

**City of West Linn**  
**PRE-APPLICATION CONFERENCE MEETING**  
**August 20, 2009**

**SUBJECT:** Lot line adjustment, replat or partition to reconfigure three existing lots. Proposal would maintain the same number of lots at the Tannler East site.

**ATTENDEES:** Applicants: Roy Kim, Mike Gates  
Staff: Peter Spir (Planning Department); Khoi Le (Engineering Division)

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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**

The applicant has negotiated with the City of West Linn to sell the northern portion of the hillside property known as “Tannler East” to the City as an open space area in order to preserve a unique white oak savannah. The applicant would also sell the City a narrow strip of land at the southern edge of the hillside adjacent to Blankenship Road to protect additional significant oak trees. The portion of the hillside in the middle would be retained by the applicant for commercial purposes such as a fitness club.

The hillside is already divided into three parcels but the shape of these lots does not correspond with the plans listed in the previous paragraph. The applicant is proposing to reconfigure those lots to accommodate these plans by one of three options: (1) lot line adjustment, (2) replat, or (3) minor partition.

The central question to be answered is which of the three methods: lot line adjustment, replatting or partition is appropriate?



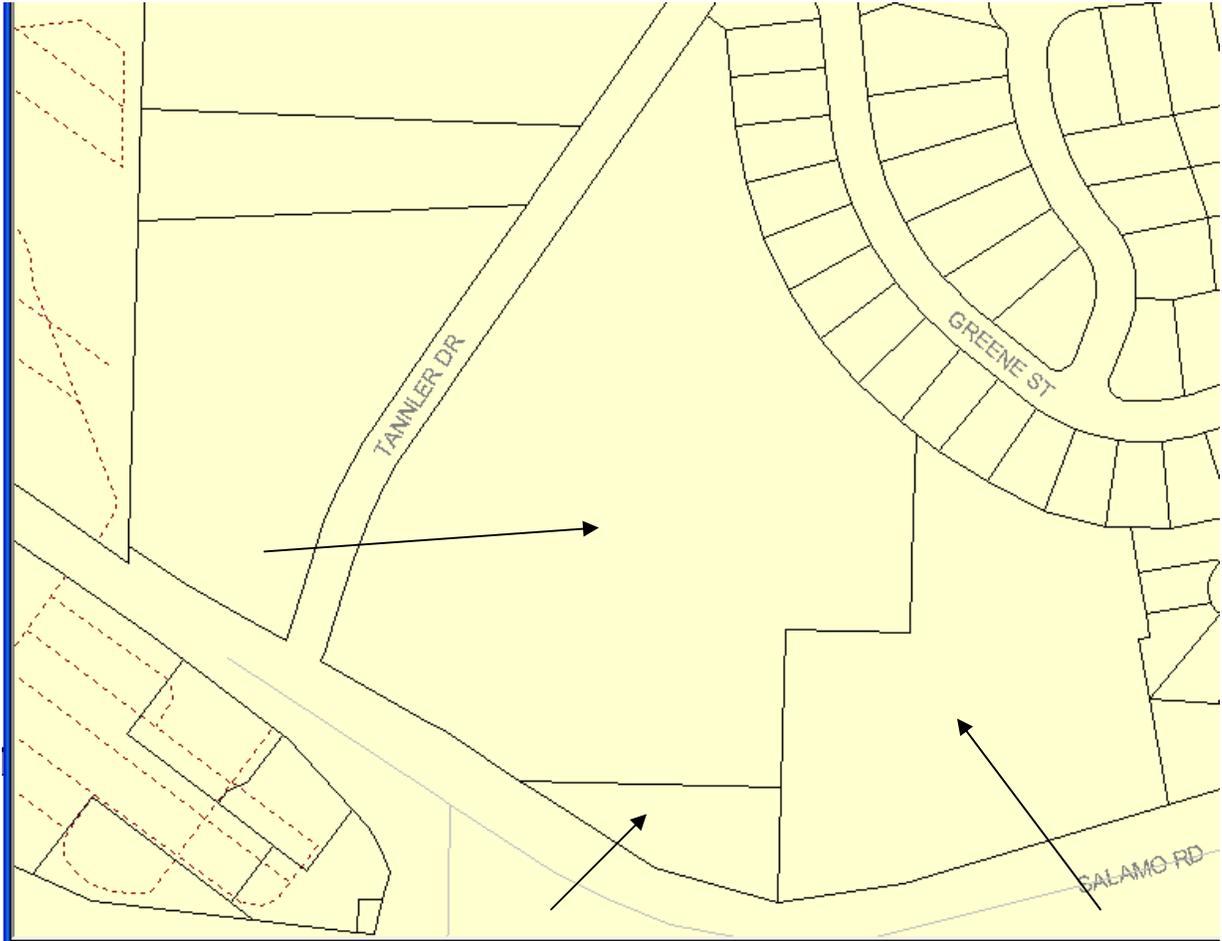
## **Lot Line Adjustments**

CDC Chapter 85.210 offers the following criterion for LLAs:

85.210

### *LOT LINE ADJUSTMENTS - APPROVAL STANDARDS*

- A. *The Director shall approve or deny a request for a lot line adjustment based on the criteria stated below:*
- 1. An additional lot or buildable lot shall not be created by the lot line adjustment and the existing parcel shall not be reduced in size by the adjustments below the minimum lot size established by the approved zoning for that district.*
  - 2. By reducing the lot size, the lot or structure(s) on the lot shall not be in violation of the site development regulations*



*for that district. For example, the lot line adjustment shall not result in an overall loss of density below 70 percent except as allowed by CDC Section 85.200(J)(7).*

*(ORD. 1442)*

- 3. The lot line adjustment is intended to allow minor lot line deviations, or to consolidate undersized or irregular shaped lots. It can also be used to change a limited number of property lines up to the point that the County Surveyor would determine a re-plat of the subdivision is in*

*order. A replat is the complete reconfiguration and realignment of a subdivision's lot lines.*

Whereas staff was initially concerned that this proposal would not qualify as a LLA, House Bill 3629 was passed in March 2008 and allows more comprehensive adjustments of lot lines. Combining that with the fact that the southern lot is not created as a habitable lot (where dimensional standards have purpose and rationale behind them), the southern lot is only being formed for resource protection. Therefore staff can endorse the LLA proposal.

### **Replat**

A replat enjoys the advantage of eliminating the old lot lines of legally platted subdivisions and creating new ones. It would seem to be a good choice but, like a minor partition, it would trigger a PUD with the attendant time delays and costs.

### **Minor Partition**

The applicant could apply to minor partition the site into three lots. Because over 25% of the site comprises slopes over 25% a Planned Unit Development (PUD) would also be required. The PUD triggers a Planning Commission hearing. The partition would be processed at the same time.

Per CDC 99.038 a neighborhood meeting would be required with the Savannah Oaks Neighborhood Association. The applicant would however still run into the same problem that lot C violates the shape and dimensional standards for lots in the OBC zone. Minimum lot width is 35 feet and minimum lot depth is 90 feet. A Class II Variance would be required.

## **ENGINEERING COMMENTS**

### **STREET IMPROVEMENT**

#### **Tannler Drive**

##### **Current Street and Right of Way conditions:**

Tannler Drive:	Collector
Existing Right of Way Width:	60' No Median
Existing Pavement Width:	45' No Median
Curb:	Standard Curb
Sidewalk:	None
Planter:	None

Bike Lane: None

**Required Improvement:**

Right of Way Width: No additional right of way is required  
Pavement Width: Full structure pavement improvement from curb to centerline of the roadway  
Curb: No  
Sidewalk: 8' with cut out for tree  
Planter Strip: No

Bike Lane: 5' bicycle lane.

**Salamo Road**

**Current Street and Right of Way conditions:**

Salamo Road/Interchange: Arterial  
Existing Right of Way Width: Wide/Varies  
Existing Pavement Width: Varies between 30' and 40'. No median  
Curb: No curb  
Sidewalk: Sidewalk on one side. Not along project frontage.  
Planter Strip: No planter

Bike Lane: None

**Required Improvement:**

Right of Way Width: No additional right of way is required  
Pavement Width: Full structure pavement improvement from curb to centerline of the roadway  
Curb: Curb and Gutter  
Sidewalk: 8' with cut out for tree  
Planter: None.

Bike Lane: 5' bicycle lane

**Additional Requirements:**

Provide easement for all the existing public utilities currently are located in the property. Additional easement may be required for the improvement of street and storm drainage to provide adequate space for sidewalk and storm system respectively.

**INTERSECTION/INTERCHANGE IMPROVEMENT**

Prefer to City of West Linn Transportation Master Plan recommendations for the interchange at Salamo Road and 10<sup>th</sup> Street.

Prefer to City of West Linn Transport Master Plan recommended project number 8, 9, 10, 12 and 22 on page 8-29 and 8-30.

Traffic study shall be required. Recommendations what must be done at the intersection of Tannler Drive and Blankenship Road shall be required.

**ALL STREET IMPROVEMENTS INCLUDING INTERSECTION/INTERCHANGE IMPROVEMENT SHALL BE REVIEWED AND APPROVED BY THE CITY MANAGEMENT ADMINISTRATION.**

**FURTHER DISCUSSION OF STREET IMPROVEMENTS WITH THE CITY MANAGEMENT ADMINISTRATION SHALL BE REQUIRED.**

### **STORM DRAINAGE IMPROVEMENT**

Run off generating from the development shall be collected, treated and detained before discharging to the public storm drainage system.

Existing public storm drainage system is available on Tannler Drive for connection.

Provide improvement for storm drainage system along the project frontage on Salamo Road. Existing services shall require establishment of easements.

### **SANITARY SEWER IMPROVEMENT**

Existing public sanitary sewer system is available on Tannler Drive and Salamo Road for connection. Existing services shall require establishment of easements.

### **WATER IMPROVEMENT**

The property is currently located in two different pressure zones: The Willamette Pressure Zone and The Bland Pressure Zone.

Bland Pressure Zone Elevation:	475 - 280
Willamette Pressure Zone Elevation:	280 - River

The development shall require providing an impact study on both zones to assure no negative impact will occur to the City Water System. Impact study can be done by Murray Smith & Associations who is the City consultants putting together the water master plan for the City.

Murray Smith & Associations  
Brian Ginter  
503-225-9010

Improvement shall be done per recommendations from Murray Smith & Association with City review and approval.

### **OTHER UTILITIES**

Provide street light study for existing street light along the project frontage. Install new street lights as needed.

All existing overhead utilities and new utilities must be placed under ground.

All existing anchor poles located in the right of way and will potentially be located in the future sidewalk must be relocated outside of sidewalk.

## **POSSIBLE SDC ELIGIBILITY**

### **Street SDC**

***Tannler Drive – Construct to City Standards. Add bike lane and sidewalk. 64% Street SDC will be eligible for the improvement.***

***Salamo Road (10<sup>th</sup> to Rosemont) – Construct to 3-lane section through basin and 2-lane section downhill to 10<sup>th</sup> Street. Add bike lane and sidewalk. 67% Street SDC will be eligible for the improvement.***

***Blankenship Road (Johnson to 10<sup>th</sup>) – Construct to City Standards. Add bike lane and sidewalk. 19% Street SDC will be eligible for the improvement.***

***10<sup>th</sup> Street (Salamo to WFD) – 10<sup>th</sup> Street Corridor Plan. Construct 5-lane section. Install new traffic signal at I-205 off ramps and at Salamo Road. 28% Street SDC will be eligible for the improvement.***

***10<sup>th</sup> Street @ WFD – Widen approaches to add separate turn lanes. Install new traffic signal. 5% Street SDC will be eligible for the improvement.***

Street, Storm Drainage, Sanitary Sewer, Water and Park SDC shall be required.

## 11. Systems Development Charges

### 11.1. General SDC Information

- West Linn SDC fees shall be indexed for inflation annually using the Engineering News – Record Construction Cost Index (20-city average).

### 11.2. Street SDC

- Reimbursement Fee: \$47.00
- Improvement Fee: \$4,628.00
- Administrative Fee: \$174.00

Type Of Use	Trips Per Use:	Factor	Reimbursement	Improvement	Administrative	Total
Single family	Per house	1.01	\$47.47	\$4,674.28	\$175.74	\$4,897.49
Multi-family	Per MF Unit	0.62	\$29.14	\$2,869.36	\$107.88	\$3,006.38
Retail	Per 1,000ft2	2.536	\$119.19	\$11,736.61	\$441.26	\$12,297.06
Office	Per 1,000 ft2	1.314	\$61.76	\$6,081.19	\$228.64	\$6,371.59
Public Park	Per Acre	0.223	\$10.48	\$1,032.04	\$38.80	\$1,081.33
Public School	Per Student	0.08	\$3.76	\$370.24	\$13.92	\$387.92

### For Existing Lots of Record – Created Prior to July 12, 1999

Single family	Per house	\$9.55	\$41.28	\$2,052.78	\$79.79	\$2,173.85
Multi-family	Per MF Unit	\$6.47	\$27.97	\$1,390.73	\$54.06	\$1,472.76

### 11.3. Water SDC

- Reimbursement Fee: \$76.00
- Improvement Fee: \$4,389.00
- Administrative Fee: \$163.00

Size of Meter	Meter Equivalency	Reimbursement	Improvement	Administrative	Total
5/8"	1	\$76	\$4,389	\$163	\$4,628
3/4"	1.5	\$114	\$6,583.50	\$244.50	\$6,942
1"	2.5	\$190	\$10,972.50	\$407.50	\$11,570
1.5"	5	\$380	\$21,945	\$815	\$23,140
2"	8	\$608	\$35,112	\$1,304	\$37,024
3"	16	\$1,216	\$70,224	\$2,608	\$74,048
4"	25	\$1,900	\$109,725	\$4,075	\$115,700
6"	50	\$3,800	\$219,450	\$8,150	\$231,400
8"	80	\$6,080	\$351,120	\$13,040	\$370,240
10"	125	\$9,500	\$548,625	\$20,375	\$578,500

### 11.4. Storm SDC

- Based on impervious area, City stormwater per ESU (2,914ft2)
- Reimbursement Fee: \$671.00
- Improvement Fee: \$201.00
- Administrative Fee: \$44.00

Unit	Reimbursement	Improvement	Administrative	Total
Single Family	\$671.00	\$201.00	\$44.00	\$916.00

**11.5. Park SDC**

- Reimbursement Fee: \$0.00
- Improvement Fee: \$2,949.00
- Administrative Fee: \$81.00

Unit	Factor	Reimbursement	Improvement	Administrative	Total
Single Family	2.65	\$0.00	\$7,814.85	\$214.65	\$8,029.50
Multi-Family	1.8736	\$0.00	\$5,525.25	\$151.76	\$5,677.01

**11.6. Sewer SDC**

- Reimbursement Fee: \$519.00
- Improvement Fee: \$2,020.00
- Administrative Fee: \$93.00

Unit	Factor	Meter Size	Reimbursement	Improvement	Administrative	Total
Single Family	-	-	\$519.00	\$2,020.00	\$93.00	\$2,632.00
Multi-Family	-	-	\$289.08	\$1,125.14	\$51.78	\$1,466.00
Commercial	1	5/8"	\$519.00	\$2,020.00	\$93.00	\$2,632.00
Commercial	1.5	3/4"	\$778.50	\$3,030.00	\$139.50	\$3,948.00
Commercial	2.5	1"	\$1,297.50	\$5,050.00	\$232.50	\$6,580.00
Commercial	5	1.5"	\$2,595.00	\$10,100.00	\$465.00	\$13,160.00
Commercial	8	2"	\$4,152.00	\$16,160.00	\$744.00	\$21,056.00
Commercial	16	3"	\$8,304.00	\$32,320.00	\$1,488.00	\$42,112.00
Commercial	25	4"	\$12,975.00	\$50,500.00	\$2,325.00	\$65,800.00
Commercial	50	6"	\$25,950.00	\$101,000.00	\$4,650.00	\$131,600.00
Commercial	80	8"	\$41,520.00	\$161,600.00	\$7,440.00	\$210,560.00
Commercial	125	10"	\$64,875.00	\$252,500.00	\$11,625.00	\$329,000.00

## **Process**

The deposit fee for a lot line adjustment would be 800 dollars plus final plat deposit.

The re-plat deposit would be 50% of the partition fee or 1,400 dollars

A partition deposit would be 2,800 dollars

The PUD would be deposit of 3,000 dollars plus 400 dollars per acre

The Class II Variance would be a deposit of 1,800 dollars.

Any cost overruns will result in additional billings.

The LLA and partition submittal and approval criterion is in CDC Chapter 85.

PUD submittal and approval criterion is in CDC Chapter 24.

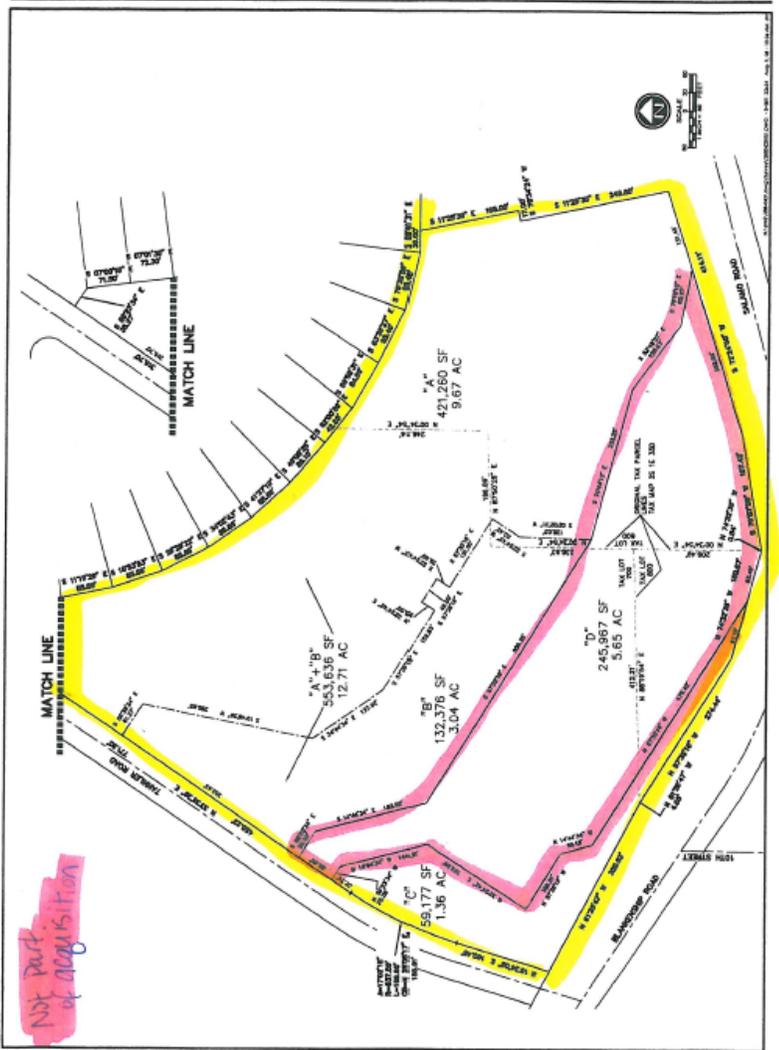
Variance submittal and approval criterion is in CDC Chapter 75.

Of the three potential applications only the LLA is a Planning Director's decision with no public hearing. All the rest are Planning Commission decisions with a public hearing.

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 overturned by the Planning Commission.

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.

Once the submittal is deemed complete, the Planning Director will send out public notice of the hearing which will generally be within four weeks of the determination of completeness.



(Area shown in pink is area not part of acquisition by City)

**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 limited “shelf life” for pre-apps.