

From: [Laura Terway](#)
To: [Pete Walter](#)
Subject: FW: Park Place Annexation Hearing Testimony #1
Date: Monday, April 02, 2018 3:31:10 PM

From: Tom Geil [mailto:tom.geil@rocketmail.com]
Sent: Friday, March 30, 2018 2:22 PM
To: Laura Terway <lterway@orcify.org>
Subject: Park Place Annexation Hearing Testimony #1

To Laura Terway and the PLANNING COMMISSIONERS of Oregon City for April 9th Hearing

Whether you are in South End, or Beavercreek, or north to Park Place, the Citizens of Oregon City are concerned with traffic and safety. **Our city has so many concept plans to build out in so many directions, that Oregon City could become the next Tigard or Beaverton, with so much traffic that our current roads would end up in total congestion.**

The neighbors of Trailview, Wasco and Pacific Homes who live with a half block Winston Drive for our only entrance and exit for 96 Homes, specifically request that a condition approval be placed on this annexation, that the entire Holly Lane extension be in place before they open the stub roads in our neighborhood for our traffic safety and livability.

TRAFFIC SAFETY:

The major concern of Park Place residents is traffic safety. 92 acres are scheduled for annexation. If you look closely at the attached map, there are several stub roads that the city intends to open up in the Trailview Heights neighborhood, and Wasco Acres. These are residential streets where children ride their bikes, play basketball, kids walk to and from schools, and residents walk their dogs.

OPENING STUB ROADS WILL INCREASE TRAFFIC THROUGH EXISTING NEIGHBORHOODS:

The city and developers want a major connector road from Holcomb down to Redland, referred to as the Holly Lane extension. **The BIG problem is that the whole road will not be built out for some time.** The 92 acres does not include the lower portion of the Concept Plan. What this means is that all the homes within the 92 acres will need entrance and exit for their vehicles. The homes that wrap around the Trailview area will not travel all the way back up to the new Holly Lane entrance, but instead will travel through the opened stub roads.

HALF BLOCK WINSTON DRIVE NOT SAFE:

Winston Drive is the only inlet/outlet for 96 homes in this current subdivision. Barlow Crest, across the way on Holcomb has two streets to enter and exit. If this Concept Plan is to be approved, the Park Place residents want the entire new Extension Connector Road to be constructed from Holcomb to Redland Rd. If that does not occur, that means that all these new homes will use a very narrow Holcomb Blvd to get to their homes. But for Trailview, it means that with all stub roads opened, there will be more than 96 homes, possibly several hundred using just one half block Winston Drive to enter and exit. Check out the map. There is a stop sign coming into Trailview, but anyone travelling through that development can tell you that very few observe the Stop sign, and blow right through it.

HOLCOMB BLVD IS VERY NARROW FOR INCREASE TRAFFIC IF THE ENTIRE HOLLY LANE EXTENSION IS NOT BUILT FIRST.

Holcomb itself is a very narrow road. We encourage all Commissioners to take a short drive up Holcomb Blvd to see for themselves how narrow the road is, and how close to the road that homes are built. There is a major bend near Holcomb Middle School. There is an even steeper, accident-prone sharp curve at the base of Holcomb. There are homes that are built within feet of Holcomb Blvd. There are drop offs into valley and canyons, just feet off Holcomb. There is no way that this road can be widened to accommodate the huge increase in traffic that this annexation will incur.

WHY NOT START THE NEW HOLLY LANE EXTENSION BELOW AT REDLAND AND WORK YOUR WAY UP

The bigger question is why this new road cannot be started first down at Redland. The majority of those who have appeared at Commission meetings to encourage the annexation are from the Livesay Road area. They all seem to want this new growth so they can reap the benefits of selling their properties. No one above off Redland wants this annexation. Why not start the annexation below, rather than above off Holcomb Blvd.

The arguments appear to be clear, traffic and safety are a major issue in the Park Place Neighborhoods. Is anyone listening, or is it all about profits for developers who drive the city coffers.

Please review the attached maps. One shows the entire annexation area, and the other is a closeup of the Trailview, Wasco Acres, and Pacific Homes residential area.

