

Kerr, Chris

From: mike salchenberg [msalchen33@comcast.net]
Sent: Monday, September 15, 2008 10:37 AM
To: Kerr, Chris
Subject: [BULK] TSP FOR SUNSET
Importance: Low

Dear Sirs:

Mr. Sramek Has made some very good points.(see attach) I feel one of the most important is "why change a proven safe route to one that would increase the speed and reduce visibility therefore reduce the safety of said route".

The current route with its 4 corners has the effect of slowing traffic without the use of speed bumps which nobody likes.

Another point that he did not mention is that if the city changes the route without a review it could be an opening to lawsuits under the measure 39 and 45 for the diminishing of property values of long established homes.

The change in the status quo does not seem merited.

Mike & Charlotte Salchenberg
2733 Sunset Avenue
West Linn Or

Dear Planning Commission:

Here are my concerns about the "Transportation Systems Plan". I would simply ask to remove the suggestion that the arterial classification be modified to directly link Parker and Sunset so as to replace the current link of Parker/ Lancaster/ Cornwall. The existing route has proven to be successful at moving traffic safely and efficiently through the Sunset neighborhood and should be maintained for the following reasons.

From a purely traffic flow perspective, the present route is much more level than the steep incline/ decline that would occur using the Parker / Sunset route. In addition the turn would be at the lowest point in the road, making visibility problematic to on coming traffic. The actual distance due to the great grade change is longer than the existing one. The flow of traffic would be longer not shorter.

The idea that because the Parker to Sunset route removes one turn would cause the traffic to flow better is a misnomer. In fact what will happen is that it will move faster through neighborhoods creating a safety hazard and prompting residents to ask for speed bumps. The existing route has a natural flow that keeps traffic patterns moving but at a slower safer rate.

The existing route comes to a point at Cornwall and Sunset. In the draft TSP dated October 8, 2008 Table 3-12 it notes that no collisions have occurred at that corner. Also fig.4-4 shows the corner to be in good operation. So it stands to reason that all three intersections have no present problems. Why then would it be necessary to change a safe and proper existing route?

I believe that the end of Sunset & Parker would not meet the standards of an arterial because of the following reasons:

1. A grove of trees have grown to heights of approximately 60 Feet. They would have to be removed for this change to take Place.
2. Necessary grading would cause severe drainage problems for Homes below the road improvements.
3. There are 4 homes that sit in the setback and would be unsafe.

In addition there are 2 homes that are farmhouse style. One is on the historical register and the other was moved to West Linn in 1911. Why would we develop modern style streets and sidewalks so close to these

historical structures? This would be in conflict with the idea of setting historical sites.

The Sunset Neighborhood plan that has been reviewed by the planning department have ideas to maintain the Sunset neighborhood feel and provide traffic calming techniques. By leaving the existing route these goals would be furthered.

I know that the TSP plan has many important parts that need your attention. This route change did not have any review. We believe our many concerns warrants its removal from the TSP.

Kerr, Chris

From: Zak, Teresa on behalf of Planning Commission
Sent: Thursday, November 20, 2008 8:11 AM
To: Brown, Bryan; Kerr, Chris; Dean Wood; John Kovash; Michael D. Babbitt (MichaelBabbitt@kw.com); Robert Martin; Ron Whitehead; Shawn Andreas; Valerie Baker
Subject: FW: TSP Recommendation to City Council

From: Scott Sandie [mailto:ssandie@standardtvandappliance.com]
Sent: Wednesday, November 19, 2008 5:18 PM
To: Planning Commission
Cc: Kevin Bryck
Subject: TSP Recommendation to City Council

Planning Commission:

Please review the attached regarding the Robinwood Neighborhood Association's (RNA) request of you relating to your review of the TSP (and its accompanying code changes), and your recommendation to the City Council on this matter.

Regards,

Scott Sandie
RNA Secretary/Treasurer

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Robinwood Neighborhood Association

November 19, 2008

City of West Linn Planning Commission
22500 Salamo Road
West Linn, Oregon 97068

Dear Planning Commission:

At the 11/11/08 Robinwood Neighborhood Association meeting, the attendees unanimously voted (13 in favor (2 of which being officers), 0 in opposition, 0 abstentions) to suggest to you that you recommend to the City Council not to adopt the Transportation System Plan (TSP) and its accompanying City Development Code (CDC) changes (foundation for this request detailed in a November 18, 2008 dated letter to the West Linn Planning Director, CCd to you). We understand that, for this matter, you may recommend one of three things to the city council: 1) Adopt as written, 2) Adopt with revisions, or 3) Not adopt – as noted above, we ask that you opt for option three.

We appreciate your time and consideration and are happy to speak with you further on this matter.

Regards,

Scott Sandie
Robinwood Neighborhood Association Secretary

Cc: Kevin Bryck, Robinwood Neighborhood Association President

Robinwood Neighborhood Association

November 18, 2008

City of West Linn Planning Commission
22500 Salamo Road
West Linn, Oregon 97068

Dear Planning Commission Members:

At the November 11, 2008 meeting of the Robinwood Neighborhood Association (RNA), the attendees unanimously passed a motion (13 in favor, 0 in opposition, 0 abstentions) requesting that the West Linn City Council delay its assessment of the Transportation System Plan (TSP), by taking it off its 12/8/08 meeting agenda, to allow for a more complete assessment by the residents of West Linn. West Linn residents were presented, for the first time, the City Development Code (CDC) changes mandated by the TSP on 11/3/08; this is not sufficient time (11/3/08 – 12/8/08) for residents to review and provide feedback to the city on such a complex document that has a long-lasting, deep impact on its city. Also, the motion spoke to the attendees interest in ensuring that CDC changes attributable to the TSP did not override the provisions of the Robinwood Neighborhood Plan.

We appreciate your time and consideration in this matter and welcome any questions you may have.

Regards,

Scott Sandie
Robinwood Neighborhood Association Secretary and Treasurer

CC: Kevin Bryck, RNA President
Bryan Brown, Planning Director, City of West Linn Planning Department
West Linn City Council
West Linn City Manager

PLEASE PRINT

CITY OF WEST LINN PLANNING COMMISSION SIGN IN/TESTIMONY FORM

NAME Gene Davis DATE 10-5-08
STREET ADDRESS 4340 Parker Rd
CITY West Linn STATE Or ZIP _____

- I wish to testify on the agenda item(s) listed below or offer information during community comments.
 I **do not** wish to testify but request standing on the agenda item (s) and subject listed below.

AGENDA # AND SUBJECT (S) CDC 08 01 / PLN-08-07

IN SUPPORT _____ NEITHER FOR NOR AGAINST _____ IN OPPOSITION X

SPEAKING AS INDIVIDUAL (5 MIN. LIMIT) X SPEAKING ON BEHALF OF A GROUP OR ORGANIZATION* (10 MIN. LIMIT) _____

NAME OF ORGANIZATION (if applicable) _____

*If group, please list people you represent.

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

PLEASE BE PREPARED TO IDENTIFY THE SPECIFIC APPROVAL CRITERIA YOU ARE ADDRESSING.

PLEASE NOTE: Testimony or information on any agenda item shall be heard only during the time set aside for public hearings. The Chairman will control the time of testimony and may vary procedures. A majority vote of the Hearing body (i.e., Planning Commission, City Council) may permit variance from standard procedures. Testimony or information on non-agenda items may be accepted for placement on a future agenda.

PLEASE PRINT

CITY OF WEST LINN PLANNING COMMISSION SIGN IN/TESTIMONY FORM

NAME GARY HITESMAN DATE 5 NOV 2008
STREET ADDRESS 2188 CLUBHOUSE DR
CITY WEST LINN STATE OR ZIP 97068

- I wish to testify on the agenda item(s) listed below or offer information during community comments.
 I **do not** wish to testify but request standing on the agenda item (s) and subject listed below.

AGENDA # AND SUBJECT (S) DR-28-10-12-13-14-15-16-17-18-19 TRF

IN SUPPORT NEITHER FOR NOR AGAINST _____ IN OPPOSITION

SPEAKING AS INDIVIDUAL (5 MIN. LIMIT) SPEAKING ON BEHALF OF A GROUP OR ORGANIZATION* (10 MIN. LIMIT) _____

NAME OF ORGANIZATION (if applicable) _____

*If group, please list people you represent.

PLEASE BE PREPARED TO IDENTIFY THE SPECIFIC APPROVAL CRITERIA YOU ARE ADDRESSING.

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PLEASE PRINT

CITY OF WEST LINN PLANNING COMMISSION SIGN IN/TESTIMONY FORM

NAME Tracy Bowers DATE 11-5-08
STREET ADDRESS 2790 Lancaster St
CITY West Linn STATE Or ZIP 97068

- I wish to testify on the agenda item(s) listed below or offer information during community comments.
- I do not wish to testify but request standing on the agenda item (s) and subject listed below.

AGENDA # AND SUBJECT (S) TSP

IN SUPPORT NEITHER FOR NOR AGAINST IN OPPOSITION

SPEAKING AS INDIVIDUAL (5 MIN. LIMIT) SPEAKING ON BEHALF OF A GROUP OR ORGANIZATION* (10 MIN. LIMIT)

NAME OF ORGANIZATION (if applicable) _____

*If group, please list people you represent.

PLEASE BE PREPARED TO IDENTIFY THE SPECIFIC APPROVAL CRITERIA YOU ARE ADDRESSING.

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PLEASE PRINT

CITY OF WEST LINN PLANNING COMMISSION SIGN IN/TESTIMONY FORM

NAME John Sramek DATE 11/5/08

STREET ADDRESS 2738 Sunset Ave

CITY West Linn STATE OR ZIP _____

I wish to testify on the agenda item(s) listed below or offer information during community comments.

I **do not** wish to testify but request standing on the agenda item (s) and subject listed below.

AGENDA # AND SUBJECT (S) TSP

IN SUPPORT _____

NEITHER FOR NOR AGAINST _____

IN OPPOSITION X

SPEAKING AS INDIVIDUAL
(5 MIN. LIMIT) _____

SPEAKING ON BEHALF OF A GROUP OR ORGANIZATION*
(10 MIN. LIMIT) _____

NAME OF ORGANIZATION (if applicable) _____

*If group, please list people you represent.

TSP. Sunset to Parker

PLEASE BE PREPARED TO IDENTIFY THE SPECIFIC APPROVAL CRITERIA YOU ARE ADDRESSING.

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Kerr, Chris

From: summer buzza [summerbuzza@hotmail.com]
Sent: Wednesday, November 05, 2008 4:31 PM
To: Kerr, Chris; johns@jsremodel.com
Subject: traffic adoption

Chris Kerr,

I am a teacher from Rosemont Ridge and resident in the Sunset neighborhood. After reviewing concerns about the adopted transportation system plan put forth by John Sramek, I would like to add a couple additional remarks. Since the redirection of traffic this past year to make Sunset a one way street beyond the Cornwall junction, there have been two safety benefits to its current status which would be lost if the street were converted to the main through street.

One:

Because of the steep gradient decent on Parker as it turns into Sunset, children skate and bike down the hill. Southbound traffic is now prohibited to enter from this direction. It is safer for them to do so now with the traffic coming from only one direction.

Two:

Before the redirection this past year, cars looking to drag race would begin at the junction of Lancaster and Parker, one going the Lancaster route, the other taking the Parker/Sunset route to try to make it to the Cornwall/Sunset intersection first. This Parker/Sunset route was more precarious, having the gradient and sharp, blind corner. This created a dangerous draw for young drivers out for a thrill.

Please consider keeping the traffic flow as it is, but improving it by adding better access for pedestrians and bicycles.

Thank you,
Summer Buzza

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Troy Bowers

From: Troy Bowers
Sent: Monday, November 24, 2008 10:03 AM
To: Kerr, Chris
Subject: Sunset TSP Input

Importance: High

Good day Chris,

Please reply confirming receipt of this email. I'd appreciate the Planning Commission having this email for tonight's work session. I have six photos and marked up maps that I'll bring tonight as referenced below.

Can you confirm the width of Rosemont right of way for me please? Is it also 60 feet like Lancaster and Sunset? Thank you.

This email is my personal opinion of what I believe is in the best interest of the neighborhood while trying to keep larger community interests in mind. I request that this information be provided to the Planning Commission prior to their workshop November 24th.

I truly appreciate the significant effort that went into the draft TSP and believe it is a document that will serve the City in many respects until the next update. There are a few issues though which need to be addressed prior to TSP adoption and others which may be able to be addressed via timely amendment(s). The issues relevant to the Sunset neighborhood are likely relevant to other established neighborhoods as we accommodate growth while maintaining the elements important to our neighborhoods.

My concerns have to do with maintaining the character of our neighborhood while safely accommodating all modes of travel. It is not apparent the TSP adequately addresses the need to incorporate improvements within the right of way while preserving the character of the neighborhood as it exists today including accommodating residential parking needs. The standard sections shown in the plan work well in undeveloped or redeveloping areas but do not show how safety improvements can be incorporated into older neighborhoods without redevelopment. I'd like to see language and details that recognize this need as our existing neighborhoods have to accommodate the increased traffic resulting from surrounding growth. Trying to make all shown improvements within a single right of way adversely impacts established neighborhoods. The traffic volumes on Sunset's streets do not warrant full improvements in most cases. Times of heavy vehicle travel and heavy bike and ped travel are not typically coincident by observation. Currently, the draft TSP shows bike and ped improvement on the most heavily vehicle traveled ways as classified. Some suggestions that should be considered for incorporation include:

Sidewalks are only needed on one side in most areas- see Rosemont photo

Pathways should fit the lay of the land and minimize impact. Incorporate low impact development practices- pervious pavements and infiltration swales- see LO photo

Emphasize desire for sustainable practices with respect to pervious pavement and green storm drainage treatments. Curb and gutter sections require storm drainage piping

Consider making bike and ped improvements on adjacent parallel streets to distribute impacts on streets with similar characteristics while preserving local parking and character of neighborhood streets- see Lancaster and Sunset photos

Consider one way traffic on parallel streets in some areas to allow bike and ped improvements

Since bikes do require two lanes, add nominal shoulder width in lower ADT and lower speed areas to help provide more room where bikeways are needed allowing the available space to be more easily shared

Visually overlay/coordinate suggested bike, ped and vehicle improvements on common maps and distribute and balance improvements on parallel/adjacent streets

Some existing improvements are not shown correctly on various maps as some existing areas are actually better developed while others are less so. In some cases, the limits of improvements are not show correctly. This may affect budgets. **See marked up maps attached**

Update maps to reflect areas to show extent of actual existing improvements and areas where one side pathways are adequate

Include footnote language in TSP that accommodates established neighborhoods. Add roadway cross sections which incorporate neighborhood appropriate concepts

It seems like everyone wants to live on a Cul-de-sac. I believe that as good neighbors, we should all do our part to help shoulder the burden of growth and safety and not foist it on others. I believe the suggestions above help create a context which allows safety improvements to be made where warranted, maintains the character or our neighborhoods and shares the pain of growth and improvements amongst our citizenry. Many of the suggestions can be incorporated at much less impact to the environment and at a substantial reduction in cost. Some of the items may require further investment in time to develop neighborhood and environment friendly solutions. A task force or ad hoc committee may be needed or this could be taken up by one of the existing standing committees. Thank you very much for your consideration.

Troy Bowers

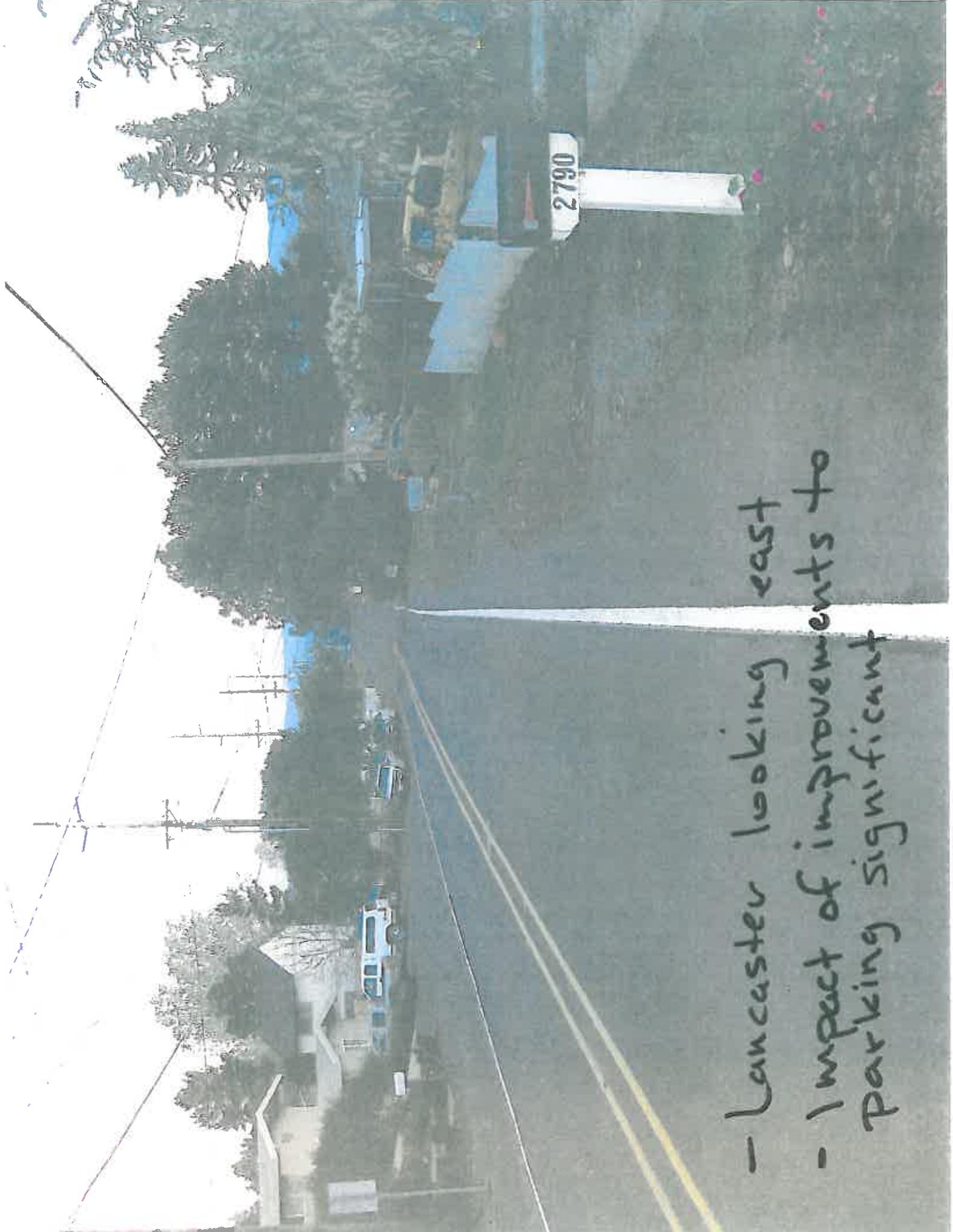
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- Rosemont @ Shannon looking east
- Single trail/path adequate for current traffic loading



- 10th Street Lake Oswego
- Single trail and low impact drainage improvements - Aesthetic Appearance

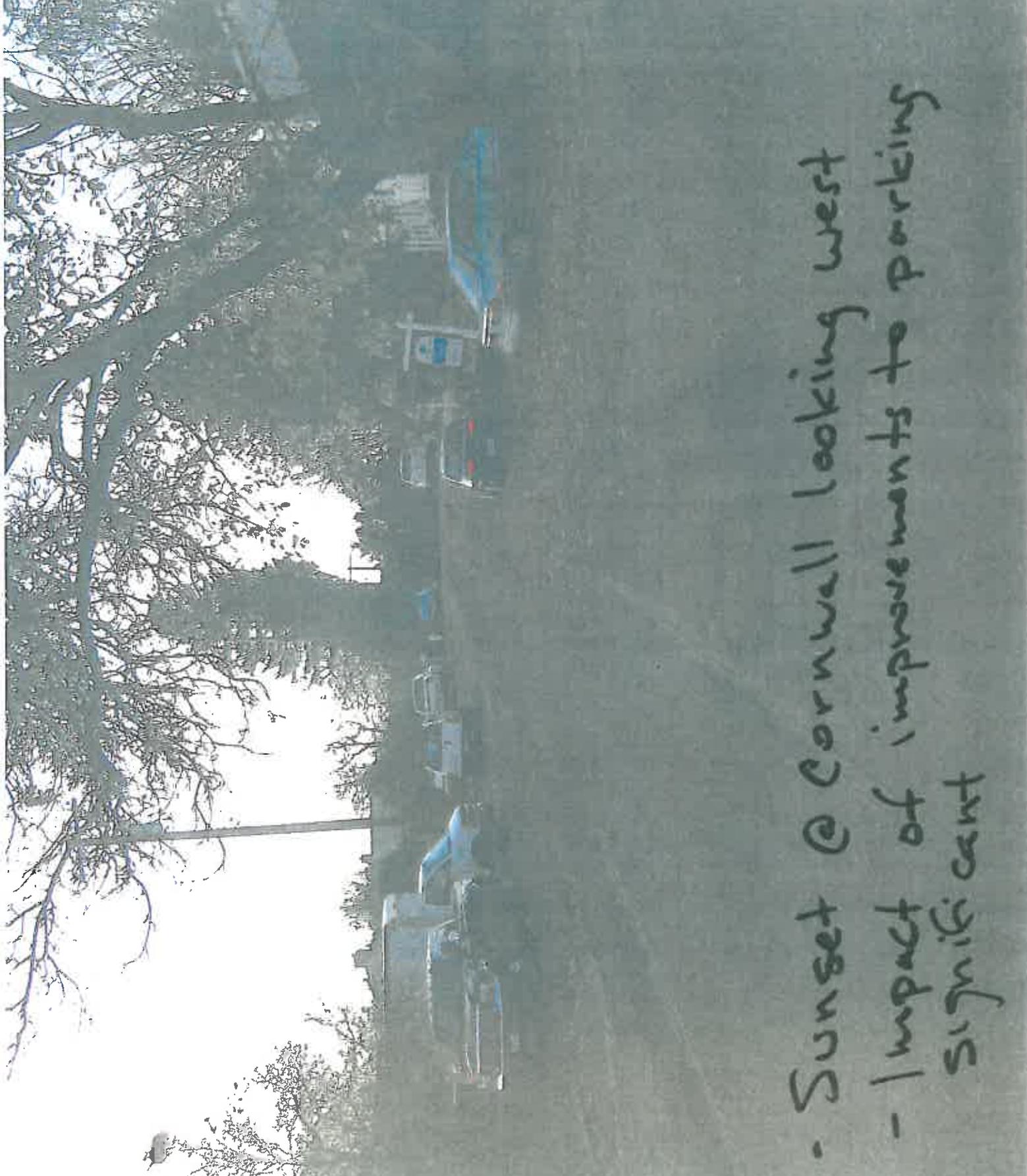


- Lancaster looking east
- Impact of improvements to parking significant



- Lancaster e Cornwall looking east

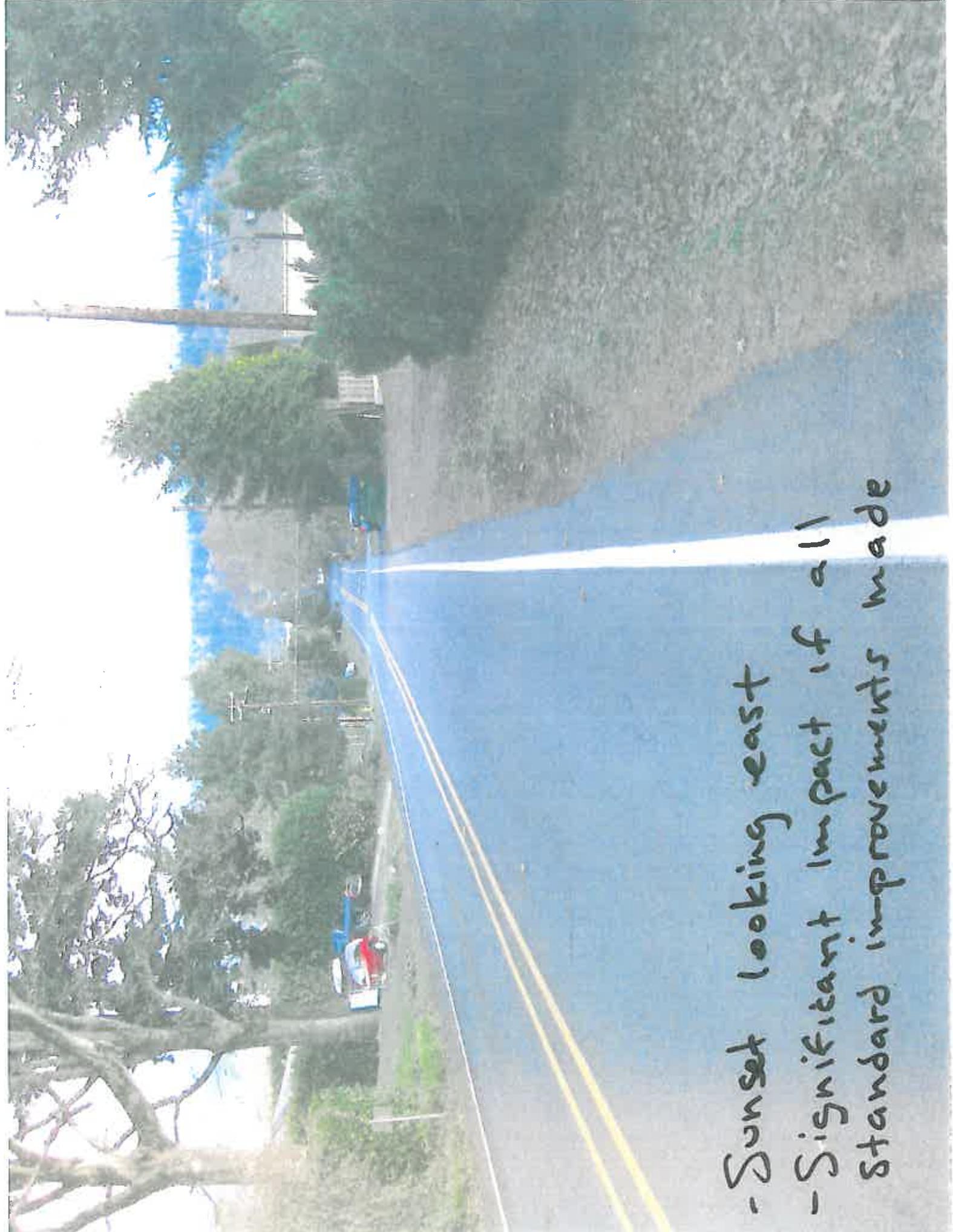
LOCA
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ONLY



- Sunset @ Cornwall looking west
- Impact of improvements to parking significant

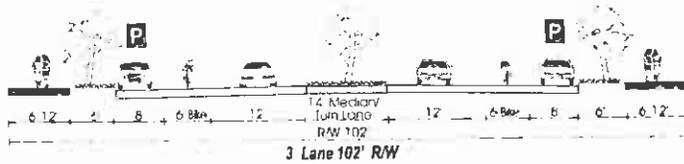


- Sunset @ Cornwall looking east

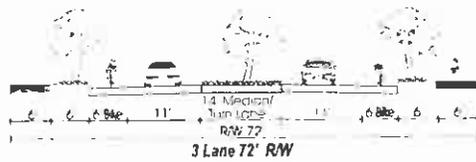


- Sunset looking east
- Significant impact if all standard improvements made

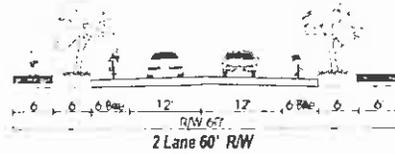
Principal Arterial



Arterial



Arterial Constrained



Standards	Principal Arterial	Arterial
Vehicle Lane Widths:	11-14 ft	11-12 ft
On Street Parking	Limited *	Limited *
Bicycle Lanes: (See Chapter 5)	4-6 ft	4-6 ft
Sidewalks:	6-12 ft	6-12 ft ***
Landscape Strips:	0-6 ft	0-6 ft ***
Medians/Turn Lane Widths:	0-14 ft **	0-14 ft **
Neighborhood Traffic Management	Not Appropriate	Not Appropriate

- * Note On-street parking allowed in designated opportunity areas
- ** Note Two-lane arterial allowed in designated opportunity areas or where property access is limited to right-turn movement only. (No center lane)
- *** Note When abutting commercially zoned property, sidewalks shall be 12 wide with street tree cut-outs and no separate landscape strip. When abutting residentially zoned property, sidewalks shall be 6 wide with 6 wide landscape strip.

Legend

- On-Street Parking Lane

**Figure 8-2
ARTERIAL
STREET CROSS SECTIONS**

LEGEND

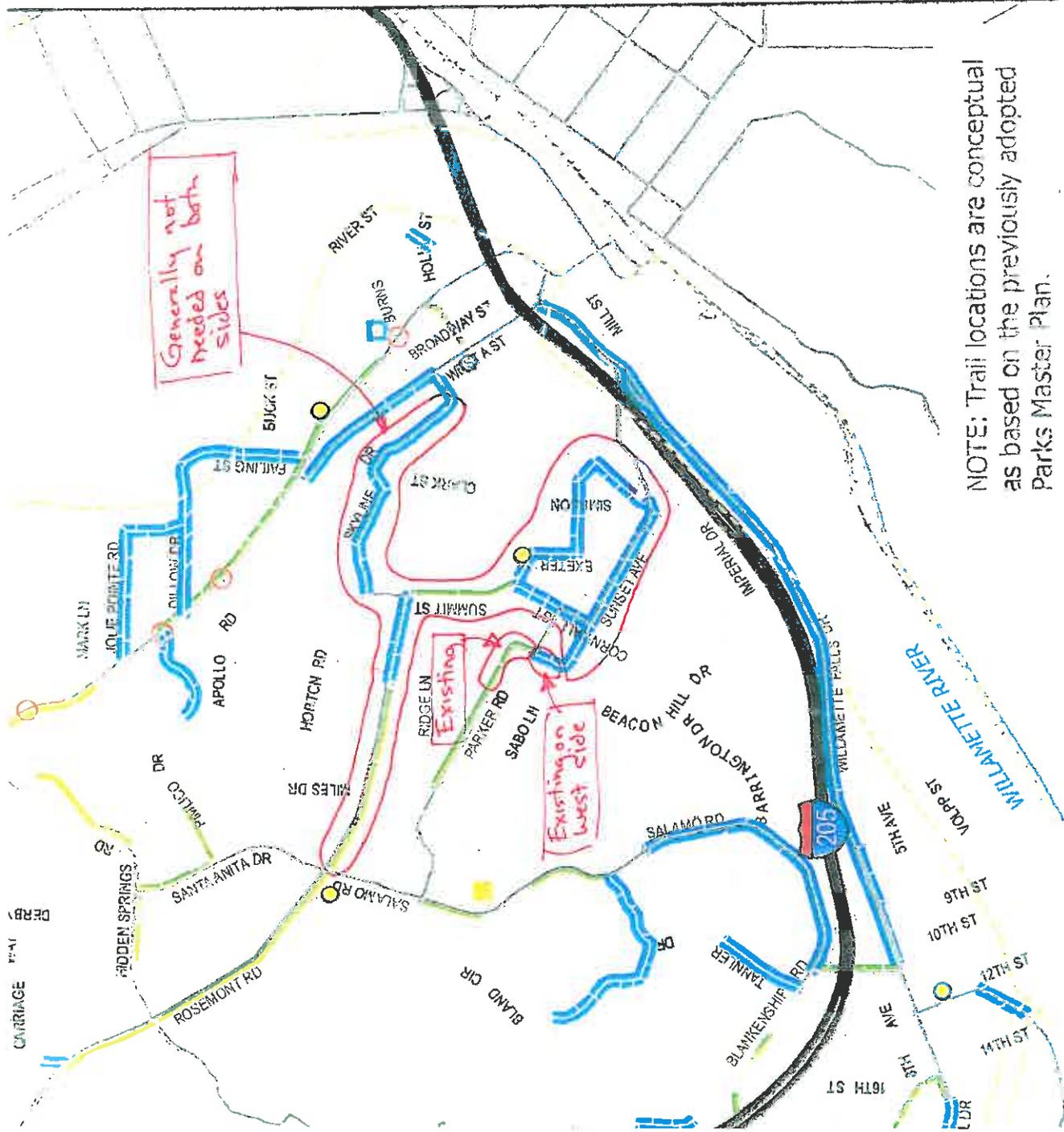
Pedestrian Projects

- Sidewalk - One Side
- Sidewalk - Both Sides
- Proposed Off-Street Path
- Proposed Crossing
- Off-Street Path
- City Hall
- Schools
- Library
- Parks
- Community Center
- Freeway
- Major Roads
- Streets
- Railroad
- Water
- City Limits



DKS Associates

 CONSULTING ENGINEERS AND ARCHITECTS



NOTE: Trail locations are conceptual as based on the previously adopted Parks Master Plan.

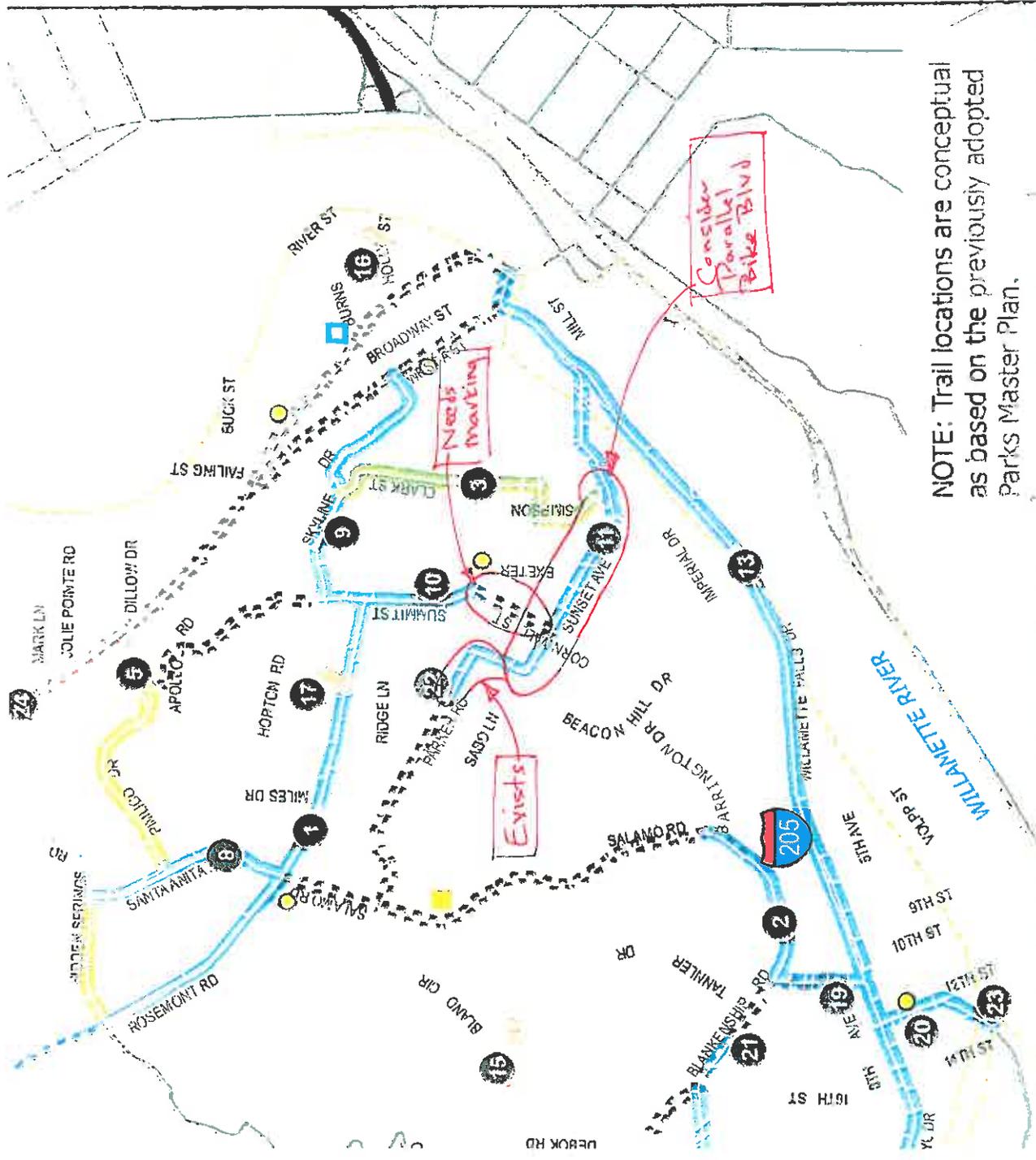
- Bicycle Lane - Raised
- Bicycle Lane - Standard
- Shoulder Bikeway
- Bicycle Boulevard Treatment
- Proposed Off-Street Path

Note: includes lanes under construction at the time of inventory.

- Project Number
- Off-Street Paths
- Existing Bicycle Facility
- City Hall
- Schools
- Library
- Parks
- Community Center
- Freeway
- Major Roads
- Streets
- Water
- City Limits



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 CONSULTING ENGINEERS ARCHITECTS



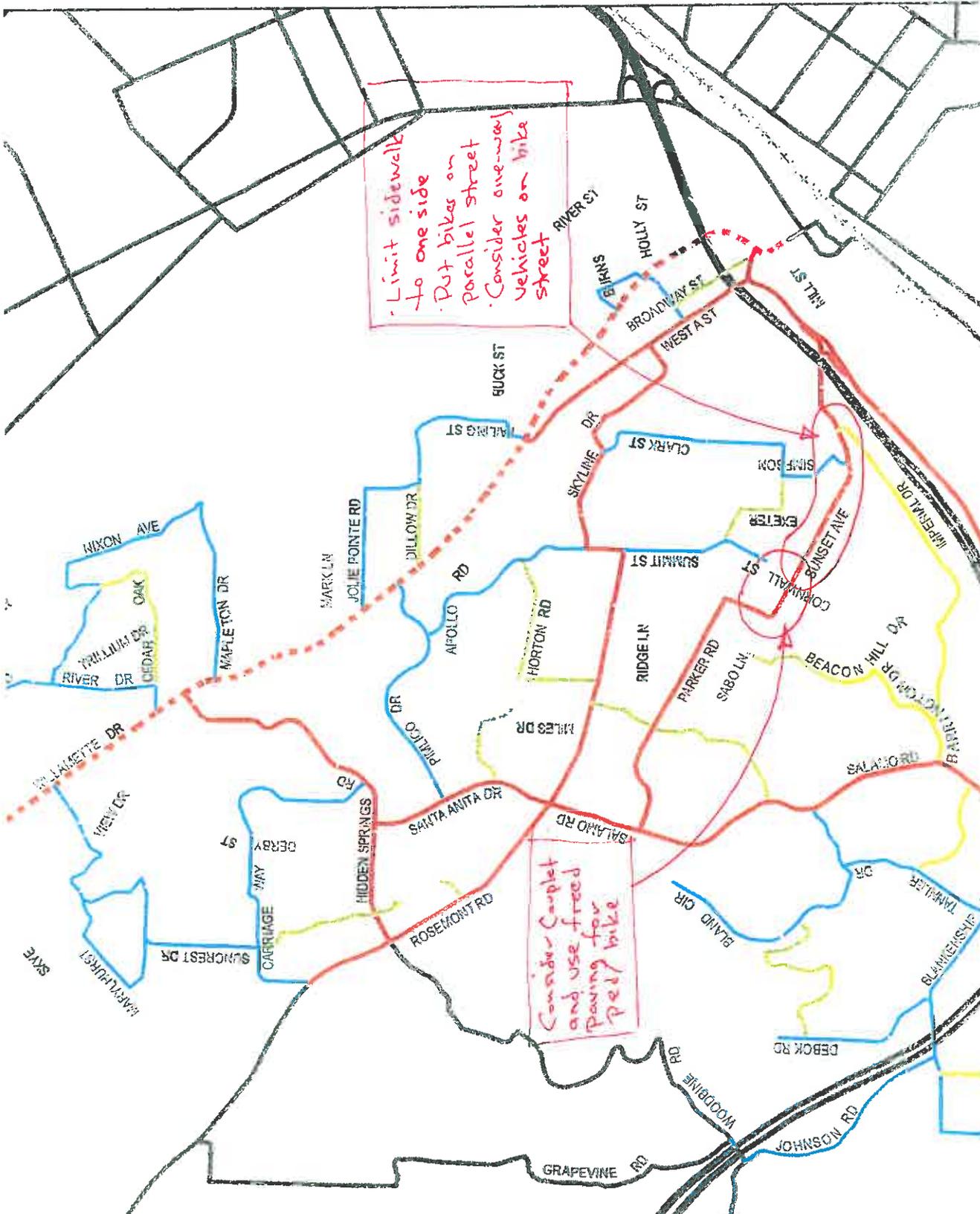
NOTE: Trail locations are conceptual as based on the previously adopted Parks Master Plan.

FIGURE 8-

EXISTING/FUTURE FUNCTIONAL CLASSIFICATION

LEGEND

- Freeway
- Principal Arterial
- Arterial
- Collector
- Neighborhood
- Local Street
- Railroad
- Water
- City Limits



Kerr, Chris

From: Zak, Teresa on behalf of Planning Commission
Sent: Monday, November 17, 2008 7:19 AM
To: Brown, Bryan; Kerr, Chris; Wright, Dennis; Dean Wood; John Kovash; Michael D. Babbitt (MichaelBabbitt@kw.com); Robert Martin; Ron Whitehead; Shawn Andreas; Valerie Baker
Subject: FW: TSP Kapteyns Street

From: mail@pattigalle.com [mailto:mail@pattigalle.com]
Sent: Friday, November 14, 2008 2:13 PM
To: Planning Commission
Cc: jjhuntfox@comcast.net
Subject: TSP Kapteyns Street

Dear Planning Commission,

I would like to submit written testimony regarding the TSP which you will discuss at your work session on November 24th and make recommendations at your Planning Commission meeting scheduled for December 3rd, 2008.

Specifically, I am referring to Kapteyns St and the proposed opening onto Carriage Way.

It is my great hope that this does not happen. In public testimony by the consultant to the TSP at the last Planning Commission meeting, it was indicated that this proposal was in question as it would greatly affect the livability of the residents on this street. I agree.

I live on Hillcrest Dr. and Kapteyns is a neighboring street of mine. When we purchased our home on Hillcrest there existed a double yellow line on the street. This indicated to us that a fair amount of traffic would be present. I can attest that not only is there a tremendous amount of traffic but "speed" remains a constant concern.

When the residents of Kapteyns Street purchased their homes, it was done with the knowledge that traffic would be limited.

Due to the fact the style of livability on Kapetyns has been established and the traffic patterns have been determined, I cannot in good conscience support making this drastic change that I know will open up a mini "Indianapolis Speedway" on their street.

We are a community of people who care for each other. Let's work to see this neighborhood remains as these residents expected when they established themselves and their families there.

I support that you do not open up Kapteyns Street to Carriage way.

Thank you,

Patti Galle

11/18/2008

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

> From: whitcher@aracnet.com [<mailto:whitcher@aracnet.com>]
> Sent: Thursday, October 30, 2008 9:44 AM
> To: Kerr, Chris
> Cc: Wright, Dennis
> Subject: West Linn Transportation Plan

>
>
>
> Dear Sir:

>
> I am writing you about the West Linn Transportation Plan (TSP).
> My concern is the issues about traffic and the road raised on the
> hearing over the development of the parcel at the corner of Parker
> and Sunset.

>
> The TSP designation of the Parker Sunset connection as a
suitable
> arterial roadway does not take into account the neighborhood and
> pedestrian flow.

>
> Making the Parker Sunset corner suitable for two way traffic
> requires substantial grade and roadbed alteration. In addition,
> sidewalks need to be provided to allow pedestrian/car separation.
> After going to the hearings May 13, 2008 on the planned six lot
> development at the corner of Parker and Sunset, it became apparent an
> arterial connection requires retaining walls to shore up the roadbed
> above the house at the corner on Reed Street. The road
"improvements"
> also necessitate cutting down several old, mature trees on both sides
> of the road to get the required roadbed width.

>
> Another issue not mentioned in the TSP is the effect of water
> flows from the additional nonpermeable surfaces. Since 1992 I have
> witnessed a substantial increase in water flow across my property as
> each new house and additional paving have been added uphill. The TSP
> needs to include the collateral effects of the proposed changes.

>
>
>
> Sincerely Yours,

>
> John L. Whitcher, P.E.
> 4260 Reed Street
> West Linn, Oregon