

November 7, 2015

Mr. Boyd,

I'm sorry this is well past your request but I hope Kittleson can still deal with my thoughts. I don't yet have my fellow commissioners email addresses; would you please send it on to them? Thanks.

If there is no conflict with ORS 801.220 listed here I feel that there should be a marked crosswalk at every bus stop in the City, and not just at the signaled intersections. Because of the page size of Figure 5, Pedestrian System Needs, it is not clear to me that this will be the case. Where northbound and southbound stops are within a short distance from each other a single crosswalk should suffice. The ORS definition of an unmarked crosswalk is not sufficient to alert the average driver that he/she is seeing more than a jaywalker. Ideally there would also be a pedestrian activated blinker but I feel that would boost the cost considerably.

§ 801.220¹

Crosswalk

Crosswalk means any portion of a roadway at an intersection or elsewhere that is distinctly indicated for pedestrian crossing by lines or other markings on the surface of the roadway that conform in design to the standards established for crosswalks under ORS 810.200 (Uniform standards for traffic control devices). Whenever marked crosswalks have been indicated, such crosswalks and no other shall be deemed lawful across such roadway at that intersection. Where no marked crosswalk exists, a crosswalk is that portion of the roadway described in the following:

- (1) Where sidewalks, shoulders or a combination thereof exists, a crosswalk is the portion of a roadway at an intersection, not more than 20 feet in width as measured from the prolongation of the lateral line of the roadway toward the prolongation of the adjacent property line, that is included within:
 - (a) The connections of the lateral lines of the sidewalks, shoulders or a combination thereof on opposite sides of the street or highway measured from the curbs or, in the absence of curbs, from the edges of the traveled roadway; or
 - (b) The prolongation of the lateral lines of a sidewalk, shoulder or both, to the sidewalk or shoulder on the opposite side of the street, if the prolongation would meet such sidewalk or shoulder.
- (2) If there is neither sidewalk nor shoulder, a crosswalk is the portion of the roadway at an intersection, measuring not less than six feet in width, that would be included within the prolongation of the lateral lines of the sidewalk, shoulder or both on the opposite side of the street or highway if there were a sidewalk. [1983 c.338 §36]

There was a feeling at my neighborhood association meeting that there is a Catch 22 in either the CDC or staff policy in that there can be no neighborhood crosswalks without an adjoining sidewalk. Is that the case and if so what is the reasoning for it?

Re Attachment A, Comp Plan Goal 2 sec.1 and CDC 55.010, while I favor the concept of mixed use in commercial areas I see no consideration for the balance of residential to commercial use in the mixed use zones. I think there may be a single instance of mixed use in the Willamette area that may have been grandfathered in. Will this balance be covered in a separate hearing?

On page 25, Table 3, I challenge the projected \$35,000 prices for the painting of crosswalks. Why? A lot of people can live on \$35,000 for a year. Compare that to P47; \$5,000 for 65 feet of sidewalk requiring forms, X? yards of concrete, and finishing work. In the same table I see several instances calling for sidewalks on identical sections of neighborhood streets , or duplication of an

existing sidewalk. A medium priority project calls for sidewalks on both sides of Marylhurst Drive (P84,P85). What this street needs soon, as possibly others do, is several spot corrections on the most hazardous areas where pedestrians are forced into the traffic lane. Rumor has it that 65 feet of sidewalk can be done for only \$5,000. ;> ;>)

On p.73, I am live near Kaptyns St. (LSC-34). Although I have no personal connection to it or any of its residents, I feel that any opening of it would be a financial and way-of-life disaster for anyone who lives or moves onto it, and would amount to a betrayal by the City. Why is it even on there? I believe the city should maintain the path between Carriage Way and Kaptyns St. as a short cut to Marylhurst Heights Park for residents in the southwest sector of the area.

Page 87 refers to a Figure 8, Technical Memorandum 7 (?) regarding arterials. The only Figure 8 I find is facing page 33 and shows existing bicycle facilities, not a new arterial from Rosemont to Willamette Drive. Help???

On p.94 I'm having trouble visualizing how 10th St. can be widened to four lanes between Willamette Falls Dr. and the NB I-205 ramp. If such a thing is possible could not the curb lane of WFDr. At 10th street be changed to an optional left-or-straight lane??

Is there somewhere a list of our streets by type i.e., minor arterial, collector, etc? It would be helpful to me when looking over our system.

I appreciate that Alan Smith's thoughtful comments will be included in any submittals. Have any additional comments been received?

Thanks very much, Tom tomneff@comcast.net

Regarding Proposed Changes to the West Linn Comprehensive Plan, Transportation System Plan, and Community Development Code

November 3, 2015

Original Text

Goal 2. Allow mixed residential and commercial uses in existing commercial areas only in conjunction with an adopted neighborhood plan designed to ensure compatibility and maintain the residential character of existing neighborhoods.

Proposed Changes

Goal 2. Allow a mixed of residential and commercial uses existing in Commercial Districts ~~commercial areas only in conjunction with an adopted neighborhood plan designed to~~ and ensure compatibility and maintain of these districts with the residential character of existing neighborhoods.

Final Version if Changes are Accepted

Goal 2. Allow a mix of residential and commercial uses in Commercial Districts and ensure compatibility of these districts with the residential character of existing neighborhoods.

Recommendation of Savanna Oaks Neighborhood Association

1. The above proposed changes remove the requirement to ensure that the proposed mixed-use development comply with the Neighborhood Association neighborhood plan. If the above changes are approved, decisions for residential development would no longer be objectively based on the neighborhood plan, but instead would be at the discretion of the decision making authority as to what is considered compatible with the neighborhood.

Therefore, Savanna Oaks Neighborhood Association recommends to both the Planning Commission and the City Council that the currently existing code language above ("Original Text") be retained.

2. Also, throughout the recommended changes to these documents, Savanna Oaks NA is referred to by our previous name, Tanner Basin NA. We also request that the name of our NA be updated throughout these documents.
3. These changes are broad and sweeping and they have not had proper input from Neighborhood Associations or members of the public. The lower six acres of the White Oak Savanna, which is three months away from being purchased, is erroneously labelled as "commercial zone" in all Figures 1-18. Putting a sidewalk around the park is listed as a high priority pedestrian project. It is also listed as "new sidewalk," "continuous sidewalk," and "new sidewalk/fill-in gaps." None of these has been listed as desirable by the Savanna Oaks Neighborhood Association. In fact, trails in the park have been installed using the labor and money of the citizens. Trails are preferable to sidewalks in this natural area.

Passed on November 3, 2015 by the Savanna Oaks Neighborhood Association.

Ayes 17 Nays 0 Abstentions 0 Signed Edward Schwarz
Edward Schwarz, President
11/3/15

RECOMMENDATION VOTING MINUTES NOVEMBER 3rd, 2015

SIGN IN SHEET FOR VOTING

| | NAME | ADDRESS | |
|-------|--------------------|--------------------------|-------------|
| 1 | RICHARD SAKELIK | 1835 BARNES CIRCLE WEST | CLAW ✓ |
| 2 | Elizabeth Nadeau | 3489 VISTA RIDGE DR WEST | CLAW ✓ |
| 3 | Ron Felt | 2285 Tanner Dr. | WL ✓ |
| 4 | ANTHONY PERRY | 2286 HASKINS RD | WL ✓ |
| 5 | Eileen Chetwyn | 2253 Lois Lane | W.L. ✓ |
| 6 | Rose Chetwyn | — do — | ✓ |
| 7 | Bobbie Matthews | 2305 Crestview Dr. | WL ✓ |
| 8 | Charles Matthews | 2305 Crestview Dr. | WL ✓ |
| 9 | MARY ANN MATTHEWS | 2233 GREEN ST | WL ✓ |
| 10+11 | Bill & Ann FRAZIER | 2525 COEUR D'ALENE DR. | W.L. ✓ |
| 12+11 | ENTRY A CHCAR | 2243 GREENE ST, | W.L. ✓ |
| 13+12 | KEN FRYOR | 2119 GREENE | W.L. ✓ |
| 14+13 | ED SCHWARZ | 2206 TANNER DR., | WL ✓ |
| 15+14 | Valerie Feltman | 2565 Crestview Dr. | WL ✓ |
| 16+15 | David Feltman | " " " " " | ✓ |
| 17 | Roberta Schwarz | 2206 Tanner Dr | West Ling ✓ |

VOTING RESULTS

17

FOR: 17 AGAINST 0 ABSTAINING 0

APPROVED THIS 3 DAY OF Nov 2015

E Schwarz
SAVANNA OAKS NEIGHBORHOOD ASSOCIATION PRESIDENT

Shroyer, Shauna

From: Boyd, John
Sent: Thursday, October 29, 2015 10:43 AM
To: swright@kittelson.com; Shroyer, Shauna
Subject: FW: Follow up from 10/21/15 TSP hearing

Sent from my mobile device
John J. Boyd AICP
Planning Manager
(503)656-4211

John Boyd, Planning Manager
Planning, #1524



Please consider the impact on the environment before printing a paper copy of this email.
This e-mail is subject to the State Retention Schedule and may be made available to the public.

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

From: Ryerson Schwark [ryersonschwark@gmail.com]
Received: Thursday, 29 Oct 2015, 10:40AM
To: Boyd, John [jboyd@westlinnoregon.gov]
Subject: Re: Follow up from 10/21/15 TSP hearing

mostly nits, but if we're writing code, we ought to be precise:

General policy 12: I much dislike the word proactive. it should just be deleted since taking steps is being "proactive"

Goal 6: make some reference to other means of transportation that may arise.

Streets Policy 6: devises should be devices.

In transit policy, you say both transit stop and transit station. Think you should pick one or the other.

On Tue, Oct 27, 2015 at 2:25 PM, Boyd, John <jboyd@westlinnoregon.gov> wrote:

Good afternoon commissioners.

If you have any comments on the TSP to submit (some mentioned they found typo's, grammar issues, etc.) please send them to Shauna. She will collect the comments and forward them to Susan Wright.

We need time to incorporate all the comments and get the information into a final document for our next meeting. If you could send us that information by next Monday it would be appreciated.

Thanks

John

Shroyer, Shauna

From: WileyBeth <wileybeth@msn.com>
Sent: Thursday, October 29, 2015 8:54 AM
To: Shroyer, Shauna
Cc: Pierce, Midge; 'Campbell, Wiley L. (Portland)'
Subject: FW: Transportation Plan Comments

Good Morning Shauna, Our thanks to Midge for her good works on our behalf. In a follow up to Midge's comprehensive/ right on the mark comments we would like to personally add:

We have lived in Willamette since early 1980's and so have watched and experienced the growing pains and resulting traffic problems in the Willamette Area. Over this period we have attended meetings, repeatedly asked for support in the ever increasing traffic using WFD as a third lane of I205 and often 6th Ave from 16th down to 12th around the school as a 4th lane. Minimal positive response has occurred. Traffic studies do not clearly show the impact this constant issue brings to our small neighborhood; our children's safety and as citizens – ability to move within / enjoy our own neighborhood. Aside from the recommendations Midge has listed below, we ask the city to consider 6th Ave. between 16th and 15th Streets be redirected one way heading west from 15th to 16th / or perhaps even close it off at 16th. This could stop the rat run / speeding around 16th corner onto 6th we are experiencing without compromising local safety and personal travel. In addition, we too strongly urge the city to NOT open 8th Ave at Dollar. Safe passage of the students and families attending the Youth Music Project daily / often parking and or crossing over 8th to find a meal during their lessons and at the height of our commuter nightmare, would be severely impacted by the traffic cutting through.

Thank you,

Wiley and Beth Campbell

1559 and 1541 6th Ave.

W.L.

From: Midge Pierce [mailto:midgepierce@gmail.com]
Sent: Wednesday, October 28, 2015 2:36 PM
To: SShroyer@westlinnoregon.gov
Subject: Transportation Plan Comments

Shauna, Below is the gist of the text I delivered to last week's Planning Commission public hearing on the transportation plan:

I currently serve as chair of a Willamette Neighborhood Association traffic subcommittee that has focused on ways to deter interstate traffic along Willamette Falls Drive, its side streets and parallel streets such as Dollar and 6th Avenue.

A major focus of the group has been traffic calming measures along WFD that will make it uninviting to interstate traffic and safer for pedestrian crossings, especially children enroute to school or ball games in Fields Bridge Park. These recommendations include all-way stop signs and painted crosswalks at every intersection along WFD.

- All WFD Intersections - all-way stop signs
- WFD crosswalks at 19th, Fields Bridge and Ostman should include pavement texturing, curb extensions and signage that reminds motorists that Willamette is a neighborhood, not a throughway
- Parking should be restricted along WFD at Fields Bridge Park

- Signage should clearly indicate that Willamette is a neighborhood full of families and children

Five years ago I lobbied to deter traffic from the interstate that uses WFD as a third lane of 205. West Linn - and in particular Willamette - should not have to absorb ODOT's traffic congestion. Yet it's only gotten worse. It will get worse still if Borland is developed as part of the so-called Stafford compromise.

The average traffic counts I understand were used in the TSP underestimate the negative impact of through traffic on West Linn's largest neighborhood. Every evening between 3 - 6:30 pm, Willamette is clogged with stop and go traffic off I-205. The nightly clog diminishes quality of life and creates safety hazards for residents, pedestrians and children trying to get in and out of their homes and streets. It is also harmful to the "Main Street" businesses along WFD. Main Street needs destination traffic, not through traffic. More stop signs and pavement texturing will signal that Willamette is a viable neighborhood not a frontage road.

Finally, I beseech you to remove any consideration of opening of 8th Avenue at Dollar, the scene of a horrific accident some years ago involving a child walking along the well-used Dollar Street sidewalk. Opening this street would encourage more short-cuts through residential streets, choke off more side streets and create more safety hazards along a well-traveled pedestrian and school route. It is too close to WFD for safety and cuts through a popular walkway frequented by children. This would be in violation of stated goals of the TSP proposal - safe pedestrian and school routes.

Thank you.

--

Midge Pierce
Property owner
1785 Britton St.
West Linn 97215
Media analyst and writer

Shroyer, Shauna

From: Gail Holmes <holmes2410@gmail.com>
Sent: Wednesday, October 28, 2015 3:04 PM
To: Shroyer, Shauna
Subject: Fwd: Transportation Plan Comments

I want to go in the record, there are residents that would like to see 8th and Dollar St. open. I am one of them, I have lived in Willamette for 23 years and I use to use 8th/Dollar to reach the shopping on 8th.

Ms. Pierce has stated her opinion in many venues, she DOES NOT speak for ALL if WNA.

Gail Holmes

Begin forwarded message:

From: Midge Pierce <midgepierce@gmail.com>
Date: October 28, 2015 at 2:36:15 PM PDT
To: SShroyer@westlinnoregon.gov
Subject: **Transportation Plan Comments**

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Thank you.

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Midge Pierce
Property owner
1785 Britton St.
West Linn 97215
Media analyst and writer

Shroyer, Shauna

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Thank you.

--

Midge Pierce
Property owner
1785 Britton St.
West Linn 97215
Media analyst and writer

10-27-15
1941 BUCK ST
WEST LINN 97068

Dear Planning Commission,

Thank you for this opportunity to participate in the changes to the Comp Plan and the CDC as presented in MISC-12-03 presented to the Planning Commission on October 21, 2015.

The most pertinent error I see is the interchanging of "Business District" with "commercial area". The use of "mixed-use" appears to be a zoning term, and using it in both these laws is rather brazen because it implies "mixed-use" is a zone that is now either a residential, commercial, or business area.

The second observation is the removal of references to Neighborhood Plans and Benefits to the City of West Linn.

My final assessment is that the changes are mostly favorable to developers. Please adopt the following as part of the record and seriously consider the changes suggested.

Alan Smith

Attachment A Proposed Amendments to the Comprehensive Plan and Community Development Code.

Page 1.

West Linn Comprehensive Land Use Plan Text and Policy Amendments

Goal 2 – Land Use Planning:

Section 1 – Residential Development

Goal 2. All residential only in conjunction with an adopted neighborhood plan. (DELETE ALL THE REST OF IT AS PRESENTED)

Section 3 – Mixed Use/Commercial Development

Background and Findings:

"West Linn is unique...surrounding neighborhoods." Too broad for this agenda item. For example nowhere in the Bolton Neighborhood Plan does it say that surrounding neighborhoods are to become mixed use/commercial. Furthermore, Mixed Use implies construction of multi-plex units on top of commercial street level units. (DELETE ALL CHANGES TO THIS PARAGRAPH UNTIL FURTHER ANALYSIS BY NEIGHBORHOOD FROM PLANNING DEPARTMENT PRESENTATIONS).

Goals:

6. DELETE ALL CHANGES; ISN'T THIS WHAT THE TSP IS ALL ABOUT? FURTHERMORE ALL OF 6. NEEDS TO BE DELETED, BECAUSE OF ITS REDUNDANT REFERENCE TO TSP. THIS IS NOT A GOAL. WAY TOO BROAD TO BE A GOAL.

aalansmith57@gmail.com

7. Capitalize Commercial Districts. Add a period “...and transit use from surrounding neighborhoods. Create livable areas only in conjunction with an adopted neighborhood plan.”

Section 5 – Intergovernmental Coordination

Policies:

Page 2.

6. DELETE: TOO BROAD OF A STATEMENT AND ALLOWS TOP DOWN PRESSURE BY OUTSIDE FORCES ON RESIDENTS WHO LIVE IN WEST LINN.

(Note:

Update Figure 2-2... IS THERE A 2-2?

Goal 11 – Public Facilities

9. IN YOUR PRESENTATION, CAN YOU GIVE AN EXAMPLE WHERE A GREEN STREET IS VIEWED FOR DEVELOPMENT? WHY IS GREEN STREET CAPITALIZED?

Section 7: Schools

Policies:

5. DELETE “Work cooperatively...program and to” START WITH THE NEXT WORD:

“Incorporate safe routes to schools transportation improvements...capital improvement program.” THE PROPOSED CHANGE IS REDUNDANT BECAUSE YOU HAVE ALREADY IDENTIFIED IMPROVEMENTS FOR SRTS IN BOLTON. ALSO WHEN WILL CONSTRUCTION ON THE SIDEWALK ALONG SKYLINE BEGIN?

Goal 12 – Transportation

DELETE. THIS IS WAY TOO BROAD OF A STATEMENT FOR THIS AGENDA. SPLIT IT UP AND TAKE EACH TOPIC ONE BY ONE IN FUTURE AGENDAS.

General Policies and Action Measures

Policies:

9 - 13. DELETE. THIS IS WAY TOO BROAD OF A STATEMENT FOR THIS AGENDA. SPLIT IT UP AND TAKE EACH TOPIC ONE BY ONE IN FUTURE AGENDAS.

Page 3.

Streets

Policies

6. Minimize...traffic. "Establish guidance..." POOR WORD CHOICE BECAUSE THE IMPERATIVE VERB CONNOTES A SPECIFIC ACTION AND NOT A POLICY. A POLICY IS "GUIDANCE." "...in the City's...traffic is identified." OKAY TO KEEP THE REST OF IT.

7. Adopt the following definitions...below:

- "Shared Local Street: Shared Local Streets are a subset of local streets where proximity to...
 - Water resource areas
 - Steep terrain
 - Or the existing residential development pattern renders the development of a standard street cross section impractical." THIS IS EXTREMELY COMPLICATED WITHOUT AN EXAMPLE OF A SHARED LOCAL STREET IN PROXIMITY TO EACH OF THE ABOVE. NOT A HYPOTHETICAL BUT ONE THAT FITS THAT DESCRIPTION.

"Shared streets will be designed in such a way as to make the roadway safe for use by all modes of transportation..."

"ALL MODES OF TRANSPORTATION" IS AMBIGUOUS. REMOVE.

Page 4.

"...without relying on convential separation for autos, bicycles, and pedestrians." IT WOULD HELP TO HAVE AN EXAMPLE OF SUCH A SHARED LOCAL STREET.

"Special striping, LED lighting, pavement relief for paved shoulders, traffic calming, and other design features may be relied on to create a safe shared use environment."

Bicycles

Policies

2. "Promote a comprehensive...objectives:"

a. "Connects the ~~four~~ mixed-use commercial districts in the Willamette, Bolton, Robinwood, and Tanner Basin neighborhoods." REMOVE "MIXED-USE". THAT CANNOT BE IN THE CODE UNTIL THERE IS AN AREA THAT IS REZONED AS MIXED USE APPROVED BY THE PLANNING COMMISSION AND THE CITY COUNCIL. IF THERE ARE SUCH AREAS REZONED IN THE COMMERCIAL DISTRICTS PLEASE IDENTIFY THEM AND THEN DRAW THE MAP. A COMMERCIAL DISTRICT IS NOT A MIXED-USE AREA IN THE NEIGHBORHOODS.

Pedestrians

Policies

1. "Promote a comprehensive...objectives:"

a. "Connects the ~~four~~ mixed-use commercial districts in the Willamette, Bolton, Robinwood, and Tanner Basin neighborhoods." REMOVE "MIXED-USE". THAT CANNOT BE IN THE CODE UNTIL THERE IS AN AREA THAT IS REZONED AS MIXED USE APPROVED BY THE PLANNING COMMISSION AND THE CITY COUNCIL. IF THERE ARE SUCH AREAS REZONED IN THE

COMMERCIAL DISTRICTS PLEASE IDENTIFY THEM AND THEN DRAW THE MAP. A COMMERCIAL DISTRICT IS NOT A MIXED-USE AREA IN THE NEIGHBORHOODS.

2. "Employ a variety of methods to promote...sidewalks." THIS READS MORE LIKE A GOAL THAN A POLICY. "Where a fee-in-lieu- option is allowed...other parts of the city."

Transit

Policies

5. "Promote a cohesive transit network connecting the ~~four~~ mixed-use commercial districts in the Willamette, Bolton, Robinwood, and Tanner Basin neighborhoods." REMOVE "MIXED-USE". THAT CANNOT BE IN THE CODE UNTIL THERE IS AN AREA THAT IS REZONED AS MIXED USE APPROVED BY THE PLANNING COMMISSION AND THE CITY COUNCIL. IF THERE ARE SUCH AREAS REZONED IN THE COMMERCIAL DISTRICTS PLEASE IDENTIFY THEM AND THEN DRAW THE MAP. A COMMERCIAL DISTRICT IS NOT A MIXED-USE AREA IN THE NEIGHBORHOODS.

8. "Encourage the development...City limits. Adopt performance measures targeting the reduction of single-occupancy...for travel within and between mixed use commercial districts." REMOVE "MIXED-USE". THAT CANNOT BE IN THE CODE UNTIL THERE IS AN AREA THAT IS REZONED AS MIXED USE APPROVED BY THE PLANNING COMMISSION AND THE CITY COUNCIL. IF THERE ARE SUCH AREAS REZONED IN THE COMMERCIAL DISTRICTS PLEASE IDENTIFY THEM AND THEN DRAW THE MAP. A "COMMERCIAL DISTRICT" IS NOT SYNONYMOUS WITH "MIXED-USE."

Page 5.

10. KEEP.

11. Support a public transit system that is accessible to the largest number of people by:

ADD: *a. safe crosswalks for rider egress and digress from the bus.*

- a. "Locating transit-oriented development around transit stations along major transit routes, and in the designated Town Center area mixed-use commercial centers."

THERE IS NO "designated Town Center," ANYWHERE IN WEST LINN. REMOVE IT.

REMOVE "MIXED-USE". THAT CANNOT BE IN THE CODE UNTIL THERE IS AN AREA THAT IS REZONED AS MIXED-USE APPROVED BY THE PLANNING COMMISSION AND THE CITY COUNCIL. IF THERE ARE SUCH AREAS REZONED IN THE COMMERCIAL DISTRICTS PLEASE IDENTIFY THEM AND THEN DRAW THE MAP. A "COMMERCIAL DISTRICT" IS NOT SYNONYMOUS WITH "MIXED-USE."

Transportation Demand Management and Options

Policies

3. "Develop ~~and implement~~ a local Transportation Options program that compliments...employers." IF A TRANSPORTATION OPTIONS IS PART OF THE STATE'S MANDATE PLEASE IDENTIFY. OTHERWISE THIS IS NOT A POLICY BUT A GOAL. REMOVE OPTIONS.

Page 6.

West Linn Community Development Code (CDC)

CDC 46.090

G. Parking reductions. CDC...within ¼ mile of a transit corridor or within a mixed use commercial area, and up to...with the potential to accommodate more than 20 dwelling units."

OBVIOUS PANDERING TO THE DEVELOPMENT COMMUNITY, PEOPLE WHO DO NOT LIVE HERE, NOR GIVE A HOOT ABOUT OUR LAWS. THIS IS THE MOST ODIOSUS CHANGE OF THE ENTIRE PROPOSAL. THIS READS LIKE A PROPOSAL IN A LAND USE APPLICATION. THIS IS NOT ACCEPTABLE. PLEASE REWRITE.

CDC 48.025 – Access Control

A. Purpose – "The following access controls...set forth herein. When there the regulations...TSP shall have precedence." DON'T KNOW IF SUCH A BLANKET STATEMENT SHOULD BE MADE, THEREFORE ELEVATING THE TSP TO THE LEVEL OF CDC.

b. Access Control

6. Access spacing

a. "The access spacing...Variance to the standards for a conditional access permit may be granted if conditions are met and as described in the adopted Transportation System Plan (TSP)."

DELETE "are met and as described in the adopted Transportation System Plan (TSP)."

AND REPLACE WITH "*benefit the entire traffic flow in the city of West Linn.*"

CDC 55.010

REPLACE "...Developers of..." WITH "...Current property owners of..."

CDC 55.100 – Approval Standards Type II Design Review

B. Relationship to the Natural and Physical Environment

Page 7.

7. I GUESS THIS IS OKAY.

CDC 85.120 Partial Development

I GUESS THIS IS OKAY.

CDC 85.170 Supplemental Submittal Requirements...Plan

B. Transportation

1. Centerline profiles...

I GUESS THIS IS OKAY.

CDC Chapter 85.200 Approval Criteria

A. Streets

2. Right-of-way and roadway widths...The following ranges will apply:

"Neighborhood Route 40-60" NEED TO DEFINE THIS TYPE OF ROADWAY AS IT APPEARS IT IS THE FIRST MENTION OF THIS IN THE CDC?

Page 8.

3. "Street widths..." I GUESS THIS IS OKAY.

Local streets...deliberately discouraged by design.

"Shared Street-Provides access...Local 10 to 12 feet."

TOO COMPLICATED AND TOO BROAD FOR THIS DISCUSSION. NEEDS TO BE REVISITED ON A LATER AGENDA.

CDC 92.010

A. Streets in Subdivisions

2. "When the decision-making authority...

a. "...right-of-way." I GUESS THIS IS OKAY.

Page 9.

b. A condition that the application...way."

C. Local and minor collector streets within the public rights-of-way abutting a subdivision or within a commercial area shall be graded for the full right-of-way width...Where a street connection not feasible...appropriate way." MUST IDENTIFY A SUBDIVISION WITHIN A COMMERCIAL AREA BEFORE THIS CAN BE ACCEPTED.

E. "Surface drainage..."

1. I GUESS THIS IS OKAY.

2. I GUESS THIS IS OKAY.

3. I GUESS THIS IS OKAY.

Best regards,

Alan Smith

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The access spacing standards found in the adopted Transportation System Plan (TSP) shall be applicable to all newly established public street intersections and non-traversable medians. Deviation from access spacing standards may be granted if conditions are met as described in the Access Spacing Variances Section in the adopted Transportation System Plan (TSP).

West Linn Community Development Code (CDC)

CDC 46.090

G. Parking reductions. CDC 55.100(H)(5) explains reductions of up to 10 percent for development sites ~~next to~~ within ¼ mile of a transit stops corridor or within a mixed-use commercial area, and up to 10 percent for commercial development sites adjacent to large multi-family residential sites with the potential to accommodate more than 20 dwelling units.

CDC 48.025 - Access Control

A. Purpose - The following access control standards ... as required by the West Linn Transportation System Plan. All development applications in the vicinity of the I-205/10th Street Interchange are specifically required to meet the access spacing and control framework established for the interchange area by the TSP in addition to the regulations set-forth herein. When there the regulations below are in conflict with the TSP, the TSP shall have precedence.

B. Access Control

6. Access spacing.

a. The access spacing standards found in ~~Chapter 8~~ of the adopted Transportation System Plan (TSP) shall be applicable to all newly established public street intersections and non-traversable medians. Variance to the standards for a conditional access permit may be granted if conditions are met and as described in the adopted Transportation System Plan (TSP).

CDC 55.010

... ~~Developers of Multi-multi-family, industrial, commercial, office, and public projects will comply with the Transportation Planning Rule (TPR). The TPR is a State requirement that jurisdictions must are required to take steps to reduce reliance on the automobile by, in part, encouraging other modes of transportation, such as transit, bicycles, and foot traffic, or~~ and through building orientation or location.

CDC 55.100 - Approval Standards Type II Design Review

B. Relationship to the Natural and Physical Environment