City of West Linn

Memorandum

To: West Linn Planning Commission

From: Peter Spir, Associate Planner

Date: November 15, 2010

Re: Submittals after November 3-10, 2010 open period (CUP-10-03)

At the November 3, 2010 Planning Commission hearing to consider the proposed Trillium Creek Elementary School, the public hearing was continued to November 17, 2010. An open period through Wednesday November 10, 2010 was established to accept written submittals. The attached submittals were received primarily after the November 10, 2010 deadline. Since the hearing is not closed, the submittals received after November 10, 2010 are included in this packet without comment by staff.

Spir, Peter

From: T M PYEATT [tracypyeatt@msn.com]
Sent: Sunday, November 14, 2010 11:32 PM
To: Spir, Peter; Tracy Pyeatt Work IBM
Subject: CUP 10-03 Trillium Creek Primary
Attachments: 10-1007_Over_the_Fence_Meeting_Presentation[1]4&5.pdf; 101101__M-Neighbor_Response-_Tracy_1_1[1].pdf; 10-0126_Primary_Schools_Mtg_notes[1]pg 6.pdf; 09-1215_Neighborhood_Association_Meeting[1] pg 3.pdf; Annexation_Postcard_2 _Combined[1].pdf; Erickson_Site_Plan[1].pdf

Hello Peter,
I hope you enjoyed your vacation. I am getting back to you as you requested at the last meeting. I will be attending the 11-17-10 meeting, please call or email me at tracy.pyeatt@lbps.com if you have any questions or need clarification.

I attached the most recent drawings from Walker Macy which were provided by Tony (proj mgr for the school). See attachment which shows line of sight from my property

.
I have several concerns regarding the development which is situated directly behind me. 2) Lack of trail easement to the North to Hidden Springs 3) Playground equipment- Color selection

Issue 1) **Chapter 75 Variance** request for : providing a 15-foot drainage way setback where CDC requires 65 feet (CDC 32.050) == possible Annexation Violation that wetlands will be preserved and Landscape buffer issues. See attached annexation post card.

Ben at Walker Macy has done the best he can based upon the directions given him by the school, hopefully with the direction of the City he can improve things. See attached recent drawings provided by Walker Macy and Tony Vandenburg. They drawing are of a visual orientation only, and do not deal with the setback.

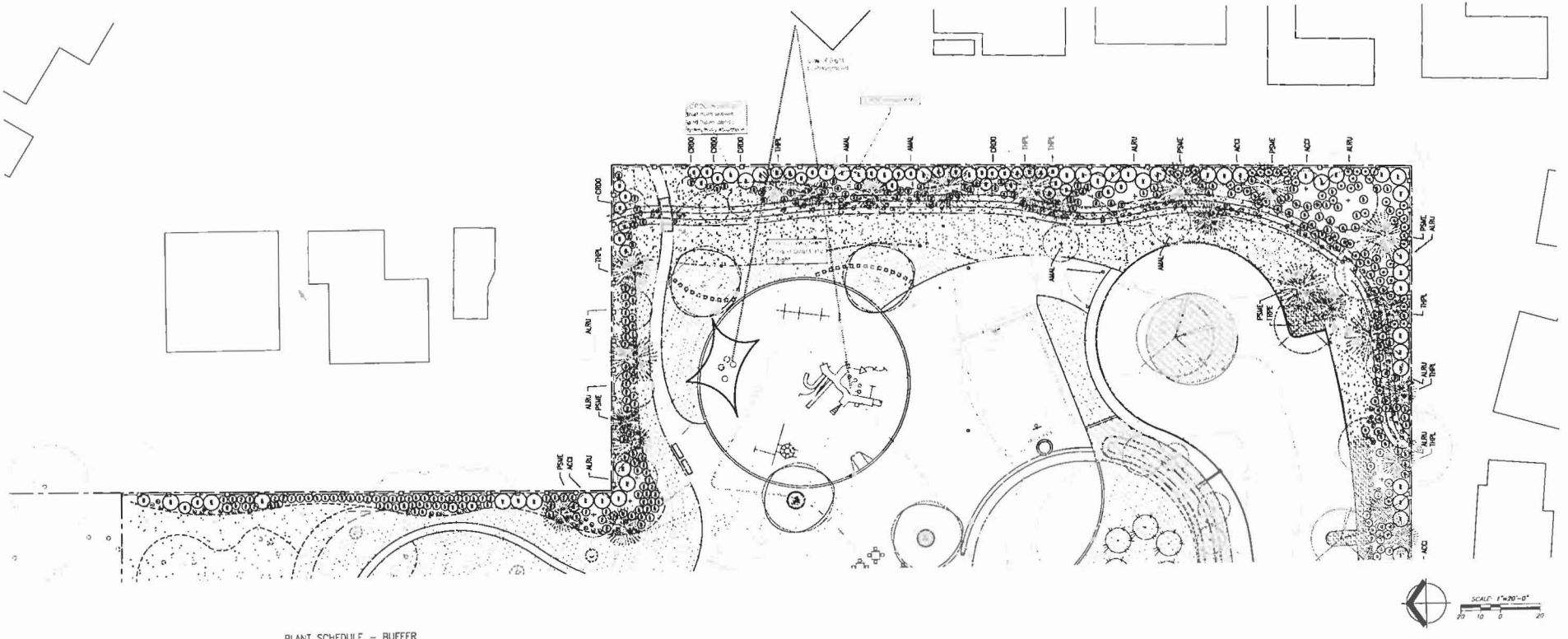
From the onset of the Design process (I was on the design team for this project) the setback from Prop Line to the soft play was 65 feet. Now it is about 35 feet due to the variance request. The Application to the Army Corp of Engineers dated 2-17-2010 showed a 65 foot setback and a "no build zone" in the drawings. See figures 1-6 pages 693-695. Also in the Army application the setbacks to play area 719, 720, 732 are at 65 ft+ rather than the less desirable current 35 ft. Perhaps we should get the final drawings back to the Army Corps of Engineers? Where is the water quality facility at the north?

I am not asking for the drainage way grading to be redesigned. Rather I am requesting a larger setback from Property line to the play area by either reducing the size of the play area and/or making the east side edge of the play area straight vs. round. This play area at this school is roughly 19,000 sq ft larger than Willamette Primary yet it has less students.
The setback to the play area is a closer distance to property line than the basket ball building. It appears that a couple Red Cedars will be planted in the line of sight right on the property line, it would be better for me if they were at least 8-10 feet from Property line. There are no plantings at the play area in my line of sight. It appears that there are a few plantings in a half circle on the N and S but not in the line of sight, perhaps they could add some larger Red Cedars at the east end of the play area if they do no reduce the size. The play area is at the same grade level as my property-- thus the concern.

The applicant also states in the request for Variance for setback 7-7-2010 CU/DR PG 25 "school was

our opinion that we have gone above and beyond to screen views to the playground and building. Play equipment configurations and colors are included in the attached cut sheets.

3. See attached planting sheet from the 50% Construction Document submittal. This reflects the most current alignment of the play equipment, which is already shifted to the Southwest.



INTERIOR PLANTING LEGEND

- BUILDING PLANTING
- FOREST MITIGATION PLANTING
- WETLAND MITIGATION PLANTING

PLANT SCHEDULE - BUFFER

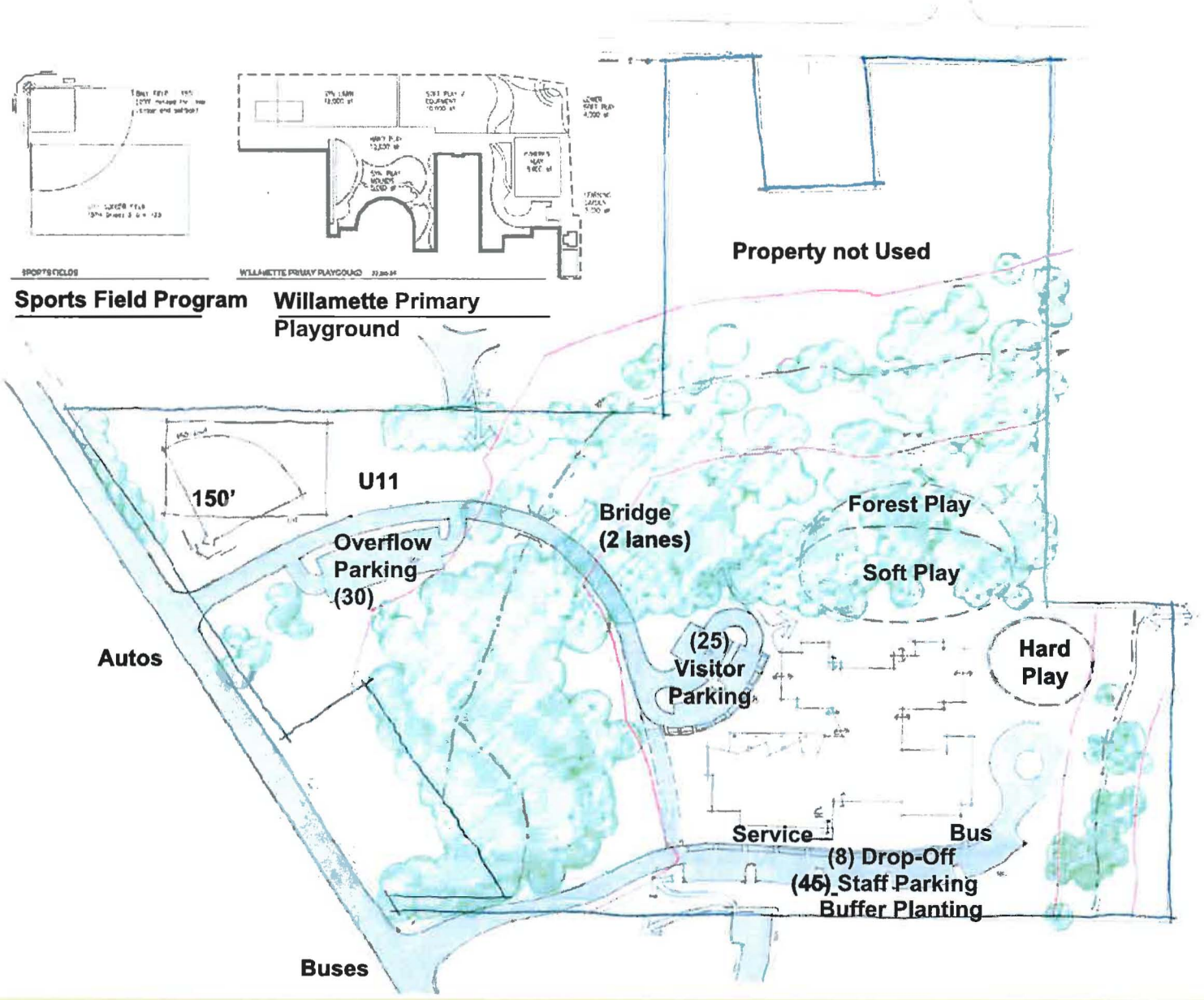
SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	COMMENTS
		EVERGREEN TREES		
	PSME	PSEUDOTSUGA MEZIESII	DOUGLAS FIR	NATIVE
	THPL	THUJA PLICATA	WESTERN RED CEDAR	NATIVE
		DECIDUOUS TREES		
	ALRU	ALNUS RUBRA	RED ALDER	NATIVE
	ACCI	ACER CIRCINATUM	VINE MAPLE	NATIVE
	ACMA	ACER MACROPHYLLUM	BIG LEAF MAPLE	NATIVE
	AMAL	AMELANCHIER ALNIFOLIA	WESTERN SERVICEBERRY	NATIVE
	CRDO	CRATAEGUS DOUGLASII	BLACK HAWTHORN	NATIVE
	FRLA	FRAXINUS LATIFOLIA	OREGON ASH	NATIVE
SYMBOL		EVERGREEN SHRUBS		
		GAULTHERIA SHALLON	SALAL	NATIVE
		MAHONIA AQUIFOLIUM	OREGON GRAPE	NATIVE
		MYRICA CALIFORNICA	PACIFIC WAX MYRTLE	NATIVE
		SARCOCOCCA HOOKERIANA	SWEET BOX	
		VIBURNUM DAVIDII	DAVID VIBURNUM	
SYMBOL		DECIDUOUS SHRUBS		
		CORNUS SERICEA 'ISANTI'	ISANTI REDTWIG DOGWOOD	NATIVE
		CORNUS SERICEA SSP. SERICEA	WILD REDTWIG DOGWOOD	NATIVE
		OEMLERIA CERACIFORMIS	INDIAN PLUM	NATIVE
		PHILADELPHUS LEWISII	WILD MOCK ORANGE	NATIVE
		RIBES SANGUINEUM	RED FLOWERING CURRANT	NATIVE
		ROSA PISOCARPA	SWAMP ROSE	NATIVE
		ROSA WOODSII	WOODS ROSE	NATIVE
		RUBUS PARVIFLORUS	THIMBLEBERRY	NATIVE
		SAMBUCUS RACEMOSA	RED ELDERBERRY	NATIVE
		SPIRAEA HIPPONICA 'SNOWMOUND'	SNOWMOUND SPIREA	
		SPIRAEA BETULIFOLIA	BIRCH LEAF SPIREA	NATIVE
		SYMPHORICARPUS ALBUS	SNOWBERRY	NATIVE
SYMBOL		GRASSES AND GROUNDCOVER		
		JUNCUS EFFUSUS	COMMON RUSH	NATIVE
		POLYSTICHUM MUNITUM	WESTERN SWORD FERN	NATIVE
	GC1	GROUNDCOVER MIX 1		
	50%	MAHONIA REPENS	CREEPING OREGON GRAPE	
	50%	POLYSTICHUM MUNITUM	WESTERN SWORDFERN	NATIVE
		SEEDED LAWN		
		NATIVE MEADOW		

New West Linn Primary School

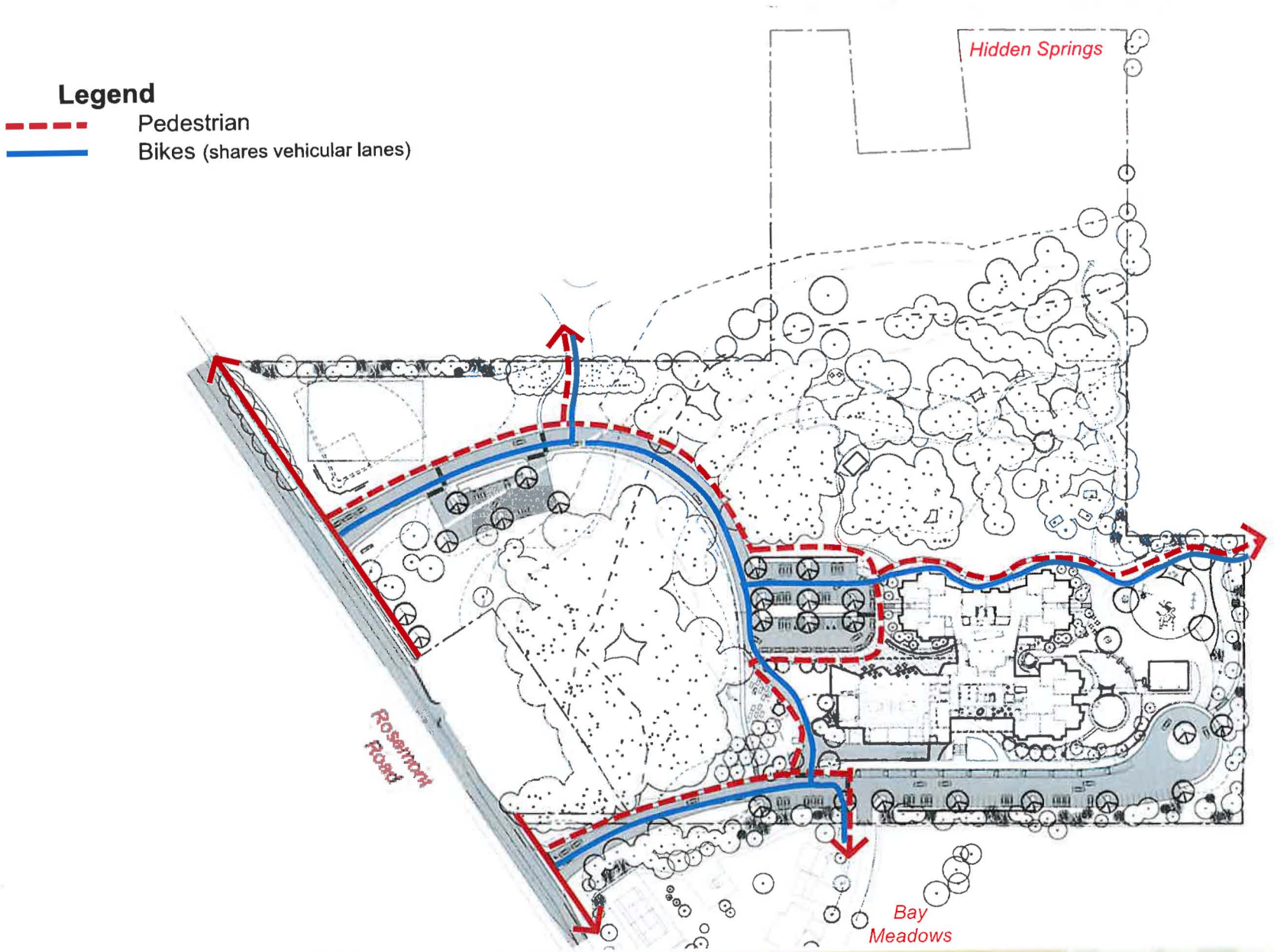
Dull Olson Weekes Architects | Walker Macy

West Linn Wilsonville School District

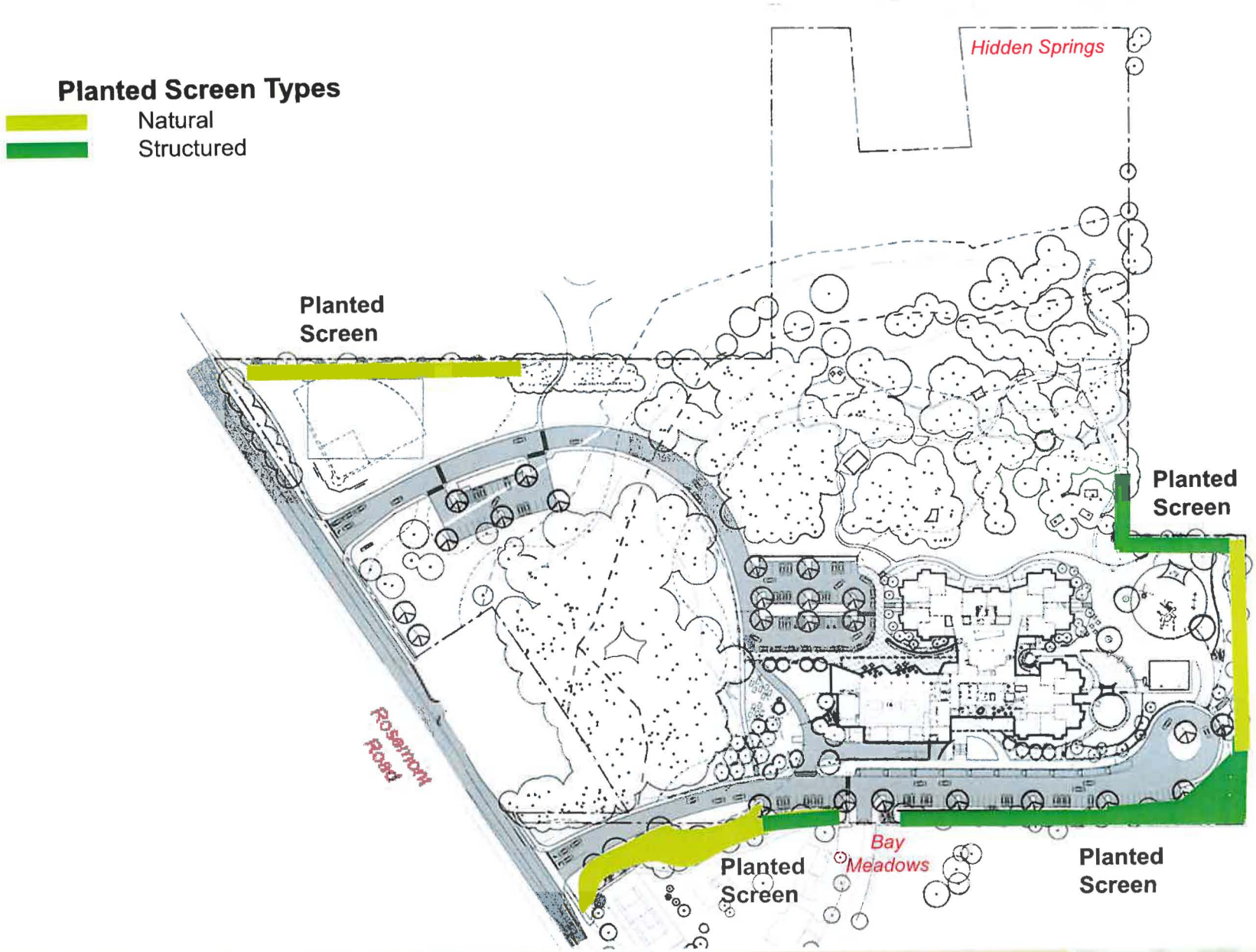
Concept – North of Trees



Erickson Site Diagram



Neighborhood Connections



Planted Screen

Gather all the FACTS
for an informed decision

S Rosemont Rd Annexation Facts:

Annexation allows construction of the new West Linn primary school approved in the November 2008 Capital Bond

The new primary school will serve students already in Portable Classrooms at Stafford Primary and Willamette Primary

Annexation allows public utilities to be provided on the site

The School Board has no intentions to sell the property for housing development

Current plans are for a 300 student primary school to be expanded to 500 students in the future

Wetlands and trees will be preserved

Building design will meet LEED certification

Location: 1025 Rosemont Rd & 20800 Hidden Springs Rd

The new primary school is NOT a replacement for Sunset Primary School

WEST LINN-WILSONVILLE SCHOOL DISTRICT

Annexation Vote
Measure 3-342
September 15, 2009

WEST LINN-WILSONVILLE SCHOOL DISTRICT
District Adminstration Office
Box 35
West Linn, OR 97068

NON-PROFIT ORG
US POSTAGE
PAID
WEST LINN, OR
PRE-SORT STANDARD
PERMIT # 17

CONTACT YOUR SCHOOL BOARD OR SUPERINTENDENT WITH ANY QUESTIONS REGARDING THE ANNEXATION.

Roger Woehl - Superintendent
503-673-7028 or 503-360-3597

Board Members:

Jeff Hallin
503-682-2476

Lori Beight
503-550-7000

Mary Furrow
503-682-4411

Keith Steele
503-318-6867

Dale Hoogestraat
503-650-6473

http://www.wlwv.k12.or.us/

Erickson Constraints & Opportunities

Site Plan

Scale: 1"=50'-0"

Erickson Primary School K-5

WALKER·MACY

Landscape Architecture Urban Design Planning

MEMORANDUM

To:	**Karina Ruiz - DOWA**
From:	**Ben Vaughn**
Date:	**November 1, 2010**
Project:	**Trillium Creek**
Project #:	**WM 0911**
RE:	**Response to Neighbor Questions**

At your request, we have reviewed the email from Tracy Pyeatt on October 27, 2010 and our response is as follows:

Email from Tracy: After the most recent meeting I had a question regarding the new play structure at the N West of the soft play area, the one that would be about 14 feet high and have a roof on it.
I have given it some thought and am now of the opinion that this could be quite the eye sore depending on several factors:
1) Could a tree of plant be located to the east of it to block the view of it from my home, the neighbor to the north might need something also to retain some privacy, the proposed new landscape will take many years to block a 14 foot structure. Also the colors of these structures used are often bright- what is the color of this one?
2) I do not want this structure to be used for people to stand there and "stare" over into my yard or my neighbors behind the proposed covered play structure. One idea to resolve some of the issue is to relocated the proposed structure to the South or South West side of the play area-- this is further away from private property and closer to the school building where staff could use it to shelter them from the elements.
Thanks for looking into these items, they appear to be minor adjustments that when adjusted would have positive impacts for those homeowners next to the play area.

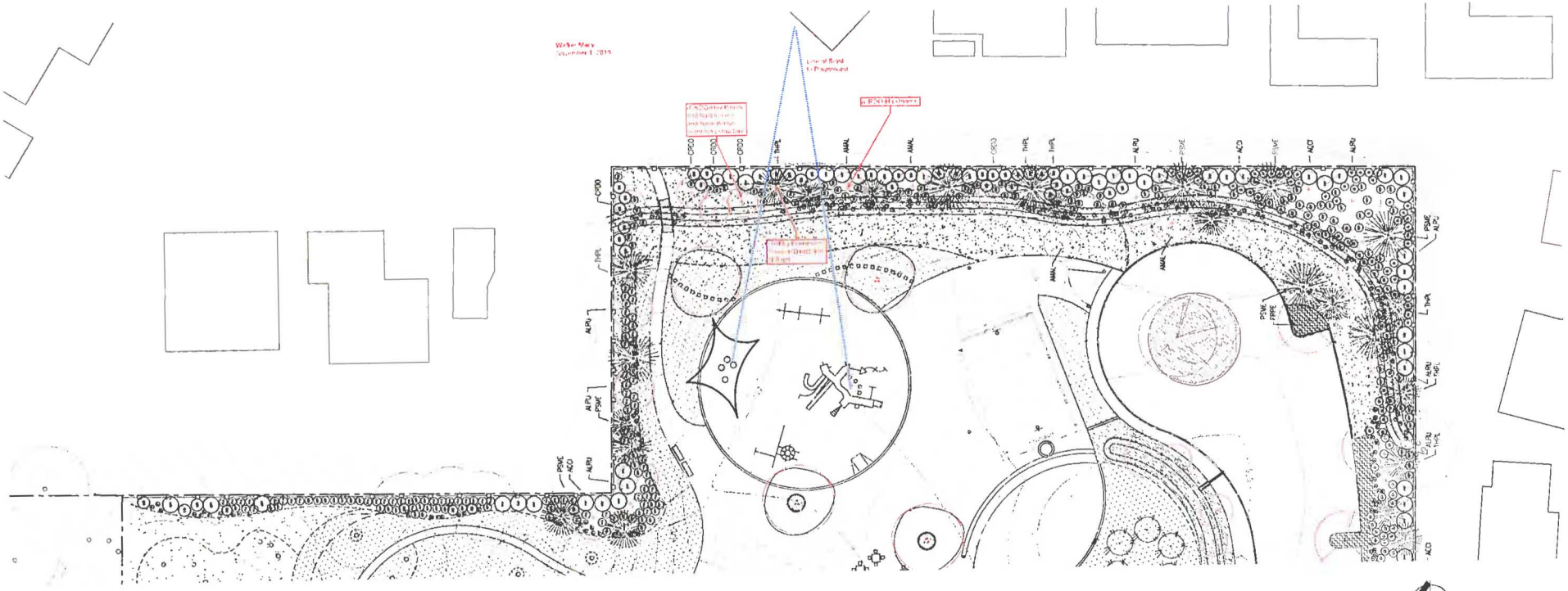
Our response is as follows:

1. We have selected play equipment and tent structures that are of the highest quality. In particular, Kompan play equipment is considered a worldwide leader in play equipment. Cut sheets for play equipment and the tent structures have been attached for reference. We have not selected a color for the tents. The current layout of play equipment is attached in the 50% construction document planting sheet.
2. See attached planting sketch that was produced for the Neighborhood over the fence meeting. We have located several trees in front of this property. We have selected trees based on direct feedback from this neighbor, which are likely to have a dense form and hold their leaves. It is

111 SW Oak, Suite 200 Portland, OR 97204
Phone 503-228-3122 Fax 503-273-8878

our opinion that we have gone above and beyond to screen views to the playground and building. Play equipment configurations and colors are included in the attached cut sheets.

3. See attached planting sheet from the 50% Construction Document submittal. This reflects the most current alignment of the play equipment, which is already shifted to the Southwest.



INTERIOR PLANTING LEGEND

- BUILDING PLANTING
- FOREST MITIGATION PLANTING
- WETLAND MITIGATION PLANTING

PLANT SCHEDULE - BUFFER

SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	COMMENTS
		EVERGREEN TREES		
	PSME	PSEUDOTSUGA MENZIESII	DOUGLAS FIR	NATIVE
	THPL	THUJA PLICATA	WESTERN RED CEDAR	NATIVE
		DECIDUOUS TREES		
	ALRU	ALNUS RUBRA	RED ALDER	NATIVE
	ACCI	ACER CIRCINATUM	VINE MAPLE	NATIVE
	ACMA	ACER MACROPHYLLUM	BIG LEAF MAPLE	NATIVE
	AMAL	AMELANCHIER ALNIFOLIA	WESTERN SERVICEBERRY	NATIVE
	CRDO	CRATAEGUS DOUGLASII	BLACK HAWTHORN	NATIVE
	FRLA	FRAXINUS LATIFOLIA	OREGON ASH	NATIVE
SYMBOL		**EVERGREEN SHRUBS**		
		GAULTHERIA SHALLON	SALAL	NATIVE
		MAHONIA AQUIFOLIUM	OREGON GRAPE	NATIVE
		MYRICA CALIFORNICA	PACIFIC WAX MYRTLE	NATIVE
		SARCOCOCCA HOOKERIANA	SWEET BOX	
		VIBURNUM DAVIDII	DAVID VIBURNUM	
SYMBOL		**DECIDUOUS SHRUBS**		
		CORNUS SERICEA 'ISANTI'	ISANTI REDTWIG DOGWOOD	NATIVE
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SYMBOL		**GRASSES AND GROUNDCOVER**		
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		POLYSTICHUM MUNITUM	WESTERN SWORD FERN	NATIVE
	GC1	GROUNDCOVER MIX 1		
	50%	MAHONIA REPENS	CREEPING OREGON GRAPE	
	50%	POLYSTICHUM MUNITUM	WESTERN SWORDFERN	NATIVE
		SEEDED LAWN		
		NATIVE MEADOW		

New West Linn Primary School

Dull Olson Weekes Architects | Walker Macy

West Linn Wilsonville School District

BUILDING PLANT SCHEDULE

TO BE SELECTED FROM THE FOLLOWING

KEY	BOTANICAL NAME	COMMON NAME	SIZE/CONDITION	SPACING
	EVERGREEN TREES			
PSME	PSEUDOTSUGA MENZIESII	DOUGLAS FIR	6'-8' HT	AS SHOWN
CADE	CALOCEDRUS DECURRENS	INCENSE CEDAR	6'-8' HT	AS SHOWN
THPL	THUJA PLICATA	WESTERN RED CEDAR	6'-8' HT	AS SHOWN
	LARGE DECIDUOUS TREES			
ZESE	ZELKOVA SERRATA 'GREEN VASE'	GREEN VASE JAPANESE ZELKOVA	2" CAL./B&B	AS SHOWN
FRPE	FRAXINUS PENNSYLVANICA 'MARSHALL'	MARSHALL SEEDLESS GREEN ASH	2" CAL./B&B	AS SHOWN
NYSY	NYSSA SYLVATICA	BLACK TUPELO	2" CAL./B&B	AS SHOWN
GLTR	GLEDITSIA TRIACANTHOS 'SKY LINE'	SKYLINE HONEY LOCUST	2" CAL./B&B	AS SHOWN
	NATIVE/ADAPTIVE TREES			
QUGA	QUERCUS GARRYANA	OREGON WHITE OAK	1" CAL./B&B	AS SHOWN
FRLA	FRAXINUS LATIFOLIA	OREGON ASH	1" CAL./B&B	AS SHOWN
ACCI	ACER CIRCINATUM	VINE MAPLE	5-6' HT/MULTI	AS SHOWN
AMAL	AMELANCHIER ALNIFOLIA	WESTERN SERVICEBERRY	5-6' HT/MULTI	AS SHOWN
UMCA	LAURELIA/UMBELLULARIA CALIFORNICA	OREGON MYRTLE	2 GAL. CONT.	AS SHOWN
ALRU	ALNUS RUBRA	RED ALDER	2 GAL. CONT.	AS SHOWN
	SMALL FLOWERING TREES			
CECA	CERCIS CANADENSIS	EASTERN REDBUD	1" CAL./B&B	AS SHOWN
COFL	CORNUS FLORIDA 'EDDIE'S WHITE WONDER'	FLOWERING DOGWOOD	1" CAL./B&B	AS SHOWN
AMGR	AMELANCHIER GRAND 'AUTUMN BRILLIANCE'	AUTUMN BRILLIANCE SERVICEBERRY	1" CAL./B&B	AS SHOWN
	SHRUBS			
PRLA	PRUNUS LAUROCERASUS 'OTTO LUYKEN'	OTTO LUYKEN LAUREL	1 GAL. CONT.	AS SHOWN
RISA	RIBES SANGUINEUM	RED FLOWERING CURRANT	1 GAL. CONT.	AS SHOWN
SPJA	SPIREA JAPONICA 'LITTLE PRINCESS'	LITTLE PRINCESS SPIREA	1 GAL. CONT.	AS SHOWN
COIS	CORNUS SERICEA 'ISANTI'	ISANTI REDTWIG DOGWOOD	1 GAL. CONT.	AS SHOWN
RHTY	RHUS TYPHINA	STAGHORN SUMAC	3-4' HT	AS SHOWN
RORU	ROSA RUGOSA	RUGOSA ROSE	2 GAL. CONT.	AS SHOWN
CIJA	CISTUS LADANIFER LADIFOLIUS	CRIMSON SPOT ROCK ROSE	2 GAL. CONT.	AS SHOWN
EUAL	EUONYMUS ALATUS 'COMPACTA'	DWARF WINGED EUONYMUS	1 GAL. CONT.	AS SHOWN
LOMI	LONICERA MIEDA 'ELEGANT'	ELEGANT BOXLEAF HONEYSUCKLE	1 GAL. CONT.	AS SHOWN
SAPU	SALIX PURPUREA 'NANA'	DWARF ARCTIC BLUE WILLOW	1 GAL. CONT.	AS SHOWN
SARU	SARCOCOCCA RUSCIFOLIA	FRAGRANT SARCOCOCCA	1 GAL. CONT.	AS SHOWN
	SHRUBS -NATIVE AREAS ONLY			
SYAL	SYMPHORICARPOS ALBUS	SNOWBERRY	1 GAL. CONT.	AS SHOWN
RUPA	RUBUS PARVIFOLIUS	THIMBLEBERRY	1 GAL. CONT.	AS SHOWN
SANI	SAMBUCUS SPP.	ELDERBERRY	1 GAL. CONT.	AS SHOWN
VAOV	VACCINIUM OVATUM	EVERGREEN HUCKLEBERRY	1 GAL. CONT.	AS SHOWN
MAAQ	MAHONIA AQUIFOLIUM	TALL OREGON GRAPE	1 GAL. CONT.	AS SHOWN
	GROUNDCOVER			
ARUV	ARCTOSTAPHYLLOS UVA-URSI	KINNIKINNICK	4" POT	18" O.C.
FRCH	FRAGARIA CHILOENSIS	COASTAL STRAWBERRY	4" POT	18" O.C.
MARE	MAHONIA REPENS	CASCADE OREGON GRAPE	1 GAL.	18" O.C.
RUCA	RUBUS CALYCINOIDES	CREEPING BRAMBLE	4" POT	18" O.C.
MANE	MAHONIA NERVOSA	DULL OREGON GRAPE	1 GAL.	18" O.C.
POMU	POLYSTICHUM MUNITUM	WESTERN SWORD FERN	1 GAL.	24" O.C.
GASH	GAULTHERIA SHALLON	SALAL	1 GAL.	24" O.C.
	WATER QUALITY PLANTINGS			
CAOB	CAREX OBNUPTA	SLOUGH SEDGE	PLUG	3 PER SQ FT
JUPA	JUNCUS PATENS 'ELK BLUE'	ELK BLUE SPREADING RUSH	PLUG	3 PER SQ FT
CAMO	SCIRPUS MICROCARPUS	SMALL FRUITED BULRUSH	PLUG	3 PER SQ FT
JUEF	JUNCUS EFFUSUS	COMMON RUSH	1 GAL. CONT.	12" O.C.
ROPI	ROSA PISOCARPA	SWAMP ROSE	1 GAL. CONT.	AS SHOWN
DECE	DEMLERIA CERASIFORMA	INDIAN PLUM	1 GAL. CONT.	AS SHOWN

PLANT SCHEDULE - BUFFER

SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	COMMENTS
		EVERGREEN TREES		
	PSME	PSEUDOTSUGA MENZIESII	DOUGLAS FIR	NATIVE
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		DECIDUOUS TREES		
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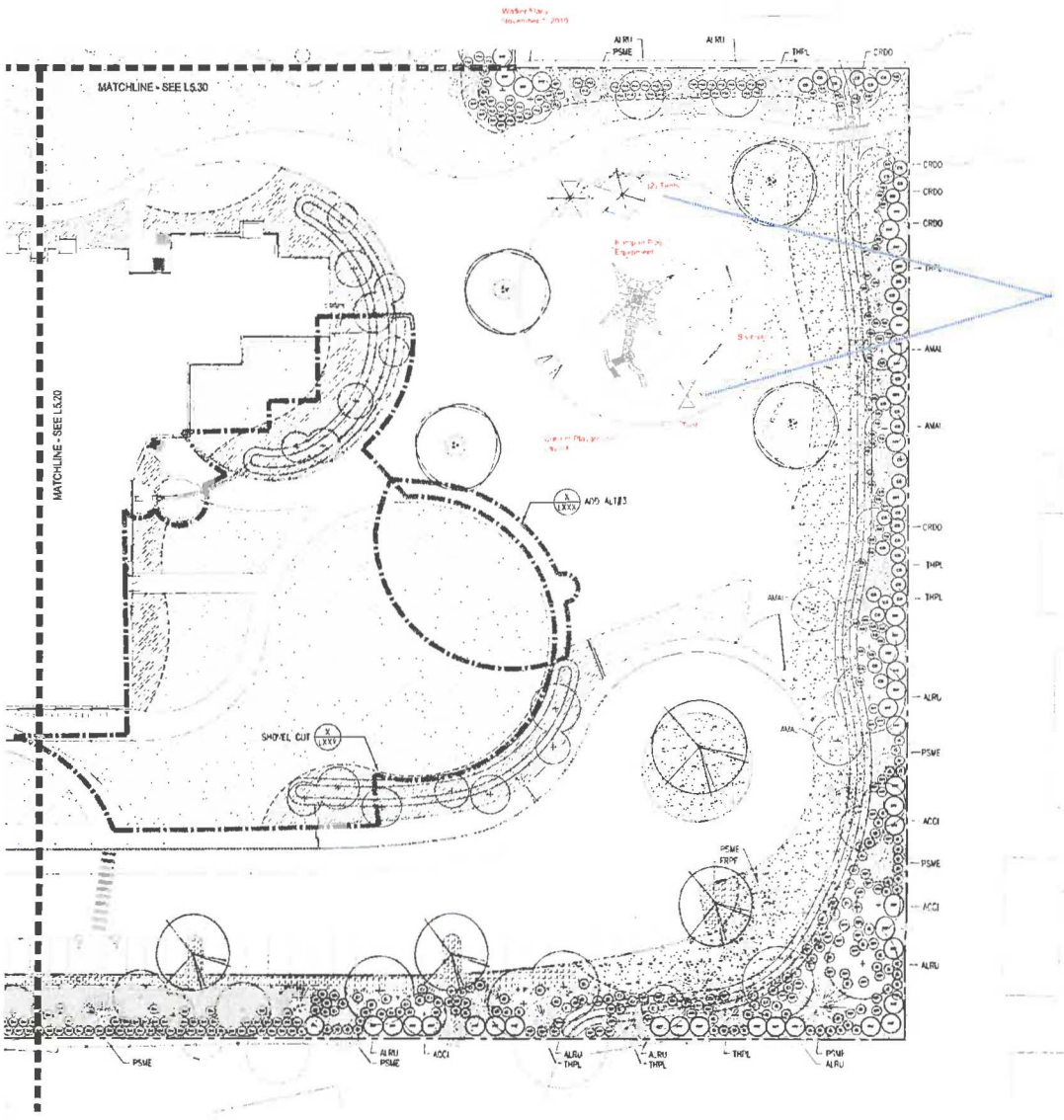
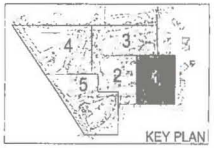
	ACCI	ACER CIRCINATUM	VINE MAPLE	NATIVE
	ACMA	ACER MACROPHYLLUM	BIG LEAF MAPLE	NATIVE
	AMAL	AMELANCHIER ALNIFOLIA	WESTERN SERVICEBERRY	NATIVE
	CRDO	CRATAEGUS DOUGLASII	BLACK HAWTHORN	NATIVE
	FRLA	FRAXINUS LATIFOLIA	OREGON ASH	NATIVE
SYMBOL		**EVERGREEN SHRUBS**		
(GA)		GAULTHERIA SHALLON	SALAL	NATIVE
(MA)		MAHONIA AQUIFOLIUM	OREGON GRAPE	NATIVE
(MC)		MYRICA CALIFORNICA	PACIFIC WAX MYRTLE	NATIVE
(SO)		SARCOCOCCA HOOKERIANA	SWEET BOX	
		VIBURNUM DAVIDII	DAVID VIBURNUM	
SYMBOL		**DECIDUOUS SHRUBS**		
(CS) (CSS)		CORNUS SERICEA 'ISANTI'	ISANTI REDTWIG DOGWOOD	NATIVE
		CORNUS SERICEA SSP. SERICEA	WILD REDTWIG DOGWOOD	NATIVE
		OEMLERIA CERASIFORMIS	INDIAN PLUM	NATIVE
(PL)		PHILADELPHUS LEWISII	WILD MOCK ORANGE	NATIVE
(RS)		RIBES SANGUINEUM	RED FLOWERING CURRANT	NATIVE
(RP)		ROSA PISOCARPA	SWAMP ROSE	NATIVE
(RW)		ROSA WOODSII	WOODS ROSE	NATIVE
(RU)		RUBUS PARVIFORUS	THIMBLEBERRY	NATIVE
(SMR)		SAMBUCUS RACEMOSA	RED ELDERBERRY	NATIVE
		SPIRAEA JAPONICA 'SNOWMOUND'	SNOWMOUND SPIREA	
(SB)		SPIRAEA BETULIFOLIA	BIRCH LEAF SPIREA	NATIVE
(SA)		SYMPHORCARPUS ALBUS	SNOWBERRY	NATIVE
SYMBOL		**GRASSES AND GROUNDCOVER**		
		JUNCUS EFFUSUS	COMMON RUSH	NATIVE
		POLYSTICHUM MUNITUM	WESTERN SWORD FERN	NATIVE
OC1		GROUNDCOVER MIX 1		
	50%	MAHONIA REPENS	CREEPING OREGON GRAPE	
	50%	POLYSTICHUM MUNITUM	WESTERN SWORD FERN	NATIVE
		SEEDED LAWN		
		NATIVE MEADOW		



INTERIOR PLANTING LEGEND

- BUILDING PLANTING
- WETLAND MITIGATION PLANTING
- EXISTING TREES
- FOREST MITIGATION PLANTING
- ROUGH LAWN/ NATIVE MEADOW WITH NO IRRIGATION
- LAWN WITH PERMANENT IRRIGATION
- SYNTHETIC LAWN



NOTE: SEE SHEET L5.0 FOR NOTES

SCALE: 1"=30'-0"

20 10 0 20

DULL OLSON WEEKES

TRILLIUM LINN PRIMARY SCHOOL
West Linn Wilsonville School District
22210 SW STAFFORD ROAD - WEST LINN, OR 97068
t (503) 673 7976
f (503) 673 7044

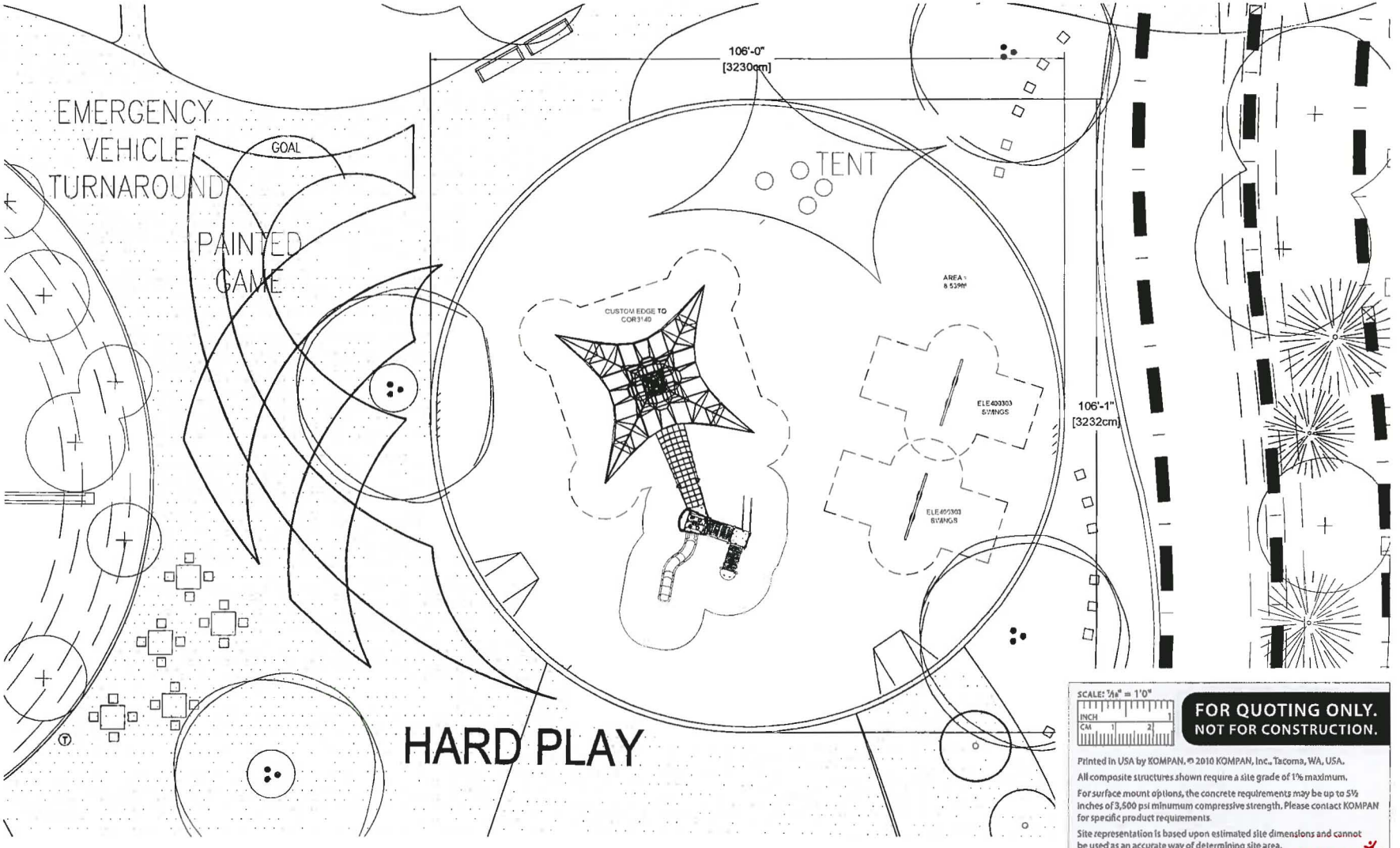
WALKER·MACY
Landscape Architecture
111 S.W. Oak, Suite 200 Portland, Oregon 97204
ph. 503-226-3123 fax. 503-273-8378
www.walkermacy.com

phase 50% CD
date 10/22/2010
revisions

project # 09014
planting plan

L5.10

2D Site Plan • 5-12 Area



KOMPAN Product Info

Belt Swing • ELE400303

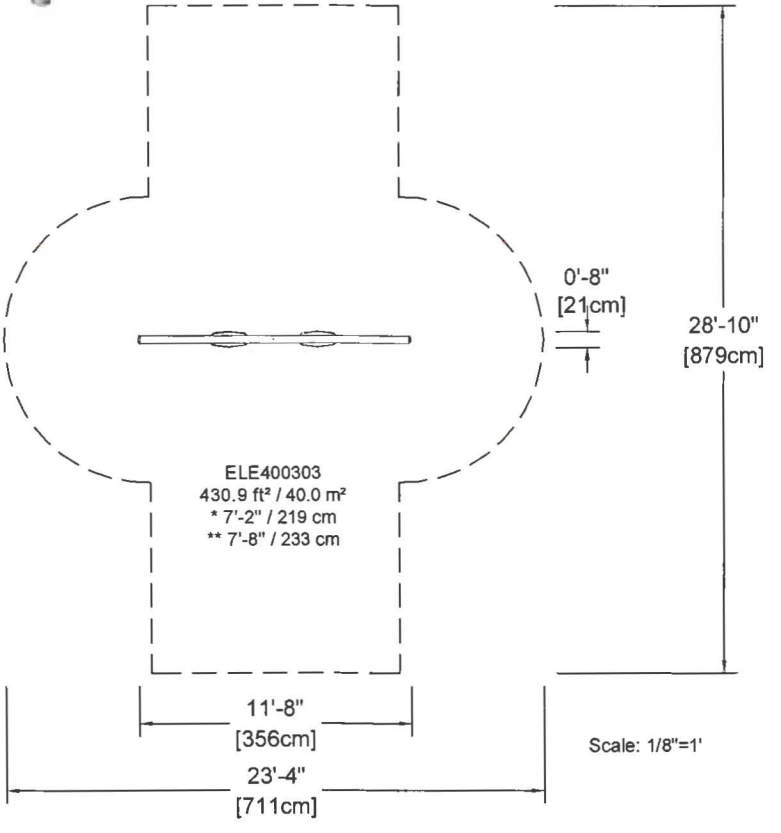
ELEMENTS

Best User Age: 2–5 years

Footing Information: Available for in-ground installation only.

Technical infomation available at kompaninfo.com

ADA ANALYSIS	Elevated Activities: 0	Accessible Elevated Activities	Accessible Ground Level Activities	Accessible Ground Level Play Types
	Present	0	1	1
	Required	0	1	1



IPEMA CERTIFIED TO ASTM F1487

IPEMA CERTIFIED TO CAN/CSA-Z614

To verify product certification, visit ipema.org

* = Highest designated play surface.

** = Total height of product.

Highest designated play surface and space required are according to ASTM 1487.

Equipment must be installed over resilient surfacing appropriate to the safety guidelines in your area.

Product development is an ongoing process. We reserve the right to make modifications on all our products. This product may not be mirrored, scaled or altered in any way. Safety zones must be retained for proper placement of equipment. If any changes are required, please contact your KOMPAN representative at 1.800.426.9788.

KOMPAN Product Info

Custom EDGE to COR3140 Spacenet

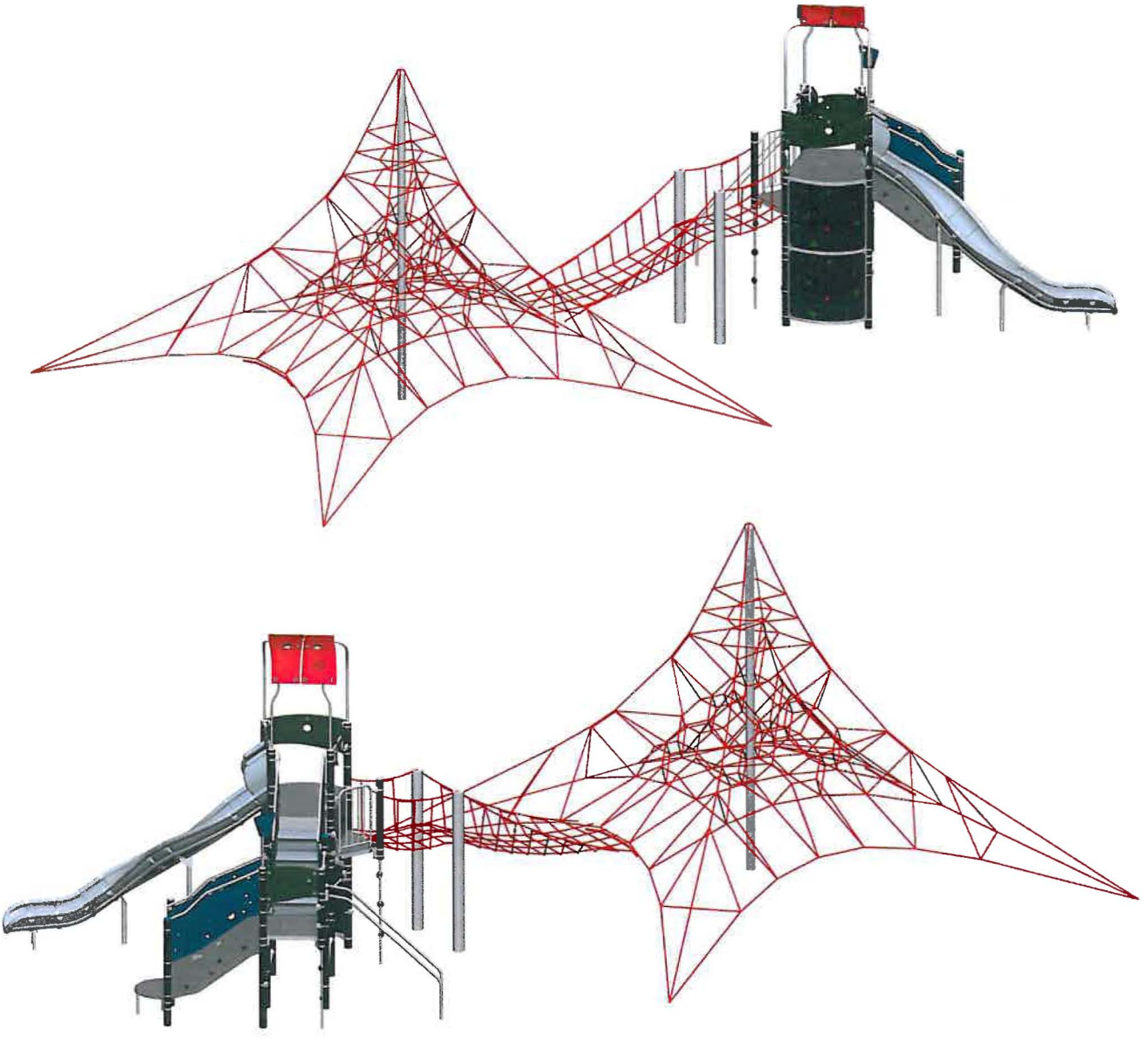
EDGE

Best User Age: 5–12 years

Footing Information: In-ground posts.
Surface installation also available.

Technical infomation available at kompaninfo.com

ADA ANALYSIS	Elevated Activities: **5**	Accessible Elevated Activities	Accessible Ground Level Activities	Accessible Ground Level Play Types
	Present	**4**	**4**	**3**
	Required	**3**	**3**	**3**



IPEMA CERTIFIED TO ASTM F1487

IPEMA CERTIFIED TO CAN/CSA-Z614

To verify product certification, visit ipema.org

* = Highest designated play surface.

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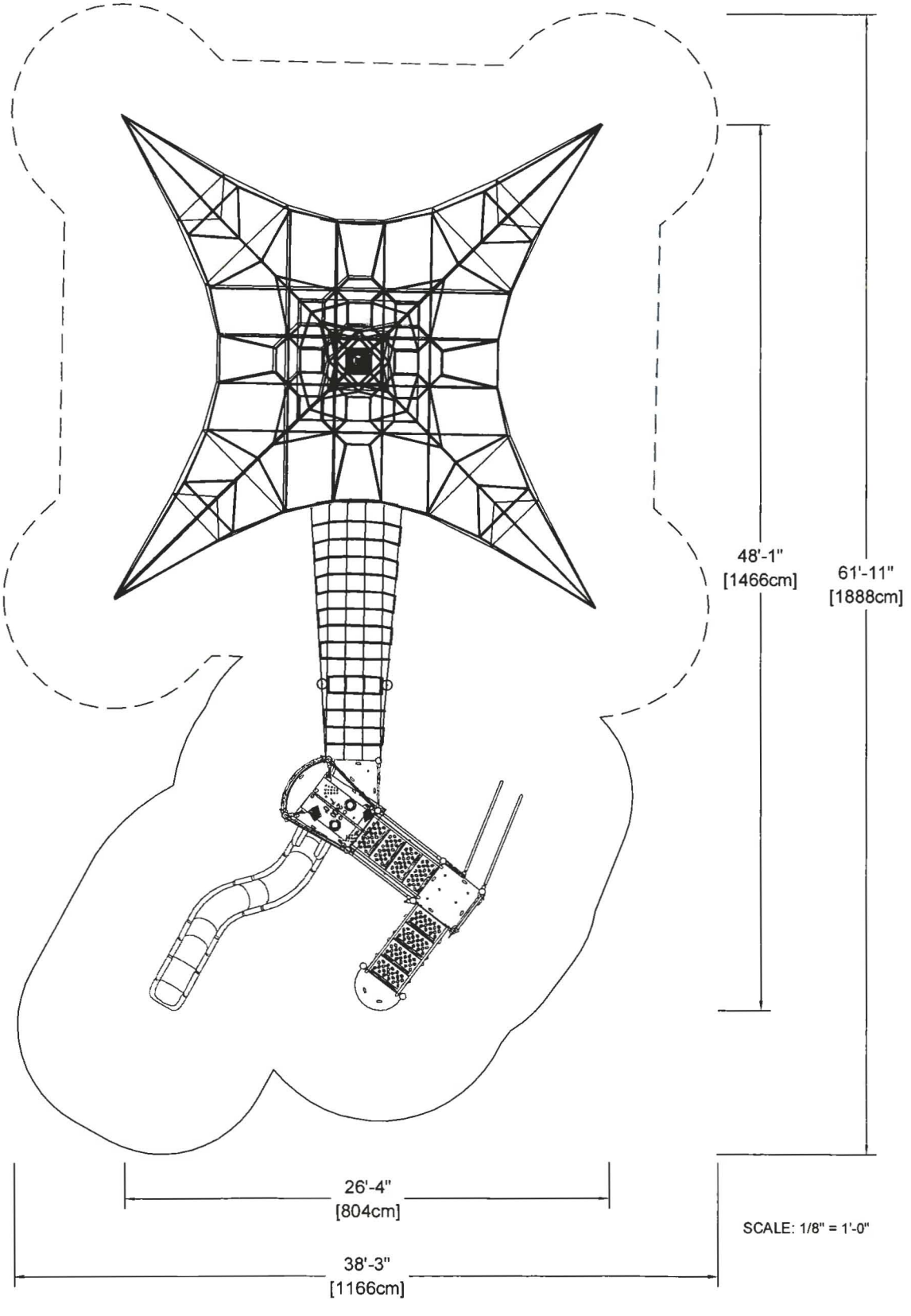
Custom EDGE to COR3140 Spacenet



Umbrellas

FUM20-8 Umbrella

<<Previous >>Next

Parasol Umbrellas (FUM) are available in the following standard sizes:

4-sided:

FUM 10-4 - FUM 15-4

FUM 20-4 - FUM 25-4

6-sided:

FUM 15-6

8-sided:

FUM 20-8 - FUM 25-8

FUM 30-8

Special eave heights above 8' available upon request.

Home Products Downloads Site Map Contact

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This is what the umbrellas look like
The one shown is a 20-foot wide model as shown in the current layout. Color has not been specified.

Spir, Peter

From: GARY [hitesman@comcast.net]
Sent: Friday, November 12, 2010 10:05 AM
To: Zak, Teresa; Sonnen, John
Cc: Spir, Peter
Subject: CUP 10-03 and variances

THe End.pdf contains an Appendix G which includes the development Review Application for Rosemont Middle School. Starting on page 838 and finishing out the report. Can you tell me how this applies to the submittal? Is it referenced in one of the pdf's that I am having difficulty unloading?

Part 6, 4.pdf, does not download on my computer, my neighbors computer, nor at the West Linn Library. I am still trying to download and your review on your end would be greatly appreciated.

The public notice does not allow the public to address Chapter 11 or 75 or other relevant Chapters listed in Chapter 55. Please explain how this satisfies Goal One. How do I address CDC Chp 75 variance responses that appear to be in conflict with other sections of the applicants report?

Sonnen, John

From: GARY [hitesman@comcast.net]
Sent: Thursday, November 11, 2010 10:46 AM
To: Sonnen, John
Subject: CUP 10-03_ Transportation For America A Report about Dangerous By Design

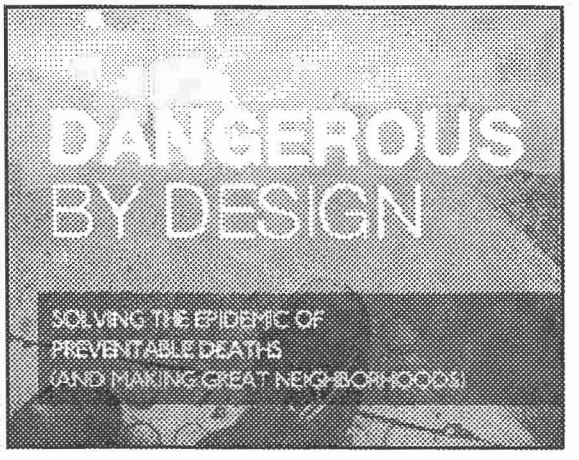
Please include this article and resource link to the file for CUP 10-03. I have forwarded this to highlight the importance of safety when it comes to the engineering solution along Rosemont Road AND for Commissioners consideration, if they are interested in learning more on this topic.

http://t4america.org/resources/dangerousbydesign/

Transportation for America

Dangerous By Design

Solving the Epidemic of Preventable Pedestrian Deaths (and Making Great Neighborhoods)



Download the full report (pdf)

We took your message to Transportation Secretary Ray LaHood and the U.S. DOT to make pedestrian safety a priority.

In the last 15 years, more than **76,000** Americans have been killed while crossing or walking along a street in their community. More than 43,000 Americans – including 3,906 children under 16 – have been killed this decade alone. This is the equivalent of a jumbo jet going down roughly every month, yet it receives nothing like the kind of attention that would surely follow such a disaster.

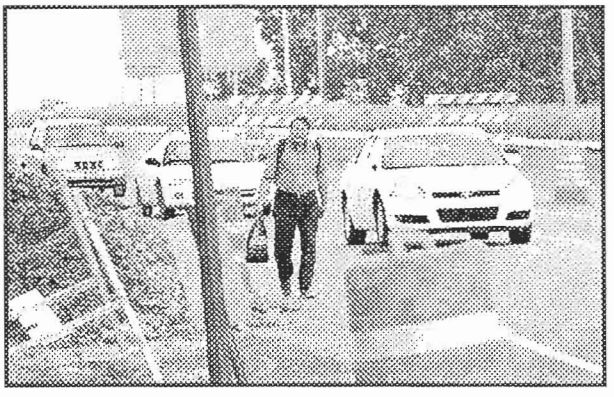
Children, the elderly, and ethnic minorities are disproportionately represented in this figure, but people of all ages and all walks of life have been struck down in the simple act of walking. These deaths typically are labeled "accidents," and attributed to error on the part of motorist or pedestrian. In fact, however, an overwhelming proportion share a similar factor: They occurred along roadways that were **dangerous by design**, streets that were engineered for speeding cars and made little or no provision for people on foot, in wheelchairs

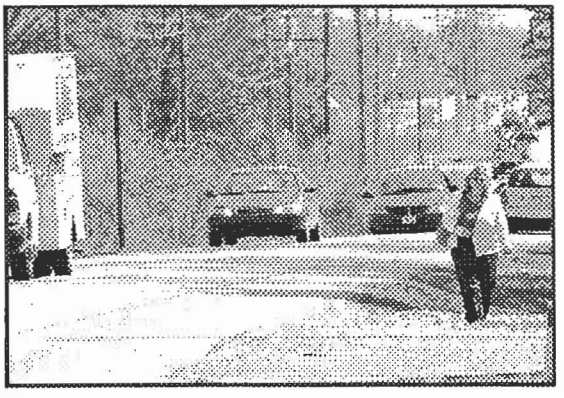
or on a bicycle.

While it is still unnecessarily dangerous for pedestrians to walk, health experts are making the case that it can be just as deadly **not** to walk. Even as these preventable deaths mount, there has been a growing recognition that walking and bicycling – what many now refer to as "active transportation" – are critical to increasing levels of healthy exercise and reducing obesity and heart disease.

At the same time, it has become increasingly clear that these clean, human-powered modes of transportation are an essential part of efforts to limit the negative impacts of traffic congestion, oil dependency and climate change. In recent years, community after community has begun to retrofit poorly designed roads to become complete streets, adding sidewalks and bicycle lanes, reducing crossing distances and installing trees and crosswalks to make walking and biking safer and more inviting. The resulting safer streets have saved the lives of both pedestrians and motorists even as they promote health by leading many residents to become more physically active.

There still is a long way to go to repair the damage done to communities in the past, even as we begin to shift policies and design philosophy to build streets that are safer for pedestrians and motorists alike. However, there are a growing number of excellent models to build on and thousands of communities eager to move forward. The forthcoming rewrite of the nation's transportation policy presents a once-in-a-generation opportunity to create safer streets that will be critical to keeping our neighborhoods livable, our population more fit and our nation less dependent on foreign oil.





The Most Dangerous Cities for Walking

Researchers at the

Rank	Metropolitan Area	2007-08 Pedestrian Danger Index
1	Orlando-Kissimmee, FL	221.5

Surface Transportation Policy Partnership in the 1990s developed the Pedestrian Danger Index (PDI) in order to establish a level playing field for comparing metropolitan areas based on the danger to pedestrians. The PDI corrects for the fact that the cities where more people walk on a daily basis are likely to have a greater number of pedestrian fatalities, by computing the rate of pedestrian deaths relative to the amount of walking residents do on average.

2	Tampa-St. Petersburg-Clearwater, FL	205.5
3	Miami-Fort Lauderdale-Pompano Beach, FL	181.2
4	Jacksonville, FL	157.4
5	Memphis, TN-MS-AR	137.7
6	Raleigh-Cary, NC	128.6
7	Louisville/Jefferson County, KY-IN	114.8
8	Houston-Sugar Land-Baytown, TX	112.4
8	Birmingham-Hoover, AL	110.0
10	Atlanta-Sandy Springs-Marietta, GA	108.3

Full Rankings and Tables

Table 1: Ranking 52 Largest Metro Areas
Table 2: 10 Metros >1m With Highest Share of Pedestrian Fatalities
Table 3: Highest Avg. Annual Fatalities per 100k People Age 65 and Older
Table 4: 52 Metros >1m with Highest Yearly Spending on Pedestrians
Table 5: Pedestrian Fatalities & Federal Spending on Walking & Biking by State
Appendix C: All 360 Metros with Pedestrian Danger Index Grouped by State
Appendix A: Methodology

The PDI shows that the most dangerous places to walk are those that fail to make smart infrastructure investments that make roads safer for everyone.

The most dangerous metropolitan areas in the U.S. for walking in 2007-2008 were: Orlando, Tampa, Miami, Jacksonville, Memphis, Raleigh, Louisville, Houston, Birmingham and Atlanta. Orlando tops the list because of its high pedestrian fatality rate of 2.9 pedestrian deaths per 100,000 residents, despite a very low proportion of residents walking to work, only 1.3 percent. In other words, the few people who do walk in Orlando face a relatively high risk of being killed by traffic.

Safety investments are lacking

This report also analyzes state and regional spending of federal transportation dollars on pedestrian safety, finding that many of the metropolitan areas in greatest need of improvement are spending the least amount on pedestrian safety projects. Nationwide, less than 1.5 percent of funds authorized under the federal transportation law, SAFETEA-LU, have been allocated for projects to improve the safety of walking and bicycling, even though pedestrians comprise 11.8 percent of all traffic deaths and trips made on foot account for almost 9 percent of total trips. SAFETEA-LU created a new safety program and changed regulations to make it easier to use what were once "highway funds" on a wider variety of transportation projects, including public transportation and pedestrian facilities.

At the state and local levels, no state spends more than 5 percent of federal transportation funds on sidewalks, crosswalks, traffic calming, speed humps, multi-use paths, or safety programs for pedestrians or cyclists. This is in spite of a more than 30 percent increase in total federal transportation dollars to states with the passage of SAFETEA-LU in 2005. The 52 largest metro areas averaged annual spending of federal funds on bicycle and pedestrian projects of just $1.39 per

Altamesa Walker led her four young children across a major five-lane thoroughfare in suburban Atlanta early morning on November 17. The family had missed its bus and was attempting to reach the bus stop on the opposite side in hopes of catching an alternate route. There was no crosswalk between the two bus stops, and both are located several hundred feet from the nearest

person. The average metro area spends 2.2 percent of their federal transportation funds on projects to improve conditions for walking and bicycling.

More than half of deaths are on poorly designed arterials

intersection with crosswalks. They stopped midway across the road, in a turning lane they hoped would offer the protection of a (nonexistent) median. Resuming their crossing, and assuming safety, Walker's four-year-old daughter was fatally struck by a car.

Source: *The Atlanta Journal-Constitution*

Over the last several decades, most of the business of daily life has shifted from Main Streets to state highways that have grown wider and wider over time. These arterial roads, as they are called, have drawn shopping centers, drive-throughs, apartment complexes and office parks. However, the pressure to move as many cars through these areas as quickly as possible has led transportation departments to squeeze in as many lanes as they can, while designing out sidewalks, crosswalks and crossing signals, on-street parking, and even street trees in order to remove impediments to speeding traffic.

As a result, more than half of fatal vehicle crashes occurred on these wide, high capacity and high-speed thoroughfares. Though dangerous, these arterials are all but unavoidable because they are the trunk lines carrying most local traffic and supporting nearly all the commercial activity essential to daily life. These roads have an enormous impact on residential neighborhoods, as well: For example, a recent AARP poll of adults 50 years and older found that 40% reported inadequate sidewalks in their neighborhoods and nearly half of respondents reported that they could not safely cross the main roads close to their home.

Preventing deaths and promoting health with safer design

Many communities have succeeded at making walking safer through investments in pedestrian infrastructure. Cities, regions, and states across the U.S. have adopted policies and design guidelines that prioritize walking and bicycling. These tools for change include creating walkable communities, traffic calming, road diets, Complete Streets policies and Safe Routes to School programs.

Traffic calming and street design. Traffic calming includes a host of engineering techniques used to physically alter road design for the purpose of slowing traffic and improving safety for bicyclists and pedestrians. Beyond simply installing sidewalks, these improvements enhance safety through a focus on intersections with features such as pedestrian refuge medians, better road geometry, and signals that give pedestrians a "head start" when crossing roads. Depending on the type of measure implemented and speed reductions achieved, traffic calming has reduced collisions by 20 to 70 percent.

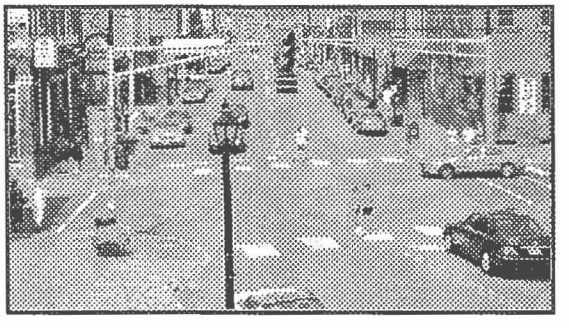


Photo courtesy of the National Complete Streets Campaign

Complete streets. Where traffic calming seeks to improve safety by reducing traffic speeds, Complete Streets policies ensure that future road projects consistently take into account the needs of all users, of all ages and abilities, particularly pedestrians and bicyclists. Complete Streets designs vary from place to place, but they might feature sidewalks, bicycle paths, comfortable bus stops, median islands, frequent crosswalks and pedestrian signals. Both the American Academy of Pediatrics and the Centers for Disease Control and Prevention recently endorsed the adoption of local and statewide Complete Streets policies as a strategy for improving safety and increasing physical activity among children and adults.

Safe Routes to School programs. Safe Routes to School programs take a comprehensive approach to improving safety around schools for children walking and bicycling. The program funds engineering

upgrades like sidewalks and crosswalks, improved traffic enforcement and bicycle and pedestrian safety education. The intent is to address parental concerns about traffic dangers and get more children walking and bicycling to school, which improves their physical fitness and health. From a handful of pilot efforts across the country, Safe Routes to School has grown into a federally-funded program providing more than $600 million over five years for thousands of projects nationwide.

Walkable neighborhoods. Walkable communities are safe and inviting for walking and bicycling, while also featuring compact development and a variety of destinations, such as parks and public space and nearby schools, workplaces and other amenities like restaurants and retail facilities. The tools to increase community livability by improving walkability go beyond investing in pedestrian infrastructure, giving residents and visitors convenient destinations they can walk to.

Safe Routes to School in Ohio. Photo courtesy of Heather Bowdon

Now is the time for Congress to act

Congress is currently considering the goals and objectives for a federal transportation bill that will send transportation money to states and cities and guide their spending priorities. The continued high fatality rate shows a clear need for strong leadership and greater resources to end preventable pedestrian deaths and require more accountability from states on how those funds are spent.

Adopt a National Complete Streets Policy. Ensure that all federally funded road projects take into account the needs of all users of the transportation system, including pedestrians, bicyclists, and transit users as well as children, older adults and individuals with disabilities, so they are able to travel safely and conveniently on our streets. Learn more at www.completestreets.org

Expand the Safe Routes to School Program. Expanding the Safe Routes to School program would allow more communities and schools across the country to address critical safety concerns and make it safer for students walking and bicycling to school and in their neighborhoods. Learn more at www.saferoutespartnership.org

Commit a Fair Share for Safety. With pedestrians comprising 11.8 percent of all traffic fatalities, it is only fair to dedicate at least that proportion of Highway Safety Improvement Program (HSIP) funds to pedestrian projects.

Hold states accountable. Congress must hold states accountable to ensure that transportation funds are spent wisely, by ensuring that:

1. New streets are built to be safe for pedestrians, bicyclists and motorists alike,
2. The most dangerous roads are retrofit for safety,
3. Federal safety dollars result in lives saved and a more active population.

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Washington, DC 20036
202-955-5543

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Spir, Peter

From: GARY [hitesman@comcast.net]
Sent: Thursday, November 11, 2010 12:49 PM
To: Sonnen, John
Cc: Spir, Peter; Kerr, Chris; 'Pyeatt, Tracy'; Jordan, Chris
Subject: RE: Tract J Zoning Map designation

I discussed this with Peter and my concerns still remain unaddressed.

The issue is not zoning per say but potential usage and the language the City has been using in it's publications describing Parcel J.

To be clear, the map I am referring to shows Parcel J as a City Owned Right of Way within a R-10 zone. But the ***pink*** boundary that defines Parcel J should be ***green***. I seek a correction to the map that assures the Parcel will never be used as a ROW and that the title for the property is acknowledged in the publication.

I have received an email from Peter that confirms that Parcel J will never be used as a ROW, but I have grave concerns that his interpretation is not enough to stop improper actions from his colleagues/supervisors or from another department; like engineering. Or from an adjacent development.

I refer to it as a "zoning issue" due to my interpretation of the zoning map designation and title attachments. I do not dispute the fact that it is R-10. Parcel J is by title an "Open Space" whereas the City, in the past and currently, has designated it "Other City Owned Property ROW". Since Parcel J is more an Open Space (and a ROW would need to be created through the ballot), I have long requested that the zoning map be revised to read "City Owned Property-Open Space" and colored green.

I want to ensure that Parcel J is used only as a safe route to school for pedestrians and never becomes a roadway for emergency vehicles or maintenance trucks. And we can parse words until I finally stumble across the right parlance or process to get the Planning Department to correct this error regarding Parcel J. As the application currently stands with the written condition of approval, I fear applicant consultant control will allow a roadway to be built there because "your department was not thorough with planning documentation. (The Condition of Approval is not clear and leaves room for a ROW to be built by the applicant.)

In regards to your response, your FYI is old news and no longer satisfactory. That is the same thing Bryan Brown told me and nothing happened. Your FYI also comes after hearing similar asides from Chris and Tom. This time, I seek a greater commitment of action and documented thoroughness from your position, as it appears my only alternative is to approach "the thoughtful and thorough" Commission with my concerns and cite another potential mistake and oversight from your department? And then appeal? This issue has already cost me more in time and energy than I wanted to spend, but I am prepared to continue this matter until documentation clearly shows Parcel J as 'recreational only' or similar.

I look forward to seeing this matter appropriately addressed.

Regards,
Gary Hitesman
2188 Clubhouse Drive

From: Sonnen, John [mailto:jsonnen@westlinnoregon.gov]
Sent: Friday, October 22, 2010 9:02 AM
To: 'GARY'
Cc: Spir, Peter; Kerr, Chris
Subject: RE: Tract J Planning

Hi Gary ,

I discussed the email below with Peter and he said he would arrange a meeting with you to address your concerns. The Planning Commission has been thoughtful and thorough in their deliberations so I expect that they will carefully consider the pros and cons of constructing a paved trail in Tract J. Because the City Council may hear the case on appeal, they would be advised not to consider the matter at this point. Regarding the zoning map, Track J is designated as R-10. The zoning map also indicates, for informational purposes only, that Track J is City owned. FYI we are in the process of cleaning up the zoning map to eliminate ownership and land use information that has nothing to do with the zoning.

Take care

John

City of West Linn

John Sonnen
jsonnen@westlinnoregon.gov
Planning Director
22500 Salamo Rd.
West Linn, OR, 97068
P: (503) 723-2524
F: (503) 656-4106
Web: westlinnoregon.gov

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Public Records Law Disclosure This e-mail is subject to the State Retention Schedule and may be made available to the public.

From: GARY [mailto:hitesman@comcast.net]
Sent: Thursday, October 21, 2010 3:20 PM
To: Sonnen, John; Julie.A.Yip@odot.state.or.us
Subject: Tract J Planning

Dear Planning Director John Sonnen and Administrator Ms. Yip,

This process appears irregular and possibly problematic? Why not hold a general meeting at the NA or at your facilities? Under what authority is Peter operating under and what is the validity of a 6:30 am meeting with residents? The process appears to be continuing on in the fashion of the Palominio Loop Trail, does it not?

First Peter denies me a meeting at City Hall and then offers me to meet with him outside for 20 minutes before he meets with somebody else?

As an example of improper information the City has published, the Palomino Loop Trail on the Citywide trails map shows the path as occurring on the Street instead of through the designated parcel. I am aware that this is a Parks and Rec issue, however, the larger issue is how the City manages and tracks the property it owns. Or to be blunt, the issue is the resources wasted at City Hall before corrective action is forced upon them. The Palomino Loop Trail was allowed to be cordoned off and the City has been made aware of the issue for many, many years without any proper action coming from the City. The Palomino timeline for corrective action has lasted over 10 years, longer than anyone besides Peter has been there. I don't want City owned property that I am adjacent too to be as poorly managed as the Palomino Loop Trail property has, or have to go into another protracted fight because you guys cannot do your job.

I have a standing concern requiring zoning which appears to be unanswered or ignored. The adjoining HOA has also undergone a few violations on the creek and within the property adjacent to Tract J.

Below is a copy of the issues I previously submitted where a response would be appreciated. At this juncture, it appears my only recourse is to raise the issue to the City Council and contact the State Program representative. Is that a correct assumption?

Gary Hitesman
2188 Clubhouse Drive

1.) The City tract designation is out of sorts with the original land deed. The Title defines the tract as "recreational horse trails and open space" whereas the city zoning map recently was reverted back to to City Owned ROW. The tract should be classified to match the original deed before any discussions or destruction of vegetation can take place. There are different procedures the city can act on based on the deed restrictions. The zoning map should be changed from City owned right of way controlled by the Engineering Department to Open space managed by the parks department and placed as part of the trails master plan study.

2.) What is the true definition of "safe passage"? Using the example of a crosswalk, an improperly placed crosswalk can create a false sense of security. Saying you want to create a safe passage only by tearing down trees is like saying you want to place a crosswalk on Hwy 43 without providing signage and other safety measures. Or to cite another principle; How does the removal of these trees improve Jane Jacobs principle of "eyes on the street"(sic)? What can the City do to address existing opaque fencing? How will the City address that the least safe portion of the tract is the first 250 feet?

3.) Review engineering standards in place and review existing standards that support safe passage. Please provide relevant engineering standards for neighborhood review to demonstrate safe passage?

4.) Please explain the differentiation in action and contrast in policy between the Palomino Loop Trail and Tract J? For starters, you have a designated trail with deed entitlement that is blocked from public use by private landowners and tract J that is improperly designated and where improperly placed existing storage structures will remain.

5.) Justify the cost increase of improving the tract when an existing access road is in place 50 feet away from the tract in question. Also please identify the staff costs associated with a 6:30 am meeting and the costs incurred for taking on a planning project outside the bounds of regular municipal procedures. Please provide a spreadsheet of the anticipated costs projected for this effort.

6.)The tract you want to provide access on was designed for horses and may be an inappropriate use for children due to the lack of visibility and the existing partitioning of land. How much due diligence is required from the City to negotiate improved access with the HOA? The whole idea of providing safe passage appears questionable when you look at the existing roads and pedestrian access that the HOA could provide with the only addition of one gate! Please explain why this is not a practical solution.

7.) The school districts application does not adequately address what it will be doing on it's end to secure access. Right now, there is a drainage swale and structured vegetation shown that appears to block passage AND create an unobserved access point and exit from school grounds. Please verify how our police will enforce the safe passage that Planning seeks to create. How will the school enforce and supervise such action?

8.) The existing cross sectional values transecting tract J present an insurmountable challenge in providing real safe passage. Please address hoiw the City plans to overcome this problem?

9.) Is the City using school subconsultant surveyors to do work off the project boundaries? How are costs being shared and how are these services being tracked back to the expenditures of the school bond?

From: Karen Pyeatt [mailto:karenpyeatt@msn.com]
Sent: Thursday, October 21, 2010 12:15 PM
To: tracypyeatt@msn.com; S&G Lobel; Gary Hitesman; Peter Spir
Subject: FW: letter dated Oct 15 re: easement

Well, then, see you, 6:30 am, Tuesday the 26th, at our house. Coffee will be brewed and tea water will be hot. Bring your questions, concerns and a positive attitude...I wouldn't generally require the attitude, but for those of us who aren't morning people, it just might make all the difference!

I do not have email for the neighbors on the other side of the easement...anybody else have them? or maybe just to let them know by word of mouth? Peter: A more formal invite?

From: pspir@westlinnoregon.gov
To: karenpyeatt@msn.com

Date: Thu, 21 Oct 2010 12:07:48 -0700
Subject: RE: letter dated Oct 15 re: easement

Karen
Tuesday at 6:30 at your house would be alright with me. See you then.
Peter

Peter Spir
pspir@westlinnoregon.gov
Associate Planner
22500 Salamo Rd.
West Linn, OR, 97068
P: (503) 723-2539
F: (503) 656-4106
Web: westlinnoregon.gov

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From: Karen Pyeatt [mailto:karenpyeatt@msn.com]
Sent: Thursday, October 21, 2010 10:47 AM
To: Spir, Peter
Subject: RE: letter dated Oct 15 re: easement

So I get from Tracy your intention to meet with us next week? Now that you have photos, we won't need to schedule around the seasonal darkness. We can go ahead and do an early am meeting at our house around the kitchen counter with the pictures (and coffee). Sound ok to you? Monday is the only morning that doesn't work for me, otherwise, Tues, Wed or Friday 6:30 is ok.

Let us know. Thank you,
Karen

From: pspir@westlinnoregon.gov
To: karenpyeatt@msn.com
Date: Tue, 19 Oct 2010 06:45:05 -0700
Subject: RE: letter dated Oct 15 re: easement

Karen
I am here at that time but it really doesn't lighten up until 7:15 . What I can do is get out there today...take photos for us to reference and then either come over to your house or you can come by our offices and I can let you in. Whichever you prefer.
Peter

Peter Spir
pspir@westlinnoregon.gov
Associate Planner
22500 Salamo Rd.
West Linn, OR, 97068
P: (503) 723-2539
F: (503) 656-4106
Web: westlinnoregon.gov

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From: Karen Pyeatt [mailto:karenpyeatt@msn.com]
Sent: Monday, October 18, 2010 6:36 PM
To: Spir, Peter
Subject: RE: letter dated Oct 15 re: easement

Yes, sadly our schedules are not well suited to accomodate one another. Perhaps we could look at Thursday 6:30 am? I know that day is further out than you'd asked, but it is the best I can do on short notice. Let us know. Tracy and I will both make it work for our schedules.
Thanks, Karen

From: pspir@westlinnoregon.gov
To: karenpyeatt@msn.com
Date: Mon, 18 Oct 2010 08:03:07 -0700
Subject: RE: letter dated Oct 15 re: easement

Mrs. Pyeatt:
Thank you for the letter and voice mail.
I do not know who cut the holly tree down but I will try to get an answer today.
Unbeknownst to us, the school district had a surveyor at the site trying to survey the city owned tract.
I have asked Tim Woodley at the school district to make inquiries as to whether they removed the tree.

Would it be possible to meet at the site to discuss this and related issues sometime around 2pm this afternoon?
If not then perhaps Tuesday at 2pm?
Please let me know what works best for you.
Sincerely,
Peter Spir

City of West Linn
Peter Spir
pspir@westlinnoregon.gov
Associate Planner
22500 Salamo Rd.
West Linn, OR, 97068
P: (503) 723-2539
F: (503) 656-4106
Web: westlinnoregon.gov

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From: Karen Pyeatt [mailto:karenpyeatt@msn.com]
Sent: Sunday, October 17, 2010 12:09 PM
To: Spir, Peter
Cc: S&G Lobel; tracypyeatt@msn.com; hitesman@comcast.net
Subject: letter dated Oct 15 re: easement

Mr. Spir:

This email is in response to your letter initiating to the neighbors the City's interest in providing (via the easement directly behind our property) a "way for the children to walk and bike to school from the direction of Santa Anita Drive".

You have boldly stated that it "will make an ideal corridor for that purpose". You went on to say that "the school staff and neighbors can keep an eye on the safe passage of the children" by providing an "adequate line of sight". My husband limbed up the fir trees directly behind our property yesterday in an attempt to visualize your path as you have. It would be impossible to ever have an adequate line of sight from one end of the path to the other simply because it is not straight. 500 feet is a very long distance to ensure student safety when there is no exit between one end and the

other. Will there be fencing involved? Lighting? How impacted will the homeowners be in providing safety? Your definition? Mine? The judge who has recently incarcerated a child predator who snatched a child on his/her way to school? The parent of said child? While I agree that this easement behind our home might well be reasonable for students to walk to school, please to not believe that I think that path would be free of harm or risk. It may be useful for you to define the word "safe" in the context that you have used. The spectrum is enormous and if taken to its extreme will be cost prohibitive if attainable at all.

As far as possible tree removal goes, we do not support your proposal. There are some minor exceptions to that including bushes and a maple. But in general, those trees provide the homeowners with privacy for us and for the birds. The fir trees have been in place since 1978 when our home was built and the easement was to be used as a horse trail. As I mentioned in my phone message to you from yesterday, please let me know if you were responsible for the holly tree(s) being cut down in the easement recently. The neighbor behind us said the city employee was cutting it down because my husband had requested it be done. That is misinformation at best but more likely, finger-pointing and not taking personal responsibility. Whatever the reason for the cutting, the absence of communication regarding your plan until yesterday demonstrates a general disrespect to the *very few* homeowners who are intimately involved in this process. Further, it is very apparent that surveying has already taken place and I wonder why you did not make that clear in your letter. Rather you mention only that the school district WILL BE surveying this corridor (which is not on the school's property at all). Do you know WHO has already surveyed the easement?

I hope your request for our support is not one way and that we can count on yours as well. But that will require OPEN dialogue beginning with an apology for not bringing this plan to light prior to your holly cutting. Please consider a meeting in the very near future where we can all discuss this and move forward in a mutually supportive and respectful manner (H) 503 656 5052 or (C) 503 830 9078 or Tracy's (C) 503 421 0787. It could be in the easement or I would be happy to host it in our home.

Respectfully submitted,
Karen Pyeatt
Homeowner, Taxpayer, Apology-Seeker, Mother of school-age-children, Wife of Trillium Creek Primary School Design Committee Member

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