

**City of West Linn**  
**PRE-APPLICATION CONFERENCE MEETING**  
**Notes**  
**April 4, 2013**

**SUBJECT:** Nine lot subdivision at 22882 Weatherhill Road

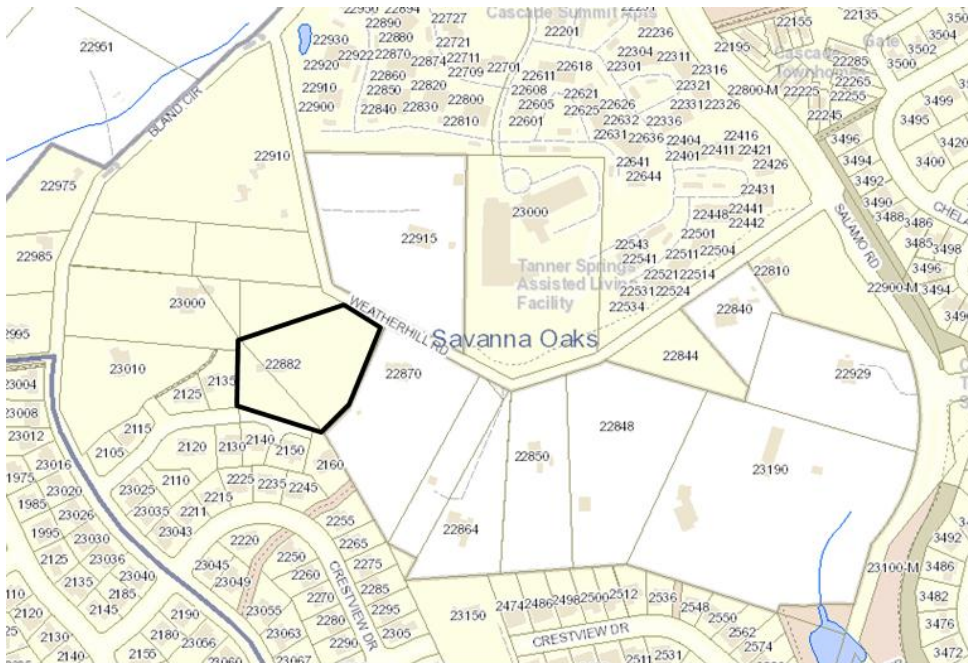
**ATTENDEES:** Applicants: Jeff Smith, John Wyland, Brian Feeney, Heather Austin, Andrew Tull  
Staff: Peter Spir (Planning Department), Khoi Le (Engineering Division)  
Neighborhood representative: Ed Schwarz, Savanna Oaks N.A.

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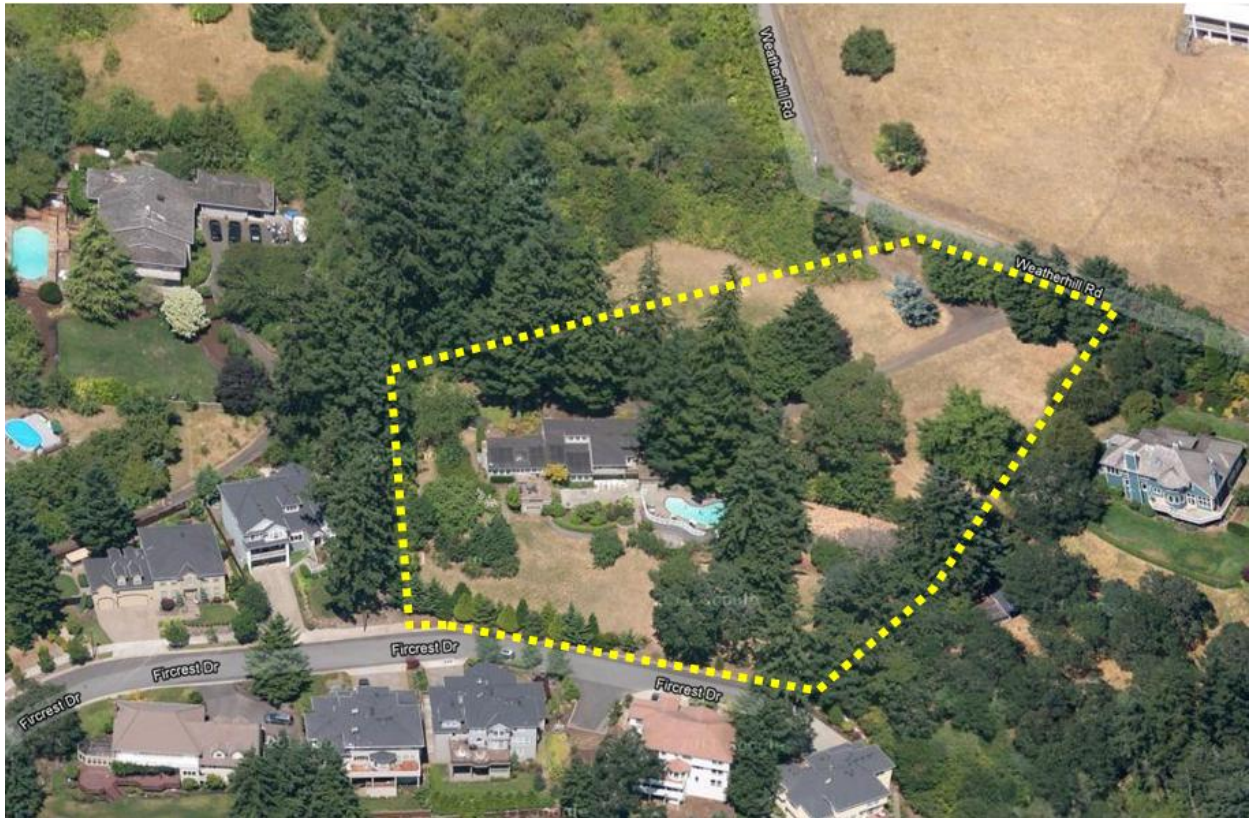
*The following is a summary of the meeting discussion provided to you from staff meeting notes. Additional information may be provided to address any "follow-up" items identified during the meeting. These comments are PRELIMINARY in nature. Please contact the Planning Department with any questions regarding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

## **General Overview**

The site address is 22882 Weatherhill Road in the Savanna Oaks neighborhood. It comprises two tax lots (21E 35B tax lots 301 at the front and 402 at the rear) which total 87,940 square feet or 2.01 acres. The zoning is R-7 (single family residential/ 7,000 square foot minimum lot size). The applicant is proposing 9 lots ranging from 7,000 to 8,152 square feet. The irregular form of the parcel has a maximum lot depth of 390 feet from Weatherhill Road to Fircrest Drive and a maximum lot width of 329 feet. Total frontage on Weatherhill Road is 123 feet.



The notable physical characteristics of the site include a near constant downhill slope from Weatherhill Road to Fircrest Drive and a varied and extensive collection of trees, many of them seemingly significant. A single family home is located on the property 200 feet from Weatherhill Road with an adjacent swimming pool and tennis court.



## Specific Proposal

Nine lots are proposed for this subdivision. The lots are arranged on either side of T-shaped private driveway. No stubout or connection to adjacent properties or other streets are proposed. Per the R-7 zoning, all lots are over 7,000 square feet in size. To accommodate a storm water treatment and detention pond, tract A is established at the low point adjacent to a private section of Fircrest Drive.



## Surrounding Land Uses and Zoning

To the east of the property is a single family home on a 2.58 acre parcel. That property is unincorporated. It is heavily forested in its southern portion which is the origin of an intermittent stream. To the west is a similarly forested vacant .56 acre parcel. To the south is a private driveway which is an extension of Fircrest Drive. Because no part of the subject property is contiguous to a public section of Fircrest Drive, the connection of this subdivision southwards is not possible. To the north, across Weatherhill Road is an unincorporated 3.7 acre parcel occupied by a single family home.

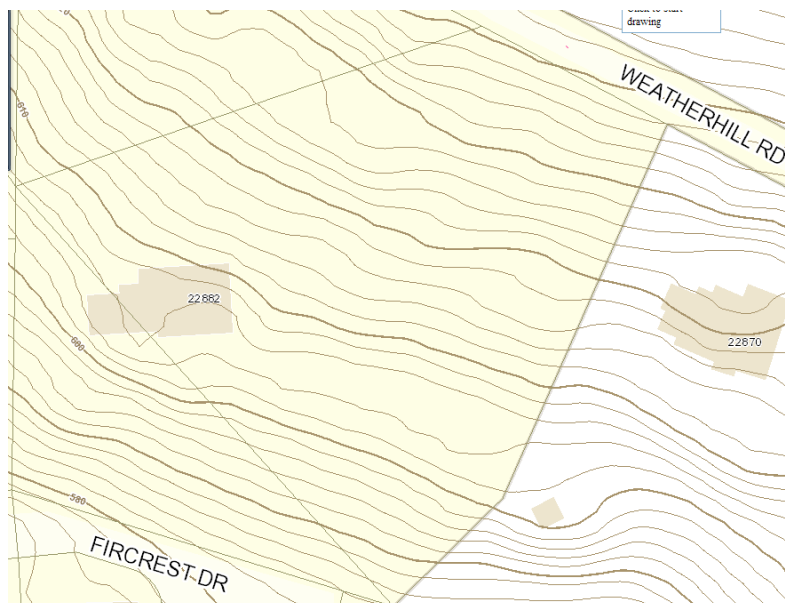
Table 1: Surrounding Land Use and Zoning

DIRECTION FROM SITE	LAND USE	ZONING
North	Single family residential north of Weatherhill Drive	Unincorporated
East	Single family residential	Unincorporated
South	Private Driveway (extension of Fircrest Drive) with Single family residential south of the driveway	R-7
West	Vacant	R-7
Southwest	Single family residential	R-7

## Site Analysis

### Slopes

The land drops 60 feet from the north edge of the lot to south edge for an average slope of 16 percent. The slopes worsen south of the existing house with a drop down to the private driveway (extension of Fircrest Drive) of 25-28 percent. These steep sloped areas need to be inventoried. If over 25 percent of the site is over 25 percent then this application needs to be processed as a Planned Unit Development (PUD) in addition to the subdivision application. Although the north portion of the site has less severe grades the applicant should be mindful of the maximum allowable driveway grade of 15 percent. No geotechnical report is required.



Dark lines are 10 foot contour intervals. Light lines are two foot contour intervals

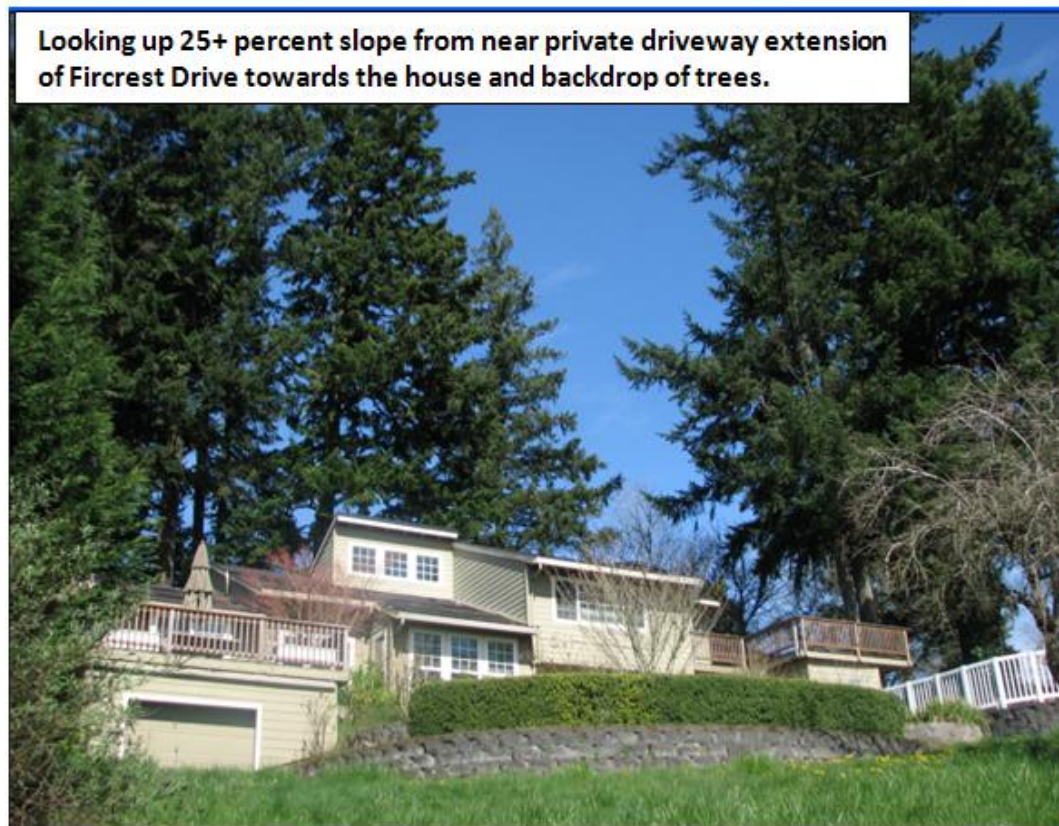


### Trees and Vegetation

The property is dominated by an extensive collection of Oak, Madrone and Douglas Fir trees. There are additional ornamental trees. The dominant ground cover is grass.

Section 55.100(B)(2) provides for significant tree preservation and can require that up to 20 percent of the non-type I and II lands be set aside for their protection. Significant trees on Type I and II lands are given complete protection. The code makes accommodation for the removal of trees in anticipated street alignments (see 55.100(B)(2) exemptions) but the applicant should anticipate being required to mitigate for their loss on an inch by inch basis exclusive of normal street tree requirements. The mitigation can be on or off-site, or can be satisfied by a fee-in-lieu payment, if the Parks Department agrees to this.

The applicant's arborist should contact City Arborist Mike Perkins (503-723-2554 or [mperkins@westlinnoregon.gov](mailto:mperkins@westlinnoregon.gov)) once the preliminary tree inventory is complete to verify which trees are significant. Generally speaking, the protection of tree groves that can support each other, over individual trees, is preferred.







### Streams

There are no streams, wetlands or other Goal 5 protected resources on the property.

### **Subdivision of Property and Lot Layout**

The lots are shown on both sides of a T-shaped access driveway. All lots exceed the 7,000 square foot minimum lot size of the R-7 zone. All lots meet the shape and dimensional standards of the R-7 zone. Tract "A" at the south edge of the site will accommodate a water treatment/detention facility. Tract "B" is for a landscaped entryway to the subdivision. The applicant is providing 13 feet of dedicated right of way for Weatherhill Road along the project frontage.

The applicant must provide the necessary calculations to demonstrate that the development is attaining at least 70 percent of the maximum allowable density of the R-7 zone.

### **Expected Development Pattern/Street Connectivity**

The recent increase in development interest in the Bland Circle/Weatherhill Road area has brought to the forefront the need to develop this area in a comprehensive manner that allows for the extension of connecting streets per the Transportation Planning Rule and the Regional Transportation Functional Plan (see Title 1 section 3.08.110(D) (E) (F)). Allowing each property to be developed with flag lots or individual private driveways off Weatherhill Road, as this plan does, would violate the functional plan. Connecting development in this area also positively responds to the approval criteria of 85.200(A) (1):

*"...Streets should provide for the continuation, or the appropriate projection, of existing principal streets in surrounding areas and should not impede or adversely affect development of adjoining lands or access thereto.*

*To accomplish this, the emphasis should be upon a connected continuous pattern of local, collector, and arterial streets rather than discontinuous curvilinear streets and cul-de-sacs."*

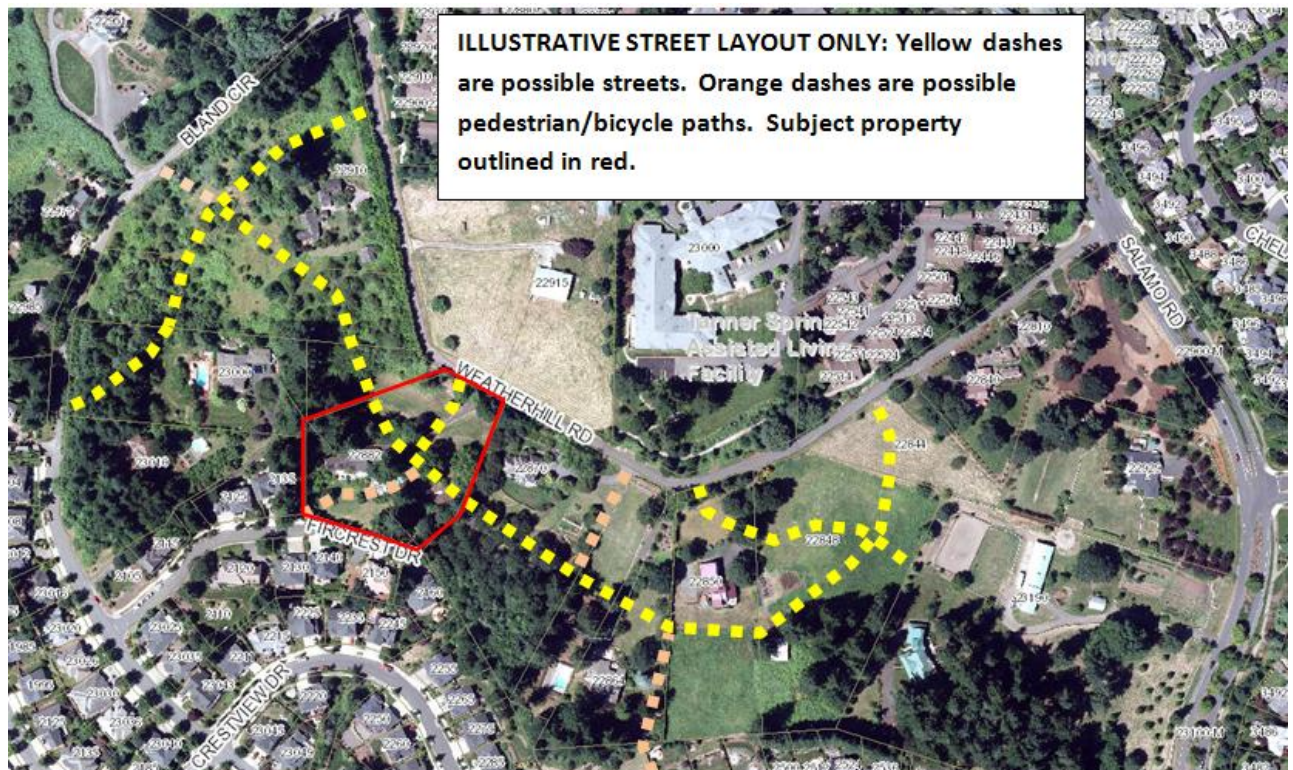
Approval criteria of 85.200(A) (8):

*8. Future extension of streets. Where necessary to give access to or permit a satisfactory future subdivision of adjoining land, streets shall be extended to the boundary of the subdivision and the resulting dead-end streets may be approved without turnarounds.*



Ideally, the properties south of Weatherhill Road will be connected with a road that runs parallel to Weatherhill Road and prevailing contours about 70-100 feet down the hill so that the internal streets could provide access to lots that would otherwise directly access Weatherhill Road. And, consistent with the functional plan, there would be at no more than 530 feet between driveways or streets intersecting Weatherhill Road. There would be a maximum 800-1200 feet spacing between roads that traverse WRAs and in all cases, pedestrian and bicycle links should be more than 330 feet apart.

A recent pre-application conference for the Maslen property at the northwest end of Weatherhill Road produced a street layout that terminates at the north edge of tax lot 200 which is next to this property. *(See also the addendum to these notes which include the approved subdivision (SUB-07-06) for the Maslen property which was never platted.)* The applicant should provide a new design which shows connections to properties to the west and east. The proposed street connection to Weatherhill Road is appropriate in that it will be about 560 feet from the street intersection to the northwest. That is close enough to be considered consistent with the functional plan distance of 530 feet.



It is acknowledged that the applicant may not have control over the development of adjacent or nearby properties or when that development may occur. Nonetheless, the applicant should propose a design that shows a more comprehensive accommodation of the functional plan and the City's approval criteria.





In a telephone conversation on April 4, 2013, staff had the opportunity to discuss connectivity with David Dean, the owner of the property immediately to the east of the site (tax lot 405). Mr. Dean stated support for the concept of connectivity rather than seeing a pattern of flaglots or individual cul de sacs off Weatherhill Drive. He stated that he had been in talks with other property owners to the east. One issue staff had with connecting to the east is the location of the stream that is shown on Mr. Dean's property. Mr. Dean explained that it originates at a spring about 15 feet north of his south property line. The stream is intermittent. Assuming these facts to be true, the stream would not pose a barrier to connection eastwards but there would still be the concern about significant trees nearby.

**Staff also discussed the minimum connectivity standard which would require a street stub out to the northwest through tax lot 200 and a 20 foot wide pedestrian/bicycle corridor to the east (tax lot 405). To facilitate these connections, the applicant may propose that interior streets be the minimum street widths per City standards.**

Meanwhile, connectivity to the south of the subject property is frustrated by the lack of legal access to Fircrest Drive. That area was platted with a private driveway adjacent to the subject property.



Legal access aside, the 20-25 percentage slope below the house and pool far exceeds the City's maximum street grade of 15 percent. If the opportunity presented itself to obtain a pedestrian access to Fircrest Drive, the applicant would be encouraged to do so.

Subsection 48.025(B) (6) requires access driveways to meet the standards in Chapter 8 of the Transportation System Plan (TSP). Specifically, it states, "The access spacing standards found in Chapter 8 of the adopted Transportation System Plan (TSP) shall be applicable to all *newly established* public street intersections, private drives, and non-traversable medians." (staff's emphasis) If a public street is proposed using the existing alignment of the driveway it would not be a newly established private drive, and therefore the TSP Chapter 8 standards would not be applicable. From that intersection to the nearest access driveway (Falcon Place) on the north side of Bland Circle is 440 feet so the access separation standards of 150 feet for driveways are met. The nearest public intersection is 1200 feet away so the access separation and 200 feet for public intersections is also met.



Weatherhill Road looking east (above).  
Weatherhill Road looking west (below)



Subsection 85.170(B) (2) (c) (1) lists the circumstances that require a traffic impact analysis (TIA).

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



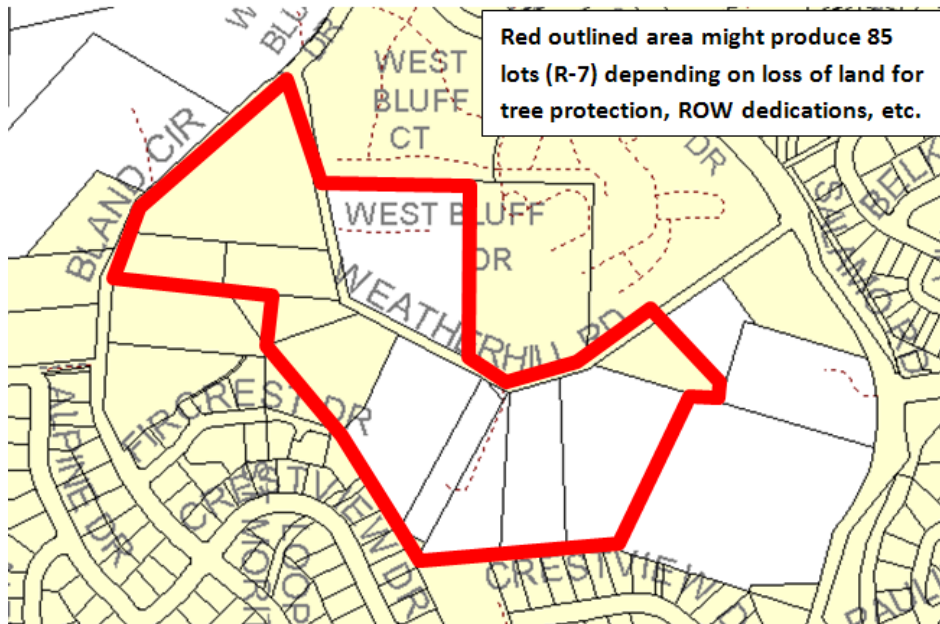
- (B) Any proposed development or land use action that ODOT states may have operational or safety concerns along a State highway; and
- (C) The development shall cause one or more of the following effects, which can be determined by field counts, site observation, traffic impact analysis or study, field 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.

The proposal does not meet any of the criteria that trigger a TIA. There will be no new or additional points of access to Weatherhill Road. The trip generation of eight new lots (excluding the trip generation of the existing single family home) will not exceed 250 trips per day. Per the Institute of Traffic Engineers (ITE) tables, single family homes are expected to generate 9-10 trips per weekday meaning that this subdivision would produce 80 weekday trips. The PM peak hour (5-6 PM) trip generation of 1.01 will yield 8.08 trips.

The applicant will be required to provide a study by a traffic engineer that addresses, at minimum, trip generation and a discussion of the Weatherhill Road safety (e.g. lines of sight). (The specific study requirements will be determined by the City Engineer.)

Mr. Ed Schwarz asked later whether this project, and more importantly, subsequent development of the Weatherhill corridor, will require a traffic light at Weatherhill Road and Salamo Road. Staff estimates that about 85 homes could occupy lots along

Weatherhill Road at full build out. The applicant's traffic engineer will be asked to comment on whether that would warrant a light at the Salamo Road and Weatherhill Road intersection. Preliminarily, staff anticipates that the answer will be "no" given that Bland Circle has far more homes and still there are no warrants for lights at the Bland Circle/Salamo Road intersection.



## **Engineering Notes**

### **I. TRANSPORTATION**

#### **WEATHERHILL ROAD**

	EXISTING CONDITIONS	POTENTIAL POST DEVELOPMENT CONDITIONS
Classification	Local	Local
Zone	R-7	R-7
Right of Way Width	30	56'
Full Pavement Width	16' with no parking	32' with parking
Curb and Gutter	None	Yes
Planter Strip	None	5.5' Planter
Sidewalk	None	6' Sidewalk
Street Light	None	Yes – Cobra Head
Street Tree	None	Yes

ADA Ramps	None	None
Post Speed	25 MPH	25 MPH
Stripe	None	None

#### **A. MINIMUM REQUIRED IMPROVEMENTS**

1. Provide at least 56' of dedication for a complete new street connection.
2. Provide a minimum 32' pavement improvement with the following sections:
  - 10" of 1-1/2"-0 Crush Rock
  - 2" of 3/4" -0 Leveling Course
  - 4" of AC Pavement consisting of 2" Class "C" over 2" Class "B"
  - See Public Works Standards Section 5.0030 Pavement Design for design requirements.
3. Provide curb and gutter. See WL-501 Detail for technical and construction specifications. See Public Works Standards Section 5.0040 Concrete Curb for design requirements.
4. Provide 6' wide concrete sidewalk with sidewalk ramp at each end to allow access for disability. See WL-508 for sidewalk technical and construction specifications. See WL-507A and WL-507B for ADA technical and construction specifications. See Public Works Standards Section 5.0050 Sidewalks and Section 5.0051 Sidewalk Ramps for design requirements.
5. Provide illumination analysis of the existing conditions. Install street lights as recommended in accordance to the followings:
  - Average Maintained Illumination: 0.6 foot-candles (Residential)
  - Uniformity Average to Minimum: 4 to 1
  - Street Light should match with existing surrounding lights – Shoe Box on Bronze Pole.
  - Bulb: Flat lens 100 watts maximum
6. Provide Street Tree. Coordinate with Parks Department for requirements.
7. All new and existing overhead utilities along the development must be placed underground.

#### **NEW ROAD**

	EXISTING CONDITIONS	POTENTIAL POST DEVELOPMENT CONDITIONS
Classification	Local	Local
Zone	R-7	R-7



Right of Way Width		48'
Full Pavement Width		24' with no parking
Curb and Gutter		Yes
Planter Strip		5.5' Planter
Sidewalk		6' Sidewalk
Street Light		Yes – Acorn
Street Tree		Yes
ADA Ramps		Yes
Post Speed		25 MPH
Stripe		None

## **B. MINIMUM REQUIRED IMPROVEMENTS**

8. Provide at least 48' of dedication for a complete new street connection.
9. Provide a minimum 32' pavement improvement with the following sections:
  - 10" of 1-1/2"-0 Crush Rock
  - 2" of 3/4" -0 Leveling Course
  - 4" of AC Pavement consisting of 2" Class "C" over 2" Class "B"
  - See Public Works Standards Section 5.0030 Pavement Design for design requirements.
10. Dead end road must design for future East and West connection.
11. Provide curb and gutter. See WL-501 Detail for technical and construction specifications. See Public Works Standards Section 5.0040 Concrete Curb for design requirements.
12. Provide 6' wide concrete sidewalk with sidewalk ramp at each end to allow access for disability. See WL-508 for sidewalk technical and construction specifications. See WL-507A and WL-507B for ADA technical and construction specifications. See Public Works Standards Section 5.0050 Sidewalks and Section 5.0051 Sidewalk Ramps for design requirements.
13. Provide illumination analysis of the existing conditions. Install street lights as recommended in accordance to the followings:
  - Average Maintained Illumination: 0.6 foot-candles (Residential)
  - Uniformity Average to Minimum: 4 to 1
  - Street Light should match with existing surrounding lights – Acorn
  - Bulb: Flat lens 100 watts maximum
14. Provide Street Tree. Coordinate with Parks Department for requirements.

15. All new and existing overhead utilities along the development must be placed underground.

## **C. CITY TRANSPORTATION MASTER PLAN**

### **PEDESTRIAN MASTER PLAN**

Weatherhill Road is not indicated in the City Pedestrian Master Plan as one of the roadways with sidewalk deficient.

### **BICYCLE MASTER PLAN**

Weatherhill Road is not indicated in the City Bicycle Master Plan as one of the roadways with bicycle deficient. No bicycle lane improvement was listed on Bicycle Master Plan.

### **MOTOR VEHICLE MASTER PLAN**

#### **Existing Operations Conditions**

None of the intersections nearby Weatherhill Road was analyzed in TSP Existing Operation Conditions Section.

## **D. STREET SDC AND BIKE/PEDESTRIAN EFFECTIVE JULY 1<sup>ST</sup> 2012**

<b>Type of Use</b>	<b>Trip per Use</b>	<b>Factor</b>	<b>Reimbursement</b>	<b>Improvement</b>	<b>Administrative</b>	<b>Total</b>
Per Factor of 1		1.00	\$2,146	\$4,597	\$175	\$6,918
Single Family	Per House	1.01	\$2,115	\$4,643	\$177	\$6,987

<b>Type of Use</b>	<b>Trip per Use</b>	<b>Factor</b>	<b>Reimbursement</b>	<b>Improvement</b>	<b>Administrative</b>	<b>Total</b>
Per Factor of 1		1.00	\$0	\$1,503	\$39	\$1,542
Single Family	Per House	1.00	\$0	\$1,503	\$39	\$1,542

## **I. STORM DRAINAGE**

### **A. MINIMUM REQUIRED IMPROVEMENTS**

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. New storm main shall be 12". Catch basins shall be placed at 400 feet maximum.
5. Impervious area created from street widening on Weatherhill Road must be collected, treated and detained as need.
6. Provide City with public easement with hard surface or public road for utility connection.

7. As-Built: Ridgeview Estate Phase II and III and City GIS available per request.

**B. SURFACE WATER SDC EFFECTIVE JULY 1<sup>ST</sup> 2012**

Unit		Factor	Reimbursemen t	Improvement t	Administrative	Total
Per Factor of 1		1.00	\$773	\$232	\$51	\$1,056
Single Family	Per House	1.00	\$773	\$232	\$51	\$1,056

**II. SANITARY SEWER**

**A. MINIMUM REQUIRED IMPROVEMENTS**

1. New sanitary sewer system installing to serve the development must be 8" main.
2. Existing public sanitary sewer system is available on Firecrest Drive for connection.
3. Provide City with public easement with hard surface or public road for utility connection.
4. As-Built: Ridgeview Estate Phase II and III and City GIS available per request.

**B. SANITARY SEWER SDC EFFECTIVE JULY 1ST 2012**

Unit	Meter Size	Factor	Reimbursement t	Improvement t	Administrative	Total
Per Factor of 1		1.00	\$597	\$2,325	\$108	\$3,030
Single Family	Per House	1.00	\$597	\$2,325	\$108	\$3,030

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

**III. WATER**

**A. PRESSURE ZONE**

1. Zone: Horton
2. Overflow Elevation: 730      Upper Elevation: 620      Lower Elevation: 475
3. Sub pressure zone serves customer at ground elevation as low as 340.
4. Zone Rosemont
5. Overflow Elevation: 860      Upper Elevation: 750      Lower Elevation: 620

**B. RESERVOIR AND PUMP STATION**

1. Reservoir: Horton is located at the intersection of Horton Rd and Santa Anita Dr. The reservoir usable capacity is approximate 1.5 million gallon. The reservoir is filled by Bolton Pump Station. Horton Reservoir also supplies water to Rosemont Reservoir through Horton Pump Station.
2. Pump Station: Horton Pump Station consists of 4 pumps. Two can pump 900 gpm and two can pump 1,300 gpm with total capacity of 4,400 gpm and a



nominal capacity of 3,100 gpm. There is an emergency standby diesel generator onsite in case power failure.

**C. EXISTING POPULATION AND PROJECTED POPULATION AT SATURATION**

1. Existing Population: 6,192
2. Projected Population at Saturation: 7,843

**D. WATER DEMAND AT SATURATION**

Average Day Demand (mgd)	Maximum Day Demand (mgd)	Peak Hour Demand (mgd)
1.1	2.3	12.6

**E. RESERVOIR AND PUMP STATION CURRENT OPERATING CONDITIONS**

1. In accordance with Water System Plan, both the reservoir and pump station are listed in good conditions.

**F. HORTON PRESSURE ZONE PERFORMANCE**

Year	MD D (mg)	Fire Flow (mg)	Total Supply Need (mg)	Normal Supply Capacity (mg)	Emergency Supply Capacity (mg)	Normal Supply Deficit (mg)	Emergency Supply Deficit (mg)
Current	3.1	0.5	3.6	4.3	1.3	(0.7)	1.3
2015	3.2	0.5	3.7	4.3	1.3	(0.6)	1.4
2030	3.6	0.5	4.1	4.3	1.3	(0.2)	1.7
Saturation	3.8	0.5	4.3	4.3	1.3	0	1.8

1. The table above indicates that there is a surplus in supply capacity during a normal condition.

**G. HORTON PRESSURE ZONE SUPPLY AND STORAGE DEFICIT**

Year	Normal Conditions			Emergency Conditions		
	Supply Deficit (mgd)	Storage Volume (mg)	Overall Deficit (mgd)	Supply Deficit (mgd)	Storage Deficit (mgd)	Overall Deficit (mgd)
Current	0	1.1	0	1.3	1.1	0.2
2015	0	1.1	0	1.4	1.1	0.3
2030	0	1.1	0	1.7	1.1	0.6
Saturation	0	1.1	0	1.8	1.1	0.7

1. The table above indicates that there is no storage volume deficit during a normal condition.

#### H. HORTON PRESSURE ZONE MASTER PROJECT LIST

Number	Location	Ex. Diameter (inches)	Proposed Diameter (inches)	Priority	Length (ft)	SDC Allocation	Unit Cost (\$/lf)	Estimated Project Cost (\$)
29	Weatherhill Rd. from Salamo Rd to S Bland Cir. and then South		8	4	2,312	100%	125	\$289,000
31	Sussex St. south of Sunset Ave.	4	8	5	248	0%	125	\$31,000
32	From River View Ave. to Falls View Dr.	4	8	5	213	0%	125	\$26,625
39	Clark St. south of Skyline	6	8	5	425	0%	125	\$53,125
42	North of Linn Ln.	6	8	5	369	0%	125	\$46,125
43	Parkview Ter. And Rosepark Dr.	6	8	5	765	0%	125	\$95,625
47	Apollo Rd. west of Athena Rd.	6	8	5	385	0%	125	\$48,125
48	Palomino Wy. from Saddle Ct. to Palomino Cir.	6	8	4	246	100%	125	\$30,750

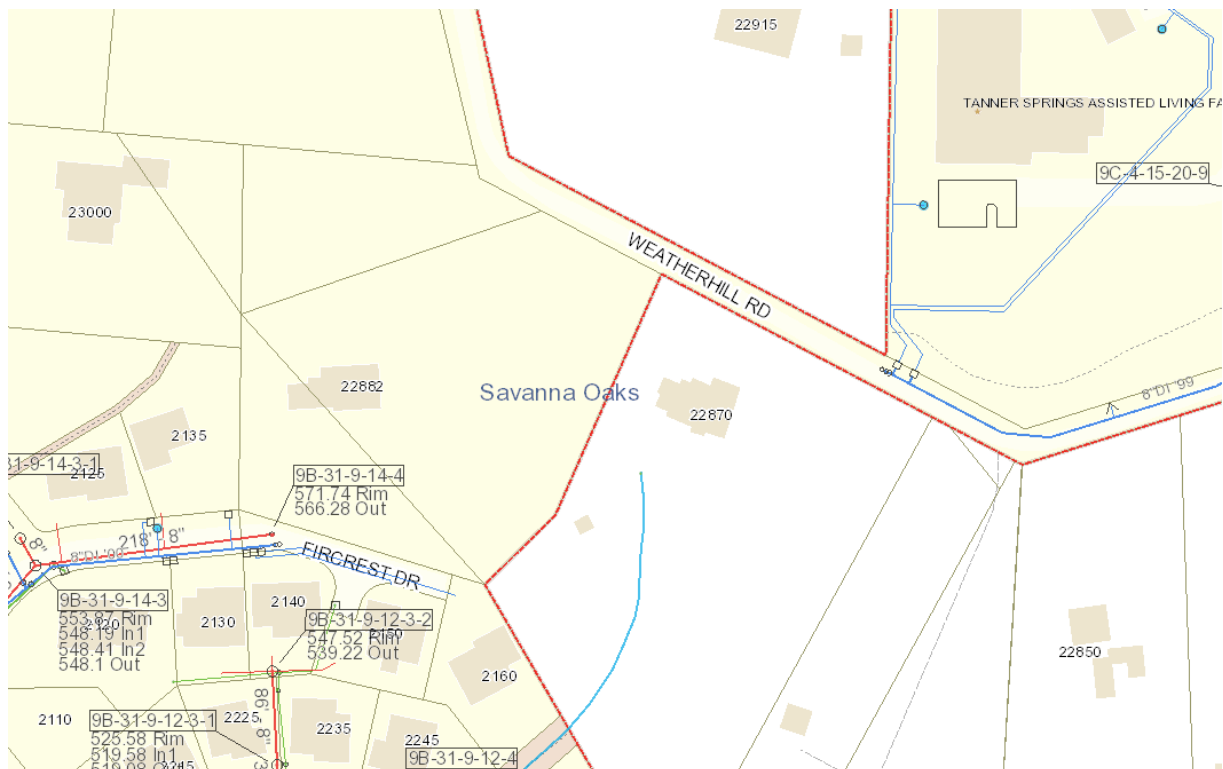
1. The table above indicates that there is no improvement required along the proposed project frontage.

#### I. MINIMUM REQUIRED IMPROVEMENTS

1. New water system installing to serve the development must be 8" main.
2. Loop system is recommended if possible. Dead end main will only be supported with review and approval from City Water Consultants after a hydraulic model run and mitigation provided appropriately. If not looped, extend dead end main to Weatherhill for City future connection.
3. Houses located above elevation of 620 must be on Rosemont pressure zone.
4. Provide City with public easement with hard surface or public road for utility connection.
5. As-Built: As-Built: Ridgeview Estate Phase II and III and City GIS available per request.

#### J. WATER SDC EFFECTIVE JULY 1ST 2012

Unit	Meter Size	Factor	Reimbursement	Improvement	Administrative	Total
Per Factor of 1		1.00	\$571	\$6,793	\$191	\$7,555
5/8" Meter	1		\$571	\$6,793	\$191	\$7,555



## **Process**

A subdivision approval is required. A neighborhood meeting is required for a subdivision approval per 99.038. Follow the requirements of that code section explicitly. The site is within the Savanna Oaks neighborhood but is also within 500 feet of the Willamette neighborhood. Contact Ed Schwarz, President of the Savanna Oaks Neighborhood Association, at [savannaoaksNA@westlinnoregon.gov](mailto:savannaoaksNA@westlinnoregon.gov) and Beth Smolens, President of the Willamette Neighborhood Association at [willametteNA@westlinnoregon.gov](mailto:willametteNA@westlinnoregon.gov). The applicant is required to provide the neighborhood associations with conceptual plans and other material at least 10 days prior to the meeting. **Because of the time and scheduling requirements of 99.038, the applicant should address this requirement as soon as possible.**

Follow 85.150-170 strictly and completely regarding submittal requirements (including plans, maps, etc.). Submittal requirements may be waived but the applicant must first identify the specific submittal requirement and request, in writing, 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. Waivers may also be subsequently overruled by the decision making body.

The approval criteria of 85.200 shall be responded to in a narrative.

Submit the application to the Planning Department with a signed application form. The deposit for a Subdivision application is \$4,200, plus \$200 per lot, for a total initial deposit of \$6,400 in this case. The final plat fee is \$2,000. There is also a \$500 fee for final site inspection.

**PLEASE NOTE** that the deposits are initial deposits, and staff time is charged against the deposit account. It is common for there to be more staff time spent on development applications than deposits cover, and therefore additional billing may be likely to occur.

Once the submittal is deemed complete, the staff will schedule a hearing with the Planning Commission. Staff will send out public notice of the Planning Commission hearing at least 20 days before it occurs. The Planning Commission's decision may be appealed to City Council by the applicant or anyone with standing.

The CDC is online at <http://westlinnoregon.gov/planning/community-development-code-cdc>.



There is the option to process the subdivision under the expedited land division procedures. Section 99.060(E) provides for expedited land division applications whereby the decision making authority is the Planning Commission and shall be processed by the Planning Commission without a public hearing pursuant to Oregon Revised Statutes (ORS) 197.360 through 197.380. Appeals of the Planning Commission decision on an expedited land division shall be review pursuant to Chapter 197 ORS.

Pre-application notes are void after 18 months and 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.

Pre-app2011/Pre-app April 4 2013-Pre-app notes newest WEATHERHILL subdivision

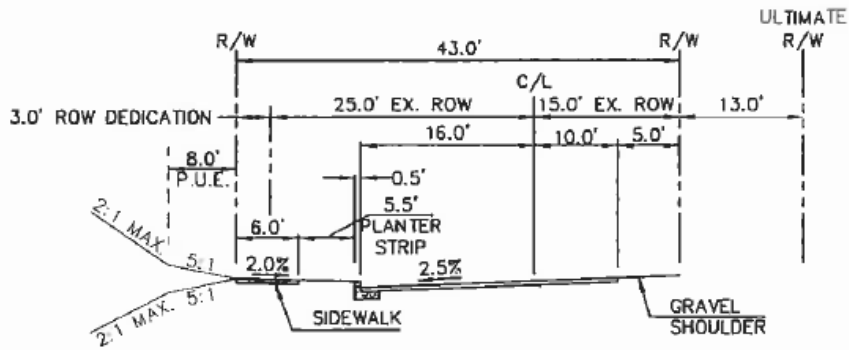
## **ADDENDUM**

Excerpted site plans and COAs from file SUB-07-06

Weatherhill Heights: a 20 lot subdivision approved in 2007 on the “Maslen” property

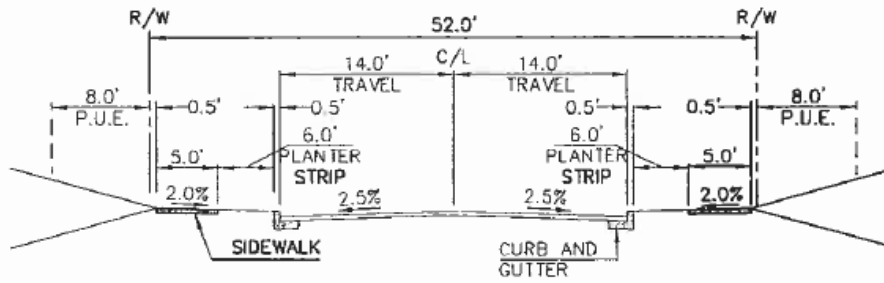






### **WEATHERHILL ROAD SECTION**

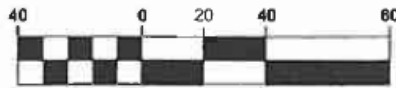
NOT TO SCALE



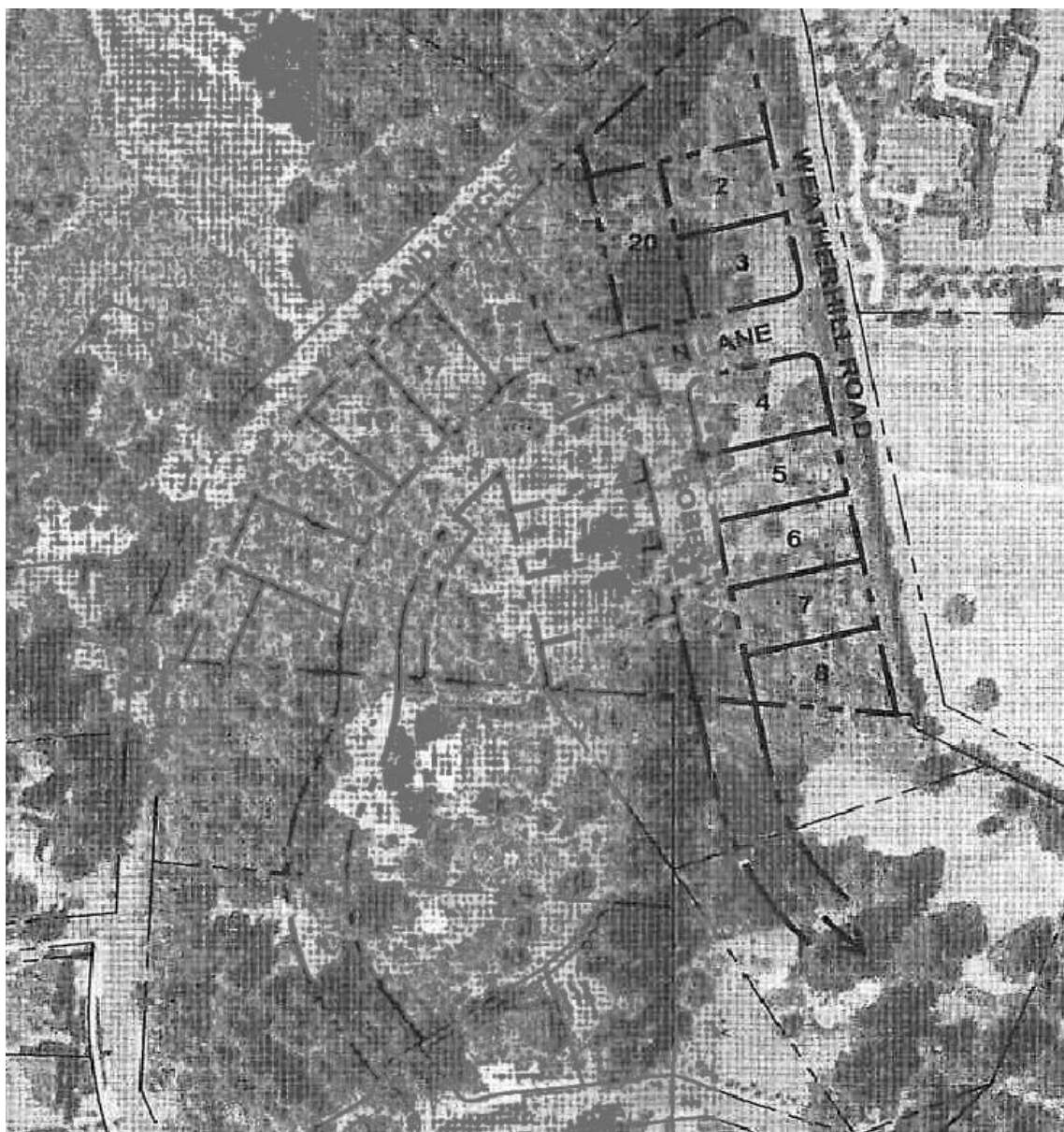
### **MASLEN LANE & BOBBY WAY SECTION**

NOT TO SCALE

SCALE



1 IN = 40 FT





**WEST LINN PLANNING COMMISSION  
FINAL DECISION NOTICE  
SUB-07-06**

IN THE MATTER OF THE PROPOSAL OF A 20-LOT SINGLE-FAMILY SUBDIVISION AT 22910 WEATHERHILL ROAD

At their meeting of August 9, 2007, the West Linn Planning Commission held a public hearing to consider the request by Palmer & Associates to approve a subdivision at 22910 Weatherhill Road. The proposal would result in the conversion of three parcels containing one existing house and a three associated outbuildings into a 20-lot subdivision of all new single-family houses. The approval criteria for land division are found within Chapter 85 of the CDC. The hearing was conducted pursuant to the provisions of CDC Chapter 99.

The hearing commenced with a staff report presented by Tom Soppe, Associate Planner. Kirsten Van Loo and Jeff Vanderdasson of Alpha Community Development presented for the applicant. Robert Musalo spoke in opposition to the application. No one else spoke regarding the application. Applicant's rebuttal was provided by Ms. Van Loo.

A motion was made, seconded, and passed to approve the application with three additional findings, an addition to Condition of Approval 6 regarding vehicular access to the lots from Bland Circle, and with rewording to conditions of approval 2 and 5. The additional findings and final complete list of conditions of approval, as approved, are as follows:

Additional Findings

1. Condition of Approval 2, as worded in the staff report, may lead to interbasin transfers of stormwater or other undesirable outcomes related to stormwater collection. If changes are needed regarding the applicant's stormwater main placement plans, these can be discovered through further review by the City's Engineering Department.
2. TVF&R has communicated to staff that, for a subdivision with stub streets where sprinklers are to be installed, the sprinklers are required by TVF&R policy to be installed in all units. This includes units that front to existing through streets.
3. The topographical constraints along the site frontage of Bland Circle require a prohibition on vehicular access between Bland Circle and any lot fronting this street. All lots fronting Bland Circle also front Maslen Lane or Weatherhill Road. These lots will be able to have vehicular access from these streets more easily.

The final conditions of approval are as follows:

1. The applicant shall provide street trees along the west side of Weatherhill Road similar to what is proposed for Maslen Lane and Bobby Way.
2. Applicant shall construct a storm drainage main to the approval of the City Engineer.
3. Pedestrian ramps shall be provided at every intersection.

4. Applicant shall contribute to future construction of signalization of the Rosemont/Salamo/Santa Anita intersection, with the current amount of \$1,072.00/peak hour trip as of 11/16/2004 inflation adjusted by ENR CCI at time of building permit issuance.
5. Applicant shall install NFPA 13d sprinkler systems in all houses.
6. No lot in the subdivision will provide direct vehicular access to Bland Circle.