

# Resolution of the Robinwood Neighborhood Association

To the West Linn Planning Commission regarding project SUB-15-03

On Tuesday, April 12th 2016, the Robinwood Neighborhood Association (RNA) resolved to oppose the the currently proposed development, project SUB-15-03, at 18000 Upper Midhill Drive for the following reasons:

1. The development as proposed would cause a dramatic increase in traffic with an estimated 389 car trips per day through the most impacted intersection on Highway 43 at Arbor Drive. Congestion will cause backed up traffic to travel the length of Upper Midhill to Marylhurst Drive to exit the neighborhood. Upper Midhill provides access to the neighborhood park and has sections of extremely narrow 16 foot pavement.

The submitted traffic study fails to comply with the intent of 85.170 B.2. since vehicle counts were collected on June 17, 2015, when schools were on summer break, including Marylhurst University, which began summer term on June 22<sup>nd</sup>. During summer term, traffic is lighter, and school bus traffic, and school drop-off traffic were not counted. Observations were performed in July 2015, still during summer term. In addition, data was collected before the new duplexes on Highway 43 began construction, and failed to account for the planned expansion of Mary's Woods in Lake Oswego. A more accurate count reflecting actual conditions is warranted.

2. There is no concrete plan to address the dramatic increase in traffic at Arbor Drive and Highway 43. The mitigation project should be constructed before construction traffic begins. We have no guarantee if or when this proposal will ever happen.

The applicant assured the RNA that they will make a financial contribution to fund improvements at the intersection at Arbor Drive and Highway 43, but refused to divulge the amount and no details are included in this application. There is no certainty that the amount will be sufficient to fund necessary mitigations to comply with CDC 85.170 B.2.e(C)(1). Improvements should be completed prior to construction traffic impact, not after the subdivision is built out, as allowed by staff in other projects.

3. Lots are to be sold to multiple builders, with no certainty regarding length of the construction phase. The current owner's best estimate is 2 ½ years. Construction could drag on for many years impacting livability of the existing neighborhood.

4. Proposed lot sizes under R 4.5 zoning do not match the density of any of the surrounding neighborhoods. R-10 would be much more appropriate.

5. Further subdivision of the proposed lots, creating new flag lots and increasing permitted density after the fact, needs to be prohibited as a condition of approval.

Motion by Jerry Henderson, seconded by Lamont King and passed by show of hands with 25 ayes, 0 nays, and 0 abstentions