

**City of West Linn**  
**PRE-APPLICATION CONFERENCE MEETING**  
**February 5, 2009**

SUBJECT: Additions/Changes to Cedar Oak Elementary and Rosemont Middle School

ATTENDEES: Applicants: Norm Dull, Tim Woodley, Mark Wharry, Patrick Tortora  
Staff: Peter Spir (Planning Department); Khoi Le (Engineering Division)  
Citizens: Lynn Fox, Kevin Bryk

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*The following is a summary of the meeting discussion provided to you from staff meeting notes. Additional information may be provided to address any "follow-up" items identified during the meeting. These comments are **PRELIMINARY** in nature. Please contact the Planning Department with any questions regarding approval criteria, submittal requirements, or any other planning-related items. Please note disclaimer statement below.*

**Project Details**

**CEDAR OAK ELEMENTARY**

The applicant proposes (1) re-surfacing and upgrading parking lot storm drainage at northeast corner of site, (2) selected tree removal at the northwest corner of site, (3) adding new hallways, a new multi-use room and a new media center to the school.

The addition of the media center and multi-use rooms will expand the footprint of the school. Thus, a conditional use permit (CUP) is required per CDC 60.050(B) and 11.060(7).

The additions also trigger Design Review. If the square footage of the additions constitute less than 5% of the total building square footage then a Class I Design Review is appropriate per CDC 55.020(7). If the additions exceed that amount then a Class II Design Review will be required. According to the applicant the existing SF of Cedar Oak Park is 46,215 SF. They anticipate building additions of approximately 2,500 SF. They also plan to enclose existing covered breezeways. Any enclosure is counted. No square footage of the breezeway enclosure is provided by the applicant although staff estimates that to be about 3,500 square feet if the breezeways are 10 feet wide. That would produce 6,000 square feet of new space which would constitute over a 5% increase in building square footage. Thus Class II Design Review is needed. The changes to the parking lot require Class I Design Review per CDC 55.020(8-10).

Staff also notes that the Cedar Oak School has historically been a non conforming structure by virtue of inadequate parking and inadequate parking lot landscaping. There are 60 standard parking spaces and 3 ADA parking spaces onsite. The proposed addition will increase the parking requirement at the rate of one new space for every 1,000 square feet in the new additions and one space for every additional teacher/staff member per CDC 46.090(B)(6). The 6,000 square feet of additional space yields a requirement for six new spaces. (No additional staff is expected.) The applicant says he will provide those spaces on the north edge of the site adjacent to the existing parking lot.

An "Expansion of a Non-Conforming Structure" permit will probably be required based on this data per CDC Chapter 66. Such a permit may be approved per CDC 66.080(B)(2)(a): "*The enlargement or alteration will not change the non-conformity*". By providing the six parking spaces with 10% of the parking lot interior devoted to landscaping (e.g. landscape islands), the applicant can meet that approval criteria.





Curing flooding and ponding problems in the existing parking areas is a prime concern of the applicant.

For the parking lot upgrade, staff recommends that Metro's Storm Management BMPs be used including the use of water permeable material. The applicant should also add new landscaping and drainage facilities to the parking lot upgrades. To accomplish this, rain gardens are strongly encouraged. A storm treatment or detention facility may be required depending on scope of work. The applicant declared support for that concept but explained that with a high water table and continuing ponding issues, the concern is that permeable surfaces will result in the water exuding upwards onto the surface rather than filtering down into the ground.

Architecturally, the additions should integrate with the existing building and include as much transparency as the program for each room allows.

The applicant proposes selective tree removal in the northwest corner of the site out of concern that the trees pose a hazard. In a letter dated July 20, 2005 the Interim City Manager agreed and the School District received approval to remove 30 Cottonwood trees so long as one new 2" deciduous or 8-10' tall conifer tree is planted for every tree removed. This was not part of a land use application so there is no time limit for this approval. The applicant could proceed with the removal but it is recommended that the tree removal proposal be collapsed into the application that goes to the Planning Commission. If some of the trees to be removed are within the boundaries of the natural drainageway on the site then a water resource area permit would be needed.

### **Engineering Comments**

Following are comments for street and utility improvements that are required for the Cedaroak Park Primary School - Renovation:

#### **STREET IMPROVEMENTS**

None is required.

## **STORM DRAINAGE IMPROVEMENTS**



Collect and provide treatment for additional storm drainage run-off generated from new impervious area of more than 500 square feet.

Collect and provide detention for additional storm drainage run-off generated from new impervious area of more than 5,000 square feet.

## **SANITARY SEWER AND WATER IMPROVEMENTS**

None is required unless capacity increases due to the renovation.

## **Process**

A neighborhood meeting is required for the conditional use permit at Cedar Oak Elementary School per CDC 99.038. The applicant should schedule and conduct a neighborhood meeting pursuant to CDC Section 99.038. Please follow the requirements exactly. The Robinwood Neighborhood Association contact is Kevin Bryck, at 503-675-7301 or kevthepres@comcast.net.

For the Cedar Oak application, the next step is full and complete response to the submittal requirements and approval criteria of

- Chapter 55 Design Review including tree inventory per CDC 55.110(B)(10),
- Chapter 60 Conditional Use Permit, and
- Chapter 65, Expansion of a Non-Conforming Structure.
- Chapter 75, Class II Variance in the event that the application does not provide additional/sufficient parking and landscaping
- Chapter 32, Water Resource Area permit if the tree removal is in the transition area of the on site creek/drainageway

The applicant asked if they could break the application into two parts. One part would construct the additional parking, install landscaping and correct the stormwater problems. Staff said they could do that as a Class I design Review with the Planning Director as the approval body. The second part would be the school addition. That would require the CUP, Class II Design Review and Neighborhood meeting per CDC Ch. 99.038. The Planning Commission would decide that part.

Submittal requirements may be waived but the applicant must first identify the specific submittal requirement and request, in letter form, that it be waived by the Planning Director and must identify the specific grounds for that waiver. The waiver may or may not be granted by the Planning Director. The Planning Commission may also overturn the waiver and require the submittal material. For the approval criteria, no waivers are allowed. N/A is not an acceptable response to the approval criteria. Prepare the application and submit to the Planning Department with deposit fees and signed application form.

The deposit fee for Class II Design Review varies based on the cost of the project. For projects with a construction value of less than \$500,000, the deposit is 4% of the construction value (with a minimum of \$1000, and a maximum of \$8000). For projects with a construction value above \$500,000, the deposit is \$4000 plus 4% of the construction value (\$20,000 maximum deposit). The deposit fee for Conditional Use Permit is \$3,650. The deposit fee for Expansion of a Non-Conforming Structure is \$1,200. The deposit fee for a Class II Variance is \$1,800.

## **ROSEMONT MIDDLE SCHOOL**

The School District wants to install artificial turf on the infield of the running track and add lighting. Similar artificial turf would be installed at the softball field. The emergency/fire lane that was approved in 1998 on the west side of the school would be connected with a service driveway on the north side to create a one way bus lane linking Rosemont Road with the main school parking lot. Replacing one playing surface with another is an uncomplicated project. These modifications would qualify as Class I Design Review. Staff had comments about the "Dark Sky" issue which is to minimize light glare/spillage from the playing field lights. The driveway will however require further review since the change from fire lane to bus driveway constitutes a change from the original design. Indeed it was a condition of approval in the original 1997-1998 Planning Commission (CUP-97-03) and City Council (MISC-98-05) decisions which declared

(COA#12): *“Use of the fire access road shall be limited to emergency vehicles only which are required to use flashing lights.”* However, staff does not regard this as an amendment to the original application per CDC 99.120 since amendments are to accommodate a change to an approved design between the date of original approval and the date it is actually built or before a subdivision is final platted. Staff sees this as a brand new proposal.

Staff will require that the applicant thoroughly investigate the potential impacts of the bus driveway particularly the impacts upon the residents of tax lot 5200.

A traffic study will be required to examine the adequacy of the line of sight on Rosemont Road and relative safety for the school buses and other traffic at the point of ingress to the proposed new driveway.

A noise study will be required too since the proposed driveway for buses will move traffic noise from its current distance of 300 feet to about 100 feet away from the house on tax lot 5200. A light study will be required with emphasis on the light spillage from the athletic field lighting towards tax lot 5200.

Site analysis by Staff revealed a very steep slope extending down from the Senior Center and tax lot 5200 to the school property. The toe of the slope adjacent to the school is about 9-12 feet up the north face of the school building. The distance from the building to the north/Senior Center property line is about 28 feet wide. Getting the busses up the hillside from the direction of Rosemont Road/Service Driveway and then dropping the road down to the natural grade to the west of the school will be a challenge. Extensive and considerable grading will have to take place. Staff expects that a large retaining wall for the uphill slope will be required which will require a geotechnical study of the slope/hillside area for its stability and an engineered wall design. A five foot wide landscaped strip is required between the driveway/top of retaining wall and the senior center property line. The one way driveway must be 15 feet wide although TVFR should be consulted as to whether their wider driveway standards would apply.

Staff also notes that a reciprocal parking arrangement between the School and the Senior Center was agreed to circa 1998 and the design of the new driveway should not compromise that. Stairs may be required to link the two properties. No CUP is required so long as no changes to the school's exterior structure are proposed.

A Class II Variance would be required if the five foot wide landscaped strip cannot be provided north of the driveway adjacent to the Senior Center property.







## **Engineering**

Following are comments for street and utility improvements that are required for the Rosemont Ridge Middle School – Renovation:

### **STREET IMPROVEMENTS**



Provide adequate dedication (approximate 25') along the property frontage along Salamo Road so the existing roadway pavement, planter strip and sidewalk shall all be located within the public right of way.

Provide 12' dedication along the property frontage along Rosemont Road.

A traffic analysis shall be required illustrating the impact of change the use of the emergency access to a regular driveway where school bus regularly use for access.

Additional traffic measures shall be required to provide safer environment for both sidewalk users and roadway users around the school area if necessary and recommending from the traffic analysis.

Must get approval from the TVF&R.

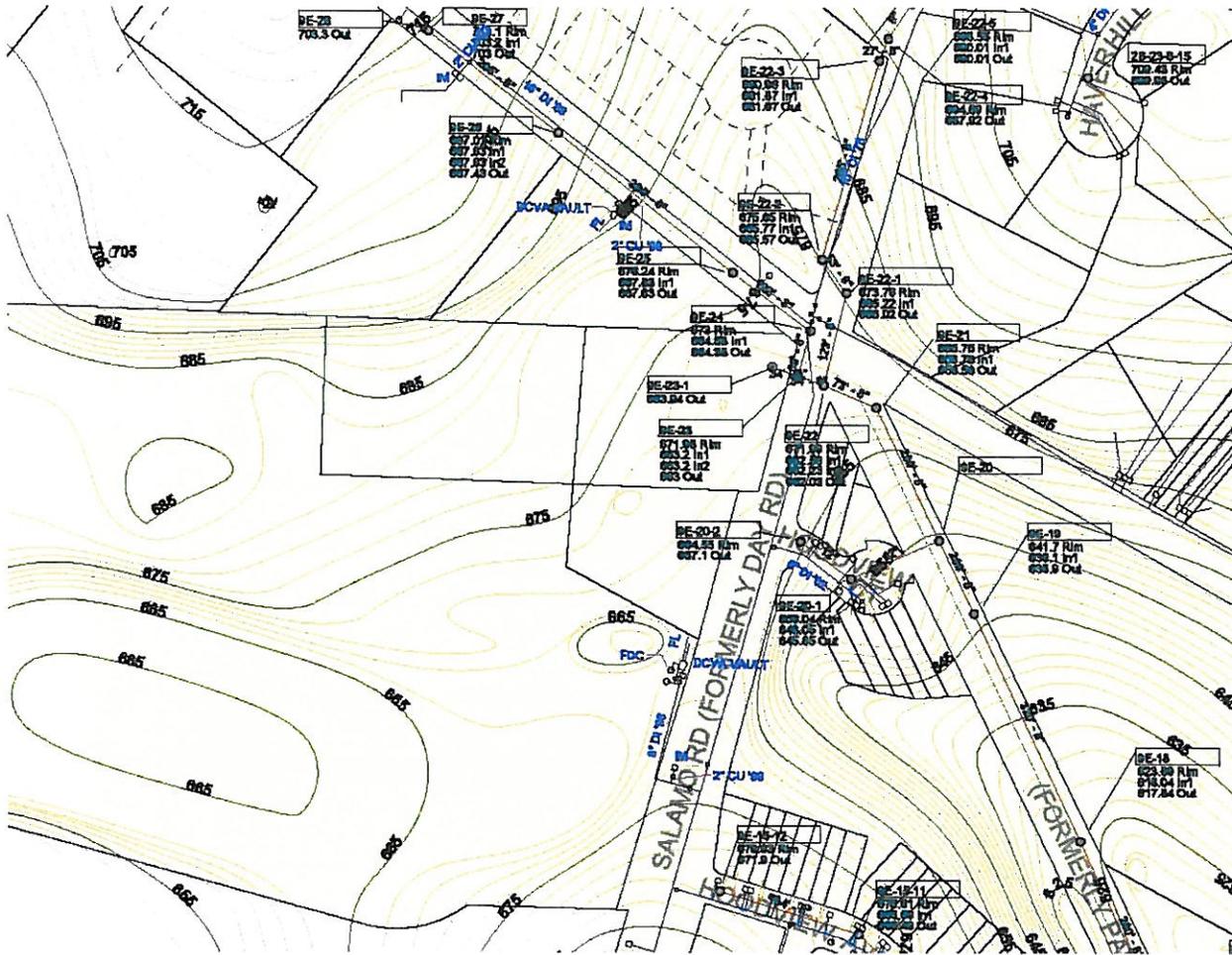
## STORM DRAINAGE IMPROVEMENTS



Collect and provide treatment for additional storm drainage run-off generated from new impervious area of more than 500 square feet.

Collect and provide detention for additional storm drainage run-off generated from new impervious area of more than 5,000 square feet.

# SANITARY SEWER AND WATER IMPROVEMENTS



None is required unless capacity increases due to the renovation.

As a postscript the applicant asked about turfing the Willamette Elementary School site. Staff said that, based on the limited information it had, the idea sounded like a candidate for a Class I Design Review only.

## Process

Although a neighborhood meeting is not required for the improvements at Rosemont Middle School, the applicant may wish to meet with the Parker Crest Neighborhood Association. Their contact is Bill Relyea at 636-1292 or wrelyea@comcast.net.

For the Rosemont Middle School application, a Class I Design review is needed for the significant road realignment (55.020(5)) and revised circulation (55.020(10)). The deposit fee is \$850 dollars. Class II Variances cost \$1,800. The standard submittal requirements shall be expanded to include:

- Traffic safety study for turn movements on Rosemont Road including adequacy of line of sight.
- Circulation plan showing how traffic will maneuver on and off site
- Noise study to quantify noise levels produced by school buses and loading activities along the proposed driveway with particular attention given to the potential impact upon the residents of tax lot 5200 to the northwest
- Lighting plan will be required to study the level of illumination particularly in the direction of tax lot 5200 to the northwest
- Storm analysis 55.120(G)
- Geotechnical Report to ensure hillside stability next to the bus driveway including the requirements of CDC 55.130

Submittal requirements may be waived but the applicant must first identify the specific submittal requirement and request, in letter form, that it be waived by the Planning Director and must identify the specific grounds for that waiver. The waiver may or may not be granted by the Planning Director. The Planning Commission may also overturn the waiver and require the submittal material. For the approval criteria, no waivers are allowed. N/A is not an acceptable response to the approval criteria. Prepare the application and submit to the Planning Department with deposit fees and signed application form.

The approval criteria for Class I Design Review shall be CDC 55.100(C)(D)(I)(1,2)(J).  
The approval criteria for a Class II Variance is found in CDC Chapter 75.

The City has 30 days to determine if the application is complete or not. Most applications are incomplete, usually due to inadequate responses to approval criteria or lack of sufficient engineering information on the drawings. The applicant has 180 days to make it complete, although usually it is complete within three months of the original submittal. Once complete, the City has 120 days to exhaust all local review and appeals. Staff will schedule the Planning Commission hearing about 4-6 weeks after completeness determination. In the event of an appeal, the review body is the City Council. Subsequent appeals go to LUBA.

### ***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. Also note that these notes have a limited “shelf life” in that changes to the CDC standards may require a different design or submittal.

## Addendum: TVFR Comments

### **Re: PA 08-02 Rosemont Middle School - Site Improvements**

Dear Mr. Spir;

Thank you for the opportunity to review the proposed site plan surrounding the above named development project. I am unable to attend the February 5<sup>th</sup> Pre-Application meeting so I am submitting comments for this project. It is recommended that the bus route is constructed to allow and provide emergency access by fire apparatus to the north side of the campus. Please invite the applicant to contact me for a meeting, or, with any questions. Tualatin Valley Fire & Rescue endorses this proposal predicated on the following criteria and conditions of approval:

- 1) **FIRE APPARATUS ACCESS ROAD DISTANCE FROM BUILDING AND TURNAROUNDS:** Access roads shall be within 150 feet of all portions of the exterior wall of the first story of the building as measured by an approved route around the exterior of the building. An approved turnaround is required if the remaining distance to an approved intersecting roadway, as measured along the fire apparatus access road, is greater than 150 feet. (IFC 503.1.1)
- 2) **DEAD END ROADS:** Dead end fire apparatus access roads in excess of 150 feet in length shall be provided with an approved turnaround. (IFC 503.2.5)
- 3) **FIRE APPARATUS ACCESS ROAD EXCEPTION FOR AUTOMATIC SPRINKLER PROTECTION:** When buildings are completely protected with an approved automatic fire sprinkler system, the requirements for fire apparatus access may be modified as approved by the fire code official. (IFC 503.1.1)
- 4) **ADDITIONAL ACCESS ROADS – COMMERCIAL:** Where buildings exceed 30 feet in height or three stories in height shall have at least three separate means of fire apparatus access. Buildings or facilities having a gross area of more than 62,000 square feet shall be provided with at least two separate means of fire apparatus access. Buildings up to 124,000 square feet provided with fire sprinklers may have a single access. (IFC D104)
- 5) **AERIAL FIRE APPARATUS ACCESS:** Buildings or portions of buildings or facilities exceeding 30 feet in height above the lowest level of fire department vehicle access shall be provided with approved fire apparatus access roads capable of accommodating fire department aerial apparatus. Overhead utility and power lines shall not be located within the aerial fire apparatus access roadway. Fire apparatus access roads shall have a minimum unobstructed width of 26 feet in the immediate vicinity of any building or portion of building more than 30 feet in height. At least one of the required access routes meeting this condition shall be located within a minimum of 15 feet and a maximum of 30 feet from the building, and shall be positioned parallel to one entire side of the building. (IFC D105)
- 6) **REMOTENESS:** Where two access roads are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses. (IFC D104.3)
- 7) **FIRE APPARATUS ACCESS ROAD WIDTH AND VERTICAL CLEARANCE:** Fire apparatus access roads shall have an unobstructed width of not less than 20 feet (12 feet for up to two dwelling units and accessory buildings), and an unobstructed vertical clearance of not less than 13 feet 6 inches. Where fire apparatus roadways are less than 26 feet wide, “NO PARKING” signs shall be installed on both sides of the roadway and in turnarounds as needed. Where fire apparatus roadways are more than

28 feet wide but less than 32 feet wide, “NO PARKING” signs shall be installed on one side of the roadway and in turnarounds as needed. Where fire apparatus roadways are 32 feet wide or more, parking is not restricted. (IFC 503.2.1) *The Fire District does not endorse the design concept wherein twenty feet of unobstructed roadway width is not provided.*

- 8) **FIRE APPARATUS ACCESS ROADS WITH FIRE HYDRANTS:** Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet. (IFC D103.1)
- 9) **TURNOUTS:** When any fire apparatus access road exceeds 400 feet in length, turnouts 10 feet wide and 30 feet long shall be provided in addition to the required road width and shall be placed no more than 400 feet apart, unless otherwise approved by the fire code official. These distances may be adjusted based on visibility and light distances. (IFC 503.2.2)
- 10) **NO PARKING SIGNS:** Where fire apparatus roadways are not of sufficient width to accommodate parked vehicles and 20 feet of unobstructed driving surface, “No Parking” signs shall be installed on one or both sides of the roadway and in turnarounds as needed. Roads 26 feet wide or less shall be posted on both sides as a fire lane. Roads more than 26 feet wide to 32 feet wide shall be posted on one side as a fire lane. Signs shall read “NO PARKING - FIRE LANE” and shall be installed with a clear space above grade level of 7 feet. Signs shall be 12 inches wide by 18 inches high and shall have red letters on a white reflective background. (IFC D103.6)
- 11) **SURFACE AND LOAD CAPACITIES:** Fire apparatus access roads shall be of an all-weather surface that is easily distinguishable from the surrounding area and is capable of supporting not less than 12,500 pounds point load (wheel load) and 75,000 pounds live load (gross vehicle weight). You may need to provide documentation from a registered engineer that the design will be capable of supporting such loading. (IFC D102.1)
- 12) **TURNING RADIUS:** The inside turning radius and outside turning radius shall be not less than 28 feet and 48 feet respectively, measured from the same center point. (IFC 503.2.4 & D103.3)
- 13) **PAINTED CURBS:** Where required, fire apparatus access roadway curbs shall be painted red and marked “NO PARKING FIRE LANE” at approved intervals. Lettering shall have a stroke of not less than one inch wide by six inches high. Lettering shall be white on red background. (IFC 503.3)
- 14) **GATES:** Gates securing fire apparatus roads shall comply with all of the following: (IFC D103.5)
  - Minimum unobstructed width shall be 16 feet, or two 10 foot sections with a center post or island.
  - Gates shall be set back at minimum of 30 feet from the intersecting roadway.
  - Gates shall be of the swinging or sliding type
  - Manual operation shall be capable by one person
  - Electric gates shall be equipped with a means for operation by fire department personnel
  - Locking devices shall be approved.
- 15) **COMMERCIAL BUILDINGS - REQUIRED FIRE FLOW:** The required fire flow for the building shall not exceed 3,000 gallons per minute (GPM) or the available GPM in the water delivery system at 20 psi, whichever is less as calculated using IFC, Appendix B. A worksheet for calculating the required fire flow is available from the Fire Marshal’s Office. (IFC B105.2) *Please provide a current fire flow test of the nearest fire hydrant demonstrating available fire flow at 20 psi residual pressure, as well as fire flow calculation worksheets. Fire Flow calculation worksheets and instructions are available on our website: [www.tvfr.com](http://www.tvfr.com).*
- 16) **FIRE HYDRANTS – COMMERCIAL BUILDINGS:** Where a portion of the building is more than 400 feet from a hydrant on a fire apparatus access road, as measured in an approved route around the exterior of the building, on-site fire hydrants and mains shall be provided. This distance may be

increased to 600 feet for buildings equipped throughout with an approved automatic sprinkler system. (IFC 508.5.1)

- 17) **FIRE HYDRANT NUMBER AND DISTRIBUTION:** The minimum number and distribution of fire hydrants available to a building shall not be less than that listed in Appendix C, Table C 105.1.

**Considerations for placing fire hydrants may be as follows:**

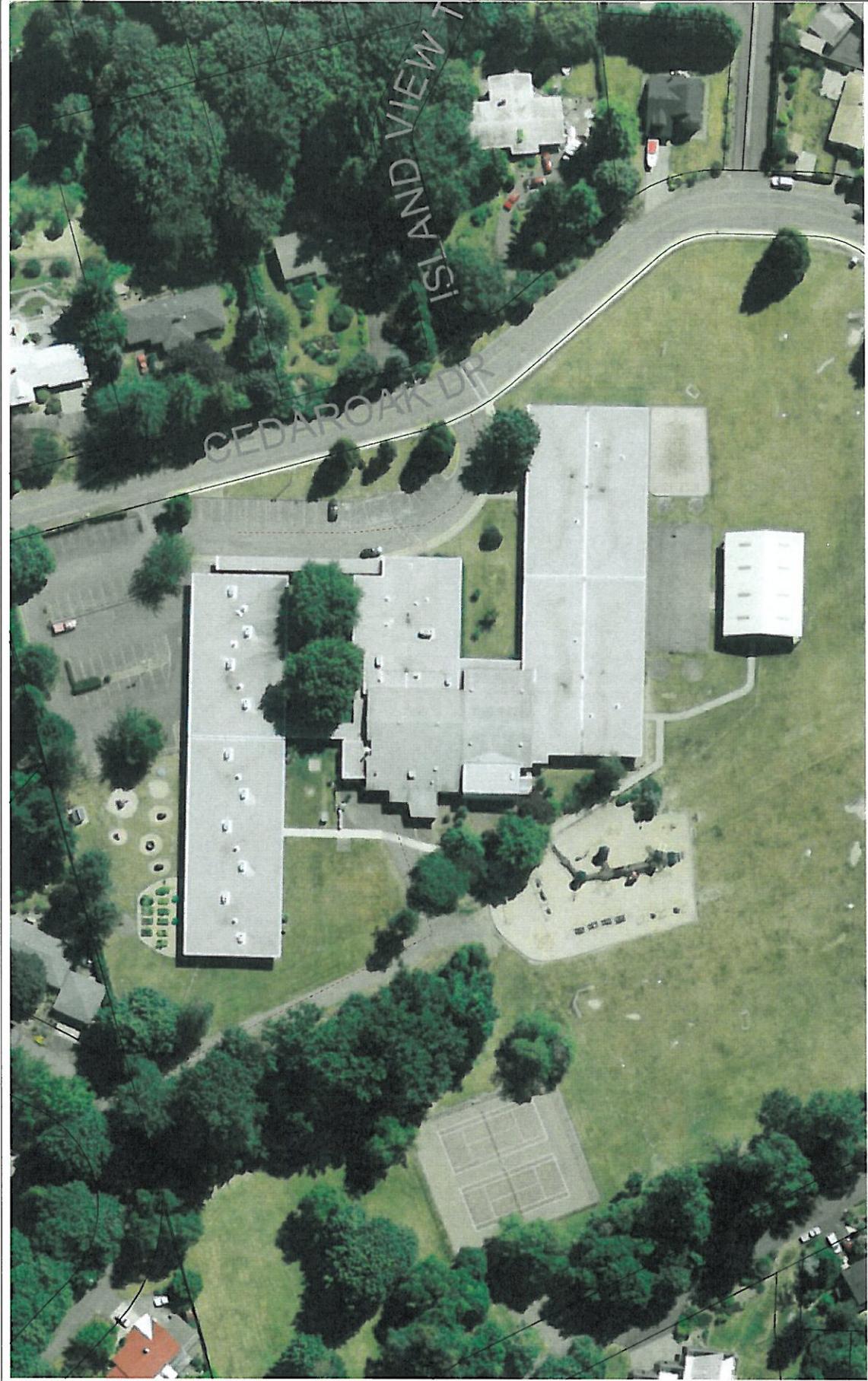
- Existing hydrants in the area may be used to meet the required number of hydrants as approved. Hydrants that are up to 600 feet away from the nearest point of a subject building that is protected with fire sprinklers may contribute to the required number of hydrants.
  - Hydrants that are separated from the subject building by railroad tracks shall not contribute to the required number of hydrants unless approved by the fire code official.
  - Hydrants that are separated from the subject building by divided highways or freeways shall not contribute to the required number of hydrants. Heavily traveled collector streets only as approved by the fire code official.
  - Hydrants that are accessible only by a bridge shall be acceptable to contribute to the required number of hydrants only if approved by the fire code official.
- 18) **FIRE HYDRANT DISTANCE FROM AN ACCESS ROAD:** Fire hydrants shall be located not more than 15 feet from an approved fire apparatus access roadway. (IFC C102.1)
- 19) **REFLECTIVE HYDRANT MARKERS:** Fire hydrant locations shall be identified by the installation of reflective markers. The markers shall be blue. They shall be located adjacent and to the side of the centerline of the access road way that the fire hydrant is located on. In case that there is no center line, then assume a centerline, and place the reflectors accordingly. (IFC 508.5.4)
- 20) **FIRE HYDRANT/FIRE DEPARTMENT CONNECTION:** A fire hydrant shall be located within 100 feet of a fire department connection (FDC). Fire hydrants and FDC's shall be located on the same side of the fire apparatus access roadway. FDCs shall normally be remote except when approved by the fire code official. (IFC 912.2)
- 21) **ACCESS AND FIRE FIGHTING WATER SUPPLY DURING CONSTRUCTION:** Approved fire apparatus access roadways and fire fighting water supplies shall be installed and operational prior to any combustible construction or storage of combustible materials on the site. (IFC 1410.1 & 1412.1)
- 22) **KNOX BOX:** A Knox Box for building access is required for this building. For gates securing an emergency access road a Knox box or Knox padlock will be required; a Knox switch will be required for electrically operated gates. Please contact the Fire Marshal's Office for an order form and instructions regarding installation and placement. (IFC 506)
- 23) Complete the Building Survey Form prior to the issuance of the Building Permit:  
[http://www.tvfr.com/Dept/fm/brochures/document\\_files/building\\_survey\\_form\\_ifc.pdf](http://www.tvfr.com/Dept/fm/brochures/document_files/building_survey_form_ifc.pdf)
- 24) Resubmit plans for final approval.

If you have questions or need clarification, please call me at (503) 612-7012.

Sincerely,

*Karen Mohling*

Karen Mohling



Scale: 133 Feet

City of West Linn GIS (Geographic Information System), SnapMap Date: 1/28/2009

**MAP DISCLAIMER.**

This product is for informational purposes and may not have been prepared for, or be suitable for, legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.

**West Linn – Wilsonville School District  
Rosemont Ridge Middle School**

**January 21, 2008**

This project involves the following site improvements to the Rosemont Ridge Middle School campus:

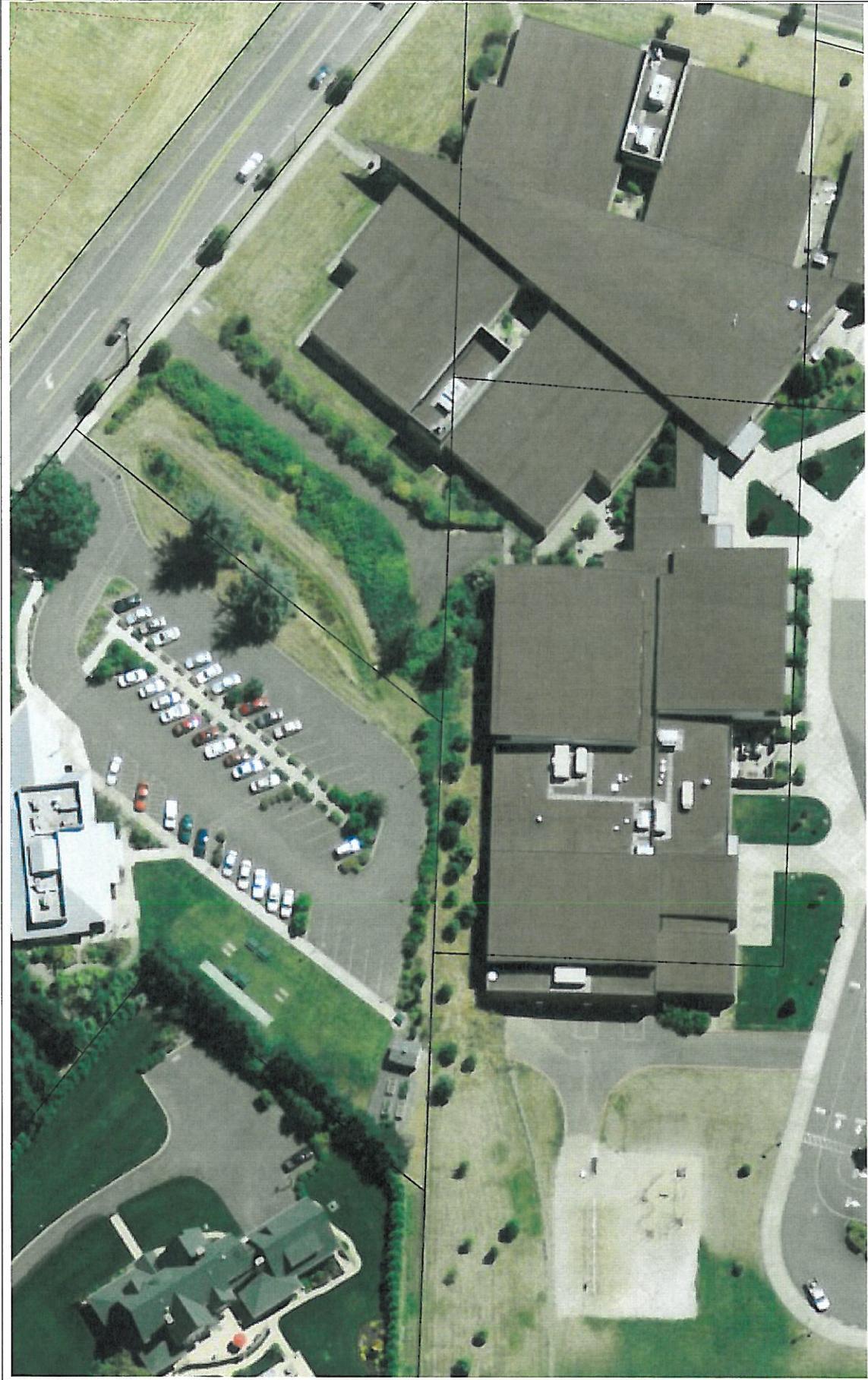
1. Replacement of the existing natural turf softball field with new artificial turf.
2. Replacement of the existing natural turf football/soccer field with new artificial turf.
3. Modification to the existing running track surrounding the existing football/soccer field along with the installation of new exterior lighting.
4. The addition of (1) new one-way bus drive to be located to the north of the main school building.

**West Linn – Wilsonville School District  
Cedaroak Park Primary School**

**January 21, 2008**

This project involves the following site and building improvements to the Cedaroak Park Primary School Campus:

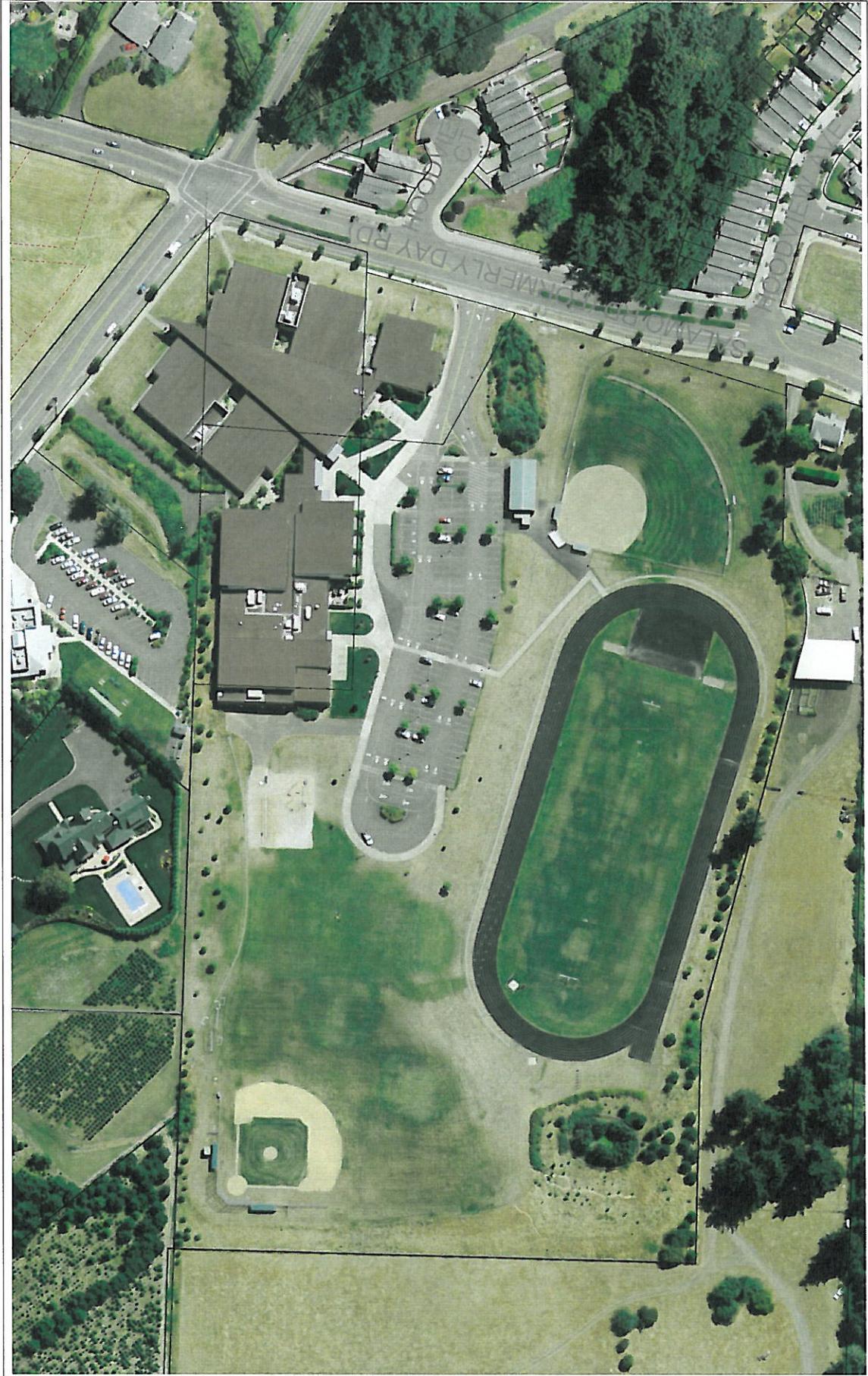
- Re-surfacing and storm drainage improvements at the existing parking lot.
- The removal of existing trees, that are in poor condition at the northwest portion of the site.
- The addition of a multi-use room at the north end of the main school building along with new hallways that will connect this new multi-use room to the existing classroom buildings to the north.
- The addition of a media center room adjacent to the library at the south end of the building along with new hallways to connect the media center room to the existing building.



Scale: 0.97 Feet

City of West Linn GIS (Geographic Information System), SnapMap Date: 1/28/2009

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Scale: 2.16 Feet

City of West Linn GIS (Geographic Information System), SnapMap Date: 1/28/2009

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Administration

July 20, 2005

Dear Resident,

As many of you know, last October, the West Linn – Wilsonville School District applied with the City to remove over 30 black cottonwood trees (*Populus trichocarpa*) at the Cedaroak School grounds, citing safety concerns based on several past occurrences of major branch failure of this species at the site. After receiving a considerable number of responses from concerned neighbors, the City decided to deny the request and asked for more detailed information from the District, including a hazard rating for each tree.

In February the District re-applied with additional information provided by Jesse deVos, of Tree Works, an ISA certified arborist, including hazard ratings for the trees and a short narrative describing the black cottonwood's tendency for major structural failure. Again after notifying the neighborhood, we received many letters and e-mails from concerned neighbors.

Many folks were not necessarily against the removal of the trees, but wanted to see that there was some sort of plan in place to make sure that other, more desirable trees were not removed or heavily damaged during the process, and that some sort of replanting requirement was in place. The City and the School District agreed at this point to develop a plan that would solve most peoples' concerns.

After several discussions and site meetings, we feel confident that we've achieved that goal. The proposal would allow the School District to remove 14 of the trees with the highest hazard ratings this year, with the rest of the trees removed in equal numbers over the following two years. They have agreed to preserve existing lower canopy trees (which will actually benefit from the additional light) and, as a condition of approval, they would be required to replant new, more desirable and longer-lived native trees, either a 2" caliper deciduous or 8-10' tall conifer. In addition, the District has committed to landscaping the corner of Cedaroak and Trillium Dr, including the removal of a chain link fence and the addition of a new sign and native trees and shrubs. The City feels that although the removal is quite large in scope, that the subsequent replanting will be a significant long-term improvement to the neighborhood and a good investment for the future of West Linn's tree canopy.

If you have any questions or concerns regarding this issue, please feel free to call the City Arborist, Mike Perkins at 723-2554, or send an e-mail to [mperkins@ci.west-linn.or.us](mailto:mperkins@ci.west-linn.or.us)

Sincerely,

Ron Garzini,  
Interim City Manager