

Pre-Application Conference

Site: "Tannler West" at the northwest corner of Tannler Drive and Blankenship Road

File No: PA-13-31

Date: December 5, 2013

Attendees: Rob Morgan, Mike Mahoney, Jeff Parker, Michael Robinson

Staff: Noah Brennan, Khoi Le, Peter Spir, Ken Worcester

Public: Kathie Halicki, Roberta Schwarz, Gail Holmes



Proposal: The total site area comprises 11.3 acres and is zoned OBC. Initially, the applicant would do a lot line adjustment (Planning Director decision) to move one existing lot line to a lower portion of the site and rezone the 10.1 acres north of the adjusted line from OBC to R-2.1. A zone change and comprehensive plan amendment would be required per Community Development Code (CDC) Chapter 105. (Planning Commission recommendation followed by City Council decision)

An application for the development of a multi-family housing project comprising over 200 units is expected at some time in the future. This would require, at minimum, a Class II Design Review. (Planning Commission decision) There is the potential that the northern three acres of the site will be dedicated to the City for park land or open space.

The lower 1.2 acre OBC zoned parcel would be developed at some point in the future, consistent with the OBC zoning designation, presumably by a third party.

Is a Planned Unit Development (PUD) required? No. The site does not comprise more than 25% of type I and II lands. An applicant can apply for PUD to take advantage of density bonuses for design excellence, low cost housing, park dedication etc. For open space dedication you may get a 5% increase per every half acre dedication (A park dedication nets only a 4% increase). Low cost housing (at least 20% of the total units have to qualify as low cost housing) nets an 8% increase. There are also the available density transfers of 24.130(B). That table allows 50-100% density transfer. For example, when two R-2.1 zoned acres are transferred that yields 20.74 extra units if the slopes are all Type I and II.

If you consider using density bonuses with a base number of 207 units and dedicate two acres you could have 41 extra units at 5% per every half acre (assuming it is $4 \times 5\% = 20\% \times 207 = 41$ units). That is a preliminary estimate and we would need to confirm those numbers. A PUD does, however, add another layer of permitting which could be heard concurrently with the design review.

At the present time, it is staff's understanding that no PUD will be applied for.

General Site Conditions: The site comprises 11.3 acres and encompasses a near constant sloped hillside with an average grade of 15% for the first 650 feet from Blankenship Road steepening in the upper 350 feet to an average grade of 22%. There are no slope failure/landslide hazards identified in City inventories including the DOGAMI mapping. The hillside is covered by a combination of native and invasive groundcover with a line of volunteer trees extending along Tannler Drive. The upper portion of the site comprises a number of oak trees similar in density and significance to the area east of Tannler Drive which is designated as a City owned open space named "White Oak Savanna".



Given the steepness of the upper hillside and the presence of the oak trees, the area would be an excellent candidate for either a dedication to the City or the creation of an open space easement. Such action may be accomplished through System Development Charges (SDC's) being credited to the applicant by the City or by a density transfer from this area to the lower portion of the site by the applicant.

The site was approved in 2007 for three office buildings comprising 289,571 square feet of office space extending from Blankenship Road up the hillside. That application included an open space easement for the oak tree area. Whereas office buildings were constructed on two adjacent OBC zoned parcels to the west in the 1990's, the approved project was never built. However, the approval for the application is still valid in that the project was vested by the installation of a water lateral from a water line in Blankenship Road to the site.

Responding to the approval criteria for a Zone Change and Comprehensive Plan Map Amendment

The current zoning of Office Business Center (OBC) was established for this area in 1984. The Comprehensive Plan Map designation is Commercial.

CDC Chapter 21 (OBC) offers the following purpose statement:

The purpose of this zone is to provide for groups of business and offices in centers, to accommodate the location of intermediate uses between residential districts and areas of more intense development, to provide opportunities for employment and for business and professional services in close proximity to residential neighborhoods and major transportation facilities, to expand the City's economic potential, to provide a range of compatible and supportive uses, and to locate office employment where it can support other commercial uses. The trade area will vary and may extend outside the community. This zone is intended to implement the policies and criteria set forth in the Comprehensive Plan.

This proposed rezone would remove 10.1 acres from OBC which begs the question if this represents a loss of land needed for the types of land uses envisioned by the Comprehensive Plan and the OBC zone.

Staff explained the criteria for a plan/zone change. Included in the criteria are the following:

- Proof of change in the neighborhood or community or a mistake or inconsistency in the Comprehensive Plan or Zoning Map as it relates to the property which is the subject of the development application.
- There is a public need for the change or the change can be demonstrated to be in the interest of the present and future community.

To respond to this criteria, a market analysis is recommended and may consider the following:

- Determine total OBC square footage in West Linn and express this site as a percentage of that total.
- Discuss absorption rates of OBC land in West Linn since 1984 (include the loss of OBC land on the east side of Tannler Drive to the White Oak Savanna purchased by the City).
- Discuss local and regional demand for office space.
- Inventory available land in the city which would allow uses that are permitted either outright, by prescribed conditions or by conditional use permit in the OBC zone. Particular attention should be paid to the availability of vacant or underutilized land that could accommodate the principal intended use: office space. Offices (principal use of OBC zone) are permitted in the following zones: OBC (outright), GC (outright), Campus Industrial (CI) (outright) R-4.5 (by CUP), R-2.1 (by CUP), Neighborhood Commercial (NC)(by CUP) Willamette Neighborhood Mixed Use Transitional (MU)(by CUP). Particular attention should be paid to the availability of vacant or underutilized land on the I-205 corridor and Willamette Drive.

Chapter 105 requires that the Comprehensive Plan be examined for goals and policies and recommended action plans that relate to the proposed change. Relevant elements may include: Economic Development, Public Facilities and Services, Transportation, Energy Conservation, Housing, Open Spaces and Land Use.

The Willamette Neighborhood Plan and Tanner Basin Neighborhood Plan (Savanna Oak Neighborhood is within this area) should also be examined.

Metro designates this site and the Willamette/10th Street area as a “Town Center” (Willamette Falls Drive is designated as a “Main Street”).

It was noted that traffic has been an important consideration in the development of properties in this area. Reviewing earlier conditions of approval for this property would be a good starting point. The approval criteria for a zone change requires a response to subsection (D) Transportation Planning Rule compliance and a Traffic Impact Analysis (see 85.170(B)(2)) for specific requirements. Additional studies and the scope of those studies will be determined in consultation with the City (contact Khoi Le at kle@westlinnoregon.gov and ODOT. The ODOT contact person is Seth Brumley Seth.A.BRUMLEY@odot.state.or.us Traffic studies will be based on a minimum 210 units and a maximum 330 units.

The applicant asked if there was a difference in allowable densities between OBC and R-2.1. Staff responded that whereas the allowable R-2.1 density is 20.74 units an acre (assuming no PUD density bonuses); meanwhile, there is no specific density limit in the OBC zone. The OBC height limitations, space consumed by required parking, landscaping and circulation, and restriction on first floor residential units are the functional constraints to density.

Khoi Le stated that the access driveway from the site onto Tannler Drive should be aligned with the anticipated access point on the east side of Tannler Drive to privately held OBC property (see below).



The following are the responses by staff to earlier questions posed by the applicant.

Question 1: New Code Provisions?

There are no imminent changes to the CDC expected in the short term. Amendments to the Planned Unit Development chapter are expected to be adopted in late Spring or Summer 2014. Contact Sara Javoronok, Associate Planner.

Question 2: Park SDCs

Ken Worcester stated that SDC Credits could be issued at the time of dedication assuming there is no transfer of density etc. Essentially they can't get the value of the property twice: (e.g.) once for transferring 30 units from the oak hillside area to the flatter area to the south and a second time in the form of SDC credits.

Question 3: R-2.1 Density Calculation

Gross residential density includes all the R-2.1 zoned area and includes the potential park dedication lands.

Question 4: Need for another Tree Inventory

Both Ken Worcester and City Arborist Mike Perkins found that the significant trees should be re-evaluated. Mitigation would be required for any removal outside of the normal exceptions.

Question 5: Building Height methodology

A tandem garage space is shown on Sheet P6 with a maximum height of 10 feet. This space would NOT be considered a story so long as “the finished floor level directly above a basement or unused under floor space is more than six feet above grade as defined herein for more than 50 percent of the total perimeter, or is more than 12 feet above grade as defined herein at any point”.

By backfilling or use of natural grades along the side of the garage space, the requirement that no more than 50 percent of the perimeter can be exposed over six feet high can be met. The 10 foot height is also below the maximum 12 feet.

***Story.** That portion of a building included between the upper surface of any floor and the upper surface of the floor next above, except that the topmost story shall be that portion of a building included between the upper surface of the topmost floor and the ceiling or roof above. If the finished floor level directly above a basement or unused under floor space is more than six feet above grade as defined herein for more than 50 percent of the total perimeter, or is more than 12 feet above grade as defined herein at any point, such basement or unused under floor space shall be considered as a story.*

The “first story” is the one above the tandem garage space:

***Story, first.** The lowest story in a building which qualifies as a story, as defined herein, except that a floor level in a building having only one floor shall be classified as a first story, provided such floor level is not more than four feet below grade, as defined herein, for more than 50 percent of the total perimeter, or more than eight feet below grade, as defined herein, at any point.*

The maximum height of a multi-family building in the R-2.1 zone per section 16.070(A) (5) is three and a half stories. A half story is defined as:

***Story, half.** A story under a gable, hip, or gambrel roof, the wall plates of which on at least two opposite exterior walls are not more than two feet above the floor of such story.*

Given that the top story has a hip roof, meeting the half story definition should be relatively easy.

The allowable height in the R-2.1 zone is three and a half stories per 16.070(A) (5) and three and a half stories or 45 feet per 16.070(F) (2). To measure the height of the structure 41.005 applies:

41.005 DETERMINING HEIGHT OF BUILDING

A. For all zoning districts, building height shall be the vertical distance above a reference datum measured to the highest point of a flat roof or to the deck line of a mansard roof or to the highest gable, ridgeline or peak of a pitched or hipped roof, not including projections above roofs such as cupolas, towers, etc. The reference datum shall be selected by either of the following, whichever yields a greater height of building.

1. For relatively flat sites where there is less than a 10-foot difference in grade between the front and rear of the building, the height of the building shall be measured from grade five feet out from the exterior wall at the front of the building; or

2. For steeper lots where there is more than a 10-foot difference in grade between the front and rear of the building, the height of the building is measured from grade at a point five feet out from the exterior wall on the lowest side (front or rear) of the building. One then measures vertically to the peak or ridgeline of the roof to determine the height.

The proposed structure meets the 45 foot and three and a half story limitation as shown on sheet P6.

Question 6: Sprinklers

Contact Ty Darby (TVFR Deputy Fire Marshal) at : 503-259-1409 Ty.Darby@tvfr.com

Question 7: Visitor Parking

To determine allowed visitor parking on Tannler Drive you would need to provide 18 feet per car and also take out those areas within 15 feet of the outer wings of the driveway curb cut or within 10 feet of the expected three fire hydrants. You would have to use those sections of Tannler Drive adjacent to the project. With 1000 feet of frontage on Tannler Drive, 75 feet would be taken off for the driveway and 60 feet for the three hydrants to yield 865 feet divided by 18 feet per car or 48 visitor parking spaces. For these to be functional spaces, pedestrian access would need to be provided at regular intervals from Tannler Drive into the multi-family site. Ideally some visitor spaces would be provided evenly throughout the site especially on the west side.

Question 8: Traffic Mitigation Costs offset by SDC's?

See Khoi Le

Question 9: Accessibility and Site Impracticality Test

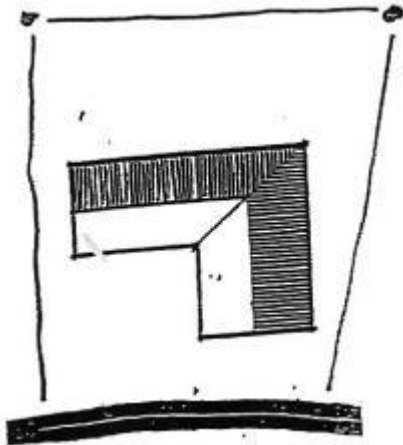
See Dave Davies (Building Official (503-656-4211))

Question 10: FAR

Regarding allowable floor area ratios, the definition of FAR is as follows:

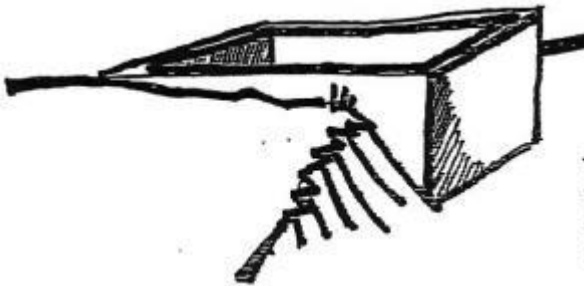
Floor area ratio (FAR). *The FAR is that percentage of the total lot size that can be built as habitable space. A FAR of 0.45 means that the square footage of the lot is multiplied by 0.45 to yield the total habitable square footage of the house including accessory dwelling units. For example, on a 10,000-square-foot lot, an FAR of 0.45 will allow a 4,500-square-foot house (10,000 X 0.45 = 4,500). The FAR does not include or apply to attached garages. The FAR does not apply to detached garages, accessory dwelling units and accessory structures except that these detached structures may not individually exceed the height or square footage of the principal dwelling. The FAR does not include basement areas that average less than 50 percent of the basement perimeter exposed above grade.*

Uninhabitable space such as crawlspaces, attics, and spaces designed under the Flood Management Area Permit program to allow the passage of floodwaters are also exempt.



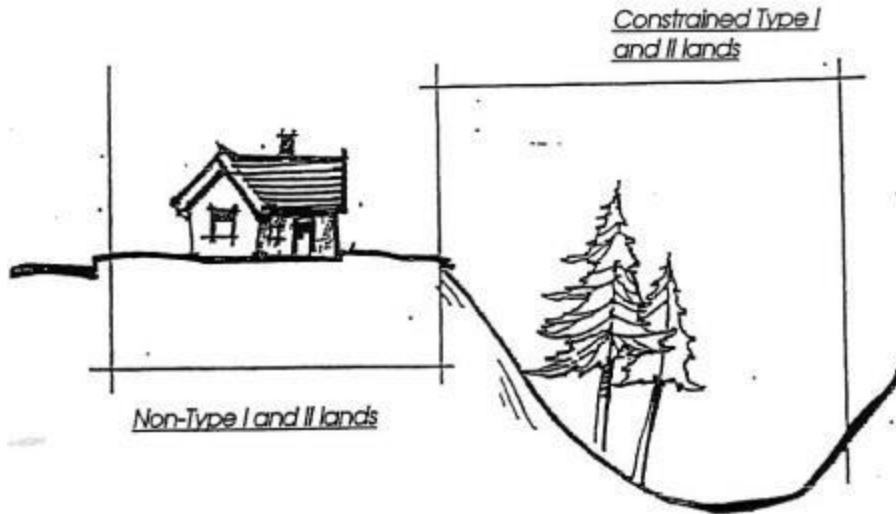
FAR applied to a 10,000-square-foot lot yields a 4,500-square-foot house. The bigger the lot, the bigger the house. FAR excludes attached garage, detached garages and accessory structures, uninhabitable spaces, basements predominantly below grade, and spaces required to meet Flood Management Permit standards.

Accessory structures cannot exceed the height or square footage of the principal dwelling.



Basements are exempt from FAR if less than 50 percent of basement is exposed above grade.

Type I and II lands shall not be counted toward lot area when determining allowable floor area ratio, except that a minimum floor area ratio of 0.30 shall be allowed regardless of the classification of lands within the property. That 30 percent shall be based upon the entire property including Type I and II lands. Existing residences in excess of this standard may be replaced to their prior dimensions when damaged without the requirement that the homeowner obtain a non-conforming structures permit under Chapter [66](#) CDC.



Type I and II lands are excluded from FAR calculations. But the property owner is guaranteed at least a FAR of 0.30 (30 percent) for the total site including Type I and II lands.

R-2.1 Chapter 16 has the following reference to FAR which indicates that FARs only apply to single family housing and do not apply to multi-family housing:

H. The floor area ratio for single-family homes shall be 0.45. Type I and II lands shall not be counted toward lot area when determining allowable floor area ratio, except that a minimum floor area ratio of 0.30 shall be allowed regardless of the classification of lands within the property. That 30 percent shall be based upon the entire property including Type I and II lands. Existing residences in excess of this standard may be replaced to their prior dimensions when damaged without the requirement that the homeowner obtain a non-conforming structures permit under Chapter [66](#) CDC.

Question 11: Tandem Parking

“Tandem” parking or parking (stacking) one car behind the other is allowed per 46.090(A) (3). Hoodview Townhomes is an example where that method was used.

1. When does the appeal submittal period to the state Land Use Board of Appeals after a City Council decision expire?

Per Oregon Administrative Rule (OAR) 661-010-0015 the Notice of Intent to Appeal must be filed with LUBA “on or before the 21st day after the date the decision sought to be reviewed becomes final.” West Linn Community Development Code (CDC) 99.230 states that the Council’s decision is final when it is signed. This means that if there is a delay between the date of the hearing and the date the Council adopts the written findings. The date the written findings are adopted is the date that the 21 day appeal period begins to run. The code is below:

99.230 EFFECTIVE DATE OF DECISION – APPEAL OR REVIEW

A. Any Planning Director or Planning Commission decision made under the provisions of this chapter shall become effective at 5:00 p.m. on the fourteenth day from the date of mailing the notice of the final decision, unless a local appeal or review is taken pursuant to CDC 99.240. If the fourteenth day falls on any legal holiday or on a Saturday or Sunday, then the effective date and time shall be at 5:00 p.m. on the next business day.

B. City Council decisions are final upon the date of the signature on the decision. The effective date shall be 21 days from the date that the final, signed decision is mailed. If the twenty-first day falls on any legal holiday or on a Saturday or Sunday, then the effective date and time shall be at 5:00 p.m. on the next business day. (Ord. 1474, 2001; Ord. 1568, 2008; Ord. 1590 § 1, 2009)

2. Does the Land Use Board of Appeals first make a decision as to the validity of the appeal before it is heard?

LUBA will decide any jurisdictional issues, but substantive land use issues are usually not decided until the final order is issued. The City has 21 days after receiving a Notice of Intent to Appeal to file the record of the proceeding with LUBA. After any objections to the record are resolved, LUBA gives the plaintiffs 21 days to file their brief. The response briefs are due 21 days later, or 42 days after the record is settled, and LUBA issues its decision within 77 days of the date the record is filed, unless it requests an extension. ORS 197.830; OAR 661-010-0030(1); 661-010-0035(1); ORS 197.830(14).

3. Is the appeal limited to the appeal points only or are all of the issues of the original approval up for discussion?

Appeals to LUBA require the parties to argue specific points, called assignments of error, in the briefs. LUBA will not hear or rule on assignments of error that are brought up for the first time in oral argument. OAR 661-010-0040(1).

1. What level of precision is required during a rezone and comprehensive plan amendment change? For instance, are specific legal descriptions and parcel sizes needed or are approximations used that can allow some flexibility to move parcel or zoning boundaries in the future to be consistent with a final site plan?

When the zone is adopted by the Planning Commission, precision is required. It would require a specific legal description with calculated parcel sizes and associated maps. However, there is some flexibility to modify the original proposal through the planning process. For example, in the worst case scenario, if a need to change the area to be rezoned became apparent during the hearing at the Planning Commission, the applicant could request leave to make the modifications and come back with the amended plan as long as the amendments were not so significant that a new application would be necessary pursuant to CDC 99.120. If the application was pushing against the 120 day clock, the applicant could grant an extension of the clock while it amended the application.

99.120 AMENDMENTS

This section explains how amendments to projects subject to the quasi-judicial decision making process are processed.

A. An amendment application shall be required if the Planning Director determines that the proposed revisions will change the project by a factor greater than 10 percent in a quantifiable manner (e.g., number of proposed lots, square footage of proposed buildings, number of parking spaces, relocation of building footprints). Non-quantifiable changes shall also require an amendment if they result in significant differences between the approved project and the revised project, or if the changes call into question compliance with a relevant approval criterion.

B. Amendments shall be reviewed by the initial decision-making authority. For example, if the Planning Commission heard the application initially, then it would hear the amendment application.

C. Rather than provide full submittal, the Planning Director shall identify the parameters of the submittal appropriate to the amendment and applicable approval criteria. For example, if the applicant only requests to redesign the architecture of a building, but not increase square footage or building mass, then the submittal of a site plan, architectural elevations, material/color board, and narrative specific to the architecture and relevant design review approval criteria would be appropriate. Conversely, no new landscaping, grading plans, etc., would be necessary since no changes are proposed for those items. The submittal should be comprehensive and sufficient to provide the decision-making authority with all necessary information while not being redundant and requiring information which is already part of the record of the original application.

D. If the proposed revisions will change the project by a factor greater than 25 percent in a quantifiable manner, or if the land area upon which the project is proposed changes, then a new application shall be required. (Ord. 1568, 2008)

Engineering Comments

I. TRANSPORTATION

TANNER DRIVE

	EXISTING CONDITIONS	POTENTIAL POST DEVELOPMENT CONDITIONS
Classification	Collector	Collector
Zone	OBC	R3/OBC
Right of Way Width	Approximate 50'	72'
Full Pavement Width	Approximate 44'	44'
Bike Lane	None	None
Curb and Gutter	Curb	Curb and Gutter
Planter Strip	None Defined	5.5' Residential – None OBC
Sidewalk	None	6' Residential – 8' OBC
Street Light	None	Yes – LED Fixtures
Utility Pole	None	New services to be placed underground
Street Tree	None	Yes
ADA Ramps	None	Yes where needed
Post Speed	25 MPH	25 MPH
Stripe	Double Center Line and Fog Line	Provide proper stripe as part of street improvement and in accordance with recommendations from traffic report and TSP.

A. MINIMUM REQUIRED IMPROVEMENT WITH ODOT REVIEW AND APPROVAL

1. Dedication: 11' for 72' right of way.
2. Provide a minimum 24' minimum pavement improvement with the following sections:
 - 12" of 1-1/2"-0 Crush Rock
 - 2" of 3/4"-0 Leveling Course
 - 5" of AC Pavement consisting of 2" Class "C" over 3" Class "B"
 - See Public Works Standards Section 5.0030 Pavement Design for design requirements.
3. Provide striping including double yellow line and in accordance with recommendations from traffic report and as required by TSP.
4. Provide illumination analysis of the existing conditions. Install street lights as recommended in accordance to the followings:

- Average Maintained Illumination: 0.5 foot-candles (Residential)
 - Uniformity Average to Minimum: 4 to 1
 - Street Light should match with existing surrounding lights – with LED Beta Fixtures.
- 5.
 6. Street Light should match with existing surrounding lights – with LED Beta Fixtures.
 7. Provide Street Trees. Coordinate with Parks Department for requirements.
 - Driveway Approach: 36’ maximum width including wings. See WL-504A, 504B, and 505 for technical and construction specifications. Driveway approach serving 3 lots or more
 8. All new and existing overhead utilities along the development must be placed underground.
 9. Reference: Approved Land Use Application Project DR-06-24.

BLANKENSHIP RD

	EXISTING CONDITIONS	POTENTIAL POST DEVELOPMENT CONDITIONS
Classification	Collector	Collector
Zone	OBC	OBC
Right of Way Width	Approximate 91’	As needed
Full Pavement Width	Approximate 48’	As needed
Bike Lane	Yes	Yes
Curb and Gutter	Yes	Curb and Gutter
Planter Strip	None	None
Sidewalk	None	8’ sidewalk with tree wells
Street Light	None	Yes – LED Fixtures
Utility Pole	None	New services to be placed underground
Street Tree	None	Yes
ADA Ramps	None	Yes
Post Speed	25 MPH	25 MPH
Stripe	Center lane/Bike lane	Provide proper stripe as part of street improvement

B. MINIMUM REQUIRED IMPROVEMENT

10. Dedication: None or as needed in accordance with traffic report recommendations.
11. Provide a minimum 24’ half street pavement improvement with the following sections:
 - 12” of 1-1/2”-0 Crush Rock
 - 2” of ¾” -0 Leveling Course
 - 5” of AC Pavement consisting of 2” Class “C” over 3” Class “B”
 - See Public Works Standards Section 5.0030 Pavement Design for design requirements.
12. Provide illumination analysis of the existing conditions. Install street lights as recommended in accordance to the followings:
 - Average Maintained Illumination: 1.0 foot-candles (Commercial)
 - Uniformity Average to Minimum: 4 to 1

- Street Light should match with existing surrounding lights – with LED Beta Fixtures.
13. All new and existing overhead utilities along the development must be placed underground.
14. Reference: Approved Land Use Application Project DR-06-24.

C. TRAFFIC MITIGATION

Mitigation shall be provided in accordance with recommendations and COAs from Final Decision of DR-06-24.

D. CITY TRANSPORTATION MASTER PLAN

PEDESTRIAN MASTER PLAN

Tannler Dr is indicated in the City Pedestrian Master Plan as one of the roadways with sidewalk deficient. Sidewalk project along Tannler Dr is identified as project number 41 on Pedestrian Master Plan Project list (See TSP page 5-7). **8' sidewalk along Blankenship Rd and 6' along Tannler Dr will be included as part of the street improvement requirements.**

BICYCLE MASTER PLAN

There is existing bike lane along Blankenship Rd. **6' bike lane along Blankenship Rd will be included as part of the street improvement requirements.**

MOTOR VEHICLE MASTER PLAN

Intersection between Shady Hollow Way and Willamette Dr was not one of the intersections analyzed in the TSP. The nearest intersection analyzed is Arbor Dr.

Existing Operations Conditions

Intersection	LOS	Average Delay (sec)	Volume/ Capacity (v/c)	Measure of Effectiveness Administrative		MOE Met?
				Agency	Maximum	
Blankenship/Tannler	A/F	8.0		City	0.13/0.52	NO
10 th /Blankenship	D	55	0.63	ODOT	0.85	YES
10 th /I-205 SB	C	34.4	0.61	ODOT	0.85	YES
10 th /I-205 NB	B	16.1	0.65	ODOT	0.85	YES

None of the above intersections will operate at accepted level in 2030. Improvements will be needed and done in accordance to mitigation recommended in COAs' from Final Decision of DR-06-24.

E. STREET SDC AND BIKE/PEDESTRIAN EFFECTIVE JULY 1ST 2013

Type of Use	Trip per Use	Factor	Reimbursement	Improvement	Administrative	Total
Per Factor of 1		1.00	\$2,201	\$4,717	\$179	\$7,097
Single Family	Per House	1.01	\$2,223	\$4,764	\$181	\$7,168

Type of Use	Trip per Use	Factor	Reimbursement	Improvement	Administrative	Total
Per Factor of 1		1.00	\$0	\$1,542	\$40	\$1,582
Single Family	Per House	1.00	\$0	\$1,557	\$40	\$1,597

II. STORM DRAINAGE

A. EXISTING CONDITIONS

1. There is existing public storm drainage located in an easement on the opposite side of proposed project frontage on Tannler Dr. Similarly, public storm drainage is located on the opposite side of proposed project frontage on Blankenship Rd.

B. MINIMUM REQUIRED IMPROVEMENT

1. Provide treatment for new impervious of 500 square feet or more.
2. Provide detention for new impervious of 5000 square feet or more.
3. Storm Drainage Analysis Report is required.
4. **Collect, treat, detain, and provide proper conveying system for new impervious area created along Tannler Dr and Blankenship Rd.**

C. SURFACE WATER SDC EFFECTIVE JULY 1ST 2013

Unit		Factor	Reimbursement	Improvement	Administrative	Total
Per Factor of 1		1.00	\$793	\$238	\$52	\$1,083
Single Family	Per House	1.00	\$793	\$238	\$52	\$1,083

III. SANITARY SEWER

A. EXISTING CONDITIONS

1. Public sanitary sewer main is available along Tannler Dr. for connectivity.

B. MINIMUM REQUIRED IMPROVEMENT

1. Private sanitary sewer system serving proposed residential development may need to be constructed in accordance with PW Standards.

A. SANITARY SEWER SDC EFFECTIVE JULY 1ST 2013

Unit	Meter Size	Factor	Reimbursement	Improvement	Administrative	Total
Per Factor of 1		1.00	\$612	\$2,385	\$111	\$3,108
Single Family	Per House	1.00	\$612	\$2,385	\$111	\$3,108

Tri-City Service District Sewer SDC 1 EDU = \$2,020

IV. WATER

The proposed project site is under two different water pressure zones: Bland and Willamette. The upper 2/3 of project site will be served by Bland and the bottom project site will be served by Willamette. A water main extension down Tanner Dr must be needed to serve the development.

There is an existing water vault installed on Blankenship for future connectivity.

The upper 2/3 of project site will be served off from the existing water main located in an easement along the northern property line.

A. WATER SDC EFFECTIVE JULY 1ST 2013

Unit	Meter Size	Factor	Reimbursement	Improvement	Administrative	Total
Per Factor of 1		1.00	\$585	\$6,969	\$196	\$7,750
1" Meter	2.5		\$1,463	\$17,423	\$490	\$19,376
1.5" Meter	5		\$2,925	\$34,845	\$980	\$38,750
2" Meter	8		\$4680	\$55,752	\$1,568	\$62,000

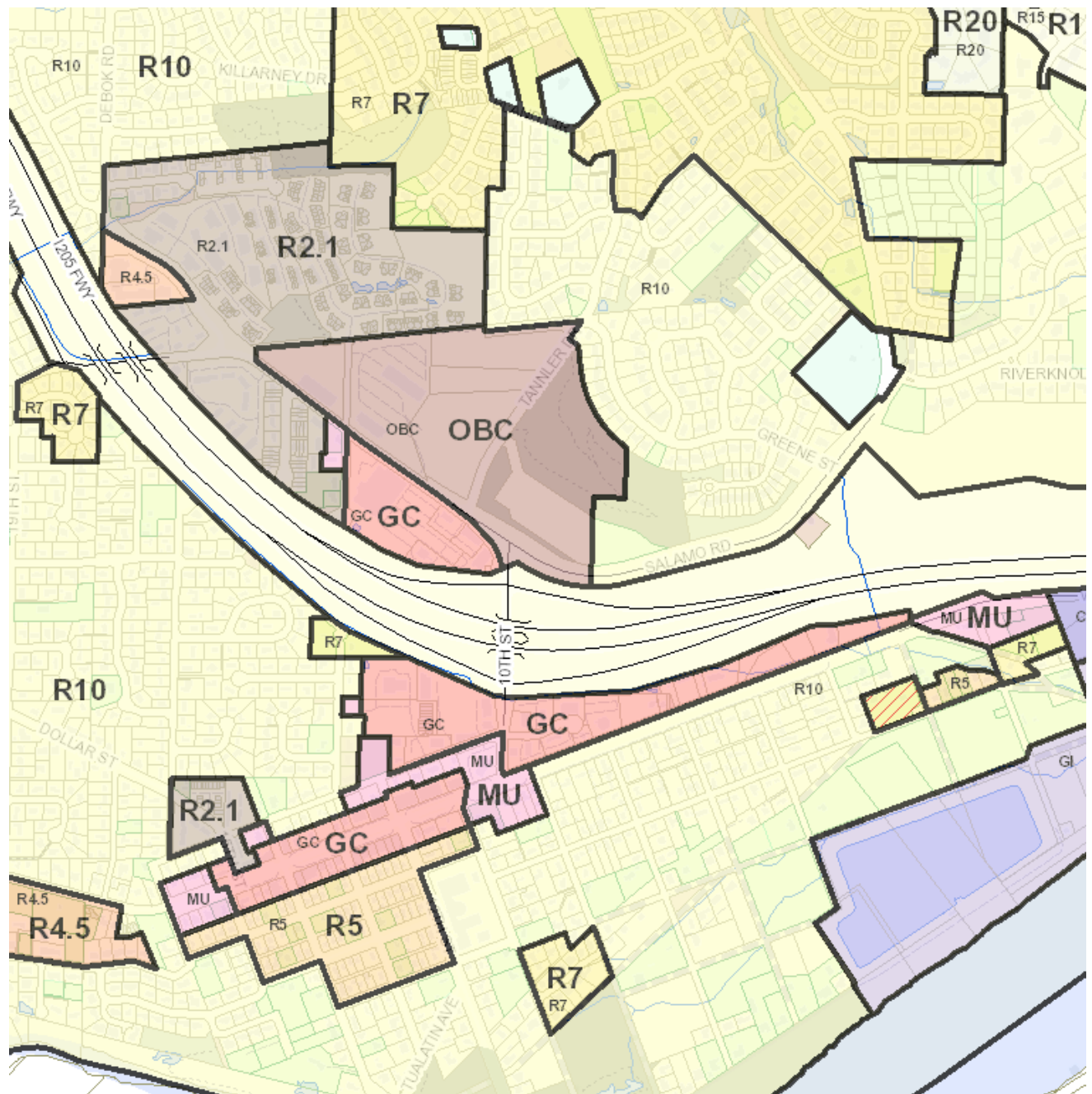
Process

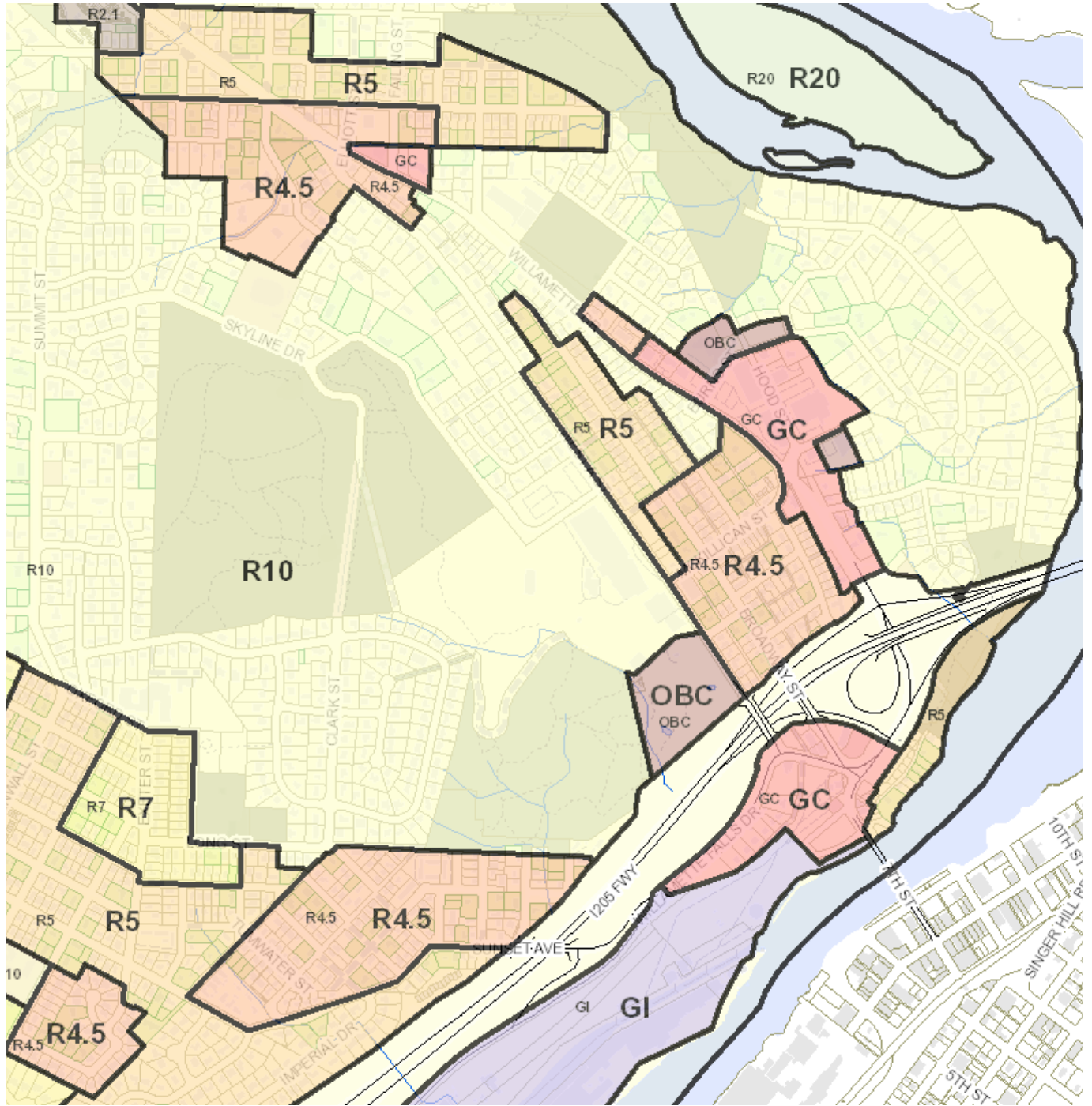
The applicant shall prepare complete responses to the approval criteria of CDC section 105.050 which includes a Traffic Impact Analysis (TIA) per section 85 170(B) (2). Submit a completed application form and a zone change deposit fee of \$3,000. The City has 30 days to determine the completeness of the application. Once the application is declared complete by City staff a public hearing will be scheduled with the Planning Commission. Public notice will be undertaken. The Planning Commission will hold a public hearing and make a recommendation on the proposed zone and plan map change. That recommendation then is forwarded to City Council who will convene a public hearing and render the final decision. The lot line adjustment, that may be undertaken prior to the zone change, is explained in 85.210. The deposit fee is \$800 with a final plat fee of \$200.

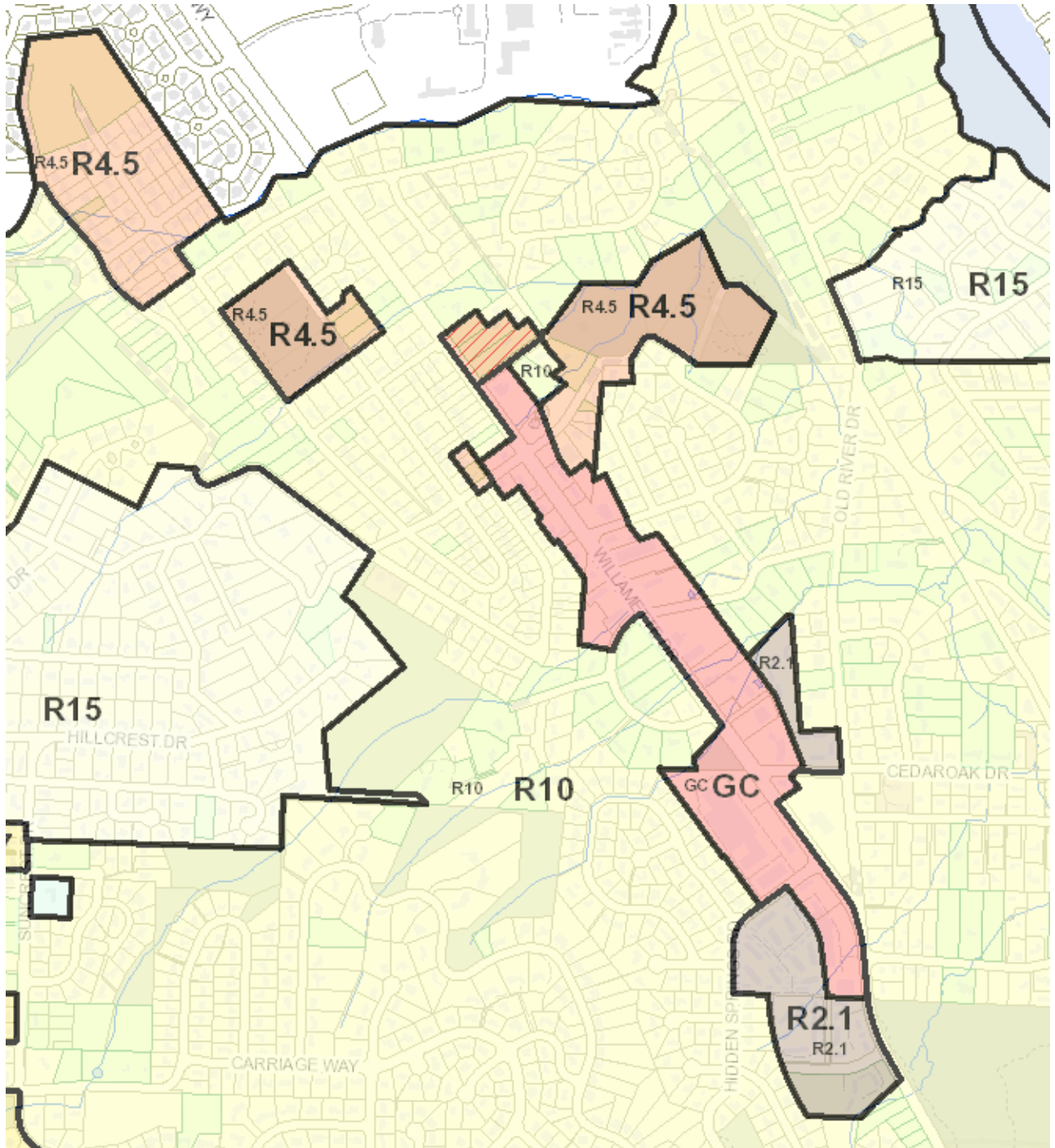
Pre-application notes are void after 18 months. After 18 months with no application approved or in process, a new pre-application conference is required.

Typical land use applications can take 6-10 months from beginning to end.

DISCLAIMER: This summary discussion covers issues identified to date. It does not imply that these are the only issues. The burden of proof is on the applicant to demonstrate that all approval criteria have been met. These notes do not constitute an endorsement of the proposed application. Staff responses are based on limited material presented at this pre-application meeting. New issues, requirements, etc. could emerge as the application is developed. Thus, there is no "shelf life" for pre-apps.







WEST LINN CITY COUNCIL

FINAL DECISION NOTICE

AP 07-01

IN THE MATTER OF THE CONSTRUCTION OF THREE OFFICE BUILDINGS AND A PARKING STRUCTURE AT THE NORTHWEST CORNER OF BLANKENSHIP ROAD AND TANLER DRIVE

At a special meeting on February 15, 2007, the West Linn City Council held a public hearing to consider the appeal of the Tanner Basin Neighborhood Association of the Planning Commission's decision to approve an application submitted by Blackhawk LLC. The application proposes to redevelop the 11.3-acre property at the northwest corner of Tannler Drive and Blankenship Road with three office buildings totaling 289,000 square feet and a 4-level parking structure with space for 756 vehicles. The approval criteria for the design review application are found within Chapter 55 of the Community Development Code (CDC). The hearing was conducted pursuant to the provisions of CDC Chapter 99.

The hearing commenced with a staff report presented by Gordon Howard, Senior Planner. The appellants then testified, with the Tanner Basin Neighborhood Association represented by Ed Schwarz. The applicant then provided a presentation, represented by Bob Thompson, Dick Spies Brent Ahrend, and Bill Wilt. Kathy Halicki, James Bents, Roberta Schwarz, and Ken Pryor provided testimony in support of the appeal, while Alice Richmond, Gordon Root, and Andrew Stamp spoke in favor of the application (against the appeal). The appellant and the applicant then each provided a final rebuttal.

FINDINGS

The City Council adopted the findings of the West Linn Planning Commission in their decision approving the original application, which incorporated the findings proposed by staff and the applicant in the Staff Report to the Planning Commission. The City Council made the following additional findings:

1. In response to the appellants' assertion that the applicant had not looked at alternative site designs that reduced grading and drainageway impacts, the City Council determined that the applicant had prepared alternative site designs in the application and had chosen a site plan that minimized grading disturbance on the site by stepping buildings up from Blankenship Road along the slope, concentrating parking into a 4-level structure, and maintaining the upper ½ of the site as undisturbed open space. Additionally, the City Council determined that the site does not contain a natural drainageway.

2. The City Council determined that the Planning Commission's conditions of approval did not include any requirements that improperly deferred matters for subsequent discretionary review. The Council determined that review of the joint use agreement for the entrance drive, street lighting details, and specific trees within the landscape plan were sufficiently administrative in nature in terms of applying city standards, and did not involve significant discretion on the part of City officials reviewing these conditions.

3. The City Council determined that the Planning Commission correctly determined that the proposed lot line adjustment was within the definition of "minor" contained in CDC 85.210 based upon past city practice.

4. The City Council determined that the applicant's noise analysis was appropriate and adopted its findings instead of the alternative analysis offered by the appellants. The Council further noted that garbage trucks, parking lot sweepers, and other service vehicles will have their noise screened from residences to the north by the proposed upper buildings. The Council noted that HVAC units on the buildings would need to be constructed in a way so as to direct noise away from existing residences to the north.

5. The City Council dismissed the appellant's argument that the project was improperly staged, and that all traffic improvements should therefore be constructed with the first phase. The Council determined that the applicant's proposal to construct Building "A" next to Blankenship Road in the first stage was appropriate because, if the later stage of the development were never constructed, the first stage standing alone would satisfy all relevant CDC approval criteria. The Council also determined that requirements for rough proportionality between project impacts and mitigation measures mandated that the City allow a similar staged set of transportation improvements.

6. The City Council reaffirmed the Planning Commission's determination that construction of an above-ground storm water detention facility was impracticable, and further determined that the appellant's example of an attractive surface water detention facility in Lake Oswego was not comparable because, unlike the Lake Oswego facility, any surface water detention pond on this site would have to be constructed on sloped land and thus would require large retaining walls.

7. The City Council reaffirmed the Planning Commission’s finding that the proposed traffic mitigation measures were appropriate. The Council determined that traffic mitigation was appropriately analyzed on a large-scale level encompassing the entire Tenth Street corridor area, and not on small individual segments of the corridor, such as the intersection of Tannler Drive and Blankenship Road. The applicant’s proposed mitigations will have a significant benefit for the entire Tenth Street corridor in terms of a new traffic signal, lane widenings, and additional turn lanes. The City Council found the expert testimony of the applicant's traffic engineer to be persuasive while the appellants' merely mentioned the opinion of an unnamed traffic engineer who provided the appellants' arguments. That expert was not available at the hearing to be questioned as to his or her findings, whether the appellants' accurately portrayed the findings, and the information used in drawing conclusions. The Council determined that the additional traffic mitigation measures recommended by the Oregon Department of Transportation were appropriate and necessary to fully mitigate traffic impacts. The Council also determined that the speed at which the Tenth Street task force was proceeding with its deliberations meant that a slight modification to Condition of Approval #14 relating to later stages of the development was appropriate.

8. Regarding the intersection of Tannler Drive and Blankenship Road, the Council determined that the project and proposed traffic mitigations would result in an increase in PM peak hour turn movements from Tannler Drive to Blankenship Road from 35 to 95. While this remains at level of service “F,” the applicant’s proposed traffic plan mitigates this impact by adding an exclusive left turn lane onto Tannler and installing a traffic signal to the west at the project entrance to Blankenship (allowing “platooning” of traffic and corresponding gaps in traffic along Blankenship to allow left turns from Tannler). In the context of an overall view of mitigation of traffic impacts proposed by the applicant, the solution for the intersection of Tannler and Blankenship is acceptable.

9. The City Council determined the applicant’s placement of a traffic signal at the site driveway entrance and Blankenship Road required additional measures for pedestrians from that intersection into the site. The existing driveway into the site has no pedestrian walkway, and such a walkway is necessary to reach the existing and proposed office buildings from the intersection. Also, a direct stairway from the intersection to the south entrance of Building “A” is also necessary and appropriate to ensure proper pedestrian circulation and access.

10. The City Council determined that, along Tannler Drive, exceptions to the requirement for both a sidewalk and a planter strip along the upper portion of the site were necessary only to protect the three significant trees along this frontage. Thus, a meandering sidewalk that was curb-tight to Tannler Drive (no landscape strip between the sidewalk and the roadway) only where necessary to preserve a significant tree was appropriate.

11. The City Council determined that internal site circulation and proper integration of the proposed development with the existing office buildings to the west required a direct pedestrian connection from the west side of the proposed parking structure to the walkways of the existing office development.

12. The City Council determined that Tri-Met may agree to move the existing transit stop along the north side of Blankenship Road closer to the new traffic signal at the project entrance driveway. Thus, the condition of approval requiring construction of appropriate bus shelter facilities should reflect this possibility.

13. The City Council determined that the proposed street medians in Tannler Drive to be constructed as part of this project should be landscaped to make them more attractive.

DECISION

Based upon the findings discussed above, a motion was made by Councilor Gates and seconded by Councilor Eberle to deny the appeal and uphold the decision of the West Linn Planning Commission to approve the application, with the following conditions of approval.

1. The applicant shall not allow construction of any walls, entryway features, or signs that would impair clear vision at the intersection of Tannler Drive and the access driveway from Tannler Drive pursuant to the standards of Community Development Code (CDC) Chapter 42.
2. The applicant shall provide satisfactory legal evidence establishing joint use of the existing driveway access to Blankenship Road on the adjacent Willamette 205 Corporate Park property (1800 Blankenship Road) to the west. Such evidence shall be in the form of deeds, easements, leases, or contracts to establish joint use, and shall be placed on permanent file with the City.
3. The applicant shall preserve trees #6, #7, and #12 as identified on Sheet C 1.1 and in the arborist's tree inventory along the northern portion of the site adjacent to Tannler Drive. Tree #5 is not significant and may be removed. The applicant shall design a meandering sidewalk along the upper portion of Tannler Drive that incorporates a curb-tight sidewalk location to protect these significant trees, and a sidewalk separated from the Tannler Drive traveled way with a six-foot wide planter strip where no significant trees are located.

4. The applicant shall not remove any of the trees designated as “hazard” trees amongst trees #1-#53 unless approved by the City Arborist through the tree removal provisions of the West Linn Municipal Code.
5. The applicant shall plant 24 caliper inches of replacement trees to mitigate the removal of Pacific Madrone species required by improvements to Tannler Drive on the southeastern portion of the property. Replacement trees are to be planted within the landscaped portions of the site as is shown on the applicant’s landscape plan submitted with the application, and not in the northern portion of the site.
6. In accordance with Section 55.100(B)(2)(b), the applicant shall place a tree conservation easement over the significant trees within the northern, undeveloped portion of the site that prohibits any disturbance or improvements without approval of the City of West Linn. Alternatively, the applicant may choose to dedicate this area to the city.
7. Prior to any site development or grading, the applicant shall delineate the southern boundary of the proposed open space area with an anchored chain link fence. The fence shall remain in place until the completion of all site development work.
8. The applicant shall improve the existing pedestrian trail along the northern boundary of the site. The trail shall be a width of eight feet, paved with asphalt. The applicant shall dedicate a fifteen-foot wide pedestrian easement centered on the constructed trail.
9. Prior to occupancy of the lower building on the site, the applicant shall have completed all street and traffic improvements listed as “Phase I mitigation” in the application, particularly, the November 3, 2006 letter from the applicant’s traffic engineer, including the recommendations from city traffic consultant Carl Springer in his memorandum dated October 30, 2006, and the recommendations of the Oregon Department of Transportation (ODOT) contained in their letters of November 21, 2006. Prior to occupancy of either of the two upper buildings on the site, the applicant shall have completed all improvements listed as “Full Development Mitigation” in the application, as stated in the same letter as above, and as modified or amended by the recommendations of Carl Springer and ODOT dated October 30, 2006 and November 21, 2006 respectively. All improvements must be coordinated with and approved by the City, and ODOT in their areas of responsibility.
10. The applicant shall complete half-street improvements to Tannler Drive along the property frontage, consisting of sidewalk and planter strip to current city standards. The planter strip may be eliminated in locations where preservation of significant trees is required.
11. The applicant shall submit a street lighting plan and shall install street lights pursuant to that plan along both Blankenship and Tannler to illumination standards of the City of West Linn.
12. The applicant shall construct a bus shelter along Blankenship Road between Tannler Drive and Summerlinn Lane at a location to be determined by Tri-Met and to design specifications of Tri-Met.

13. The underground storm water detention and treatment facility shall be private and shall meet City design standards. The applicant shall execute a maintenance agreement that provides for proper operation of the storm water system, requires annual reports to the city regarding ongoing maintenance and operation of the facility, requires professional certification that the facility is operating to city-prescribed standards, allows for city inspection of the facility upon reasonable notice, and requires and guarantees improvements or repair of the system as directed by the City Engineer or Public Works Operations Manager
14. In the event that the Tenth Street Task Force, or another City transportation study, recommends a transportation improvement that could be preferable to a transportation improvement that is approved as a condition of approval of this project, the following shall occur:
 - a. The Planning director will notify the applicant to schedule a meeting to discuss the condition; and
 - b. if the applicant agrees that the alternative improvement should replace a condition of approval; then
 - c. an application will be processed, at no cost to the applicant, to consider whether a modification to a specific condition of approval should be made.
15. The applicant shall consult with and receive approval from the City Arborist prior to removal or modification of any vegetation or application of any herbicides in the undeveloped area on the northern portion of the site. The City Arborist's approval shall be based upon the impact on the health of the existing trees in this undeveloped area and the integrity of the natural habitat on the site.
16. The improvements associated with the Tenth Street/Salamo Road/Blankenship Road intersection shall allow for future installation of a second left turn lane from Tenth Street onto Blankenship Road without significant removal of recently installed improvements.
17. The applicant shall construct a continuous sidewalk along one side of the driveway from Blankenship Road connecting with the existing walkway north of the first parking bay within the existing Corporate Park project. A crosswalk at this location shall connect across the driveway to walkway north of proposed Building "A."
18. The road medians on Tannler Drive shall be landscaped with plantings as approved by the City Parks and Recreation Director.
19. Heating and Air Conditioning (HVAC) units on the building roofs shall be oriented away from existing residences to the north so as to minimize noise in that direction.
20. The applicant shall construct a stairway connecting the main entrance to Building "A" facing Blankenship Road to the intersection of Blankenship Road and the main access driveway.
21. The applicant shall construct a walkway connecting the western entry of the parking structure north and up to the pedestrian walkway for the upper (northern) building in the existing Corporate Park development.

This decision may be appealed to the Land Use Board of Appeals (LUBA) within 21 days of this notice pursuant to LUBA's rules and applicable statutes. Those parties with standing (i.e., those individuals who submitted letters into the record, or provided oral or written testimony during the course of the hearing, or submitted a testimony sheet at the hearing, or who have contacted City Planning staff and made their identities known to staff) may appeal this decision to the Land Use Board of Appeals within 21 days of the mailing of this decision pursuant to the provisions of Chapter 99 of the Community Development Code.

Please see also COAs associated with the extension of the land use application.

APPROVAL CRITERIA FOR ZONE CHANGE AND PLAN AMENDMENT

105.050 QUASI-JUDICIAL AMENDMENTS AND STANDARDS FOR MAKING DECISION

A decision to approve, approve with conditions, or to deny an application for a quasi-judicial amendment shall be based on all of the following standards:

A. The standards set forth in CDC [99.110\(A\)](#), which provide that the decision shall be based on consideration of the following factors:

1. The applicable Comprehensive Plan policies as identified in subsection C of this section and map designation.
2. The applicable standards of any provision of this code or other applicable implementing ordinance.

B. The standards set forth in CDC [99.110\(B\)](#), which provide that, in making the decision, consideration may also be given to the following:

1. Proof of change in the neighborhood or community or a mistake or inconsistency in the Comprehensive Plan or Zoning Map as it relates to the property which is the subject of the development application.
2. Factual oral testimony or written statements from the parties, other persons and other governmental agencies relevant to the existing conditions, other applicable standards and criteria, possible negative or positive attributes of the proposal or factors in sub-section A or (B)(1) of this section.

C. The Comprehensive Plan, Plan and Ordinance Revision Process, and Specific Policy No. 4, which provides that the decision shall be based on consideration of the following criteria:

1. Conformance with the Comprehensive Plan policies and criteria.
2. There is a public need for the change or the change can be demonstrated to be in the interest of the present and future community.
3. The changes will not adversely affect the health, safety and welfare of the community.

D. Transportation Planning Rule compliance.

1. Review of applications for effect on transportation facilities. When a development application, whether initiated by the City or by a private interest, includes a proposed comprehensive plan amendment zone change or land use regulation change, the proposal shall be reviewed to determine whether it significantly affects a transportation facility, in accordance with Oregon Administrative Rule (OAR) 660-012-0060 (the Transportation Planning Rule: "TPR"). "Significant" means the proposal would:

a. Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);

b. Change standards implementing a functional classification system; or

c. As measured at the end of the planning period identified in the adopted transportation system plan:

1) Allow land uses or levels of development that would result in types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

2) Reduce the performance of an existing or planned transportation facility below the minimum acceptable performance standard identified in the TSP or comprehensive plan; or

3) Worsen the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the TSP or comprehensive plan.

2. Amendments that affect transportation facilities. Amendments to the Comprehensive Plan and land use regulations that significantly affect a transportation facility shall ensure that allowed land uses are consistent with the function, capacity, and level of service of the facility identified in the TSP. This shall be accomplished by one or a combination of the following:

a. Adopting measures that demonstrate allowed land uses are consistent with the planned function, capacity, and performance standards of the transportation facility.

b. Amending the TSP or Comprehensive Plan to provide transportation facilities, improvements or services adequate to support the proposed land uses consistent with the requirements of OAR 660-012-0060 of the TPR.

c. Altering land use designations, densities, or design requirements to reduce demand for automobile travel and meet travel needs through other modes of transportation.

d. Amending the TSP to modify the planned function, capacity or performance standards of the transportation facility.

3. Traffic impact analysis. A traffic impact analysis shall be submitted with a plan amendment or land use district change application. (Ord. 1584, 2008) (SEE BELOW)

CDC 85.170

Traffic Impact Analysis (TIA).

a. Purpose. The purpose of this section of the code is to implement Section 660-012-0045(2)(e) of the State Transportation Planning Rule that requires the City to adopt a process to apply conditions to development proposals in order to minimize adverse impacts to and protect transportation facilities. This section establishes the standards for when a proposal must be reviewed for potential traffic impacts; when a Traffic Impact Analysis must be submitted with a development application in order to determine whether conditions are needed to minimize impacts to and protect transportation facilities; what must be in a Traffic Impact Study; and who is qualified to prepare the study.

b. Typical average daily trips. The latest edition of the Trip Generation manual, published by the Institute of Transportation Engineers (ITE) shall be used as the standards by which to gauge average daily vehicle trips.

c. When required. A Traffic Impact Analysis may be required to be submitted to the City with a land use application, when the following conditions apply:

1) The development application involves one or more of the following actions:

(A) A change in zoning or a plan amendment designation; or

(B) Any proposed development or land use action that ODOT states may have operational or safety concerns along a State highway; and

(C) The development shall cause one or more of the following effects, which can be determined by field counts, site observation, traffic impact analysis or study, field measurements, crash history, Institute of Transportation Engineers Trip Generation manual; and information and studies provided by the local reviewing jurisdiction and/or ODOT:

(1) An increase in site traffic volume generation by 250 average daily trips (ADT) or more (or as required by the City Engineer); or

(2) An increase in use of adjacent streets by vehicles exceeding the 20,000-pound gross vehicle weights by 10 vehicles or more per day; or

(3) The location of the access driveway does not meet minimum intersection sight distance requirements, or is located where vehicles entering or leaving the property are restricted, or such vehicles queue or hesitate on the State highway, creating a safety hazard; or

(4) The location of the access driveway does not meet the access spacing standard of the roadway on which the driveway is located; or

(5) A change in internal traffic patterns that may cause safety problems, such as backup onto the highway or traffic crashes in the approach area.

d. Traffic impact analysis requirements.

1) Preparation. A Traffic Impact Analysis shall be prepared by a professional engineer qualified under OAR 734-051-0040. The City shall commission the traffic analysis and it will be paid for by the applicant.

2) Transportation Planning Rule compliance. See CDC [105.050\(D\)](#), Transportation Planning Rule Compliance.

3) Pre-application conference. The applicant will meet with West Linn Public Works prior to submitting an application that requires a traffic impact application. This meeting will determine the required elements of the TIA and the level of analysis expected.

e. Approval criteria.

1) Criteria. When a Traffic Impact Analysis is required, approval of the development proposal requires satisfaction of the following criteria:

(A) The Traffic Impact Analysis was prepared by a professional traffic engineer qualified under OAR 734-051-0040; and

(B) If the proposed development shall cause one or more of the effects in subsection (B)(2) of this section, or other traffic hazard or negative impact to a transportation facility, the Traffic Impact Analysis includes mitigation measures that meet the City's level of service and are satisfactory to the City Engineer, and ODOT when applicable; and

(C) The proposed site design and traffic and circulation design and facilities, for all transportation modes, including any mitigation measures, are designed to:

(1) Have the least negative impact on all applicable transportation facilities; and

(2) Accommodate and encourage non-motor vehicular modes of transportation to the extent practicable; and

(3) Make the most efficient use of land and public facilities as practicable; and

(4) Provide the most direct, safe and convenient routes practicable between on-site destinations, and between on-site and off-site destinations; and

(5) Otherwise comply with applicable requirements of the City of West Linn Community Development Code.

f. Conditions of approval. The City may deny, approve, or approve the proposal with appropriate conditions.

1) Dedication of land for streets, transit facilities, sidewalks, bikeways, paths, or accessways shall be required where the existing transportation system will be impacted by or is inadequate to handle the additional burden caused by the proposed use.

2) Improvements such as paving, curbing, installation or contribution to traffic signals, or construction of sidewalks, bikeways, accessways, paths, or streets that serve the proposed use where the existing transportation system may be burdened by the proposed use may be required.

Peter,

At the December 3, 2013 Savanna Oaks NA meeting, representatives of ConAm made a presentation regarding the subject rezoning and Comp Plan amendment application. At the end of the presentation, the 20 members of SONA who were in attendance discussed the proposal. It was the members' opinion that the current zoning of the property is the best use for this site and thus we support keeping the

zoning as it is currently. The membership unanimously passed the attached resolution in support of keeping the current zoning. Please make sure that the attached is communicated to the applicant and is made a part of the record for this application.

Regards,
Ed Schwarz, President
Savanna Oaks Neighborhood Association

Savanna Oaks Neighborhood Association

December 3rd, 2013

Resolution

During this regularly scheduled meeting of the SONA on December 3rd, 2013 the assembled members of the Savanna Oaks Neighborhood Association passed the following resolution:

Be it resolved that the Savanna Oaks Neighborhood Association is in favor of retaining the existing zoning of Office Business Center (OBC) for the approximately 11.3 acre property located at the northwest corner of Tannler Dr. and Blankenship Road in West Linn. The SONA is also in favor of retaining the designation "Commercial" on the Comprehensive Plan map for this property. This is in the best interests of the West Linn community. The reasons include but are not limited to the following:

1. CDC 21.010 The purpose of this zone is to provide for groups of business and offices in centers, to accommodate the location of intermediate uses between residential districts and areas of more intense development, to provide opportunities for employment and for business and professional services in close proximity to residential neighborhoods and major transportation facilities, to expand the City's economic potential, to provide a range of compatible and supportive uses, and to locate employment where it can support other commercial uses.
2. The current zoning represents the highest and best use of this property for the Savanna Oaks Neighborhood Association.

For the above stated reasons SONA favors retaining the existing zoning of OBC for the 11.3 acre property located at the northwest corner of Tannler Dr. and Blankenship Rd in West Linn.

Aye: 20
Nay: 0
Abstain: 0

Submitted by Ed Schwarz

Willamette Neighborhood Association (WNA)

Pacific West Bank - Willamette Marketplace

Date: November 13, 2013

Call to order: 7:00pm

Attendance: Julia Simpson - WNA President; Michael Selvaggio- WNA Vice President;

Elizabeth Hall – WNA Co-Secretary; Elizabeth Rocchia - WNA Treasurer

Attendance Sheet attached for complete list. !

Treasurer’s Report

WNA Account at US Bank (with Yoga): Balance \$3267.50

WNA Account: \$2109.03

AGENDA

Rob Morgan, Jeff Parker and Micheal Robinson: Tannler Rezoning Presentation

Overview of Con Am Group proposal to request zoning change to higher residential ratio:

Discussion of highest and best use of this land and development potential for future of West Linn and immediate Willamette Neighborhood concerning parking, commercial street frontage, residential mix, land impact, street congestion and difficult traffic junction.

Motion: Be it resolved, that the 11/13/2013 presentation concerning the Tannler West Rezoning, did not convince the WNA that a zoning change represents the highest and best use of this property for the Willamette Neighborhood. At this time, WNA makes the motion to advocate the status quo.

Motion Passed. All in favor. No abstaining.

Motion: Accept West Linn City proposal to pay for single sign at Willamette Falls Drive and 10th Street and for the Willamette Neighborhood Association to pay for 2nd sign near Fields Bridge Park. Willamette

Neighborhood Association to pay up to and not to exceed \$850 for 2nd sign
near Fields Bridge Park.

Motion Passed. All in favor. No abstaining.

Meeting adjourned: 8:40.

Respectfully Submitted with Assistance,

Elizabeth Hall