CITY HALL 22500 Salamo Rd, West Linn, OR 97068 Telephone: (503) 742-6060 Fax: (503) 742-8655

City of West Linn

Memorandum

Date: October 4, 2021

To: West Linn City Council

From: Chris Myers, Associate Planner

Subject: Appellant Packet Received for AP-21-02

Dear Mayor Walters and Members of City Council,

The Planning Department has received the Appellant Packet for AP-21-01. Included in the packet is the Appellant Presentation, an email from Laura Wirth (presenting for the Appellant), and the Appeal Packet.

Respectfully,
Chris Myers

APPEAL of Conditional Use Permit

Willamette Neighborhood Association

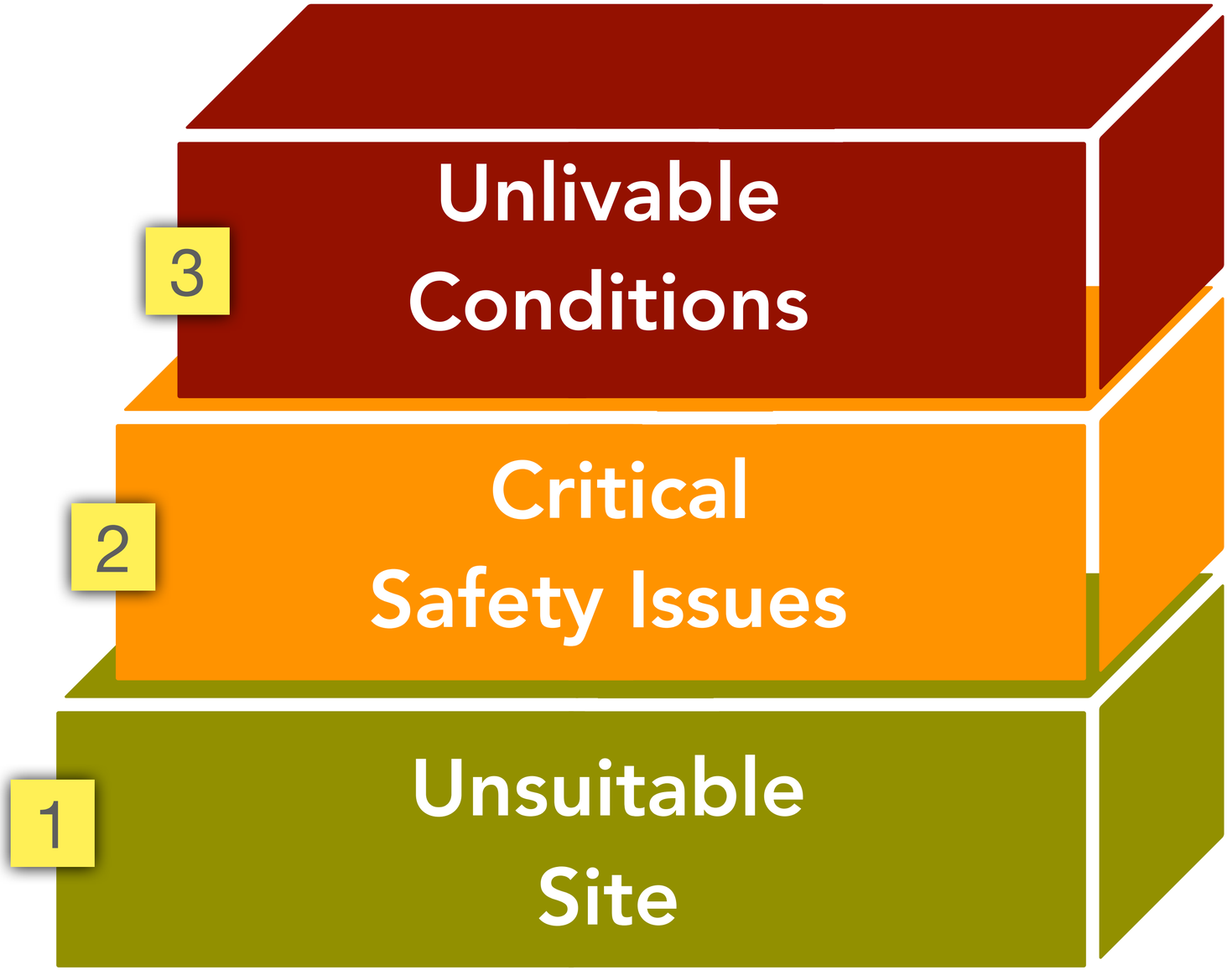
10/04/2021

Permit should be DENIED

Permit should be DENIED

Permit should be DENIED

Permit should be DENIED

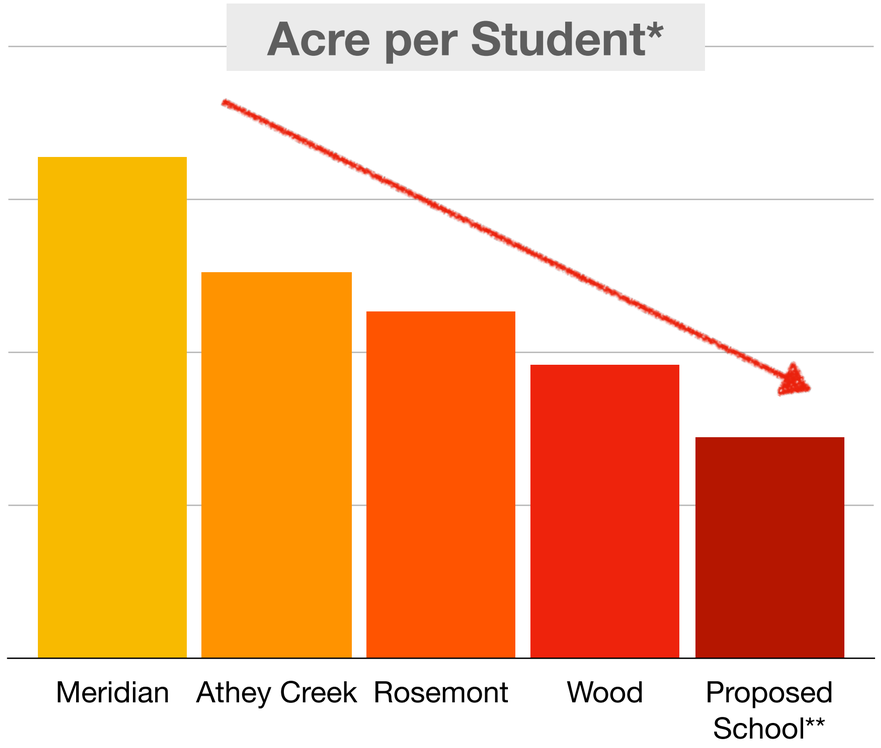


Application FAILS

- ✗ CDC, Chap 60 criteria for CUP
- ✗ West Linn Comprehensive Plan, Goals 7 & 12

Inadequate Acreage

Unsuitable site for extra large school



* Building capacity
**17 developable acres for 850 students, but only 15.5 acres developing

Inadequate Acreage

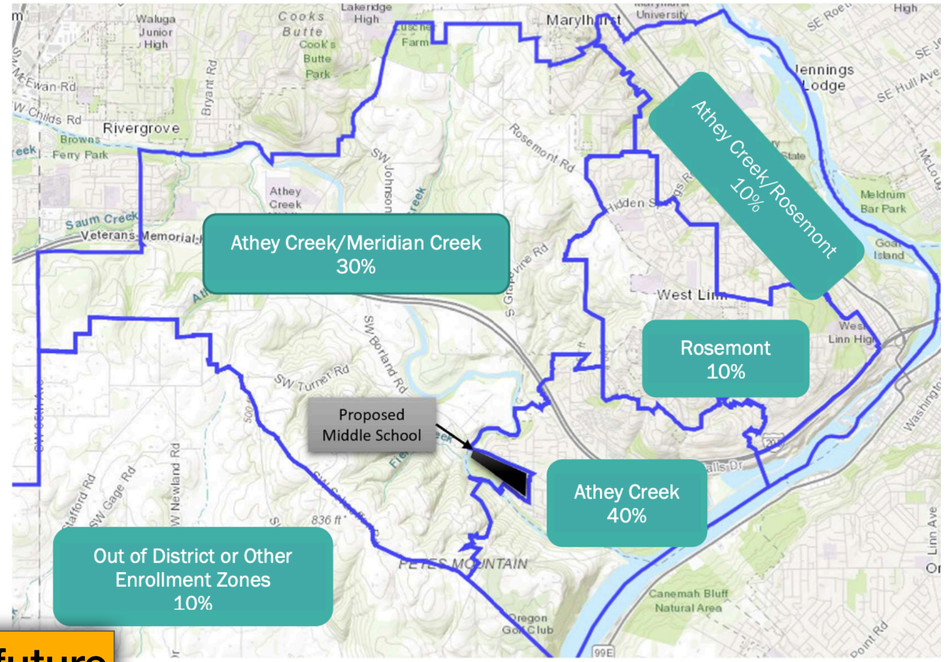
Repercussions

School Facilities

	Athey Creek	Proposed School
Baseball fields	5	✗
Tennis Courts	4	✗
Basketball	4	3
Soccer fields	3	✗
Track & Field	1	1

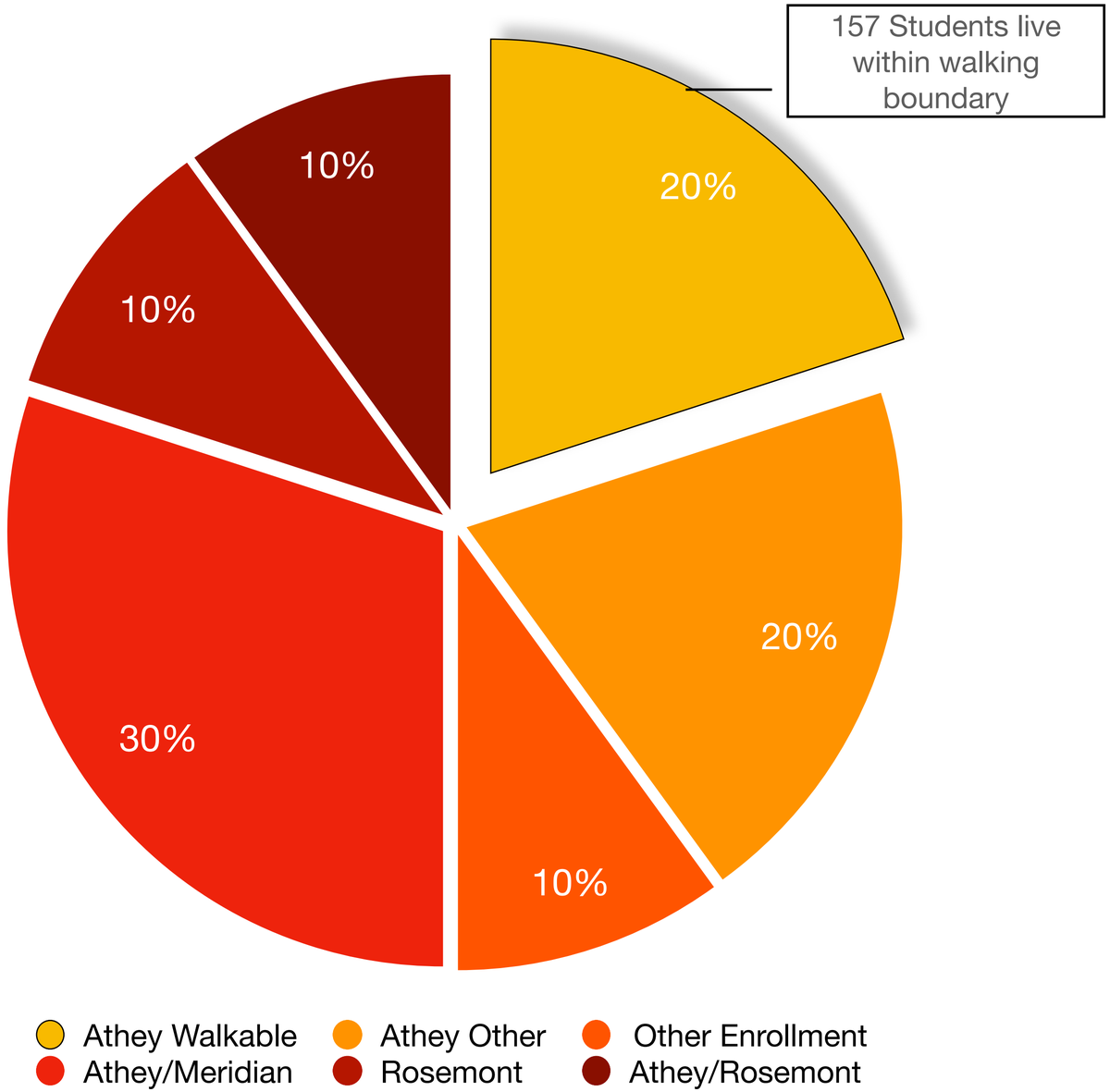
NOT Centrally Located

Unsuitable site



WEST LINN ATHEY CREEK MIDDLE SCHOOL RELOCATION • TRANSPORTATION IMPACT STUDY • OCTOBER 21, 2020, page 13

+200 future students
most outside of Willamette area



Inadequate WALKING infrastructure

Lack of sidewalks, steep hills on streets connecting to Safe Routes

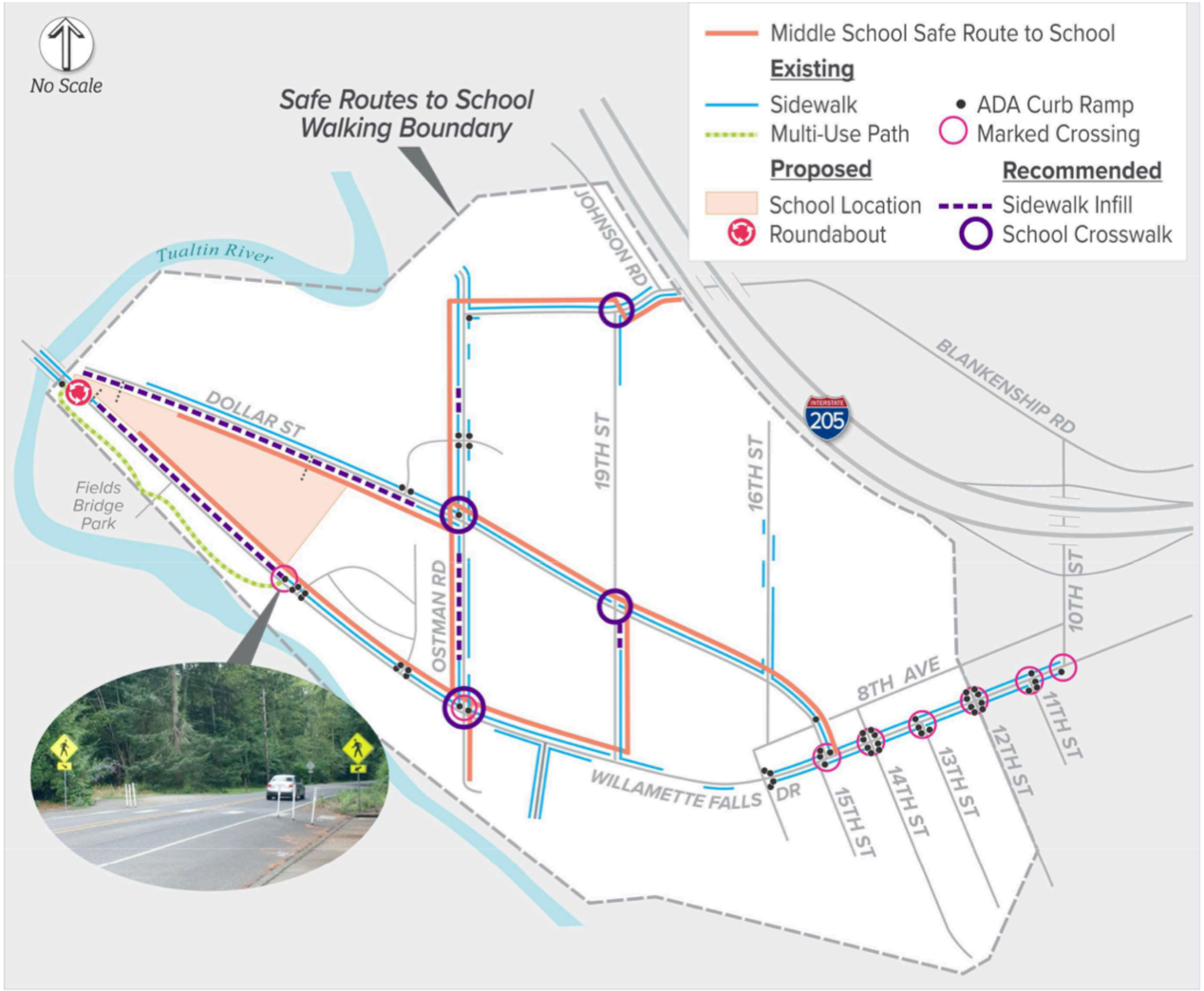
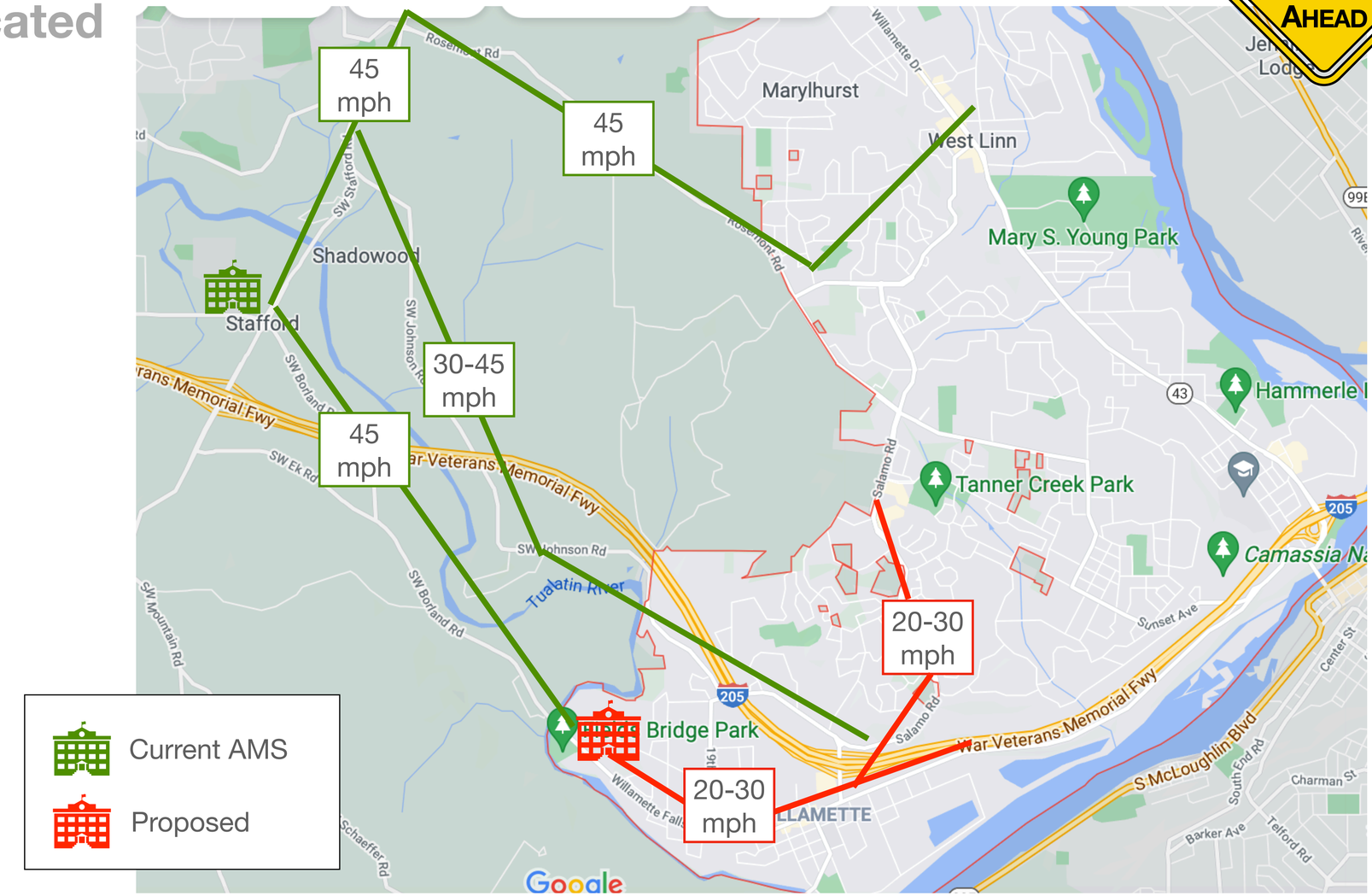


FIGURE 10: SCHOOL SAFE ROUTES TO SCHOOL AND WALKING BOUNDARY

Inadequate DRIVING infrastructure

Proposed school will be located between Minor Arterial and Local Streets



Limited Local Access

New bottlenecks on path to school via Local streets that can't handle the added traffic

Intersections are required to meet the City of West Linn standard for an unsignalized intersections to operate at or below LOS D. (Highway Capacity Manual, 6th Edition, Transportation Research Board, 2017.)

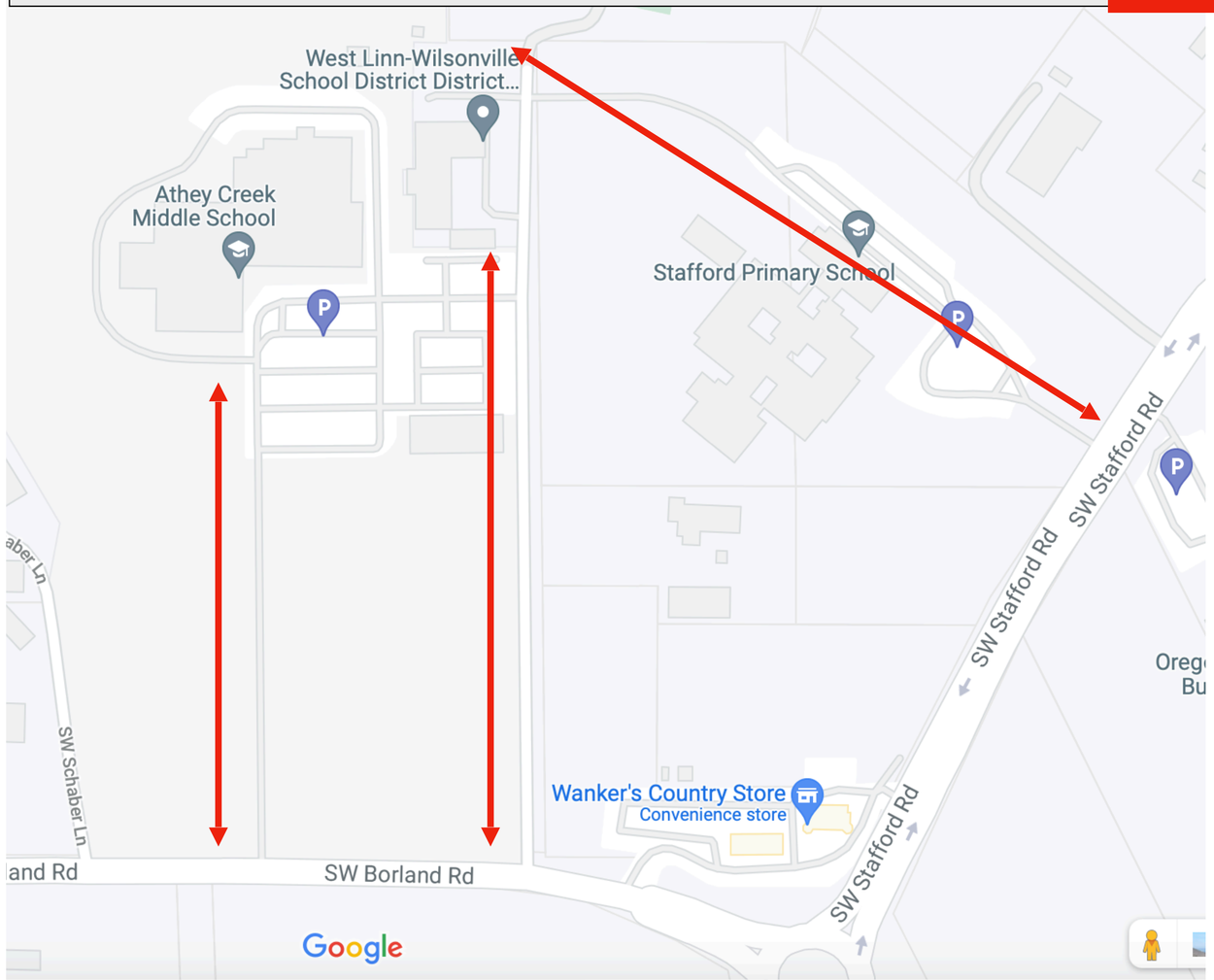
Inadequate PARENT access points

Where will parents go?

Current ACMS

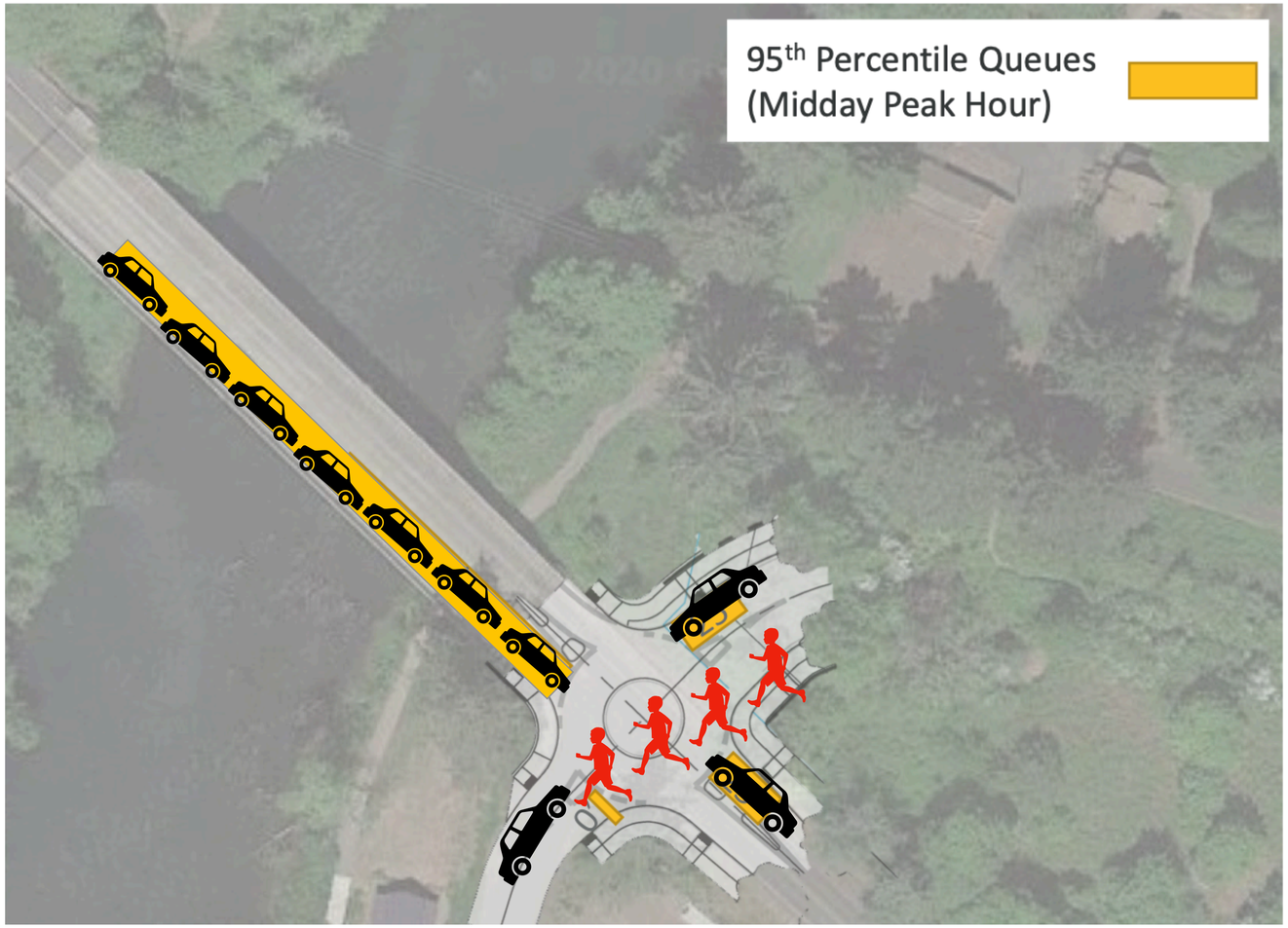
3 vs. 1

Proposed Site



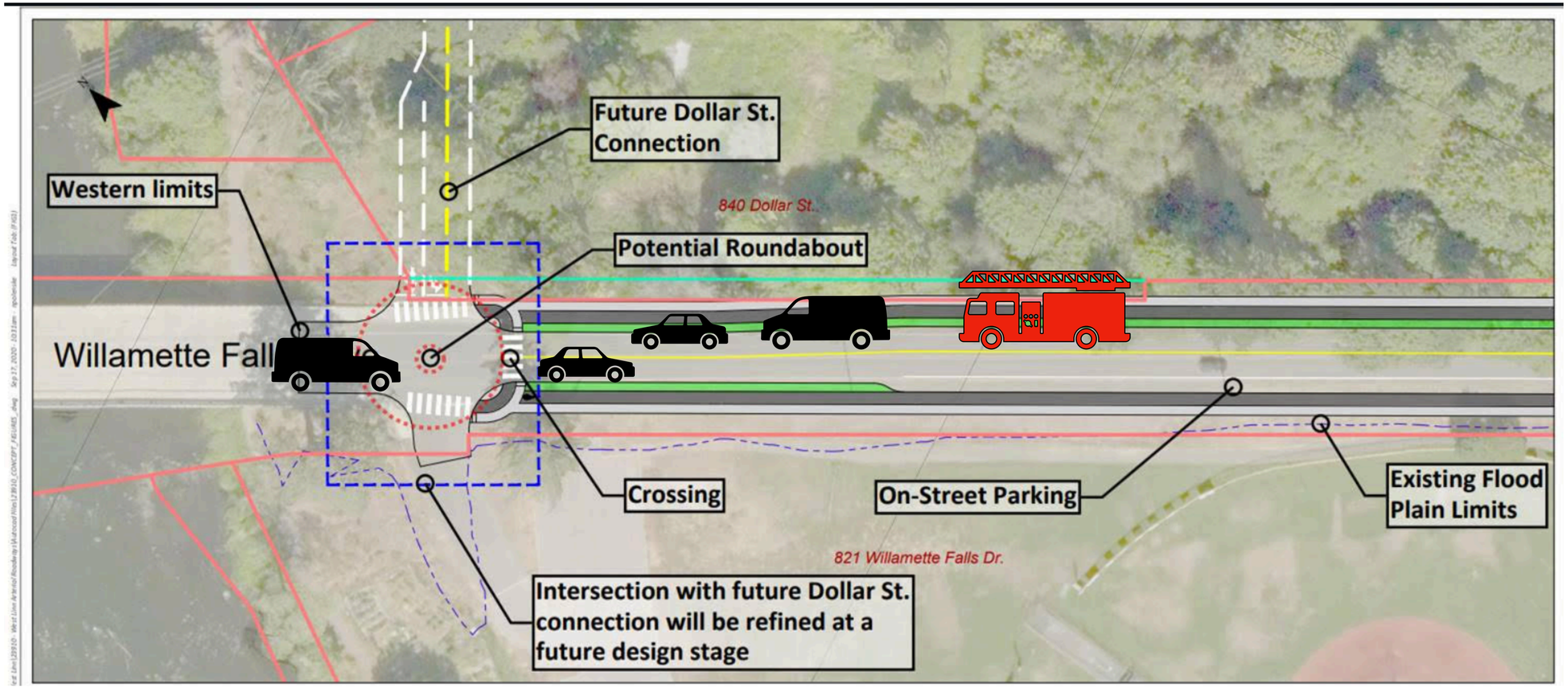
Safety & Congestion on Bridge Roundabout

DKS estimates midday peak hour of at least 7 vehicles queue extending on to bridge



WFD Safety & Emergency Access

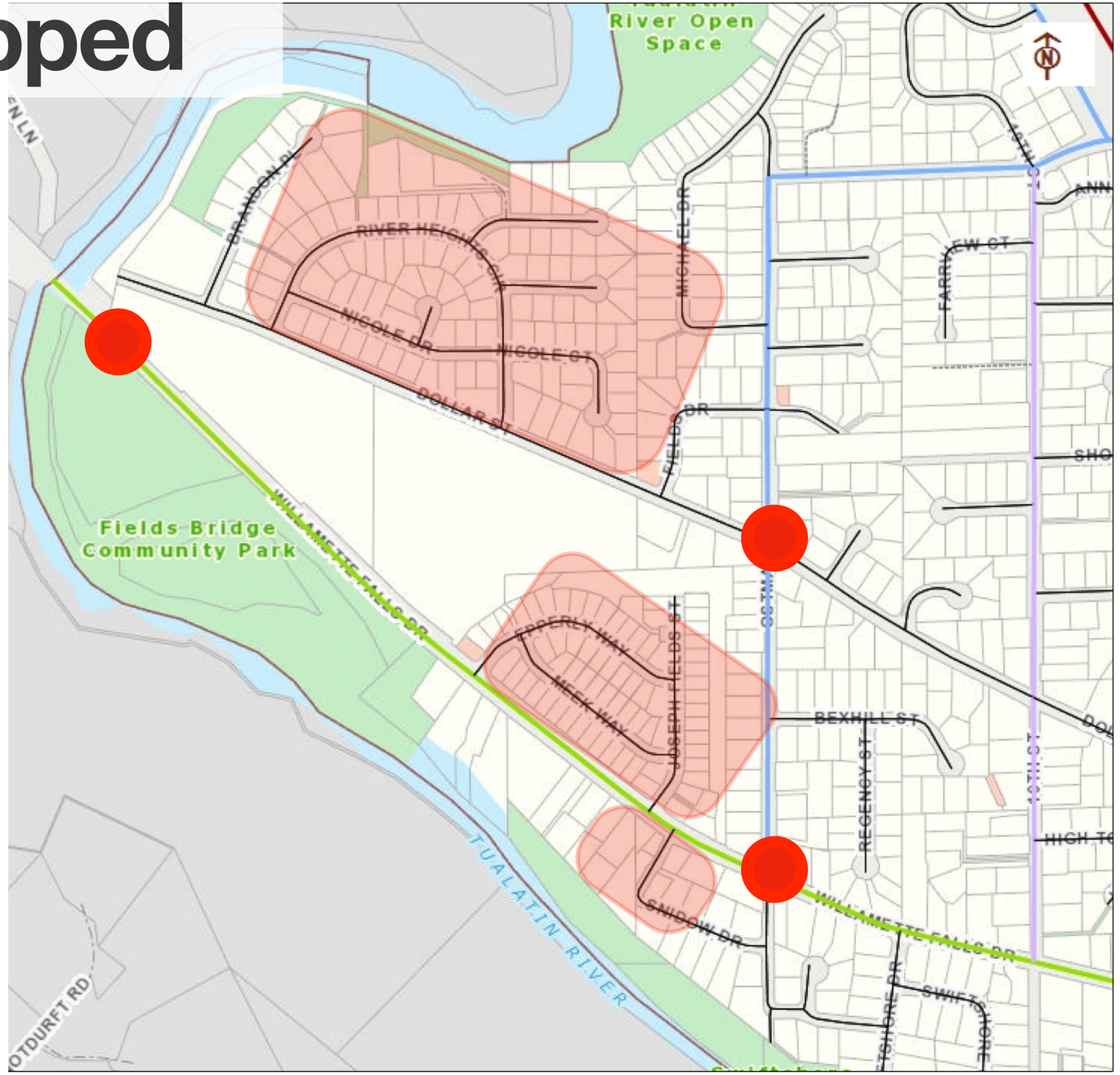
No place for cars to go due to narrow road and no shoulder



Residents Trapped

Limited access for Emergency vehicles

Life or death



City of West Linn

Legend

Roadway Functional Classifi
- Freeway
- Freeway
- Major Arterial
- Minor Arterial
- Collector
- Neighborhood Route
- Local
- Alley
- Misc

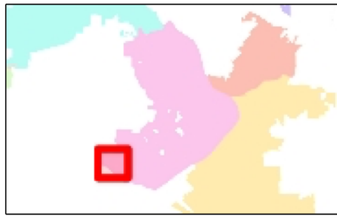
City Limit

Parks and Open Space

City Owned Property

0 0.11 0.23 Miles

1: 9,028

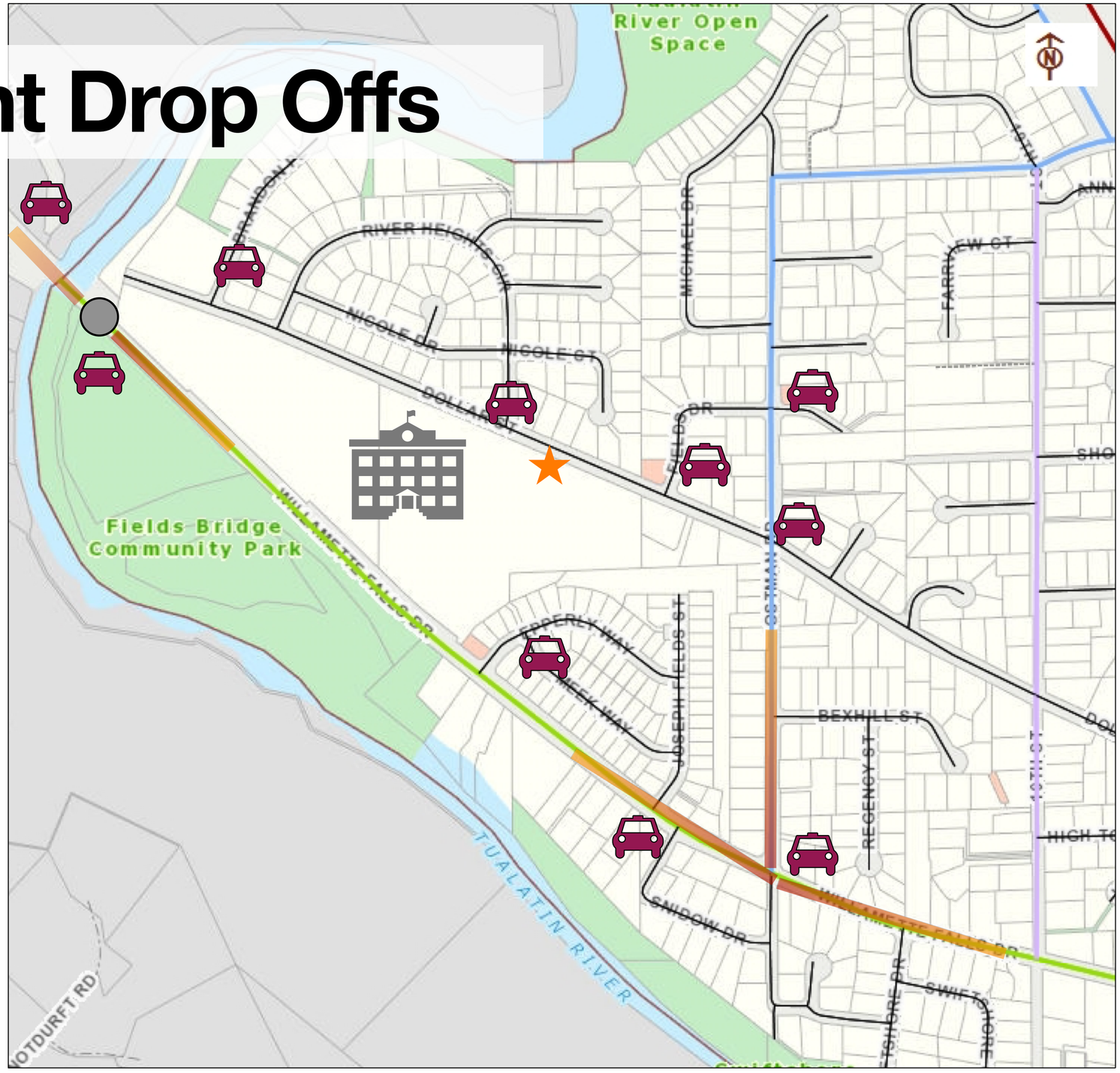


Notes

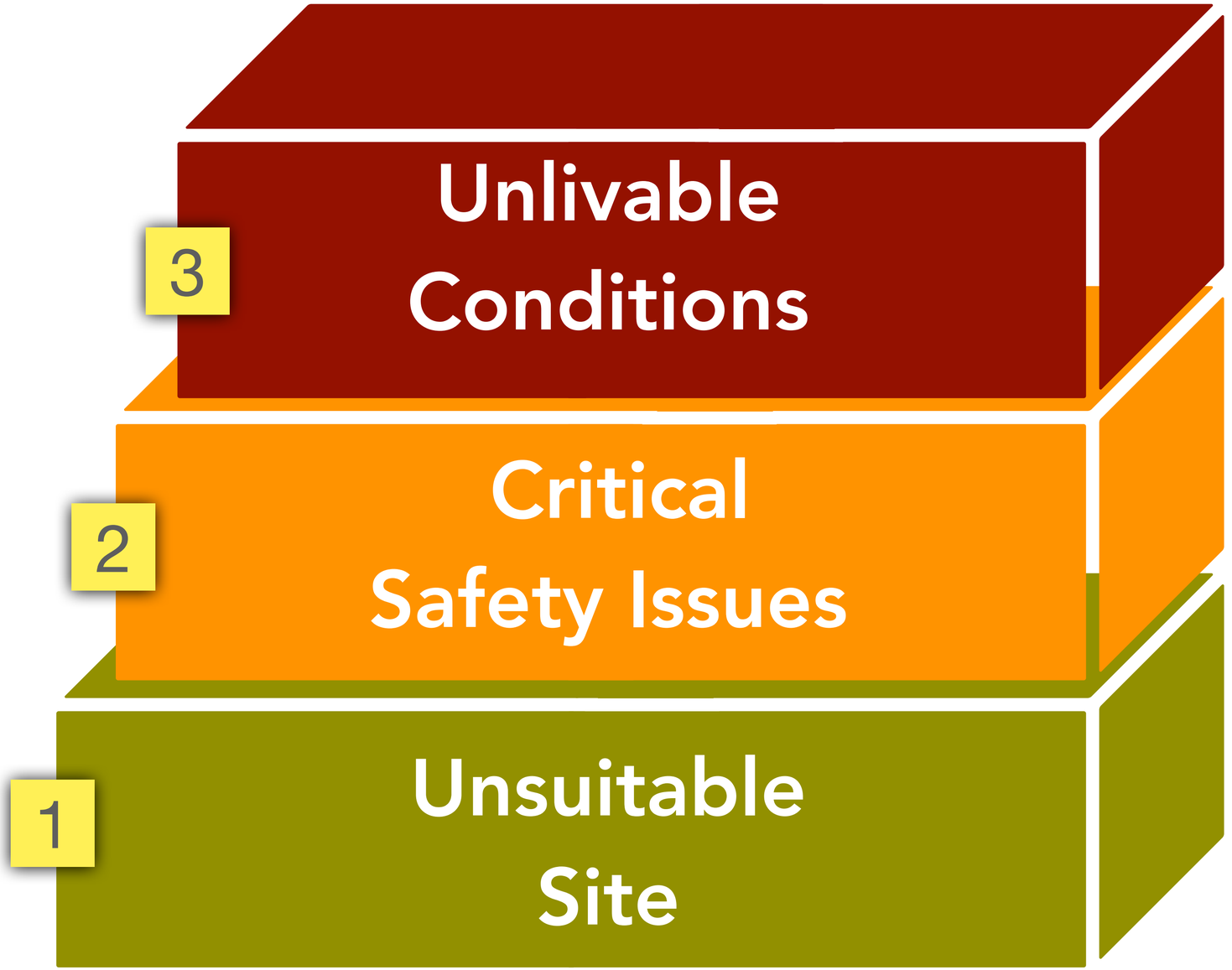
This map was automatically generated using Geocortex Essentials.

Unofficial Parent Drop Offs

Repercussions of
Inadequate
Infrastructure
&
Impractical
Planning

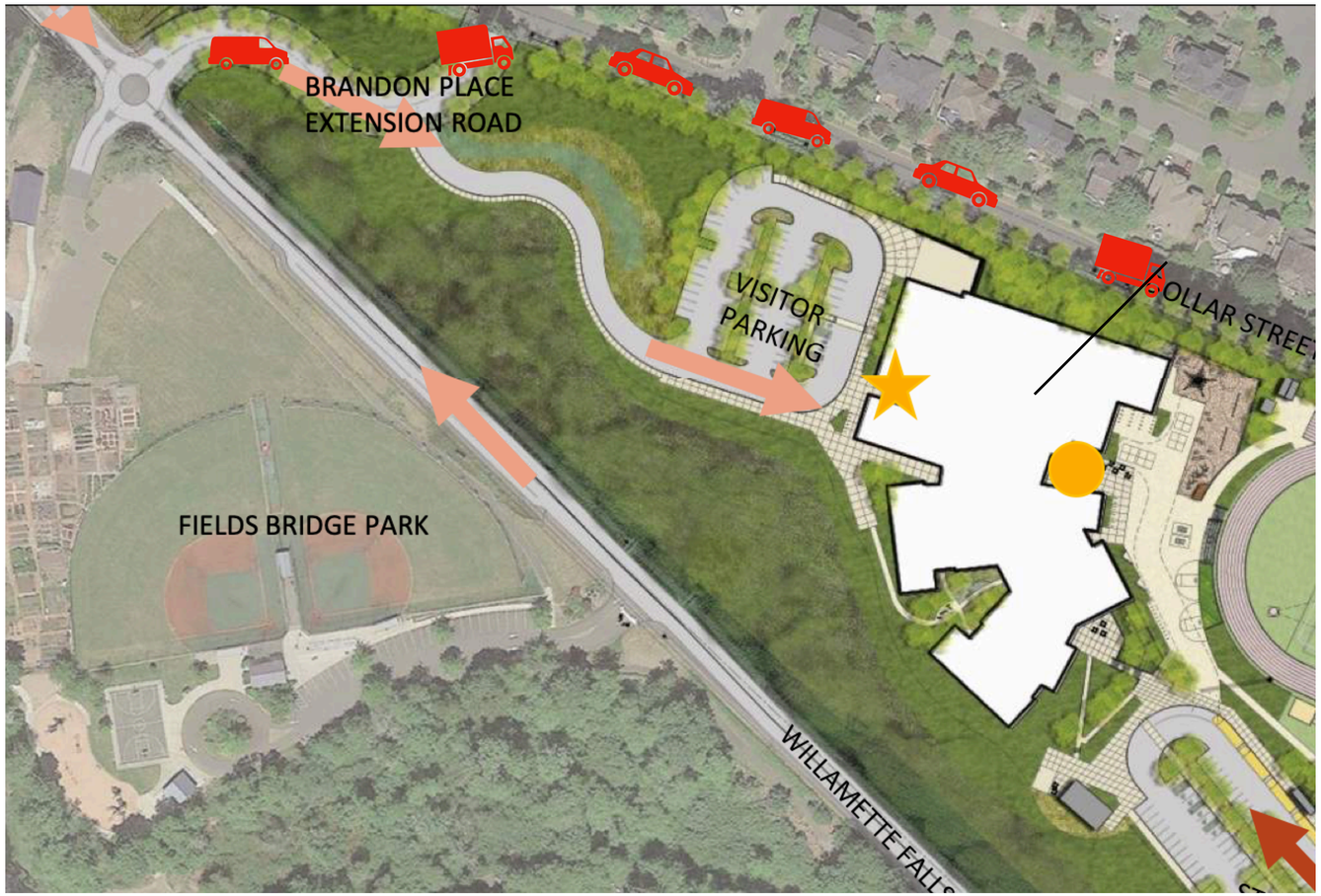


Permit should be DENIED



Brandon Place Extension Dilemma

Per Application, WFD & Dollar St. to be connected for Public Use



OPEN

Brandon Place Extension Dilemma

Per Application, WFD & Dollar St. to be connected for Public Use

"To increase traffic by 200-300 trips a day on a local street in residential neighborhood is to me ***intolerable***. And it's contrary to West Linn Comprehensive Plan, Goal 12."

- PC Vice Chair Matthews

OPEN

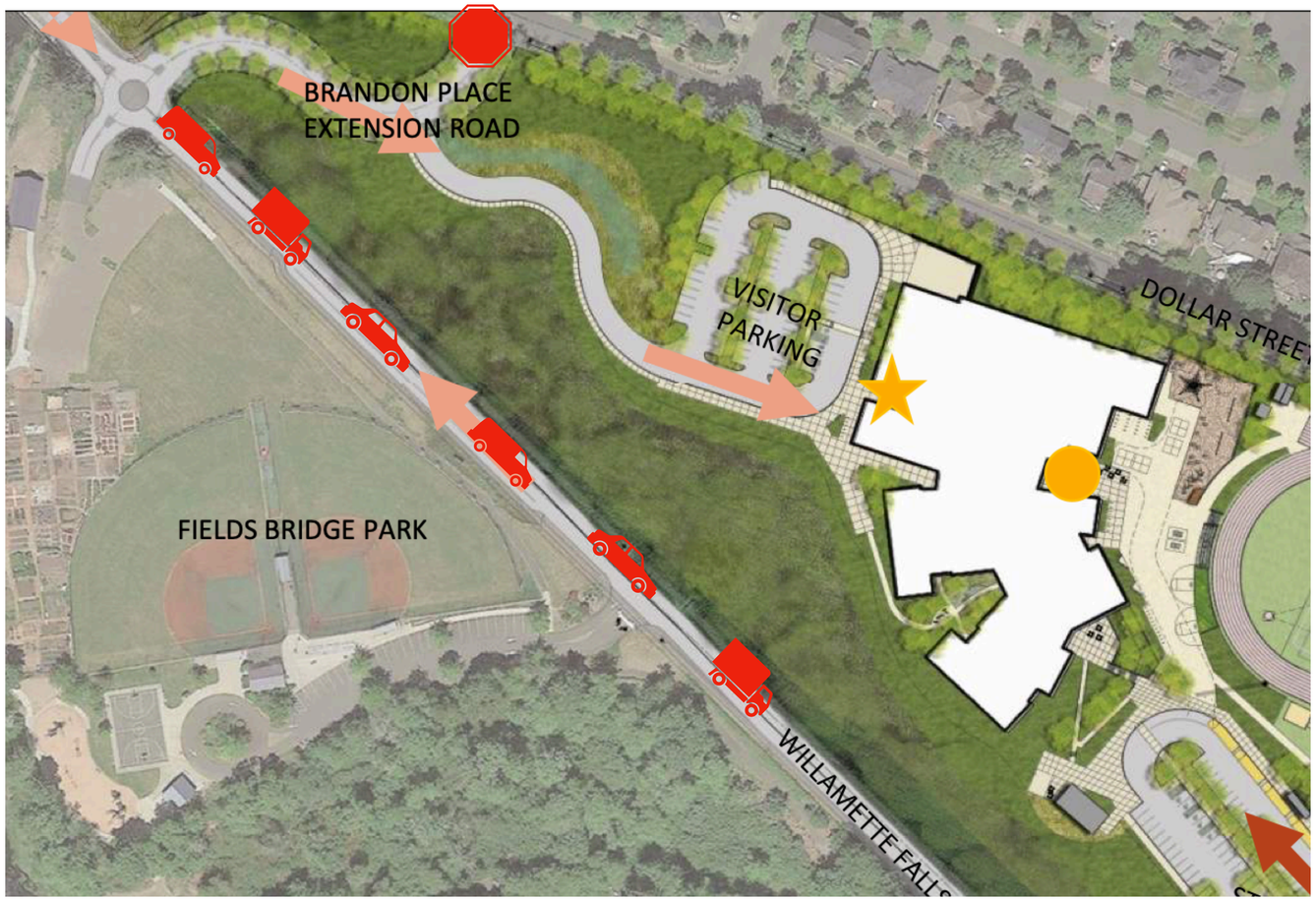
✘ Excessive new trips on local street

+200-300/per day
NON-school,
non-local traffic

✘ Fails to protect neighborhoods from excessive through traffic

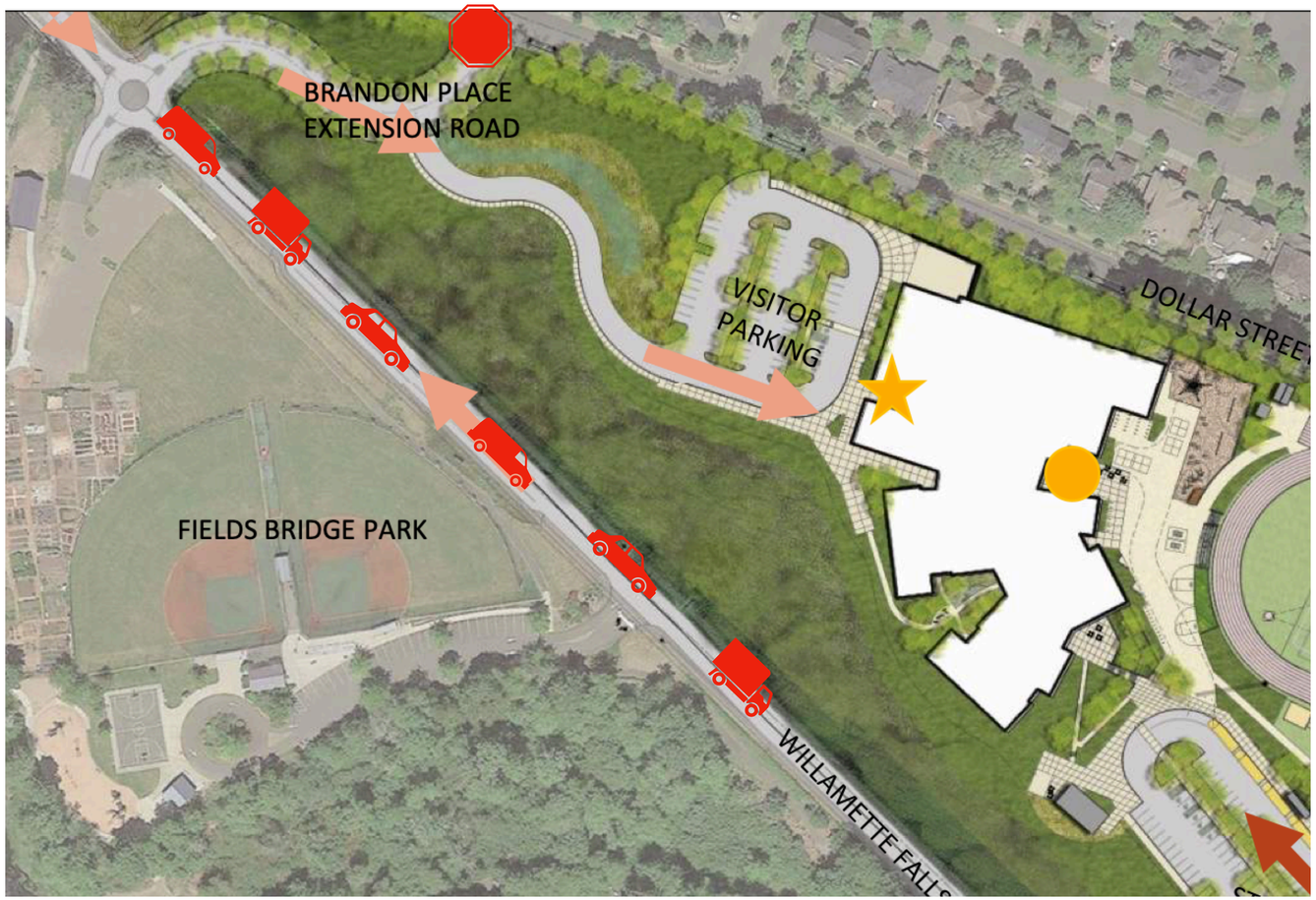
Brandon Place Extension Dilemma

Per Condition 10, Extension closed to Public



Brandon Place Extension Dilemma

Per Condition 10, Extension closed to Public



✗ Fails TVF&R

Fails to meet the minimum standard of safety

✗ Fails WFD & Ostman intersection

Brandon Place Extension Dilemma

Repercussions of Inadequate Infrastructure & Impractical Planning

OPEN

✗ FAILS CODE

CLOSED

✗ FAILS CODE

Summary


BRANDON PLACE
EXTENSION ROAD
DOLLAR STREET
DENIED
FIELDS BRIDGE PARK
WILLAMETTE FALLS DRIVE
TUALATIN RIVER
N

From: Laura Wirth
Sent: Monday, October 4, 2021 11:07 AM
To: Myers, Chris; Mollusky, Kathy
Cc: Willamette Neighborhood Association President
Subject: WNA Appeal Packet Memo for AP-21-02 Hearing 10/4

Attachment available until Nov 3, 2021

Dear Chris and Kathy,

Please see the attached WNA Appeal Packet Memo Re AP-21-02 for inclusion in the Public Record / Agenda for Tonight's hearing.

Let me know if you have any trouble downloading the document.

Thank you,

Laura

Click to Download
WNA Appeal Packet Memo.pdf
49.4 MB

Laura Wirth
[redacted]
West Linn, Oregon 97068
[redacted]

October 4, 2021

Mayor Walters and City Council

c/o Chris Myers, Associate Planner
City of West Linn
22500 Salamo Rd.
West Linn, Oregon 97068

Re: Willamette Neighborhood Association Appeal Packet for AP 21-02
Appeal of Planning Commission Decision Athey Creek Middle School Conditional Use Application at Dollar St., File No.
CUP-21-02/DR-21-04/WRG-21-02/MISC-21-04/VAR-21-01/VAR-21-06/LLA-21-02
Hearing Date October 4, 2021

Dear Mayor Walters and Members of City Council,

Please accept the Appeal Packet on behalf of the Willamette Neighborhood Association for the record of AP-21-02.

Respectfully,

Laura Wirth

October 4, 2021

Willamette Neighborhood Packet Re Appeal 21-02

Table of Contents

DKS 117 COMMERCIAL STREET NE, SUITE 310, SALEM, OR 97301 • 503.391.8773 • DKSASSOCIATES.COM

SEPTEMBER 30, 2021

Mayor Walters and City Council
c/o Chris Myers, Associate Planner
City of West Linn
22500 Salamo Rd.
West Linn, OR 97068

SUBJECT: NEW ATHEY CREEK MIDDLE SCHOOL AT DOLLAR STREET – RESPONSE TO THE CITY PLANNING COMMISSION HEARING CONDITIONS OF APPROVAL

CONDITIONS OF APPROVAL RESPONSE

This letter contains responses to the traffic-related conditions of approval that were identified by the City of West Linn Planning Commission at the hearing on August 18th, 2021, regarding the new Athey Creek Middle School at Dollar Street.

CONDITION OF APPROVAL #8 ROUNDABOUT PEDESTRIAN SAFETY

DKS supports this condition of approval and will include marked crosswalks at all roundabout pedestrian crossings.

CONDITION OF APPROVAL #9 SCHOOL SPEED ZONE AND FLASHING BEACONS

Condition of Approval #9 states that the project shall include a 20-mph school speed zone with flashers. DKS agrees with this condition of approval and recommends that the 20-mph school speed zone with flashing beacons be installed on Willamette Falls Drive along the school property. DKS also recommends that a posted speed limit of 20 mph be installed on Brandon Place extension and Dollar Street along the school property (not a school speed zone). According to ORS 810.180 (11), a city may designate a posted speed that is 5 mph lower than the statutory speed limit on City streets that are in a residential area and are not an arterial. Lower speed limits of 20 mph support safer travel conditions for everyone using the street even during off-peak school hours.

CONDITION OF APPROVAL #10 BRANDON PLACE EXTENSION

The Planning Commission approved the new Athey Creek Middle School with the condition that the Brandon Place roadway extension is not built as a through street and will only accommodate through emergency vehicle access. While DKS does not oppose this condition of approval, DKS would like the City Council to consider the following points.

1. Disconnecting Brandon Place will not reduce the volume of traffic on Dollar Street, which was the Planning Commission's goal for Condition of Approval #10. Further discussion on volumes are provided later in this letter.

Some definitely will. Which is why neighbors did not want any school access of Dollar St. But lack of system wide modeling, doesn't allow us to know the full impact of parental traffic.

2. If Brandon Place is not built as a through street, parents will use the Dollar Street/Brandon Place intersection to turn around after dropping-off or picking-up students, likely making illegal U-turns. This will result in increased vehicle congestion and neighborhood dissatisfaction, which will lead to the School District and City receiving complaints.

Yes, problem because no space to build roads.

The City and School District have received significant negative feedback from the neighborhood adjacent to Trillium Creek Primary School in West Linn where a local street was terminated at the school property to only allow access by bicyclists, pedestrians, and emergency vehicles. Parents utilize this dead-end street to drop-off and pick-up students, creating congestion, U-turns in private driveways, and an unsafe environment for walking or biking.

What about through traffic?

3. The estimated future traffic volume on Dollar Street with the middle school and the Brandon Place connection is within the typical level of traffic on residential streets.

4. If the subject parcel were built out with single-family residential homes, the daily traffic volume on Dollar Street would be similar to the estimated daily traffic volume with the middle school. irrelevant to this discussion

5. The full Brandon Place connection allows for more efficient vehicle travel and is estimated to improve the vehicle delay and operations at the Willamette Falls Drive/Ostman Road intersection, allowing it to meet the City's operating standard while maintaining the all-way stop. Because of the school traffic. Fail to mension increase in traffic/trips near Brandon Place.

Dollar Street Vehicle Volumes

Assuming the middle school is built and Brandon Place is connected to Dollar Street, the daily vehicle trips on Dollar Street are estimated to be 1,140 vehicles per day on the east end of Dollar Street near the Ostman Road intersection. What about Brandon?

If Brandon Place is disconnected, the total trips on the east end of Dollar Street will increase to 1,540 daily vehicle trips, which is higher than the estimated volume with the Brandon Place connection. Table 1 summarizes the daily traffic volume with and without the Brandon Place connection. The table attachment on Page 5 shows the breakdown of daily vehicle volumes for these two scenarios.

Table 1 also shows the estimated daily vehicle trips on Dollar Street if the parcel were instead developed into single-family housing (consistent with the Single-Family Residential R-10 zoning). As shown, there is minimal difference in the expected traffic volumes on Dollar Street if the subject property were developed as a middle school or with single family homes.

Irrelevant. Not what is before us. Traffic patterns are very different for residential uses vs. school use.

School traffic assumptions don't include all other ways that traffic will increase on Dollar - school concerts, sports, etc.

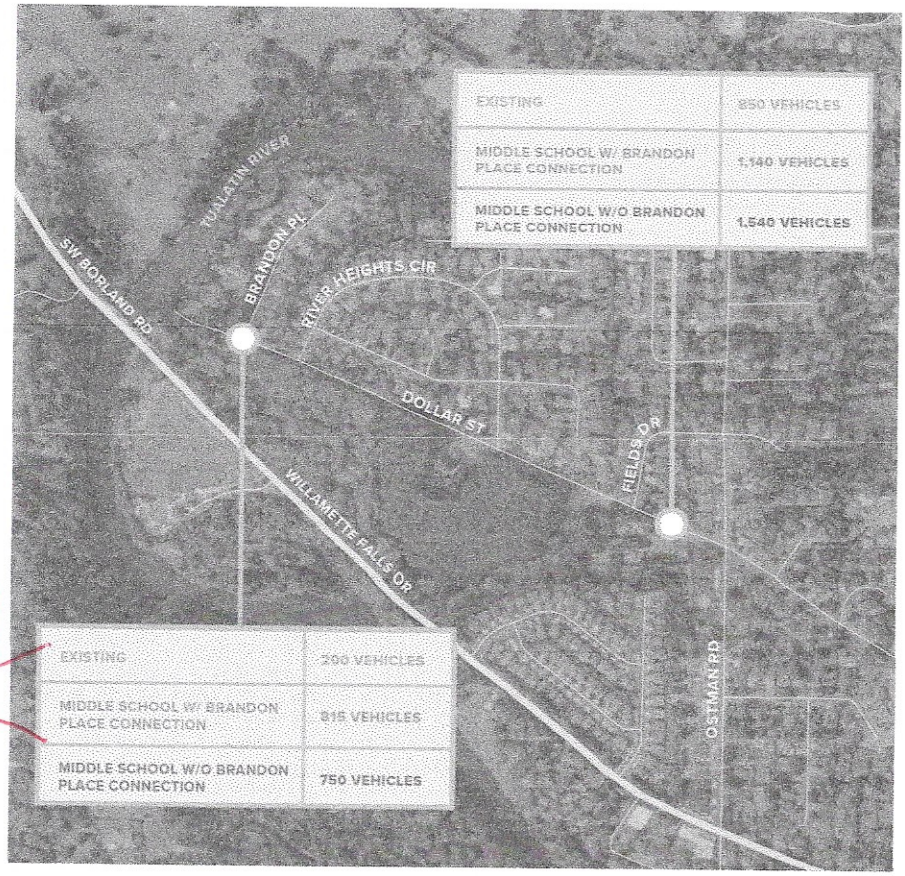
TABLE 1. DAILY VEHICLE TRIPS ON DOLLAR STREET (EAST END)

SCENARIO	DAILY VEHICLE TRIPS
BASELINE (2023)	850
ATHEY CREEK MIDDLE SCHOOL (2023) WITH FULL BRANDON PLACE CONNECTION	1,140
ATHEY CREEK MIDDLE SCHOOL (2023) WITHOUT BRANDON PLACE CONNECTION	1,540
SINGLE-FAMILY HOUSING (2023) WITH FULL BRANDON PLACE CONNECTION	1,080
SINGLE-FAMILY HOUSING (2023) WITHOUT BRANDON PLACE CONNECTION	1,550

See comments on page 5

+34% increase

Figure 1 shows the average daily traffic volume on the east and west ends of Dollar Street with and without the Brandon Place connection. As shown, the Brandon Place connection will help reduce traffic volumes on the east end of Dollar Street as the connection will provide a direct route from the River Heights neighborhood to Willamette Falls Drive via Brandon Place.



x 4 increase!

FIGURE 1. DAILY VEHICLE VOLUMES ON DOLLAR STREET

The daily traffic volume estimates shown in Table 1 and Figure 1 are within the typical volume range for residential streets (with or without the Brandon Place extension).

If Brandon Place is disconnected, it will result in out of direction travel for the neighborhood and school. Neighborhood connectivity is key to reducing vehicle miles traveled, gas emissions, emergency response times and vehicle delay by providing alternative driving options to the arterial network (Willamette Falls Drive).

Impacts to Neighborhood Circulation

As stated previously, if Brandon Place is disconnected, then parents are incentivized to drop-off or pick-up students near the intersection of Dollar Street and Brandon Place (closest point to school main entrance). After dropping-off or picking-up students, they will need to turn around to exit Dollar Street by conducting U-turns, increasing congestion and vehicle trips.

A very similar situation occurred at Trillium Creek Primary School in West Linn. The local public street connection to the site (Bay Meadows Drive) was gated to only allow for pedestrian, bicycle, and fire access. However, this has led to parents dropping-off/picking-up students in the adjacent intersection leading to conflicts with the adjacent neighbors. Providing a full connection of Brandon Place between Dollar Street and Willamette Falls Drive removes the incentive for this behavior.

Willamette Falls Drive/Ostman Road Improved Operations

With the Brandon Place extension fully connected, the vehicle operation at the Willamette Falls Drive/Ostman Road intersection are estimated to meet City standards, improving the operations at the intersection even when compared to a No Build scenario (not building the school).

Dollar Street Safety Measures

The Athey Creek Middle School transportation study recommended a posted speed limit of 20 mph along Dollar Street and Brandon Place to encourage slow vehicle speeds at all times of day. The street design along Dollar Street will include sidewalks and curb extensions at pedestrian crossing locations, which will shorten school crosswalk distances and keep vehicle speeds low. These traffic calming treatments have been shown to minimize impacts to the neighborhood and provide a street design that maintains safety for all users.

Please let us know if you have further questions.

Scott Mansur, P.E., PTOE
Principal, DKS Associates

Not typical for this neighborhood

Not true!

Bus & Pedestrian Path near Fields Dr on NE corner

Not true!

Only if 100 students walk!

But if traffic is not moving on WFD, people will use the Brandon Place Extension.

Some will still do U-turn to avoid WFD.

No assumptions provided!

ATTACHMENT - DAILY VEHICLE VOLUME MATRIX

Vehicles on Dollar Street (East End)		
	Scenarios	Daily Volumes
A	Baseline (2023) Trips	850
B	Remove Existing Athey MS Trips	-35
C	School Bus Trips	24
D	Staff Trips	150
E	Parent Trips using Dollar Street (Sensitivity Analysis #2)	275 ?
F	Existing River Heights Neighborhood Trips (Reroute from Ostman Dr to Brandon Place Connection)	200
G	Other Neighborhood Trips Cut-Through	150
H	Single-Family Housing (65 units) - With Brandon Place Connection	280
I	Single-Family Housing (65 units) - No Brandon Place Connection	700
A+B+C+(D*0.5)+E-F+G	Future 2023 Middle School - With Brandon Place Connection	1,140
A+B+C+D+(2*E)	Future 2023 Middle School - No Brandon Place Connection	1,540
A-F+G+H	Future 2023 Single-Family Housing - With Brandon Place Connection	1,080
A+I	Future 2023 Single-Family Housing - No Brandon Place Connection	1,550

IRRelevant

Why?

This assumes more trips to school!

This assumes 100% leave via Brandon Place. Some will still do a U-Turn to go East or North.

Why Less than 200-300 originally estimated?

* Analysis is based on assumptions that have not been shared.

* Previous analysis used trip distribution based on 250 students walking. No with 100 students walking and 300 driving, have the modal splits been adjusted?

KITTELSON & ASSOCIATES
851 SW 6th Avenue, Suite 600
Portland, OR 97204
P 503.228.5230

Misses the whole point!

September 24, 2021

Project #: 26336

West Linn City Councilors
22500 Salamo Road
West Linn, OR 97068

RE: **Athey Creek Middle School – Transportation Assessment Review of Planning Commission Conditions of Approval**

Dear Mayor and Councilors:

Kittelson & Associates, Inc. was retained by the City of West Linn to review the original transportation impact study submitted as part of the proposed new Athey Creek Middle School application (CUP-21-02/DR-21-04/WRG-21-02/MISC-21-04/VAR-21-01/VAR-21-06/LLA-21-02) and the conditions of approval issued as part of the West Linn Planning Commission Final Decision and Order dated August 23, 2021.

As part of this review, we published our initial transportation impact analysis review on April 14, 2021. Since that time an updated transportation impact study has been submitted by DKS Associates on June 22, 2021, and the City of West Linn Planning Commission conducted public hearings and rendered a decision of approval with three additional conditions of approval.

This letter specifically addresses the operational and safety considerations associated with Condition #10 (shown below) as it would alter the findings of the June 22, 2021, transportation impact study prepared by DKS Associates. All of the other conditions of approval do not result in changes to the original findings.

10. Brandon Place Extension. *The proposed Brandon Place extension will not be built as a through street. The extension will only be built for emergency vehicle access.*

In reviewing the findings and information in the record, it is generally understood that the Planning Commission found that the application would not satisfy CDC 60.070.A.4 and CDC 2.030 (shown below in reference) due to the change in traffic on Dollar Street associated with the new school and the linkage provided via Brandon Place between Dollar Street and Willamette Falls Drive.

60.070 *APPROVAL STANDARDS AND CONDITIONS*

A. The Planning Commission shall approve, approve with conditions, or deny an application for a conditional use, except for a manufactured home subdivision in which case the approval standards and conditions shall be those specified in CDC 36.030, or to enlarge or alter a conditional use based on findings of fact with respect to each of the following criteria:

4. Adequate public facilities will be available to provide service to the property at the time of occupancy.

DKS testified 200-300 trips

BACKGROUND

In reviewing the conditions of approval, testimony, and Planning Commission deliberations, it appears that the statement by Mr. Mansur (the applicant's traffic engineer) regarding potentially 200 non-related school daily trips using Dollar Street led to the condition of approval placed on the Brandon Place extension. This condition seems to be driven by some Commissioners concluding that these trips represent cut-through trips that could potentially present operational and/or safety concerns to the neighborhood north of Dollar Street between Brandon Place and Ostman Road. As such, it appears that the conclusion drawn by the Planning Commission was that by preventing traffic from traveling between Willamette Falls Boulevard and Dollar Street, the potential cut-through traffic and operational and safety concerns could be avoided.

Condition #10 would change an underlying assumption (Brandon Place Extension providing a vehicular circulation connection between Dollar Street and Willamette Falls Drive) and some of the findings cited in the June 22, 2021, transportation impact study. Therefore, we have assessed these changes and provided information and operational and safety considerations for the City Council's benefit.

Excessive traffic is Contrary to WL Comprehensive Plan, Goal 12.

CONDITION #10 ASSESSMENT

In assessing Condition #10, a review of the potential cut-through traffic as associated operational and/or safety concerns was conducted and a comparison of the operational and/or safety considerations with and without the Brandon Place Extension was prepared.

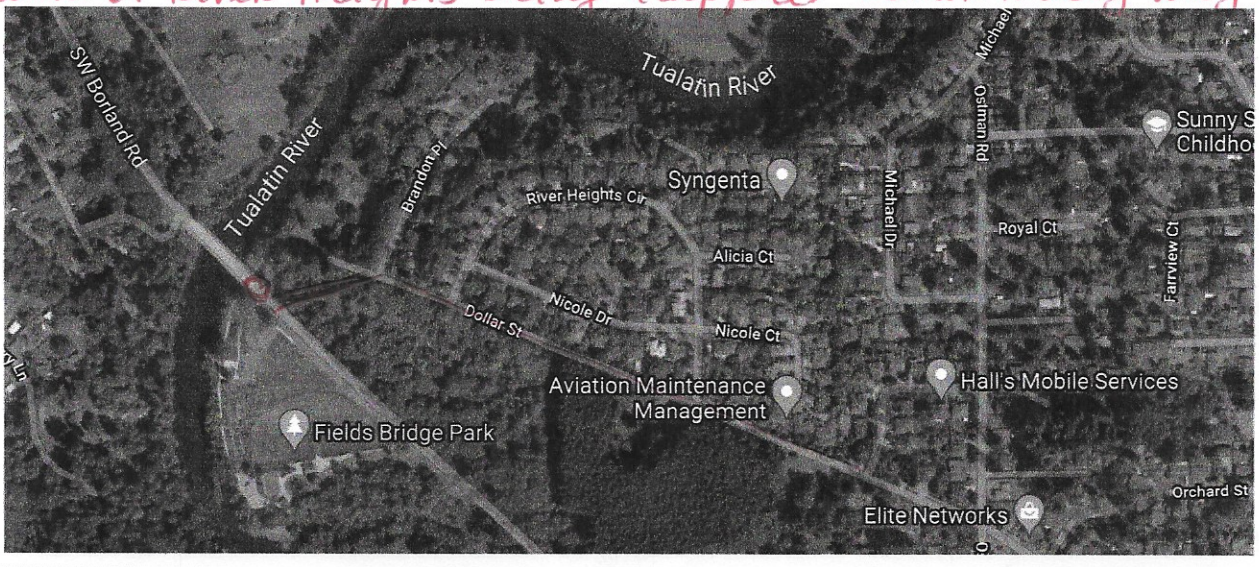
NEW POTENTIAL CUT-THROUGH TRAFFIC REVIEW

In assessing potential operational and/or safety issues associated with the net new trips introduced by the Brandon Place Extension, it is important to understand the characteristic of the roadways experiencing the change. In this case, the primary roadways experiencing traffic change are Dollar Street and Ostman Road (south of Dollar Street). The traffic within the neighborhood's immediately north of Dollar Street that are served by Brandon Place, River Heights Circle, Alicia Court, and Nicole Court will not have any net new trips introduced as there is no physical way to cut-through the neighborhoods due to the presence of the Tualatin River and cul-de-sacs restricting travel to/from the east as shown in Exhibit A.

Wrong!

The concern is NOT traffic on those streets, but rather on Dollar, and residents of River Heights being trapped! Dollar is only way out.

Exhibit A – Dollar Street Neighborhood Access and Circulation System



In examining Dollar Street traffic changes and potential operational and/or safety impacts, there are three key characteristics to understand:

TRAFFIC DEMAND: Only talking about local traffic! What about Willamette Falls Drive by-pass traffic?

Currently, daily traffic demand steadily increases from the west to east between Brandon Place to Ostman Road where the entire neighborhood enters and exits a nearly ½-mile cul-de-sac. With the extension of Brandon Place to Dollar Street, the resulting daily traffic demand is anticipated to be fairly consistent along the entire section of roadway as neighbors coming to/from the west will generally use the extension to access Willamette Falls Drive and those traveling to/from the east will utilize Ostman. As a result of the extension and school development, traffic volumes (compared to today) will generally increase on the segment of Dollar Street between Brandon Place and River Heights Circle (east) and slightly decrease between River Heights Circle (east) and Ostman.

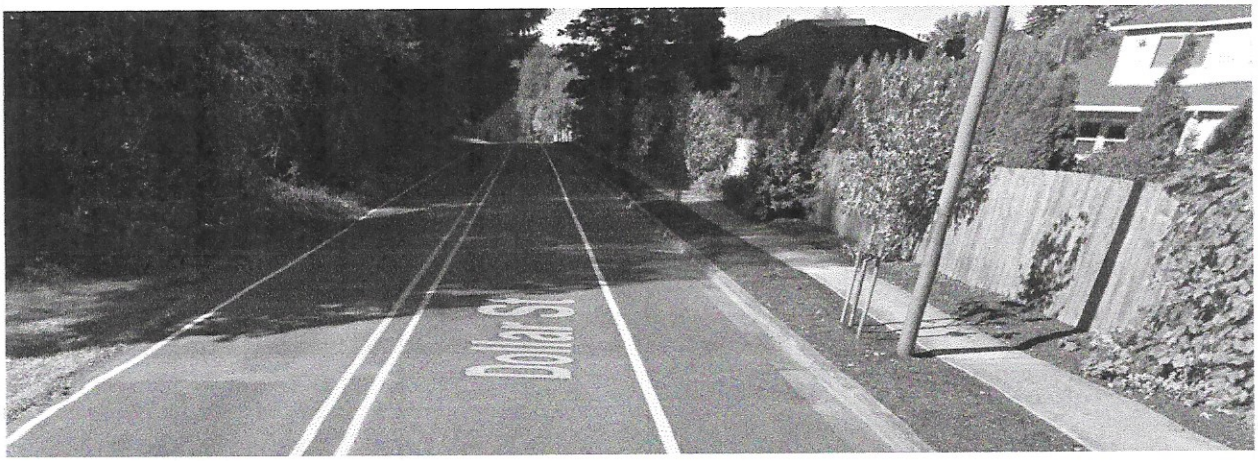
ACCESS/DRIVEWAY CONFLICTS: What about Fields Drive? That's a local street, right next to Ostman & Bus entry.

Dollar Street contains three public street connections: Brandon Place, River Heights Circle (west and east), and Ostman Road. Eight (8) residential driveways are located along Dollar Street between River Heights Circle (east) and Ostman Road.

MULTIMODAL ACCOMMODATIONS:

Dollar Street currently maintains a continuous sidewalk along the north side for pedestrians, a bike lane along the northside of the roadway, and travel lanes for vehicles. These existing multimodal accommodations are shown in Exhibit B. Enhanced frontage improvements will be made to the unimproved southerly side of Dollar Street, including sidewalks and bike lanes.

Exhibit B: Dollar Street Existing Multimodal Accommodations (look west from River c Circle (East)



According to DKS, this section experienced little traffic now so this will increase 4 times!

The noise, pollution will impact every one!

Based on this examination, the neighborhoods north of Dollar Street are not expected to experience any cut-through related traffic due to the Brandon Place Extension. In addition, the segment of Dollar Street [Brandon Place to River Heights Circle (east)] experiencing increased traffic contains no driveways nor houses directly fronting the roadway. This segment of roadway is slated for facility upgrades including safe and efficient pedestrian, bicycle, and vehicular facilities which will be enhanced by the half-street frontage improvements associated with the school development.

Again, that's only local traffic!

In examining Ostman Road (south of Dollar Street), the amount of daily traffic is anticipated to be lower than today due to local neighborhood traffic to/from the west using the new extension of Brandon Place to access Willamette Falls Drive.

COMPARISON OF SYSTEM OPERATIONS/SAFETY WITH & WITHOUT BRANDON PLACE EXTENSION

Table 1 below provides a comparison of key operational and/or safety considerations with and without the Brandon Place Extension.

Inconsistent logic and assumptions!

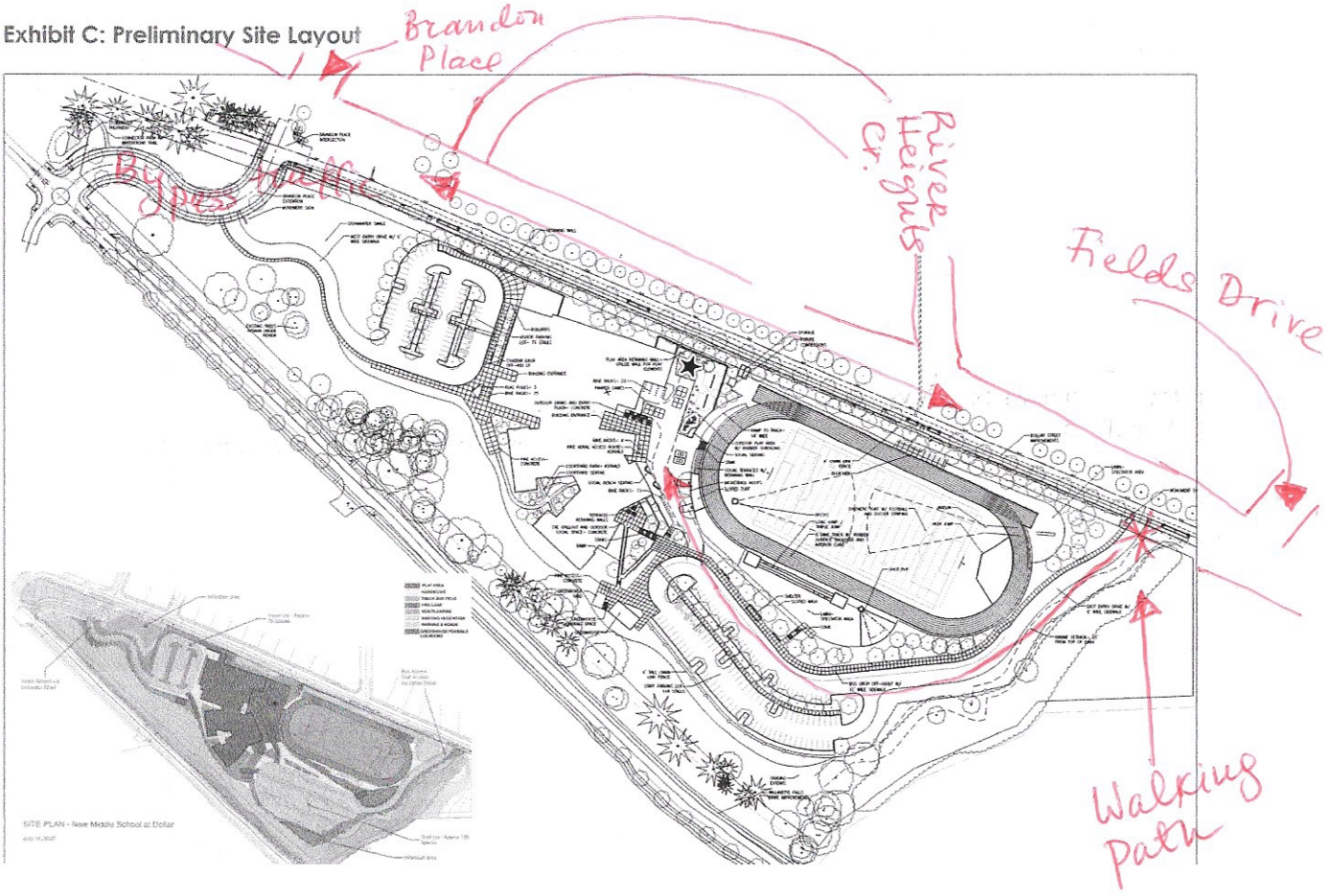
Table 1 Operational and Safety Considerations with and without Brandon Place Extension

Consideration Element	Considerations with the Brandon Way Extension	Considerations without the Brandon Way Extension
Year 2023 Ostman Road/Willamette Falls Drive Operations	LOS D (Page 28 of TIA) ▪ Meets City Standard ▪ Congestion slightly increased compared to today	LOS E (Page 28 of TIA) ▪ Above City Standard ▪ More congestion
Dollar Street [Brandon Place River Heights Circle (east)] Daily Traffic	Higher than today Why? How?	Higher than today ⟷ Not the same!
Dollar Street [River Heights Circle East to Ostman Road] Daily Traffic	Slightly lower than today inconsistent w/ DKS data	Higher than today +34% Higher
Out of Direction Travel What about bypass traffic?	Minimal ▪ Neighborhood and school traffic to/from west will use the Brandon Way/ Willamette Falls Drive intersection 4 times higher!	High ▪ All neighborhood and school staff traffic must go through the Ostman Road/Willamette Falls Drive intersection Exactly!
Neighborhood Student Drop-off	Efficient ▪ Parents will access Brandon Place via Dollar Street and access the school drop area. Again why would they pass the bus lane where the walking entrance is located?	Circuitous Outcomes ▪ Parents will drop students off along Dollar Street and allow students to walk; ▪ Parents will utilize the staff parking lot for drop offs; or, ▪ Parents will drive through the Ostman Road/ Willamette Falls Drive intersection to access the school drop area via Brandon Place. Why would they drive all the way down to Brandon Place? The walking path is East!

Loses logic!

Exhibit C illustrates the preliminary site layout including alignment of Brandon Place Extension and frontage improvements along the south side of Dollar Street.

Exhibit C: Preliminary Site Layout



I trust this assessment provides the City Council with the information and operational and safety comparison considerations associated with Condition #10. In you have any questions, please contact me at mbutorac@kittelson.com.

Sincerely,
KITTELSON & ASSOCIATES, INC.

Marc Butorac, PE, PTOE, PMP
Senior Principal Engineer

West Linn – Wilsonville Schools

September 30, 2021

Mayor Walters and City Council
c/o Chris Myers, Associate Planner
City of West Linn
22500 Salamo Rd.
West Linn, OR 97068

RE: Appeal of Planning Commission Resolutions CUP-21-02/DR-21-04/WRG-21-02/MISC-21-04/VAR-21-01/VAR-21-06/LLA-21-02

Honorable Mayor Walters and City Councilors,

The West Linn-Wilsonville School District ("the District") respectfully submits this letter to the City Council in anticipation of the hearing on the above-referenced proceedings scheduled for October 4, 2021.

On August 18, 2021, the West Linn Planning Commission approved the District's Conditional Use Permit, Class II Design Review, Tualatin River Greenway Review, Flood Management Area Review, Two Class II Variances and a Lot Consolidation Review for the proposed middle school located at 840/945 Dollar Street ("PC Decision"). The record developed before the Planning Commission is robust, and the findings in the PC decision adequately address the District's compliance with the applicable review criteria from the West Linn Community Development Code ("CDC"). In addition, the Planning Commission adopted 10 conditions of approval to ensure that the proposed school will be consistent with the PC Decision and meets all applicable CDC requirements.

In their appeal to the City Council, the appellants raise issues that can be categorized into five areas of concern:

(1) Compliance with the Comprehensive Plan goals;

(2) Compatibility of the development with the surrounding area;

(3) 1994 City Council decision regarding the Rosemont Middle School proposal for the site;

(4) The relocation of the school will benefit West Linn students and families; and

(5) Transportation improvements and traffic safety.

Please see our actual issues.

The issues appellants raise in this appeal were already addressed and appropriately resolved by the Planning Commission. The District strives to be a good neighbor and understands the appellants' issues of concern, but appellants fail to allege with any specificity how the Planning Commission erred or how the issues raised on appeal present a remandable or reversable issue.

Incorrect

West Linn – Wilsonville Schools

The District respectfully requests that the City Council affirm the PC Decision. A summary of the facts relating to each issue raised by the appellants has been provided below. All information provided can be found in the record.

(1) Compliance with the Comprehensive Plan goals

- The process before the Planning Commission resulted in the identification of the following Comprehensive Plan Goals: Goal 2: Land Use Planning; Goal 11: Public Facilities and Services, Section 7: Schools; and Goal 12: Transportation.
- Each of these goals and their implementing policies were discussed in detail in the application within the District's narrative (Athey Creek Middle School Application – PDF pg. 95-98) and the Transportation Impact Study (PDF pg. 10), as well as in the Applicant's final written argument dated July 28, 2021 and given their length, will not be restated here.
- That said, the plan policy that appears to be of greatest concern is Goal 2 Land Use Planning, Section 1 Residential Development, Policy 8 which provides: "Protect residentially zoned areas from the negative impacts of commercial, civic, and mixed-use development, and other potentially incompatible uses." The District has taken steps to minimize impacts by narrowing Dollar Street through the use of curb extension and a posted 20 mph speed limit to discourage its use for cut-through traffic. The vehicle trip distribution projections for Dollar Street for the relocated school is 5% of total trips, whereas Dollar Street trips resulting from the existing school makes up 4%. This is such a modest increase in the number of trips that it will have virtually no impact on the function of the Dollar Street / Ostman Road intersection, which will continue to operate at an LOS A level.

Just one of the issues

What is this data? Not clear. No supporting information provided.

(2) Compatibility of the development with the surrounding area

Applicant significantly benefit from robust community involvement.

- The District made a considerable effort to adjust the design to community feedback. Design decisions based on community feedback include additional setbacks, enhanced landscaping, driveway locations and configurations, tree retention, sinking the building into the land, visual and noise buffering, and utilizing residential design motifs.
- The City of West Linn does not have a public facility or school zone and schools are not an outright permitted use in any zone in the City; instead, schools are permitted in residential zones throughout the City through the conditional use permit process. All existing schools within the West Linn City limits are in the Residential R-10 zone, as is this proposal. The conditional use permit provides a mechanism to respond to and mitigate for impacts of the proposed use through review. The Planning Commission provided ten conditions of approval to address impacts and ensure compatibility.
- The Comprehensive Plan encourages schools to be located adjacent to arterial roads, however City code requires access to be from the lower classification road. The school is adjacent to Willamette Falls Drive, an arterial road, however access to the school site is proposed to be from Brandon Place and Dollar Street, both local streets.

This is an existing community school is being squeezed into it.

Applicant assured Community that school access will not be off Dollar St (local Road).

West Linn – Wilsonville Schools

(3) 1994 City Council decision regarding the Rosemont Middle School proposal for the site

- The District's 1994 proposal to locate Rosemont Ridge Middle School on the subject site was denied by the City Council. This denial was related to the proximity of the existing Athey Creek Middle School. Another location was selected for Rosemont Ridge Middle School on Salamo Road. The current proposal is to replace the existing Athey Creek Middle School with the Dollar Street location providing greater capacity and a location that is more proximate to where students live.
- The proposed Athey Creek Middle School on the Dollar Street site is not the same design or location on the site as the previous proposal.
- Community concerns for the 1994 proposal included traffic and infrastructure. The surrounding infrastructure has been improved in the last 27 years. The location of the school brings students into a walking boundary.
- The proposed location of Athey Creek Middle School complements Rosemont Ridge Middle School.

Irrelevant

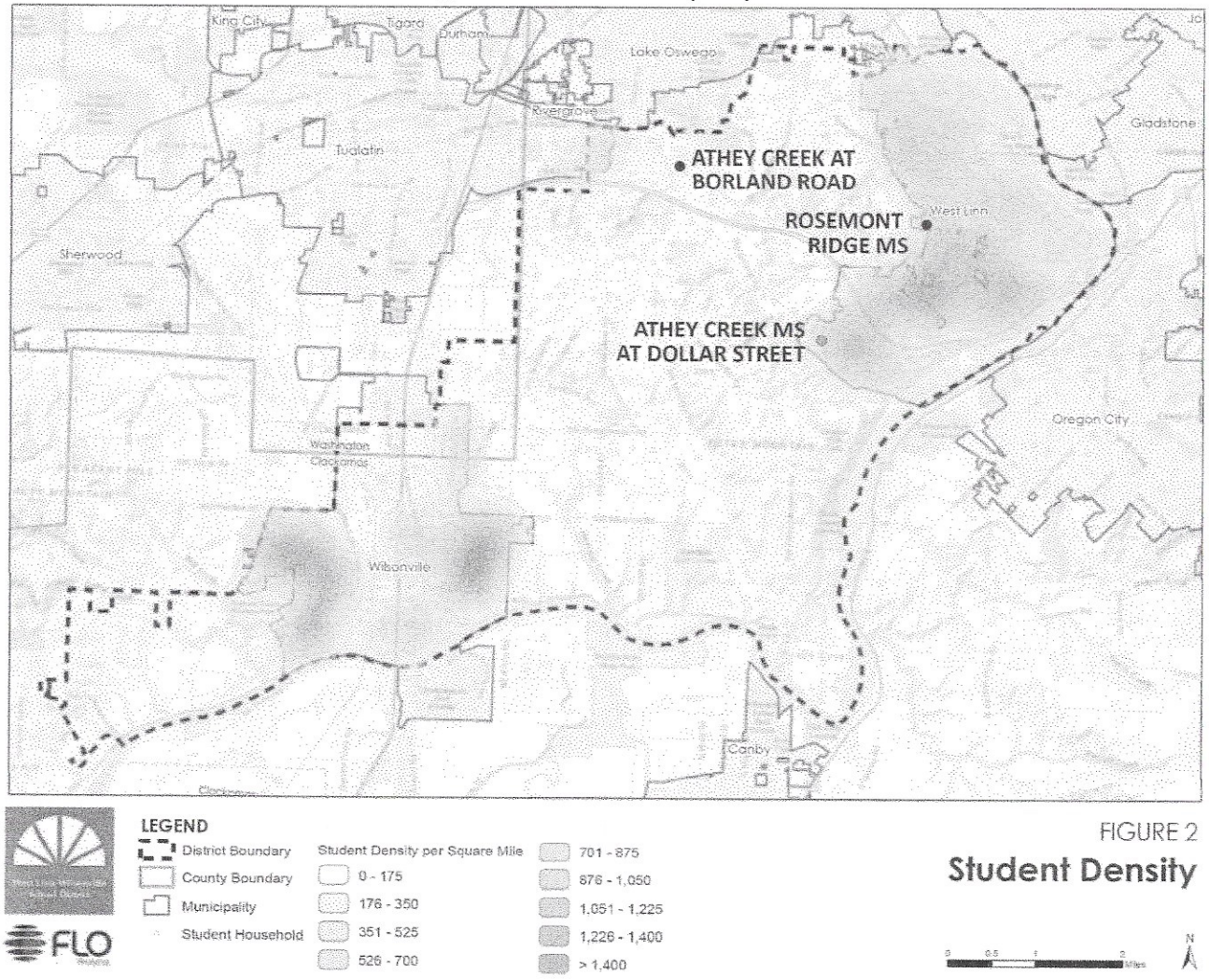
(4) The relocation of the school will benefit West Linn students and families.

- The West Linn-Wilsonville Long Range Facilities Plan – 2019 Edition provides analysis for all K-12 schools within the District. The District must look at the system as a whole when planning for future sites. It is the District's responsibility to ensure compliance of the design with applicable criteria of the CDC and Comprehensive Plan Goals. Within the bounds of those responsibilities, it is the District's obligation to propose new schools where they best serve the City.
- The projected growth in West Linn need not exceed that of Wilsonville for the proposed school to benefit families and students in West Linn. Both Rosemont Ridge Middle School and the current Athey Creek Middle School are projected to exceed capacity by 2028.
- Each West Linn – Wilsonville school provides a series of amenities available to the community. The proposed playground, track and field and pathways will be available for community use outside of school hours. Spaces within the proposed facility will also be made available for use. These amenities are expected to encourage pursuit of performing and visual arts, STEM, and recreation among other activities.
- The Dollar Street location is central to students served to the extent possible and is certainly more central than the current Borland Road location. The figures below are drawn from the West Linn-Wilsonville Long Range Facilities Plan – 2019 Edition in the record. Figure 1 below is a map of student density, which includes the West Linn city boundary. The current Borland Road location is in a large area of the lowest density category, as opposed to the proposed Dollar Street location, which is adjacent to a high density zone. Figure 2 and associated Table 1 outline the middle school level enrollment boundaries and projections, demonstrating that the proposed location is adjacent to the dedicated Athey Creek Middle School enrollment boundary. Finally, Table 2 breaks down the enrollment at Athey Creek by boundary of residence. Collectively this data affirms that the majority of Athey Creek Middle School students reside in West Linn, and that the proposed location is central to students served to the extent possible.

All projected growth as per Long Range Plan and Flo Analytics data is in Willsonville. Capacity issues all stem from BAD policy and decision making. Current Athey Creek is more centrally located.

West Linn – Wilsonville Schools

Figure 1: Student Density Map

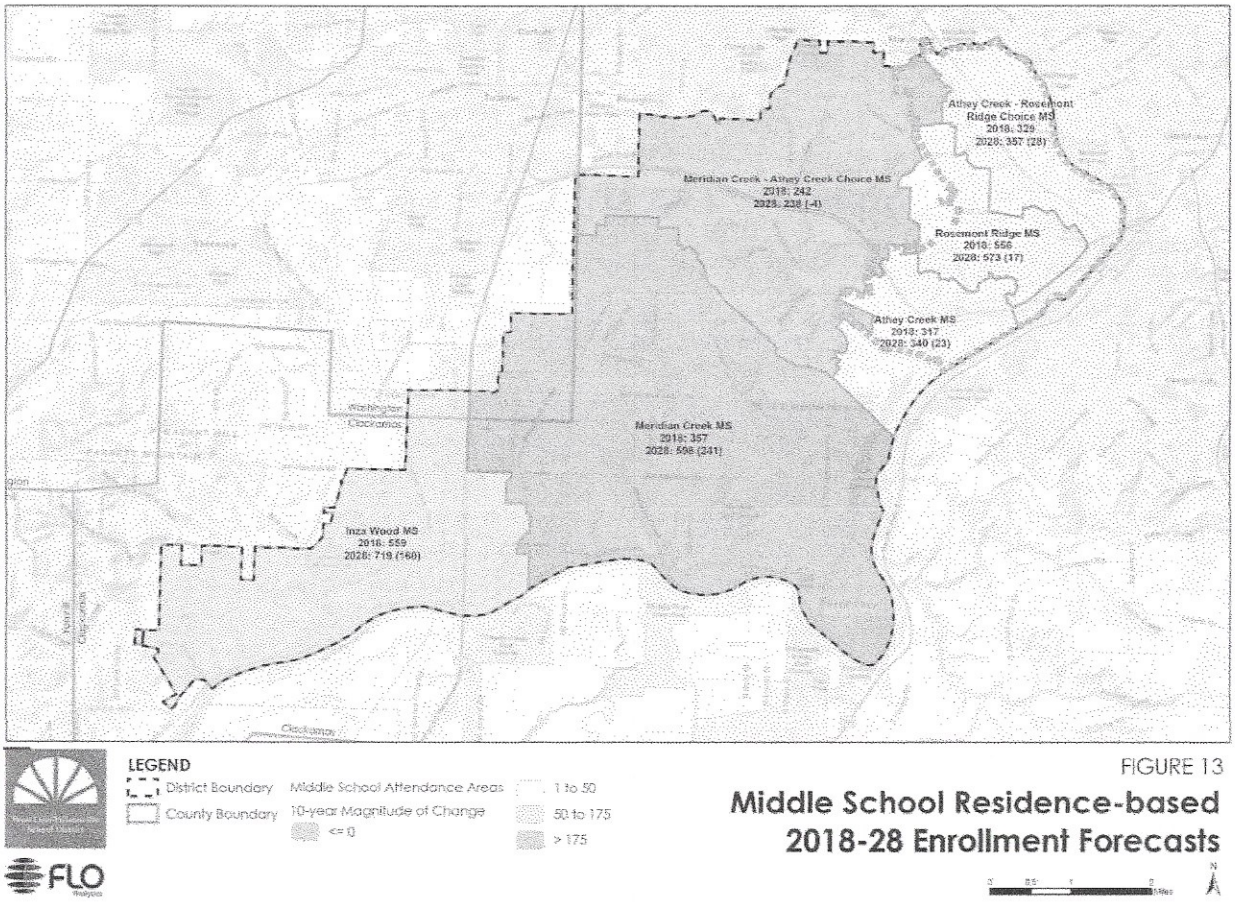


WLWV Long Range Facilities Plan – 2019 Edition – Flo Analytics Figure 2 (PDF Page 107)

(Continue to next page...)

West Linn – Wilsonville Schools

Figure 2: Middle School Residence-based 2018-28 Enrollment Forecasts



WLWV Long Range Facilities Plan – 2019 Edition – Flo Analytics Figure 13 (PDF Page 118)

Table 1: Middle School Residence-Based 2018-28 Enrollment Forecasts

	2018 Enrollment	2028 Projected Enrollment
West Linn		
- Rosemont Ridge MS	556	573
- Athey Creek MS	317	340
- Athey Creek – Rosemont Ridge Choice	329	357
Unincorporated		
- Meridian Creek – Athey Creek Choice	242	238
Wilsonville		
- Meridian Creek MS	357	598
- Inza Wood MS	559	719

$88MM = +23 students

Majority of growth!

WLWV Long Range Facilities Plan – 2019 Edition – Flo Analytics Figure 13 (PDF Page 124-125)

West Linn – Wilsonville Schools

Table 2: 2018-2019 Middle School Enrollment Patterns Residence-Attendance Matrix

Attendance Area	Residence Count	Athey Creek MS	Inza Wood MS	Meridian Creek MS	Rosemont Ridge MS	Three Rivers Charter	Non-Residence Attendance Total	Transfer Out Rates
Athey Creek MS	317	288	0	2	13	14	29	9.1%
Inza Wood MS	559	7	475	66	1	10	84	15.0%
Meridian Creek MS	357	17	38	294	2	6	63	17.6%
Rosemont Ridge MS	556	72	0	2	461	21	95	17.1%
Athey Creek - Rosemont Ridge Choice	329	72	0	0	249	8	329	100.0%
Meridian Creek - Athey Creek Choice	242	207	0	21	8	6	242	100.0%
6-8 Subtotals	2,360	663	513	385	734	65	--	--
Out of District	96	39	19	29	9	0	--	--
6-8 Totals	2,456	702	532	414	743	65	--	--
Attending Non-Resident Total	938	414	57	120	282	65	--	--
Transfer In Rates	39.7%	62.4%	11.1%	31.2%	38.4%	--	--	--

All values based on the 10/01/2018 Student Information System.
Residence counts are based on current attendance area boundaries, as of the 2018-19 school year.

62% are transfers at Athey!

WLWV Long Range Facilities Plan – 2019 Edition – Flo Analytics Figure 28 (PDF page 139)

- The West Linn-Wilsonville Long Range Facilities Plan – 2019 Edition which was included in the record, provides the 2018 enrollment, 10-year enrollment projection, facility capacity and the remaining school capacity for all WLWV middle school facilities as they exist today. These figures have been extracted from the facilities plan and are included in Table 3 below. Three out of four middle schools within the WLWV School District are expected to exceed capacity by 2028 with a deficit in capacity of 213 students. Table 4 below provides the 2018 enrollment, 10-year enrollment projection, facility capacity and the remaining school capacity for all WLWV middle school facilities with the new Athey Creek Middle School at the Dollar Street site. With the new school facility, the expected deficit in capacity would be 32 students. Dollar Street provides this needed capacity providing a direct benefit to the City of West Linn.

(Continue to next page...)

Long Range Plan already plans for middle school expansion in Willsonville

2019/2020 Enrollment was down across all middle schools! Bellow capacity 2272 vs. 2563

West Linn – Wilsonville Schools

Table 3: Existing WLWV Middle School Capacity

	2018 Enrollment	10-Year Enrollment Projection	Facility Capacity	Available Capacity
Inza Wood (Wilsonville)	532	639	691	52
Meridian Creek (Wilsonville)	414	642	490	-152
Wilsonville Subtotal	946	1,281	1,181	-100
Existing Athey Creek (West Linn)	702	755	669	-86
Rosemont Ridge (West Linn)	743	740	713	-27
West Linn Total Subtotal	1,445	1,495	1,382	-113
Middle School Total	**2,391**	**2,776**	**2,563**	**-213**

Will ~~anchor~~ expand

Data from: WLWV Long Range Facilities Plan – 2019 Edition – TABLE 2 (PDF Page 68-69)

Table 4: Projected WLWV Middle School Capacity with Athey Creek at Dollar Street

	2018 Enrollment	10-Year Enrollment Projection	Facility Capacity	Available Capacity
Inza Wood (Wilsonville)	532	639	691	52
Meridian Creek (Wilsonville)	414	642	490	-152
Wilsonville Subtotal	946	1,281	1,181	-100
Athey Creek at Dollar (West Linn)	702	755	850	95
Rosemont Ridge (West Linn)	743	740	713	-27
West Linn Total Subtotal	1,445	1,495	1,563	68
Middle School Total	**2,391**	**2,776**	**2,744**	**-32**

Data from: WLWV Long Range Facilities Plan – 2019 Edition – TABLE 2 (PDF Page 68-69)

- The Borland Road site where the third option high school is planned addresses current overcrowding and parking lot constraints at West Linn High School and future growth at Wilsonville High School. Table 5 below illustrates the high school enrollment pressure at West Linn High School, exceeding capacity by 337 in 2028. As demonstrated in the table, after years of study and community conversation the District will relieve high school enrollment pressure through the third option high school.

Table 5: Projected WLWV Middle School Capacity with Athey Creek at Dollar Street

	2018 Enrollment	10-Year Enrollment Projection	Facility Capacity	Available Capacity
Wilsonville	1,223	1,713	1,345	-368
West Linn	1,865	2,067	1,730	-337
Arts and Technology	111	80	80	0
High School Total	3,199	3,860	3,155	-705

Data from: WLWV Long Range Facilities Plan – 2019 Edition – TABLE 2 (PDF Page 68)

- In the absence of material jurisdictional, zoning and infrastructure changes, further expansion or alteration of the Borland Road site would also be subject to regulations discouraging siting schools outside the Urban Growth Boundary to serve an urban population.

2018 numbers and 10yr projections include transfers and out of district students. That policy is no longer in place, But numbers have not been adjusted.

West Linn – Wilsonville Schools

(5) Transportation improvements and traffic safety

- The District would support affirming the PC Decision with Condition of Approval 10 regarding the limitation of the Brandon Place extension at Dollar Street to emergency vehicles. However, the City Council may wish to consider the accompanying memo prepared by DKS and Associates regarding this change.
- The proposed roundabout has been demonstrated to be the superior solution for pedestrian and vehicular traffic flow and safety. Issues w/ placement not addressed.
- The traffic design submitted meets all quantifiable criteria and was reviewed by two third-party traffic consultants. One of those firms was hired by the City, the other by community member(s). The recommendations from both third-party firms were adopted. One paid by neighbors. Tualatin Valley Fire & Rescue, the West Linn Transportation System Plan, and Ordinance 1726 contemplate a street connection between Dollar Street and Willamette Falls Drive. The originally proposed connection would improve multimodal transportation ingress/egress including emergency vehicles.
- The potential tolling of I205 is undefined in many ways. The process to initiate tolling includes impact analysis. The Oregon Department of Transportation (ODOT) is responsible for assessing any impacts to local streets in the vicinity of tolling, when proposed. Impacts discovered during the analysis would need to be addressed prior to tolling.

Rigor missing + Flawed assumptions = Bad conclusions

Can't punt that impact.

In closing, the District appreciates the opportunity to address the appellants' concerns in more detail during the October 4 hearing before the City Council and defend the PC Decision. The District commends staff and the Planning Commission for the work on this project to date and respectfully requests that the City Council affirm the PC Decision.

Respectfully,

9.30.21

Remo Douglas, CCM
Capital Construction Program Manager
West Linn-Wilsonville School District

Code Non-compliance for WNA Neighborhood Meeting

- Failure to meet with WNA as required by CDC 99.038
- Failure to Notice a WNA meeting post 11/18/20 Pre-Application Conference with Planning Staff
- Meeting held day of, 9 hours after Pre-Application meeting, was "information only"
- It was Noticed to WNA membership as such
- No additional WNA meeting was held as suggested by Planning Staff, WNA and District themselves

3J CONSULTING
9600 SW NIMBUS AVENUE, SUITE 100
BEAVERTON, OREGON 97008
PH: (503) 946.9365
WWW.3JCONSULTING.COM

October 26, 2020

Athey Creek Middle School at Dollar Street
Neighborhood Meeting

Dear Neighbors,

3J Consulting acts on behalf of the West Linn-Wilsonville School District regarding a proposal for the new middle school at Dollar Street. The new middle school is part of the 2019 Capital Bond Program which was approved by West Linn-Wilsonville voters in November 2019. The school property is located at 945 Dollar Street. The property can be legally identified as tax lots 21E34DC00900 and 21E34C00600. The site is zoned R-10 or Single Family Residential. The location of the proposed project is shown on the attached map.

Before finalizing an application to the City's Planning Department for the proposed project, we would like to discuss this proposal with the members of the Willamette Neighborhood Associations and with property owners residing within 500 feet of the property. This is a special meeting hosted by the Willamette Neighborhood Association and will be the only item on the agenda for the evening.

You are invited to attend a **VIRTUAL** zoom meeting on:
Wednesday, November 18, 2020 at 7:00pm
The meeting will be held via a web-based meeting platform
facilitated by the Willamette Neighborhood Association

The purpose of these meetings is to provide a forum for surrounding property owners and residents to review the proposal and identify issues so they can be given proper consideration. We invite you to join us, review the preliminary plans, and share any special information you may have about the property. The project team will try to answer questions related to how the project meets the relevant development standards consistent with West Linn's land use regulations. Please note that this will be an informational meeting based upon preliminary development plans and that these plans may change before the application is submitted to the City.

The ZOOM link will be provided in the Mail Chimp or on the City's website under the 11/18 Willamette Neighborhood Association Special Meeting. **If you would like to attend this web-based meeting, we would invite you to visit the City's website** https://westlinnoregon.gov/Willamette. We look forward to discussing the proposal with you. If you have questions on how to participate in the proposed meeting, please contact us at mercedes.serra@3j-consulting or (503) 946-9365x211.

Sincerely,

Mercedes Serra
Senior Urban Designer
3J Consulting, Inc.

Neighborhood News

Willamette Neighborhood Association <WillametteNA@westlinnoregon.gov>
Thu 11/5/2020 5:10 PM
To: khalicki[redacted]

View this email in your browser

WNA Special Meeting for Dollar St. School Nov. 18th, 2020 at 7:00 ZOOM

This will be a Special Meeting for the West Linn Wilsonville School District to present their proposed plans for building and relocating Athey Creek Middle School. This will be a presentation by the School District to discuss their plans. According to their letter, this is informational only.

- We not be discussing the bond.
- Please ask questions/comments when called on (use the raised hand) ask question and then type your question/comment into chat (to make minutes easier).
- Only one question or comment at a time per person. (If there is time we will come back around to you).
- If you are a new attendee please put your name and email into the chat so we can record you on the sign in sheet.

Join Zoom Meeting
https://us02web.zoom.us/j/81505973468?pwd=ZTkvSWRjeXZaZ0VYcVVMbEplVDNGUT09

Meeting ID: 815 0597 3468
Passcode: 609900
One tap mobile
+13462487799,,81505973468#,,,,,,0#,,609900# US (Houston)
+16699009128,,81505973468#,,,,,,0#,,609900# US (San Jose)

Willamette Neighborhood Assoc. Special Meeting ZOOM 11/18/2020

Proposed building of Athey Creek Middle School on Dollar St.

Kathie brought the meeting to order at 7:00

The reading of the updates were waived until a later date.

This meeting was informational meeting as per Mercedes letter dated Sept. 29, 2020.

The documents (PDF and Google Drive) that were to be used in presentation, did not arrive until 4:04 on 11/18. We asked that they be supplied to us on or before the 9th of Nov.

The district had a pre-app meeting with the city on Nov. 18th at 10:00 am, leaving us just 7 hours to go through the information given by the city. There were no notes from the city due to small window of time. The email for the city went down on the 18th and did not come back up until the 23rd, so the public was not able to see information.

We had 98 ZOOM attendees.

Presentation = Dollar St. School (Athey Creek) is to be built to hold 850 students plus staff. There are 2 entrances to the school, one off Dollar (for staff and buses) and one off Brandon Lane (parent drop off and visitors). The staff entrance is at grade for the second floor while the visitor entrance is at grade for the first floor. Brandon Place is cut through the property to link up Dollar St. and Willamette Falls Dr. and is mandated by the city. There is to be a track with stadium lighting, at the top/flat part of the property (across Dollar St. from residents), but lower than Dollar St. The district will restrict lighting after 10:00pm.

Construction is to start in summer of 2021 and conclude by opening day in Sept. of 2023. Geo will be on site when construction is occurring.

The district is suggesting a round-about on Willamette Falls Dr. at the bridge. Clackamas County is the owner of the bridge and has not been made aware. Round-about would include both directions of Willamette Falls Dr., Brandon Place, Fields Bridge Park.

The school is to be 2 story and be built into the side of the hill. The outside construction will consist of dark brick, sheet metal trim in green and brown, storefront windows and "wood" siding. Most of the trees would be removed (with the exception of perhaps the perimeter).

Traffic count was done in May 2019 (prior to COVID-19 Impacts). AM peak hour trips for 850 students In = 152 Out = 127 total of 279 (student, staff and buses).

from the chat at 11/18/2020 meeting

increase in traffic come 2023? It needs to be expanded vastly more than just increased papulation as the tolling going in on 205 that is going to greatly increase traffic on WFD.

15). Did the traffic study take into effect, likely 205 tolls that will turn WFD into a major bypass?

16). In the Oct. 20th meeting we were informed that Art/Tech would be closed. This year sophomores are not allowed to attend. There is no reason for present Athey Creek to become Art/Tech.

17). Will people's comments on the online forum be provided ***verbatim*** to the public and for the record?

18). Will you be giving additional updated information from the last meeting or is the information the same?

19). Will the school be visible from Willamette Falls Dr. or will there be trees and vegetation planted to replace the trees being cut down?

20).What is the purpose of Brandon connecting to Dollar St.?

According to WL Planning the city has mandated that Brandon Pl. be put through.

Because Dollar St. is an illegal cul-de-sac.

This occurred when Dollars St. was vacated with the construction of Fields Creek Bridge. This is what makes this application different than the 1990's application when Dollar St. was not vacated. The large cul-de-sac that is now Dollar St. will make emergencies difficult if not impossible.

The school district didn't object to the vacating of Dollar Street which was done Fields Creek Bridge was built..

So the City of West Linn closed off Dollar Street against code and installed a stop sign that does not meet standards? So I guess we cannot expect them to do the right thing by not approving the permit to build a school...?

We are aware that Dollar St. is illegal and the district wants to make it worse?

21). Will solar collectors be used? Huge amount of roof surface.

22).Where are the 100+ cars going to park during school conferences, and larger events?

23) Concerned about the event parking impact on the River Heights Neighborhood. Where are all the cars going to park?

78). The school district already sold it to developer, who didn't build in time and lost $500.K...the district collected $500.K and kept the land. The River Heights developer was offered the land at the time they built River Heights and TURNED IT DOWN because it was TOO EXPENSIVE to build on. But they could sell it again, right? Yes, but it's not easily buildable land, it is expensive to make it buildable which is one of the issues. It is true they could sell it and houses could be built. Or they could build a smaller school, like an outpost of CREST. They could sell it, or we as citizens could fundraise to buy the land as a park for the city, similar to how Savanna Oaks Park was saved. Yes, they could sell it. The developer who put money down was going to build but housing went south so he had to back out. It was my understanding that he has the first chance to buy, if they do decide to sell. Yes, I think we would all have an easier time to support an outdoor school. They did sell it to Renaissance Homes as the lack of population growth showed no need for the land. But in 2008 he defaulted on the purchase and the value of the land crashed. So the board was holding the land until the market would really recover. The developer planned a densely developed neighborhood, and then had to give up the property in 2008 when he was hit by recession and declared bankruptcy. The neighborhood he proposed would probably have caused more traffic issues than a school. It wasn't going to be high density, just go to River's Edge at Blankenship (those are not high density) The best use of the property is a nice park. Everybody walks through the woods first, then through Fields Bridge Park. Walking up and down Dollar St. is now done. METRO can also buy the land. They have purchased 2 parcels within 1,000 ft. of this site, one being more than 40 acres in just the past 3 years. If you go to the METRO site to see the land purchases. Just contact the METRO representatives to get it started, I have. This only works if the district is willing to sell, which they are not.

79). How do we get a special election to call out the misleading language of the bond which has led us here? All bonds are written to pass, it is incumbent on each of us to do our due diligence before voting. Great question, is that even possible? They used the listserv, which should not be done, to mislead the voters. It should never be done again. Look at all the elections to recall officials, repeal legislation, ect.

80). I don't think that anyone on this call is against education/children... and the info shared about taxes is deeply disturbing. It would be great if we could save in property taxes, get together, buy this property from the district and save as a shared natural space. This property needs to be a park.

81). When will the district provide a comprehensive side by side comparison of facilities provided at the current Athey Creek School and those at the proposed new middle school? This has been requested numerous times through various avenues and has not yet been provided.

82) Having the required meeting with WNA just 9 hrs. following the pre-application conference required by the city is deliberately circumventing the public process intended by City code..

83). How many students at 3rd high school to open in 2023? They say 300 – 500, but Art/Tech is closing after next year and right now they only have 70 students. The truth is the 3rd high school s for homes being built in Stafford, even though it will be more than 10 years from now. They say look at all of the development at Frog Pond. After the Street of Dreams last year, no additional building has taken place in Frog Pond. People are afraid to move to Wilsonville and have to go to one primary that is more than 250

Laura Wirth
[redacted] Court
[redacted]

Bogdana Clarke
[redacted] Court
West Linn, Oregon 97068
b[redacted]

July 7, 2021

Chris Meyers, Associate Planner, and the West Linn Planning Commission
City Hall, 22500 Salamo Rd.
West Linn, Oregon 97068

Re: *Athey Creek Middle School Conditional Use Application at Dollar St.,*
File No. CUP-21-02/DR-21-04/WRG-21-02/MISC-21-04/VAR-21-01/VAR-21-06/LLA-21-02
Hearing Date July 7, 2021

Dear Mr. Meyers and Commissioners,

The West Linn Planning Commission should deny the West Linn-Wilsonville District's application to build a new middle school at 849 and 945 Dollar Street for failure to meet the CUP approval standards and conditions outlined in Community Development Code Chapter 60.070.

Granting the proposal will NOT provide for a facility that provides an overall benefit to the City. The burden on City residents will far outweigh any benefit. CDC § 60.070(A)(3)

1. ***The public has NOT given approval of this project to build an expanded middle school at the Dollar Street property.***

The Staff Report for the West Linn Planning Commission relied on an erroneous finding that "**[t]he project was approved by District voters under Ballot Measure #3-554."** (See Staff Report pg. 3 & Staff Finding No. 244). **This is incorrect.**

The public approved an omnibus $206.8M bond measure that included many projects, including a provision to "rebuild an expanded Athey Creek middle school at a new West Linn location", i.e. "[c]onstruct an enlarged Athey Creek Middle School on District-owned property in West Linn to meet enrollment needs." (See the language of Bond 3-554 https://dochub.clackamas.us/documents/drupal/39859ce0-bb00-4cfb-8702-e02a189cc619; see also Bond flyer https://www.wlwv.k12.or.us/cms/lib/OR01001812/Centricity/Domain/1972/SH19-109%20SH%20granted%20wlwv_11x17_mailer_Page_3.png.)

Nowhere in the express bond language or the glossy marketing material mailed to residents did the District disclose or make explicit that the new expanded middle school would have to be built on this Dollar Street property. Moreover, given that a previous attempt to build a middle school at this location failed in 1994 after significant citizen opposition to the project, many long term residents assumed that a middle school would never be built on this location.

There has been no public approval of this project to build an expanded middle school at the Dollar Street property. Any reliance of the Commission on this fact to find the criteria of CUP Section 60.070(A) would be erroneous.

2. ***Willamette residents have continuously expressed strong disapproval of the project.***

Neighboring residents who will be the most impacted by the increased traffic, noise, light, and loss of enjoyment of open space, have repeatedly expressed concerns about the proposed middle school to the District.

- Citizen Petition Against the Project.

  On January 8, 2020, we submitted a letter to the District expressing neighboring residents' concerns and included a copy of a Citizen Petition signed by then a total of 430 residents. (See attachment.) The online petition now has 510 signatures. *Many families who the District assumes would want a "neighborhood school," instead signed the petition and do NOT want a school at this location.* https://www.ipetitions.com/petition/school-district-must-explain-why-dollar-street?fbclid=IwAR0YmLWrPJDP744m96M1Ngfw5wS_PY1RVXbbqL8DJvM2VAT7iOseXrk5-fA

  In January 2020, the District had bond funds to hire the requisite experts and consultants. Therefore, we felt that with a total $88M price tag, the District had a fiduciary duty to follow best practices and hire experts to do a factual, deep analysis and determine if there were solutions that better serve our interests as a community. In addition to citizen signatures and comments, we also provided a 6 Page Worksheet detailing a list of citizen questions and concerns.

- Huge Turnout to Protest Project.

  At a January 2020 Willamette Neighborhood Association meeting, more than 150 people packed into the West Linn Police community room (spilling into the hall and outside the door) for a face-to-face meeting with District representatives about the project. Only a couple attendees expressed positive comments whereas nearly all others expressed very negative feelings.

- Virtual Meetings Suppressed Expression of Community Concerns.

  Not long after the January 2020 meeting, the Covid-19 pandemic forced future community meetings online and the District and its consultant 3J mostly engaged the public virtually. As a result, the communication was almost exclusively siloed between individual citizens and 3J Consulting/District.

  For example, direct communication included community surveys, written comments / Q&A, private messages via zoom, and emails to 3J consulting. The public chat feature was often turned off such that community members could not publicly share their concerns with other residents. The couple times that attendees could share their comments, they were largely negative and expressed frustration with the process and the District's responses.

  The community's comments to 3J / District were never made public (especially the verbatim language). ***The District should submit all of these public comments into the record to the Planning Commission*** *and they should not be allowed to simply summarize the gist of the residents' concerns.*

- Many Willamette Residents' Concerns Were Never Addressed.

  Notwithstanding these virtual meetings with the community, many still feel that the ***District never engaged the underlying assumptions for this project.*** Viable alternatives (e.g., expanding on the Athey Creek campus, using vacant buildings like World of Speed for Arts & Tech HS) were not seriously considered.

  Amidst all of the current challenges facing the District in the wake of the recent pandemic, integration of a new Online Academy and in-class activities, decreased enrollment, and the related budgetary crises and economic pressures, it seems even more prudent for the District to have taken this time to consider if the use of $88M of public funds to build another school would actually benefit the City. They seemingly did no such thing.

3. ***The proposed middle school will not be walkable or "more centrally located" for 77% of current ACMS students.***

According to Staff Report Finding No. 244, the proposed middle school will provide an overall benefit for the Community because it will be walkable and centrally located.

However, the vast majority (77%) of ACMS students live far away from the Dollar Street site and will still need to be bussed or driven into school. For many, the current Athey Creek site is much more accessible.

Despite the fictitious and unsubstantiated assumption that 250 students will walk/bike to school, according to the District, only 157 students currently live within a one-mile walking

radius of the new site. While proximity is a benefit to this small percentage of students, this fact must be weighed against the many burdens to the rest of the Community by building here.

Further, the City's own consultant, Kittelson & Associates, concludes in their analysis (page 2) "while it is reasonable to assume the new school site will experience a larger increase in walking/biking trips, a more conservative and likely mode shift will involve a reduction in bus ridership (with busing no longer provided within the walking/biking radius), not a reduction in parent drop-off/pick-up trips." Kittlelson recommends that a more conservative mode split should be used.

Additionally, only 41% of ACMS students in 2018 lived in the Athey Creek residence area--a zone that encompasses a much larger area than the proposed 1 mile walking radius and extends south of the Tualatin River and north of the 205 (see Figure 4 below) . By contrast, the vast majority of students live on the far north-east side of town or the expansive Meridian Creek-ACMS choice area. For these students, the current site is just as close, if not closer. (See 2019 WLWV Long Range Facilities Plan, Flo Analytics Report, Figures 13 & 28.) Also, the new site will not be more accessible given traffic. Previously, students from these areas could access the middle school from the north and west side of town, but now they will be forced into Willamette traffic.

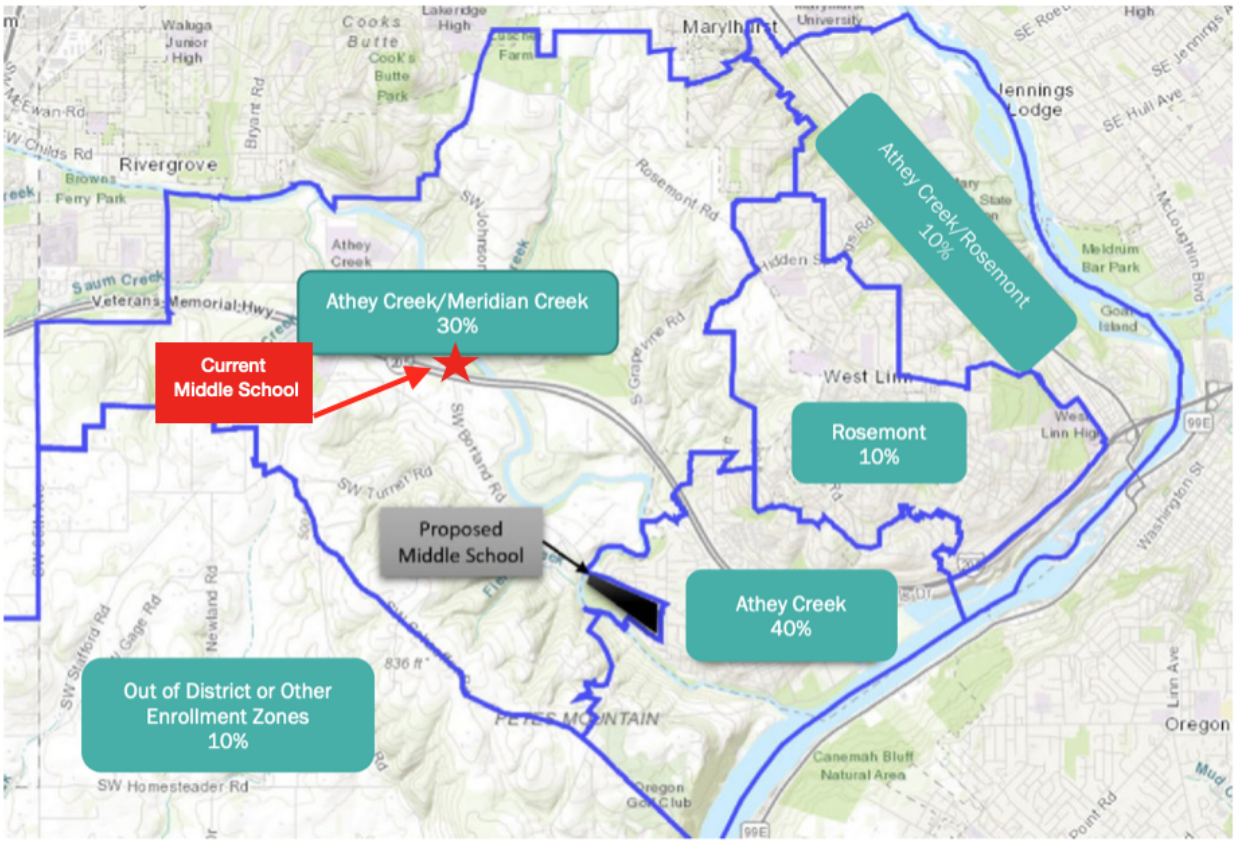


FIGURE 4: APPROXIMATE PROPORTIONS OF TOTAL ENROLLMENT

Finally, if the long term plan is for ACMS to absorb growth from Wilsonville (as there is *de minimis* growth projected in the West Linn area, see Point 5 below), then the current Athey Creek campus is much more centrally located within the District.

4. **Alarmingly School District and City Staff disregard noncompliance of the transportation aspects of the proposed use and offer no mitigation plans.**

The Staff Finding No. 238 erroneously concludes that traffic mitigation criteria have been met.

District's Updated TIA (dated June 2021) identifies adverse impacts created by the proposal. It concludes that "...the Willamette Falls Drive/Ostman Road intersection fails to meet the operating standard under all of the future scenarios, including the Sensitivity Analysis." Neither the School District nor the Staff offer any modifications to the site plan or mitigating strategies.

5. ***An expanded middle school at Dollar Street is <u>NOT</u> necessary to meet future enrollment from neighboring Willamette and/or West Linn more broadly.***

The purported justification for this project (and the related new option High School at the current ACMS campus) is to meet expanding enrollment. (See Bond 3-554 "relieve overcrowding" and "meet enrollment needs".) The Staff Report relies on this purported reason to find that the criteria of CDC Sections 60.070(A)(1)(a) & (3) are met. See Staff Report Finding No. 241 "[t]he increase in capacity from the current Athey Creek site would be responsive to the projected growth in middle school students in the West Linn area for the next 10 plus years." See also Staff Finding No. 244.

- <u>Most Growth is Projected in Wilsonville and not West Linn.</u>

  According to the District's own reports and forecasts, future growth in the District is almost exclusively in the City of Wilsonville and not from neighboring Willamette. See the *Flo Analytics Report i*ncluded in the 2019 WLWV Long Range Facilities Plan, starting on pg. 926.

  - ➢ "The most notable areas of residential development include Frog Pond and Villebois, both located within Wilsonville."
  - ➢ "West Linn does not possess any similarly large developments. Rather, there are a number of small to medium-sized areas of unincorporated County that may be annexed by the City of West Linn."
  - ➢ "The City [of West Linn] also currently has no plans to expand the UGB with intent to develop urban reserve in the near future."
  - ➢ ***By 2028, projecting only 23 additional middle school students in the ACMS resident zone*** (which includes WIllamette). See Figure 13. **By**

contrast, Wilsonville Middle Schools are projected to grow by more than 400 students in the same period.

If most of the growth is in Wilsonville, does the District plan to eventually enroll Wilsonville students in this expanded middle school? How will this impact traffic?

- Enrollment at new WKOA K12 Online Academy Will Decrease Demand for In-Person Space.

- Current Overcrowding at WLHS & ACMS is a Function of Bad District Policy.

  WLHS has a learning space capacity of 1,730. As of 2018, WLHS was 135 students over-capacity whereas WHS was 122 students under capacity. See pg. 39 of the 2019 WLWV Long Range Facilities Plan. That same year, 120 students from WIlsonville and another 70 students from out of the district entirely attended WLHS. (See Figure 29 Flo Analytic Report.) From the West Linn residence area, 32 students attended WHS.

  That means a net total of 158 additional students were enrolled in WLHS in 2018-19 because the District adopted a policy to allow students from outside the residence area to attend a high school of their choice, including many out of district. If the District did not allow this policy, then WLHS would not have been overcrowded in 2018.

  Similarly, 39 students from out of the district attended ACMS in 2018, causing the school to be overcrowded. (See Figure 28 Flo Analytic Report.) Another 24 students from Wilsonville residence areas enrolled at ACMS. "The existing Athey Creek school building has learning space capacity for 669 students. As shown in the 2019 West Linn Wilsonville Long Range Facility Plan included under Appendix D, the total enrollment at Athey Creek for the 2018/2019 school year was 702 students." (Staff Report Finding No. 244.)

  If the District had excluded the out-of-district students, then ACMS would have been UNDER the capacity limit by 6 students. Moreover, that same year, Wilsonville middle schools were under-capacity by 235 students.

- Post-Pandemic Conditions Warrant Complete Re-Evaluation of Needs.

  Unfortunately, the burdens of the pandemic were felt acutely by schools and educators nationwide and our District was no exception. The District is facing declining enrollment and huge budgetary cuts to its operating budget. If the District is unable to meet its current obligations, how will it expand and successfully fund an expanded middle school and an additional third option high school at the Athey Creek Campus?

Further, the face of education and work has changed post-pandemic. Online education and remote working are becoming more accepted. Alas, the District officially opened an online academy for the 2021-22 year. As businesses have closed over the past year, office buildings and spaces are vacant and could be repurposed for an Arts & Tech High School. This is not the time to be building bigger, instead we must build smarter to meet a changing world.

6. ***Financial and political interest to develop the Stafford area is the real motivation for this project. Future enrollment demands from this area are far too contingent and uncertain at this time to justify this project. Moreover, they would not benefit the City of West Linn.***

The precipitating event to move ACMS from its current campus and build this project is to build a new, expanded option high school at the Athey Creek campus. According to the District's own statements and representations from Superintendent Ludwig, this third-option high school is to meet future enrollment demands from the not yet built Stafford Triangle area. See *District Questions/Answers Regarding the Athey Creek Middle School at Dollar Street Project*, Jan. 26, 2021.

- "[The Athey Creek site] also has the necessary acreage for a comprehensive high school should further expansion ever be needed (in the event that the Stafford Hamlet area is developed)."

- "The district is responsible for contemplating long term changes in the community. ***While there is no timeline for the Stafford Triangle to develop, the long-range facilities plan anticipates continued growth in the district over the coming decades.*** When a third comprehensive high school does become necessary, the Athey Creek Middle School site is expected to be the appropriate location." (emphasis added)

This is not a reasonable justification to destroy a community-used open space area in West Linn and burden an already failing traffic area in Willamette. As you know, plans to develop the Stafford Triangle are highly controversial. Even if developments are eventually approved, there is absolutely no certainty that these new residents will belong to West Linn rather than Tualatin or Lake Oswego.

Any future enrollment demands to the WLWV District are far too contingent and uncertain at this time to be considered by the Planning Commission. Even the District's own population projection expert Flo Analytics did not include this future development in its 10 year outlook report.

A wait-and-see approach is the prudent choice at this stage. Meanwhile, the Athey Creek site has plenty of additional acreage to accommodate the 80 students from the currently non-operational ATHS, should the District want to rebuild this fourth high school in addition to maintaining a new Online High School. Alternatively, as stated before, there are numerous vacant sites in the District that could serve as great campuses. For example, the World of Speed building.

7. ***The open space is already extensively used by residents for recreation. To the extent additional recreational facility use is beneficial, the District could propose a project with a smaller footprint.***

Many Willamette residents already use Dollar Street Woods to hike, walk, and gather with neighbors. This open space currently provides many benefits to the City, including noise reduction from the 205 and Fields Bridge.

In Finding No. 244, the Staff found that the additional recreational facilities proposed in this project will be available for public use. We have proposed to the District on numerous occasions that they consider building a smaller school or a CREST outdoor program on the site. Alternatively, they could build several recreational fields for use by the District and public. Because the District is also trying to squeeze in an enlarged middle school on this site, the proposed single athletic field is not setback far enough to mitigate its nuisances to the River Heights Neighborhood.

A project with a smaller footprint could provide many of these intended benefits but with far less of an impact on traffic, loss of trees, and noise.

Thank you for your consideration.

Sincerely,

Bogdana Clarke

Laura Wirth

Wade M. Clarke, P.E.
[redacted]
West Linn, Oregon 97068
July 7, 2021

Mr. Chris Myers and the City of West Linn Planning Commission
22500 Salamo Road
West Linn, Oregon 97068
RE: Athey Creek Middle School at Dollar Street Conditional Use Application
< CUP-21-02/DR-21-04/WRG-21-02/MISC-21-04/VAR-21-01/VAR-21-06/LLA-21-02 >
3J Consulting Letter Regarding Lighted Athletic Field Setback Dimensions

Dear Mr. Chris Myers and the City of West Linn Planning Commission:

Concerned community members have had an opportunity to review the June 22, 2021 3J Consulting response to the community's June 13, 2021 letter regarding the proposed setback dimensions of the lighted athletic field at the proposed Athey Creek Middle School at Dollar Street. We offer the following comments in response.

As noted in our June 13 letter, the West Linn Community Development Code (CDC) Section 11.080 states: "Except as may otherwise be established by this code, the appropriate lot or parcel size for a conditional use shall be determined by the approval authority at the time of consideration of the application based upon the criteria set forth in CDC 60.070(A) and (B)." CDC Section 60.070(A) states that the Planning Commission will approve or deny a Conditional Use based on findings of fact as to whether the site size and dimensions provide "adequate area for aesthetic design treatment to mitigate any possible adverse effect from the use on surrounding properties and uses" and whether "the characteristics of the site are suitable for the proposed use considering size, shape, location, topography, and natural features."

3J Consulting argues that despite the horizontal setback dimensions of the athletic facilities at the proposed school being much smaller than those at comparable facilities in the City of West Linn, three additional measures will mitigate the adverse effects on the surrounding neighborhood. These include an approximately 10 foot grade change from Dollar Street, enhanced landscaping, and the use of MUSCO TLC for LED stadium lighting.

While a grade change at this location would to some extent reduce the impact of the athletic field on the surrounding properties, the 10 foot vertical distance, as a proportion of the horizontal plan dimensions, is minimal. As discussed in our previous letter, it appears that the upper stories of neighboring residences will have a minimally obstructed line of sight to the field, considering the grade separation, even when the "enhanced" landscaping matures, many years from now. The 3J Consulting letter offers no response to community concerns regarding the time it will take the landscaping to mature to provide a reasonable buffer. Further, as stated in our previous letter, while the photometric report indicates that the MUSCO TLC stadium lights will not shine directly onto the neighboring properties, the extreme proximity of a brightly lit athletic

field and associated lighting towers is clearly an adverse effect for neighboring homes. The 3J Consulting letter does not address this concern.

The 3J Consulting letter also references the noise study submitted with the Conditional Use application. The discussion in the February 15, 2021 study by Listen Acoustics attempts to downplay the noise effects on the surrounding properties. To the contrary, the report clearly demonstrates that the noise associated with the athletic field will have an adverse effect on surrounding properties. The report states that noise levels of up to 60 dBA from the athletic facility are to be expected from 4:00 PM until *as late as 10:00 PM*. This is an increase in sound level of over 36 percent of the average ambient sound of 44 dBA measured during *weekday daytime hours*, when ambient sound level would be much greater than late evening hours. These noises will not be subtle background noise, but shrill whistles and cheers. Note that the report also concludes that a similar increase in noise levels at surrounding properties will result from daily buses, several weekly trucks, and weekly generator testing.

In summary, the June 22. 2021 3J Consulting letter does not provide convincing evidence that the additional measures - grade offset, enhanced landscaping, and MUSCO TLC lighting - are adequate to mitigate the adverse effects of the lighted athletic field on the surrounding properties. In addition, the noise study submitted as part of the conditional use application confirms that the proposed athletic field will have an adverse effect on surrounding properties. As discussed in our previous letter, the characteristics of the site (location, size, shape, and topography) of the proposed Athey Creek Middle School at Dollar Street appear to be unsuitable for the proposed use, as the site cannot reasonably accommodate a sufficient setback distance to the lighted athletic field to mitigate any possible adverse effect on surrounding properties and uses. Further, the sites of the existing District schools and other comparable facilities located in West Linn provide substantially greater separation between their lighted athletic fields and neighboring West Linn residential properties than that proposed for the Athey Creek at Dollar Street site. It remains our opinion that these sites should be considered as relevant precedents for determining an adequate minimum setback dimension.

Thank you for your consideration of these additional comments in making your determination on the District's conditional use application.

Sincerely,

Wade M. Clarke, P.E.

Wade M. Clarke, P.E.
[redacted]
West Linn, Oregon 97068
July 7, 2021

City of West Linn Planning Commission
22500 Salamo Road
West Linn, Oregon 97068
RE: Athey Creek Middle School at Dollar Street Conditional Use Application
< CUP-21-02/DR-21-04/WRG-21-02/MISC-21-04/VAR-21-01/VAR-21-06/LLA-21-02 >
Planning Commission Staff Report Addendum and Revised DKS Transportation Impact Study

Dear City of West Linn Planning Commission:

After review of the July 7, 2021 Addendum to the Planning Commission Staff Report - *Staff Evaluation of the Proposal's Compliance with Applicable Code Criteria* (Staff Report), and the June 22, 2021 revision of the DKS Transportation Impact Study (DKS TIS), numerous residents of the City of West Linn remain deeply concerned about the effects on Willamette area traffic of the proposed relocation of the Athey Creek Middle School to the District property on Dollar Street.

Conditional Use does not comply with Policies of Comprehensive Plan. As noted in our June 13, 2021 letter, Section 60.070.A.7 of the West Linn Community Development Code (CDC) prescribes that the Planning Commission shall approve or deny a conditional use application based on findings of fact with respect to the compliance of the use with the "applicable policies of the Comprehensive Plan." The Comprehensive Plan specifies a minimum intersection LOS D. The DKS TIS states on page 27: "the Willamette Falls Drive/Ostman Road intersection fails to meet the operating standard under all of the future scenarios, including the Sensitivity Analysis." The most likely analysis scenario shows that the relocation of the school to Dollar Street will exacerbate delays at the problem intersection. Therefore, per the CDC, the Planning Commission cannot approve the conditional use application as it stands, as the proposed development presented in the application does not comply with the Comprehensive Plan.

In their Staff Report, city staff "incorporates applicant findings" in Staff Finding 242: "The Traffic Impact Analysis prepared by DKS and Associates, notes that the intersection at Willamette Falls Drive and Ostman Road will operate below the City's standards, however city staff does not wish to pursue mitigation at this time." City staff again "incorporates applicant findings" in Staff Finding 245: "The Traffic Impact Analysis prepared by DKS and Associates, notes that one intersection will operate below the city's standards, however city staff does not wish to pursue mitigation at this time." Community members remain concerned that City representatives would take this passive approach to the problematic intersection, particularly when even currently it is common for traffic queues to build up at the Willamette Falls/Ostman Road intersection that reach all the way to the location of the proposed roundabout at the Brandon Place Extension.

District and City Staff disregard Goal 12 of Comprehensive Plan. Alarmingly, in Staff Finding 248, which addresses the requirement of CDC Section 60.070.A.7 that the use comply with the applicable policies of the Comprehensive Plan, again "Staff incorporates applicant findings," and both the District and the City Staff entirely disregard Goal 12: Transportation - Streets - Policies 1 and 3. This is particularly concerning given that

both the DKS TIS and the Staff Report explicitly state that after the proposed development the Willamette Falls Drive/Ostman Road intersection will fail to meet those policies. That Goal 12 of the Comprehensive Plan is not addressed in either the District application or the Staff Report suggests a desire to dismiss the noncompliance of the transportation aspects of the proposed use with the Comprehensive Plan, contrary to the interests of the community and intent and letter of the CDC.

Inevitable rerouting of traffic to Dollar Street conflicts with Policies of Comprehensive Plan. The revised DKS TIS includes an additional analysis scenario in which traffic is rerouted to and from Dollar Street by way of the Brandon Place Extension. In this scenario, the analysis indicates that the performance of the Willamette Falls Drive/Ostman Road intersection improves. Although the District states that the access points have been configured to "minimize the traffic impact on Dollar Street and the adjacent neighborhood," it is evident that the projected long delays at the Willamette Falls Drive/Ostman Road intersection will result in out-of-neighborhood traffic diverting to Dollar Street via the Brandon Place Extension to avoid the problem intersection. Resulting improvements in the delays at the Willamette Falls Drive/Ostman instersection will come at the expense of congestion on Dollar Street. This rerouting of through traffic due to the substandard service of the Willamette Falls Drive/Ostman Road intersection conflicts with Comprehensive Plan Goal 12: Transportation - Streets - Policy 2: "protect neighborhoods from excessive through traffic…" Again, the proposed development does not comply with the applicable policies of the Comprehensive Plan.

Closing. In summary, the proposed relocation of the Athey Creek Middle School to the Dollar Street site will result in the exacerbation of an already problematic traffic situation in the Willamette area. The DKS TIS and Staff Report corroborate this and indicate that the resulting traffic delays will be unacceptable per the City's Comprehensive Plan. As such, in accordance with Section 60.070.A.7 of the West Linn Community Development Code, the Planning Commission is obligated to deny the conditional use application presented by the District. From a transportation standpoint the adverse impacts of the proposed relocation of the Athey Creek Middle School on the residents and businesses of the Willamette Neighborhood and surrounding areas would be substantial.

Thank you for your consideration of these additional comments as you evaluate the District's application for conditional use for the proposed Athey Creek Middle School at Dollar Street.

Sincerely,

Wade M. Clarke, P.E.

Wade M. Clarke, P.E.
[redacted]urt
West Linn, Oregon 97068
June 13, 2021

Mr. Chris Meyers and the City of West Linn Planning Commission
22500 Salamo Road
West Linn, Oregon 97068
RE: Athey Creek Middle School at Dollar Street Conditional Use Application
< CUP-21-02/DR-21-04/WRG-21-02/MISC-21-04/VAR-21-01/VAR-21-06/LLA-21-02 >
Third Party Review of Transportation Impact Study

Dear Mr. Chris Meyers and the City of West Linn Planning Commission:

Numerous residents of the City of West Linn, deeply concerned about the effects on Willamette area traffic of the proposed relocation of the Athey Creek Middle School to the District property on Dollar Street, retained V-Naught Traffic Solutions, LLC. (V-Naught) to perform a third party review of the October 21, 2020 Transportation Impact Study prepared for the West Linn-Wilsonville School District by DKS Associates (DKS Study). The V-Naught report, enclosed with this letter, describes the findings of that review, which identified numerous shortcomings of the DKS Study. Key conclusions and recommendations presented in the V-Naught report are highlighted herein, and supplemental related comments are provided on behalf of many concerned West Linn residents.

Regarding the traffic counts that form the basis of the evaluation of the study intersections, V-Naught points out that the counts were all made on a single day, which could lead to inaccurate data, and that it would be prudent to supplement these counts with several days of hose counts. In addition, V-Naught notes that the driveway counts for the existing Athey Creek Middle School presented in Table 6 appear to have missed trips. For example, it would be highly unusual for there to be significantly more trips out than in during the peak AM hour at a middle school as the Table 6 data indicates. The multiple possible entrances to the site, or combined trips with the adjacent primary school, may have contributed to inaccurate existing Athey Creek Middle School counts. Specific times and locations of the existing school counts were not provided in the DKS Study.

Note that on page 6 of the DKS Study, the authors state that the current Athey Creek Middle School would be expected to have a lower trip generation rate than a typical middle school because it is outside of the exclusive Athey Creek enrollment zone, and many students are bused. In the paragraph that immediately follows, the authors state that the new middle school will generate *35% fewer* vehicle trips than the existing school, though they had just postulated that the existing school generates fewer trips than a typical school because it is remote to the area it serves. This flawed logic, combined with a comparison of the much greater ITE trip generation rates with the final assumed trip generation rates (0.67 vs 0.30 AM and 0.33 vs 0.22 Midday), and the seemingly inaccurate counts at the existing school,

calls into question the validity of the assumed trip generation rates for the relocated school used in the DKS Study.

As V-Naught points out, the intersection study results are heavily dependent on the assumed modal split that was presented in the DKS Study with limited explanation as to its derivation. The supplemental memo issued by DKS on January 25, 2020 provides some additional background on how DKS arrived at their primary modal split assumption that 250 of the 850 students will walk or bike to school; however, this assumption is clearly unrealistic. At the request of community members, the District provided the 2020 Athey Creek Middle School enrollment numbers for the proposed walking boundary shown in Figure 10 of the DKS study. In 2020, a total of 157 students lived within the walking boundary. The District's ten year long range planning study, prepared by FLO Analytics, indicates that the entire Athey Creek exclusive enrollment zone, which is much larger than the proposed walking boundary, is only projected to grow by 23 students by 2028 (Figure 13 in the FLO Analytics report). Given the substantial physical barriers of I-205 and the Tualatin River, it is highly unlikely that any future right of way improvements will lead to a meaningful expansion of the walking boundary. This being the case, the vast majority of the growth in student enrollment numbers can be expected to occur outside the walking boundary (and outside of the Athey Creek exclusive enrollment zone). Therefore, the proposed 29% walk/bike split is unrealistically high. V-Naught suggests that the 100 students walk/bike sensitivity scenario is more realistic. The follow-up 50 student walk/bike sensitivity scenario described in the DKS supplemental memo is the most likely scenario during inclement weather and winter.

V-Naught points out several additional inaccuracies or oversights in the DKS modeling that lead to an underestimation of delays in the study area. The sensitivity scenarios include an average trip increase over the entire model; however, based on the enrollment areas most of these added trips would be coming from the east, resulting in increased eastbound traffic at the midday peak hour. This would increase the delays at the Willamette Falls Drive/Ostman Road intersection at the midday peak hour. In addition, all existing Athey Creek trips were removed from the study area, though according the District, the new high school at the existing Athey Creek site is scheduled to open simultaneously with the relocated middle school, meaning that some trips associated with that site would continue. V-Naught also notes that it appears that the peak hour factor was not input based on the data collected, resulting in reduced modeled delays. Finally, the conflicting lanes in the model do not account for bike lane and pedestrian crossings, which would add to estimated delay times at the subject intersections. All of these errors result in a reduction in the predicted delays at the study intersections. These must be corrected to obtain an accurate estimate of traffic impacts on the study area.

Section 60.070.A.7 of the West Linn Community Development Code (CDC) prescribes that the Planning Commission shall approve or deny a conditional use application based on findings of fact with respect to the compliance of the use with the "applicable policies of the Comprehensive Plan." The Comprehensive Plan specifies a minimum intersection LOS D. The DKS Study, which, as discussed, appears to underestimate traffic delays, estimates an LOS F for the Willamette Falls Drive/Ostman Road intersection after the proposed Athey Creek Middle School relocation to Dollar Street. Therefore, per

the CDC, the Planning Commission cannot approve the conditional use application as it stands, as the proposed development presented in the application does not comply with the Comprehensive Plan.

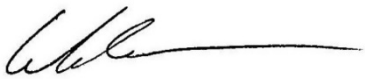
The DKS Study states on page 24, and the District and DKS have reiterated at several "Community Engagement Meetings", that the City of West Linn staff desire to maintain the current all way stop control at the Willamette Falls Drive/Ostman Road intersection, and that they would like to take a "wait and see" approach with this intersection. Reportedly, for this reason no mitigations or improvements were recommended in the DKS Study. The January 25, 2021 DKS supplemental memo indicates that System Development Charges associated with the project can be used to improve the intersection at some point in the future if the City desires. Many members of the community (who agree that a safe intersection at this location is essential) were shocked to hear that the District and City would take a passive, reactive approach to addressing this issue when the District's transportation impact study clearly demonstrates that the intersection in question is problematic. Community members remain skeptical that City representatives would take such an approach, particularly when even currently it is common for traffic queues to build up at the Willamette Falls/Ostman Road intersection that reach all the way to the location of the proposed roundabout at the Brandon Place Extension.

As previously noted, the Planning Commission, per the CDC, cannot approve a conditional use application that does not comply with the Comprehensive Plan. In order to for the application to be approved by the Planning Commission, it would need to include a transportation impact study that is free from technical deficiencies, and that study must include an analysis demonstrating the effectiveness of a mitigation strategy that increases the projected LOS of the all of the affected intersections to an acceptable level. Such a mitigation strategy would need to be implemented as part of the development in question. In addition, it would be prudent for the Planning Commission to consider the effects of the forthcoming I-205 tolling, the planned Willamette Falls Drive improvements and associated construction, and other known local development projects when making their decision. To do otherwise would be a disservice to the community.

In summary, common sense tells us as a community that the proposed relocation of the Athey Creek Middle School to the Dollar Street site will result in the exacerbation of an already problematic traffic situation in the Willamette area. Even with its technical deficiencies, which result in an underestimation of the traffic impacts of the proposed school relocation, the DKS Study corroborates this and indicates that the resulting traffic delays will be unacceptable per the City's Comprehensive Plan, and significantly worse than the delays calculated for the no-build scenario. As such, in accordance with Section 60.070.A.7 of the West Linn Community Development Code, the Planning Commission is obligated to deny the conditional use application presented by the District. Particularly when combined with the effects of the forthcoming tolling on I-205 and other known local development projects, from a transportation standpoint the adverse impacts of the proposed relocation of the Athey Creek Middle School on the residents and businesses of the Willamette Neighborhood and surrounding areas would be substantial.

Thank you for your consideration of these comments, and of the attached V-Naught review of the DKS Study, as you evaluate the District's application for conditional use for the proposed Athey Creek Middle School at Dollar Street.

Sincerely,



Wade M. Clarke, P.E.

V-Naught Traffic Solutions, LLC

971-317-8668
info@vnaught.com

November 18th, 2020

Wade Clarke
West Linn Community Member

Enclosure: Athey Creek Middle School TIS Review Report

Mr. Clarke:

The purpose of this correspondence is to communicate the results of the Transportation Impact Study (TIS) review you requested at the possible relocation of Athey Creek Middle School in West Linn, Oregon. In accordance with your request, V-Naught Traffic Solutions, LLC has completed the review of the study. The enclosed report includes the following components:

- Review of the existing conditions in the TIS
- Review of the proposals in the TIS
- Recommendations

The full review of the Transportation Impact Study follows this page.

If you have any questions or concerns regarding the process or results of this report, please do not hesitate to contact us.

Sincerely,

Mark Haines, PE
Principal

Andrew Sullivan, PE, PTOE
Principal

Introduction

On November 3, 2020, V-Naught Traffic Solutions, LLC was contacted by Wade Clarke of the West Linn Community who was seeking a third-party review of the methodologies and assumptions used in a traffic impact study conducted to gage the impacts of a proposed middle school relocation in the West Linn-Wilsonville School District. We were also tasked with responding to questions and concerns raised by local community members. V-Naught Traffic Solutions, LLC agreed to provide this review. This report examines the traffic impact study section-by-section and communicates the findings and recommendations that resulted from this review. Only sections with comments are included in this report.

Existing Conditions

Study Area: The identified study area appears to adequately cover the primary intersections that could reasonably be tied to the development of the school site. Effects of the proposed development may also impact the intersections of 19th St/Blankenship Rd, 19th St/Dollar St, 19th St/Willamette Falls Dr, and Willamette Falls Dr/Dollar St. Each of these streets appear to be collector-type streets with at least one uncontrolled approach. Inclusion of these intersections would help inform the City of West Linn if additional traffic controls are necessary to maintain adequate and safe operations in the future condition.

Existing Traffic Volumes: The traffic counts for the study area appear to be limited to one morning and one afternoon turning movement count, all collected on the same day, for each of the study intersections. There is some risk that, by using only one day of counts, extenuating circumstances could have impacted traffic volumes on this day. To diminish this risk, it may be prudent to corroborate the turning movement counts with 24-hour hour hose counts collected over multiple days (typically Tuesday through Thursday) and averaged. The data supplied in Table 6 of the TIS appear to miss trips being taken from other driveways and/or combined trips with the primary school immediately adjacent to the existing middle school site. If actual volume counts were used from the existing school, this information is missing from the traffic data appendix.

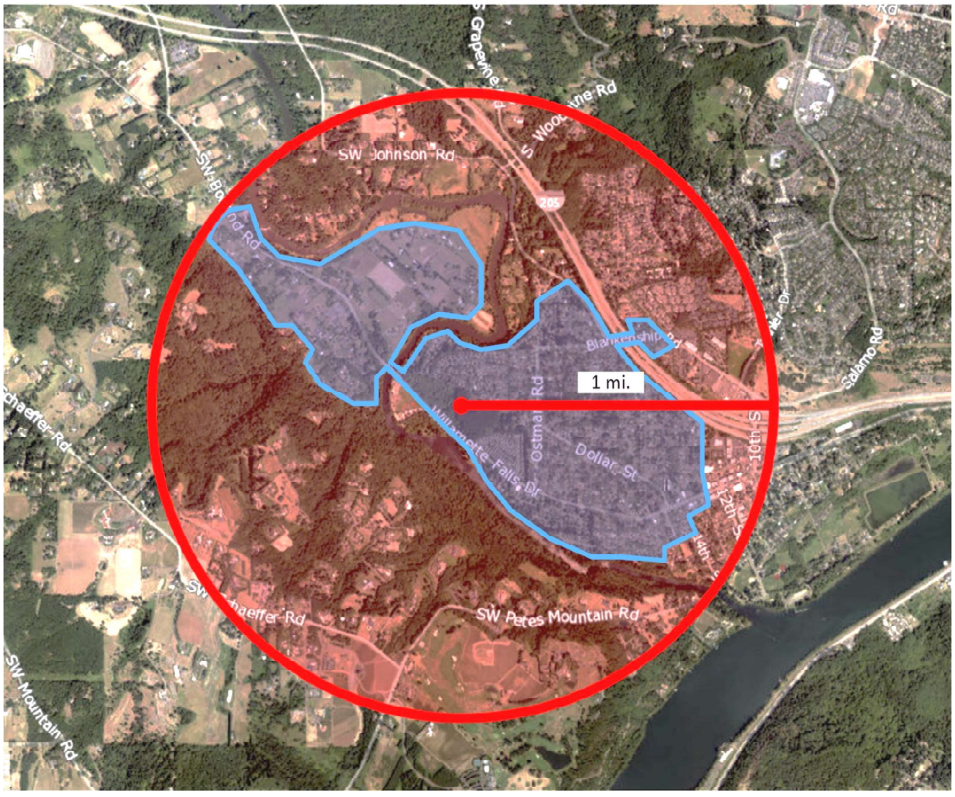
Safety Analysis: As mentioned in the review of the Study Area evaluation, it may be advisable to include a safety evaluation of the four nearby collector intersections with at least one uncontrolled approach (mentioned previously) to verify no existing collision patterns are occurring. Additional traffic attracted to those intersections due to the development could increase risk of similar collisions. Such an analysis would help inform decisions for the City to implement countermeasures proactively in anticipation of increased traffic volumes.

School Relocation

Trip Generation Overview:

Modal Split: The commentary touching on the School District's estimation that bus mode split will drop from 72% to 53% when school operations are shifted to the new school is very important and cannot be overlooked. At full capacity, this means approximately 160 fewer students will be bused to school and must switch modes. In the worst-case scenario, all 400 of these students without access to buses would be driven alone to the school. With this many potential drive-alone trips, calculating an accurate modal split is imperative in deriving meaningful results from the traffic impact study. The methodology surrounding the development of the modal splits in the TIS appears to be inadequate to substantiate the 29% claim. The report claims a 1-mile radius around the school as the walking boundary, but does not show how the conclusion that 250 students live within this boundary is reached. It also does not specify if this 1-mile radius boundary is a true radius or a 1-mile walkshed which is a much more reasonable walking boundary. The difference between these two boundaries is considerable:

Athey Creek Middle School Walkshed Map – 1 Mile Radius vs. 1 Mile Walking Distance



The size of this 1-mile walkshed boundary relative to the overall size of the school enrollment boundary brings into question the assumed 29% walk/bike mode split. The traffic impact study does not provide evidence of enrollment numbers within the 1-mile walkshed of the proposed school site that substantiate the claim. It appears unlikely that actual mode split values will approach the values assumed in the report.

The school district provided current school year (2020-2021) data for the number of students within the proposed walking boundary of the proposed middle school site. There were approximately 157 students in 2019 who lived within the proposed walking boundary. There was a projected growth of 23 students by the year 2028 in a boundary larger than the proposed walking boundary. Assuming all of the growth in the proposed Athey Creek middle school boundary occurred within the proposed walking boundary and 100% of the students in the proposed walking boundary in 2028 took every trip to and from school by foot or bike each peak period, that would account for only approximately 170 of the proposed 250 bike/walk trips. It appears that most of the growth for the proposed middle school site to reach capacity would happen outside of the proposed walking boundary which should increase the number of assumed vehicle trips made to and from the school site by the TIS.

Furthermore, the proposed modal splits shown in Table 5 appear to have little evidence and seem to be solely based on the number of estimated bused students to the new site. Although the new middle school site will provide more opportunities for students to walk or bike to school, there appears to be no substantial evidence provided in the TIS that merits the change from zero students to 250 students walking or biking for opening day in 2023.

Finally, it would be advisable to review the Rosemont Ridge middle school walk/bike trips from 2018-2019 school year. The walk boundary for Rosemont Ridge is about twice the size in area as the proposed walk boundary for the proposed Athey Creek site with fewer major boundaries, but it could still offer valuable comparisons for modal splits.

Vehicle Trip Distribution:

Trip Addition - Relocated Middle School: Trip redistribution can be a challenging thing to predict. The best tool available to estimate trip redistribution is through the use of a travel demand modelling software. However, if no existing base model for the study area exists that can be easily modified to gage the impact of the new development, such an undertaking to build a new travel demand model for this study would be potentially very expensive and likely cost-prohibitive. Alternatively, determining these values relies heavily on data-driven decisions and engineering judgment. In this case, it would be helpful to see a geographic representation of where the students of the school are living, assume how many from each region will choose to drive, and make assumptions about which route those trips will take to reach the school. The report lacks details on how these percentages were developed, but they may still be a fair representation.

The key element of the redevelopment proposal that will impact trip redistribution in the study area is the creation of a new link connecting Dollar Street as a new through street. This will likely result in at least some existing through drivers (not destined for the school) to use Dollar St to bypass the all-way stop at Willamette Falls Dr/Ostman Rd which appears to be the primary traffic constraint within the study area. That aspect appears to have been neglected and deserves some attention to gage the implications for Dollar St, including the safety for students who must cross Dollar St to access the school.

The effort would help inform decisions whether or not additional traffic control devices are necessary on Dollar St once it connects to the west segment of Willamette Falls Dr.

Trip Removal - Existing Athey Creek Middle School: The removal of all trips from the old school site seems to underestimate the total number of vehicle trips. The old middle school site will function as a high school with doors set to open simultaneously with the relocated middle school. Furthermore, the report does not seem to adjust for current trips that are combined with the primary school immediately adjacent to the existing middle school site. It is unclear from the TIS report how many of those combined trips will remain as vehicle trips, now to two school sites, or will result in a mode change for the student attending the proposed middle school site.

Future Conditions

Future Traffic Operations: The results of these analyses hinge on the accuracy of the projected traffic volumes developed in the previous section. With the study area only consisting of stop controlled intersections, the capacity analysis is a simple task. The validity of the results produced by the study are only as accurate as the inputs to the model. The input assumptions seem to come only from the assumed number of bus trips given by the school district and do not seem to match the student residency data provided by the school district.

Sensitivity Analysis: The results of the TIS sensitivity analyses showed an increase in control delay at the critical intersection of Willamette Falls Dr and Ostman Rd. The sensitivity analysis performed in the traffic impact study shows a minimum 12% bike/walk mode split. Including a worst-case scenario where there are fewer than 5% bike/walk trips would help inform local stakeholders of the true range of traffic impacts that can be reasonably expected by the opening of this school. Furthermore, the sensitivity analyses did not seem to add the majority of the additional vehicle trips in the direction of the associated assumed mode change trips. Most of the ped/bike trips would be coming from east of the middle school, therefore, the additional vehicle trips assumed in the sensitivity analyses should have been coded to and from that direction as well. This is a significant change in the assumptions as it may show that Willamette Falls Dr and Ostman is further exacerbated by the school site related traffic flows. Or, otherwise it might show results indicating that additional traffic control changes may be necessary at other intersections within and surrounding the study area. It seems prudent to start with assumptions similar to those listed under the sensitivity analysis scenario #2 for opening day, design remedies for the traffic impacts associated with this scenario, and take actions in order to achieve the optimum number of walk/bike trips each peak period.

Willamette Falls Drive/Ostman Road Intersection: It appears that City representatives have accepted the safety and traffic calming benefits of the all-way stop control in exchange for congestion and delay during the peak hours. However, the traffic impact study for the middle school site shows that Willamette Falls Dr and Ostman Rd will no longer meet the City standards for level of service (LOS) during the midday peak hours, even under the assumption that there will be 250 bike/walk trips. The results of the sensitivity analysis scenario #2 show further degradation in vehicle level of service at this specific

intersection to LOS F and may not describe the worst case scenario in regard to the number of assumed bike/walk trips. There appears to be little description in the transportation impact study for remedies to the increase in vehicle congestion, and resulting noise and emissions.

Site Review

Frontage Improvements: The frontage improvements for Dollar St do not mention bicycle facilities. Although this street is classified as a local street, it appears to function as a collector type street for the subdivision to the north as is indicated by the double solid yellow centerline and absence of other roadway connectivity. Additionally, the extension of Brandon Pl will provide a link to Willamette Falls Dr, potentially attracting through trips during periods of congestion. Bicycle facilities on Dollar St would make this a viable alternative cycling route to the proposed new school site, potentially helping the school meet its mode split goals.

Parking: The report shows that City code requires a minimum of 112 bicycle parking spaces but the proposal only shows 100 bicycle parking spaces being provided. The TIS should detail the assumptions around how the 100 proposed bicycle stalls meet the requirements from the City.

Off-Site Parking: Establishing bicycle facilities on Dollar St and the new Brandon Pl as an alternative to on-street parking should be considered to encourage students and staff to bike to the school rather than drive.

Neighborhood Connections: It appears that the north side of the site does not provide ample access to the school which may reduce the number of bike/walk trips. There appears to be a missed opportunity to connect the school site with the neighborhood cluster to the southwest near Epperly Way which may increase bike/walk trips.

Modeling

General Conditions: It appears that the peak hour factor was not input based on the traffic volume data that was collected. The value that was input for the peak hour in the TIS results in a reduced delay experienced by the drivers using the system. Furthermore, it appears that the conflicting number of lanes input into the model may not adequately account for both the bike lane (where it exists) and the pedestrian crossing at each intersection. The existing, and proposed increase in, bike and walk trips will certainly add delay to each intersection in the study area. That does not seem to be captured by the results shown in the TIS. Finally, it is unclear if the model was one comprehensive system wide model encompassing the entire study area or simply a look at each individual intersection within the study area. One comprehensive model complete with simulation results may provide a clearer picture of the traffic impacts of the proposed school site.

Sensitivity Analyses: Each sensitivity analysis scenario adds vehicle trips to the system, however the TIS does not clarify the origination or destination of each additional vehicle trip. The model results provided

in the TIS for each sensitivity scenario seem to show an average trip increase across the entire model. As discussed earlier, most of the additional vehicle trips associated with each sensitivity analysis scenario should have an origin/destination inside the walk boundary of the proposed school site - most likely from east of the proposed school site. This would provide more accurate results for the sensitivity of the system when students are driven to school instead of walking or biking.

Safe Routes to School

The walkshed boundary shown on Figure 10 of the original study leaves unanswered questions surrounding the validity that up to 250 students will walk to school. Comparing the number of households within this boundary to recent Census data and the data provided by the school shows that fewer than 250 students live within these limits. Furthermore, the pedestrian network identified in the report shows a lack of safe and comfortable routes by which students will be expected to travel. The recommendations could go further to help achieve the desired results and it would be useful to show an entire network built for the walking boundary with specific routes identified. As shown, the walking boundary and identified safe routes to school leave much of the area students stranded or otherwise unable to connect to the identified safe routes. For example, the intersection of Dollar St and Ostman Rd pictured below is indicative of systemic features of the roadway network that are unfriendly to pedestrians:

Dollar St & Ostman Rd Intersection

- Unnecessarily wide corner radii increase pedestrian crossing and exposure distances and permit turns at higher speeds
- Stop bar placement encourages motorists to encroach upon natural pedestrian paths and fails to give pedestrians a dignified space to legally cross the street

Additionally, The City of West Linn should consider identifying critical walking routes accessing the school and implementing measures designed to ensure pedestrians feel safe and comfortable walking to school. These measures can be as simple as deploying low-cost materials like paint and posts to tighten corner radii, shorten crossing distances, and provide concise and legible pedestrian routing through intersections. Finally, street lighting is an important part of pedestrian and cyclist safety. The TIS recommendations should include street lighting improvements for the entire walking boundary.

Conclusions & Recommendations

Overall, the transportation impact study performed by DKS provides critical insight into the site plans and their effects on the surrounding neighborhoods. There are, however, a few outstanding items in the report that should be evaluated.

Here are the major findings from V-Naught Traffic Solutions in our review of the transportation impact study for the proposed Athey Creek Middle School Site:

- The TIS should provide all available count information taken as a part of this study including:
    - Current school site counts, time of counts, and specific locations
    - Current study site counts, time of counts, and specific locations (provided)
    - Any corroborative counts or data for the study
- The TIS should:
    - Clarify the basis for the number of assumed bike/walk trips
    - Identify where these trips are coming from/going to
    - Identify the year at which the community should expect to meet this number of bike/walk trips
    - Identify their source of raw data for the assumption
    - Provide actual school district data that informed these decisions
- The TIS should identify how many trips to the current school site were combined with trips to the remaining, and immediately adjacent, primary school
- The TIS should clearly describe the growth potential in students living within the walk boundary as it relates to trips by bike or foot
- The TIS should consider the number of trips created by the proposed high school in the site of the existing middle school
- The TIS may consider the number of trips created by the proposed sports complex to the west of the proposed middle school site
- The TIS may consider the number of trips created by the proposed tolling on I-205 in the vicinity of the proposed middle school site
- The TIS should provide more detailed information surrounding the installation of a traffic signal at Willamette Falls Dr and Ostman Rd
- The TIS should provide simulation reports using travel time comparison metrics in concert with modeled control delay
    - Travel times are easier to understand and compare to real life experiences
    - Travel times can be verified before and after the site is developed using anonymized bluetooth data
- The TIS should provide results for a scenario where a traffic signal is installed at Willamette Falls Dr and Ostman Rd
- The TIS shows an increase in control delay at Willamette Falls Dr and Ostman between 4 and 18 seconds per vehicle which could lead to increased queuing and may affect travel patterns in the nearby neighborhoods during the midday peak.

- The TIS should take into account the delay added due to increased pedestrian and cyclist traffic
- The TIS should model the sensitivity scenarios by adding vehicle trips only from east of the proposed school site in order to simulate a change in mode choice from walk/bike to personal vehicle
- The TIS should create a sensitivity analysis scenario #3 with fewer than 5% assumed bike/walk trips to create a better understanding of the impacts fewer bike/walk trips could have on the system
- The TIS should reconcile the difference between the 112 bicycle stalls required by the City and the 100 stalls proposed by the development
- The TIS should compare the actual pre-COVID-19 Rosemont Ridge Middle School bike/walk trips to the proposed Athey Creek Middle School bike/walk trips
    - This comparison should take into account the major boundaries present for the proposed Athey Creek site
    - This comparison should take into account the area size of each walking boundary and their topographic features
    - The comparison may also take into account other school district trip numbers with relation to the school type, capacity, geographical constraints, and topography.
- The TIS should provide a network wide graphic representation of the proposed walking routes for the entire walk boundary of the proposed site
    - The network wide graphic should identify all gaps in safe and comfortable pedestrian infrastructure including sidewalks, protected shoulders, curb ramps, and pedestrian crossings.
- The TIS should recommend that a street lighting analysis be completed for the entire walk boundary of the school including:
    - New and improved pedestrian crossings
    - Neighborhood greenways where an increased number of pedestrians and cyclists are expected
    - Areas where there may be other safety concerns
- The TIS should provide recommendations for bike facilities on Dollar St and Brandon Pl
- The City should consider improving the traffic control at Willamette Falls Dr and Ostman Rd for all road users
- The City should consider using the sensitivity analysis scenario #2 provided in the TIS for the opening day operations surrounding the proposed school site and base development required remedies in line with the results of that scenario
- The City should consider comprehensive safety improvements for the entire walk boundary of the proposed school site including improvements for vulnerable road users, improved crossings, and street lighting
- The City and School District should consider the effects to the neighborhood if the school does not achieve the proposed 250 bike/walk trips each peak period and be prepared to address those effects

Wade M. Clarke, P.E.
[redacted]
West Linn, Oregon 97068
June 13, 2021

Mr. Chris Meyers and the City of West Linn Planning Commission
22500 Salamo Road
West Linn, Oregon 97068
RE: Athey Creek Middle School at Dollar Street Conditional Use Application
< CUP-21-02/DR-21-04/WRG-21-02/MISC-21-04/VAR-21-01/VAR-21-06/LLA-21-02 >
Lighted Athletic Field Setback Dimensions

Dear Mr. Chris Meyers and the City of West Linn Planning Commission:

The following comments, prepared on behalf of many concerned residents of the City of West Linn, relate to the conditional use application for the proposed Athey Creek Middle School at Dollar Street. Specifically, the comments address the proposed setback dimensions of the lighted athletic field and track facility that is a major component of the site plan submitted by the West Linn-Wilsonville School District (the District).

The following questions were posed by community members at a "Community Engagement Meeting" coordinated by the District: "What is the setback distance between the north edge of the proposed athletic field facility and the nearest residential property line? What criteria was used to determine that this setback distance is acceptable (please reference the specific West Linn CDC article number if applicable)?" In response, the District provided a dimensioned site plan and cross sections of the site along Dollar Street, included in Appendix A of this letter. The site plan and sections show the distances from the athletic field to the property line at several locations, the width of the Dollar Street right of way, and the distance to neighboring residential property lines. The district also provided the following written response: "At the western end of the track the distance to the property line is 30 feet 6 inches and at the Eastern end of the track the distance is 52 feet 8 inches. The minimum setback from the property line is 15 feet as referenced in CDC section 11.070.5". These questions and the District responses are documented in Question #34 in "Questions/Answers Regarding the Athey Creek Middle School at Dollar Street Project", dated January 26, 2021.

The West Linn Community Development Code (CDC) Section 11.070.5.c, to which the District refers in its response, specifies a minimum setback dimension of 15 feet for a side yard abutting a street. However, CDC Section 11.070 specifically applies to Uses Permitted Outright and Uses Permitted Under Prescribed Conditions; it does not apply to Conditional Uses. The applicable CDC Section for the proposed use is Section 11.080, which states: "Except as may otherwise be established by this code, the appropriate lot or parcel size for a conditional use shall be determined by the approval authority at the time of consideration of the application based upon the criteria set forth in CDC 60.070(A) and (B)." As such, the 15 foot minimum setback that the District has used as a criterion for locating the athletic field on the site is not applicable.

Rather, it is up to the approval authority to determine the appropriate parcel size and whether the proposed setback of the lighted athletic field is acceptable.

CDC Section 60.070(A) states that the Planning Commission will approve or deny a Conditional Use based on findings of fact as to whether the site size and dimensions provide "adequate area for aesthetic design treatment to mitigate any possible adverse effect from the use on surrounding properties and uses" and whether "the characteristics of the site are suitable for the proposed use considering size, shape, location, topography, and natural features." In the case of the north boundary of the Athey Creek at Dollar Street site, where the proposed athletic field is situated, the "surrounding properties and uses" are single family residences, and the "location" is a quiet residential neighborhood served by Dollar Street, which carries no through traffic. The 15 feet minimum setback referenced by the District is established in the CDC for the side yard of a single family residence abutting a street; it is not an appropriate criterion for a large, lighted athletic field and track in an R10 zone.

Furthermore, the 30 foot - 6 inch minimum setback to the field and 27 foot - 10 inch setback to the bleachers that the District has proposed appear to be inadequate to "mitigate any possible adverse effect" on the numerous residences along Dollar Street. These adverse effects will include, but are not limited to, noise from events, including both spectators and event participants, noise and disturbance associated with participants and spectators arriving and departing the facility, and the drastically altered aesthetics of the surrounding landscape. While the photometric report indicates that the stadium lights will not shine directly onto the neighboring properties, the extreme proximity of a brightly lit athletic field is clearly an adverse effect for neighboring homes, and a dramatic change from the quiet woodland that it would replace. Associated vehicular traffic and event parking on neighborhood streets are additional adverse effects that will be addressed in detail in a separate community letter to the Planning Commission. The proposed vegetated buffer along Dollar Street will take years to mature. Until these plantings fully mature in the distant future, the treatment will not provide adequate mitigation of adverse effects, particularly as they affect the upper stories of neighboring homes, which it appears will have a minimally obstructed line of sight to the field. Even when fully mature, given the minimal separation, the vegetated buffer may be insufficient.

The District has stated repeatedly in several "Community Engagement Meetings" that due to site constraints including site size, shape, and topography, increasing the athletic field setback distance is not practical from an economic standpoint. Therefore, it is reasonable to conclude that the characteristics of the site (location, size, shape, and topography) are not suitable for the proposed use, as the site cannot reasonably accommodate a sufficient setback distance to the lighted athletic field to mitigate any possible adverse effect on surrounding properties and uses.

As points of comparison and for relevant precedents, the Planning Commission may consider the sites of the existing District schools and similar facilities located in West Linn. At West Linn High School, for example, the minimum distance from a lighted athletic field to a neighboring residential property is approximately 320 feet (Figure 1). Though it is not located in West Linn proper, the current Athey Creek Middle School is relevant, as it is the school which the District proposes to relocate to the Dollar Street site. The current Athey Creek site exhibits a minimum distance from an athletic field to a neighboring residential property of greater than 530 feet (Figure 2). These distances are substantially greater than the proposed 90 feet - 6 inch distance to the nearest residential property line at the Dollar Street site (Appendix A). At Rosemont Ridge Middle School, which was completed and opened in 1999, the minimum distance from a lighted athletic field to a residential property within the City of West Linn is approximately 130 feet (Figure 3). In that case, the nearest West Linn residence to a lighted field at Rosemont Ridge is part of the Hoodview townhome development, which was

constructed in 2001, after the school was operational, and is located in a densely developed R3 zone, across the busy, divided Salamo Road. Even this relatively densely developed site provides a much greater separation of lighted athletic field and residential properties than that proposed at the Dollar Street site. Note that the residences to the north and south of Rosemont Ridge Middle School are outside of city limits. The residences to the north were constructed after the school was in operation, and a setback of approximately 90 feet is provided at the location of the residence to the south. While Fields Bridge Park is not a District facility, its proximity to the proposed Athey Creek at Dollar Street site makes it a relevant point of comparison. The nearest residential property to the baseball fields at Fields Bridge Park is over 300 feet away, across the Tualatin River (Figure 4). As demonstrated by these examples, the proposed separation distance between the Athey Creek at Dollar Street lighted athletic field and neighboring residential properties is much less than that provided at existing District facilities, and other relevant comparable facilities, located in the City of West Linn. The Planning Commission would do well to carefully consider these precedents when determining the adequacy of the proposed athletic field setback at the Dollar Street site.

In summary, the characteristics of the site (location, size, shape, and topography) of the proposed Athey Creek Middle School at Dollar Street appear to be unsuitable for the proposed use, as the site cannot reasonably accommodate a sufficient setback distance to the lighted athletic field to mitigate any possible adverse effect on surrounding properties and uses. Further, the sites of the existing District schools and other comparable facilities located in West Linn provide substantially greater separation between their lighted athletic fields and neighboring West Linn residential properties than that proposed for the Athey Creek at Dollar Street site. These sites should be considered as relevant precedents for determining an adequate minimum setback dimension. Finally, the District has cited an inapplicable code provision as its justification of the minimal setback dimensions that the proposed site plan provides, and has presented the community with no evidence that the proposed setback is adequate to mitigate adverse effects on surrounding properties.

Thank you for your consideration of these comments in making your determination on the District's conditional use application.

Sincerely,

Wade M. Clarke, P.E.

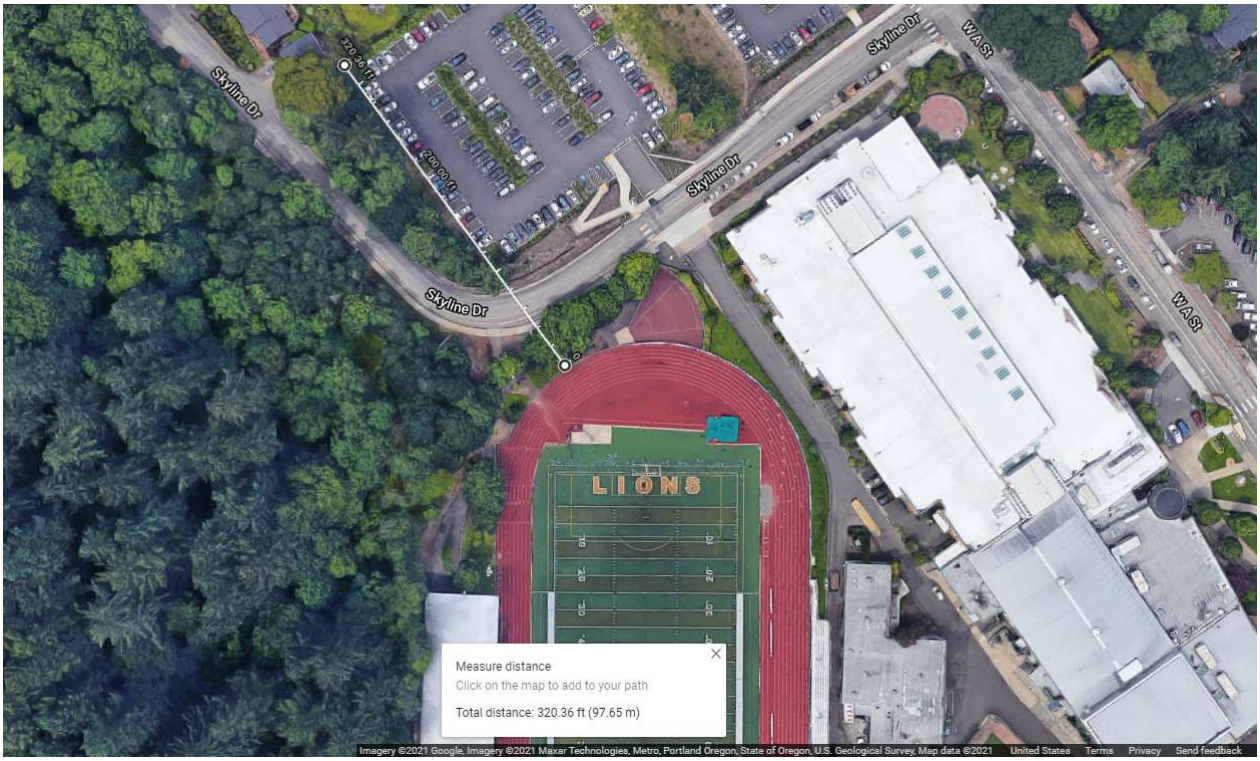


Figure 1. Aerial view of West Linn High School lighted athletic field, showing minimum distance to neighboring residential property (approximately 320 feet). *(Google 2021)*

Figure 2. Aerial view of current Athey Creek Middle School athletic field, showing minimum distance to neighboring residential property (over 530 feet). *(Google 2021)*

Figure 3. Aerial view of Rosemont Ridge Middle School lighted athletic field, showing minimum distance to neighboring West Linn residential property (approximately 130 feet). Note that the Hoodview Townhomes are located in a densely developed R3 zone and were constructed after the school was operational. *(Google 2021)*

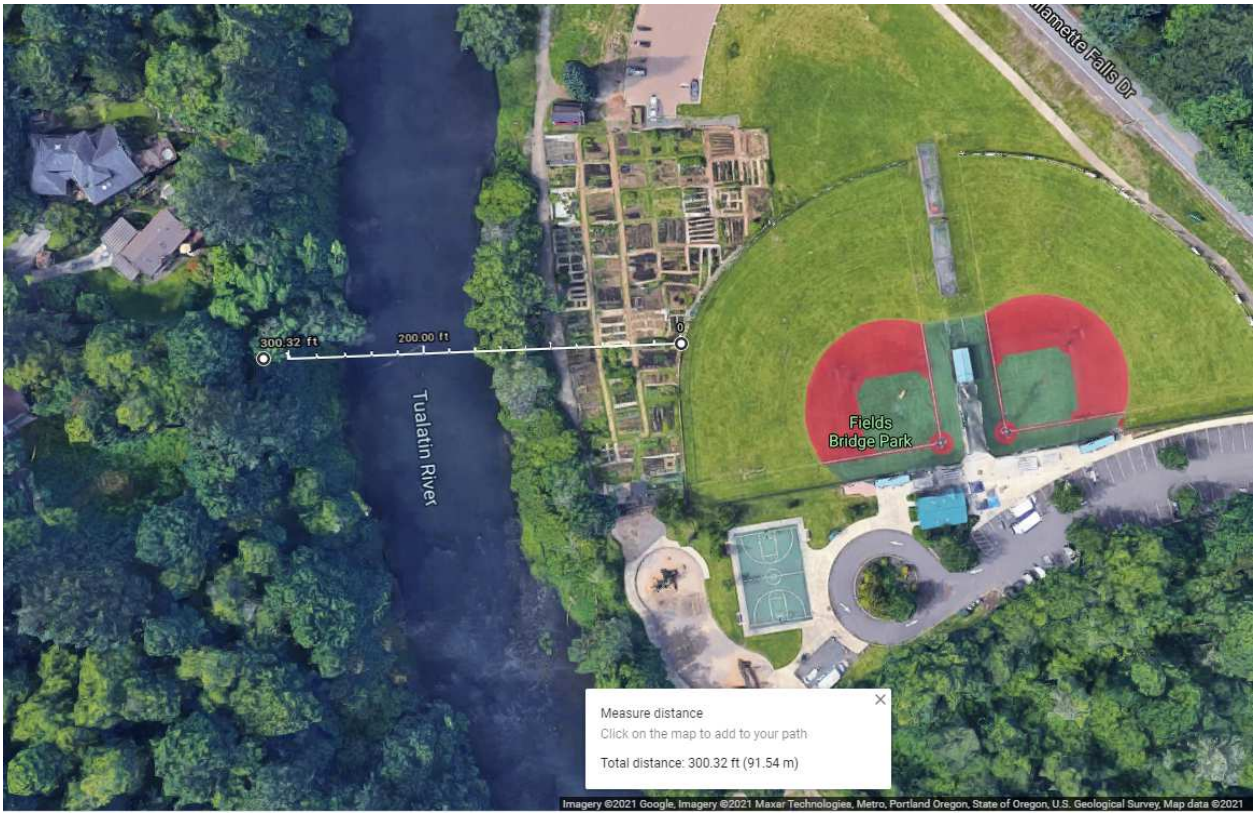


Figure 4. Aerial view of Fields Bridge Park baseball fields, showing minimum distance to neighboring residential property (over 300 feet). *(Google 2021)*

Appendix A - Athey Creek at Dollar Street Siteplan and Sections

1 02 JAN 26 SITE PLAN
Scale: 1" = 60'-0"

0 30 60 120 240
1"=60'

IBI

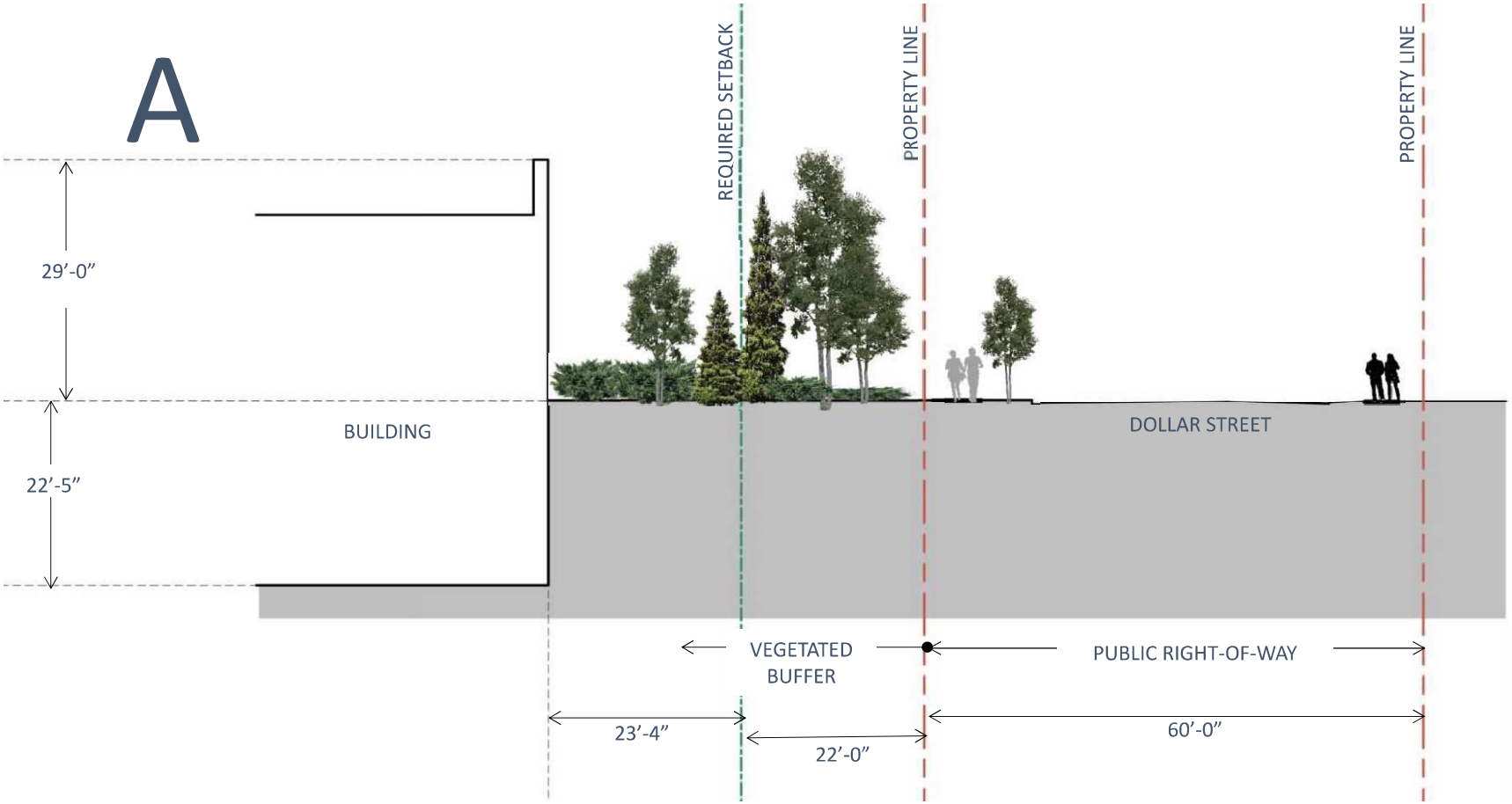
New Athey Creek Middle School

SITE PLAN

JANUARY 27, 2021

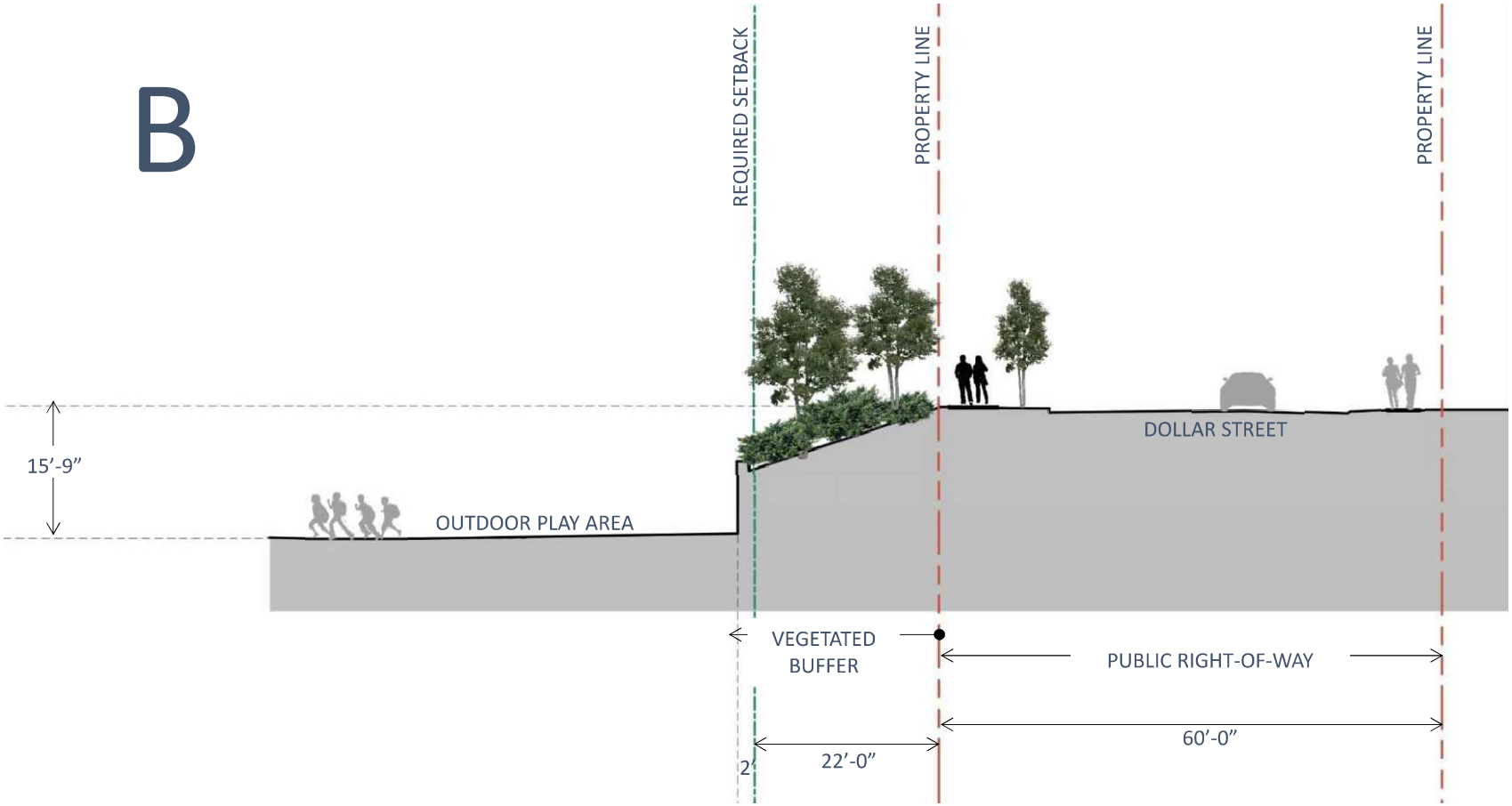

A
B
C
D
E
DOLLAR STREET
FIELDS BRIDGE PARK
WILLAMETTE FALLS DRIVE
TUALATIN RIVER
N

SITE SECTION



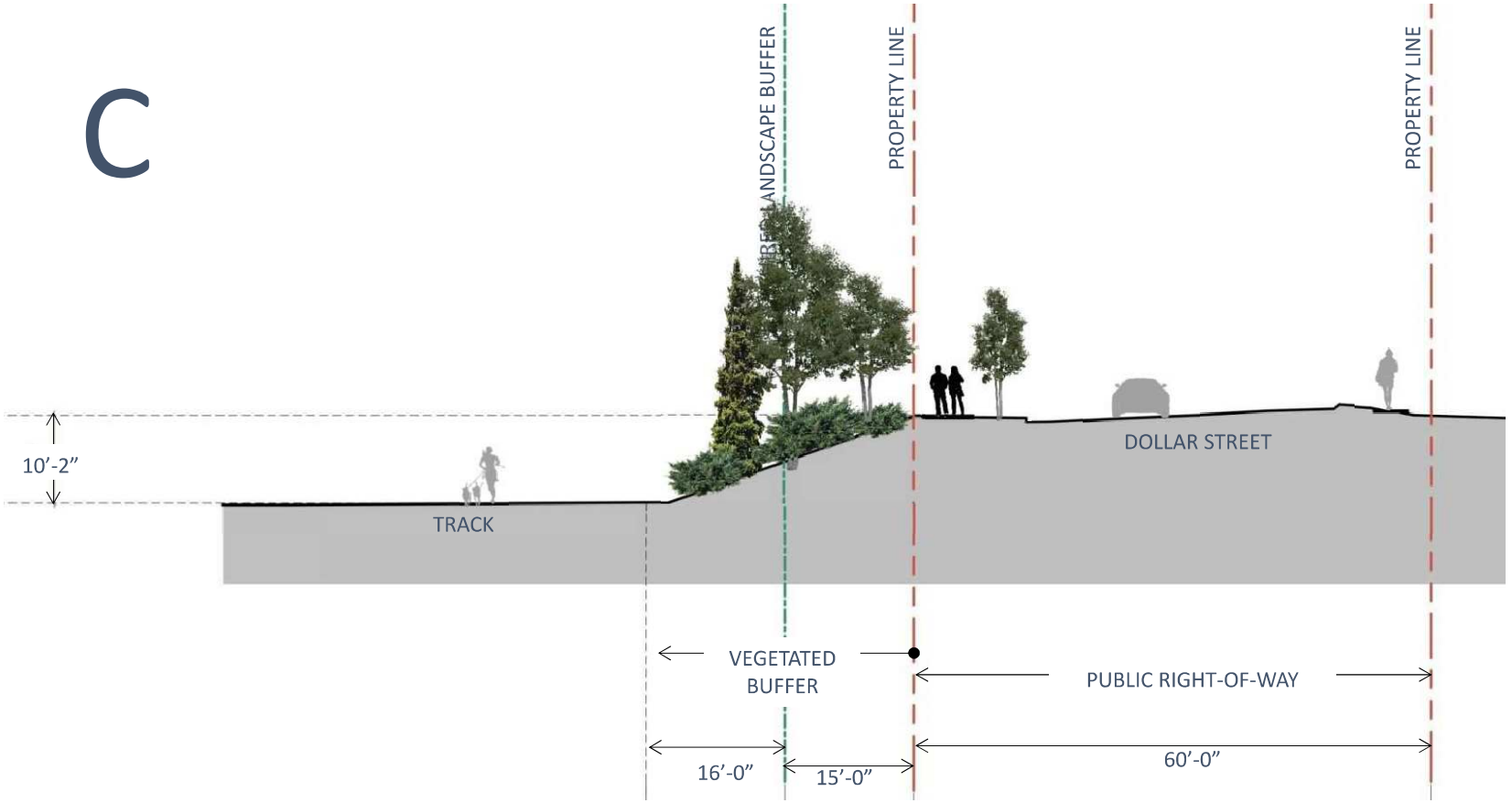
SITE SECTION

B



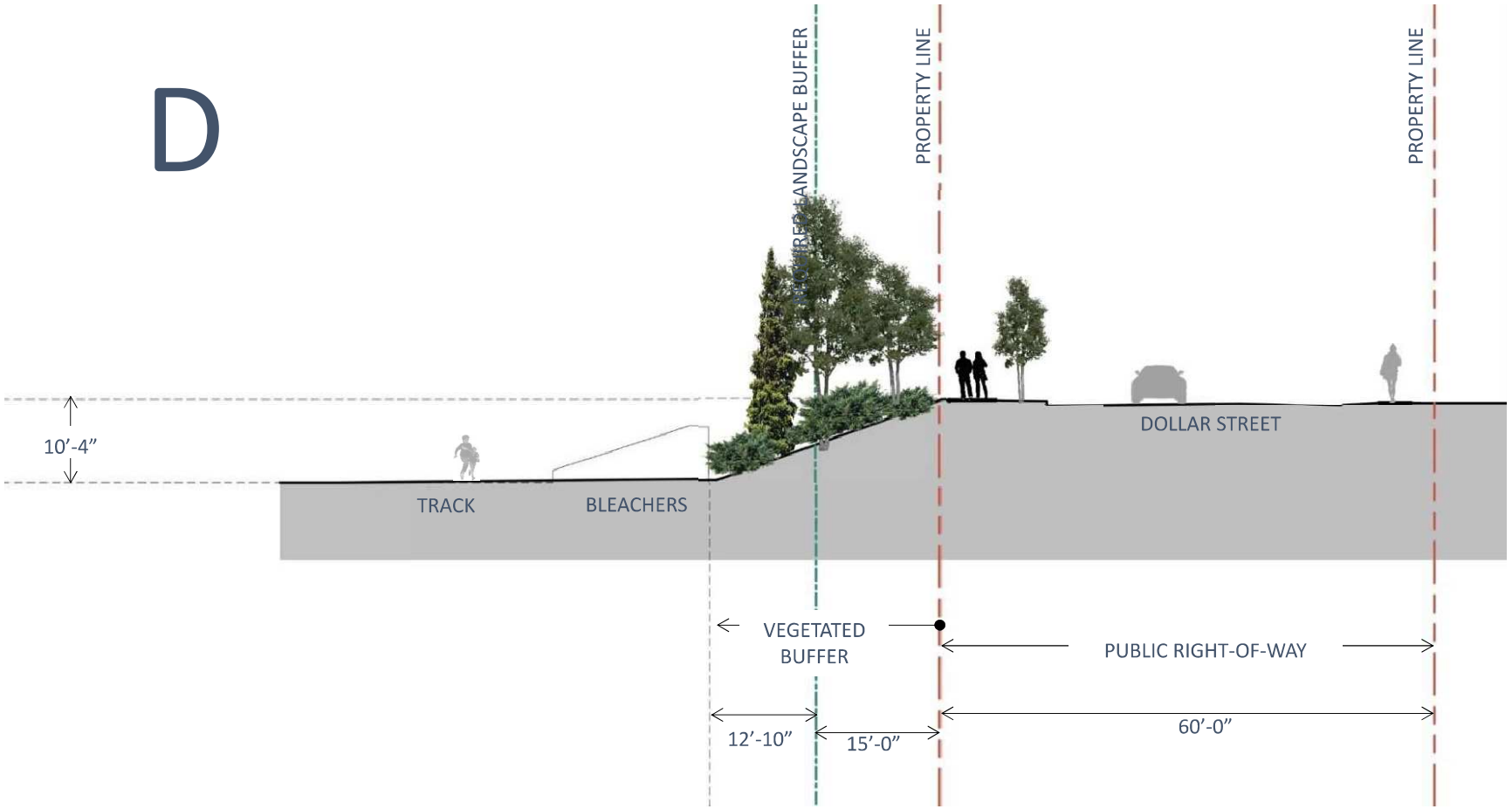
SITE SECTION

C

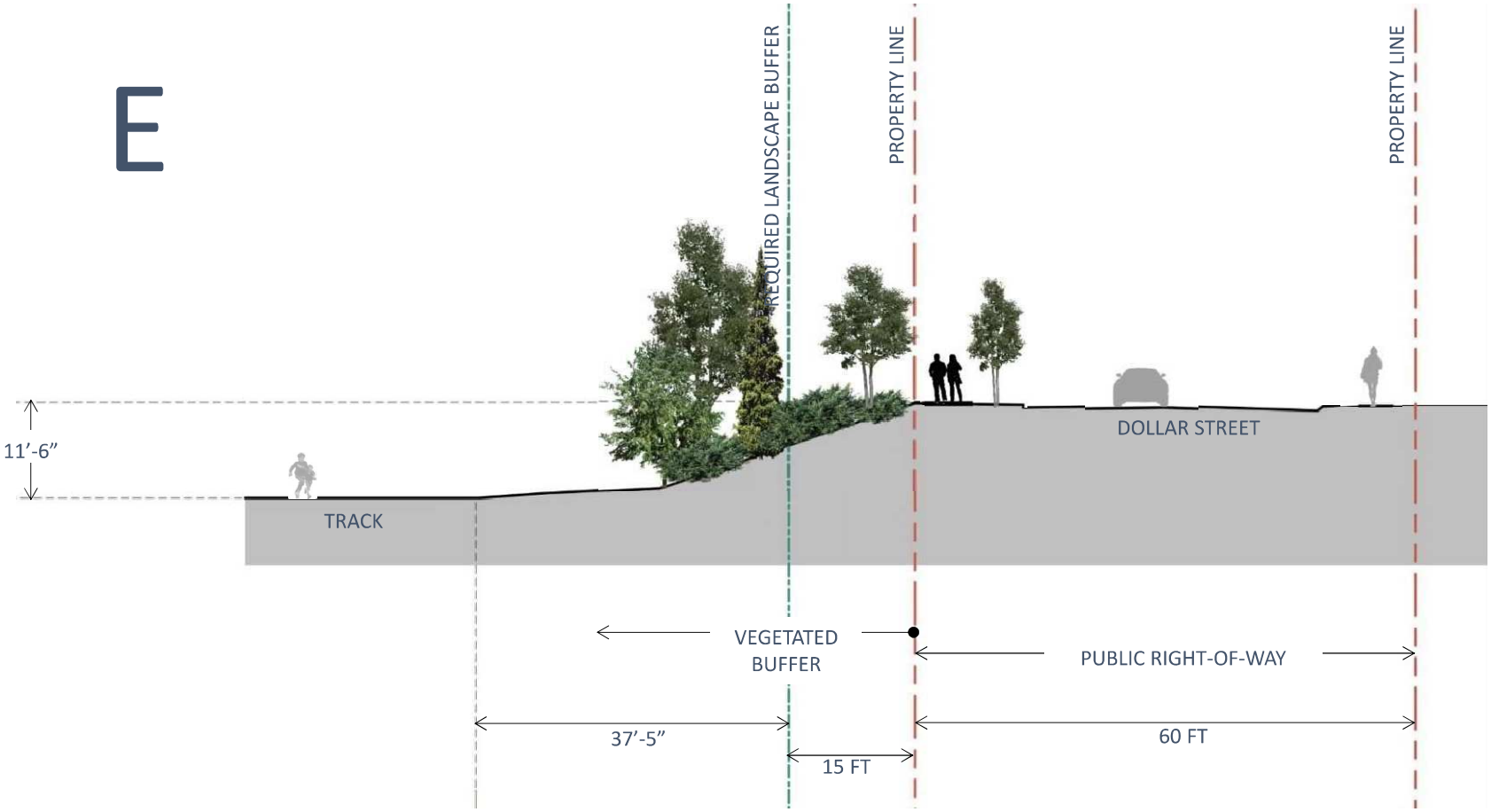


SITE SECTION

D



SITE SECTION



Laura Wirth
Matthew Uelmen
[redacted]
West Linn, OR 97068
[redacted]

Bogdana Clarke
Wade Clarke
[redacted]
West Linn, OR 97068
b[redacted]

dollarstwoods@gmail.com

January 8, 2020

West Linn-Wilsonville School District

22210 SW Stafford Road
Tualatin, OR 97062
Sent via Electronic Mail

Re: Dollar Street Woods Petition

Dear Superintendent Dr. Kathy Ludwig & WLWV School Board of Directors,

We are proud to have our children thriving in the West Linn-Wilsonville School District.

Our families chose this community because of the excellent schools and the beautiful nature. And we are grateful that it has exceeded our expectations. This is thanks in large part to the dedicated teachers, volunteers, and administrators, such as yourselves, who are committed to our children's education.

The 2019 Long Range Plan articulates a bold vision to expand career and technical training in our schools. It is clear also that the District is facing challenges planning for the future, with an expanding Wilsonville population and an expiring lease on the Arts & Technology High School. We recognize the need to relocate ATHS and the desire to expand its vocational offerings.

Tearing down Dollar Street Woods to construct an enlarged Athey Creek Middle School is not the only way to achieve the District's goals. Several characteristics of the proposed site would make it an undesirable location to build a school of any size, let alone a 850-student capacity middle school. The District's previous attempt in 1994 to build a smaller school acknowledged many of these site limitations.

During the 2019 Bond Summit, a committee of volunteers identified several alternative solutions before settling on the District's current plan. They arrived on the plan based on certain assumptions and with limited information due to lack of funding. Now, the District has the bond funds to take the next appropriate steps.

With a $88M price tag, the District should follow best practices at this stage and use experts to do the factual, deep analysis and determine if there are solutions that better serve our interests as a community. A project of this magnitude warrants such an examination.

More than four hundred thirty, and counting, community members are calling on you to thoroughly consider and address our shared concerns described in the attached Petition before committing to this plan. Please also review the comments provided by many residents.

We appreciate that the District will do their due diligence and work with residents and the City Planning Commission & Staff during the permit application process, as required by local development codes. ***Notwithstanding, there are specific questions and tasks raised by the Petition that warrant timely consideration. We expect also that if in the process of addressing our concerns, the District discovers facts that weigh against the current proposal, you will take them seriously and be prepared with an alternative plan.***

The District is hiring a bond construction management firm next week and publishing a master schedule in February. The project work plan should incorporate our specific questions and tasks, outlined in the attached Petition Worksheet. While we know it will take time to provide substantive responses, we expect your schedule to provide target dates for responding to each of our questions.

We look forward to hearing from you and continuing this dialogue.

Sincerely yours,

Laura Wirth

Matthew Uelmen

Bogdana Clarke

Wade Clarke

Enclosures: Petition (with signature and comments); Petition Worksheet

Cc: Tim Woodley, Director of Operations; Andrew Kilstrom, Director of Communications & Public Information Officer; Kelly Douglas, Administrative Assistant & Board Secretary

This petition has collected
425 signatures
using the online tools at ipetitions.com

Printed on 2020-01-08

School District Must Clearly Demonstrate That Dollar Street Woods is a Suitable Location to Build an Extra-Large Middle School.

About this petition

The WLWV School District plans to use $88M from the 2019 Bond to relocate and expand the Arts & Technology High School (ATHS) to the Athey Creek Middle School (ACMS) site and construct an enlarged ACMS on Dollar Street Woods, a district-owned property between Dollar Street and Willamette Falls Drive. This fir tree grove is currently beloved by Willamette residents and visitors to Fields Bridge Park.

Several characteristics of the proposed site would make it an undesirable location to build a school of any size, let alone a 850-student capacity middle school. In fact, the City Council rejected a plan in 1994 to build a smaller 680-student school at the site.

At this time, the School District comes before the City Planning Commission to begin the permit application process anew and to obtain public approval of its proposed use of Dollar Street Woods.

We, the residents of West Linn, many of us parents of WLWV students, believe in the value of our WLWV schools and also in judicious use of tax money to build facilities that provide an overall benefit to the City. We call on the WLWV School District to thoroughly consider and address the following concerns. In addition, we call on the West Linn Planning Commission to address many of these concerns as part of the permit review process in accordance with the West Linn Community Development Code and other applicable laws.

SUMMARY LIST OF CONCERNS:

1. Unwarranted Additional Costs. The District must clarify what is driving the significant additional cost to the taxpayers to build the school on the Dollar Woods site and whether those costs are warranted. The District must provide a detailed cost-benefit analysis before committing to this site, including a detailed list of alternative sites considered by the District and an explanation as to why Athey Creek is not a suitable site for both schools.

2. Downgraded middle school facilities. The District must provide a side-by-side comparison between the current ACMS campus and facilities and the proposed school's site plan and facilities, and explain how this proposal serves the best interests of our students.

3. Increased traffic congestion. The District must provide a detailed traffic study and plan for mitigating negative effects of increased traffic.

4. Overflow parking on residential streets. The District must provide a detailed parking and overflow mitigation plan.

5. Negative environmental impact. The District must explain the benefits of selecting the Dollar Woods site versus another site with less negative impact on an existing urban forest, community, and environment. The District should not be permitted to use the tree farm exception to circumvent the

process of obtaining the necessary tree removal permits.

For updates please follow Dollar Street Woods

ANNOTATED LIST OF CONCERNS:

1. Unwarranted Additional Costs. The District must clarify what is driving the significant additional cost to the taxpayers to build the school on the Dollar Woods site and whether those costs are warranted. The District must provide a detailed cost-benefit analysis before committing to this site, including a detailed list of alternative sites considered by the District and an explanation as to why Athey Creek is not a suitable site for both schools.

The anticipated cost for the proposed new middle school at the Dollar Woods Property is $78M, more than twice as much as the cost of the recently built Meridian Creek Middle school ($38M.)

- Site Limitations. The Dollar Woods site continues to present multiple construction and design constraints as identified by West Linn City Planning Staff in 1994. Steep grades, minimal distance between access ways and intersections, unstable embankment along Willamette Falls Drive, inadequate water pressure, wetlands, potential historic and archeological artifacts (including one of only two handbuilt brick wells in Oregon), trees, nature habitats, narrow shape, proximity to residential areas with minimal buffer, existing traffic congestion, and absence of pedestrian-bicycle pathways, to name a few.

- Costly design solutions. Some of these challenges will limit design options (e.g., usable acreage) while others will be extremely costly to address. How do these costs affect the quality of the build?

- Identify and compare alternative sites. The 2019 bond does not specify that the middle school must be on Dollar Street Woods. What other sites and solutions has the District considered and how do the costs-benefits compare to current proposal? For example, why not keep ACMS where it is and build the smaller technical high school on the existing Athey Creek campus or on a site closer to Wilsonville where the District projects the most growth? The plan for an expanded ATHS has a target of 400 students, with an expected 200-300 at the start. How much acreage and what type of facilities are needed for this optional high school? Alternatively, how much would a home developer pay for the Dollar Woods site, which could fund a purchase of a better suited property?

2. Downgraded middle school facilities. The District must provide a side-by-side comparison between the current ACMS campus and facilities and the proposed school's site plan and facilities, and explain how this proposal serves the best interests of our students.

The District maintains that we need a new facility for an alternative 400-student high school to reduce over-capacity and an expiring ATHS lease. Relocating 700 current ACMS students to a much smaller site to try to solve the high school problem, should not be at the expense of our middle schoolers.

- Much less usable acreage and restrictions on use. The site is only half the size of the Athey Creek campus with a planned larger student body, and the topography and constraints of the site will drastically further reduce usable acreage for athletic fields, art studios, rehearsal space, auditorium, open outdoor space, and extensive parking needs. Also, the proximity to residential neighborhoods led the '94 Planning Commission to ban any outdoor lights for night

use of athletic fields at the site. How will these limitations negatively impact ACMS extracurriculars, such as sports, music, arts, and STEM?

- Mental health implications of site location. Anxiety is on the rise for our adolescents. The District should also engage an expert consultant to consider what are the risks and impacts of building a middle school right next to a river and a heavily congested road.

3. Increased traffic congestion. The District must provide a detailed traffic study and plan for mitigating negative effects of increased traffic.

The road infrastructure is already inadequate to handle the traffic on Willamette Falls Dr, Ostman Rd, and Blankenship Rd. The interim construction traffic and then the middle school traffic to Dollar Street Woods will be a public nuisance and safety hazard. The proposed plan also introduces additional high school traffic to the Athey Creek campus that will impact these same arteries.

- Willamette Falls Drive is already congested. Willamette Falls Drive is a 2-lane road that backs up for blocks, between Historic Willamette and Fields Bridge, during commuting hours and sporting events at Fields Bridge Park. Notwithstanding findings by the '94 Planning Staff that it was impossible to access the Dollar Woods site from WFD, the School District now promises that access will be off WFD. That means more buses and cars must travel along this narrow road during commuting hours and after-hours as community members use the facilities. Special events, such as music concerts, graduations, back to school nights, will bring even more traffic.

- Health and Safety. WFD is the only accessway for several residents of Willamette, including the areas of Arbor Cove and Swiftshore. Gridlock on WFD not only generates air pollution and a public nuisance, it also creates a safety hazard for residents who will be blocked in.

- Accessibility of River Heights. Similarly, Dollar Street is a dead-end street and the residents of River Heights are completely dependent on free traffic flow at Ostman Rd. What is the plan to address the increased traffic to Dollar, as parents use this street to drop off students and avoid WFD, and also Ostman Rd, another residential street that will be directly impacted? Will Dollar St be connected to WFD?

- Emergency Response. In the event of a fire or threat to school safety, how will residents and an additional 850 students plus faculty and staff be safely evacuated when there are already traffic bottlenecks at all the intersections around the proposed site?

- Unproven pedestrian traffic. The District hopes that up to 25% of students will walk to school but are there even 200 plus middle schoolers within a mile walking radius of the site? The Tualatin River border cuts off a number of nearby households. And the District's Flo Analytics Enrollment Forecast Report suggests far fewer middle schoolers reside within a potential walking radius and the vast majority of ACMS students will still need to be bussed or driven. (See, e.g., Figs. 13, 28.) Note also Jevons Paradox where increased convenience (being closer to the school) leads to higher consumption (driving to school instead of taking the bus). For example, a student who previously used the bus (including the afternoon activity bus) will now be driven by individual car because the site is closer than Athey Creek but still too far to walk (especially in the rain or when it's dark out).

- Increased traffic from anticipated growth outside neighborhood. According to the District's

10-year enrollment projections, West Linn middle schools will see minimal growth as compared to the anticipated growth of Wilsonville middle schools (50 versus 335 more students). The plan to enlarge ACMS (from 669 to 850 student capacity) is to help alleviate overcrowding in the district. However, the vast majority of these additional students will not live within West Linn neighborhoods walkable to the proposed site and this will increase traffic to the area. In fact, the ACMS residence zone (an area much larger than a one-mile radius, extending from Oregon Country Club to north of I-205) is projected to grow only by 23 students in the next ten years.

4. Overflow parking on residential streets. The District must provide a detailed parking and overflow mitigation plan.

The site will not be able to accommodate the extensive parking needs of an 850 student school with parents attending special events. Moreover, parking at Fields Bridge Park is already an issue because of local sporting events. The adjacent neighborhoods of River Heights, Arbor Cove, Swiftshore, and Ostman will routinely be used for parking and dropping off students. This will be a nuisance for residents and also a safety concern for the traffic flow problems noted above.

5. Negative environmental impact. The District must explain the benefits of selecting the Dollar Woods site versus another site with less negative impact on an existing urban forest, community, and environment. The District should not be permitted to use the tree farm exception to circumvent the process of obtaining the necessary tree removal permits.

- Reduces Urban Forest. “It is the intent of the tree ordinance to establish, maintain, and increase the quality of tree cover on public and private lands within the city.” In accordance with the City’s Tree Ordinance the District has a burden to demonstrate why removing this tree grove is justified. Has the District retained experts to study the damage to habitats and surrounding Water Resource Areas by the proposed site plan? Are there trees that can and should be preserved? For example, there are apple trees from the 1800's that are a certain variety of apples that are rare today. The trees need to be inspected to see if they are of any historical significance and should be saved.

- Require permits for tree removal. While some of the trees may have been planted for agricultural use, that was at least 25 years ago and it is now an established wooded area. The Dollar Woods property is also not zoned for agricultural use currently. Thus the District should not be permitted to use the tree farm exception to circumvent the process of obtaining the necessary tree removal permits.

- Negative impact on Fields Bridge Park. The District and the City must consider the potential impact of increased runoff on Fields Bridge Park, including its baseball playing fields, public gardens, and Locally Significant Wetlands.

- Noise and pollution. The woods currently provide a noise buffer and carbon sink. What will be the net difference for residents with the increased traffic, idling buses, noise from the school, and light pollution?

- Explore alternative uses. The District put the property in surplus because “it was awkwardly situated for a middle school.” Dollar Street Woods is home to trees, birds, a stream, and other wildlife. Children and neighbors currently use it as a quiet space to explore and play in nature. Students go on field trips every year to nature preserves, hikes, and field studies. What if

Dollar Woods was a preserved space run by the school district as part of its CREST program? Other school uses of the property are better suited for the site and should be explored before eliminating this urban forest.

For updates please follow Dollar Street Woods

@DollarStWoods

#DollarStWoods

Signatures

1. Name: Laura Wirth [redacted] on 2019-12-10 09:12:02
Comments:
Address: 830 Nicole Court
West Linn, OR

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2. Name: Sophia Butler (b[redacted] on 2019-12-10 10:31:05
Comments:
Address: jamestowne plaza apts
1700 Blankenship Rd
building I unit i-2

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3. Name: Sandra Barton MD [redacted]) on 2019-12-10 10:51:07
Comments:
Address: 767 Nicole Dr, West Linn

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4. Name: Becky Garnett-Schnabel ([redacted]) on 2019-12-10 13:02:35
Comments:
Address: 1077 Meek Way
West Linn, Oregon 97968

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5. Name: Mark Schnabel ([redacted] on 2019-12-10 13:23:49
Comments:
Address:

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6. Name: Paul Markt ([redacted]) on 2019-12-10 13:28:01
Comments:
Address: 839 Nicole Ct. West Linn, OR 97068

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7. Name: Tracy Normoyle ([redacted]) on 2019-12-10 14:19:49
Comments:
Address: 2288 Michael Drive
West Linn, OR 97068

---

8. Name: Lisa Kawanesicayuga (li[redacted]) on 2019-12-10 14:28:40
Comments:
Address: 19707 Bellevue Way
West Linn, or 97068

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9. Name: Stacey mickey ([redacted]) on 2019-12-10 14:46:16
Comments:
Address: 2062 Fields dr
West Linn or 97068

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10. Name: Tamara Krippaehne ([redacted] on 2019-12-10 14:46:39
Comments:
Address: 2125 River Heights Circle
West Linn OR 97068

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11. Name: Megan Cox [redacted] on 2019-12-10 14:55:50
Comments: The dollar street property is not appropriate for a large middle school
Address: 2087 Fields Drive West Linn

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12. Name: Madeleine Kawanesicayuga [redacted]) on 2019-12-10 15:04:5
Comments:
Address: 19707 Bellevue Way
West Linn, OR 97068

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13. Name: Victoria Hood (c[redacted] on 2019-12-10 15:24:30
Comments:
Address: 949 Willamette Falls Drive
West Linn, OR 97068

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14. Name: Anke Witt ([redacted]) on 2019-12-10 15:44:37
Comments: Traffic would be a nightmare.
Address: 830 Wendy Ct
West Linn, OR 97068

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15. Name: Sean Weiss [redacted]) on 2019-12-10 15:45:24
Comments: It would be a shame to lose the woods. Plus makes no sense to build a smaller school than what is currently required.
Address: 1213 12th Street, West Linn OR 97068

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16. Name: Ellen Noble [redacted]) on 2019-12-10 15:49:46
Comments: Thank you for presenting all this information on an important decision.
Address: 1133 Dollar St
West Linn OR

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17. Name: Sharon Vaughan ([redacted] on 2019-12-10 16:15:04
Comments: I fully support the request that the school district address the multiple concerns in this petition.
Address: 21469 Waterford Place
West Linn, OR 97068

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18. Name: Wendi Butler ([redacted] on 2019-12-10 16:22:31
Comments: Traffic and access are our biggest concerns
Address: Willamette

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19. Name: Brian Brewer ([redacted] on 2019-12-10 16:41:49

Comments: This construction will have a negative impact on our neighborhood and surrounding road way
Address: 2032 Ostman Rd
West Linn

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20. Name: Julie Carr [redacted]) on 2019-12-10 16:44:05
Comments:
Address: 1065 snidow dr. West linn

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21. Name: David carr ([redacted]) on 2019-12-10 16:45:44
Comments:
Address: 1065 Snidow Dr West Linn

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22. Name: Elizabeth Rocchia ([redacted] on 2019-12-10 17:09:51
Comments: more communication needed from WLWV School District...has been inadequate so far.
Address: 957 Willamette Falls Drive

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23. Name: Laura Stallard ([redacted]) on 2019-12-10 17:15:20
Comments: Fully agreed that this site is ill-suited for a school, and that there are numerous negatives to the proposal as detailed in this petition.
Address: 2150 River Heights Circle, West Linn, Or 97068

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24. Name: Beth Dunford ([redacted]) on 2019-12-10 17:20:06
Comments: Save the forest!
Address:

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25. Name: Tracy Taylor (t[redacted]) on 2019-12-10 18:01:02
Comments:
Address: 1085 Epperly way West Linn

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26. Name: Matt Uelmen ([redacted]) on 2019-12-10 18:05:46
Comments: Athey Creek is a much, much more logical and cost-effective site for expanding capacity for the district as a whole, especially with almost all of the new demand coming from the I-5 corridor
Address: Nicole Ct, River Heights

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27. Name: Katherine Stallard ([redacted]) on 2019-12-10 18:13:50
Comments:
Address:

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28. Name: Julia Hughes ([redacted]) on 2019-12-10 18:15:43
Comments:
Address: 19663 Sun Cir

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29. Name: Sadie Terwilliger Ellwood [redacted] on 2019-12-10 18:28:16
Comments:
Address:

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30. Name: Jeff Hood ([redacted] on 2019-12-10 18:31:24
Comments:
Address: 949 Willamette Falls Dr

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31. Name: Trece Gaunt (t[redacted] on 2019-12-10 18:38:48
Comments: Traffic
Address: 1351 High Touch Street
West Linn, OR 97068

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32. Name: Julia Williams (j[redacted]) on 2019-12-10 18:52:42
Comments:
Address:

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33. Name: Susanne Kraetschmer [redacted] on 2019-12-10 19:08:16
Comments: Please keep this wonderful piece of nature. This will not be a neighborhood school as planned but will lead to major traffic issues at a place that is a bottleneck already.
Address: 826 Nicole Ct.

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34. Name: Shannen Knight ([redacted]on 2019-12-10 19:09:52
Comments: I think there are better locations for a school and I would like to see a non-profit formed to purchase this land from the school district as I don't think the district should have to take a loss on the property.
Address: 1291 11th St., West Linn, OR 97068

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35. Name: Dana Desbiens [redacted] on 2019-12-10 19:22:28
Comments:
Address: 836 Nicole Ct

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36. Name: India de Kanter (i[redacted] on 2019-12-10 19:29:39
Comments: We need more schools but maybe not at the Dollar Woods site
Address:

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37. Name: Carsten Schemel [redacted] on 2019-12-10 19:31:39
Comments:
Address:

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38. Name: Gregg Havemann ([redacted] on 2019-12-10 19:45:02
Comments: If the land was not build able for the developer of River Heights. How is it suitable for school? The slope of the land is to much to build any fields. Kids will not walk to school. West Linn parents will give their kids to and from school

Address: 2100 River Heights Cir
West Linn, OR 97068

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39. Name: Gregg Stults [redacted] on 2019-12-10 19:45:19
Comments:
Address: 2137 Johnyne Ct. West Linn, OR 97068

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40. Name: Paige Bell (p[redacted] on 2019-12-10 19:49:48
Comments:
Address:

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41. Name: Susanne Greengard [redacted] on 2019-12-10 20:02:20
Comments: Above all. I hear that enrollment numbers are way down so not sure why we need to spend spend spend at all.
Address:

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42. Name: Alisha vasilko ([redacted]on 2019-12-10 20:03:58
Comments: I am the parent of a 6th grade student at Athey Creek and have an invested interest in the outcome.
Address: 6512 Apollo rd west Linn, or 97068

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43. Name: Monica Wacek ([redacted] on 2019-12-10 20:05:36
Comments:
Address: 1397 11th Street West Linn, OR 97068

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44. Name: Tiffany Sullivan ([redacted]) on 2019-12-10 20:10:47
Comments:
Address: West Linn, Oregon

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45. Name: Diana Kunstel ([redacted] on 2019-12-10 20:15:00
Comments:
Address: 2255 River Heights circle, West Linn, Or

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46. Name: Kylie Havemann (k[redacted] on 2019-12-10 20:23:03
Comments:
Address:

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47. Name: Kirbi Havemann [redacted] on 2019-12-10 20:49:06
Comments:
Address:

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48. Name: Hannes Kraetschmer ([redacted]) on 2019-12-10 20:57:13
Comments:
Address:

49. Name: Dana Clarke ([redacted] on 2019-12-10 21:04:22
Comments:
Address: 811 Nicole Ct, West Linn OR

50. Name: Aubre wessling ([redacted] on 2019-12-10 21:50:18
Comments:
Address:

51. Name: doug eisele (do[redacted] on 2019-12-10 22:23:14
Comments: traffic wow?
Address: 1474 dollar st.

52. Name: Susan Anderson ([redacted] on 2019-12-10 22:27:04
Comments: Further discussion is warranted.
Address: 2031 Titan Terrace. West Linn

53. Name: Heidi Kehm [redacted] on 2019-12-10 22:33:05
Comments:
Address: 1048 Epperly Way
West Linn, OR

54. Name: Elizabeth Smolens [redacted]) on 2019-12-10 22:34:16
Comments: I think there are very thorough, reasonable requests in this document.
Address: 1852 4th Avenue

55. Name: Janet Wheeler [redacted] on 2019-12-10 22:39:26
Comments: Concerned about the traffic impact and ill-suited site for a large school.
Address: 800 Nicole Ct

56. Name: Tony Docekal ([redacted]) on 2019-12-10 22:41:02
Comments:
Address:

57. Name: Julie ORourke [redacted] on 2019-12-10 23:51:39
Comments: Serious concerns as to the impact to our neighborhood. These issues must be addressed.
Address: 950 Dollar Street

58. Name: Tim Spengler ([redacted]n 2019-12-11 00:12:32
Comments: 805 nicole court
Address:

59. Name: Jon Henri ([redacted]n 2019-12-11 00:17:15

Comments: Too little room and ruins environment
Address: 21330 miles Dr west Linn or 97068

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60. Name: Aron (h[redacted] on 2019-12-11 00:46:20
Comments: No
Address: 1852 4 th ave
WL

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61. Name: Susan Barton-Venner [redacted] on 2019-12-11 01:06:47
Comments: Please listen to your tax payers.
Address: 31170 Sw Riverlane Rd
West Linn, OR 97068

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62. Name: Wade Clarke ([redacted]) on 2019-12-11 01:13:56
Comments:
Address: 811 Nicole Ct

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63. Name: Joyce Wright [redacted]) on 2019-12-11 01:29:28
Comments:
Address: 2465 Michael Ct
West Linn OR 97068

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64. Name: Catherine Docekal ([redacted] on 2019-12-11 01:29:47
Comments:
Address:

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65. Name: Mindy Lachner ([redacted]t) on 2019-12-11 01:37:18
Comments: 837 Wendy Ct
Address: WestLinn

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66. Name: Carole Lukas ([redacted]) on 2019-12-11 01:42:37
Comments: Why destroy a beautiful area. Not a proper place
For a building
Address: 3011 Clubhouse Ct.

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67. Name: Sandra Krueger ([redacted]) on 2019-12-11 01:56:56
Comments:
Address: 1663 April Ct West Linn

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68. Name: Leann Curry [redacted]) on 2019-12-11 01:59:47
Comments:
Address: 1550 Garden St
West Linn 97068

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69. Name: Bret Vanderipe ([redacted] on 2019-12-11 02:17:29
Comments:
Address:

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70. Name: Jan Smith [redacted]) on 2019-12-11 03:36:20
Comments: We do not welcome this middle school in the woods. It is not necessary as the creation of "overcrowding" is false. The proposed school would be too small.
Making Athey Creek a "special" school and taking it out of general use is unwarranted and egregious.
This tactic was used in my hometown in the 1970s and the new school was only used 2 years and had to be repurposed. This action is premature.
The traffic pattern on Ostman, Dollar and River Heights Circle will be disrupted and worse if the bridge area at the river is altered. NO PARKING IN THE RESIDENTIAL AREA!!!!
I beg of you not to do this disruptive construction of an unnecessary school.
Address: 2200 River Heights Circle
West Linn

---

71. Name: Henry ([redacted] on 2019-12-11 04:00:30
Comments: Keep the park intact !
Address: 2243 Greene St, West Linn.

---

72. Name: Emily Vanderipe (v[redacted]) on 2019-12-11 04:24:11
Comments: This does not seem like the right kind of space to build a large school. Not sure how the roads will work and it overall sounds impractical .
Address: 1055 Snidow Drive
West Linn OR 97068

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73. Name: Sandra (s[redacted] on 2019-12-11 04:33:58
Comments: Plz use our $$ wisely
Address:

---

74. Name: Judy Taylor ([redacted]on 2019-12-11 04:42:06
Comments:
Address: 6547 Palomino Way

---

75. Name: Rob Hoover ([redacted] on 2019-12-11 04:45:24
Comments:
Address: 1712 Joseph Fields st WL

---

76. Name: Kalista Naone ([redacted] on 2019-12-11 04:56:20
Comments:
Address:

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77. Name: cole naone ([redacted] on 2019-12-11 04:57:30
Comments:

Address: 2202 michael dr

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78. Name: Bobbi Ewert [redacted] on 2019-12-11 05:04:57
Comments:
Address:

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79. Name: Chuck Howard [redacted]) on 2019-12-11 05:09:40
Comments: This bond measure passes on a 30% voter turn out cycle. Th e district planned it this way. This is underhanded and should be voided. I have los t confidence in this dist rict. T h e n ew pr posted. School is a ho rribl e I'd e a and. A. Wa st e o f mon e y
Address: 1900 va ll ey vi e w
We st linn

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80. Name: Martha Maharg[redacted] on 2019-12-11 05:15:54
Comments: Thanks go to the community members that did all the research and put this petition together.
Address: 1756 Regency St
West Linn

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81. Name: Debra Schlitt [redacted]) on 2019-12-11 05:39:50
Comments:
Address: 817 Wendy Ct
West Linn

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82. Name: Kari Naone [redacted] 2019-12-11 05:44:29
Comments:
Address:

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83. Name: Nash Barinaga [redacted]) on 2019-12-11 05:55:40
Comments: This would be disaster for people who live off and near WFD and Dollar St. Way too much extra traffic and safety issues ! Keep it natural and make it a natural City Park !
Address: 448 SW Alderwood Drive
West Linn, Oregon 97068

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84. Name: Tracy Norris (t[redacted] on 2019-12-11 05:59:31
Comments: I'm concerned on many levels about this new proposed site. Much more investigation needs to happen!
Address: 6584 Beam St.
West Linn, OR 97068

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85. Name: Tiffany Barinaga [redacted]) on 2019-12-11 06:10:26
Comments:
Address:

86. Name: Dean Riddle [redacted] on 2019-12-11 07:02:22
Comments: Great work Laura!
This is a very well thought out and detailed summary, clearly demonstrating the lack of common sense in the current plan...
Address:

87. Name: Karin Haag (b[redacted]on 2019-12-11 07:53:56
Comments:
Address:

88. Name: Heidi Rowan [redacted]) on 2019-12-11 13:24:32
Comments:
Address: 28500 sw mountain rd
West Linn

89. Name: Molly Bowers (b[redacted]) on 2019-12-11 15:44:05
Comments:
Address:

90. Name: Charles Herring DC ([redacted]) on 2019-12-11 15:47:51
Comments: On 12/9/19 at 3:15 pm, it took 11 minutes to get thru the stop sign on Willamette Falls Drive, what will happen when 800 students are added?
Address: 840 Nicole ct
West Linn, Or. 97068

91. Name: Angelina Grima (a[redacted]) on 2019-12-11 15:59:59
Comments:
Address: 840 Nicole Ct.,
West Linn, OR 97068

92. Name: Kristin Senior [redacted]) on 2019-12-11 17:56:01
Comments:
Address: 1840 13th Street
West Linn, OR 97068

93. Name: Thomas R Pope [redacted] on 2019-12-11 18:19:38
Comments:
Address: 816 Nicole Ct.
West Linn, OR 97068

94. Name: Matt ([redacted] on 2019-12-11 18:47:55
Comments:
Address: 1055 Snidow dr

95. Name: Rich Brooke [redacted] on 2019-12-11 19:51:37
Comments: I support our kids and schools, but this is NOT the right site for this new large middle school in every way.
Address: 1047 Meek Way, West Linn, OR 97068

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96. Name: Rosalin Brooke ([redacted] on 2019-12-11 20:03:42
Comments: There is a bald eagle who has its nest in those woods!
Address: 1047 Meek Way, West Linn, OR 97068

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97. Name: Michelle Hoover [redacted] on 2019-12-11 20:30:37
Comments: Not a good location for this.
Address:

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98. Name: Holly Brown [redacted] on 2019-12-11 21:59:34
Comments:
Address: 1063 Meek Way
West Linn OR. 97068

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99. Name: Julie hoover [redacted] on 2019-12-11 22:20:31
Comments: This is not a good site because of shape size, location to existing housing, oppenlander would be a better site
Address: 2038 Doral ct.

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100. Name: Kim J Hill [redacted] on 2019-12-11 22:31:06
Comments: 961 Willamette Falls Drive
Address: 961 Willamette Falls Drive

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101. Name: Robert Hoover ([redacted] on 2019-12-11 22:32:18
Comments: How are all the bus going to get in and out of here. The people planning this don't have a clue.
Address: 2038 Doral Ct
West Linn

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102. Name: Jackie Byer [redacted] on 2019-12-11 22:47:47
Comments:
Address: 1488 SW Borland RD

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103. Name: Elizabeth welch ([redacted]) on 2019-12-11 23:19:19
Comments:
Address: 1704 Britton St
West Linn Oregon 97068

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104. Name: Ella Riddle (e[redacted]n 2019-12-11 23:34:34
Comments:
Address: 822 Alicia Ct

105. Name: Anne Culbertson (on 2019-12-12 00:44:04
Comments:
Address: 2206 Michael Drive, West Linn, OR, 97068

106. Name: Kristy Rees on 2019-12-12 01:03:08
Comments:
Address: 3468 Chelan drive
West linn Or 97068

107. Name: Stacey Spengler (on 2019-12-12 01:22:02
Comments: Traffic flow is a big concern. As is the giant hole that needs to be filled in. How will water drainage affect local neighborhoods.
Address:

108. Name: johnny reaser (on 2019-12-12 01:42:05
Comments:
Address: 2571 bronco ct

109. Name: DANIEL VORHIES ( ) on 2019-12-12 02:52:52
Comments: I'm concerned on many levels about this new proposed site. Much more investigation needs to happen!
Address: 965 Willamette Falls Dr

110. Name: Erica Bierman (e on 2019-12-12 03:44:11
Comments: I too would like to see a side by side comparison from the district as these are all valid reasons to NOT build a middle school on Dollar.
Address: Dollar St.

111. Name: Megan Riddle (m 2019-12-12 04:00:35
Comments:
Address:

112. Name: Barry Desbiens) on 2019-12-12 04:03:18
Comments:
Address: 836 Nicole Ct.

113. Name: Liz orth ( ) on 2019-12-12 04:15:35
Comments:
Address:

114. Name: Allan and Wendy Mohr on 2019-12-12 05:32:49
Comments:
Address:

115. Name: Chris Jones [redacted] on 2019-12-12 05:50:27
Comments:
Address: 836 Wendy Ct.

116. Name: Mike Jones [redacted] on 2019-12-12 05:53:14
Comments:
Address: 836 Wendy Ct

117. Name: Terry Meyers ([redacted]t) on 2019-12-12 05:54:00
Comments:
Address: 2220 River Heights Circle
West Linn

118. Name: Mary Baumgardner ([redacted]) on 2019-12-12 05:54:44
Comments:
Address: 1855 Joseph Fields Street
West Linn

119. Name: RANDY RIDER ([redacted] on 2019-12-12 07:03:28
Comments:
Address:

120. Name: Debbie Meyers [redacted] on 2019-12-12 07:23:59
Comments:
Address: 2220 River Heights Circle
West Linn

121. Name: C Rider ([redacted] on 2019-12-12 07:34:49
Comments:
Address:

122. Name: CCRIDER ([redacted] on 2019-12-12 07:44:24
Comments:
Address:

123. Name: Darlene Schwartz ([redacted] on 2019-12-12 14:50:09
Comments: Not the right location for this school... they need to look for other options.
Address: 2348 Ostman Road

124. Name: Angela Powers Melo (a[redacted] on 2019-12-12 19:21:22
Comments:
Address: 1700 Blankenship Rd

125. Name: Roberta Nopson ([redacted]) on 2019-12-12 22:02:15
Comments: This site was not approved the last time in 1994. Traffic patterns will gridlock Willamette Falls Drive.
Address: 2393 Taylor Dr. 97068

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126. Name: Marcy Saunders ([redacted]) on 2019-12-12 22:02:37
Comments:
Address: 940 Dollar St., West Linn

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127. Name: Lisa Prentice ([redacted]n 2019-12-12 22:03:06
Comments:
Address: 758 Nicole Dr., West Linn

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128. Name: Helen Klimeck-Jones [redacted] on 2019-12-12 22:04:38
Comments:
Address: 2215 River Heights Cir., West Linn

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129. Name: Annemieke Wiegman ([redacted] on 2019-12-12 22:05:14
Comments:
Address: 754 Nicole Drive, West Linn

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130. Name: Lia Azgapetian [redacted] on 2019-12-12 22:07:55
Comments:
Address: 2160 River Heights Cir., West Linn

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131. Name: Diane Dahlgren [redacted] on 2019-12-12 22:09:04
Comments:
Address: 2616 Pimlico Terrace, West Linn

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132. Name: Christopher Williams [redacted] on 2019-12-12 22:09:27
Comments: I am very concerned about the impact on the area, such as traffic parking and the destruction of a beautiful natural area.
Address: 757 Nicole Dr
West Linn or
97068

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133. Name: Felicia Williams ([redacted] on 2019-12-13 00:34:52
Comments:
Address: 757 Nicole Dr
West Linn, OR
97068

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134. Name: Rory Bialostosky [redacted] on 2019-12-13 01:36:44
Comments: This property being in my backyard, I am concerned about the various impacts a school may have on my neighborhood and hope that the School District will

work with neighbors to address concerns.
Address:

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135. Name: Del Bialostosky [redacted] on 2019-12-13 03:57:23
Comments:
Address: 767 Nicole Drive
West Linn
Oregon 97068

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136. Name: Cheryl wenzel [redacted] on 2019-12-13 06:45:12
Comments:
Address:

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137. Name: Meg Schecter (sc[redacted] on 2019-12-13 17:21:18
Comments:
Address: 2170 River Heights Circle
West Linn

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138. Name: Sue Cahlander ([redacted] on 2019-12-13 18:09:53
Comments: I agree with the statements contained in this petition! I am opposed to building a middle school at Dollar Woods.
Address: 2200 River Heights Circle
West Linn, OR 97068

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139. Name: Cinda S Lonsway (c[redacted] on 2019-12-13 18:21:02
Comments: I feel that the measure in the voters pamphlet was purposefully misguiding and manipulative, dishonest and lacked integrity. I question the true need for this school and it being built in this location.
Address: 1356 High Touch

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140. Name: Tamara Griffin [redacted] on 2019-12-13 18:31:44
Comments: 812 Wendy Court
Address: 812 Wendy Court

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141. Name: Amy Radochonski ([redacted] on 2019-12-13 18:42:38
Comments:
Address: 2185 river heights circle

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142. Name: Matt Radochonski [redacted]) on 2019-12-13 18:42:58
Comments:
Address:

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143. Name: Valerie Curalli [redacted]) on 2019-12-13 18:45:11
Comments: My biggest concern is the safety of students on a very busy road and next to a river. And secondly, the traffic situation is already terrible during commuting times.

Address: 826 Alicia Court, West Linn

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144. Name: John Curalli [redacted]) on 2019-12-13 18:49:08
Comments:
Address: 826 Alicia ct
West Linn, OR 96068

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145. Name: Michael Griffin ([redacted] on 2019-12-13 18:54:33
Comments: I concur with the many valid points to be considered when selecting a location for a new school...
The landscape and location of this city property makes it a natural fit for continued Fields Bridge park space.
Address: River Heights

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146. Name: Ann Bremer ([redacted] on 2019-12-13 19:20:35
Comments: Excellent description of the multiple issues the school district must clarify before final decision made to build a middle school on Dollar Street.
Address: 2140 River Heights Circle , West Linn 97068

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147. Name: Jacqueline ([redacted]on 2019-12-13 19:25:42
Comments:
Address: Hidden Springs, West Linn 97068

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148. Name: Kerry Mason ([redacted]) on 2019-12-13 20:02:55
Comments: Thank you for clearly stating the concerns that the neighborhoods surrounding the Dollar Street Woods have regarding the proposed new middle school. I agree with this petition.
Address: 2205 River Heights Circle
West Linn, OR 97068

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149. Name: Dirk Mason [redacted] on 2019-12-13 20:20:25
Comments:
Address: 2205 River Heights Circle, West Linn, OR 97068

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150. Name: Destiny Scholz [redacted] on 2019-12-13 22:24:34
Comments:
Address: 763 Nicole Drive
West Linn Oregon 98068

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151. Name: Anton Vysotskiy [redacted]) on 2019-12-14 00:07:33
Comments: I agree with the petition mainly because of the environmental impact that the building of this facility proposes. I would also like to point out that parking on Brandon Pl. and the River Heights Circle would become congested, making it difficult to get off of Dollar and WFD.
Address:

152. Name: Kaiya Kremer [redacted] on 2019-12-14 00:21:22
Comments:
Address: 3717 Wild Rose Loop

153. Name: Scarlett Harris (s[redacted] on 2019-12-14 02:49:27
Comments:
Address: Upper Midhill Dr. West Linn

154. Name: Emilia Collins [redacted]n 2019-12-14 04:59:53
Comments:
Address:

155. Name: Maxim Kokoshinskiy ([redacted] on 2019-12-14 05:00:20
Comments:
Address:

156. Name: Sasha Kokoshinskiy [redacted] 2019-12-14 05:01:54
Comments:
Address:

157. Name: Yuliya Kokoshinskiy [redacted]n 2019-12-14 05:02:58
Comments:
Address:

158. Name: Igor Kokoshinskiy [redacted] 2019-12-14 05:03:21
Comments:
Address:

159. Name: Byronie McMahon ([redacted]) on 2019-12-14 05:17:57
Comments:
Address: 3005 se Carlton

160. Name: Tamara Bugarsky ([redacted] on 2019-12-14 05:27:25
Comments: Need to keep some green space in West Linn. Site is not appropriate for any school due to Proximity to river and level of grounds
Address: 2180 River Heights Circle West Linn OR

161. Name: M Mills ([redacted]) on 2019-12-14 05:28:32
Comments:
Address:

162. Name: Lori Mueller ([redacted] on 2019-12-14 05:47:39
Comments:

Address: 806 Alicia Court
West Linn, Oregon 97068

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163. Name: Jetski Kohler [redacted] on 2019-12-14 06:13:13
Comments:
Address:

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164. Name: Jeffrey R Kohne [redacted]) on 2019-12-14 06:54:28
Comments: This site is not suitable for a middle school due to congested and narrow roadways. Traffic from school buses and parents dropping off kids poses too great a safety hazard, and will also make traffic congestion go from bad to much worse.
Address: 2295 Brandon Place

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165. Name: Reese Hunsaker ([redacted] on 2019-12-14 06:56:10
Comments:
Address:

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166. Name: josh choi ([redacted] on 2019-12-14 07:10:36
Comments:
Address: 1965 hillhouse dr. west linn or

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167. Name: Melinda Lin ([redacted]) on 2019-12-14 07:11:53
Comments:
Address:

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168. Name: Saumya Sarin [redacted]) on 2019-12-14 09:24:32
Comments:
Address: 91 Silverdale Rd, Hamilton, New Zealand

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169. Name: Victoria Vysotskiy [redacted]) on 2019-12-14 15:17:01
Comments: I strongly agree with every single point made in this petition and would like to emphasize the importance and the significance of each as a resident on tn the very last street off of Dollar St. right across from Dollar Street Woods. We are far beyond being "concerned" regarding the proposed build. We are scared that putting an 850 student school in our heavily populated neighborhood will make it UNLIVABLE for us due to the noise during concerts and sports games, the heavily congested traffic situation with limited ability to exit the area, the potential parking issues, the impact on our environment, and the overall quality of life that we have tried to preserve as the community for so many years!
Address:

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170. Name: Rebecca Regello [redacted] on 2019-12-14 15:23:01
Comments:
Address: 2130 River Heights Circle

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171. Name: Julie Dennis Hlad (jdhlad@yahoo.com) on 2019-12-14 15:25:27
Comments: My kids would be so sad to lose these beautiful woods!
Address: 1042 Snidow Drive
West Linn, OR 97068

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172. Name: Garrett Winiecki (a[redacted]) on 2019-12-14 15:27:07
Comments:
Address: 2130 River Heights Circle, West Linn, OR 97068

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173. Name: Justin He ([redacted]et) on 2019-12-14 15:30:40
Comments: don't do it >:(
Address: 2074 s pebblecreek lane

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174. Name: Pawani (ra[redacted] on 2019-12-14 15:34:25
Comments:
Address:

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175. Name: Erika vincent (e[redacted] on 2019-12-14 15:56:07
Comments: Concerned about the smaller space and higher student enrollment and the traffic roads not adequate for more traffic.
Address: 2285 Brandon place west linn

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176. Name: Conan Ronayne [redacted] on 2019-12-14 16:25:58
Comments:
Address:

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177. Name: Rika Bering ([redacted]) on 2019-12-14 16:27:24
Comments:
Address: 21215 S. Sweetbriar Rd
97068

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178. Name: Jane Hutton (j[redacted]m) on 2019-12-14 17:34:34
Comments:
Address:

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179. Name: Miki Mehandjiysky ([redacted] on 2019-12-14 18:02:54
Comments: It's not the right place for such a large school.
Address:

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180. Name: Lindsay Nelson [redacted] on 2019-12-14 20:10:48
Comments:
Address:

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181. Name: Brenda Ege (b[redacted]) on 2019-12-14 20:12:11

Comments:
Address: 1735 Ostman Rd
West Linn

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182. Name: Dawn Murai [redacted] on 2019-12-14 20:16:28
Comments:
Address: 2265 River Heights Circle

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183. Name: Anita Havemann ([redacted] on 2019-12-14 23:09:59
Comments: Thank you for getting this going Laura! It gives me hope that I won't have to move - I love this neighborhood the way it is (free of traffic jams and cars parked everywhere)
Address: 2100 River Heights Circle
West Linn, OR. 97068

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184. Name: Dennis Vysotskiy ([redacted]t) on 2019-12-15 00:47:16
Comments:
Address: 2255 Brandon Pl

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185. Name: Ava Wu (a[redacted]) on 2019-12-15 02:17:49
Comments:
Address:

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186. Name: Conrad Sundholm (c[redacted]) on 2019-12-15 02:37:59
Comments:
Address: 2135 River Heights Circle
West Linn, OR. 97068

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187. Name: Nate DeMo[redacted] on 2019-12-15 08:32:16
Comments:
Address: 2638 5th ave

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188. Name: Deirdre Molander ([redacted]t) on 2019-12-15 12:45:55
Comments:
Address: Kensington Ct

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189. Name: Jennifer Kohne ([redacted] on 2019-12-15 18:07:34
Comments:
Address:

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190. Name: Steve Gaborsky (s[redacted]m) on 2019-12-15 21:46:21
Comments:
Address:

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191. Name: Julie Countryman [redacted] on 2019-12-15 23:39:22
Comments:
Address:

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192. Name: David Baker [redacted] on 2019-12-16 05:08:38
Comments:
Address:

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193. Name: Philip Culbertson [redacted]) on 2019-12-16 06:21:07
Comments: We need to get the word out to save this little green oasis in West Linn and stop this unnecessary school expansion boondoggle.
Address: 2206 Michael Drive
West Linn, OR 97068

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194. Name: Rene Cooper [redacted] on 2019-12-16 14:32:05
Comments:
Address:

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195. Name: Jennifer Janssen [redacted] on 2019-12-16 16:24:52
Comments:
Address: 2240 Brandon Place, West Linn, OR, 97068

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196. Name: Ellen price (e[redacted] on 2019-12-16 16:36:44
Comments:
Address:

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197. Name: Jessica Orth [redacted]on 2019-12-16 17:01:33
Comments:
Address: 812 Nicole Ct. West Linn, Or 97068

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198. Name: Brian Orth [redacted] on 2019-12-16 17:02:12
Comments:
Address: 812 Nicole Ct. West Linn, Or 97068

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199. Name: Rodney Rose ([redacted]) on 2019-12-16 17:51:23
Comments:
Address: 1615 Jamie Circle
West Linn, Or 97068

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200. Name: carmen vandemarr ([redacted]) on 2019-12-16 18:18:40
Comments:
Address: 65 dollar street

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201. Name: Daniel P Smith ([redacted]) on 2019-12-16 18:39:42

Comments:
Address: 1032 Epperly Way
West Linn, OR

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202. Name: Chris Hale [redacted]) on 2019-12-16 20:48:51
Comments:
Address:

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203. Name: Carli Cox ([redacted] on 2019-12-16 21:00:53
Comments:
Address: 1042 Snidow Dr. West Linn, OR 97068

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204. Name: Amanda ([redacted]) on 2019-12-16 21:05:09
Comments:
Address:

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205. Name: Jesse Knight ([redacted]n 2019-12-17 01:23:03
Comments:
Address: 1291 11th St
West Linn, OR 97068

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206. Name: Olesya Denney (o[redacted]) on 2019-12-17 02:08:31
Comments:
Address:

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207. Name: rick hlad [redacted] on 2019-12-17 03:07:53
Comments:
Address: 1042 Snidow Drive
West Linn, OR . 97068

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208. Name: jake hlad (j[redacted] on 2019-12-17 04:00:23
Comments:
Address: 1042 Snidow Drive
West Linn, OR . 97068

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209. Name: Marki James[redacted] on 2019-12-17 13:50:35
Comments:
Address: 25619 Cheryl drive
WestLinn OR 97068

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210. Name: Stephen Nopson ([redacted]) on 2019-12-17 14:38:31
Comments: Having lived next to this property for 12 years in the past I know every inch on this land and can say as a real estate professional that the topology is not economical to develop as a school. The school district owns other property that would be far more suitable and economical. The Dollar St. site was optioned to a developer in 2006 as a

housing development. Although this failed, this was the highest and best use for the property.
Address: 2393 Taylor Dr.

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211. Name: Kenneth W VanDemarr ([redacted]) on 2019-12-17 15:16:45
Comments:
Address: 65 Dollar St.
West Linn, Or.
97068

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212. Name: Paula Furgason ([redacted]) on 2019-12-17 18:54:01
Comments:
Address: West Linn

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213. Name: Joey Lawton ([redacted]) on 2019-12-17 20:18:25
Comments:
Address: 458 SW Alderwood Drive
West Linn OR 97068

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214. Name: Kathie Halicki [redacted]on 2019-12-17 22:18:14
Comments:
Address: 2307 Falcon Dr,
West Linn, Or. 97068

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215. Name: Derek Lawton [redacted]) on 2019-12-17 22:34:24
Comments: As a local resident in bosky Dell I have huge concerns around traffic congestion and safety, which is already a huge problem already with traffic diversion off I-205 and the upcoming sports facility being built near Wankers Corner
Address: 458 SW Alderwood Dr, West Linn OR 97068

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216. Name: Bill Stallard ([redacted]) on 2019-12-17 23:28:05
Comments:
Address: West Linn, Oregon

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217. Name: Krystie Halicki ([redacted] on 2019-12-18 00:03:44
Comments:
Address: 2307 Falcon Dr

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218. Name: Danny Schreiber ([redacted] on 2019-12-18 00:46:05
Comments:
Address: 1870 6th Avenue

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219. Name: Fern Robin [redacted] on 2019-12-18 00:46:28
Comments: Save the woods please
Address:

220. Name: Janet M Peterson (janpeterson@earthlink.net) on 2019-12-18 02:57:11
Comments: Willamette Falls Drive cannot handle the traffic already using it as a bypass to I205. Moving Athey to this location will dramatically impact an already terrible situation.
Address: 1252 Willamette Falls Dr.
West Linn, OR

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221. Name: Tomas Pudil (t[redacted] on 2019-12-18 04:23:38
Comments: Split the school district and we won't need another school for years.
Address: 1928 Hillhouse Drive, West Linn, OR 97068

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222. Name: Carol L Elliott (c[redacted]t) on 2019-12-18 13:52:08
Comments: Yes, I am extremely concerned - we live in Arbor Cove, just below the potential school build. Forest & hill/unstable embankment great concern.
Address: 1052 Epperly Way
West Linn, OR 97068

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223. Name: Bethany Wurtz (b[redacted]n 2019-12-19 03:28:48
Comments:
Address:

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224. Name: Mary Ulinski (m[redacted]n 2019-12-19 20:28:51
Comments:
Address: 1056 Epperly Way
West Linn, OR 97068

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225. Name: Paul Moredock [redacted] on 2019-12-19 22:04:27
Comments: Please don’t build here. Was rejected by WL City Council in ‘94, should be rejected again.
Address: 1785 Joseph Fields St
West Linn, OR 97068

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226. Name: Fiona Moredoc[redacted]t) on 2019-12-19 22:25:33
Comments:
Address: 1785 Joseph Fields St
West Linn, OR 97908

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227. Name: Shelley L Russell ([redacted] on 2019-12-20 04:03:08
Comments: The plan to build a middle school is asinine. As an Arbor Cove resident, it is already next to impossible to get in or out of our development between the hours of 2 pm and 6:30 pm due to congested traffic and overflow from interstate 205 commuters taking it as a “short cut” around traffic. Please do not ruin this neighborhood with additional traffic and destruction of its natural beauty.
Address: 1721 Joseph Fields St.
West Linn, OR 97968

228. Name: han glyder [redacted] on 2019-12-20 05:20:09
Comments: NO NO NO
Address: 797 sw borland rd west linn or 97068

229. Name: Joe Gstettenbauer [redacted]) on 2019-12-20 05:27:33
Comments:
Address: 1773 Joseph Fields Street, West Linn OR 97068

230. Name: Susan Snow ([redacted] on 2019-12-20 07:37:57
Comments:
Address: Bosky Dell Lane

231. Name: Cheryl Brown ([redacted] on 2019-12-20 15:01:41
Comments: Please find a different location
Address: 1338 sw blankenship
West linn, or 97068

232. Name: Aimee Hart ([redacted] on 2019-12-20 15:45:15
Comments: Building a school on the proposed site is a detriment to our community.
Address: 2475 19th Street
West Linn, OR 97068

233. Name: Jenise Smith [redacted]) on 2019-12-20 18:43:39
Comments:
Address:

234. Name: Leslie A Soenen [redacted] on 2019-12-20 19:20:09
Comments: 1028 Epperly Way
Address:

235. Name: Kathleen A Selvaggio ([redacted] on 2019-12-20 22:31:47
Comments: I am very concerned about what this will do to the character of this area, not to mention the traffic nightmares it will create in an area that already has terrible traffic back ups in the afternoon/evening. I live in Willamette nighborhood and dread the thought of what this will mean for local residents
Address: 1611 6th Ave., West Linn, OR 97068

236. Name: Jessica H [redacted] on 2019-12-20 22:33:12
Comments:
Address:

237. Name: Shelley Socolofsky Saucedo[redacted] on 2019-12-20 22:59:24

Comments: Bad location!
Address: 1247 12th Street
West Linn, OR
97068

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238. Name: Richard Baker ([redacted] on 2019-12-20 23:05:47
Comments:
Address: 1072 Epperly Way
West Linn, OR 97068

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239. Name: Darcy Hansen[redacted]n 2019-12-20 23:07:24
Comments:
Address: 1051 Meek Way, West Linn, OR 97068

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240. Name: Kay Hawkey ([redacted] on 2019-12-20 23:47:25
Comments:
Address: 1285 Dollar St
West Linn97068

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241. Name: Daniel Hawkey (d[redacted]) on 2019-12-20 23:50:44
Comments:
Address: 1285 Dollar St
West Linn 97068

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242. Name: Lonnie Shumaker [redacted] on 2019-12-21 00:01:54
Comments: 25430 Swiftshore Dr.
Address: 25430 Swiftshore Dr.

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243. Name: Edmund Sarphie [redacted] on 2019-12-21 01:06:31
Comments: This property seems much less suited to a school than the current location. It is small, steep, and a beautifully forested plot of land. The road there already suffers extreme congestion from early afternoon until evening, and streetside parking during youth baseball currently impacts flow in the area, having it happen on a daily basis could be catastrophic. If I were scouting for possible middle school locations in the area, the Dollar woods wouldn't even make the list.
Address: 1721 Joseph Fields St
West Linn OR 97068

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244. Name: Jennifer Waggoner [redacted] on 2019-12-21 01:50:55
Comments:
Address: 1568 7TH ST
West Linn

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245. Name: Kristy Jarrett [redacted] on 2019-12-21 02:25:23
Comments:

Address: 2147 Johnyne Court
West Linn OR 97068

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246. Name: Jerilyn Roberts [redacted] on 2019-12-21 02:27:43
Comments: The street does not have the capacity for the traffic that it would involve. There is already an incredible blockage on Dollar and Willamette Falls Drive when the Highway is slow. Also, with the changes being proposed to 205, that would make the streets completely backed up.
Address: 1293 Dollar Street

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247. Name: Neal A Hughes [redacted] on 2019-12-21 02:28:06
Comments: There is no way this should approved. I have a plot at the community garden next to Fields Bridge Park and traffic as is stands today is probably the worst problem for traffic in West Linn. I am a homeowner and feel that my taxes I pay with no benefit to me personally can better be spent.
You do not have the proof in my eyes that you have the traffic solution resolved if the new school is built.
Address: 2480 Michael Drive.
West Linn, Or. 97068

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248. Name: Ben Hummel [redacted]) on 2019-12-21 02:51:29
Comments:
Address: 2300 Michael Drive
West Linn Or 97068

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249. Name: Debbie Guzie [redacted] on 2019-12-21 03:18:41
Comments:
Address: 25755 Kimberly Dr
West Linn, OR 97068

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250. Name: Kurt Shusterich [redacted] on 2019-12-21 03:39:22
Comments: I share the five "summary list of concerns".
Address: 1093 Epperly Way
West Linn
OR 97068

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251. Name: Makenna Garnett (k[redacted] on 2019-12-21 19:41:32
Comments: I would be heartbroken if they got rid of this forest and replaced it with a noisy school
Address: 1077 Meek Way West Linn, OR 97068

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252. Name: Dave Austin [redacted] on 2019-12-21 21:02:29
Comments:
Address: 3802 Rivers Edge Drive

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253. Name: Concerned Citizen (wademclarke@gmail.com) on 2019-12-21 22:01:51
Comments: I am grateful to the School District for allowing neighboring families to use this property in its current state these past years. What a fantastic opportunity for growing and learning our kids have had hiking, cycling, running, and playing in Dollar Woods. We have been blessed with the use of this property.
Now, the School District's misguided plan to build a large middle school at Dollar Woods, should it come to fruition, will provide our kids with another important, but tragic, lesson right here in their backyard: how readily we level a beautiful natural area in the name of growth, progress, and in this case, education. If the District's plan is approved by the Planning Commision of the City of West Linn, "Tree City USA", I will be heartbroken watching my children's reactions when they see this grove felled.
Address:

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254. Name: earl molander ([redacted]) on 2019-12-22 17:05:00
Comments:
Address: 2140 River Heights cir

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255. Name: Lorie Pope [redacted]) on 2019-12-22 22:37:41
Comments:
Address: 816 Nicole Court
West Linn, OR 97068

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256. Name: Emily Wasilk ([redacted] on 2019-12-23 04:22:39
Comments:
Address: 2215 Brandon place
West Linn, OR

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257. Name: Tim Vanderipe [redacted]on 2019-12-23 06:23:14
Comments:
Address: 1055 Snidow Drive West Linn OR

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258. Name: Tim Shevlin (t[redacted] on 2019-12-23 06:58:12
Comments:
Address: 2205 Brandon place
West linn or
97068

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259. Name: Shana White ([redacted]) on 2019-12-23 17:24:38
Comments:
Address:

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260. Name: Dana Myers [redacted] on 2019-12-23 22:48:06
Comments: That site will ruin the West Linn area. Horrible idea with an already congested Willamette Falls Dr
Address: 2036 Fields Dr
West Linn or 97068

261. Name: Diane Garrett ([redacted] on 2019-12-24 23:04:02
Comments:
Address:

262. Name: Dan Garrett ([redacted] on 2019-12-24 23:04:42
Comments:
Address:

263. Name: Shannon McCoid (s[redacted]) on 2019-12-25 17:02:49
Comments:
Address: 1677 6th ave, west linn, OR

264. Name: Linda McCoid (l[redacted] on 2019-12-25 17:03:46
Comments:
Address: 1677 6th ave west linn oregon

265. Name: Michael Nastari ([redacted] on 2019-12-25 17:05:28
Comments: Putting a school in that location would completely destroy the character of this location. Traffic on Willamette Falls Drive is going to increase exponentially will the new tolling looming, and in fact already has due to I-205 overflow. Instead of the city consistently coming up with bad ideas for our community, I think you need to come up with ideas that will enhance what attracted us to this community in the first place instead of continuing to chip away cat our quality of life.
Address: 1930 Bristol Court

266. Name: Jacob Blackford [redacted] on 2019-12-25 17:11:52
Comments:
Address: 1401 bella st west linn

267. Name: Paul McCoid [redacted] on 2019-12-25 17:12:43
Comments:
Address: 1677 6th ave west linn oregon

268. Name: Katie Schumacher [redacted]) on 2019-12-26 02:35:28
Comments:
Address: 2515 Satter st. West Linn 97068

269. Name: Nicole pearce ([redacted] on 2019-12-26 05:29:13
Comments:
Address: 22848 Weatherhill rd
West Linn OR

270. Name: Douglas Keil (D[redacted]) on 2019-12-26 22:41:45

Comments: no good reason to spend money on this!
Address:

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271. Name: Amy Ingham [redacted] on 2019-12-26 23:30:07
Comments: There are already too many problems with traffic on Borland Road to add yet another one, taking into consideration Fields Park & the associated dangerous parking/traffic problems on game days, the proposed Soccer Park down the road and now this. The area cannot handle any more projects that will add more traffic and people to the already over-crowded Borland Road/Willamette Falls Drive, aka I-205 bypass.
Address: 23636 SW Elderberry Ln
West Linn, OR 97068

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272. Name: Brett Delia [redacted] on 2019-12-27 02:55:35
Comments: This proposed land use for a school within a non-level wooded lot does not seem to have been well thought out. The infrastructure required, parking, ability to handle increased street traffic, etc is not in place and this project will negatively impact this community. The campus will be much smaller than is already available for the students at Athey Creek. And the environmental impacts are not yet vetted effectively.
Address: 1684 April Court
West Linn, Oregon 97068

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273. Name: Gloria Gehring [redacted] on 2019-12-27 13:59:16
Comments: There is more room at the top of the Hill. I realize you value that for tax purposes. However, let me remind you, you can be voted out. As a long time West Linn resident who's Grandchildren go to the Schools I oppose this unnecessary use of this Land. We already have parking issues in West linnand have for over a decade when I moved here in 2008.
Address: 1990 Ostman Road, West Linn

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274. Name: Alyxandria Peterson ([redacted] on 2019-12-27 19:27:31
Comments:
Address: 1252 Willamette Falls Dr
West Linn, 97068

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275. Name: Chase Meyers [redacted] on 2019-12-28 02:39:49
Comments: 2220 River Heights Circle
Address: 2220 River Heights Circle

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276. Name: D Joshua Peterson ([redacted]n 2019-12-28 16:48:00
Comments: Great list of concerns. I agree with every one detailed in the petition.
Address: 1252 Willamette Falls Dr.
West Linn, OR 97068

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277. Name: Brittany Peterson [redacted]on 2019-12-28 16:49:58
Comments: Already held captive in my home from 2-630. This is ridiculous without dramatic improvements to our roads and the freeway.

Address: 1252 Willamette Falls Dr.
West Linn, OR

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278. Name: D Scott Peterson [redacted] 2019-12-28 16:51:03
Comments:
Address: 1252 Willamette Falls Dr.
West Linn, OR

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279. Name: Leroy Wheaton [redacted] on 2019-12-28 21:16:02
Comments:
Address: 2140 19t

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280. Name: Sara Harmon [redacted] on 2019-12-28 22:03:00
Comments: 1220 Farrview Ct.
Address: 1220 Farrview Ct., West Linn 97068

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281. Name: Richard Harmon ([redacted] on 2019-12-28 22:05:22
Comments:
Address: 1220 Farrview Ct., West Linn 97068

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282. Name: Michael Brazille ([redacted] on 2019-12-28 22:41:21
Comments:
Address: 1201 Orchard St., West Linn

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283. Name: Loisa Nodurft ([redacted] on 2019-12-28 22:42:52
Comments:
Address: 1210 Farrview Ct., West Linn

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284. Name: Larry Nordurft [redacted] on 2019-12-28 22:44:52
Comments:
Address: 1210 Farrview Ct., West Linn

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285. Name: Alexander Denney [redacted] on 2019-12-29 05:00:41
Comments:
Address: 2230 Brandon Pl

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286. Name: Leslie O'Rourke [redacted] on 2019-12-29 07:47:50
Comments: This parcel is not suitable for a school of any size.

The hilly topography would be problematic. The increase in traffic would worsen already existing congestion and increase safety concerns. The lack of adequate parking for the school would force people to park on neighborhood streets. The lack of flat space for sports fields would cause overflow in scheduling at the already-busy Fields Bridge Park. The cost of mitigating these deficits far exceeds the benefit of using this space for a school. The Athey Creek property is a much more appropriate site.

West Linn is known as a "city of hills, trees and rivers" and not as a city that attempts to cram development into our dwindling natural spaces, regardless of how inappropriate and ill-advised.

An additional concern that would need to be addressed is the presence on the property of the remnants of the circa 1855 Joseph A. Fields House, one of the oldest pioneer houses in the state. In 1993, when it was initially proposed that West Linn might use this site for a new school, a study was done that determined that the Fields House very likely met the criteria for listing on the National Register of Historical Places as a significant historical archaeological site. The house was demolished surreptitiously shortly thereafter by the landowner. A determination was made by the State Historic Preservation Officer that even though the house had been destroyed, the site could still reveal significant information about the daily lives of our pioneer ancestors. To my knowledge, no archaeological survey was ever conducted.

Also, a ford across the Tualatin River was located just below Fields' House at the time of his arrival circa 1851. This was the only natural fording site across the Tualatin River upstream of the Willamette River for several miles. The crossing was likely part of a significant transportation corridor, used for millennia by local Native American tribal peoples on their travels between the upper Willamette Valley and the Tualatin and Willamette Falls fishing and trading sites. Several sources indicate that an old Indian trail approximated parts of Willamette Falls Drive/Borland Road. The Babcock family (previous landowners of the site) reported finding stone tools between the Fields House and the river, suggesting that there is a high probability that precontact cultural resources are also present at the proposed school site.

Because of the known presence of cultural resources at this site, any ground disturbance at the Fields-Babcock Site (such as that involved with the construction of a school) should be preceded by an archaeological survey and subsurface testing, conducted in consultation with the State Historic Preservation Office. This study would determine the presence or absence of historical and precontact archaeological resources, and provide preliminary information about their possible extent and significance. If significant archaeological deposits are found, options would need to be considered to preserve the site or to mitigate the potential damage or destruction of these resources. The project could be redesigned to avoid ground disturbance in the site area, or data recovery excavations could be carried out to record depositional information and recover artifacts that would enable archaeologists to tell the history of the site.

Leslie O'Rourke, Registered Professional Archaeologist
Address: 1211 Orchard Street, West Linn

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287. Name: Maegan Tedmus ([redacted] on 2019-12-29 18:22:55
Comments:
Address:

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288. Name: Ryan Tedmus [redacted] on 2019-12-29 18:23:30
Comments:
Address:

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289. Name: Earl Barfield (on 2019-12-30 01:59:22
Comments:
Address: 2211 Michael Dr.

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290. Name: Betty Lynch on 2019-12-30 02:00:26
Comments:
Address: 220 Ostman Rd.

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291. Name: Kathleen Mayo (c on 2019-12-30 02:01:12
Comments:
Address: 2270 Ostman Rd.

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292. Name: Charlie Greef) on 2019-12-30 02:01:47
Comments:
Address: 2308 Ostmand Rd.

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293. Name: Gene Schwartz (on 2019-12-30 02:02:38
Comments:
Address: 2348 Ostman Rd.

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294. Name: R A Dent on 2019-12-30 02:05:59
Comments:
Address: 2355 Ostman Rd.

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295. Name: Stephane Dow on 2019-12-30 02:06:58
Comments:
Address: 2400 Michael Ct.

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296. Name: Carol Sadich on 2019-12-30 02:07:50
Comments:
Address: 2470 Michael Dr.

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297. Name: Mike Grifin on 2019-12-30 02:10:46
Comments:
Address: 2465 Michael Ct.

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298. Name: Torrey Murphy n 2019-12-30 02:12:26
Comments:
Address: 2370 Michael Drive

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299. Name: Judith K Giarratano on 2019-12-30 02:14:36
Comments:
Address: 2330 Michael Dr.

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300. Name: Jason Wessling (wessling.iason@gmail.com) on 2019-12-30 02:14:46
Comments:
Address: 806 Nicole ct
West Linn or 97068

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301. Name: Sheena Conley ([redacted] on 2019-12-30 02:15:27
Comments:
Address: 2310 Michael Dr.

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302. Name: Troy Conley [redacted] on 2019-12-30 02:16:29
Comments:
Address: 2310 Michael Dr.

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303. Name: Shirley Barley [redacted] on 2019-12-30 02:19:16
Comments: Too congested, not good traffic flow or school space.
Address: 2265 Michael Dr.

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304. Name: Richard Barley [redacted] on 2019-12-30 02:21:06
Comments:
Address: 2265 Michael Dr.

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305. Name: Linda Otos ([redacted] on 2019-12-30 02:21:50
Comments:
Address: 2276 Michael Dr.

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306. Name: Chad Normoyle ([redacted] on 2019-12-30 02:23:40
Comments:
Address: 2288 Michael Dr.

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307. Name: Lucy Murphy ([redacted] on 2019-12-30 03:54:54
Comments: As a homeowner in Willamette, I share all of the concerns listed in this petition.
Address: 2370 Michael Dr.
West Linn, OR 97068

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308. Name: Trevor Murphy ([redacted] on 2019-12-30 04:03:11
Comments:
Address: 2370 Michael Dr. West Linn, OR

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309. Name: Alanna Murphy (a[redacted]) on 2019-12-30 04:05:30
Comments: I think it would be a detriment to the WFD community if a middle school was built in the proposed location. Unless thorough studies can prove otherwise, I think the WLWV school district should find an alternative location.
Address: 6455 SW Nyberg Ln. Apt. G106

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310. Name: karmen giarratano ([redacted] on 2019-12-30 04:32:14
Comments: 2330 Michael Dr
Address: 2330 michael dr
west linn Or 97068

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311. Name: Jessica Bronk ([redacted] on 2019-12-30 06:24:51
Comments:
Address:

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312. Name: Dirk Hicks ([redacted] on 2019-12-30 17:03:55
Comments:
Address:

---

313. Name: Sarah conway ([redacted]) on 2019-12-30 17:13:40
Comments:
Address:

---

314. Name: Thor [redacted] on 2019-12-30 19:30:27
Comments: Thanks
Address: NA

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315. Name: Wendy Tworivers ([redacted]) on 2019-12-30 19:31:03
Comments:
Address: 2197 Tompkins St
West Linn OR 97068

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316. Name: David Gross [redacted] on 2019-12-30 20:15:06
Comments:
Address: 25490 Swiftshore Drive
West Linn OR 97068

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317. Name: Jonathan Vese [redacted] on 2019-12-30 21:59:37
Comments: This is unnecessary. Going to cause more traffic and no need to cut down more trees. There is lack of reasoning for need.
Address: 1378 Willamette Falls Dr West Linn OR

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318. Name: Renee Harkem[redacted] on 2019-12-30 22:00:09
Comments:
Address: 1796 Jamie Circle
West Linn, OR 97068

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319. Name: Harold Hart [redacted]n 2019-12-30 22:17:27
Comments:
Address: 1260 Farrview Ct. West Linn,Or.

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320. Name: Scott Gaunt (scott.gaunt@gmail.com) on 2019-12-30 23:12:04
Comments:
Address: 1351 Hightouch st.

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321. Name: Jane Ratcliff [redacted] on 2019-12-31 00:23:27
Comments: 2260 Brandon Pl
Address: 2260 Brandon Pl

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322. Name: james goodrich [redacted]) on 2019-12-31 01:08:28
Comments:
Address: 1054 Meek Way

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323. Name: Daniel R Miller [redacted] on 2019-12-31 01:57:47
Comments: Please spare the Dollar Street woods. Such urban forest places are absolutely vital to the health of the local environment and human physical and spiritual health. These woods in particular are loved and used by many.
Address: 105 NE Beech St
Portland, 97212

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324. Name: Scott Jones [redacted]) on 2019-12-31 04:20:52
Comments: This little patch of woods has too much historic significance and too much proximity to the Tualitan River and Fields Park to be mowing down. It needs to be put into public ownership for preservation, along with all the other vacant land along that stretch.
Address:

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325. Name: Phil Davis [redacted] on 2019-12-31 07:33:37
Comments:
Address: 2315 Ostman Rd
West Linn OR 97068

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326. Name: Melissa Taylor ([redacted]) on 2019-12-31 14:27:03
Comments: This location is no place for a middle school. As a prior resident whose home backed up to these woods, I would be highly concerned about the traffic, year-round noise (with summer activities) and associated drop in home value for the area.
Address: 1410 Fall Oaks Court, West Linn, OR 97068

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327. Name: silvia Gitler [redacted] on 2019-12-31 16:25:54
Comments: I live in this communty and there is too much traffic currently and with the middle school it will be unsafe for the kids.
Address: sherri court

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328. Name: sharon l tiedeman (t[redacted]) on 2019-12-31 17:00:43
Comments: 1201 dollar st.
Address:

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329. Name: Barry Witt [redacted]t) on 2019-12-31 20:22:57
Comments: I live in the River Heights neighborhood. This school will make a traffic nightmare for neighborhood residents with Dollar Street as the only access.
Address: 830 Wendy Ct
West Linn 97068

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330. Name: Katalin Malolepsy ([redacted]) on 2020-01-01 01:12:17
Comments: It should not be necessary to have this petition as our elected officials should be making the preservation of the natural environment their #1 priority
Address: 1312 Evah Lane
West Linn Oregon
97068

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331. Name: Kierstin Schweiger ([redacted] on 2020-01-01 19:52:16
Comments: The traffic concerns are enormous for this project. Willamette Falls Drive is already incredibly busy and the thought of having a school built so close will only make things worse. Additionally, from what I've read, the site isn't conducive to a school due to the topography of the land. Please do not build a school on this lovely site.
Address: 1195 Swiftshore Circle

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332. Name: jorge gitler ([redacted] on 2020-01-01 20:14:46
Comments: Preserve the woods.
Address: 1314 sherri ct

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333. Name: Kierstin Schweiger ([redacted] on 2020-01-01 20:15:28
Comments:
Address:

---

334. Name: Lindsey h Clarke [redacted] on 2020-01-02 00:08:54
Comments:
Address:

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335. Name: Shalie Reay ([redacted]) on 2020-01-02 01:46:32
Comments: PLEASE preserve the land! This is such a bad idea. Traffic is bad enough, the area is getting more and more cramped as the years go. As someone who grew up here loving those woods, taking my pets in there for walks, enjoying that area as it is. Please keep it that way. A school in that small of an area will not work!!

KEEP the woods.
Address:

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336. Name: Shannon Cooper Campagna (s[redacted]m) on 2020-01-02 06:12:04
Comments: 25345 Swift Shore
Address: 25345 Swift Shore

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337. Name: Tami Badinger ([redacted] on 2020-01-02 14:57:43
Comments: 790 Graceland Place
Address: 790 Graceland Place

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338. Name: Eric Holt ([redacted]) on 2020-01-02 17:40:37
Comments:
Address: 16676 SW Inverurie Road
Lake Oswego, Or 97035

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339. Name: James Bykoski [redacted] on 2020-01-02 19:13:15
Comments: No School on Dollar
Address: 2074 Fields Dr.

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340. Name: Carly Bykoski (c[redacted] on 2020-01-02 19:14:12
Comments:
Address: 2074 Fields Dr.

---

341. Name: Joan Snook (j[redacted] on 2020-01-02 19:16:41
Comments:
Address: 2024 Fields Dr.

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342. Name: Jeffrey Cox [redacted] on 2020-01-02 19:17:11
Comments:
Address: 2087 Fields Dr.

---

343. Name: Scott Mulligan ([redacted] on 2020-01-02 21:52:15
Comments:
Address: 2050 Fields Drive
West Linn, OR
97068

---

344. Name: Brian Luse ([redacted]) on 2020-01-02 23:59:01
Comments:
Address: 1031 Snidow Dr

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345. Name: Christine K Dungan ([redacted]) on 2020-01-03 01:34:32
Comments: The effect on Fields Bridge Park would be devastating.
Address: 25140 Rancho Lobo Ct.
West Linn, OR 97068

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346. Name: David Porter [redacted]) on 2020-01-03 02:30:59
Comments:
Address: 3711 SE 10th Ave

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347. Name: Lorri Allphin (l[redacted]) on 2020-01-03 04:06:55
Comments:
Address: 23218 SW Bosky Dell Lane

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348. Name: Tracy Emmerson ([redacted]m) on 2020-01-03 04:39:15
Comments: No School in this location.
Address: 1255 Swiftshore Cir.

---

349. Name: Hok hawkins ([redacted] on 2020-01-03 10:25:17
Comments: This area is special to the locals for nature walks... please do not destroy it.
Address: West Linn

---

350. Name: Kathy Wilson (s[redacted]) on 2020-01-03 14:15:41
Comments:
Address: 2415 Michael Drive
West Linn, OR 97068

---

351. Name: Zac lyles [redacted] on 2020-01-03 19:30:52
Comments: Please do not relocate the school here and destroy this habitat and relaxing space.
Address: 18140 se Emi St Damascus OR 97089

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352. Name: Cynthia A Flannery [redacted] on 2020-01-03 21:55:50
Comments:
Address: 1054 Meek Way

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353. Name: Susan Mallek [redacted]020-01-04 01:05:35
Comments: 1912 Hillhouse Dr.
Address:

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354. Name: Amy Pettitt ([redacted] on 2020-01-04 04:38:45
Comments: 1684 April Ct
Address: 1684 April Ct

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355. Name: Jo McMahon [redacted] on 2020-01-04 17:09:30
Comments: 1515 6th street
Willamette Falls hwy 43
West Linn
Address: 1515 6th street
Willamette Falls hwy 43
West Linn

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356. Name: Richard Schweiger [redacted] on 2020-01-04 18:20:59
Comments: 1195 Swift Shore Circle
Address: 1195 Swift Shore Circle

357. Name: James Keith ([redacted]n 2020-01-04 18:32:34
Comments:
Address:

358. Name: Barbara DeWitt (b[redacted] on 2020-01-04 22:15:14
Comments:
Address: 4365 Imperial Dr.
West Linn

359. Name: stan Warner ([redacted] on 2020-01-04 22:37:50
Comments: 1120 Douglas Drive
Address: 1120 Douglas Drive

360. Name: Margaret Smith [redacted]) on 2020-01-05 00:02:56
Comments:
Address:

361. Name: Diane Ogle ([redacted] on 2020-01-05 00:03:44
Comments:
Address:

362. Name: Mary O'Malley ([redacted] on 2020-01-05 16:15:58
Comments:
Address: 25425 Swiftshore Drive

363. Name: Michael Hironimus ([redacted]) on 2020-01-05 18:01:43
Comments:
Address: 1095 Dollar Street, West Linn

364. Name: Scott Esqueda [redacted] on 2020-01-05 18:24:25
Comments: The land is not suited for a middle school. Why this site?
Address: 1188 Dollar St
West Linn, OR 97068

365. Name: Andrew Rutter[redacted]) on 2020-01-05 18:47:44
Comments: SAVE DOLLAR STREET WOODS!
Address: 2111 19th st
West Linn OR 97068

366. Name: Dan Gilroy [redacted] on 2020-01-05 18:53:19
Comments:
Address: 1158 Short St., West Linn

367. Name: Cheri Cummins (luckydog809@yahoo.com) on 2020-01-05 20:07:26
Comments: I support the WLWV school district, but believe building a large school on this space has too many negative impacts on my neighborhood. Increased traffic, overflow parking and environmental concerns are three.
Address: 1145 Royal Court
West Linn, OR 97068

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368. Name: Alex Cummins [redacted] on 2020-01-05 20:11:42
Comments: Concerned the quality of life in my neighboorhood and Fields Park will be dimished.
Address: 1145 Royal Court
West Linn. OR 97068

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369. Name: Patricia Butson ([redacted] on 2020-01-05 22:21:23
Comments:
Address:

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370. Name: Judy Wade [redacted] on 2020-01-05 22:37:18
Comments: There are much better places to build a new school for less money & less disruption of traffic & wild life.
Address: 1755 Ostman Road

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371. Name: Holly Cook [redacted] on 2020-01-05 22:42:21
Comments: 1982 Otsman Rd
West Linn, 97068
Address:

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372. Name: Carol Markovics ([redacted] on 2020-01-06 01:05:10
Comments:
Address: 2220 Brandon Place
West Linn, OR 97068

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373. Name: James Markovics [redacted] on 2020-01-06 01:08:04
Comments:
Address: 2220 Brandon Place
West Linn, OR 97068

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374. Name: Jen Markovics ([redacted]) on 2020-01-06 01:14:41
Comments:
Address: 2220 Brandon Place
West Linn, OR 97068

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375. Name: David Alan Rogers [redacted] on 2020-01-06 01:24:53
Comments: I am a home owner and resident of this neighborhood and fully support this cause.

Address: 2141 19th Street
West Linn OR 97068

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376. Name: Teresa Wessling [redacted] on 2020-01-06 03:34:43
Comments:
Address: 851 Nicole Ct
West Linn, OR
97068

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377. Name: Charles Wessling ([redacted]) on 2020-01-06 03:46:17
Comments:
Address: 851 Nicole Ct West Linn Or 97068

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378. Name: Richard Krippaehne [redacted]) on 2020-01-06 04:13:03
Comments:
Address: 2125 River Heights Circle
West Linn, OR 97068

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379. Name: Barbara Falconer [redacted] on 2020-01-06 04:46:27
Comments:
Address: 813 Alicia Court

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380. Name: John Mueller ([redacted] on 2020-01-06 04:53:04
Comments:
Address: 806 Alicia Ct

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381. Name: Carolyn sundholm [redacted] on 2020-01-06 05:19:29
Comments:
Address: 2135 River Heights Circle
West Linn 97068

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382. Name: Sam Bugarsky [redacted] on 2020-01-06 14:22:53
Comments:
Address: 2180 River Heights Circle
West Linn, OR. 97068

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383. Name: Shirley Harkleroad [redacted] on 2020-01-06 20:48:20
Comments: concerned about the flow of traffic and added volume on already busy street.
Address: 1970 Ostman Rd

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384. Name: Michael Neumann (m[redacted] on 2020-01-06 22:50:31
Comments: 25170 Rancho Lobo ct
Address: 25170 Rancho Lobo ct
West Linn OR 97068

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385. Name: Janice Schroeder [redacted] on 2020-01-06 23:53:28
Comments:
Address: 2122 Nolan Lane
West Linn, OR 97068

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386. Name: Jeremiah Shepersky [redacted] on 2020-01-07 00:29:12
Comments:
Address:

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387. Name: Tara Shepersky ([redacted] on 2020-01-07 00:44:20
Comments: West Linn already has so few undeveloped spaces remaining for folks to walk and play and breathe fresh air. Our city has become one big subdivision. Please choose another site for a new school, one that won't take more of our few remaining woods and open spaces. I can think of at least one disused shopping center in city limits, for example. Or perhaps we might build on to an existing school campus.
Address: 109 Springtree Lane

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388. Name: Rick Falconer ([redacted] on 2020-01-07 01:51:44
Comments:
Address: 813 Alicia Ct
West Linn, OR

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389. Name: Chris Harver ([redacted]n 2020-01-07 02:13:35
Comments: I would also like the questions addressed by this petition answered before any final decision is made regarding the proposed site.
Address:

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390. Name: Caroline Johnson ([redacted]) on 2020-01-07 04:39:37
Comments:
Address:

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391. Name: Ron Stone [redacted] on 2020-01-07 04:41:45
Comments:
Address:

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392. Name: Allyson Falconer ([redacted] on 2020-01-07 04:54:47
Comments:
Address:

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393. Name: Ryan F ([redacted]) on 2020-01-07 04:56:50
Comments:
Address:

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394. Name: Jolie R Baldwin (r[redacted] on 2020-01-07 04:57:09
Comments: 10306 Meridian Ave N

Address: #403

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395. Name: J Barton ([redacted]) on 2020-01-07 05:08:04
Comments:
Address:

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396. Name: Bridgette Rusnac (B[redacted]) on 2020-01-07 05:18:50
Comments:
Address:

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397. Name: jorge [redacted] on 2020-01-07 05:44:37
Comments:
Address: 2048 Fields Dr West linn OR, 97068

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398. Name: lindsay ([redacted]) on 2020-01-07 05:45:20
Comments:
Address: 2048 Fields Dr West linn OR, 97068

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399. Name: Elizabeth ([redacted]) on 2020-01-07 05:45:41
Comments:
Address: 2048 Fields Dr West linn OR, 97068

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400. Name: Christian (c[redacted]) on 2020-01-07 05:45:55
Comments:
Address: 2048 Fields Dr West linn OR, 97068

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401. Name: jason williams [redacted] on 2020-01-07 14:23:05
Comments:
Address:

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402. Name: sarah williams [redacted]on 2020-01-07 14:24:35
Comments:
Address:

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403. Name: Mica[redacted]n 2020-01-07 19:15:15
Comments:
Address: 1302 Ann court
West Linn,OR
97068

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404. Name: Bev Lyons ([redacted]) on 2020-01-07 20:58:48
Comments: Do not want
Address: 25290 Swiftshore Dr
West Linn, Oregon 97068

405. Name: Irina Boutsko ([redacted]) on 2020-01-07 21:53:42
Comments:
Address: 1209 Orchard St, West Linn

406. Name: Kathleen K Shearer[redacted] on 2020-01-07 23:00:41
Comments: 410 Beavercreek Rd, Ste 506
Address: 410 Beavercreek Rd, Ste 506

407. Name: Paul Shearer (p[redacted]) on 2020-01-07 23:01:09
Comments:
Address: 12351 Hampton Dr
Oregon City, OR 97045

408. Name: Janet Mobley ([redacted] on 2020-01-07 23:31:26
Comments:
Address: 854 Nicole Ct
West Linn, OR 97068

409. Name: Ron Mobley [redacted] on 2020-01-07 23:42:20
Comments:
Address: 854 Nicole Ct
West Linn, OR 97068

410. Name: Kirk Morganson [redacted] on 2020-01-08 00:25:46
Comments: We should not be clear cutting the little remaining forest in West Linn to make a subpar lot for a school.
Address: 1875 Deana Dr
West Linn, OR 97068

411. Name: david campagna ([redacted] on 2020-01-08 01:05:06
Comments: very poor choice
Address: 25345 swiftshore dr west linn

412. Name: John P Cull [redacted] on 2020-01-08 01:33:40
Comments:
Address: 6042 West A Street

413. Name: Scott Lucas [redacted] on 2020-01-08 02:25:19
Comments:
Address:

414. Name: Cheryl Hughes (h[redacted]) on 2020-01-08 02:47:14
Comments:

Address: 1900 16th Street
West Linn, OR 97068

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415. Name: Bruce Badinger ([redacted]) on 2020-01-08 02:49:57
Comments: Given the current traffic on Willamette Falls in the early evenings, and the fact there would there would be limited emergency access, I am completely against the building of this new school.
Address: 790 Graceland Pl
97068

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416. Name: LAURIE WEEKS HAMBY [redacted]) on 2020-01-08 03:14:12
Comments: 1940 16th St
Address: 1940 16th St

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417. Name: Samantha Guzie [redacted] on 2020-01-08 04:15:57
Comments:
Address:

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418. Name: Steve Kelly ([redacted]) on 2020-01-08 04:36:34
Comments:
Address: 2467 Satter St.

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419. Name: Patrick McGuire [redacted]) on 2020-01-08 04:37:36
Comments:
Address: 1841 Barnes Circle

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420. Name: David Sloop [redacted]et) on 2020-01-08 04:39:00
Comments:
Address: 23190 Bland Cir.

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421. Name: Steve Rushte [redacted]on 2020-01-08 04:40:00
Comments:
Address: 2585 Remington Dr.

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422. Name: Patricia Rushton ([redacted] on 2020-01-08 04:40:47
Comments:
Address: 2585 Remington Dr.

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423. Name: Ed Schwarz [redacted] on 2020-01-08 04:42:54
Comments:
Address: 2206 Tannler Dr.

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424. Name: Roberta Schwarz ([redacted]t) on 2020-01-08 04:43:25
Comments:

Address: 2206 Tannler Dr.

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425. Name: Todd R Mickey [redacted] on 2020-01-08 04:47:54
Comments:
Address: 2062 Fields Dr.

Handwritten Signature Sheets

Hard Copy Signatures pg 1

Signatures for Dollar Street Woods Petition Page 2 of 3

#	Date	Name	Email	Address	Comments (optional)	Add Name to Online Petition Y/N
9	Dec. 29	Judith K. Giarratano	[redacted]	@ ~~23~~ 2330 Michael dr. West Linn 97068	[redacted] I want to help out	✓
* 10	DEC 29	FAYANNA MILNE		2360 MICHAEL DR. WEST LINN, OR 97068		
11	12/29	Torrey Murphy	[redacted]	2370 Michael Dr West Linn, OR 97068		✓
* 12	12/29	Steve. [redacted]	[redacted]	2415 MICHAEL PLACE. WEST LINN.	[redacted]	
* 13	12/29	Susan James		2425 Michael Ct		
14	12/29	DR. MIKE GRIFFIN	[redacted]	2465 MICHAEL Ct WL, OR 97068	[redacted]	✓
15	12/29/14	CAROL SADICH	[redacted]	2470 Michael Dr. West Linn, OR 97068	[redacted]	✓
16	12/29	Stephanie Brw	[redacted]	2400 Michael Ct. West Linn 97068	[redacted]	✓

Handwritten Signature Sheets

Hard Copy Signatures pg 2

Signatures for Dollar Street Woods Petition Page 1 of 3

#	Date	Name	Email	Address	Comments (optional)	Add Name to Online Petition Y/N
1	12/29/19	Shirley Bailey	[redacted]	2265 Michael Dr. West Linn, OR 97068	Too congested, Not good traffic flow or School Spaces.	Yes
2	12/29/19	Richard D. Bailey	[redacted]	2265 Michael Dr. West Linn, OR 97068	" "	Yes
3	12/29/19	Linda Otos	[redacted]	2276 Michael Dr. West Linn OR 97068	" "	
★ 4		Don Wilhoit		2264 Michael OR West Linn		
5	12/29	[illegible]	[redacted]	2288 Michael Dr. WL 97068		
6	12/29	Ben Hummel	[redacted]	2300 Michael Dr West Linn OR 97068		Yes
7	12/29	TROY CONLEY	[redacted]	2310 MICHAEL DR		Y/S
8	12/29	Sheena Conley	[redacted]	2310 Michael Dr.		Yes

Petition Worksheet

Outline of Residents' Concerns and Questions From Dollar St Woods Petition

I. **Unwarranted Additional Costs.** The District must clarify what is driving the significant additional cost to the taxpayers to build the school on the Dollar Woods site and whether those costs are warranted. The District must provide a detailed cost-benefit analysis before committing to this site, including a detailed list of alternative sites considered by the District and an explanation as to why Athey Creek is not a suitable site for both schools.

A. Identify site limitations and projected costs.

1. What is the breakdown of projected costs included in the $78M estimate for the 2019 Bond project?
2. Why is the anticipated cost for the proposed middle school more than twice as much as the cost of the recently built Meridian Creek Middle School?
3. What are the site limitations and challenges? Do they include steep grades, minimal distance between access ways and intersections, unstable embankment along Willamette Falls Drive, inadequate water pressure, wetlands, potential historic and archeological artifacts (including one of only two handbuilt brick wells in Oregon), trees, nature habitats, narrow shape, proximity to residential areas with minimal buffer, existing traffic congestion, and absence of pedestrian-bicycle pathways?
4. What are projected costs of design solutions to these site limitations and challenges?
5. What is the usable acreage of the site?

B. Identify and compare alternative sites.

1. What other sites and solutions has the District considered and how do the costs-benefits compare to current proposal?
2. Why not keep ACMS where it is and build the smaller technical high school on the existing Athey Creek campus or on a site closer to Wilsonville where the District projects the most growth?
3. The plan for an expanded ATHS has a target of 400 students, with an expected 200-300 at the start. Does the District have data to support the forecasted demand of 400 students? How much acreage and what type of facilities are needed for this optional high school? Given the size, is ATHS the best use of the ACMS facilities (*i.e.*, is the District concerned that the facilities will be underutilized given the large reduction in student body size)?
4. Alternatively, how much would a home developer pay for the Dollar Woods site, which could fund a purchase of a better suited property?

II. **Downgraded middle school facilities.** The District must provide a side-by-side comparison between the current ACMS campus and facilities and the proposed school's site plan and facilities, and explain how this proposal serves the best interests of our students.

The District maintains that we need a new facility for an alternative 400-student high school to reduce over-capacity and an expiring ATHS lease. Relocating 700 current ACMS students to a much smaller site to try to solve the high school problem, should not be at the expense of our middle schoolers.

A. Provide side-by-side comparison between ACMS and proposal.

1. What is the total acreage of the Athey Creek campus, including any recent land purchases?
2. How does the usable acreage of the proposed site compare?
3. With a planned larger student body of 850 students, how will the site accommodate space for athletic fields, art studios, rehearsal space, auditorium, open outdoor space, and extensive parking needs?
4. What are the restrictions on use of the site, including noise and light ordinances? The proximity to residential neighborhoods led the '94 Planning Commission to ban any outdoor lights for night use of athletic fields at the site.
5. How will these limitations negatively impact ACMS extracurriculars, such as sports, music, arts, and STEM?

B. Assess any mental health implications of site location.

1. Anxiety is on the rise for our adolescents. The District should also engage an expert consultant to consider, what are the risks and impacts of building a middle school right next to a river and a heavily congested road.
2. How will the District mitigate those risks?

III. **Increased traffic congestion.** The District must provide a detailed traffic study and plan for mitigating negative effects of increased traffic.

A. Identify current road infrastructure capacity and cost of improvements.

1. The road infrastructure is already inadequate to handle the traffic on Willamette Falls Dr, Ostman Rd, and Blankenship Rd. What additional streets will be impacted by the proposal?
2. What is the plan to improvement the road infrastructure? And what is the cost of those improvements?

3. The interim construction traffic and then the middle school traffic to Dollar Street Woods will be a public nuisance and safety hazard. What is the plan to address those problems?
4. The proposed plan also introduces additional high school traffic to the Athey Creek campus that will impact these same arteries. What is the plan to address those impacts?
5. What is the impact from the proposed WFUC fields on Borland Road?

B. **Provide a detailed traffic study and plan for Willamette Falls Drive.**

Willamette Falls Drive is a 2-lane road that backs up for blocks, between Historic Willamette and Fields Bridge, during commuting hours and sporting events at Fields Bridge Park. Notwithstanding findings by the '94 Planning Staff that it was impossible to access the Dollar Woods site from WFD, the School District now promises that access will be off WFD. That means more buses and cars must travel along this narrow road during commuting hours and after-hours as community members use the facilities. Special events, such as music concerts, graduations, back to school nights, will bring even more traffic.

1. What is the plan to mitigate the traffic on WFD during regular school days? What about special events?
2. How will pedestrian and cycle pathways be improved and what is the cost?

C. Identify health and safety impacts to current residents.

1. WFD is the only accessway for several residents of Willamette, including the areas of Arbor Cove and Swiftshore. Gridlock on WFD not only generates air pollution and a public nuisance, it also creates a safety hazard for residents who will be blocked in.
2. What is the plan for mitigating these impacts to current residents?
3. What is the recommendation and view of TV Fire and Rescue?

D. Provide an accessibility plan for River Heights.

1. Dollar Street is a dead-end street and the residents of River Heights are completely dependent on free traffic flow at Ostman Rd. What is the plan to address the increased traffic to Dollar, as parents use this street to drop off students and avoid WFD, and also Ostman Rd, another residential street that will be directly impacted?
2. Will Dollar St be connected to WFD? How will that impact River Heights neighborhood?

E. Provide an Emergency Response Plan.

1. In the event of a fire or threat to school safety, how will residents and an additional 850 students plus faculty and staff be safely evacuated?
2. How will the plan address the traffic bottlenecks at all the intersections around the proposed site that already exist?

F. Identify actual demand for pedestrian traffic.

1. Is it realistic to think 25% of students (over 200) will walk to the site? What about during inclement weather conditions or during the darker months of winter?
2. How many middle schoolers currently live within a mile walking radius of the site? Within a 2-mile radius?
3. How many students participate in before school and after school activities?
4. Can students who live west of Fields Bridge safely walk to the site?
5. How many students will still need to be bussed or driven on a regular basis? The District's Flo Analytics Enrollment Forecast Report suggests far fewer middle schoolers reside within a potential walking radius and the vast majority of ACMS students will still need to be bussed or driven. (See, e.g., Figs. 13, 28.)
6. How will the plan accommodate for Jevons Paradox where increased convenience (being closer to the school) leads to higher consumption (driving to school instead of taking the bus)? For example, a student who previously used the bus (including the afternoon activity bus) will now be driven by individual car because the site is closer than Athey Creek but still too far to walk (especially in the rain or when it's dark out).

G. Assess traffic increases from anticipated growth outside neighborhood.

1. According to the District's 10-year enrollment projections, West Linn middle schools will see minimal growth as compared to the anticipated growth of Wilsonville middle schools (50 versus 335 more students). The plan to enlarge ACMS (from 669 to 850 student capacity) is to help alleviate overcrowding in the district. However, the vast majority of these additional students will not live within West Linn neighborhoods walkable to the proposed site and this will increase traffic to the area. In fact, the ACMS residence zone (an area much larger than a one-mile radius, extending from Oregon Country Club to north of I-205) is projected to grow only by 23 students in the next ten years. Will the District eventually bus in students from outside the area to alleviate overcrowding in Wilsonville?
2. What impact will that have on traffic?

IV. **Overflow parking on residential streets.** The District must provide a detailed parking and overflow mitigation plan.

A. Provide parking and overflow mitigation plan.

1. How many parking spots will the site include? How many are needed for teachers and administration?
2. Will the site be able to accommodate the extensive parking needs of an 850 student school with parents attending special events? If not, what is the overflow plan?
3. Parking at Fields Bridge Park is already an issue because of local sporting events. How will the plan address times when both facilities are in high-use?
4. How will the plan address the nuisance and safety concerns when the adjacent neighborhoods of River Heights, Arbor Cove, Swiftshore, and Ostman are routinely used for parking and dropping off students?

V. **Negative environmental impact.** The District must explain the benefits of selecting the Dollar Woods site versus another site with less negative impact on an existing urban forest, community, and environment. The District should not be permitted to use the tree farm exception to circumvent the process of obtaining the necessary tree removal permits.

A. Explain why we should reduce this urban forest in West Linn.

1. "It is the intent of the tree ordinance to establish, maintain, and increase the quality of tree cover on public and private lands within the city." In accordance with the City's Tree Ordinance the District has a burden to demonstrate why removing this tree grove is justified. Has the District retained experts to study the damage to habitats and surrounding Water Resource Areas by the proposed site plan? What is the impact?
2. Are there trees that can and should be preserved? For example, there are apple trees from the 1800's that are a certain variety of apples that are rare today and some centuries-old Douglas Fur and several large Redwoods. All of the trees need to be carefully inspected to see if they are of any significance and should be saved.

B. **Agree to submit the required permits for tree removal.**

1. While some of the trees may have been planted for agricultural use, that was at least 25 years ago and it is now an established wooded area. The Dollar Woods property is also not zoned for agricultural use currently. Does the District plan to use the tree farm exception to circumvent the process of obtaining the necessary tree removal permits?
2. Which trees will be preserved under the plan?

C. **Identify any negative impact on Fields Bridge Park.**

1. What is the potential impact of increased runoff on Fields Bridge Park, including its baseball playing fields, public gardens, and Locally Significant Wetlands?
2. What is the plan to mitigate that impact?

D. Identify noise and pollution impact and provide mitigation plan.

1. The woods currently provide a noise buffer and carbon sink. What will be the net difference for residents with the increased traffic, idling buses, noise from the school, and light pollution?
2. What are the restrictions on noise and air pollution for the site?

E. Identify and Explore alternative uses.

The District put the property in surplus because "it was awkwardly situated for a middle school." Dollar Street Woods is home to trees, birds, a stream, and other wildlife. Children and neighbors currently use it as a quiet space to explore and play in nature. Students go on field trips every year to nature preserves, hikes, and field studies. Other school uses of the property are better suited for the site and should be explored before eliminating this urban forest.

1. Has the District explored alternative uses for Dollar Street Woods? If so, what were the reasons not to pursue this alternatives?
2. What if Dollar Woods was a preserved space run by the school district as part of its CREST program?

CEFPI
The School Building Association

— ISSUETRAK —

A CEFPI Brief on Educational Facility Issues

Topic: State Acreage Policies
Issue Tracker: Janell Weihs
Date Filed: September 2003

School Site Size — How many acres are necessary?

In recent years one of the most discussed topics regarding school construction is that of appropriate acreage for siting school facilities. This subject is not only a question that needs to be addressed for new schools, but for renovation and/or addition projects as well. Many factors need to be considered when answering this question of acreage. These include, but are not limited to the number of students; the grades to be housed; the educational programs and services that are planned; the site requirementsincluding physical education programs, parking, forestation or reforestation, zoning and set-backs, storm water management, and community sports, leisure, and recreational events. Very often there are state, school district, and/or local government site size requirements, guidelines, or standards that also must be considered. These entities may have varying opinions, methodologies, and rationales for their school site size requirements, guidelines, or standards.

Although the Council of Educational Facility Planners (CEFPI) is not a "standards" setting organizations, the Council does publish guidelines on various topics regarding educational facility planning. Many states that do provide acreage and other design specifications have formulas that are similar to the CEFPI recommendations that were published in past editions of *The Guide for Planning Educational Facilities*. These recommendations are being carefully reviewed as the new edition of *The Guide for Planning Educational Facilities* is being prepared, due to be released in the Spring of 2004. Currently many states follow these site formulas:

Elementary Schools = 10 acres plus 1 acre for every 100 students;
Junior High/Middle Schools = 20 acres plus 1 acre for every 100 students;
Senior High Schools = 30 acres plus 1 acre for every 100 students.

In this report, no attempt has been made to either evaluate the published documents or determine how a state implements the acreage formula. Additionally, the report does not identify local district or governmental policies that may vary from the figures listed for a specific state. Most states with oversight responsibilities do accept waivers and alternatives to the published requirements, guidelines or standards, and often differentiate between existing facilities and new construction. Some states have formulas that only apply to the maximum amount of state funding available and allow districts to locally fund acreage beyond the site size specified in the accompanying chart. In other cases a state might approve a site smaller than what is specified in the charts based upon the submission of a request for a waiver and a well-documented justification. For specific information regarding the school site size requirements, guidelines, or standards, please contact the State Department of Education or school building authority in your state. Please contact your local school district for additional information and policies affecting the size of a school site, in general or for a specific project. State documents that have been referenced may be accessible through the individual department of education websites.

With the assistance of Barbara Kent Lawrence, Ed.D., educational consultant, CEFPI staff collected this data from state facility reports, manuals and capital construction legislation, and verified it through direct contact with personnel from state educational agencies and practitioners. Dr. Kelvin Lee, Ed.D., Superintendent of Dry Creek Joint Elementary School, and Yale Stenzler, Ed.D., educational facilities consultant, also deserve recognition and thanks for their assistance in developing this project.

All information in the table was collected from state facility reports and manuals, and verified through direct contact with personnel from state educational agencies and practitioners. For additional information, details, and/or procedures regarding school site size requirements, guidelines, or standards in your state, please contact the State Department of Education or school building authority in your state. To recommend revisions and additions to the table, please contact CEFPI.

State	Contact Info	Formulas for School Site Analysis	Comments	Document(s)
Alabama	School Architect & Facilities (334) 242-9731 http://www.alsde.edu/text/sections/section_detail.asp?section=86&menu=sections&footer=sections	**Elementary School** (K-8, and must not contain a grade above 8) Base of 5 acres plus one acre for every 100 students **Middle School** (4-9, but not including both grades 4 and 9) Base of 10 acres plus one acre for every 100 students **Secondary School** (5-12, but must contain a grade above 8) Base of 15 acres plus one acre for every 100 students for existing schools Base of 30 acres plus one acre for every 100 students for proposed schools	The state architect referred to the specifications as recommendations only.	Construction Requirements for County and Public Schools
Alaska	Department of Education & Early Development Facilities (907) 465-2785 http://www.eed.state.ak.us/facilities/	**Elementary** = 10 acres plus one acre for every 100 students **Middle** = 20 acres plus one acre for every 100 students **High** = 30 acres plus one acre for every 100 students **K-12** = 20 acres plus one acre for every 100 students For very small schools: 4 acres = 10-25 students; 6 acres = 26-50 students; 8 acres = 50-99 students	No acreage requirements are regulated. Specifications are recommendations only, and are applied to the state share of funding.	Site Selection Criteria and Evaluation Handbook (1997)
Arizona	School Facilities Board (602) 542-6501 http://www.sfb.state.az.us/	**Elementary** = up to 8-18 acres **Middle/Junior** = up to 18-36 **High School** = up to 30-70	Acreage guidelines range based upon student capacity and serve for new construction only. Recommendations are not listed in the Rules and Policies.	Arizona School Facilities Board Rules and Policies
Arkansas	Department of Education (501) 682-4261 http://arkedu.state.ar.us/administrators/077.html	No acreage recommendations made		Arkansas Department of Education Rules and Regulations Governing the Minimum Schoolhouse Construction Standards
California	School Facilities Planning Division (916) 322-2470 http://www.cde.ca.gov/facilities/	**Grades K-6** 450 students = 9.6 acres 750 students = 13.8 acres 1200 students = 17.6 acres **Grades 7-8** 600 students = 17.4 acres (with track facilities) 900 students = 20.9 acres (with track facilities) 1200 students = 23.1 acres (with track facilities) **Grades 9-12** 1200 students = 33.5 acres 1800 students = 44.5 acres 2400 students = 52.7 acres	Alternative solutions to acreage recommendations are provided. If a school site is less than the recommended acreage required, the district shall demonstrate how the facilities will accommodate an adequate educational program, including physical education, as described in the district's adopted course of study.	1. Guide to School Site Analysis and Development, 2000 2. School Site Selection and Approval Guide 3. Small School Site Policy Memo (2001)
Colorado	Department of Education (303) 866-6600 http://www.cde.state.co.us/index_finance.htm	The state does not provide any recommendations for school facilities.	Jefferson County has developed comprehensive guidelines for their facilities, which do address acreage requirements.	
Connecticut	School Facilities Unit (860) 713-6490 http://www.state.ct.us/sde/dgm/sfu/index.htm	**Elementary** = 10 acres plus1 acre for each 100 students* **Middle** = 15 acres plus1 acre for each 100 students* **High** = 20 acres plus1 acre for each 100 students* * of the projected enrollment (8 years from the application date)	Site allowances refers to the maximum amount the state will consider funding and does not restrict local districts to exceed the acreage allowance or obstruct the district to use a smaller site.	Regulations of the State Board of Education Concerning School Construction Grants
Delaware	Department of Education (302) 739-4601 http://facilitynet.doe.k12.de.us/sitenet/default.asp	**Elementary** = 10 acres plus 1 acre for every 100 students of school capacity **Middle/Junior High** = 20 acres plus 1 acre for every 100 students of school capacity **High School** = 30 acres plus 1 acre for every 100 students of school capacity	Specifications are minimum recommendations only, but "there is probably no real substitute for sufficient size." Options to consider for sites that do not meet the minimum acreage recommendation are provided.	School Construction Technical Assistance Manual
Florida	Office of Educational Facilities (850) 245-0494 http://www.firn.edu/doe/edfacil	Guidelines provide detailed information about the site but do not address acreage guidelines.	Size specifications refer to the spaces in the building(s) and the number of spaces allowed according to enrollment.	State Requirements for Educational Facilities

Georgia	Facilities Services (404) 656-2454 http://www.doe.k12.ga.us/schools/facilities	**Elementary** = 5 acres plus 1 acre for each 100 students (min) **Middle** = 12 acres plus 1 acre for each 100 students (min) **High** = 20 acres plus 1 acre for each 100 students (min)	In developed areas, the site approval committee may make deviations from minimum acreage if the reduced acreage is considered appropriate. Although minimum acreages are established, large acreages are highly desirable.	1. General Criteria for Public School Construction 2. Square Footage Requirements for Use in Developing the Local Facilities Plans and State Capital Outlay Applications for Funding
Hawaii	Department of Education, Facilities (808) 733-4861 http://doe.k12.hi.us/	**Elementary** = 12 usable acres, approximate enrollment for 650 students **Middle School** = 18 usable acres, approximate enrollment for 1,100 students **High School** = 50 usable acres, approximate enrollment for 1,400-1,600 students	Nick Nichols from the State Department of Education provided information. Amounts are recommendations for an "ideal" site, and are considered guidelines. Each site and project is considered unique and exceptions to the recommendations are accepted.	Official design specification documents are currently being drafted.
Idaho	Department of Education (208) 332-6800 http://www.sde.state.id.us/fedpro/	**Elementary** = 5 acre minimum plus 1 acre per 100 students **Junior High** =10 acres for up to 300 students =15 acres for up to 400 students =20 acres plus 1 acre per 100 students over 500 **Senior High** =20 acres for up to 400 students =25 acres for up to 800 students =30 acres plus 1 acre per 100 students over 800	The State has pending litigation regarding equitable facilities; however, there is no movement to mandate educational specifications or provide more comprehensive design specifications. Published material is dated and projects do not need to adhere to guidelines or submit project plans to the State.	Faxed, (untitled) document received from state department of education.
Illinois	School Construction Program (217) 785-8779 http://www.isbe.state.il.us/construction/school.htm	**Grades PK-6** = 5 acres plus 1 acre per 100 students (max) **Grades 7-9** = 15 acres plus 1 acre per 100 students (max) **Grades 9-12** = 20 acres plus 1 acre per 100 students (max)	Determination of the adequacy of the site's space in terms of number of students shall be based on the design capacity of the school building. The proposed site must contain usable space sufficient in size and of regular configuration so as to accommodate the school's on-site program as well as to accommodate ancillary functions that are better served on-site than off-site, such as parking, bus loading and unloading, casual student assembly and play, and pedestrian movement between different points on the site.	1. Title 71: Public Buildings, Facilities & Real Property 2. State, Local and Federal Financing for Illinois Public Schools
Indiana	State Board of Education (317) 232-0840 http://www.board-of-education.state.in.us/constguide.html	**Elementary** = 7 acres plus 1 acre per 100 students (max) **Middle/Junior High** = 15 acres plus 1 acre per 100 students (min) **High** = 20 acres plus 1 acre per 100 students.		Indiana State Board of Education School Facility Guidelines
Iowa	Iowa Department of Education (515) 281-5294 http://www.state.ia.us/educate/	The state does not provide any recommendations for school facilities.		
Kansas	Department of Education, Facilities (785) 296-2627 http://www.ksbe.state.ks.us/	The state does not provide any recommendations for school facilities.	Plans must be submitted to the State for review of fire and life safety code compliance.	
Kentucky	Division of Facilities Management (502) 564-4326 http://www.kde.state.ky.us/KDE/Administrative+Resources/Facilities/default.htm	**Elementary** = 5 acres plus 1 acre per 100 students (min) **Middle/Junior/High** = 10 acres plus 1 acre per 100 students (min)	Any deviation from regulations shall be made only after a site inspection and investigation of all other circumstances, including a certification of support by the local education agency and approval by the chief state school officer.	1. District Facility Planning Process 2. Capital Construction Funding 3. Guidelines of Best Practices for School Building Projects
Louisiana	Department of Education (877) 453-2721 http://www.doe.state.la.us/DOE/asps/home.asp	No acreage recommendations made.		

Maine	Department of Education (207) 624-6883 http://www.state.me.us/education/const/homepage.htm	**Elementary** 5 useable acres + 1 for every 100 students (min) 20 useable acres +1 for every 100 students (max) **Middle** 10 useable acres + 1 for every 100 students (min) 25 useable acres +1 for every 100 students (max) **High** 15 useable acres + 1 for every 100 students (min) 30 useable acres +1 for every 100 students (max)	School building sites can deviate from the requirements with State approval and when the District can demonstrate that all programs can be accommodated, all health and safety issues can be resolved, and the site can achieve compliance with appropriate codes.	1. ABC's of School Site Selection 2. Chapter 61: Rules for Major Capital School Construction Projects (2003)
Maryland	Public School Construction Program (410) 767-0610 http://www.pscp.state.md.us	No acreage recommendations made.		Public School Construction Program Administrative Procedures Guide.
Massachusetts	Department of Education (781) 338-6500 http://finance1.doe.mass.edu/sbuilding/	No acreage recommendations provided.	The site selected should be chosen on the basis that it would meet the educational need and minimize any possible adverse educational, environmental, social, or economical impact upon the community. The guidelines further explain that "The site shall be so located as to serve efficiently and safely the school population it is intended to serve, and shall be of sufficient size to accommodate the building and planned future additions."	Education Laws and Regulations
Michigan	Department of Education (517) 335-0521 http://www.michigan.gov/mde	The state does not provide any recommendations for school facilities.		
Minnesota	Minnesota Department of Education, Facilities and Organization (651) 582-8828 http://education.state.mn.us/stellent/groups/public/documents/translatedcontent/pub_intro_finance_facil.jsp	**Elementary School** = 10-15 acres plus * **K-8 or Middle Level School** = 25-35 acres plus * **K-12 School or Small High School** = 35-40 acres plus * **Large High School** (+2000 students) = 60 acres plus * **Campus** (two or more schools) = Combine site sizes plus * ***All Schools** = 1 additional acre for each 100 students of estimated student enrollment and community use/partnership program capacity, including possible additions.	Guidelines provide alternatives and make allowances for urban and rural schools.	Guide for Planning School Construction Projects in Minnesota
Mississippi	Division of Safe and Orderly Schools (601) 359-1028 http://www.mde.k12.ms.us/lead/osos/	**Elementary** = 5 acres plus 1 acre per 100 students enrolled (minimum) **High** = 15 acres plus 1 acre per 100 students enrolled (minimum)	Standards are for new construction only. Waivers are provided for special circumstances of a unique situation.	1. Rules and Regulations of the State Public School Building Fund 2. Evaluation of Proposed New School Site 3. Construction Standards and Life Safety Codes
Missouri	School Improvement Program (573) 526-6949 http://www.dese.state.mo.us/divadm/govern/index.html	**Elementary Schools** = 10 acres plus 1 acre for every 100 students **Middle/Junior High Schools** = 20 acres plus 1 acre for every 100 students **High Schools** = 30 acres plus 1 acre for every 100 students	The State has no oversight of capital construction; specifications are guidelines.	1. School Improvement Program: Standards and Indicators 2. School Facility Guidelines: Elementary School Buildings, Middle/Junior High School Buildings, High School Buildings 3. Guidelines for Bond Issues
Montana	Office of Public Instruction (406) 444-3095 http://www.opi.state.mt.us/index.html	The state does not provide any recommendations for school facilities.		
Nebraska	Department of Education (402) 471-2295 http://www.nde.state.ne.us/	The state does not provide any recommendations for school facilities.		
Nevada	Department of Education (775) 687-9200 http://www.nde.state.nv.us/	The state does not provide any recommendations for school facilities.		
New Hampshire	Department of Education (603) 271-3494 http://www.ed.state.nh.us/	**Elementary** = 5 usable acres plus 1 acre for every 100 students **Middle** = 10 usable acres plus 1 acre for every 100 students **High School** = 15 usable acres plus 1 acre for every 100 students	Districts must meet the minimum standard for funding; however waivers are granted frequently, particularly in urban areas.	Ed Murdough of the State Department of Education provided verbal confirmation.

New Jersey	Department of Education (609) 984-2738 http://www.state.nj.us/njded/facilities/	No acreage requirements and/or guidelines.		1. New Jersey's Facilities Construction & Renovation Program 2. Educational Facilities Construction and Financing Act 3. Educational Facilities, N.J.A.C. 6A:26, Subchapter 7
New Mexico	Department of Education (505) 827-6560 http://www.sde.state.nm.us/divisions/finance/index.html	No acreage requirements and/or guidelines.	Statute reads, " A school site shall be of sufficient size to accommodate safe access, parking, drainage and security and be of an area large enough to accommodate a school site that complies with the net classroom square footage requirement established for the number of students at the facility. Additionally, the site shall be provided with an adequate source of water and appropriate means of effluent disposal."	Public School Capital Outlay Council, Adequacy Standards: Title 6, ch. 27, Part 60, Section 6.27.30.10
New York	Facilities, Management and Information Services (518) 474-3906 http://www.emsc.nysed.gov/facplan/	**Elementary** = 3 acres plus 1 additional acre for every 100 students **Secondary** = 10 acres plus 1 additional acre for every 100 students	Recommendations are for the state of New York and do not apply to New York City. Site standards are generally not applied when the capital construction project consists only of reconstruction or alterations. Variances may be granted upon written request and supported by documentation.	Manual of Planning Standards
North Carolina	School Planning (919) 807-3554 http://www.schoolclearinghouse.org/	**K-6** = 10 acres plus 1 acre for every 100 students **5-8** = 15 acres plus 1 acre for every 100 students **9-12** = 30 acres plus 1 acre for every 100 students	Recommended acreage may not be attainable in urban areas; innovative solutions for parking, physical education facilities and other site amenities may be required.	1. Facility Guidelines 2. Typical Space Profile 3. The School Site Planner 4. Making Current Trends in School Design Feasible
North Dakota	Department of Public Instruction (701) 328-2260 http://www.dpi.state.nd.us/	No acreage requirements and/or guidelines.	Material is dated and projects do not need to adhere to guidelines.	1. Elementary School Spaces 2. Secondary School Spaces
Ohio	Ohio School Facility Commission (614) 466-6290 http://www.osfc.state.oh.us/	**Elementary** = 10 acres plus 1 acre for every 100 students **Middle** = 20 acres plus 1 acre for every 100 students **High** = 35 acres plus 1 acre for every 100 students **Combination Schools**: K-12 School = 40 acres plus 1 acre for every 100 students K-8 School = 20 acres plus 1 acre for every 100 students 6-12 School = 35 acres plus 1 acre for every 100 students	Deviations from the site size may be required because of extenuating circumstances. Deviations from the site size requirements must be approved by the Ohio School Facilities Commission. Urban site issues are addressed extensively and alternative design specifications are provided.	1. Ohio School Design Manual 2. Ohio School Design Manual, Commentary
Oklahoma	Department of Education (405) 521-3812 http://sde.state.ok.us/home/defaultie.html	**Elementary Schools** = 10 acres plus 1 additional acre for every 100 students **Middle School/Junior High Schools** = 20 acres plus 1 additional acre for every 100 students **High Schools** = 30 acres plus 1 additional acre for every 100 studentsstudents	For school sites in densely populated areas and in other locations where land costs are extremely high, the recommended number of acres may prove to be unrealistic. For school sites immediately adjacent to park and recreation lands, the number of acres that would actually be school owned may be modified. Cooperation with local park authorities and other governmental agencies is encouraged, resulting in joint use of common areas or facilities.	Planning for Education: Space Guidelines for Planning Educational Facilities (1998)
Oregon	Department of Education (503) 378-3569 http://www.ode.state.or.us/	No acreage requirements or facility design guidelines.		

Pennsylvania	Department of Education, Facilities and Construction (717) 787-5480 http://www.pde.state.pa.us/constr_facil/site/default.asp	**Elementary Schools** = 10 acres plus 1 additional acre for every 100 students **Middle School/Junior High Schools** = 20 acres plus 1 additional acre for every 100 students **Secondary/Comprehensive Schools** = 35 acres plus 1 additional acre for every 100 students	These acreage allowances are used solely in determining the level of state funding for site acquisition; there are no minimum or maximum acreage requirements actually mandated by state law or regulation for public schools.	1. School Construction Reimbursement Criteria 2. Reimbursements for School Construction Bond Issues
Rhode Island	Department of Education, Construction Aid (401) 222-4600 http://www.ridoe.net/funding/Default.htm	**Elementary** = 10 acres plus 1 additional acre for every 100 students **Middle School/Junior High** = 20 acres plus 1 additional acre for every 100 students **High** = 30 acres plus 1 additional acre for every 100 students	Sites should be chosen on the basis that it will meet the educational need and minimize and possible adverse educational, environmental, social or economic impact upon the community. Sites should be so located as to serve efficiently and safely the school population it is intended to serve and be of sufficient size to accommodate the building and planned future additions as well as outdoor educational facilities, parking, bus turnarounds, etc. Sites should be located whenever possible in proximity to other community facilities and resources which would enhance the proposed educational program.	Guidelines & Planning Information for School Construction
South Carolina	Office of School Facilities (803) 253-4048 http://www.myscschools.com/offices/sf/	Acreage requirements repealed July 2003.	State must approve the acquisition of property before purchase.	South Caroline School Facilities Planning and Construction Guide.
South Dakota	Department of Education (605) 773-3248 http://www.state.sd.us/deca/data/finance.htm	The state does not provide any recommendations for school facilities.		
Tennessee	Department of Education (615) 532-4709 http://www.state.tn.us/education/	The state does not provide any recommendations for school facilities.		
Texas	Texas Education Agency (512) 463-9238 http://www.tea.state.tx.us/school.finance/facilities/	No acreage requirements and/or guidelines.	Classroom space is defined but variances are allowed if the educational program and services of the facility require non-traditional space.	1. The TEA School Facilities Standards 2. §61.1033. School Facilities Standards for Construction before January 1, 2004.
Utah	Office of Education (801) 538-7500 http://www.usoe.k12.ut.us	**K-6 School** = 10 acres plus 1 acre for every 100 students **Middle/Junior** = 20 acres plus 1 acre for every 100 students **High School** = 30 acres plus 1 acre for every 100 students	Although increasing rapidly in cost, land is still one of the least expensive education resources provided for schools… the size of a site is more important than location. Inadequate site size is a major factor in the obsolescence of educational facilities.	School Building: Construction & Inspection Resource Manual
Vermont	Department of Education (802) 822-3111 http://www.state.vt.us/educ/new/html/pgm_construction.html	No acreage requirements and/or guidelines.	The proposed site must be adequate for: the educational programs the school board plans to conduct now and in the future; the anticipated community uses; the space needed for the planned construction; and the growth potential of the district.	1. School Construction Planning Guide 2. State Board of Education Manual of Rules and Practices: School Buildings and Sites 3. School Buildings & Sites, Building Projects Eligible for State Aid
Virginia	Department of Education, Facility Services (804) 225-2035 http://www.pen.k12.va.us/VDOE/Finance/Facilities/	**Elementary** = 4 acres plus 1 acre for every 100 students **Middle/High Schools** = 10 acres plus 1 acre for every 100 students	Recommendations are minimums and local districts may set higher standards. Urban areas may seek permission to use smaller sites.	Vijay Ramnarain of the Facilities Office provided verbal confirmation of information.

Washington	Office of Public Instruction (360) 725-5631 http://www.k12.wa.us/facilities/	The minimum acreage of the site should be 5 usable acres and 1 additional acre for each 100 students or portion thereof of projected maximum enrollment plus an additional 5 acres if the school contains any grade above the sixth.	The site is of sufficient size to meet the needs of the facility. A district considering the use of a site that is less than the recommended minimum usable acreage should assure that: health and safety of students will not be in jeopardy; the internal spaces within the proposed facility will be adequate for the proposed educational program; the neighborhood in which the school facility is or will be situated will not be detrimentally impacted by lack of parking for students, staff, and public.	School Facilities Manual
West Virginia	School Building Authority (304) 558-2541 http://www.state.wv.us/wvsba/	**Early Childhood/Primary** (K-4) 5 usable acres plus 1 acre for every 100 students over 240 **Middle/Junior High** (5-9) 11 usable acres plus 1 acre for every 100 students over 600 **Adolescent/High School** (9-12) 15 usable acres plus 1 acre for every 100 students over 800	Where the nature of the neighborhood is urban, the school site shall also be urban in scale. Where the terrain limits the land available, this factor shall be considered. The WV BOE must approve all sites not meeting the minimum standards.	Guidelines & Procedures of the School Building Authority of West Virginia
Wisconsin	Department of Public Instruction (608) 266-7475 http://www.dpi.state.wi.us/index.html	No acreage requirements and/or guidelines.		
Wyoming	Department of Education (307) 777-6198 http://www.k12.wy.us/	**Elementary Schools** = 4 acres plus 1 additional acre for each 100 students (min) **Middle/Junior High Schools** = 10 acres plus 1 additional acre for each 100 students (min) **Senior High Schools** = 20 acres for enrollments up to 400 students = 25 acres for enrollments up to 800 students = 30 acres in ultimate projected enrollments	If a district possesses a unique site situation not applicable to the standards, it may apply for a variance. Many older schools have sites that fall far below the minimum requirements. In those cases, districts shall refrain from construction that will increase the square footage of any school building situated on a site that is less than 50% of the currently recommended site sizes.	Chapter 17: Site Selection & School Construction

Technical Summary

Mini-Roundabouts

U.S. Department of Transportation
Federal Highway Administration

FHWA-SA-10-007

Safe Roads for a Safer Future
Investment in roadway safety saves lives

Foreword

This technical summary is designed as a reference for State and local transportation officials, Federal Highway Administration (FHWA) Division Safety Engineers, and other professionals who may be involved in the design, selection, and implementation of mini-roundabout intersections. Because experience with mini-roundabouts is limited in the United States, the information presented here draws primarily upon guidance and experience from other countries with reference to American guidance as appropriate. This technical summary explores the unique characteristics of mini-roundabouts while reinforcing the need to apply the principles-based approach common to all roundabout design. It provides readers with an overview of the key considerations for planning, analysis, and design of single-lane mini-roundabouts.

Section 1 of this document summarizes the characteristics of mini-roundabouts. Section 2 presents benefits of mini-roundabout intersections compared to alternative intersection solutions. Sections 3-6 provide an overview of user, location, operational and design considerations respectively.

The information presented herein is a summary of principles outlined in the FHWA document *Roundabouts: An Informational Guide* [1] and the forthcoming 2nd Edition [2] (hereafter referred to as the Roundabout Guide), which is in progress at the time of this writing and due to be published in 2010. Specific considerations for single-lane and multilane roundabouts are summarized in a separate FHWA document titled *Roundabout Technical Summary* [3]. Figures are from the Roundabout Guide unless otherwise noted.

This publication does not supersede any publication; and is a Final version.

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Contents

Introduction

Mini-roundabouts are a type of roundabout characterized by a small diameter and traversable islands (central island and splitter islands). Mini-roundabouts offer most of the benefits of regular roundabouts with the added benefit of a smaller footprint. As with roundabouts, mini-roundabouts are a type of intersection rather than merely a traffic calming measure, although they may produce some traffic calming effects. They are best suited to environments where speeds are already low and environmental constraints would preclude the use of a larger roundabout with a raised central island. Mini-roundabouts are common in the United Kingdom (U.K.) and France and are emerging in the United States (including states such as Maryland and Michigan), Germany, and other countries.

This technical summary focuses on single-lane mini-roundabouts. Because experience with mini-roundabouts is limited in the United States, the information presented here draws primarily upon guidance and experience from other countries with reference to American guidance as appropriate. This technical summary explores the unique characteristics of mini-roundabouts while reinforcing the need to apply the principles-based approach common to all roundabout design. It provides readers with an overview of the key considerations for planning, analysis, and design of mini-roundabouts.

The information presented herein is a summary of principles outlined in the FHWA document *Roundabouts: An Informational Guide* [1] and the forthcoming 2nd Edition [2] (hereafter referred to as the Roundabout Guide), which is in progress at the time of this writing and due to be published in 2010. Specific considerations for single-lane and multilane roundabouts are summarized in a separate FHWA document titled *Roundabout Technical Summary* [3]. Figures are from the Roundabout Guide unless otherwise noted.

Adapted from Photo by Lee Rodegerdts (used with permission)

Section 1: Characteristics of Mini-Roundabouts

A mini-roundabout is a type of intersection that can be used at physically-constrained locations in place of stop-controlled or signalized intersections to help improve safety problems and reduce excessive delays at minor approaches [1]. Figure 1 illustrates the design features of a mini-roundabout; these features are described further later in this summary. Mini-roundabouts generally have an inscribed circle that is small enough to stay within the existing right-of-way (or within the existing curb lines if adequate space is available). Mini-roundabouts operate in the same manner as larger roundabouts, with yield control on all entries and counterclockwise circulation around a mountable (traversable) central island.

Mini-roundabouts are distinguished from neighborhood traffic circles primarily by their traversable islands and yield control on all approaches, which allows them to function as other roundabouts do. Neighborhood traffic circles are typically built at the intersections of local streets for reasons of traffic calming and/or aesthetics. They typically are operated as two-way or all-way stop-controlled intersections and frequently do not include raised channelization to guide approaching traffic into the circulatory roadway. At some neighborhood traffic circles, left-turning vehicles must turn in front of the central island, potentially conflicting with other circulating traffic.

To help promote safe operations, the design of mini-roundabouts generally aligns passenger cars on the approach in such a way as to naturally follow the circulatory roadway and minimize running over the central island to the extent possible. Due to the small footprint, large vehicles are typically required to over-run the fully traversable central island (as shown in Figure 1).

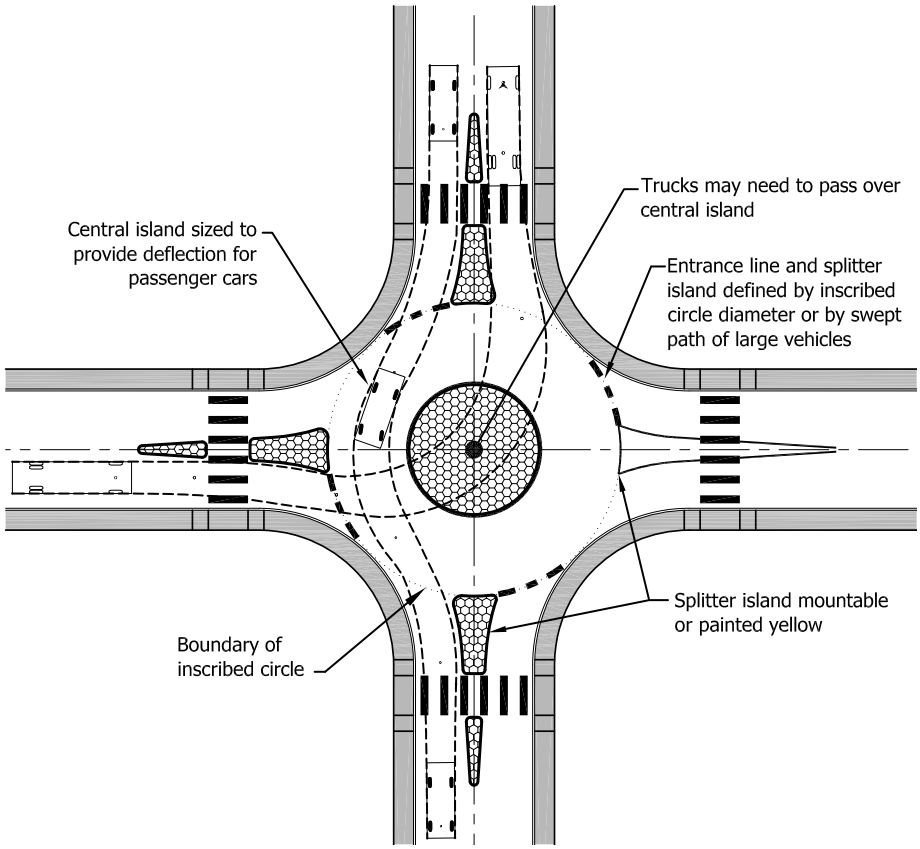


Figure 1: Design Features of a Mini-Roundabout

Section 2: Benefits of Mini-Roundabouts

Mini-roundabouts are emerging in the United States as a potential intersection type. They may be an optimal solution for a safety or operational issue at an existing stop-controlled or signalized intersection where there is insufficient right-of-way for a standard roundabout installation. Of course, mini-roundabouts are not always feasible or optimal solutions for every problem. The benefits of mini-roundabouts, and some constraining factors (derived largely from international experience, particularly in the U.K., where mini-roundabouts were invented), are described below [4].

- **Compact size –** A mini-roundabout can often be developed to fit within existing right-of-way constraints. Note that mini-roundabouts are generally not recommended for intersections with more than four legs. However, in some cases there may be adequate spacing between legs to allow for two closely-spaced mini-roundabouts.
- **Operational Efficiency –** A mini-roundabout may provide less delay for a critical movement or for an overall intersection in comparison to other intersection alternatives. However, as with all roundabout types, mini-roundabouts do not provide explicit priority to specific users such as trains, transit, or emergency vehicles.
- **Traffic Safety –** Mini-roundabouts have been used successfully in the U.K. to improve safety at intersections with known crash problems, with reported crash rate reductions of approximately 30 percent as compared to signalized intersections [5].
- **Traffic Calming –** Designed properly, a mini-roundabout reduces speeds and can be implemented as part of a broader traffic calming scheme. The low-speed environment also enhances the intersection for non-motorized users. However, mini-roundabouts cannot provide the same level of speed reduction as their larger counterparts and thus are less suited for roadways with speeds exceeding 30 to 35 mph (50 to 55 km/h).
- **Access Management –** A mini-roundabout can be used to provide efficient access to a new or existing development. However, in the cases of large trucks and other large vehicles, the diameter may be too small to accommodate U-turn maneuvers that would be readily accommodated at a larger roundabout.
- **Aesthetics –** In comparison to full-size roundabouts, mini-roundabouts do not allow opportunities for landscaping in the central island. As with comparably sized traditional intersections, landscaping opportunities are limited to the periphery of the intersection.
- **Environmental Benefits –** A mini-roundabout may offer an environmental benefit compared to conventional intersections through reduced delay, fuel consumption, and vehicle emissions.

Section 3: User Considerations

The various user types of a mini-roundabout have unique characteristics that should be considered in the planning and design process. Some of the characteristics of four user groups—motorists, pedestrians, bicyclists, and emergency vehicles—are discussed here; a more complete discussion can be found in the Roundabout Guide.

3.1 Motorists

As with other types of roundabouts, mini-roundabouts can enhance the safety for drivers, including older drivers, by:

- Allowing more time to make decisions, act, and react;
- Reducing the number of directions in which a driver needs to watch for conflicting traffic; and
- Reducing the need to judge gaps in fast traffic accurately.

Attention should be paid to the placement of signs and pavement markings to make them clear, visible, and

unambiguous to all users, including older drivers. Trucks and other large vehicles can be accommodated at a mini-roundabout by using mountable islands. Further details on design vehicles are provided later in this technical summary.

3.2 Pedestrians

Pedestrians are accommodated at pedestrian crosswalks around the perimeter of the mini-roundabout. The splitter islands at mini-roundabouts typically do not provide the same degree of refuge as those at other roundabouts, thus typically requiring pedestrians to cross the street in one stage (as with many conventional intersections).

The Americans with Disabilities Act requires that all new and modified intersections, including roundabouts, be accessible to and usable by people with disabilities. The accessibility of mini-roundabouts to pedestrians with vision disabilities has not been specifically researched but is not expected to require treatments beyond those provided for similar single-lane roundabouts. Further discussion can be found in the Roundabout Guide.

3.3 Bicycles

Mini-roundabouts are generally located in environments where bicyclists are comfortable negotiating the roundabout as a motor vehicle. In the event a bicyclist desires to navigate the intersection as a pedestrian, sidewalks and crosswalks are provided.

3.4 Emergency Vehicles

Because of the traversable design of the central island and splitter islands, emergency vehicles are unlikely to have significant difficulty negotiating a mini-roundabout.

Section 4: Location Considerations

As noted previously, mini-roundabouts are an intersection form that may have some traffic calming properties. Because of their design characteristics, mini-roundabouts are most effective in lower speed environments in which all approaching roadways have posted speed of 30 mph or less and an 85th-percentile speed of less than 35 mph (55 km/h) near the proposed yield and/or entrance line [6]. For any location with an 85th-percentile speed above 35 mph (55 km/h), the mini-roundabout can be included as part of a broader system of traffic calming measures to achieve an appropriate speed environment.

There are a number of locations where mini-roundabouts are commonly found to be advantageous and a number of situations that may adversely affect their feasibility. As with any decision regarding intersection treatments, care should be taken to understand the particular benefits and trade-offs for each project site.

4.1 Common Site Applications

Mini-roundabouts can be used at existing intersections to replace two-way stop control, all-way stop control, or a traffic signal. Mini-roundabouts can improve the operation of an intersection by reducing the dominance of the traffic flow from one direction over others, facilitating access and reducing delay to minor street movements, and improving overall intersection capacity [4].

Mini-roundabouts generally have a narrower range of applications than other types of roundabouts. The following applications represent some of the situations at which mini-roundabouts may be advantageous (further discussion can be found in the Roundabout Guide):

- **Space-constrained locations with reasonable approach speeds (30 mph [50 km/h] or less) –** Because mini-roundabouts require less space than larger roundabouts, they may be a solution where a larger roundabout will not fit, provided that speeds are reasonable.
- **Residential environments –** Mini-roundabouts offer a low-speed, low-noise intersection option that requires little ongoing maintenance.

- **Intersections with high delay –** A roundabout can be an ideal application to reduce delay at stop-controlled intersections that do not meet signal warrants.

4.2 Site Constraints

Due to their smaller proportions, mini-roundabouts are not suitable for all locations. Certain site-related factors may significantly influence the design, requiring that a more detailed investigation of some aspects of the site be carried out. A number of these factors (many of which are valid for any intersection type) are listed below:

- High volumes of trucks will significantly reduce the capacity of a mini-roundabout, as trucks will occupy most of the intersection when turning [1]. Additionally, high volumes of trucks overrunning the central island may lead to rapid wear of the roadway markings.
- Mini-roundabouts are not recommended in locations in which U-turn truck traffic is expected, such as at the ends of street segments with medians or other access restrictions. However, in the expectation that U-turns are likely to occur, the design of a mini-roundabout should accommodate U-turns for passenger cars. Due to the small inscribed circle diameter, larger vehicles may not be capable of making a U-turn movement.
- Locations with light volumes of minor street traffic may not provide a suitable location for a mini-roundabout. Major street vehicles may become conditioned over time to ignore the intersection control due to a lack of minor street vehicles presence, which requires major street drivers to slow and proceed cautiously through the intersection. One rule of thumb used in the U.K. is to have at least 10 percent of the total intersection volume generated from the minor street [7]. Another measure used in the U.K. is that mini-roundabouts should not be considered at intersections with volumes below 500 daily vehicles on the minor street [6].
- Challenges for other types of roundabouts, including physical complications, proximity to significant generators of traffic, and proximity to other traffic control devices (e.g., signalized intersections, at-grade rail crossings) or bottlenecks, etc., may make it politically or economically infeasible to construct a mini-roundabout. These and other conditions are discussed further in the Roundabout Guide and in the Technical Summary on Roundabouts.

The existence of one or more of these conditions does not necessarily preclude the installation of a mini-roundabout. Experience in the United States is limited to date, but there may be comparable conditions in other countries where mini-roundabouts have successfully overcome one or more of the conditions listed above. To address these conditions, additional analysis, design work, and coordination with affected parties may be needed to resolve conflicts and help in the decision-making process. In some cases, the conditions identified above cannot be overcome, and another intersection type may be more suitable.

Section 5: Operational Analysis

Mini-roundabouts are generally recommended for intersections in which the total entering daily traffic volume is no more than approximately 15,000 vehicles. While a mini-roundabout may perform acceptably at higher volume locations, there has been limited experience for such sites in the United States. Multilane mini-roundabouts have been used in the U.K. but are rare elsewhere.

Operational performance models for mini-roundabouts have not been developed for U.S. conditions as of this writing. The calibration to U.S. drivers of international models, such as those from the U.K., has not been determined as of this writing.

Section 6: Design Considerations

The geometric design of a mini-roundabout, as with other types of roundabouts, requires the balancing of competing design objectives. Roundabouts operate most safely when their geometry forces traffic to enter and circulate at slow speeds. Poor roundabout geometry has been found to negatively impact roundabout operations by affecting driver lane choice and behavior through the roundabout. Many of the geometric parameters are governed by the maneuvering requirements of the design vehicle and the accommodation of nonmotorized users. Thus, designing a roundabout is a process of determining the optimal balance between safety provisions, operational performance, and accommodation of design users. For these reasons, roundabout design techniques are difficult to standardize, and there is rarely only one "right" way to design a roundabout.

Mini-roundabout design applies many of the same principles used for other types of roundabouts, including:

- Provide slow entry speeds and consistent speeds through the roundabout by using deflection;
- Provide smooth channelization that is intuitive to drivers;
- Provide adequate accommodation for the design vehicles;
- Design to meet the needs of pedestrians and bicyclists; and
- Provide appropriate sight distance and visibility.

The Roundabout Guide and/or the Technical Summary on Roundabouts provide more detailed design guidelines [2, 3]. The remainder of this document focuses on the design aspects and considerations that are unique to mini-roundabouts.

6.1 Horizontal Design

Mini-roundabout design applies many of the same principles and details of the design of larger roundabouts but with different emphasis areas. Given that the central island of a mini-roundabout is fully traversable, the overall design should provide channelization that naturally guides drivers to the intended path. Sub-optimal designs may result in drivers turning left in front of the central island (or driving over the top of it), improperly yielding, or traveling at excess speeds through the intersection. The following key horizontal design areas for considerations are highlighted below: size, design vehicle, design speed, central island, entrance line placement, and splitter islands.

6.1.1 Size

A mini-roundabout is often considered as an alternative to a larger, single-lane roundabout due to a desire to minimize impacts outside of the existing intersection footprint. Therefore, the existing intersection curb line is a typical starting point for establishing the mini-roundabout inscribed circle diameter. Mini-roundabouts should be made as large as possible within the intersection constraints. However, a mini-roundabout inscribed circle diameter generally should not exceed 90 ft (30 m). Above 90 ft (30 m), the inscribed circle diameter is typically large enough to accommodate the design vehicles navigating around a raised central island. A raised central island provides physical channelization to control vehicle speeds; therefore, a single-lane roundabout design is preferred where a diameter greater than 90 ft (30 m) can be provided.

6.1.2 Design Vehicle

The location and size of a mini-roundabout central island (and the corresponding width of the circulatory roadway) is dictated primarily by passenger car swept path requirements. The island location should be at the center of the left-turning inner swept paths which will be near, but not necessarily on, the center of the inscribed circle. The off-tracking of a large design vehicle should be accommodated by the footprint of the central island; meanwhile, passenger cars should be able to navigate through the intersection without being required to over-run the central island.

As with single and multilane roundabouts, it is desirable to also accommodate buses within the circulatory roadway to avoid jostling passengers by over-running

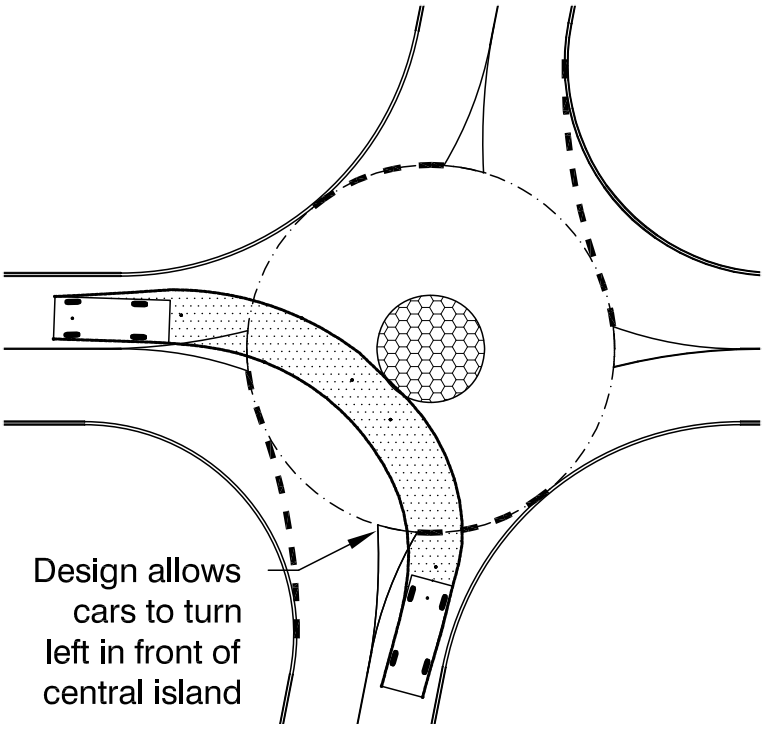


Figure 2: Undesirable Design that Allows Left Turns in Front of Central Island

the central island. However, for very small inscribed circle diameters, the bus turning radius is typically too large to navigate around the central island while staying within the circulatory roadway, thus requiring buses to travel over the central island. The potential trade-off to designing for a bus instead of a passenger car is that the design may result in a wider circulatory roadway and smaller central island.

6.1.3 Design Speed

The location of the central island should allow for all movements to be accommodated at the intersection with counterclockwise circulation. Designing the central island size and location to provide deflection through the roundabout will encourage proper circulation and reduced speeds through the intersection.

6.1.4 Central Island

The central island is typically fully traversable and may either be domed or raised with a mountable curb and flat top for larger islands. Although painted central islands are commonly used in the U.K., flush central islands are discouraged in other countries to maximize driver compliance. Composed of asphalt concrete, Portland cement concrete, or other paving material, the central island should be domed using 5 to 6 percent cross slope, with a maximum height of 5 in (12 cm). Although fully mountable and relatively small, it is essential that the central island be clear and conspicuous. Islands with a mountable curb should be designed in a similar manner to truck aprons on normal roundabouts.

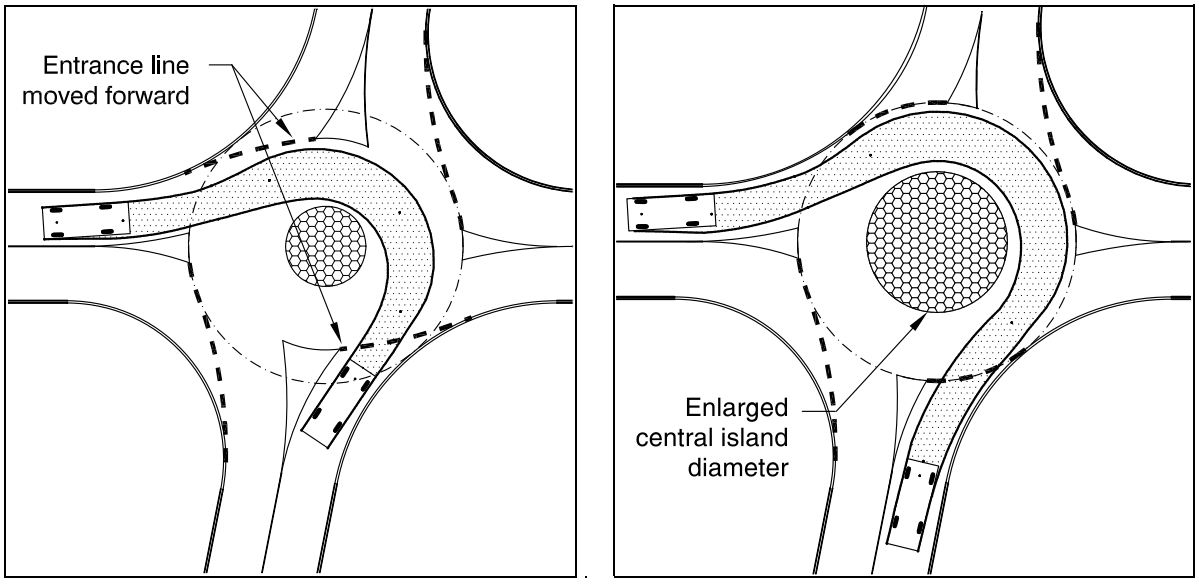
6.1.5 Placement of Entrance Line

The entrance line is integral to the geometric design of a mini-roundabout, and incorrect placement can introduce undesirable driver behavior. Figure 2 illustrates one particular situation where the design allows passenger cars to turn left in front of the central island. In this case, the combination of the intersection skew angle, small size of the central island, small size of the splitter islands, and large width of the circulatory roadway makes it comfortable for a driver to turn left in front of the central island instead of navigating around it introducing the risk of drivers taking this undesirable action.

Two possible design improvements are illustrated in Figure 3: (a) advancing the entrance line forward, or (b) simultaneously enlarging the central island and reducing the circulatory roadway width, with the entrance line coincident with the inscribed circle of the roundabout. For the option of advancing the entrance line forward, the outer swept path of passenger cars and the largest vehicle likely to use the intersection are identified for all turning movements, and the advanced entrance line is placed at least 2 ft (0.6 m) outside of the vehicle paths. Skewed approaches are one particular situation where advancing the yield line may be beneficial to discourage vehicles from making a left-turn in front of the central island. However, this may result in a reduction of capacity, as advancing the yield line may affect yielding behavior at the entry.

6.1.6 Splitter Islands

As with larger roundabouts, splitter islands are generally used at mini-roundabouts to align vehicles, to encourage deflection and proper circulation, and to provide pedestrian refuge. Splitter islands are raised, mountable, or flush depending upon the size of the island and whether trucks will need to track over the top of the splitter island to navigate the intersection. In general,



(a) Move entrance line forward

(b) Enlarge central island

Figure 3: Possible Design Improvements

raised islands are preferred over flush islands. The following are general guidelines for the types of splitter islands under various site conditions:

- Consider a **raised (nontraversable)** island if one or more of the following conditions exist:
  - All design vehicles can navigate the roundabout without tracking over the splitter island area;
  - Sufficient space is available to provide an island with a minimum area of 50 ft^2 (4.6 m^2); and
  - Pedestrians are present at the intersection with regular frequency.
- Consider a **mountable (traversable)** island if:
  - Some design vehicles must travel over the splitter island area and truck volumes are minor; and
  - Sufficient space is available to provide an island with a minimum area of 50 ft^2 (4.6 m^2).
- Consider a **flush (painted)** island if:
  - Vehicles are expected to travel over the splitter island area with relative frequency to navigate the intersection;
  - An island with a minimum area of 50 ft^2 (4.6 m^2) can not be achieved; and
  - The approach has low vehicle speeds (preferably no more than 25 mph [40 km/h]).

Figure 4 displays recommended longitudinal dimensions for splitter islands at mini-roundabouts. In some cases it may not be feasible to achieve the dimensions in Figure 4 due to narrow approach widths. Where necessary, the islands may only extend between the entrance line and the crosswalk. More details related to the design of the pedestrian refuge area are discussed in the next section on Pedestrian Design Treatments.

In some cases, sufficient space may be available to provide a raised island within the pedestrian refuge area, but does not extend fully to the entrance line. An example of a raised island being terminated prior to the entrance line to accommodate the design vehicle

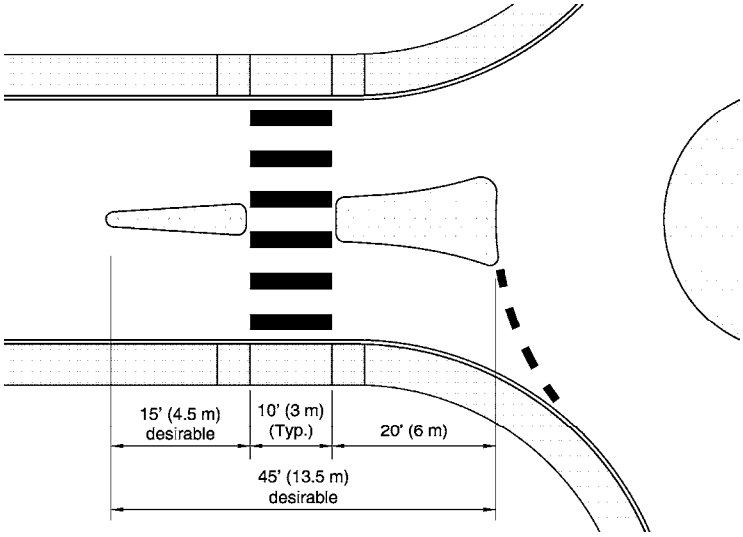


Figure 4: Recommended Longitudinal Dimensions for Splitter Islands at Mini-Roundabouts

is illustrated in Figure 5. If raised islands are used, care should be taken to ensure that they are visible to approaching motorists.

Photo: Lee Rodegerdts (used with permission)

Figure 5: Raised Splitter Island Terminated in Advance of the Entrance Line

6.2 Pedestrian Design Treatments

At conventional intersections, pedestrian ramps and pedestrian crossings are typically located near the curb returns at the corners of the intersection. When converting to a mini-roundabout, these corner pedestrian crossing locations will likely require relocation. The pedestrian crossing is recommended to be located 20 to 25 ft (6.1 to 7.6 m) upstream of the entrance line to accommodate one vehicle queue ahead of the crossing.

Where a mountable or raised splitter island is used, the walkway through the splitter island should be "cut-through" instead of ramped. This is less cumbersome for wheelchair users and allows the cut-through walkway to be aligned with the crosswalks, providing guidance for all pedestrians, but particularly for those who are visually-impaired. The cut-through walkway should be approximately the same width as the crosswalk, ideally a minimum width of 10 ft (3 m).

Sidewalk ramps are provided to connect to the sidewalks at each end of the crosswalk. Wherever sidewalks are separated from the roadway by a planting strip, ramps do not need flares and instead can have curbed edges aligned with the crosswalk, which provide alignment cues for pedestrians with visual impairments. A detectable warning surface consisting of raised truncated domes, as required by the Americans with Disabilities Act, should be applied to each ramp.

Where a minimum splitter island width of 6 ft (1.8 m) is available on the approach, a pedestrian refuge can be provided within the splitter island. In some cases, the available roadway width may not be sufficient to provide an adequate refuge area, in which case pedestrians will need to cross in one stage. Where a pedestrian refuge is provided, the refuge area must be defined with detectable warning surfaces that begin at the curb line and extend into the cut-through area a distance of 2 ft (0.6 m). This results in at least 2 ft (0.6 m) of clear space between detectable warning surfaces on a splitter island. Detailed standards for detectable warning surfaces can be found in the ADA Accessibility Guidelines (ADAAG) and through the U.S. Access Board [8].

6.3 Bicycle Design Treatments

Since typical on-road bicycle travel speeds are approximately 12 to 20 mph (20 to 30 km/h), the speeds of vehicles approaching and traveling through mini-roundabouts are similar to those of bicyclists. Bicyclists are encouraged to navigate through a mini-roundabout as if they were a vehicle. Where bicycle lanes are provided on the approaches to a mini-roundabout, they should be terminated to alert drivers and bicyclists of the need for bicyclists to merge into traffic. One suggested practice is to terminate the bike lane at least 100 ft (30 m) upstream of the entrance line, provide a 50-ft (15-m) taper ending prior to the crosswalk at the roundabout entry, and use a dotted bike lane stripe for the last 50 to 200 ft (15 to 60 m) prior to the beginning of the taper [1]. For a more detailed description of bicycle design techniques, refer to the Roundabout Guide.

6.4 Sight Distance and Visibility

The principles of sight distance and visibility at mini-roundabouts are consistent with other roundabouts and other intersections. Detailed guidelines for evaluating sight distance and visibility are provided in the Roundabout Guide [2] and the Technical Summary on Roundabouts [3].

6.5 Vertical Design

Mini-roundabouts should generally be designed to be outward draining to place the central island at the highest point of the intersection for maximum visibility. This technique of sloping outward is recommended primarily because it:

- Promotes safety by raising the height of the central island and improving its visibility;

- Promotes lower circulating speeds;
- Minimizes breaks in the cross slopes of the entrance and exit lanes; and
- Drains surface water to the outside of the roundabout.

This is consistent with most standard intersection grading, where the high-point is located near the center of the intersection and slopes towards the outer curbs. Therefore, in most retrofit situations, installation of a mini-roundabout would not necessarily require significant grade modifications to the intersection.

6.6 Pavement Markings and Signs

At mini-roundabouts, pavement markings and signs work together to create a comprehensive system to guide and regulate road users. Pavement markings and signs are simpler at mini-roundabouts than at other types of roundabouts.

The Federal Highway Administration has published the 2009 Edition of the *Manual on Uniform Traffic Control Devices,* which includes major revisions and additions related to signage and markings at roundabouts. For more detailed guidelines, designers should refer to the 2009 MUTCD and the Roundabout Guide [2, 9].

6.6.1 Pavement Markings

Pavement markings for mini-roundabouts are largely similar to those for other roundabouts. However, because the islands may be either flush or mountable, additional pavement markings can be used to improve the visibility of key features, including the direction of circulation and splitter islands. A sample pavement marking plan for a mini-roundabout is given in Figure 6. A wide white dotted line is used to designate the entrance location, similar to other roundabouts. Some optional features include the following (not necessarily shown on Figure 6):

- Pavement marking arrows in the circulatory roadway in front of each entry to indicate the direction of circulation;
- Yield lines and/or legends;
- For flush splitter islands, an appropriate hatching pattern (e.g., a diagonal hatch similar to those used for marking obstructions, such as those shown in Figure 3B-15 of the 2009 MUTCD [9]) within the splitter island envelope to further emphasize the splitter island location;
- Rumble strips or raised pavement markers within the envelope of a flush splitter island to discourage light passenger vehicles from driving over top of the islands; and
- Yellow color over the entire central island.

If the entire center island is colored yellow, an anti-skid surface is recommended to increase surface friction and avoid slick surfaces, particularly for bicycles and motorcycles. A textured surface that provides a visible differentiation from the circulatory roadway and is accompanied by a solid yellow line may also be used. Note that vehicles overrunning a textured surface may create additional noise, which may be perceived as a problem in residential areas.

6.6.2 Signing

The principal difference in signing at mini-roundabouts compared to other roundabouts is that no signs can

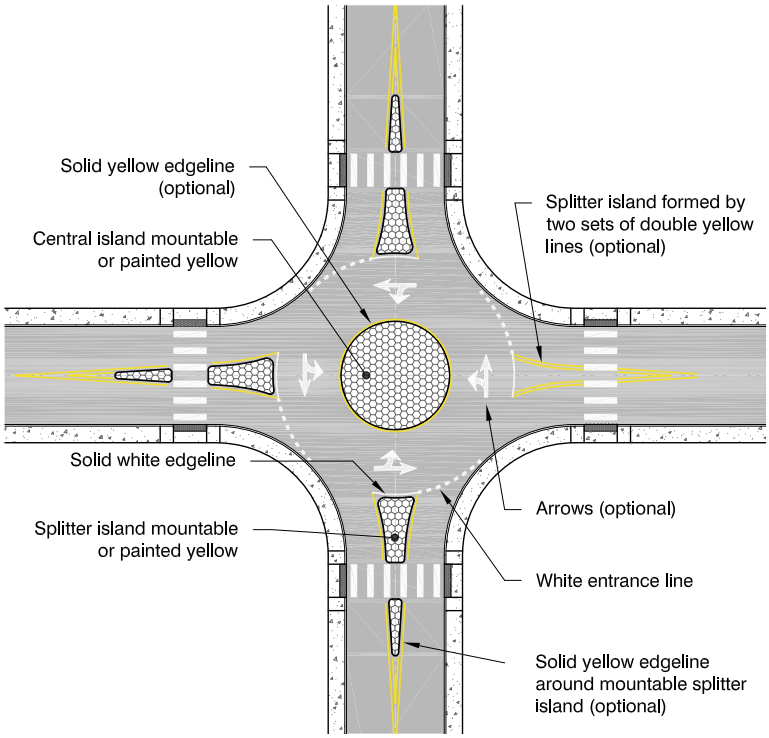


Figure 6: Sample Pavement Marking Plan for a Mini-Roundabout

be located within the fully mountable central island. As a result, the Circular Intersection (W2-6) warning sign is typically used on each approach in advance of the YIELD sign. YIELD signs are typically placed as close as practical to the entrance line and can be supplemented with a Roundabout Circulation plaque (R6-5P). Advance directional guide signs and exit guide signs are typically unnecessary given the size of the mini-roundabout and the nature of the approach roadways (generally low-speed local streets). However, standard street name signs should be used and are typically mounted on the same posts as the yield signs (similar to conventional intersections). Figure 7 gives a sample signing plan for a mini-roundabout.

For splitter islands that are either painted or are fully mountable, KEEP RIGHT signs cannot be used. KEEP RIGHT signs may be provided for raised non-mountable islands, particularly where a pedestrian refuge is provided; however, care should be taken to ensure the sign does not obscure the view of the central island approaching the mini-roundabout. Some agencies are experimenting with illuminated bollards to mark splitter islands.

6.7 Lighting

It is important that mini-roundabouts, including their pedestrian crossing areas, be visible to approaching drivers. Consideration needs to be given to ensuring the intersection is conspicuous at night, which may mean providing additional street lighting. The Design Guide for Roundabout Lighting [10], published by the Illuminating Engineering Society, is the primary resource that should be consulted in completing a lighting plan for all roundabout types including mini-roundabouts. The Roundabout Guide also provides a summary of lighting principles, and the same principles for lighting traditional intersections apply to mini-roundabouts.

6.8 Landscaping

Landscaping of mini-roundabouts is minimal due to the traversable nature of the central island and (often) splitter islands. However, it is possible to provide landscaping around the perimeter of the intersection. Any landscaping that is provided should be designed to minimize roadside hazards and to maintain adequate stopping and intersection sight distance throughout the roundabout.

6.9 Other Design Details and Applications

More design details and applications of mini-roundabouts exist than are covered in this technical summary; however, some of the more notable considerations are described below:

- **Right-turn bypass lanes –** Roundabouts and mini-roundabouts can employ right-turn bypass lanes similar to those used at conventional intersections. Bypass lanes are designed either to yield to exiting traffic or to form an additional lane next to exiting traffic (which may then merge into the exiting traffic).
- **Access management –** Driveways in the vicinity of roundabouts and mini-roundabouts may experience restrictions in access similar to those in the vicinity of signalized intersections. Mini-roundabouts may offer the opportunity to include driveways as a curb cut or a fully developed approach with splitter islands depending on the volume characteristics and other factors.

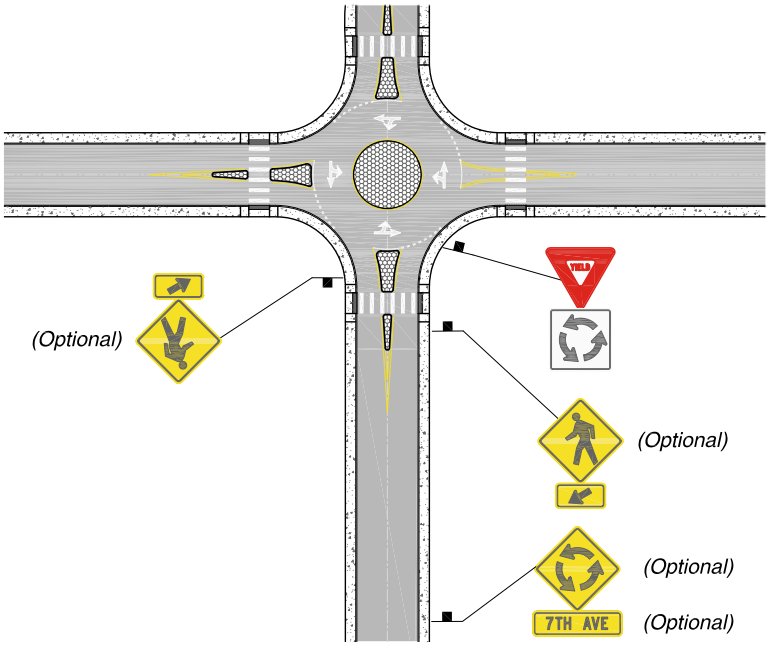


Figure 7: Sample Signing Plan for a Mini-Roundabout

- **At-grade rail crossings –** At-grade rail crossings through or near a mini-roundabout introduce challenges related to the control of the rail crossing itself, queue clearance on the tracks, and the associated effects on the mini-roundabout. Mini-roundabouts have been installed near at-grade rail crossings in the U.K.
- **Evacuation routes –** Mini-roundabouts can be located on evacuation routes by using similar manual control treatments (e.g., flagging, police control) that are used at other types of intersections. Vehicles are allowed to travel over the central island, if necessary.
- **Bus stops –** Bus stops can be provided on either the entry or exit side of a mini-roundabout. Bus stops should not be provided within the circulatory roadway. Pedestrian access to and from the bus stop, including the location of the bus stop relative to the nearest crosswalk, should be carefully considered.

Refer to the Roundabout Guide for additional information on these and other topics.

Section 7: Costs

Construction costs for mini-roundabouts vary widely depending upon the extent of sidewalk modifications or other geometric improvements and the types of materials used. In most cases, mini-roundabouts have been installed with little or no pavement widening and with only minor changes to curbs and sidewalks as shown in the example in Figure 8. Construction costs have ranged from about $50,000 for an installation consisting entirely of pavement markings and signage to $250,000 or more for mini-roundabouts that include raised islands and pedestrian improvements.

A benefit-cost analysis may be useful for programming purposes, as it is recognizes that not all of the benefits and costs can be quantified by pure construction costs. The safety, operational, and environmental benefits of mini-roundabouts can be quantified and compared to the initial construction and ongoing maintenance cost over the life cycle of the roundabout. Although research is needed on the service lives of mini-roundabouts in the United States, they are likely to be comparable to the intersections they replace, depending on construction materials, weather conditions, traffic conditions, and other factors. When compared to signalized intersections, mini-roundabouts are likely to have longer service lives due to less maintenance. More detail can be found in the Roundabout Guide.

Photo: Maryland State Highway Administration (used with permission)

Figure 8: Example Mini-Roundabout

Section 8: References

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For More Information

Ed Rice
Intersection Safety Team Leader,
FHWA Office of Safety

202.366.9064
ed.rice@dot.gov

Visit FHWA's intersection safety web site to download this and other case studies highlighting proven intersection safety treatments from across the country:

http://safety.fhwa.dot.gov/intersection

U.S. Department of Transportation
Federal Highway Administration

FHWA-SA-10-007

February 2010

PBOT
PORTLAND BUREAU OF TRANSPORTATION

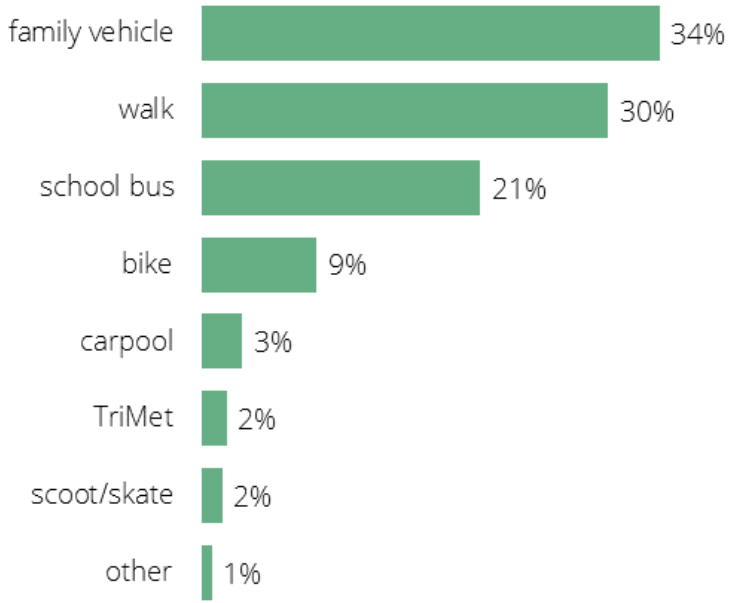
SAFE ROUTES to School

SRTS Travel Survey Fall 2018

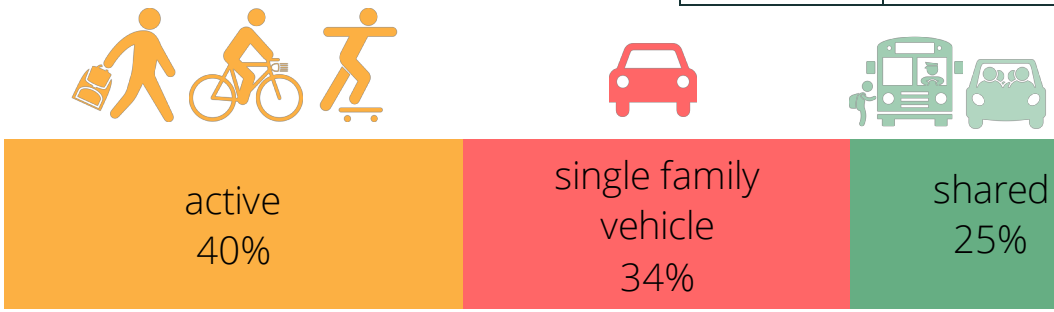
This spring, Safe Routes to School surveyed parents of K-8 students at 100 elementary, K-8, and middle schools in Portland, including all or parts of Centennial, David Douglas, Parkrose, Portland Public, and Reynolds school districts. Select results are below.

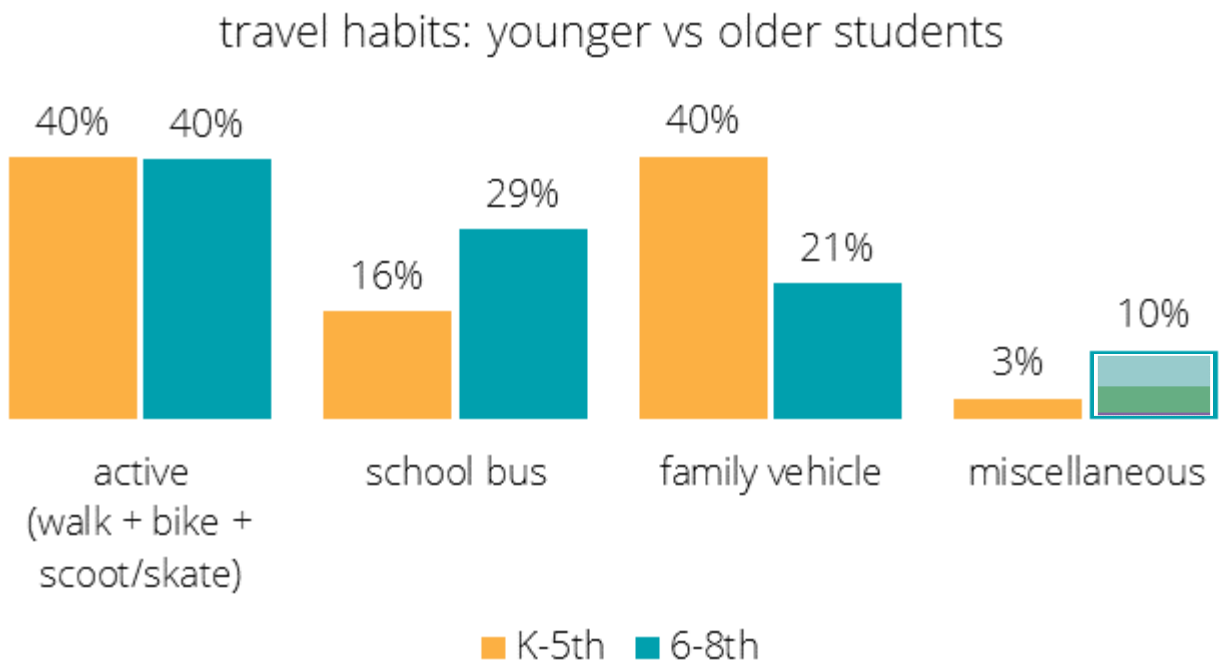
surveys returned: 3,809 response rate: 12.5%

How are K-8 students in Portland traveling to and from school? (proportion of trips)

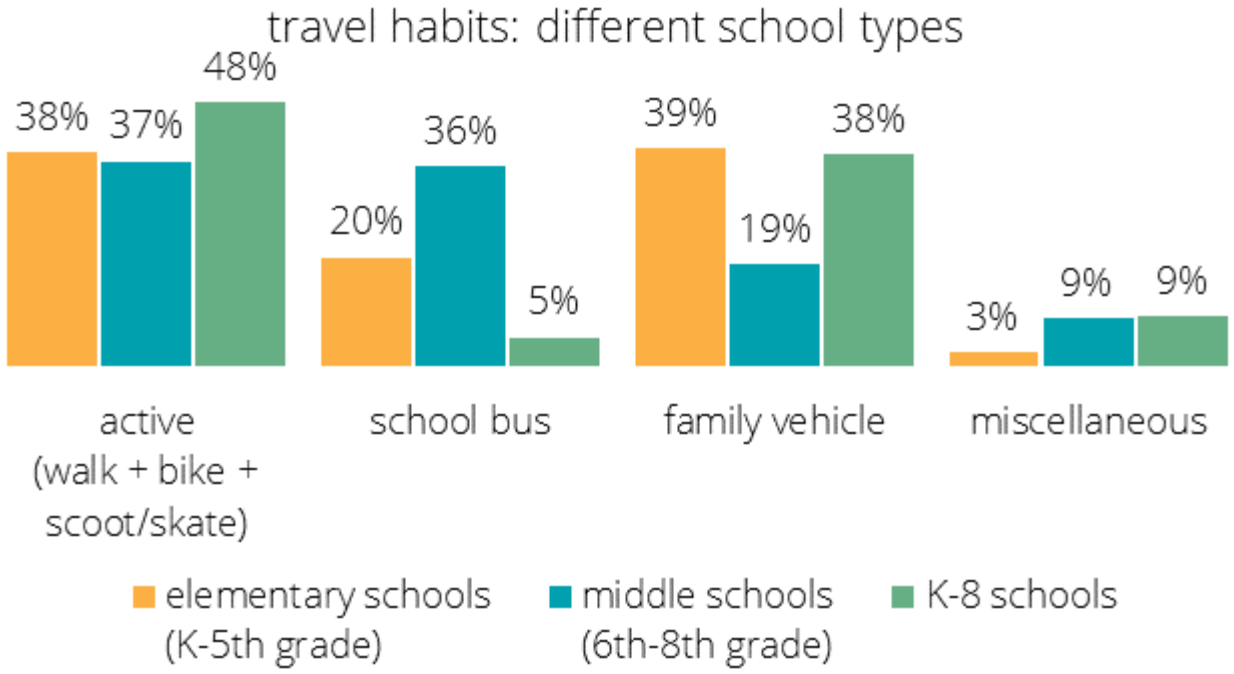


mode	fall 2017	fall 2018	change
total active	36.8%	40.1%	3.3%
family vehicle	35.8%	33.9%	-1.9%
walk	29.2%	30.1%	0.9%
school bus	21.6%	20.6%	-1.0%
bike	6.5%	8.5%	2.0%
carpool	3.1%	3.0%	-0.1%
TriMet	1.8%	1.8%	0.0%
scoot/skate	1.1%	1.5%	0.4%
other	0.9%	0.7%	-0.2%





While both K-5th grade and 6th-8th grade blocks have high active mode share, younger students use a family vehicle for more trips and older students take the school bus more often. Older school students also indicate a higher use of miscellaneous modes, namely carpool and TriMet.



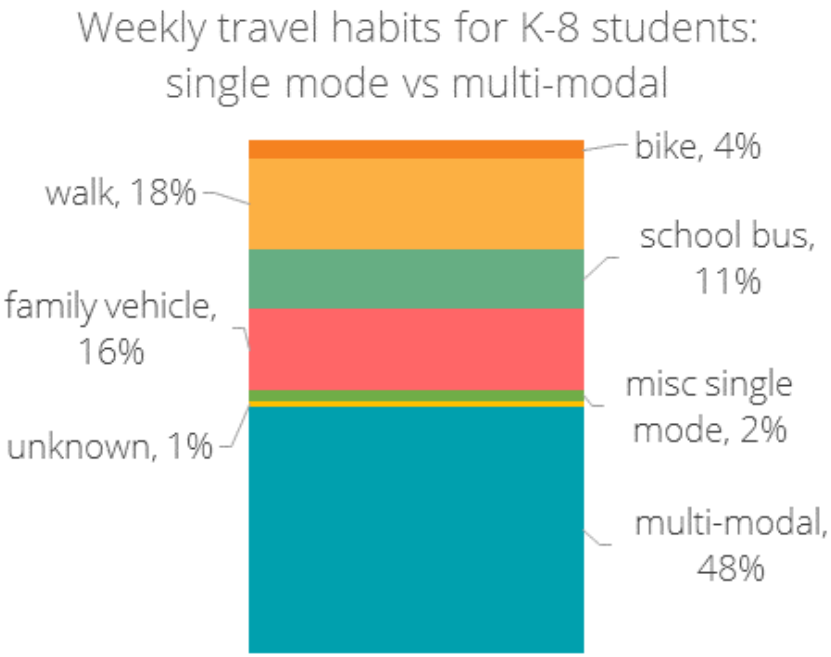
Students attending K-8 schools are using active modes (walk, bike, and scooter/ skateboard) for more trips than students at elementary schools (K-5th grade) and middle schools (6th-8th grade). K-8 schools also have a much lower rate of students utilizing school bus service (many do not offer this service at all).

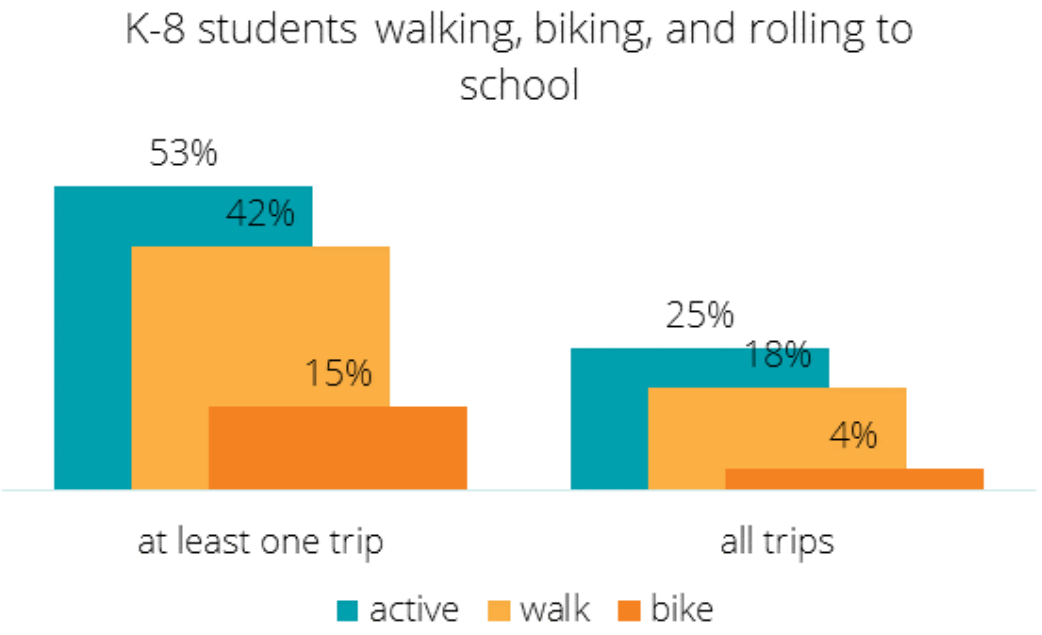
Survey respondents completed a week-long trip diary for travel to and from school (a total of ten trips). Results indicate that **close to half (48%) of all students use multiple modes throughout the week**.

('Miscellaneous single mode' include students who indicated carpool, scoot/skate, TriMet, or 'other' mode only, totaling less than 1% of students each.)

In addition, 25% of respondents used a combination of walk, bike, and scoot/skate modes for all ten trips during the week. **More than half of all students (53%) made at least one active trip to or from school**.

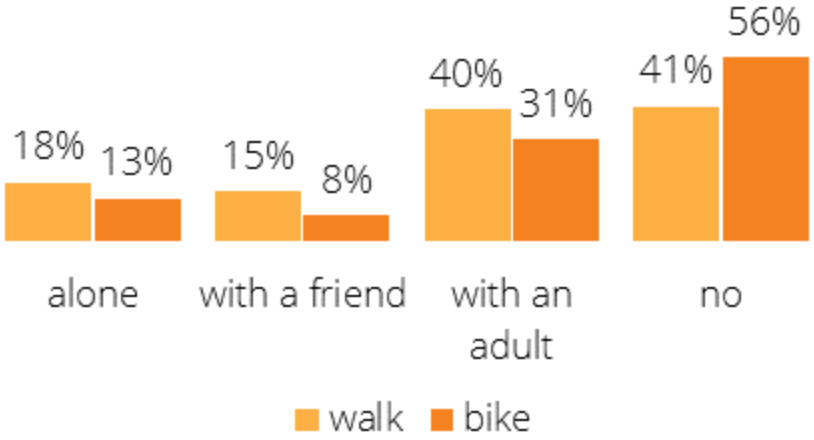
Close to half (42%) of students are walking at least some of the time, and 15% of students are biking at least some of the time. While 55% of students were driven to school for at least one trip, 16% were driven in a single family car for all trips.



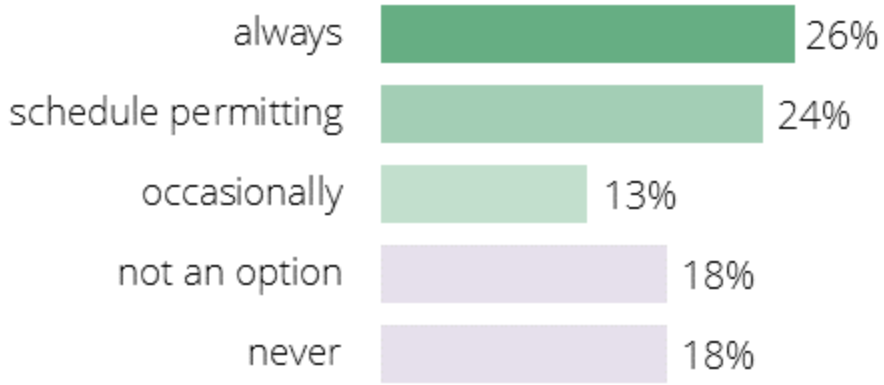


Parent Attitudes about Student Travel Habits

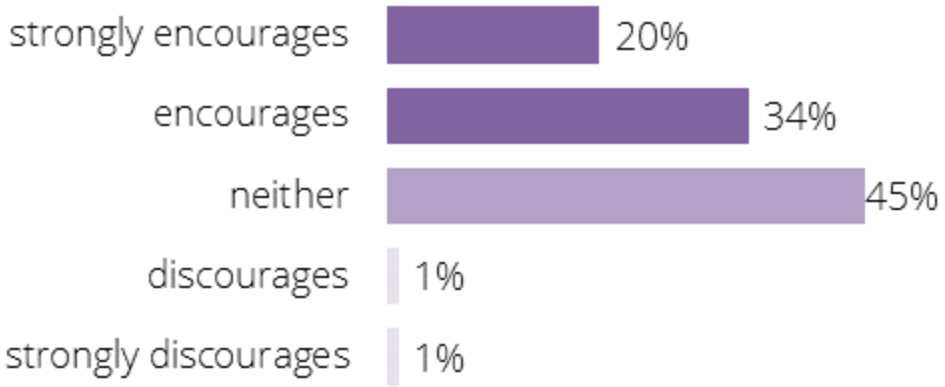
Do you allow your student to walk + bike to/from school?



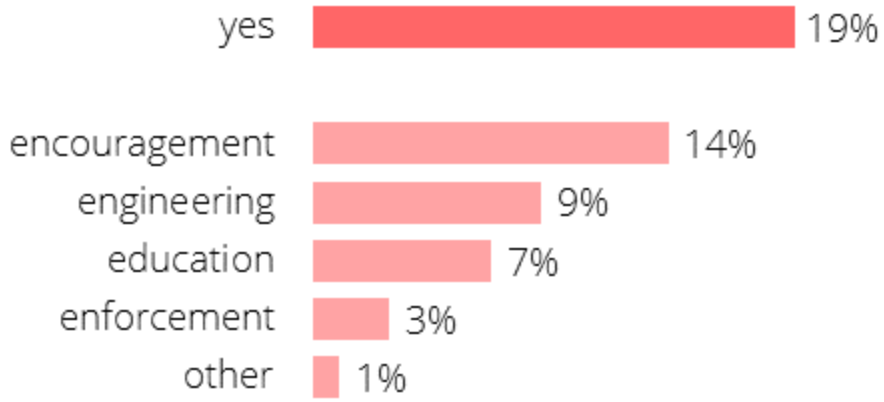
How often do you walk or bike to/from school?



How much does your school encourage walking and biking?



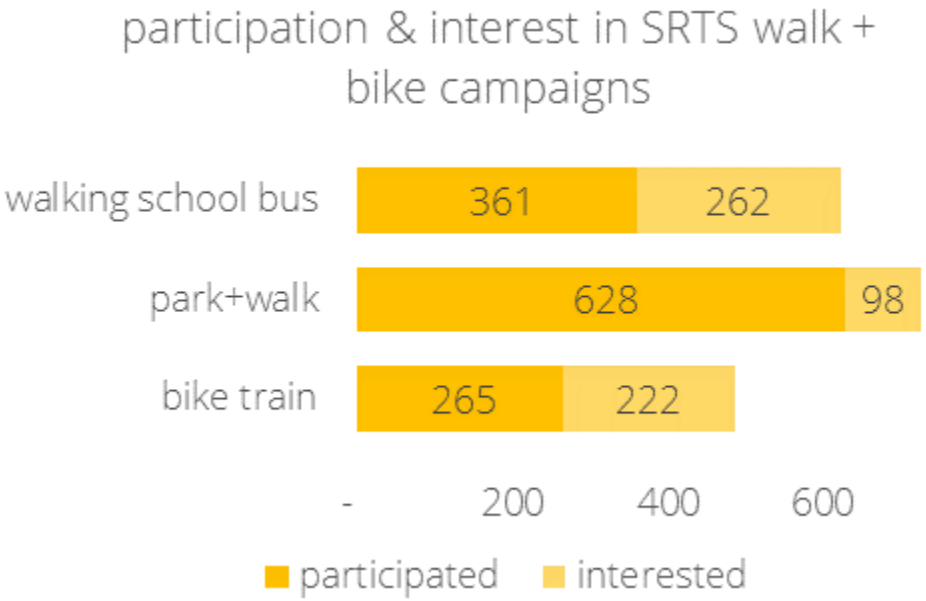
Have SRTS programs increased your walk + bike trips? If so, which ones?

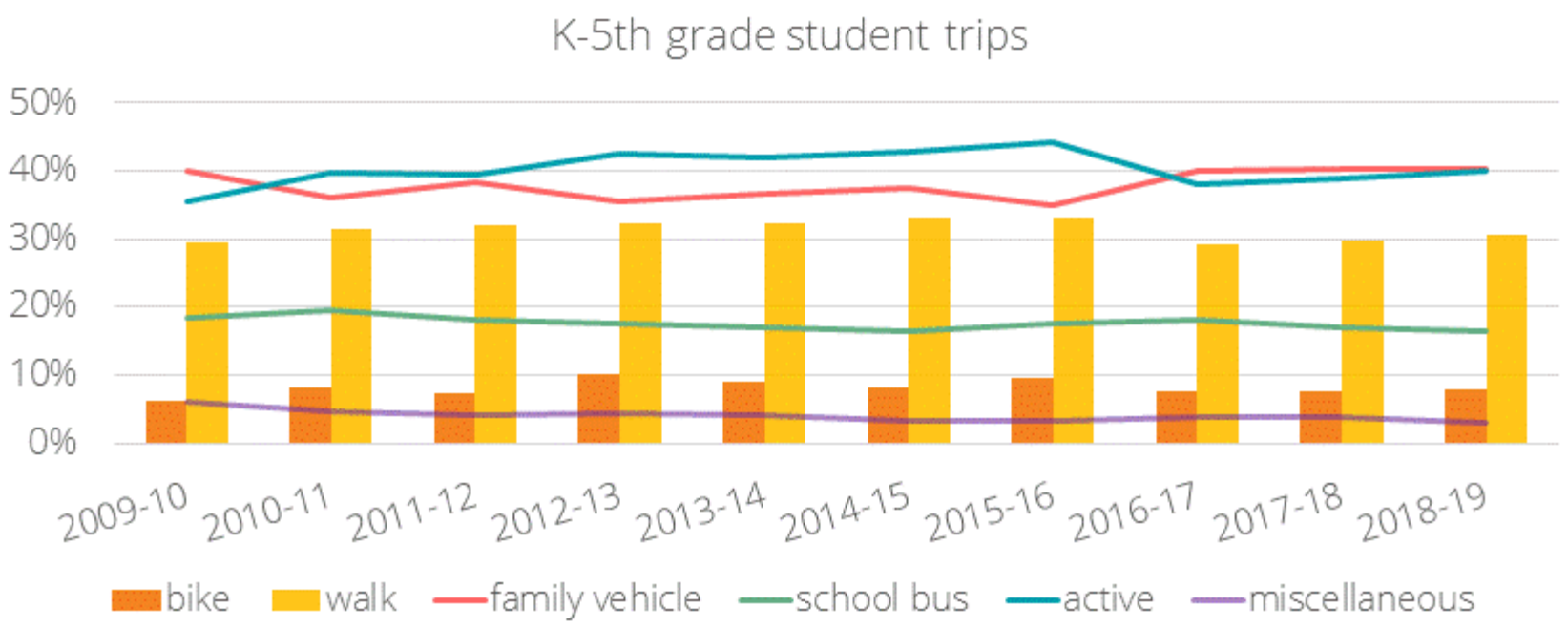


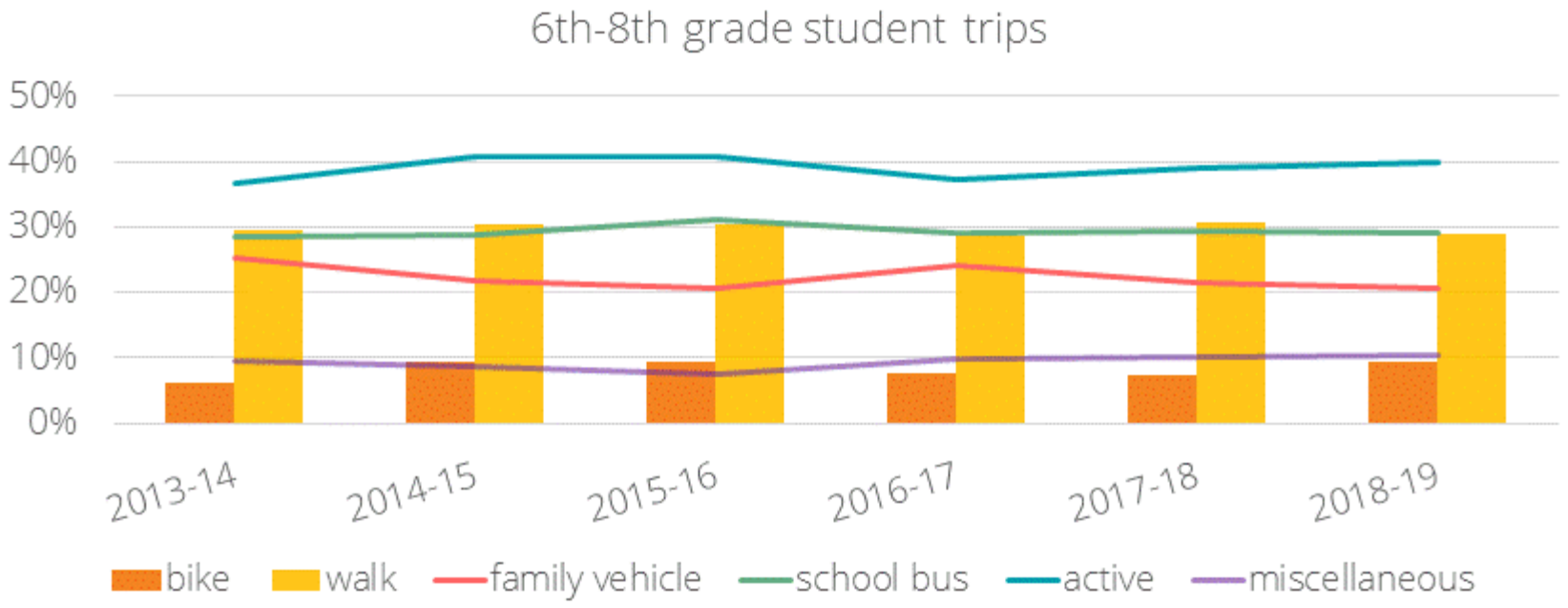
More than 800 families (22% of respondents) requested to be added to the SRTS mailing list. Additionally, over 300 families (9% of respondents) requested more information about SRTS walk and bike campaigns (Walking School Bus, Park + Walk, and Bike Train). Nearly one third of participants have already participated in one of these activities.

Parents requesting more information were e-mailed campaign information. Most of these respondents provided an e-mail address.

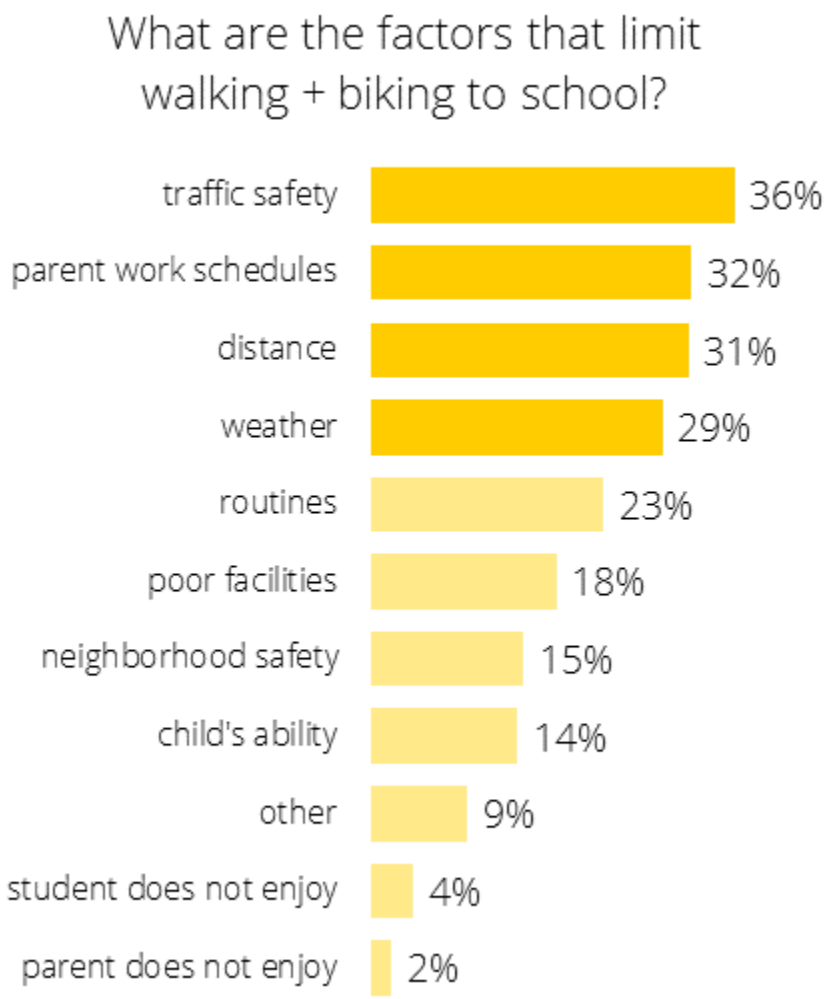
HS cluster	add to e-mail list	# schools
Centennial	15	4
Cleveland	129	11
David Douglas	62	12
Franklin	154	14
Grant	108	8
Jefferson	103	12
Lincoln	51	7
Madison	46	8
Parkrose	25	5
Reynolds	8	3
Roosevelt	43	6
Wilson	104	9
Total	*848*	*99*

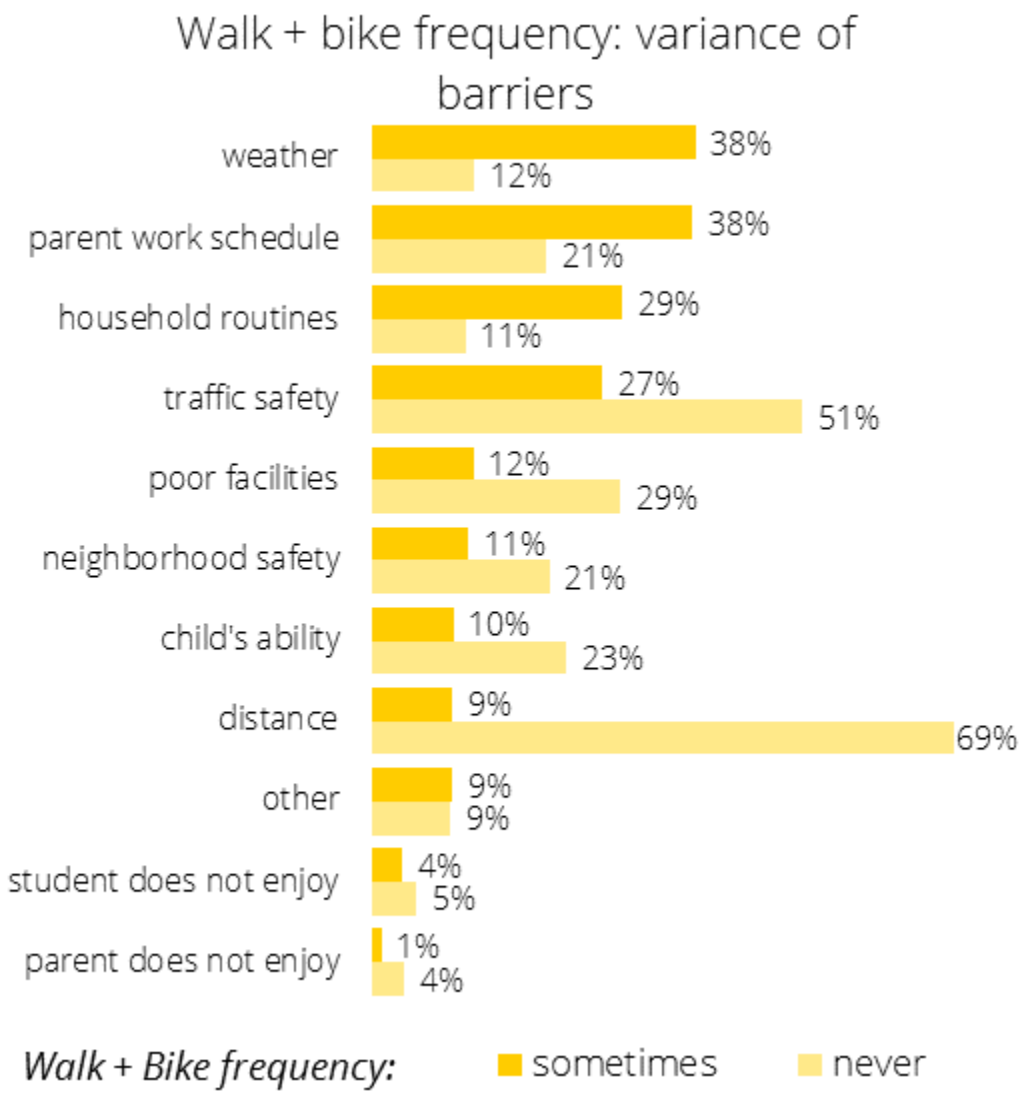



K-5th grade student trips
50%
40%
30%
20%
10%
0%
2009-10
2010-11
2011-12
2012-13
2013-14
2014-15
2015-16
2016-17
2017-18
2018-19
bike
walk
family vehicle
school bus
active
miscellaneous


6th-8th grade student trips
50%
40%
30%
20%
10%
0%
2013-14
2014-15
2015-16
2016-17
2017-18
2018-19
bike
walk
family vehicle
school bus
active
miscellaneous

Barriers: *What are the factors that limit walking and biking to school? (multiple responses allowed)*

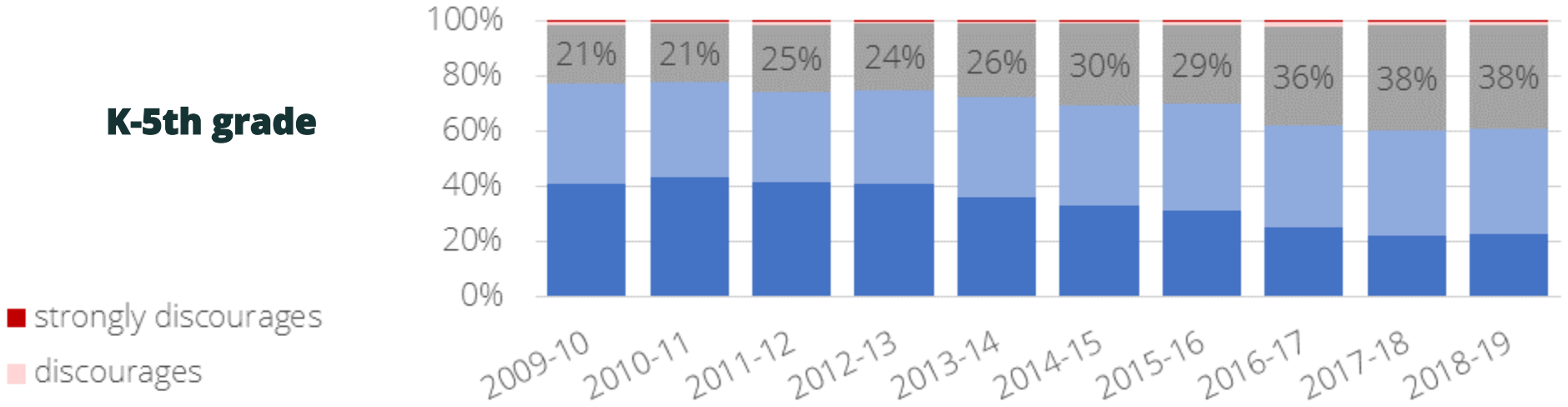




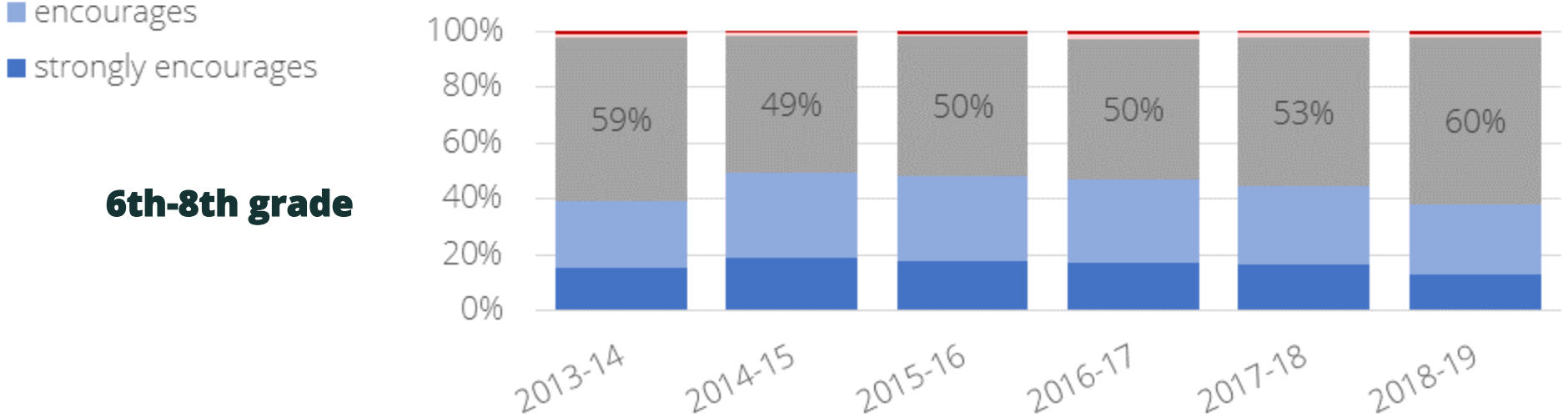
How much does the school encourage or discourage walking and biking?

The school can play a significant role to encourage walking and biking by reinforcing safety and normalizing the behavior. Since 2009, surveys have shown a decrease in the proportion of K-5 parents who believe their school *encourages* or *strongly encourages* walking & biking. A consistently low proportion of middle school parents agree that their school encourages this behavior.

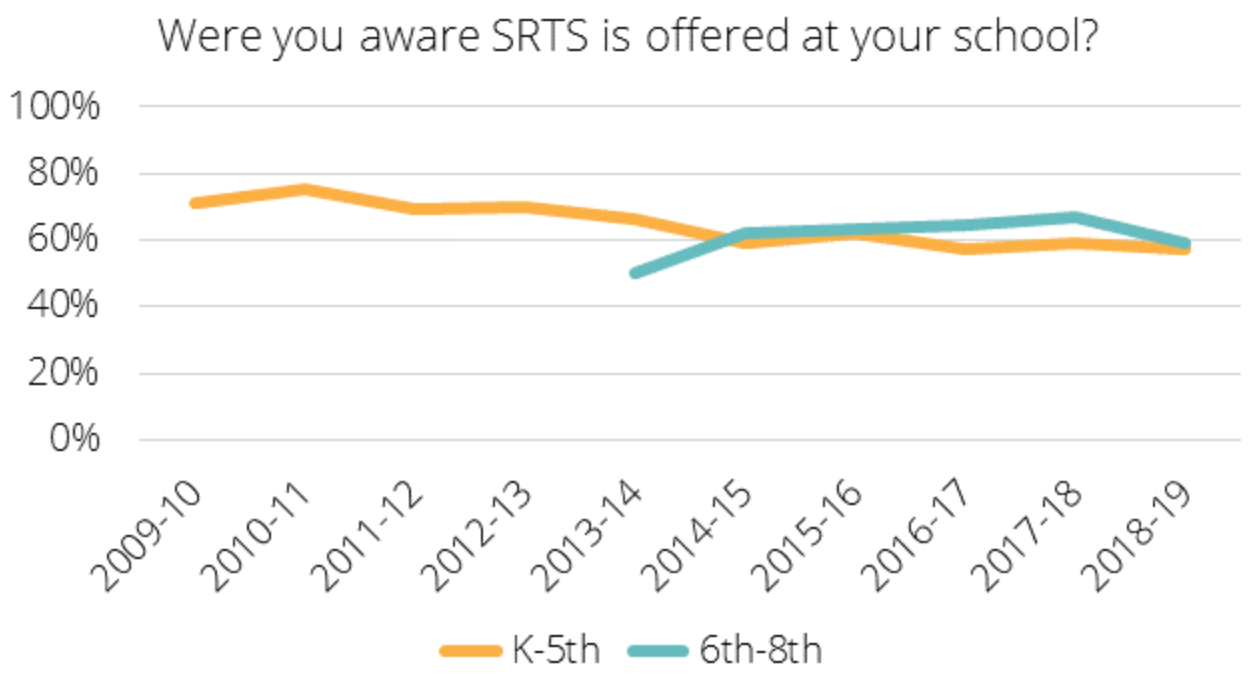
K-5th grade



6th-8th grade

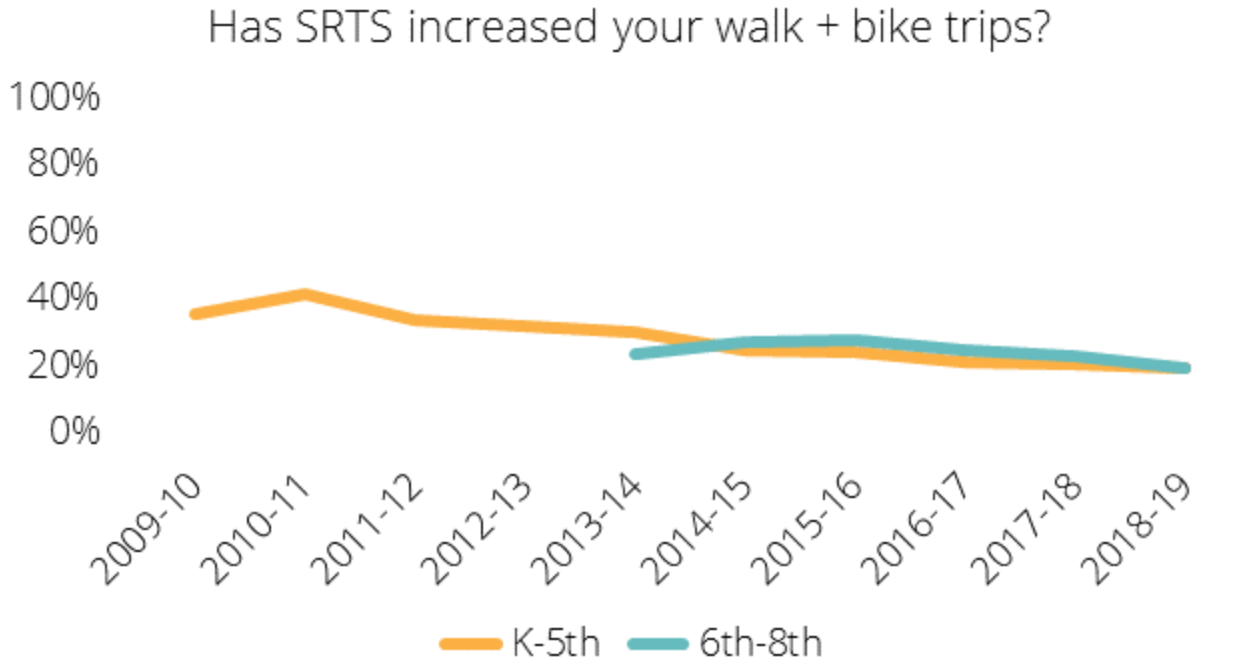


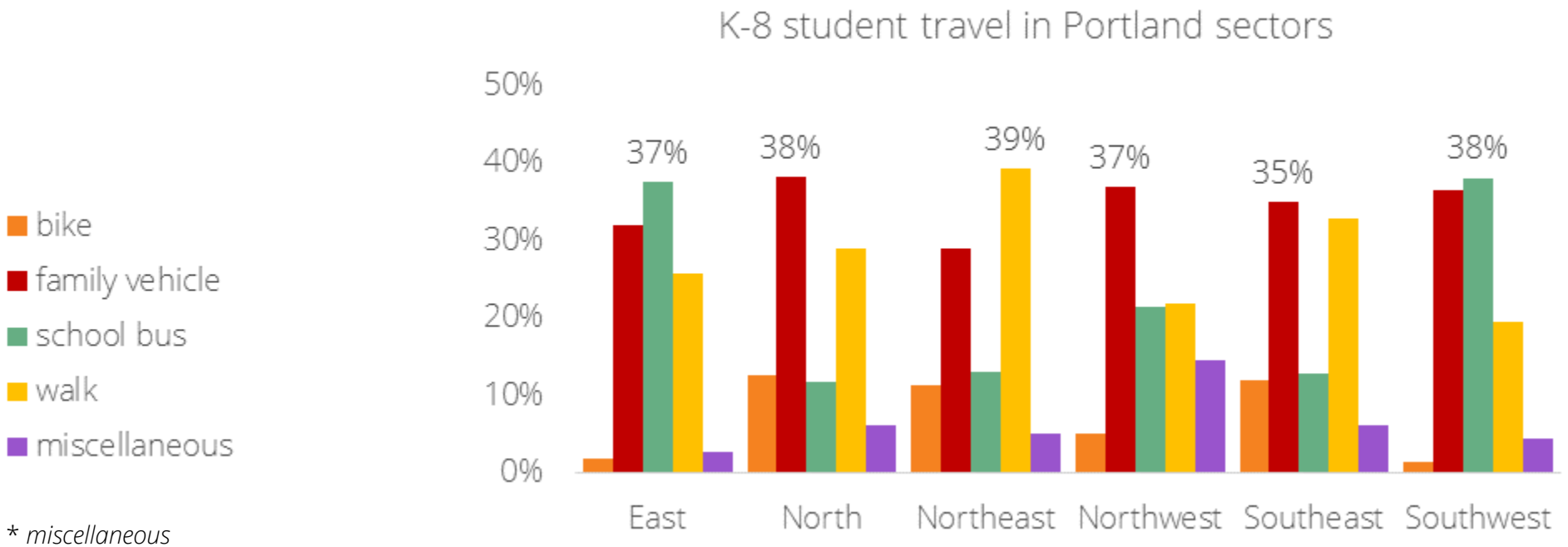
Surveys indicate little increase in parent awareness of the SRTS program. However, results are inconclusive as data was gathered near the beginning of the school year. Awareness would be expected to increase even minimally once spring 2019 data has been gathered.



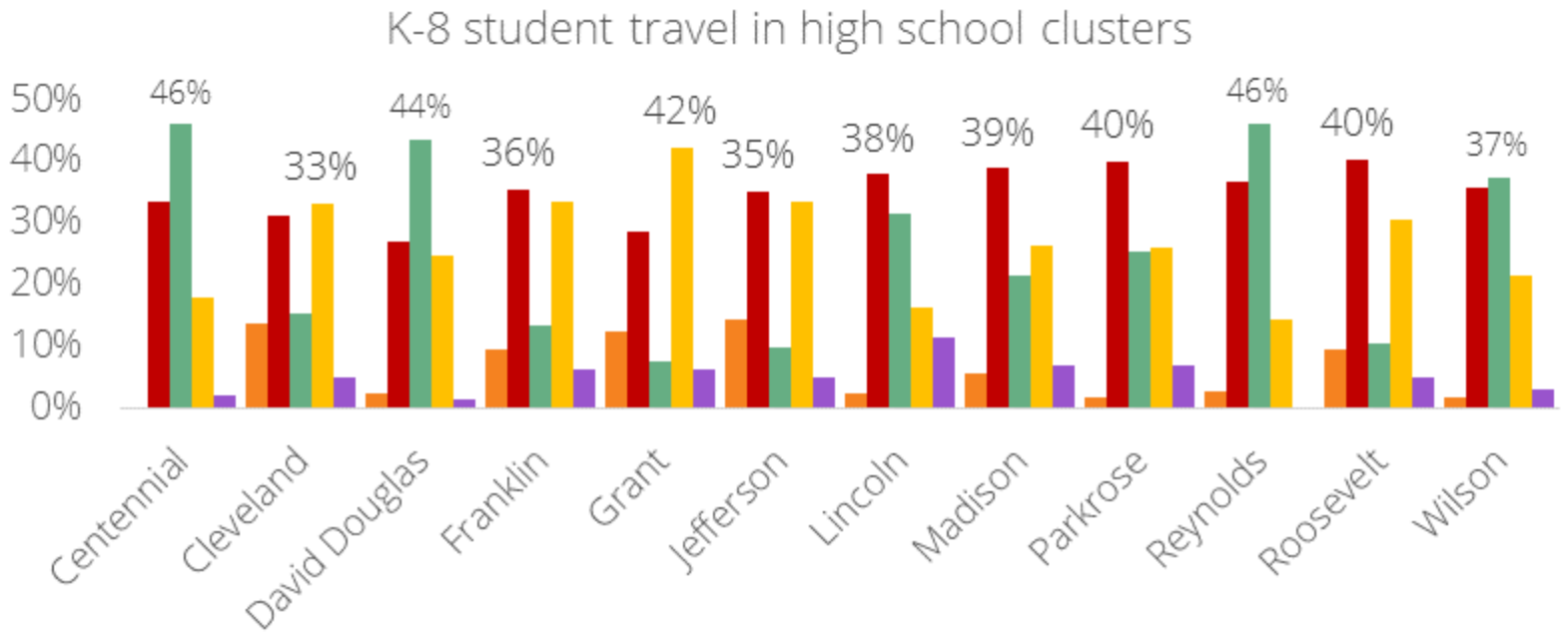
Survey responses indicate a downward trend in the proportion of K-5 parents that believe SRTS has increased their walk & bike trips (to school or elsewhere) - from a high of 41% during the 2010-11 school year to just 19% during the fall of 2018.

Middle school parent perceptions on this question have remained consistently low, from a high of 28% during the 2015-16 school year down to 19% this fall.





* *miscellaneous* includes carpool, TriMet, and other



Top 10 Lists Schools with the highest share for each mode; only schools with at least 5% response rate were considered

TOP 10 BIKE SCHOOLS

school	bike mode share
Emerson	27%
Beaumont	27%
Sellwood	24%
MLK Jr	24%
Beach	24%
Chief Joseph	21%
Atkinson	20%
Abernethy	19%
Woodlawn	18%
Faubion	18%

TOP 10 WALK SCHOOLS

school	walk mode share
Menlo Park	59%
Vernon	55%
Beverly Cleary	54%
Laurelhurst	52%
Sabin	51%
Lent	50%
Sunnyside	50%
Kelly	50%
Marysville	48%
Faubion	48%

TOP 10 ACTIVE SCHOOLS

school	active mode share
Beaumont	75%
Beverly Cleary	73%
Irvington	69%
Faubion	69%
Ockley Green	68%
Vernon	67%
Laurelhurst	66%
Sunnyside	64%
Sabin	63%
Atkinson	62%

TOP 10 SCHOOL BUS SCHOOLS

school	school bus mode share
West Sylvan	68%
Skyline	68%
Jackson	66%
West Powellhurst	59%
Floyd Light	50%
Alice Ott	47%
Markham	45%
Lincoln Park	45%
Capitol Hill	45%
Gilbert Park	45%

TOP 5 CARPOOL SCHOOLS

school	carpool mode share
Metropolitan Learning Center	27%
DaVinci	24%
Creative Science	18%
Winterhaven	14%
Emerson	13%
Portland Village	12%

TOP 5 TRIMET SCHOOLS

school	TriMet mode share
Winterhaven	21%
DaVinci	16%
Metropolitan Learning Center	14%
George	12%
Mt Tabor	11%

TOP 10 FAMILY VEHICLE SCHOOLS

school	family vehicle mode share
Creative Science	65%
Portland Village	63%
Shaver	59%
Trillium	57%
Emerson	55%
Buckman	54%
Stephenson	53%
MLK Jr	51%
Boise-Eliot/Humboldt	51%
Hayhurst	51%

School mode share

total active is combined walk, bike, and scoot/skate

school	response rate	bike	carpool	family vehicle	other	scoot/ skate	school bus	TriMet	walk	total active	majority mode
Abernethy	27.0%	19%	1%	27%	1%	2%	21%	0%	28%	50%	active
Access @ Lane	21.7%	0%	0%	16%	0%	1%	71%	8%	3%	5%	school bus
Access @ Vestal	29.5%	2%	0%	17%	0%	0%	78%	0%	2%	4%	school bus
Ainsworth	14.8%	0%	1%	47%	0%	0%	27%	0%	24%	24%	family vehicle
Alameda	20.5%	7%	1%	31%	0%	1%	28%	0%	30%	39%	active
Alder	2.4%	0%	0%	19%	0%	0%	69%	0%	13%	13%	school bus
Alice Ott	5.0%	0%	0%	20%	0%	0%	47%	0%	32%	32%	school bus
Arleta	15.4%	8%	1%	41%	0%	2%	3%	0%	45%	55%	active
Astor	14.4%	9%	1%	35%	0%	5%	10%	1%	38%	52%	active
Atkinson	18.8%	20%	3%	30%	0%	7%	4%	0%	36%	62%	active
Beach	13.8%	24%	1%	48%	0%	0%	3%	0%	25%	48%	active
Beaumont	13.8%	27%	1%	9%	0%	2%	12%	2%	47%	75%	active
Beverly Cleary	17.8%	16%	1%	24%	0%	2%	2%	0%	54%	73%	active
Boise-Eliot/Humboldt	7.5%	0%	5%	51%	0%	0%	0%	0%	45%	45%	family vehicle
Bridger	11.2%	6%	4%	49%	0%	0%	16%	2%	23%	29%	family vehicle
Bridlemile	16.1%	2%	2%	50%	1%	2%	29%	0%	13%	17%	family vehicle
Buckman	14.9%	6%	1%	54%	0%	2%	8%	1%	27%	36%	family vehicle
Capitol Hill	20.0%	5%	2%	32%	0%	2%	45%	0%	14%	20%	school bus
Cesar Chavez	4.2%	12%	4%	50%	4%	0%	4%	0%	26%	38%	family vehicle
Chapman	12.9%	4%	0%	32%	1%	0%	22%	0%	41%	45%	active
Cherry Park	7.4%	5%	0%	39%	0%	0%	37%	0%	18%	23%	family vehicle
Chief Joseph	18.3%	21%	0%	41%	0%	1%	9%	1%	27%	49%	active
Creative Science	14.5%	5%	18%	65%	0%	0%	0%	2%	10%	15%	family vehicle
Creston	16.2%	13%	1%	41%	0%	3%	7%	2%	33%	48%	active
DaVinci	14.2%	7%	24%	37%	3%	6%	3%	16%	4%	18%	family vehicle
Duniway	21.2%	5%	3%	37%	0%	0%	16%	0%	39%	44%	active
Earl Boyles	8.5%	0%	2%	48%	0%	0%	33%	0%	17%	17%	family vehicle
Emerson	12.5%	27%	13%	55%	0%	0%	0%	5%	0%	27%	family vehicle

School mode share

total active is combined walk, bike, and scoot/skate

school	response rate	bike	carpool	family vehicle	other	scoot/ skate	school bus	TriMet	walk	total active	majority mode
Faubion	6.3%	18%	2%	20%	0%	3%	5%	4%	48%	69%	active
Floyd Light	5.5%	6%	3%	14%	0%	4%	50%	1%	21%	31%	school bus
Forest Park	11.0%	0%	0%	43%	6%	0%	30%	0%	21%	21%	family vehicle
George	5.6%	11%	1%	34%	0%	1%	25%	12%	15%	27%	family vehicle
Gilbert Heights	3.9%	0%	0%	27%	0%	0%	48%	0%	25%	25%	school bus
Gilbert Park	10.5%	0%	0%	31%	0%	0%	45%	0%	24%	24%	school bus
Glencoe	25.8%	14%	2%	37%	0%	3%	7%	0%	38%	54%	active
Glenfair	2.1%	0%	0%	33%	0%	0%	50%	0%	17%	17%	school bus
Grout	16.9%	14%	1%	34%	3%	0%	6%	1%	41%	55%	active
Harriet Tubman	13.9%	11%	4%	14%	0%	0%	39%	2%	30%	41%	active
Harrison Park	6.8%	5%	0%	41%	2%	0%	13%	4%	35%	39%	family vehicle
Hayhurst	17.3%	1%	0%	51%	3%	0%	17%	0%	29%	30%	family vehicle
Hosford	15.6%	12%	2%	15%	0%	0%	27%	4%	39%	51%	active
Irvington	15.2%	16%	1%	29%	1%	7%	0%	0%	46%	69%	active
Jackson	13.3%	1%	1%	17%	0%	0%	66%	0%	14%	15%	school bus
James John	10.2%	6%	0%	42%	0%	7%	5%	0%	39%	53%	active
Jason Lee	8.5%	0%	0%	63%	0%	0%	2%	0%	35%	35%	family vehicle
Kelly	5.3%	0%	4%	46%	0%	0%	0%	0%	50%	50%	walk
Lane	6.7%	5%	6%	45%	0%	0%	15%	5%	25%	30%	family vehicle
Laurelhurst	19.7%	10%	2%	32%	0%	4%	0%	0%	52%	66%	active
Lent	6.9%	1%	0%	33%	0%	0%	15%	0%	50%	51%	active
Lewis	23.8%	15%	2%	40%	0%	1%	2%	0%	40%	56%	active
Lincoln Park	7.7%	11%	0%	18%	1%	0%	45%	3%	23%	34%	school bus
Llewellyn	23.6%	16%	0%	30%	0%	1%	9%	0%	44%	60%	active
Maplewood	18.0%	1%	1%	42%	3%	0%	31%	0%	22%	23%	family vehicle
Margaret Scott	2.9%	9%	0%	60%	0%	0%	17%	0%	14%	23%	family vehicle
Markham	16.1%	1%	3%	42%	2%	0%	45%	0%	7%	8%	school bus
Marysville	10.3%	6%	0%	31%	0%	8%	7%	0%	48%	62%	active

School mode share

total active is combined walk, bike, and scoot/skate

school	response rate	bike	carpool	family vehicle	other	scoot/ skate	school bus	TriMet	walk	total active	majority mode
Menlo Park	6.7%	0%	0%	29%	5%	0%	7%	0%	59%	59%	walk
Metropolitan Learning Ctr	15.9%	7%	27%	36%	0%	0%	0%	14%	16%	23%	family vehicle
Mill Park	2.8%	0%	0%	24%	0%	0%	60%	0%	16%	16%	school bus
MLK Jr	8.7%	24%	6%	51%	0%	6%	0%	3%	11%	41%	family vehicle
Mt Tabor	15.2%	14%	4%	22%	2%	1%	13%	11%	33%	48%	active
Ockley Green	9.1%	13%	3%	13%	1%	7%	11%	4%	48%	68%	active
Odyssey @ East Sylvan	17.4%	0%	25%	69%	5%	1%	0%	0%	0%	1%	family vehicle
Oliver	4.5%	0%	10%	17%	0%	0%	51%	0%	21%	21%	school bus
Parklane	4.7%	0%	0%	34%	0%	2%	43%	0%	22%	23%	school bus
Parkrose	4.5%	4%	9%	30%	0%	0%	41%	6%	11%	15%	school bus
Patrick Lynch	3.5%	0%	0%	45%	0%	0%	27%	0%	27%	27%	family vehicle
Peninsula	15.9%	6%	1%	47%	4%	6%	2%	0%	34%	46%	family vehicle
Portland Village	12.6%	12%	12%	63%	0%	3%	0%	5%	5%	19%	family vehicle
Powell Butte	4.9%	0%	0%	36%	0%	0%	56%	0%	8%	8%	school bus
Prescott	11.7%	0%	1%	47%	5%	0%	6%	0%	41%	41%	family vehicle
Richmond	25.5%	6%	2%	47%	3%	1%	23%	0%	19%	25%	family vehicle
Rieke	45.3%	2%	0%	42%	0%	0%	18%	0%	37%	40%	family vehicle
Rigler	13.0%	2%	4%	41%	1%	5%	17%	0%	30%	37%	family vehicle
Robert Gray	18.0%	2%	4%	18%	1%	0%	41%	1%	32%	35%	school bus
Ron Russell	4.4%	2%	0%	21%	0%	0%	56%	1%	19%	21%	school bus
Rosa Parks	2.5%	0%	0%	50%	0%	0%	0%	0%	50%	50%	family vehicle
Rose City Park	18.5%	7%	0%	36%	1%	2%	9%	0%	44%	53%	active
Roseway Heights	7.5%	14%	0%	16%	0%	2%	26%	3%	39%	55%	active
Russell	8.5%	0%	2%	36%	2%	0%	45%	0%	16%	16%	school bus
Sabin	19.8%	9%	2%	34%	0%	2%	0%	1%	51%	63%	active
Sacramento	7.7%	1%	0%	42%	0%	0%	15%	0%	42%	43%	active
Scott	6.9%	5%	2%	32%	0%	0%	14%	0%	47%	52%	active
Sellwood	14.9%	24%	1%	8%	0%	3%	39%	0%	25%	52%	active

School mode share

total active is combined walk, bike, and scoot/skate

school	response rate	bike	carpool	family vehicle	other	scoot/ skate	school bus	TriMet	walk	total active	majority mode
Shaver	5.7%	4%	0%	59%	3%	0%	0%	0%	33%	38%	family vehicle
Sitton	7.1%	14%	3%	49%	7%	0%	11%	0%	16%	30%	family vehicle
Skyline	9.6%	0%	1%	31%	0%	0%	68%	0%	0%	0%	school bus
Stephenson	22.1%	0%	2%	53%	2%	0%	37%	0%	5%	5%	family vehicle
Sunnyside	15.0%	12%	2%	29%	1%	2%	0%	3%	50%	64%	active
Trillium	10.7%	16%	5%	57%	2%	1%	0%	6%	13%	30%	family vehicle
Ventura Park	7.2%	0%	0%	46%	0%	0%	33%	0%	21%	21%	family vehicle
Vernon	17.2%	10%	1%	26%	0%	2%	6%	0%	55%	67%	active
Vestal	10.6%	8%	3%	39%	0%	0%	6%	3%	41%	49%	active
West Powellhurst	4.7%	0%	0%	20%	0%	0%	59%	0%	21%	21%	school bus
West Sylvan	10.0%	0%	7%	20%	0%	0%	68%	0%	5%	5%	school bus
Whitman	4.5%	10%	0%	50%	0%	0%	0%	0%	40%	50%	family vehicle
Winterhaven	20.9%	12%	14%	46%	0%	0%	0%	21%	7%	19%	family vehicle
Woodlawn	15.4%	18%	0%	44%	0%	0%	7%	0%	31%	49%	active
Woodmere	6.5%	0%	7%	45%	0%	0%	36%	0%	11%	11%	family vehicle
Woodstock	18.4%	7%	1%	44%	0%	3%	6%	0%	38%	48%	active

Notice of Measure Election

SEL 803
rev 03/18 ORS 250.035, 250.041, 255.145, 255.345

District 3-554

Notice

Date of Notice	Name of District	Name of County or Counties	Date of Election
08/26/2019	West Linn-Wilsonville School District 3jt	Clackamas & Washington	Nov. 5, 2019

Final Ballot Title The following is the final ballot title of the measure to be submitted to the district's voters. The ballot title notice has been published and the ballot title challenge process has been completed.

Caption 10 words which reasonably identifies the subject of the measure.

Bonds to Increase Safety, Security; Address Overcrowding; Build, Replace Facilities

Question 20 words which plainly phrases the chief purpose of the measure.

Shall District increase safety, address overcrowding, update classrooms; issue $206.8 million general obligation bonds; estimated to maintain current tax rate? If the bonds are approved, they will be payable from taxes on property or property ownership that are not subject to the limits of sections 11 and 11b, Article XI of the Oregon Constitution.

Summary 175 words which concisely and impartially summarizes the measure and its major effect.

It's estimated that this measure would not increase current tax rates. West Linn-Wilsonville School District has been awarded $7,192,506 in State grants which will be available only if these bonds are approved.

If approved, this measure would finance capital costs including:

Safe and Welcoming Schools:
-Improve safety at all schools.
-Capital Asset replacement; Preservation Projects at all schools.

Relieve Overcrowding:
-Renovate the current Athey Creek Middle School building to accommodate expanded, redesigned third high school.
-Rebuild an expanded Athey Creek Middle School at new West Linn location.
-Build new primary school in Wilsonville.
-Expand West Linn High stadium and parking.

Career and Technical Education:
-Update classrooms, improve career education equipment and learning spaces, implement technology improvements District-wide.
-Build Performing Arts Center at Wilsonville High.

Citizen oversight committee and regular independent audit of bond expenditures required.

Bonds may be issued in multiple series; each maturing within 31 years from issuance; pay bond interest and costs of issuance. Actual levy rates may vary based upon interest rates incurred and changes in assessed value.

Explanatory Statement 500 words that impartially explains the measure and its effect.

If the county is producing a voters' pamphlet an explanatory statement must be drafted and attached to this form for:
→ any measure referred by the district elections authority; **or**
→ any initiative or referendum, if required by local ordinance.

Explanatory Statement Attached? ☒ Yes ☐ No

Authorized District Official Not required to be notarized.

Name	Title
Kathleen E. Ludwig	Superintendent
Mailing Address	**Contact Phone**
22210 SW Stafford Road, Tualatin, OR 97062	503-673-7034

By signing this document:
→ I hereby state that I am authorized by the district elections authority to submit this Notice of Measure Election; **and**
→ I certify that notice of receipt of ballot title has been published and the ballot title challenge process for this measure completed.

Signature Redacted

Signature

08/26/2019

Date Signed

ORS 251.335 JCVP-05

Joint County Voters' Pamphlet
Measure Explanatory Statement

Important! Read all instructions before completing this form.

Use this form when filing a 'JCVP-05 Joint County Voters' Pamphlet Measure Explanatory Statement' with your County Elections office. If a local government/jurisdiction is located in more than one county, the County Elections office of the county in which the city hall of the City or the administrative office of the local government is located shall be the filing officer for the JCVP-05.

Filing Information

Election: ☐ Primary _____ ☐ General _____ ■ Special 11/5/2019

Measure # 3-554

Ballot Title Caption
Bonds to Increase Safety, Security; Address Overcrowding; Build, Replace Facilities.

Name of Person responsible for content of 'Measure Explanatory Statement' (as it should appear in the Voters' Pamphlet):

Kathleen E. Ludwig, Superintendent

Name of Jurisdiction/Organization the person is authorized to represent (as it should appear in the Voters' Pamphlet):

West Linn-Wilsonville School District 3jt

Contact Information:

Phone: Cell: _____ Work: 503-673-7034 Home: _____

Email: ludwigk@wlwv.k12.or.us

Signature

Signature Redacted

Signature of person responsible for the content of "Measure Explanatory Statement"

8/26/2019
Date

Measure Explanatory Statement

See attached for "Measure Explanatory Statement" (500 word/number MAX)

For Office Use only:

County: Clack

Signed? ☒ Yes ○ No

Explanatory Statement attached? ☒ Yes ○ No

Intake Staff Initials: JW

Word Count (500 max):

Providing digital copy? ○ Yes ○ No

Received digital copy? ○ Yes ○ No

Review Staff Initials:

Amended Statement

CLACKAMAS COUNTY ELECTIONS
2019 SEP 4 PM3:03:13 JCVP-05

ORS 251.335

Joint County Voters' Pamphlet
Measure Explanatory Statement

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Filing Information

Election: ☐ Primary _____ ☐ General _____ ■ Special 11/5/2019

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West Linn-Wilsonville School District 3jt

Contact Information:

Phone: Cell: _____ Work: 503-673-7034 Home: _____

Email: ludwigk@wlwv.k12.or.us

Signature

Signature Redacted
Signature of person responsible for the content of "Measure Explanatory Statement"

9/4/2019
Date

Measure Explanatory Statement

See attached for amended "Measure Explanatory Statement" (500 word/number MAX)

For Office Use only: Amended Statement.

County: Clack

Signed? ☑ Yes ☐ No

Explanatory Statement attached? ☑ Yes ☐ No

Intake Staff Initials: JW

Word Count (500 max): 500

Providing digital copy? ☑ Yes ☐ No

Received digital copy? ☑ Yes ☐ No

Review Staff Initials: JW

What
West Linn-Wilsonville School District has placed a capital bond on the 2019 ballot. With no expected increase to the current tax rate, the bond would provide funds to: make safety and security upgrades; build a new primary school; rebuild a new middle school; relocate and enlarge third high school; add new high school performing arts center; expand high school stadium and parking; upgrade technology and facilities District-wide.

If bond measure is approved, the District will receive an additional $7,192,506 in matching state grants.

How
The District's Long-Range Planning Committee, led by citizen volunteers, reviewed enrollment forecasts and school facility conditions. The committee made recommendations based on present and future facility needs. Guided by the committee's recommendations, and feedback from a community Bond Summit, West Linn-Wilsonville Board of Directors propose that bond funds, if approved, be used to:

- **Improve Safety and Security:** Construct secure entrances at all schools. Add classroom lockdown hardware at all schools. Add intrusion-limiting glass at all schools. Replace fire alarm systems, fire sprinkler systems, add site lighting, video monitoring, and communication upgrades District-wide. Expand stadium and parking at West Linn High School to accommodate students and staff daily and during emergency events.
- **Address Overcrowding:** Construct one new primary school on District-owned property in Wilsonville to meet enrollment needs. Relocate and expand Arts and Technology High School to the Athey Creek Middle School site. Construct an enlarged Athey Creek Middle School on District-owned property in West Linn to meet enrollment needs.
- **Increase Opportunities for CTE and Arts:** Construct a new performing arts center at Wilsonville High School to increase opportunities for the arts. Remodel existing theater into Career and Technical Education-focused instructional space, increasing school capacity.
- **Replacement and Preservation at Existing School Buildings:** Projects proposed to repair or replace aging roofs, windows, and mechanical/electrical systems. Install softball turf at Wilsonville High School. Remodel CREST facility. Produce energy-saving improvements to schools and facilities. Upgrade technology by re-wiring schools, updating network electronics and communication systems, and adding student devices.

Why
Student enrollment projections show increases of more than 1,000 students in the next 10 years. New schools and learning spaces are expected to balance current and future enrollment while providing students and staff with safe and efficient learning environments.

Bond measure proposes to fund classroom improvements at existing school buildings and make operational improvements at all existing schools. Bond measure proposes classroom expansion and renovation conducive to career-based learning.

How Much

Due to the retirement of existing bonds, this bond measure is not expected to increase the current tax rate. This $206.8 million bond is projected to have an average rate of $1.19 per $1,000 of assessed value annually over the bond term. The anticipated average cost is approximately $238 per year on a home with a $200,000 assessed taxable value. Actual rates may vary based upon interest rates incurred and changes to assessed value.

West Linn-Wilsonville School District 2019 Bond Proposal

Why are voters being asked to consider a Capital Improvement Bond?

Student enrollment projects show anticipated increases of more than 1,000 students in the next 10 years. If the bond measure passes, new schools and learning spaces are expected to balance current and future enrollment and provide students and staff with safe and efficient learning environments.

If passed what would the bond do?

The bond would provide $206.8 million dollars for capital improvements projects in West Linn-Wilsonville schools including:

Prioritize Safety & Security for all District Schools

- Security entrances at all schools
- Classroom lockdown hardware at all schools
- Intrusion limiting glass at all schools
- Replace fire alarm systems, fire sprinkler systems
- Add site lighting, video monitoring, and communication upgrades District-wide
- Expand stadium and parking at West Linn High School

Relieve Crowded Classrooms, Plan for Growth

- Construct one new primary school on District-owned property in Wilsonville
- Relocate and expand Arts and Technology High School to the Athey Creek Middle School site
- Construct an enlarged Athey Creek Middle School on District-owned property in West Linn

Expand Opportunities for Hands-on Learning, CTE & Arts

- Construct a new performing arts center at Wilsonville High School to increase access to the arts
- Convert existing WHS theater into Career and Technical Education-focused instructional space, increasing school capacity
- Expand CTE offerings and learning spaces at all three high schools
- Expand CREST facility

Renovate & Repair Aging Schools

- The bond would repair and update aging building systems at schools across the district including repairing or replacing aging roofs, windows, paint, flooring, mechanical/electrical systems, and energy-saving improvements

Upgrade & Update Technology

- Increase devices (tablets, chromebooks, etc) available to students and staff. Upgrade technology throughout the District by re-wiring schools, updating WiFi and network electronics, upgrading intercom and communication systems

If passed, what would be the cost?

Maintain Current Tax Rate

If approved, the bond would renew the current rate up to $3 per $1,000 of assessed value and would not increase the current property tax rate.

State Matching Funds

The State of Oregon has awarded a matching funds grant of $7.19 million to help fund Bond projects. The District would only receive the grant if the bond measure passes.

If the Bond does not pass, the safety and security, infrastructure, repair and renovation projects outlined in this guide would not be completed and the property tax assessment would not be made

WLWVBond.org WLWVLevy.org