



CITY OF West Linn

Memorandum

Date: September 2, 2015

To: Planning Commissioners

From: John J. Boyd AICP

Subject: Responses to issues raised at the August 26, 2015 hearing

1. New Condition of Approval (COA) – There must be commercial space on the first floor of the mixed use structures to comply with the prescribed conditions for this use under CDC 21.050(2). The following COA is proposed to ensure that the commercial spaces provided in the mixed use structures are built to commercial standards and used as commercial spaces.

X. The first floor of the mixed use structures containing the commercial areas shall be built to commercial building code standards, and the areas designated on the plans as commercial spaces shall be retained for commercial uses.

2. This memo incorporates the *COA's related to the Traffic Impact Analysis added at the August 26, 2015, meeting* and includes the *commercial space condition* drafted above in response to testimony received at the hearing last week. The original conditions of approval and the suggested modifications to the conditions of approval are attached to this memo.

3. Transportation System Map: Functional Classification – The final page of this memo is the City's Functional Classification Map for the roadways adjacent to the project. Descriptions of the roadway classifications adjacent to project site are included below.

Arterial streets serve to interconnect the City. These streets link major commercial, residential, industrial and institutional areas. Arterial streets are typically spaced about one mile apart to assure accessibility and reduce the incidence of traffic using collectors or local streets for through traffic in lieu of a well-placed arterial street. Access control is the key feature of an arterial route. Arterials are typically multiple miles in length.

Collector streets provide both access and circulation within and between residential and commercial/industrial areas. Collectors differ from arterials in that they provide more of a citywide circulation function, do not require as extensive control of access (compared to arterials) and penetrate residential neighborhoods, distributing trips from the neighborhood and local street system. Collectors are typically greater than 0.5 to 1.0 miles in length.

Neighborhood Routes are usually long relative to local streets and provide connectivity to collectors or arterials. Since neighborhood routes have greater connectivity, they generally have more traffic than local streets and are used by residents in the area to access the neighborhood, but do not serve citywide/large area circulation. They are typically about a quarter to a half-mile in total length. Traffic from cul-de-sacs and other local streets may drain onto

neighborhood routes to gain access to collectors or arterials. Because traffic needs are greater than a local street, certain measures should be considered to retain the neighborhood character and livability of these streets. Neighborhood traffic management measures are often appropriate (including devices such as speed humps, traffic circles and other devices - refer to later section in this chapter). However, it should **not** be construed that neighborhood routes automatically get speed humps or any other measures. While these streets have special needs, neighborhood traffic management is only one means of retaining neighborhood character and vitality.

Local Streets have the sole function of providing access to immediate adjacent land. Service to “through traffic movement” on local streets is deliberately discouraged by design.

*****NOTE: The only changes made to the conditions of approval after the August 26, 2015, hearing include: 1) renumbering of the provisions, and 2) the addition of COA 9, which is shown in bold underline.*****

CONDITIONS RELATED TO THE DESIGN REVIEW

1. **Site Plans:** With the exception of modifications required by these conditions, the project shall substantially conform to the ConAm LLC "Tannler Drive - Mixed Use Development Plan" dated 08/05/15.

2. **Pedestrian Access:** Prior to building permit submittal, the Applicant shall revise their site plan to be consistent with CDC requirements that state 8-foot wide sidewalks where they abut parking areas and travel lanes and 6-foot wide sidewalks elsewhere, and to provide marked pedestrian crosswalks at all driveway approaches to the main interior driveway.

3. **Private Outdoor Area:** At time of building permit submittal, the Applicant's building plans shall include private outdoor areas for each dwelling unit that are at least 48 square feet in area.

4. **Litter Receptacles:** Prior to the issuance of a Certificate of Occupancy for each commercial space, the Applicant's shall install one litter receptacle near that commercial use on-site.

5. **Clear Vision Areas:** Prior to building permit submittal, the Applicant shall modify their site plan so that no obstruction, including walls, are above three-feet tall within the clear vision areas using the methodology described in CDC 42.040. Additionally, all trees in the clear vision area shall be pruned to a height of at least 8-feet.

6. **Fences on Retaining Walls:** Prior to building permit submittal, the Applicant shall modify their site plan so that all fences, placed atop retaining walls where the combined height of the fence and retaining wall would exceed eight-and-one-half-feet, are located at least two feet behind the retaining wall.

7. **Awnings:** Prior to building permit submittal, the applicant shall modify their site plan to provide awnings in the commercial business entrance.

8. **Contiguous to the collector street:** Prior to building permit submittal, the Applicant shall revise its plans to demonstrate that 20% of the main adjacent right-of-way (on Tannler Drive for Unit 2) has buildings contiguous to it.

9. Commercial Spaces: The first floor of the mixed use structures containing the commercial areas shall be built to commercial building code standards, and the areas designated on the plans as commercial spaces shall be retained for commercial uses.

10. **Trail Improvement:** Prior to the issuance of building permits, the Applicant shall modify their site plan to include a 10-foot wide, paved, multi-use pathway through the existing public access easement along the north edge of tax lot 100. Additionally, prior to Final Occupancy, the Applicant shall be required to contribute funds toward the construction of this improvement in an amount that is proportionate to their impacts based on the City's SDC methodology.

CONDITIONS RELATED TO TRAFFIC MITIGATION:

11. **Traffic Mitigation:** The applicant shall:

a. Install a median on the Tannler Drive approach to Blankenship Road to prohibit southbound left turns;

b. Install a signal at the Site Access/West Haggen Driveway intersection with Blankenship Road and enhance the pedestrian crossing of Blankenship Road;

i. Prior to issuance of the first building permit the applicant must submit plans for the signal to the City Engineer, and

ii. The signal must be installed and operational prior to issuance of the first certificate of occupancy on the site.

- c. Widen the roadway and intersection and construct a second left-turn lane, and install necessary traffic signal equipment on the Salamo Road approach to 10th Street. *This condition does not preclude the issuance of SDC credits to the applicant if any of the facilities are approved for such credits.*
12. **Fee in Lieu:** The applicant shall pay \$24,010 for improvements at the 10th Street/8th Avenue/8th Court intersection and the 8th Court extension.
13. **Tannler Drive improvements:** The applicant shall complete the installation of a public sidewalk and street trees along Unit 2 final frontage.
14. **Engineering Standards.** The applicant shall submit updated engineering plans for review and approval by the City Engineer that address public improvements, on site or off site. These improvements, or payment of any fees-in-lieu, must be completed prior to building permit approval. All public improvements and facilities associated with public improvements including grading, onsite stormwater design, street lighting, easements, and easement locations are subject to the City Engineer's review, modification, and approval.

CONDITION RELATED TO THE PROPERTY LINE ADJUSTMENT

15. **Property Line Adjustment.** The final Property Line Adjustment Map shall be submitted to the City of West Linn for approval prior to recording. This map shall substantially conform to the property line adjustment as shown on Sheet P1.2

Street Classification



Legend

Street Classifications

Freeway

Expressway

Major Arterial

Minor Arterial

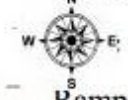
Collector

Neighborhood Route

Local

Private

Alley



Scale 1:9,600 - 1 in = 800 ft
Scale is based on 8-1/2 x 11 paper size



Map created by: JBOYD
Date Created: 31-Aug-15 03:05 PM

WEST LINN GIS

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