



Memorandum

Date: August 3, 2016
To: West Linn Planning Commission
From: Darren Wyss, Associate Planner
Subject: PLN-15-03 – Public Testimony

At its August 3, 2016 meeting, the Planning Commission will hold a public hearing to make a recommendation to City Council on the adoption of the West Linn OR 43 Conceptual Design Plan and associated amendments to the West Linn Transportation System Plan, amendments to the West Linn Comprehensive Plan, and amendments to the West Linn Community Development Code. At the time of the publishing of the Staff Report on July 21, 2016, there had been no written comments submitted on the proposed amendments. Since then, the City received two submittals, which are attached.

Please feel free to contact me at dwyss@westlinnoregon.gov or 503-722-5512 with any questions regarding the materials or process.

Highway 43 Concept Plan Testimony before the Council/PC

7/18/2016

I am Jim Mattis of 4050 Serango Court in West Linn and am representing Emmanuel Presbyterian Church's Administration Commission. Thank you for the chance to speak. I have left you a written copy of my remarks.

No doubt there are many desirable features in the Concept Plan, such as better separation of cars from bicycles and pedestrians; a continuous middle lane through the highway; and a traffic light at Pimlico.

In theory, at least, the same may be said about the redesign of the traffic pattern to extend Hidden Springs Road through Emmanuel's property and to eliminate the light at Cedar Oak Drive. However, that aspect of the Plan has so many potential negative impacts on Emmanuel that we have to come to you as, not just figuratively, but literally, a NIMBY.

Should this part of the Plan materialize it will, for Emmanuel:

- Require removal of several large oak trees;
- Eliminate the parking spaces in back of the church and, therefore, impact the parking requirements under the church's CUP;
- Destroy the current playground which is used by the Church, the public and school that has been a tenant of Emmanuel for well over a decade;
- Basically render the property on which the cell tower sits inaccessible and useless;
- Jeopardize the potential for implementing expansion plans; and
- Reduce the parking area currently used by Tri-Met as a Park & Ride site.

We know a Concept Plan does not address many potential issues of implementation, but at some point, those concerns and questions will need to be addressed. For example, the height of the fill to bring the new roadway to proper grade; the effects of widening Old River Road; the expected vehicle traffic count per day and increase in noise to the area and neighborhood; and impacts of the design on garbage pickup and kitchen delivery to the church to name a few.

The City's Public Works Director has been generous in giving his time to explain the contents of the Plan and we certainly will work with the City to seek solutions that have minimal negative impacts. A representative from Emmanuel will attend public hearings on the Plan and will submit a more detailed written document at that time more fully explaining the church's concerns and questions.

Given the already clearly identifiable impacts the Plan will have on Emmanuel and the cost to the public to implement it, we do believe there should be more certainty that, in fact, the proposed cure of the traffic problem will be best cared for as presented in the Concept Plan. For example, could slower speed limits between traffic lights, such as are in place in LO between lights similarly closely located, be a viable alternative? Could computer modeling verify that the Plan will in fact achieve its objective?

Finally, we would ask that a three-dimensional model of the proposed project be created and made available in order to give the public a full appreciation of the potential effects – which no single dimension drawing can provide. Thank you.



OREGON LEGAL CENTER

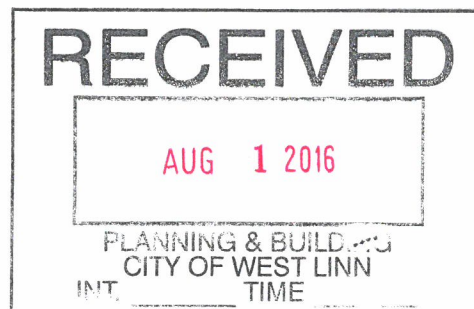
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CERTIFIED MAIL/RETURN RECEIPT REQUESTED

July 26, 2016

West Linn Planning Commission
c/o Darren Wyss
Associate Planner
City of West Linn
22500 Salamo Road
West Linn, OR 97068



Re: City of West Linn-Public Hearing PLN-15-03

Dear Mr. Wyss:

I am writing on behalf of Oxford Investments, Inc. the owner of the property (hereinafter the "Affected Property") located at 2875 Marylhurst Dr., West Linn, OR, in response to the communication I received from you concerning the public hearing of the West Linn Planning Commission scheduled for August 3, 2016, on the proposed Ordinance Number 1649 which I understand to pertain to the West Linn OR 43 Conceptual Design Plan (hereinafter the "Plan").

I have reviewed the Plan with respect to its impact on the Affected Property and I am by this letter raising an issue which would form the basis for an appeal to the Land Use Board of Appeals (LUBA).

The affected property is located on the northwest corner of the Highway 43/Marylhurst Dr. intersection. My law office is located in the Affected Property.

Implementation of the Plan would constitute a taking of a portion of the Affected Property. Figure 4 on Page 25 shows that the western edge of Highway 43 would be extended westerly from its current location.

I believe that the relocation of the roadway would require me to move my sign, and would require the removal of many plants and mature trees. It would also require the relocation of a major high power line onto my property. Also, I note that the sidewalk on the northwest corner would be out of alignment with the sidewalk on the southwest corner. The other three corners of the intersection apparently will have a normal configuration.

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There is no need to widen the street in front of the Affected Property. I understand from talking to the City engineer that a right turn lane is planned for southbound traffic on Highway 43 at Marylhurst Dr. The reason given is that traffic backs up due to right hand turning vehicles. I have owned the Affected Property for 39 years and have observed the traffic daily. There is no backing up due to cars turning right and there is no need for a dedicated right turn lane.

I will be out of town on August 3 so I am submitting this letter in lieu of formal testimony.

Yours truly,

A handwritten signature in blue ink, appearing to read "C. Richard Noble", with a long horizontal flourish extending to the right.

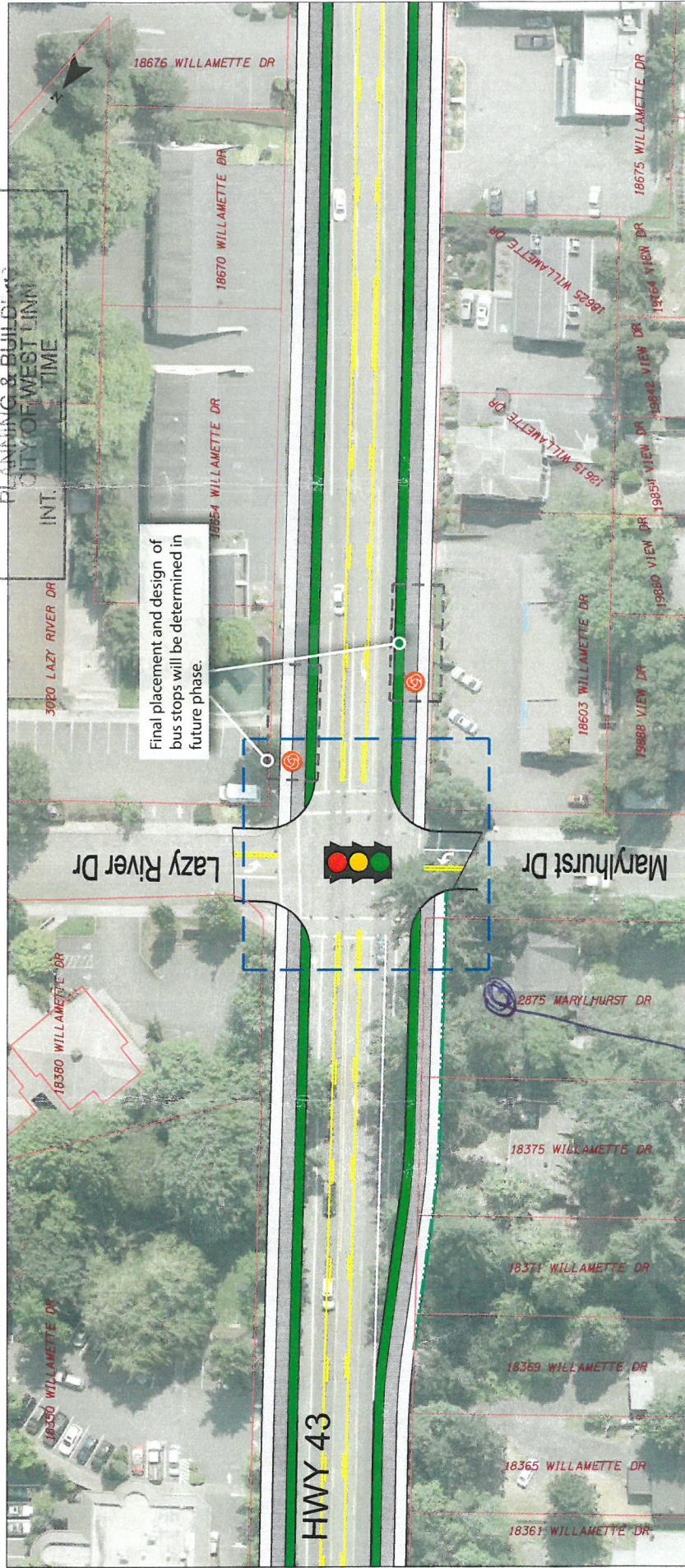
C. Richard Noble

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RECEIVED

AUG 1 2016

March 2016



-  Sidewalk
-  Protected Bike Facility
-  Buffer/Landscape
-  Trimet Bus Stop Location¹
-  Signalized Intersection²
-  Potential Right-of-way Impacts³

¹ Bus stop locations are preliminary based on existing stop locations and potential stop consolidation. Final stop locations will be determined in the design phase of the project.
² Signalized intersection design will be refined in the next design phase of the project. Signalized intersections will be designed to provide a high level of comfort and protection to bicyclists, pedestrians, and transit riders, utilizing design elements shown in the Signalized Intersection Concept.
³ Potential Right-of-way impacts are estimated and not based on survey. Actual right-of-way impacts will be determined in the next phase after acquiring survey data and refinement of the design to account for vertical grading, stormwater retention and utility relocation.

KITTELSON & ASSOCIATES, INC.
 TRANSPORTATION PLANNING ENGINEERS

West Linn, Oregon
 Figure 4

*2875 Maryhurst Dr.
 the "Affected Property"*

*Letter from
 Oxford Investment*