant detrimental affects to the livability of the residents on Kapteyns St. The extent of traffic and speed of traffic would cause a major negative change to the character of this neighborhood, as well as a negative impact to the values of the homes on the street. When residents purchased their homes on Kapteyns St., an important amenity was the location of their home on a cul-de-sac. This amenity is reflected in the values of the homes. Opening the cul-de-sac would be stripping away from the owners of these homes on this street their property rights related to all the safety, peace of mind and tranquility that living on a cul-de-sac affords. For the city to include this opening as a part of the TSP, the result would not only alienate the residents of Kapteyns St. to the city, but also severely damage the sense of goodwill that the city's image presents to the community. Residents of the **City of West Linn** would be on notice that the city is more concerned about solving their traffic issues then protecting the property rights of home owners in their city. In addition, the city has already expended considerable sums to alleviate traffic issues in the immediate area by improving the intersection of Hillcrest Dr. and Suncrest Rd. The expense of widening the "fire lane" to a full city street through a city park and constructing an intersection at Carriage Way would be very expensive and not a good use of City and Federal funds.

On this basis, I recommend that the opening of the cul-de-sac on Kapteyns St to connect to Carriage Way not be included in the City's TSP.

Sincerely,



Jim Kelty  
503 635-2536

To the West Linn Planning Commission:

As the Commission rushes to pass the city's Transportation System Plan, my wife and I would urge you to not include any possible future connection between Kapteyns Street and Carriage Way. There are number of reasons to oppose such a connection.

1. Kapteyns, with its meandering curves and blind corners, was never designed to be a collector street. This is not my opinion but the comment of a licensed traffic engineer.
2. To make a connection between Kapteyns Street and Carriage Way would be very expensive and require using some of our park land to achieve this. Using park land would require a city wide vote and would most likely instigate some kind of legal action to prevent the loss of property purchased with Parks Bond Levy money.
3. Bicyclists, pedestrians and children heavily use Kapteyns Street.

We hope you will strongly consider not destroying our neighborhood by opening Kapteyns as a short cut for traffic from Rosemont Road to Marylhurst Drive.

Sincerely,

Dale and Jennifer Fossati  
19541 Kapteyns Street

Disputed  
12-3-08

**Kerr, Chris**

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**From:** Curt Sommer [csommer@opusnet.com]  
**Sent:** Wednesday, December 03, 2008 4:26 PM  
**To:** MichaelBabbitt@kw.com  
**Cc:** Karie Oakes; jkovash@comcast.net; bobm4@teleport.com; ronwhitehead@live.com; Dean@ComarcoIndustrial.com; shawnandreas@hotmail.com; valerie27@comcast.net; Spir, Peter; Kerr, Chris; Soppe, Tom; Brown, Bryan; Jordan, Chris; Wright, Dennis; karen.mohling@tvfr.com; g.e.curtis@odot.state.or.us; City Council; aplusforyou@yahoo.com; teric518@comcast.net; Kevin Bryck Interim President  
**Subject:** [BULK] Re: PC Agenda length  
**Importance:** Low

Chairman Babbitt and Members of the PC;

In light of the fact the meeting will likely run very late, and as you stated ~30 people plan to testify on the TSP, I wish to submit my comments in writing and for the record.

I urge the PC to recommend not adopting the TSP at this time for two reasons.

1.) Specifically, 6(b) of the Transit Policies in Chapter 7 states: Supporting more intense and mixed-use zoning designations in areas around transit stations, along major transit routes, in the designated Town Center, Corridor (Highway 43).

In general, I support mixed-use develop along transit corridors but this policy is extremely vague and ambiguous and no where in the Strategies section is it outlined how this policy will be achieved.

2.) The TSP, while seemingly very thorough and comprehensive, has not been vetted by the Neighborhood Associations. The NA's are still a recognized and legitimate branch of local government, and to circumvent them runs contrary to the spirit and intent of good local governance.

Therefore, I urge the Planning Commission to recommend the Council not adopt the TSP until such time as it has been more thoroughly vetted by the NA's, in addition to the 'five' people who were fortunate enough to testify at the previous hearing. This is an extremely important document that will have a tremendous impact on all the citizens of West Linn and to ram it through without due consideration is not in the best interests of anyone. What is the rush?

As you yourself stated, we make the best decisions with the information we have available, and the information available to me says this plan should not go forward at this time.

Sincerely,

Curt Sommer  
18490 Lower Midhill Dr.

Karie Oakes wrote:

Mr. Babbitt:

Thank you for your reply at last. In the future, please consider using an automated email reply when you are unavailable. It is a common professional courtesy.

I appreciate your insight on how this agenda was planned and how the PC expects it to play out. I certainly hope that you all are right. What time do you expect to finish your meeting? 10 PM? Too late for many folks. You know, if 30 people testify at 5 minutes each, that alone is 2.5 hours. That leaves a half hour to finish the TSP hearing and three other hearings. Hmm..everyone better run to the podium.

I don't mean to be sarcastic, but did you do the math? I suppose you could allow each person only 3 minutes of testimony or cut-off testimony; that would net you another half hour. I don't know though, would that be conducive to encouraging public participation? Do long, late meetings encourage public participation? If you limit public testimony, would you have to waive the applicants rebuttal time to remain fair?

Excuse me if I appear ridiculous, but this agenda is ridiculous. The TSP hearing is an agenda item in itself as is the Holiday Inn Express. Both have huge ramifications for our City. You can take the TSP off the agenda for the 120 day rule does not apply and according to the Planning Director's project file, there is no project deadline. The Holiday Inn probably cannot be delayed because its deadline is Jan. 23. Dollar ST, with a Feb. 21 deadline, can easily be removed. Peter will just have to call it a short night and report on the fire station.

Have you talked with Mayor King and the other Council members regarding the pressure their mandate has created? Please reconsider revising the agenda. None of us wants to suffer through a long late meeting.

Thank you.

Karie Oakes

-----Original Message-----

From: Michael D. Babbitt <MichaelBabbitt@kw.com>  
To: Karie Oakes <karieokee@aol.com>; jkovash@comcast.net <jkovash@comcast.net>; bobm4@teleport.com <bobm4@teleport.com>; ronwhitehead@live.com <ronwhitehead@live.com>; Dean@ComarcoIndustrial.com <Dean@ComarcoIndustrial.com>; shawnandreas@hotmail.com <shawnandreas@hotmail.com>; valerie27@comcast.net <valerie27@comcast.net>

To: West Linn Planning Commission  
West Linn City Council

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Dec.

From: West Linn Residents

Re: Transportation System Plan (TSP) – Kapteyns / Carriage connection

Date: 23 November 2008

The residents in and around Carriage Way and Kapteyns Street do hereby state our opposition to the proposed connection between Carriage and Kapteyns Street.

This connection is so impractical that the consultant that prepared the TSP has stated his opposition to it, Mayor-elect Patti Galle opposes it and the Marylhurst Neighborhood Association has voted to oppose it.

The Marylhurst Neighborhood Master Plan does not support it. As stated in the Marylhurst Neighborhood Master Plan: "Discourage through truck traffic and other through traffic on neighborhood streets" and "Minimize non-local traffic that cuts through the neighborhood."

In light of the following facts, we ask that this connection be stricken for the TSP.

### **1. Traffic Volume**

This connection is not needed and would actually be counterproductive. The proposed connection would create an easy to navigate short cut from HWY 43 to Rosemont Road. This will increase overall traffic volume and vehicle speed as people race to cut through the neighborhood. It would also change Kapteyns from a Local Street to a Collector Street. Traffic studies do not show a need for this. This would increase traffic on the steep hair pin turns of Marylhurst Drive.

### **2. It was Never Intended to be Connected**

The connection from Carriage to Kapteyns was not part of the original development plan. A connection from Michlen to Suncrest was planned but never completed because the land that is now a park was never developed for housing. It has been 30 years. Leave it the way it is. (The current path at the end of Kapteyns was intended only to service the communication tower.)

### **3. City Charter Violation**

The proposed connection utilizes park land. The city charter is very clear that park land is not to be used for roads without a vote of the city. The likelihood of 51% of people voting to "pave over a park" is virtually nil.

#### 4. Budgetary Constraints

West Linn does not have excessive discretionary cash and this is not expected to change. This connection would divert funds from other needed capital and maintenance projects. It would be a very expensive project that the city would have to fund.

#### 5. Quality of Life

Residents of Kapteyns St. paid a premium to live on a cul-de-sac street. The street has been closed for over 30 years. Children and adults in the whole neighborhood currently enjoy a safe street with limited traffic and noise. This connection would degrade the quality of life for the entire neighborhood. A connection would also result in a significant reduction in property values for residents.

#### 6. Other Proposed Connections in the Draft TSP

There are six other proposed connections in the TSP draft, none are similar to the Carriage / Kapteyns connection. The others involve buildable land, either for housing or commercial property of which Carriage / Kapteyns does not. The property here is park land, not a new housing development or a business construction project.

#### 7. The Connection is Unnecessary

The connection would take traffic off of Suncrest Drive and put it on Kapteyns Street, making Kapteyns the defacto neighborhood collector. However, traffic studies have not shown that the neighborhood collector, Suncrest Drive, is overloaded. This connection is not needed and would be a foolish waste of tax payers money.

We urge you to remove this proposed connection from the TSP.

Sincerely,

NAME / Print                      SIGNATURE                      ADDRESS

William D Frazer, WDF                      19429 Kapteyns St

Vickie R. Frazer, Vickie R Frazer                      19429 Kapteyns St.

James Peratta, James Peratta                      19496 Kapteyns St.

LYNETTE MEADOWS Lynette Meadows                      19598 KAPTEYNUS ST

[Signature]                      W. Ridge                      19699 Kapteyns

[Signature]                      A Yessimova                      19699 Kapteyns

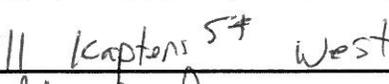
| Name        | Signature                                                                         | Address            |
|-------------|-----------------------------------------------------------------------------------|--------------------|
| Rich Vedder |  | 19639 Kapteyns St. |

|                  |                  |                   |
|------------------|------------------|-------------------|
| Jennifer Fossati | Jennifer Fossati | 19541 Kapteyns St |
|------------------|------------------|-------------------|

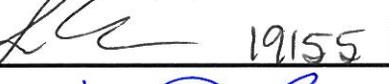
|              |              |                   |
|--------------|--------------|-------------------|
| Dale Fossati | Dale Fossati | 19541 Kapteyns St |
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|---------------|-----------------------------------------------------------------------------------|-------------------|
| Barbara Burns |  | 19112 Kapteyns St |
|---------------|-----------------------------------------------------------------------------------|-------------------|

|               |               |                                    |
|---------------|---------------|------------------------------------|
| Andrew Riehle | Andrew Riehle | 1666 Valley View Dr Westlinn 97068 |
| Lanthe Riehle | L Riehle      | 1666 Valley View Dr. WL, OR 97068  |

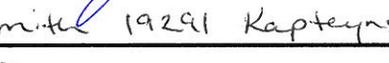
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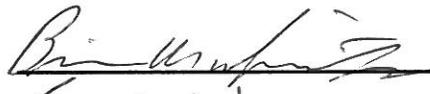
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| Gail Lamm | Gail Lamm | 19155 Kapteyns St, W.L., OR 97068 |
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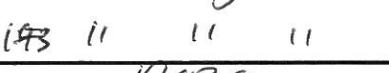
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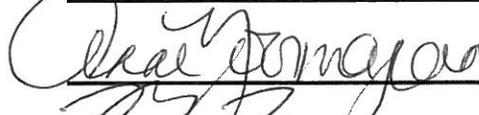
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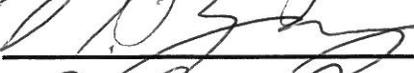
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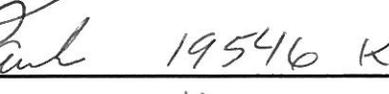
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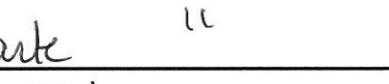
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| Scott Hill |  | 19393 Kapteyns St. WL, OR 97068 |
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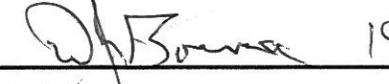
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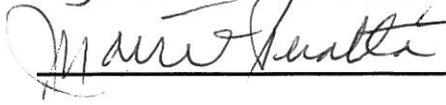
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| Neal Tomoyara |  | 19430 Kapteyns St WL, OR 97068 |
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| D Clark Paul |  | 19546 Kapteyns St. |
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| Linda L. Park |  | " " |
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| Don Bourne |  | 19495 KAPTEYNS |
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| Mary Smith |  | 19496 KAPTEYNS ST WL 97068 |
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Handled at ①  
Dec. 3, 2008

**West Linn Planning Commission: TSP: December 3, 2008 Meeting**

Good evening Commissioners,

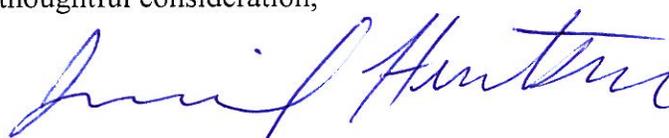
For the record my name is Jennifer Huntsman; I live at 19390 Kapteyns Street, West Linn.

Besides my testimony tonight, I have submitted for the record a joint statement in opposition to the current proposed TSP (Transportation System Plan) which has been signed by many of my neighbors. The more than 50 residents of my street urge you to modify the new TSP by removing the possible connection between Kapteyns Street and Carriage Way. I won't repeat everything that is stated in that document, but I do wish to address a few major points:

- 1) DKS, the consultants contracted to draft the TSP, indicate that most of the proposed connections shown in the plan would make local streets into neighborhood routes (a 1 step higher designation). This would not be the case for Kapteyns Street; the impact would be much greater. A connection would greatly increase traffic volume and speed on a fairly straight, wide street, essentially turning it into a collector street (2 steps higher than its current designation). Non-local traffic, including truck traffic, will likely utilize it as a speedy route for cutting through from Highway 43 & Marylhurst Drive to Rosemont via Carriage Way. This would be counter to the Marylhurst Neighborhood Plan goals of keeping the quiet character of our neighborhood. Also, there is no data indicating that the current collectors are inadequate for traffic flow or that we need an additional collector street.
- 2) The TSP consultants also state that most stub-ends and cul-de-sacs have been purposefully left off the new plan, and that it is the priority connections that should be shown. I would contend that the Kapteyns/Carriage connection is far from a priority for the City of West Linn. In addition to the street classification issues mentioned above, all of the other possible connections in the proposed plan are on buildable residential or commercial property. The Kapteyns connection does not fit with the others in that this is a quiet street that has been fully developed for 30 years. With the current economy, on top of the budget shortfall in West Linn, this expensive connection does not make sense as a priority for the City. We would rather see our tax dollars used for other city maintenance and improvement projects.
- 3) Looking at the global transportation picture, as the consultants point out, pedestrian connections are also important for the long-term support of all modes of transportation. This focus will be important if West Linn is to remain the green, livable community that it is today. If a street connection were to be constructed, not only would our street and Carriage Way lose, the entire neighborhood would lose. I don't know their names, and so their signatures are not on our group statement, but all of the many people who daily walk, run, push strollers, or ride bikes down our street as part of a quiet and safe loop with the paved pedestrian path that currently exists will lose as well.

In conclusion, I know there is some question as to whether Kapteyns Street and Carriage Way were always intended to be connected. I put to you that what was or wasn't intended 30 years ago is not important. What is important is a current and relevant cost-benefit analysis of the possible connection. As the consultants so wisely state in their report, as issues arise and needs change in areas such as land use, the economy, and actual road usage, projects may need to be removed from the list. In that vein, we urge you to remove this possible connection from the list.

Thank you for your thoughtful consideration,  
Jennifer Huntsman



John Sramek  
2738 Sunset Ave.  
West Linn Oregon 97068  
503-320-2077

December 5, 2008

Dear City Council,

I have a several concerns about the TSP that I would like to address.

I would ask that you would remove the designation of arterial from Parker road and end of Sunset Ave. Back in 2001 the TSP changed Parker rd. and Sunset Ave. from neighborhood road to arterial. No notice of this plan was given to me a resident on Sunset Ave. or anyone else on my street. Now it's 2008 for me the arterial plan has not been implemented, and has not been necessary. After reading the new 2008 traffic study there is no problem recorded with the existing Parker, Lancaster to Cornwell route. I would hope that you would drive to the end of Sunset Ave. and back up to Parker road. You will see that if fully developed it would be incompatible with home setbacks and grade changes. I had enclosed photos to the commission that show the following concerns.

1. There is a substantial grade change from the top of Parker rd to the beginning of Sunset Ave compared to the existing route on Lancaster.
2. There is a grove of trees from 60 to 80 feet in height. I asked the city arborist to look at the grove. He said that they fall under the category of substantial trees. I know the city has developed standards for removing trees from private land. I don't understand why those same standards would not apply to the City and the TSP. It seems hypocritical for the possible better flow of traffic that we would sacrifice a substantial grove of trees.

I understand that the citizens would like to have less traffic, but we all bear the responsibility to allow an acceptable amount of traffic in our neighborhoods. With the future development of undeveloped parcels on both sides of Parker rd. and the increased traffic on a fully developed arterial would bring on an unbalanced amount of traffic.

**How the inability to develop all of Parker rd. and Sunset Ave. at one time will affect the traffic.**

The city engineer said that the development of Parker rd. and part of Sunset Ave. would be done by future developers. This would bring a Parker rd. style of development. "Streets widening, sidewalks, and planter strips and then it ends at the most narrow part of Sunset Ave. This part of Sunset Ave. would be sandwiched between the fully developed parts. This would be very unsafe for traffic flow. It would also be unsafe as homeowners try to back down their driveways, as traffic would not slow for this narrow section of the road. It is obvious that the city doesn't have the funds to develop this part of sunset. It could remain this way for years. The cost to the city to improve Sunset with the grade and drainage problems is far more expensive than the existing route of Parker rd. to Lancaster, to Cornwell. It would be much more cost effective to develop the existing route.

The existing Lancaster route is simply the best route to improve. It has the width to meet the definition of an arterial. It has a commercial zone for businesses that would benefit from the traffic flow, and it is the existing route.

There is a house located at Sunset Ave. and Parker rd that is on the historical marker. This home will be affected by any road development. I feel that a better use of this area would be to designate it as a bike and walking path route. The end of Parker rd. is now a one way street, and keeping it this way would make it safe for the bike and walking path designation. By the city creating a bike friendly and walker friendly area, it will also be going green. As with big cities across the country our small city should give thought to going green, to eliminate the number of cars on the road.

My last issue I bring with some reluctance. I have been told of the idea from the engineering department earlier this spring that much of the improvement would not happen until homes were torn down, and then rebuilt. I did not like the idea, but didn't believe that it was an idea that was prevalent in the city staff. Last Wednesday night after the planning meeting I had some questions for one of the planning commissioners. He wanted to assure me that "no improvements would take place until homes were torn down and rebuilt.

I believe it is not appropriate to develop a TSP plan based on a prejudice to our neighborhood that it doesn't meet standards. I have over the last 16 years improved my home and I have spent \$110,000. Three other homes have had additions and have spent similarly. About four homes have had exterior improvements, and kitchen remodels. **No one is thinking of tearing their homes down.** The idea that the city wants to tear down homes to implement a TSP plan is unethical.

In our adopted a Sunset neighborhood plan, it states an idea to keep the feel of the existing neighborhood, not destroying or redeveloping our neighborhood. I am confident that the council does not share this same attitude. That a home valued at \$200,000 doesn't have the same value as those who are \$2,000,000. I would ask again to remove Sunset Avenue and Parker rd. as an arterial, and that you would direct your staff to honor the Sunset neighborhood plan. That their attitude would change the implement of street improvements, and don't disregard the existing neighborhood feel and layout.

Thank you,  
John Sramek