



THE OAK RIDGE MEADOWS APPLICATION
SHADDEN IS THE ACCESS STREET THAT THE OAK RIDGE MEADOWS APPLICATION SUPPORTS

THERE ARE TWO TOTALLY DIFFERENT PIECES OF PROPERTY IN THE OAK RIDGE MEADOWS APPLICATION:

- ONE IS ON THE HIGH GROUND NW OF THE MORMON CHURCH
- THE OTHER IS A STRIP OF LAND DOWN IN A WETLANDS AREA THAT RUNS EAST TILL IT DEAD ENDS AT TOTH'S PROPERTY.

OUR GROUP SUPPORTS THE 25 ACRE UPPER PROPERTY WHERE 90% OF THE OAK RIDGE MEADOWS HOUSES ARE PLANNED. --- WE ARE ONLY OPPOSED TO THE ROAD AND HOUSES DOWN IN THE WETLAND AREA.

THE ACCESS ROAD TO THAT LOWER 4722 PROPERTY IS ONE OF THOSE ISSUES. -- WE DON'T THINK THAT SECTION OF ROAD MEETS A SINGLE COMP PLAN GOAL OR POLICY. --- BUT THE APPLICATION CLAIMS "PINEHURST STREET" MEETS AT LEAST 15. ----- IT TOOK ME A WEEK TO REALIZE THAT IS BECAUSE --- PINEHURST STREET RUNS IN TWO TOTALLY DIFFERENT DIRECTIONS!! --- SO, LIKE THE PROPERTY --IF YOU SEPARATE THE ROAD INTO:

- AND UPPER ROAD THAT RUNS N/S. AND;
- A LOWER SECTION ---- THAT RUNS MOSTLY E/W.

YOU WILL REALIZE THAT --- THE PRINTED NARRATIVE OF THE OAK RIDGE MEADOWS APPLICATION --- IS REALLY SUPPORTING THE SHORTER UPPER SECTION OF N/S ROAD. -- THAT SECTION RUNS STRAIGHT TO AN INTERSECTION OF BAKER CREEK ROAD AND SHADDEN -- ON THE SOUTH SIDE OF BAKER CREEK ROAD.

FOR THAT REASON -- I BELIEVE THAT THE SECTION OF ROAD THAT BEST SERVES APPROXIMATELY 90% OF THE HOMES IN THE OAK RIDGE MEADOWS DEVELOPMENT -- SHOULD BE NAMED AS THE PRIMARY ACCESS ROAD TO THE OAK RIDGE MEADOWS DEVELOPMENT. ---- AND THAT IS THE ROAD THAT RUNS N/S -- AND WILL EVENTUALLY CONNECT TO SHADDEN STREET.

BELOW IS A LIST OF TRANSPORTATION RELATED GOALS/POLICIES THE OAK RIDGE MEADOWS APPLICATION STATES "PINEHURST STREET" MEETS --- IDENTIFIED BY --- "WHICH" SECTION OF PINEHURST ACTUALLY MEET THOSE POLICIES:

1. Policy #77.00 -- "the internal traffic system shall be designed to promote safe and efficient traffic flow."
 - A1. PINEHURST -- NO -- it runs down into the wetlands and dead ends at Toth's property. That is not efficient or safe (no connectivity if blocked).
 - A2. SHADDEN -- YES -- very safe and efficient -- it runs straight to the future Shadden at Stafford's property line.

2. Policy #78.00 -- "Traffic systems within planned developments shall be designed to be compatible with the circulation patterns of adjoining properties."
 - SHADDEN STREET -- YES -- it is compatible with the circulation Patterns of the adjoining

property (when Stafford develops).

- PINEHURST – NO --- it does the opposite. – A dead end street that does not Provide any connectivity or circulation with and other adjoining properties would Accomplish the opposite of this policies goal.

3. GOAL VI 1 – (page 21) -- TO ENCOURAGE DEVELOPMENT OF A TRANSPORTATION SYSTEM THAT PROVIDES FOR THE COORDINATED MOVEMENT OF PEOPLE AND FREIGHT IN A SAFE AND EFFICIENT MANNER. –

- A. Policy 117.00 – “Safe and easy access to every parcel.”
 - A1. SHADDEN – YES.
 - A2. PINEHURST – NO – it is the opposite of “safe or easy.”
- B. 118.00 - “The city shall encourage development of roads that include the following design factors:
 - B1. “minimal adverse effects on, and utilization of natural features of the land”.
 - SHADDEN – YES; PINEHURST -- NO – just the OPPOSITE – the development Of Pinehurst would tear up 12-15 acres of a beautiful wetland habitat.
 - B2. – “Reduction in the amount of land necessary for streets with continuance of safety, maintenance and convenience standards”. --- SHADDEN – YES. PINEHURST - – NO. It would be the opposite. 1) it doesn’t continue (dead end).
- C. Policy 119.00 – “The City shall encourage utilization of existing transportation corridors before committing to new lands”
 - C1. SHADDEN – YES. – It really an extension of NW Shadden. And will run Connect directly to Baker Creek road.
 - C2. PINEHURST – NO – the opposite of policies intent.
- D. FINDINGS ON TRANSPORTATION – (page 22) ---
 - D1. SHADDEN - does meet all the transportation policies the application claims.
 - D2. PINEHURST - would accomplish the opposite of every policy they claim to Meet (no circulation, no connectivity, not efficient). It is a “road to nowhere.”

4. CONNECTIVITY AND CIRCULATION SECTION OF TRANSPORTATION.

- A. Policy 132.26.05 – “new street connections will be consistent with the Local Street Connectivity map.”
 - A1. SHADDEN – YES. – It connects to Baker Creek Road, pinot, and Blake.
 - A2. PINEHURST – NO – zero circulation. It is a dead end road that does not To any other road.
- B. Policy 132.32.00 – “The safe, rapid, movement of fire, medical, and police vehicles shall be an integral part of the design. –
 - B1 SHADDEN street – YES. –
 - B2. PINEHURST – NO – the opposite – named for a road it doesn’t even connect to!!!!
- C. Policy 132.41.00 – “Residential street network – a safe and convenient network of residential streets should serve neighborhoods.
 - C1. SHADDEN – YES.

- C2. PINEHURST – NO. Does not connect to 90% of the rest of the development.
- D. Policy 132.41.00 – “Mitigation of other neighborhood concerns such as safety and aesthetics.”
 - D1. SHADDEN – YES – it will blend in fine with surrounding neighborhoods.
 - D2. PINEHURST – NO – it would ruin the view and aesthetics of the Oak Ridge and Compton Crest neighborhoods.
- 5. BIKE PATHS – Page 22
 - A. 130.00 – A bicycle plan that connects to schools, recreation facilities, etc.
 - A1. SHADDEN – YES. – Baker Creek road has great bike trails.
 - A2. PINEHURST– NO – it is a dead end road with down a steep hill.
- 6. CONNECTIVITY AND CIRCULATION – Page 24
 - A. 132.26.05 – New street connections, complete with appropriately planned pedestrian and bicycle features shall be incorporated in all new developments – consistent with Local Street Connectivity map.
 - A1. SHADDEN – YES. –
 - A2. PINEHURST – NO – again, it is a dead end street – with no connection to any other road.
 - B. 132.27 – transportation facilities and services shall reflect and support the land use designations, and development patterns identified in the Comprehensive plan.”
 - B1. SHADDEN – YES – good access, good connectivity, good circulation.
 - B2. PINEHURST– NO – At least ten goals/policies in the Comprehensive plan
Recommend a unique environment like this wetlands at the edge of the urban Growth boundary be converted to a nature park with walking trails etc.
- 7. PUBLIC SAFETY – page 24
 - A. “The safe, rapid movement of fire, medical, and police vehicles shall be an integral part of design.”
 - A1. SHADDEN – YES – easy access, well marked, etc. ---
 - A2. PINEHURST – NO – 1) named for a street it doesn’t connect to – so very
Confusing to fire, medical, and police vehicles!!
- 8. CIRCULATION – POLICIES – page26
 - A. 132.41.00 – Residential street priorities – 1) pedestrian circulation. 2) enhance emergency vehicle access. 3) lower emergency response times. 5) mitigate of neighborhood concerns such as aesthetics. –
 - A1. SHADDEN– YES. – It accomplishes all of the above.
 - A2. PINEHURST – NO. – it would accomplish the opposite of the goals intent.
- 9. ENVIRONMENTAL PRESERVATION – page 28 --
 - A. 132.46 – “..... minimize negative impacts related to water quality...”
 - A1. PINEHURST --- NO – bulldozing, dumping, filling – would accomplish the opposite
 - A2. SHADDEN – YES – it is above the wetlands – so no negative environmental effects.
- 10. Policy 167.00 – page 33 – “The City shall encourage the retention of open space and scenic areas throughout the community.”
 - A. SHADDEN – YES – It is out of the open, scenic wetlands area.

- B. PINEHURST – NO – the application proposes to build a road in the middle of a beautiful open and scenic wetlands area.

CONCLUSIONS:

- IN THE AREA OF "ACCESS" – IT IS OBVIOUS THAT SHADDEN STREET WILL PROVIDE A FAR SUPERIOR ACCESS STREET TO 90% OF THE FUTURE RESIDENTS OF OAK RIDGE MEADOWS THAN PINEHURST STREET.
- A SHADDEN STREET ACCESS – ALSO AVOIDS ALL OF THE ENVIRONMENTAL AND LIABILITY ISSUES INVOLVED WITH THE LOWER SECTION OF ROAD.

Please detach - And then Mattett Police codes to each Road when Reading

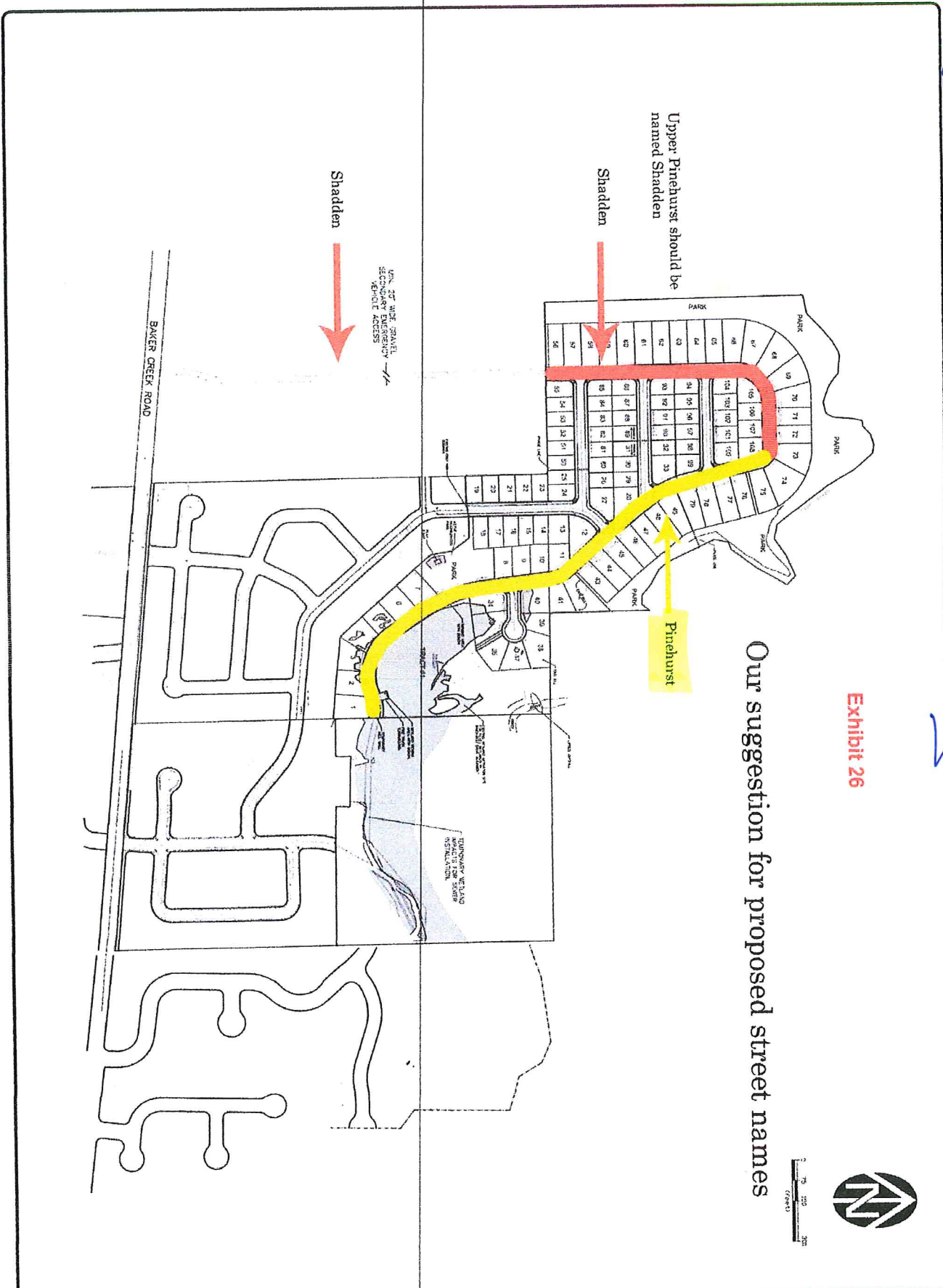


Exhibit 26

Our suggestion for proposed street names

PREMIER DEVELOPMENT OAK RIDGE MEADOWS SUBDIVISION EMERGENCY VEHICLE ACCESS PLAN		REVIEW REVIEW	VERIFY SCALE DRAWN BY: [] CHECKED BY: [] DATE: APR. 2010	NO. DATE REVISIONS
			JOB NUMBER 2335_4000.0	DRAWING C7.0