



**STAFF REPORT
FOR THE PLANNING COMMISSION**

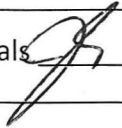
FILE NO: CUP-10-03/DR-10-06/VAR-10-05/VAR-10-07/VAR-10-06/
VAR-10-08/WA-10-01

HEARING DATE: November 3, 2010

REQUEST: Conditional Use, Class II Design Review, four Class II Variances and Water Resource Area Protection permit approval for the construction of an elementary school and associated facilities and access. The site is located east of Rosemont Road and north of Hidden Springs Ranch #8, phases 3 and 5.

APPROVAL CRITERIA: The approval criteria for Conditional Uses are in CDC Section 60.070. The approval criteria for Class II Design Review are in CDC Section 55.100. The approval criteria for Class II Variances are found in CDC Section 75.060. The approval criteria for a Water Resource Protection Area permit are found in CDC Section 32.050. CDC Chapter 11, the R-10 District, is also applicable.

STAFF REPORT PREPARED BY: Peter Spir (Associate Planner)

Planning Director's Initials  City Engineer's Initials KQL

EXECUTIVE SUMMARY

The West Linn-Wilsonville School District requests approval for a 67,000 square foot elementary school to accommodate up to 500 children on a 15.98 acre site southeast of Rosemont and Hidden Springs roads. It is expected to be built in two phases. Phase one, serving 350 children, is to be complete by September 2011 or within three years of the approval date. The second phase serving an additional 150 children will be initiated by October 2019 or nine years from the approval date.

Development of the site is significantly influenced by its physical features. The most dramatic physical element is stand of significant Douglas firs that straddles Trillium Creek. Trillium Creek lies along the north edge of the site. Wetlands feed the creek from the west while a smaller wetland and seasonal drainageway exists on the eastern edge of the site. The school district wants to replace the eastern wetland with a new wetland on site and reduce the associated setback by variance to allow a bus turnaround and more usable outdoor play space for the children. The quality of the existing, almost indiscernible, eastern wetland proposed to be replaced is poor while the replacement wetland is expected to be qualitatively superior and the associated drainage channel will better convey and treat storm water. Staff is supportive of this proposed wetlands replacement. (See Findings 32-37).

The stand of firs will be preserved and protected with the exception of a narrow corridor on the western edge to make way for the 24-foot wide north driveway. This proposed driveway will also traverse Trillium Creek. (A non-significant cluster of trees will be preserved west of the corridor to help protect the principal stand of trees from wind damage.) The proposed south driveway will also cross a narrow section of the creek. At both crossing points, mitigation will be provided (see Findings 39-43 and recommended condition of approval 18).

Staff applauds the architecture. The low profile and articulated mass defines human scale well, especially for seven year olds. The use of colored panels on three elevations is novel. (Out of deference to homeowners to the south, the architects propose a more conservative color scheme on the south elevation.) Generous transparency on the north elevation should help bring the nearby forest into the classrooms (see Findings 16-19).

Buffering and screening expected adverse impacts such as those associated with traffic (e.g., noise, glare, vibration) from the adjacent homes is important. This has been addressed by increased setbacks, fencing and noise mitigation measures. The late a.m. and early p.m. peak hours of school traffic should diminish the potential problems even further. (see Finding 20-21). The proposed ball field could pose compatibility problems for neighbors (see Finding 20). This issue is addressed by proposed conditions 12 and 17.

Despite a site laced with creeks, wetlands and a forest, the applicant has managed to design a school, access, parking and activity areas that minimize the loss or disturbance of these resources and still provides for the functional requirements of an elementary school in an attractive fashion.

Staff has few concerns with this proposed project. One is the proposed 95-foot width of the north and south access curb cuts on Rosemont Road (see Findings 26-31). The Community Development Code only allows a curb cut width of 36 feet. Staff is concerned that the 95-foot width encourages faster, sloppier driving and turn movements which makes the area more dangerous for children walking and biking to school as well as other bikers and pedestrians on Rosemont Road. Even if a variance for the width can be rationalized for the sake of school buses on the south driveway, it is not justifiable at the north driveway which is devoted to parent's vehicles, not buses. These issues are addressed in findings 26-31 and by condition 7.

Location is another issue. The school is ideally located in the community to accommodate walking and biking by students and parents from surrounding neighborhoods with the attendant benefits of improved health, reducing vehicle trips, reducing pollution, reducing fossil fuel consumption and spending less time commuting to and from school. Those potential benefits are however dependant on the school catchment area boundaries extending concentrically from this location.

The School District acknowledge and supports these benefits but notes a countervailing responsibility to balance where students should go in order to maintain student populations at the various schools it operates. Thus, catchment area boundary delineation could be at odds with achieving these benefits. (See Findings 2, 3 and 10).

Staff recommends approval of the application with the conditions.

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GENERAL INFORMATION

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LOCATION: 1025 Rosemont Road

LEGAL DESCRIPTION: Clackamas County Assessor's Map 2-1E-23CD; Tax Lots 12500, 12700, 12800

SITE SIZE: 15.98 acres

ZONING: R-10

COMP PLAN DESIGNATION: Low Density Residential

120-DAY PERIOD: The application was complete upon the submittal of materials on August 23, 2010. The case was originally scheduled for hearing on October 13, 2010 but the applicant requested a new hearing date of November 3, 2010 with a commensurate 21-day extension of the 120 day rule. Therefore, the 120-day period which originally ended on December 20, 2010 will now expire on January 10, 2011.

PUBLIC NOTICE: Public notice of the November 3, 2010 hearing was mailed to the Hidden Springs and all other Neighborhood Associations, to affected property owners within 500 feet and Clackamas County on October 11, 2010. The property was posted with a sign on October 13, 2010. Notice appeared in the West Linn Tidings on October 21, 2010. In addition, the application has also been posted on the City's website. Therefore, notice requirements have been satisfied.

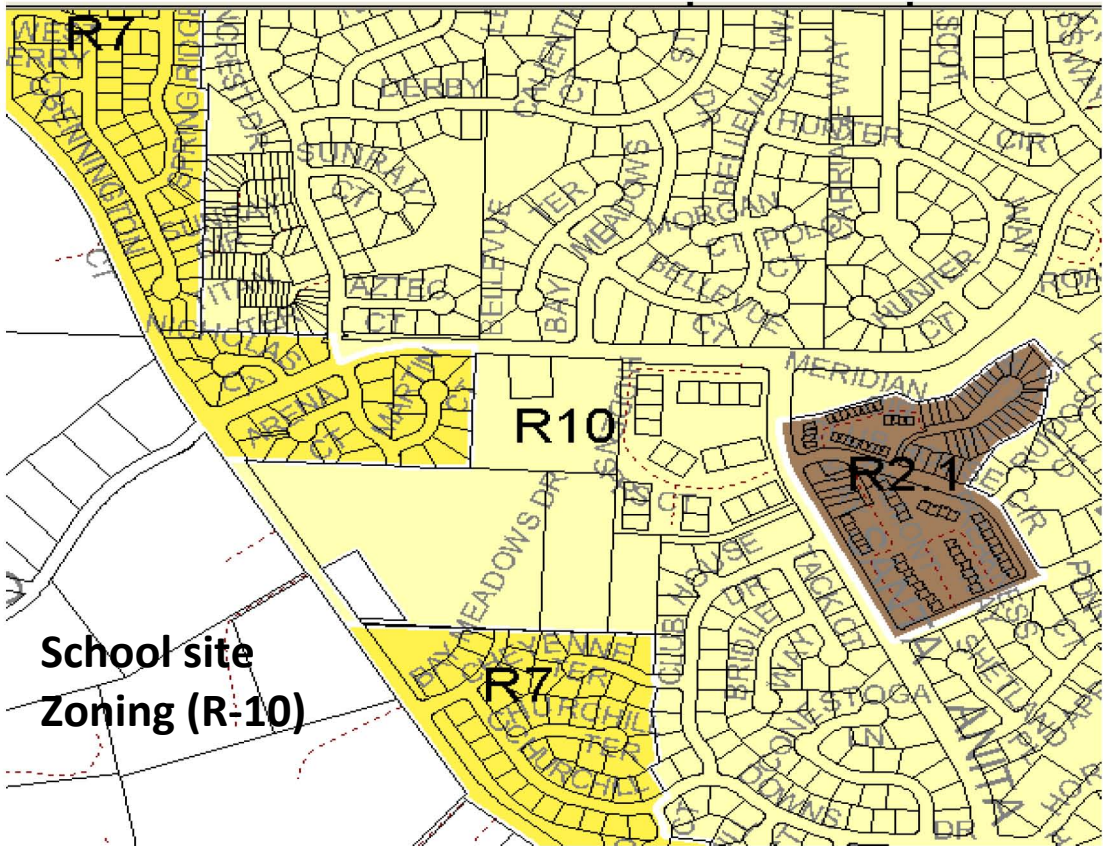
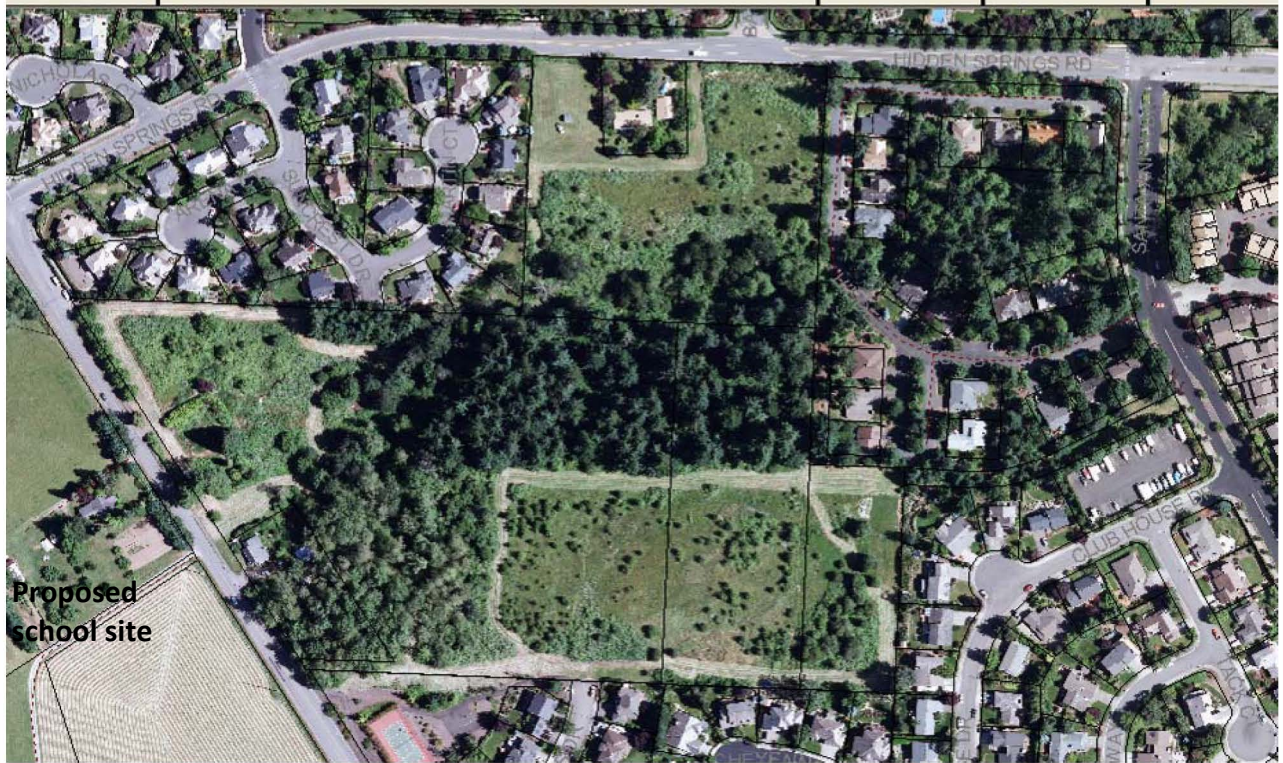
BACKGROUND

The subject property, comprising 15.9 acres, is owned by the West Linn-Wilsonville School District. It is part of a larger purchase of land that occurred circa 1987. Initial plans to place a middle school at this site were set aside in 1988 and the site has remained undeveloped and substantially unchanged since then. Although there was some initial discussion about incorporating the northern 4.8 acres between Trillium Creek and Hidden Springs Road into the site design, it was ultimately left out of the application due to the impact that connections would have on the creek, wetlands and forest.

Site Conditions: The 15.98 acre site comprises relatively modest grades (0-5%) in the western half of the site and slightly steeper slopes (5-10%) in the eastern half. Generally speaking, the site slopes downwards in a northerly direction towards Trillium Creek which bisects the property on a general east to west axis before it curves southwards. Slopes at this site do not constitute a constraint in and of themselves.

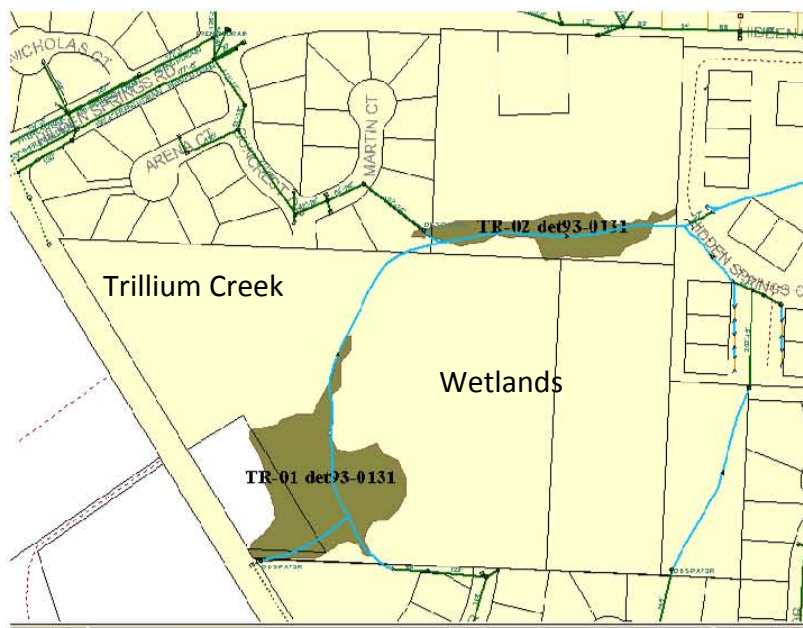
Trees dominate this site in the form of a very large stand of Douglas Firs straddling the east-west flowing Trillium Creek. The City Arborist and the applicant's arborist classified these trees as significant. Their protection as a group is very important in that any loss of trees around the edge could jeopardize the survivability of the entire stand of trees. The City Arborist identified additional trees at the west edge of the site and adjacent to the west wetlands (identified as TR-01 in the Local Wetland Inventory) as significant. Twenty-six percent of the site is being set aside for significant tree protection. That exceeds the requisite 20 percent per CDC Chapter 55. In addition to the trees' value to the community and as a habitat area, the trees will be an important part of the school's anticipated curriculum of environmental interpretation and outdoor learning.





Wetlands play a central role at this site. Trillium Creek draws its water supply primarily from the storm water runoff of the site and adjacent subdivisions. Hidden Springs Ranch #8 Phase 3's storm drainage outfall feeds water onto the western portion of the school district site. The water flows, often in sheet form, across the first 100 feet of the site before ponding in a wetland area identified in the Local Wetland Inventory (LWI) as TR-01. Further downstream from this area, another storm drainage outfall at the southeast corner of Arena Park subdivision feeds both Trillium Creek and a wetland identified in the LWI as TR-02. (Winzler and Kelly's wetland delineation for the school district confirmed these wetlands and they were delineated in the field.) From wetland area TR-02, Trillium Creek is channelized, about 1-1.5 feet deep, and possesses a near constant flow of water.

Another wetland was identified by Winzler and Kelly on the east edge of the site. It originates at a storm drainage outfall from Cheyenne Terrace (Hidden Springs Ranch #8 Phase 5) at the south east edge of the site and encompasses an area of approximately 4,934 square feet. The water flow from Cheyenne Terrace is minor and seasonal. No channelized drainage is noted. Instead, water moves across this portion of the site in sheet form on the surface. Some of the water that makes its way northwards across the property is collected by a storm water intake at Hidden Springs Ranch #4.



Winzler & Kelly's wetland delineation is presented in a memorandum dated January 18, 2010 and a Wetlands/Waters Delineation Report for West Linn-Wilsonville School District Erickson School Site, May 20, 2009. A June 25, 2010 study by Winzler and Kelly focused on the east drainageway and confirmed that a wetland exists at that location.

Project Description: The proposed new 67,000 square foot elementary school located on a 15.98-acre site will accommodate 500 students and 50 staff in the southeastern portion of the

property (see the site plan on page 19). It will take advantage of the largest open area on the site. The main entrance for students will be on the south side of the building, and the main visitor entrance will be located on the west side. Access will be from Rosemont Road. To deal with the often conflicting bus/staff and parent/drop-off access needs, two driveways are proposed. The north driveway will be for parents, the south one for buses, staff and deliveries.

The proposed school will contain 23 classrooms. It will feature a two-story design in the northern classroom wing. The library, gym, administrative offices, and kindergarten classes will occupy one level on the southern portion of the building. The building footprint will be slightly less than 42,000 square feet. The highest point of the building is 35 feet, which is the maximum allowed in the R-10 Zone. But as seen from the neighboring properties to the south, the building will have many sections that are in the 18-25 -foot height range.

The school will generally operate between the weekday hours of 7:30 am to 2:30 pm. In addition, school activities and community use will occur during other times of the day and week, but the school will be closed after 10:00 pm.

The district currently needs capacity for approximately 350 students with an anticipated future need to accommodate about 500 students. The plans show the complete school, which could accommodate an enrollment of 500. The district will request contractors to bid the construction of a 350- and a 500-student school. Depending upon the bids received, the district will decide whether to fully build the school now, or plan on constructing additional classrooms on the east side of the building at a later date. To facilitate this, the project would be approved in two phases, the first to be completed by September 2012 but within three years at the latest as measured from date of approval. The second phase would have nine years from approval date to initiate substantial construction per CDC 99.125.

The applicant requests Conditional Use, Class II Design Review, Water Resource Area, and Variance approval to construct the proposed school. Variances are requested to: 1) allow two 95-foot wide driveways (measured from curb return to curb return); 2) allow parking spaces that are more than 200 feet from the building entrance; 3) reduce the transition setback for an intermittent drainage from 65 to 15 feet; and 4) allow two wall signs of approximately 38 and 84 square feet and a 32 square foot monument sign at the driveway entrance.

Surrounding Land Use and Zoning

DIRECTION FROM SITE	LAND USE	ZONING
North	Residential plus undeveloped portion of site	R-7 and R-10
East	Residential	R-10
South	Residential	R-7
West	One house on east side of Rosemont Road	County Zoning

Public Comments: Gary Hitesman (2188 Clubhouse Drive) contacted staff by e-mail (attached) on a number of occasions regarding the proposed school site selection, the path connecting Santa Anita Road and the school property and other issues(see attached public comments). Alice Peterson of 1930 Arena Court discusses drainage concerns at the northwest corner of the site in an e-mail stream from Gary Hitesman. Justin Baxter (1810 Bay Meadows Drive) submitted a letter into the record opposing the south driveway location and expected impacts.

Richard Gross (1845 Bay Meadows Drive) contacted staff with the following issues: (1) there should be signs on Bay Meadows Drive that prohibit “pickup/drop off” of students on that street since it will result in drivers turning around in the driveways of nearby homes with the resultant noise and safety issues for pedestrians and adjacent residents; (2) there should be a sign at the southern driveway that clearly states: “School bus, commercial deliveries and staff traffic only”

(3) landscaping for homes very close to the bus driveway, such as 1845 Bay Meadows Drive, should have mature trees planted for screening; (4) lighting must be shielded better than Rosemont Middle School lighting; (5) there is a sidewalk that is buckling at the end of Bay Meadows Drive that needs replacement as this will be a main point of access for children walking to school; and (6) concern about construction noise.

Karen Pyeatt (2168 Club House Drive), Stephen Lobel (2178 Club House Drive) and Gary Hitesman (2188 Club House Drive) contacted staff expressing concern over the proposed use of the City owned parcel “J” (30 feet wide x 500 feet long) at the rear of their properties as a pathway for children to walk and bike to school.

Comments from Outside Agencies: Clackamas County Engineering contacted City staff (August 2010) regarding the need to pursue a “transfer of jurisdiction” of Rosemont Road adjacent to the site from the County to the City. The City already annexed the Rosemont Road ROW in September 2009. This transfer will convey the actual road and other physical improvements in the ROW to the city. Clackamas County Engineering is also reviewing the street improvements to Rosemont Road pending the transfer of Rosemont Road to the City. Tualatin Valley Fire and Rescue has been contacted regarding emergency access to the site. Deputy Fire Marshal, Karen Mohling, proposes alternatives to the 4-6 inch tall speed table proposed by staff which is similar to the one in front of City Hall.

ANALYSIS

There are six key issues relating to this application. The first three involve the protection of the wetlands, Trillium Creek and the significant trees. The applicant has provided a complete inventory of these resources and then designed the site facilities to avoid them. But since the main developable space is separated from the point of access on Rosemont Road by these resource areas, crossing points were required. Two driveways are proposed. The north driveway will impact Trillium Creek and the west edge of the significant tree grove. A number of significant trees would be lost as a result. Staff proposes to minimize tree loss by

recommending construction of the driveway with retaining walls instead of sloped fill (see Finding 14 and recommended condition of approval 8).

The south driveway has decidedly fewer impacts as it traverses the headwaters of Trillium Creek. To make room for the bus turnaround and outdoor activity areas, the applicant proposes the relocation/mitigation of the east wetland/drainageway that originates in Cheyenne Terrace. Usually, the relocation of a wetland would draw immediate opposition from staff, but in this case, the quality of the wetland is so poor and its existence so ill-defined that staff fully supports the proposal. The wetland is fed by non-channelized surface water originating at a storm drain outfall from Cheyenne Terrace. Some of this surface runoff connects with an intake near Hidden Springs Court. Once relocated, the proposed drainage channel combined with wetland mitigation should produce a quantitatively and qualitatively superior wetland corridor. Staff supports the replacement of the poor quality wetland and the requested variance for transitional area width (see Findings 32-37).

Two other issues are traffic related. The two driveway curb cuts on Rosemont Road are proposed to be 95-foot wide as measured from outer edge of the wings. The maximum allowed is 36 feet per CDC 48.060(B). The proposed 95-foot width eclipses all other school driveways except Rosemont Middle School's width of 105 feet on Salamo Road. At every other school in the area, the driveway widths are much smaller.

The concern is that such a wide curb cut, designed to accommodate higher speed turning movements, creates a dangerous and inhospitable environment for pedestrians and bicyclists. This is contrary to the variance criteria, the Safe Routes to School program, the Transportation Planning Rule, and sustainability goals since it discourages walking and biking to school and overtly encourages use of school buses and private cars with an associated consequence of higher vehicle emissions and traffic and reduced opportunities for children to get exercise.

Although the DKS and Kittelson traffic engineering reports found that the proposed curb radius width is acceptable, staff was concerned that there was no evidence that smaller curb cuts could not facilitate ingress/egress by buses. Winzler and Kelly provided a simulation on September 29, 2010 that showed bus turn movements with curb radii of 10, 15, 20, and 25 feet. With these simulations, staff found that the 25-foot radius is indeed best suited for safe access by buses at the south driveway. (Reduced curb radii mean that the buses will have to swing out of their travel lane into the center turn lane.) Staff also found that a 15-foot curb radius at the north driveway would work best (see Findings 26-31 and recommended condition 7). The Tualatin Valley Fire and Rescue stated that a 4-6-inch speed table/cross walk will slow emergency response by 10-15 seconds. A 3-inch speed table/cross walk is one of the available alternatives although a 5-inch speed table has functioned well in front of City Hall for over 14 years.

The final issue is the school's catchment area boundary. By selecting the proposed location, the School District has created a great opportunity to have a school that is central to a large number of students living in the Hidden Springs area. Meeting the approval criteria of CDC

60.100 which requires that the school be “...to the greatest degree possible, be centrally located relative to the majority of people that they will serve...” seemed rather straightforward. It was staff’s expectation that the catchment area for the proposed school would be drawn in a roughly concentric fashion to enable walking and biking to school with the attendant benefits of improved children’s health and meeting the Transportation Planning Rule.

. The School District is recognized as having the authority to establish catchment boundaries. It is staff’s hope that the final catchment area boundary will strike a balance between the district’s obligations to maintain student populations at other schools and the opportunity to enable walking and biking to school presented by the proposed location. The final product is expected to meet the approval criteria “to the greatest degree possible”.

RECOMMENDATION

Staff has reviewed the applicant’s proposal relative to all applicable requirements and finds that there are sufficient grounds for approval of the permits with conditions. The recommend conditions of approval are listed below.

RECOMMENDED CONDITIONS OF APPROVAL

1. Site Plan. With the exception of modifications required by these conditions, the project shall conform to the plans LU1.00 through LU4.03 (dated 6/25/2010).
2. Phased Project. This project shall be phased as described in finding 16 and as shown in drawings LU3.01 and LU3.02. Substantial construction of the Phase One shall be completed within three years of the effective date of the final decision. Substantial construction of the Phase Two shall be completed within nine years from the effective date of the final decision. All on and off-site improvements associated with both phases, with the exception of the phase two school building itself, shall be completed prior to occupancy of the first phase of the project.
3. Utility Easements.
 - a. The applicant shall Grant the City of West Linn all necessary utility easement for existing and proposed utilities, including storm drainage, at this site. These easements shall be recorded with Clackamas County before the final building permit inspection/occupancy is granted.
 - b. The vacation of the sanitary sewer easement that traverses the property on a north south axis from the vicinity of Bay Meadows Drive to Trillium Creek shall be facilitated by the School District and undertaken by the City.
4. Intersection Improvements. The applicant shall provide crosswalks and striping at Hidden Springs Road.

5. Rosemont Road improvements. Provide a center turn lane, northbound travel lane and southbound travel lane per cross section note on Sheet LU1.01 from Hidden Springs to Bay Meadow. Provide the necessary striping required for pedestrian safety at these intersections consistent with the Manual on Uniform Traffic Control Devices and City design standards.
6. Sidewalk Repair. The northernmost section of sidewalk in front of 1845 Bay Meadows Drive is buckling and shall be replaced.
7. Curb Cuts. The north driveway curb cut shall be a maximum of 66 feet wide. The south driveway curb cut shall be a maximum 95 feet wide. Speed tables shall be installed at both the north and south driveway crosswalks. Both crosswalk areas shall be identified by X-Walk signs and painted crossings. The 10-foot wide pedestrian area on top of the speed table shall be painted or finished in a contrasting color and/or texture to the driveway pavement. The speed tables shall have a minimum height of 3-inches. The stop bar for exiting vehicles shall not be located so as to result in stopped vehicles blocking the crosswalk.
8. Driveway Retaining Walls. The north driveway shall be re-designed and built to extend the retaining walls in the creek crossing area in a south easterly direction a distance of 120 feet. Retaining walls shall be used to eliminate the proposed sloped fill shown on the grading plan so as to preserve approximately 10 significant trees on both sides of the driveway. The retaining walls shall be vertical with the toe of the walls no more than five feet laterally from curb or edge of sidewalk adjacent to the driveway. New driveway and grading plans in conformance with this condition shall be submitted with the construction plans.
9. Maintaining Sight Distances. The applicant shall demonstrate reasonable effort to come to agreement with the owner of the property located at 1045 Rosemont Road regarding a permanent vegetation maintenance plan and easement/agreement providing for the maintenance of vegetation located inside the sight distance for the South access to ensure adequate sight distance. Failure to reach agreement shall not invalidate the approval of this application.
10. Flashers. The applicant shall provide an evaluation of school zone flashers and install flashers as necessary.
11. Signs.
 - a. The applicant shall replace all existing yellow signs at the Rosemont Ridge Middle School with fluorescent yellow green signs to match with new fluorescent yellow green signs at the new school.
 - b. Signs shall be installed and maintained along Bay Meadows Drive and Suncrest Drive that prohibit ‘pickup/drop off’ of students on those streets. The exact location and text

shall be approved by the Planning Director. There shall be a sign at the southern driveway that clearly states: *“School bus, commercial deliveries and staff traffic only.”*

12. Northwest Playing Field. The programming of the playing field shall be changed to general play from softball. Trees proposed along the north edge of the playing field per the landscape plan shall be increased in size or the type or location shall be changed to reduce loss of privacy for the occupants of homes to the north, as approved by the City’s arborist.

13. Noise.

- a. Screening shall be installed to reduce noise impacts that is at least equal in height of RTU-301, RTU-302, RTU-303 and RTU-307 rooftop equipment. Screens for units in the southern roof area and all other RTU’s shall be three feet taller than the rooftop units. Emergency generator testing shall only occur between 7:00 am and 7:00 pm for a maximum of five minutes at any time.
- b. School bus and truck deliveries shall meet all noise code standards. Truck deliveries shall only occur between 7:00 am and 10:00 pm and no more than two deliveries per hour. No idling truck engines shall be permitted. A sign shall be posted to this effect at the loading area. (Idling propane powered school buses is permitted.)
- c. The amphitheater shall not be used for activities using amplified sound.

14. Resource Easements. The applicant shall convey to the City resource protection easements that describe and protect the significant trees, Trillium Creek and the wetland areas.

15. Trail on Parcel “J”. The applicant shall install an eight foot wide all weather path (e.g. gravel with wood border) connecting Santa Anita Road with the school property by using the City owned tract known as parcel “J” (tax lot 5500).

16. Detention ponds. The applicant shall provide effective visual screening of native trees and understory, as determined by the Planning Director, around the pond perimeter with 25 percent of shrubs to be at least 3 gallons in size at the time of planting. If a fence is required, it shall be 30 to 40 inches high of decorative type steel, aluminum or wrought iron which shall provide minimum contrast with the surrounding landscape. Any required fence shall be placed behind the perimeter landscaping. If possible, the pond slope shall be no steeper than 3:1. Native vegetation planted in the pond interior shall be per City of West Linn Construction Code standards.

17. Drainage at the northwest property line. The applicant shall install any required facilities to intercept and mitigate any increase in storm water run-off that may otherwise travel north into the Arena Park subdivision from the proposed northwest graded area.

18. Wetland work and mitigation. All wetland work and mitigation shall be consistent with the provisions of CDC Chapter 32 and the permitting requirements of DSL. The Planning Director or designee shall review all plans and shall monitor and approve their implementation.
19. Landscaping. Landscaping adjacent to the homes very close to the bus driveway, such as 1845 Bay Meadows Drive, shall include trees of a size and type that provide effective screening within three years of planting, as determined by the City's arborist.
20. Lighting. Lighting shall be shielded from adjacent residential properties. Lighting designs must be reviewed and approved by the Planning Director.
21. Construction entrance. The construction entrance will be from Rosemont Road with the only exception being construction extending the driveway and sidewalk from Bay Meadows Drive.

**APPLICABLE REGULATIONS AND ASSOCIATED
SUPPLEMENTAL FINDINGS**
CUP-10-03/DR-10-06/VAR-10-05/VAR-10-07/VAR-10-06/
VAR-10-08/WA-10-01

CHAPTER 60, CONDITIONAL USES

60.070 APPROVAL STANDARDS AND CONDITIONS

A. The Planning Commission shall approve, approve with conditions, or deny an application for a conditional use, except for a manufactured home subdivision in which case the approval standards and conditions shall be those specified in Section 36.030, or to enlarge or alter a conditional use based on findings of fact with respect to each of the following criteria:

- 1. The site size and dimensions provide:
 - a. Adequate area for the needs of the proposed use; and,*
 - b. Adequate area for aesthetic design treatment to mitigate any possible adverse effect from the use on surrounding properties and uses.**

FINDING NO. 1

When this property was purchased in the late 1980's with the intention of placing a middle school on the site, the spatial requirements of the school came into immediate conflict with the limitations of the site. It was discovered that fitting athletic fields, a 400 meter running track plus a school, access and parking could not be done at a site with wetlands, a stream and forested areas.

The current elementary school has different, more modest, spatial needs. Traditional athletic fields are almost non-existent with the school district preferring instead unstructured play areas. The school is smaller. So while the transitions of WRA's have increased in the past 20 years, the functional needs of this school demand less space. The functional needs are:

- The school has to accommodate 350-500 students.
- Access and parking is required for parents, staff and school buses. (These user groups needed to be split up to avoid chronic conflicts, most recently reported at Rosemont Middle School.)
- Pedestrian and bicycle access
- Outdoor play, activity and education space

To accommodate up to 500 students, the architect firm, Dull, Olson and Weekes determined that an 800 by 600-foot, two story tall building envelope is needed. They then considered a variety of options, locations and designs including splitting the building into multiple campuses.

Staff considered flipping the design so the school would be where the south parking lot is currently proposed and vice versa. This design allowed the school building to buffer the homes south of the site from the parking lot but it was flawed because it lost the connection between the learning space and the forest. It also would have forced students to cross the parking lot with its attendant hazards to get to activity or outdoor learning areas. Keeping out of the WRA transition areas and away from significant trees increased the design challenge. Eventually, the applicant and staff gravitated to the current design.

Access and parking had their own locational and spatial requirements. Access from Hidden Springs Road was contemplated and then rejected due to unavoidable tree loss and impact to the creek and wetlands. Vehicular access via Bay Meadows Drive and Suncrest Drive was rejected due to the impact on those neighborhoods. (Only emergency access via Bay Meadows Drive was left in.) The final decision was that access must come from Rosemont Road. It is an arterial and easy to navigate to.

To deal with the potential conflict between (1) bus/staff traffic and (2) parent/drop-off traffic, two driveways off Rosemont Road were proposed: the north one for parents, the south one for buses, deliveries and staff. To minimize the encroachment of the south driveway on the wetlands, the school district was able to negotiate an easement from the Hidden Springs Ranch #8 Homeowner's Association to push the south driveway further south and away from the wetlands. Also, both driveways are reduced to the minimum 24-foot width in the wetland transition areas.

Pedestrian and bike access from Santa Anita Drive can be facilitated via a 30-foot wide by 500 foot long City owned tract. Minor trimming of vegetation at the west end of this corridor (see photo below as seen from Santa Anita Drive) may be required to improve surveillance and lines of sight. Pedestrian and bike access is also facilitated from Arena Park subdivision on the north side, from Bay Meadows Road to the south and Rosemont Road to the west.



Parking is divided into three areas (see the site plan below). The two northern ones are for parents. The southern one is for bus dropoff/pickup, deliveries and staff parking. All three areas work but the northwest parking lot is on the west side of Trillium Creek and over 200 feet from the school. A Class II Variance, which staff supports, is needed to allow that distance. Meanwhile, the southeastern parking lot requires that a wetland/drainageway be eliminated and replaced and a variance be obtained to reduce the transition/setback from 65 to 15 feet.

Ordinarily, staff would take a position of opposition to both the relocation of a wetland and reduction of the transition area, but in this instance, staff finds that the quality of the “WRA” is negligible. There is no discernable channel or drainageway along the 416 feet between the storm water outfall and intake points. Instead, the water flows seasonally in sheet fashion across the field and in extremely modest amounts. (*Staff visited the site multiple times through the winter 2009-2010 and saw no visible surface water or channels of any dimension even near the storm intake.*) The proposed mitigation involves creation of a drainageway channel with appropriate wetland vegetation.

The site accommodates the unstructured play and activity requirements for elementary school children around the school itself, through the forest and at the northwest corner of the site. Thus, staff finds that this criteria: (60.070(A) (1)) “*Adequate area for the needs of the proposed use*” has been met.

Approval criteria 1(b) ask if there is “adequate area for aesthetic design treatment to mitigate any possible adverse effect from the use on surrounding properties and uses”.

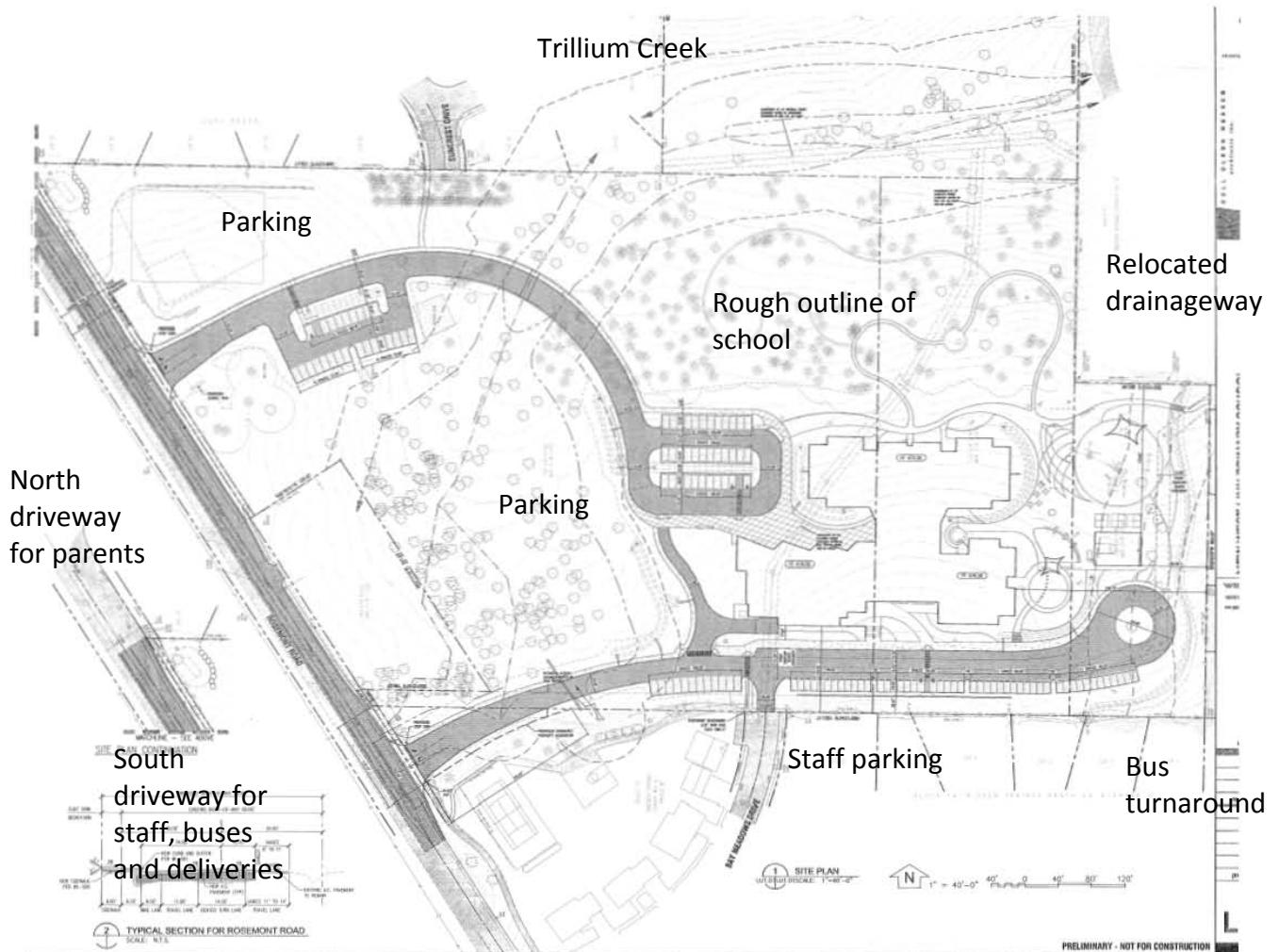
At the top of the list of possible adverse effects would be the potential noise, exhaust, glare and vibration associated with school buses, trucks and private vehicles entering and maneuvering on site and then leaving the site. The applicant’s Noise Review memorandum by Altermatt

Associates, Inc. was prepared and presented in response. The study included on and off-site traffic. The memorandum concluded that the City's noise standards will be met if propane buses, which are significantly quieter (and lower emitting), are used. According to Altermatt and Associates, the off-site traffic noises along Rosemont Road will increase with the additional traffic load but will still meet the City's standards. Similarly the noise of traffic using the north and south driveways will meet the CDC standard. Delivery trucks were addressed in a supplementary noise report by Altermatt and Associates and found to be within the noise limits so long as no trucks idle their engines on site.

There is also the potentially adverse effect of school's heating, venting and air conditioning (HVAC) equipment. The Altermatt and Associates noise study addressed this issue by requiring specific HVAC equipment and requiring that noise reducing screens extend up to three feet above the equipment in order to meet the noise standards. Odor from food preparation is addressed by the fact that most food preparation will occur off-site.

The Altermatt study states that the noise of children's play/activity will not exceed the allowable limit. But human activity at a site that has been vacant for so long often brings with it a heightened loss of privacy for surrounding properties and occupants. The properties most likely to be impacted by increased noise levels are to the south of the school in proximity to the south parking lot and school entrance. To address this, the school will be set down six to 12 feet below homes to the south of the school property. In addition to the vertical separation, the district proposes a six foot high cyclone fence with view blocking slats to help protect the adjacent homeowners' privacy.

Homes to the east are about six feet above the elevation of the vehicle turnaround. There is a horizontal separation averaging 100 feet. As with the homes to the south, the district proposes a six-foot high cyclone fence with view blocking slats to help maintain the adjacent homeowners' privacy. Physical separation will be increased by the relocated and enhanced storm drainage channel and wetlands adjacent to the east property line.

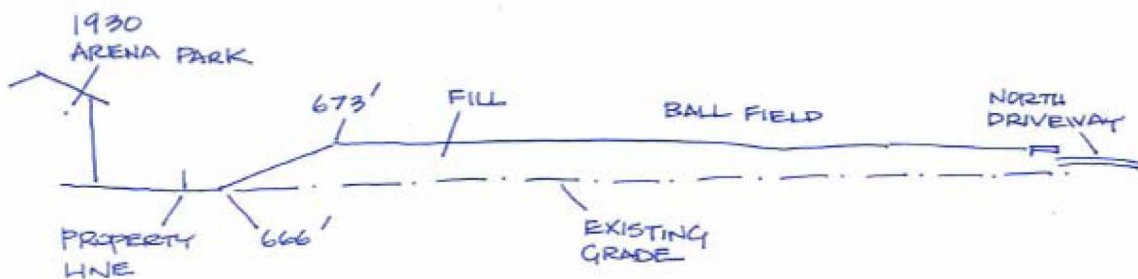


A letter of opposition came from Justin Baxter (1810 Bay Meadows Drive). The principal concern was possible impacts (presumably noise, vibration, glare, etc.) associated with the south driveway which will get closer to his house now that his homeowner's association granted an easement to the school district to use some of the subdivision's property. If the driveway was on school district property only, the driveway would be 345 feet away at Rosemont Road versus 245 feet per the proposed design. Perpendicular to his house, the proposed driveway will be 220 feet away versus 240 feet if it was on school district property. Mr. Baxter's house is on a slope 10 feet above the proposed driveway elevation. Staff finds that the 220 foot horizontal separation, grade difference and existing vegetation are sufficient to mitigate potential impacts.

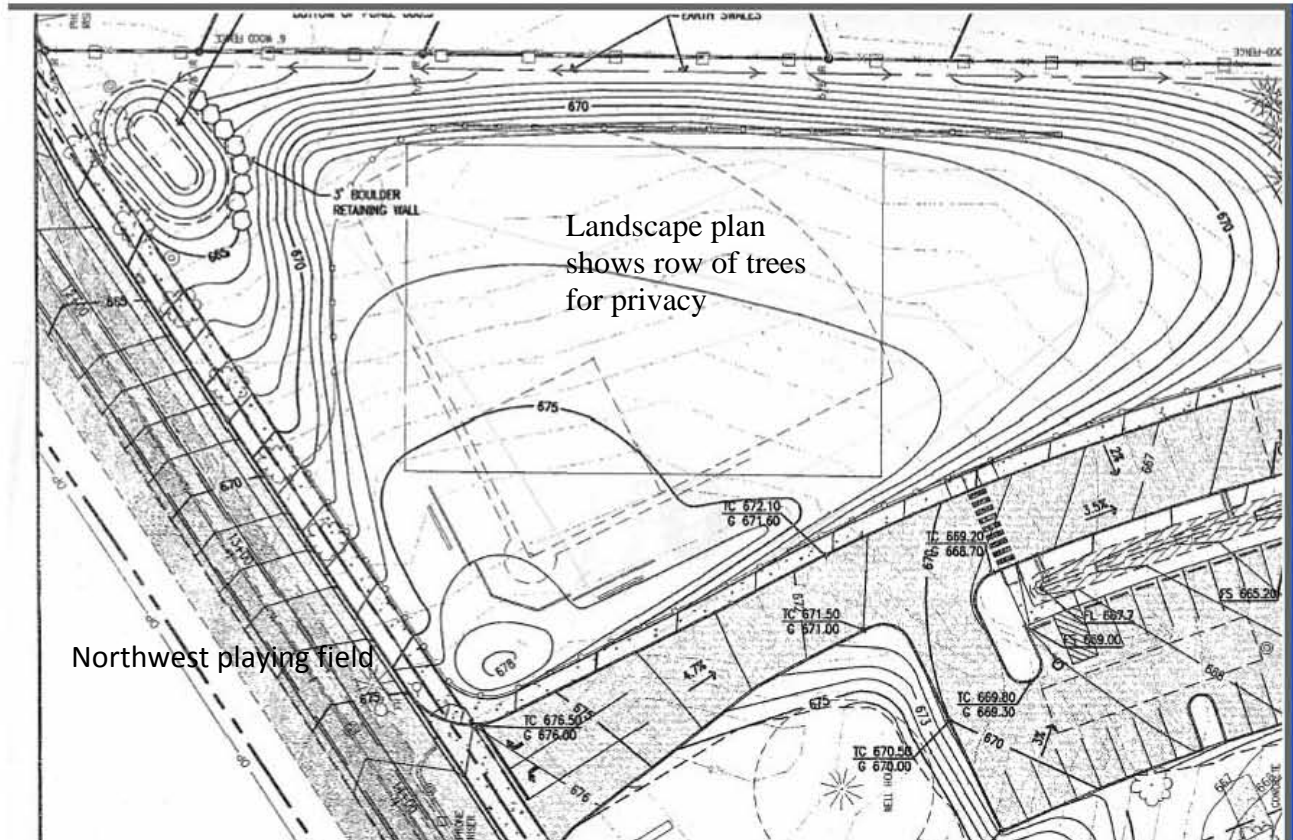


At the north-east corner of the site, the school district proposes a five-foot high wood fence to enhance the privacy of residents on Hidden Springs Court. The homes in that area are at a lower elevation so additional screening is proposed by the applicant in the form of conifer and deciduous trees (see LU2.03 Landscape Plan-East). That landscaping also ties into the relocated/redesigned drainage corridor planting plan.

Homes in the Arena Park subdivision could see impacts, such as loss of privacy, in that the existing grade will be raised seven to ten feet to accommodate a softball field. Another problem with this playing field is that the distance from home plate to the homes is about 180 feet meaning that an advanced sixth grader could, according to the City Parks Department, hit a ball into the abutting rear yards (see illustration below).



By changing the programming of that field to general play from softball the “broken rear window threat” is removed and by increased vegetative screening at the north edge of the fill, the privacy concerns are addressed. Thus the criterion is met.



There may be concerns that the school will bring more people into that site with the attendant risk of theft and vandalism. Staff finds that the fishbowl like surveillance opportunities around the site perimeter plus the many windows in the school will discourage that from happening. Security lighting, as well as interior lighting, will be unwelcome sources of illumination for trouble makers. Staff finds that the lighting will be oriented away from adjacent homes and property.

There are concerns by staff and the public that Suncrest Drive and Bay Meadows Drive could become convenient drop off/pickup spots for parents wanting to avoid accessing the site off Rosemont Road. That could result in drivers turning around in the driveways of nearby homes with the resultant noise and safety issues for pedestrians and adjacent residents alike. Condition of Approval (COA) #11 would address that concern with signage.

Staff finds that there is adequate area for the proposed use and to mitigate any associated impacts with conditions.

2. The characteristics of the site are suitable for the proposed use considering size, shape, location, topography, and natural features.

FINDING NO. 2

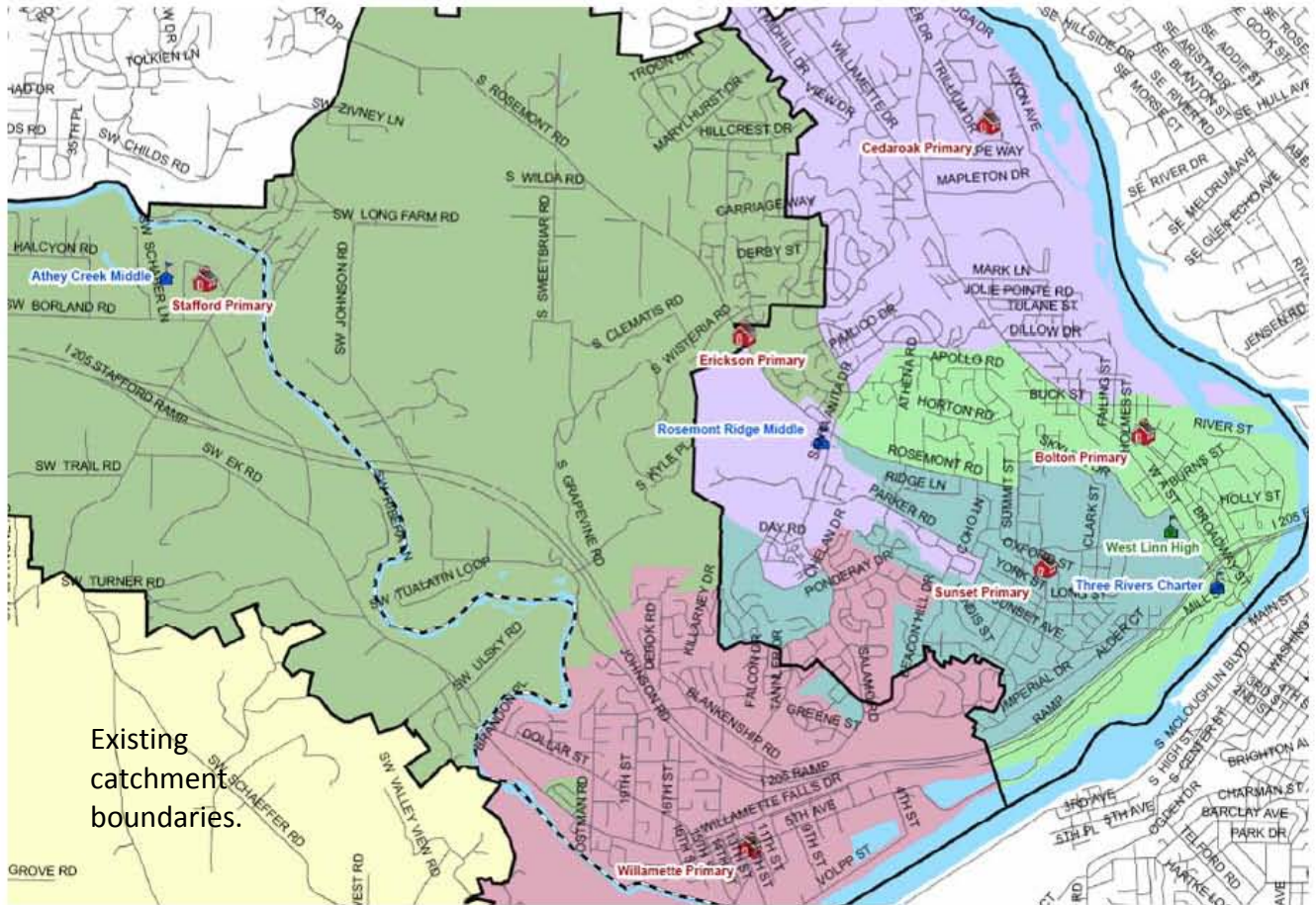
On the subject of site size, staff finds that the physical constraints (wetlands, trees, etc.) put a large portion of the property “out of bounds” to development. But because this is an elementary school with much less spatial needs than other schools, staff finds that the size is adequate for the intended use.

The shape of the property offers a relatively large area, about 5.7 acres, for the school, parking areas, bus dropoff/pickup, outdoor activity areas, storm treatment and access driveways.

In terms of its location on Rosemont Road, which is an arterial, and near Hidden Springs Road, the site is well suited to allow access and be easily identified in the cognitive sense.

The selection of this location in the Hidden Springs neighborhood also represents a very positive acknowledgement by the school district of the importance of centrally locating schools relative to the populations they serve to make them accessible to the maximum number of people and compliant with Transportation Planning Rule (TPR). This opens the door to a range of positive efficiencies that are codified in the TPR. The TPR encourages multi-modal transportation, including walking and biking, to reduce total vehicle miles traveled which in turn helps reduce pollution and reliance on fossil fuels.

The nationwide program Safe Routes to School works hand in glove with TPR in that a centrally located school encourages children to walk and bike to school which improves children’s fitness and health. Central location of public facilities reduces opportunity costs (the value of the time spent by parents shuttling kids to and from Stafford School could be more profitably spent doing other activities, such as working).



According to a 2006 study (Source: Oregon Behavioral Risk Factor Surveillance System) 17.8 % of elementary age children walk at least three days to school and 5.6% bike to school at least three days a week. That translates into a lot of cars kept off the street. Thus, a wide range of social, environmental, health and economic benefits flow from a central and accessible school location. With this school’s central location, staff finds that the criterion is met.

Regarding topography, staff finds that the 15.98 acre site comprises relatively modest grades (0-5%) in the western half of the site and slightly steeper slopes (5-10%) in the eastern half. Ultimately, the site slopes downwards in a northerly direction towards Trillium Creek which bisects the property on a general east to west axis. Slopes at this site do not constitute a constraint in and of themselves.

Regarding natural features, staff finds that they constitute both a significant challenge to the utilization of the site as well as a valuable resource. Trillium Creek has its headwaters on this site and on adjacent upstream properties in Hidden Springs Ranch #8. From that subdivision a storm drainage outfall feeds stormwater onto the school district site which flows surfcially in sheet runoff to a wetland area (TR-01). Within this wetland area, with its canopy of ash and oak trees, there is no discernable channelization. It was staff’s sense that the water, during

winter months, ponds across the surface to create a large seasonal wetland. From the north edge of the wetland, further site visits and review of aerial photographs showed that a 100-foot long section of creek had been filled in about seven years ago. The fill area is about 180 feet southeast of the southern terminus of Suncrest Drive. This filled creek section needs to be daylighted and vegetatively restored. Further downstream from this area, a storm drainage outfall at the southeast corner of Arena Park subdivision supplies much of the water for Trillium Creek. Near the outfall the soil is wet and spongy with areas of standing water. This was identified as another wetland area in the Winzler and Kelly wetland delineation study (TR-02). From this wetland area, Trillium Creek is channelized, about 1-1.5 feet deep, and possesses a near constant flow of water. (Winzler & Kelly has conducted the necessary field study and evaluation to delineate the wetlands on the site. The details of this investigation are presented in a memorandum dated January 18, 2010 and a Wetlands/Waters Delineation Report for West Linn-Wilsonville School District Erickson School Site, May 20, 2009.

Staff also examined the storm drainage at the south east edge of the site. A storm drain from a small catchment area at the end of the Cheyenne Terrace cul de sac brings storm water to an outfall on the south east edge of the school property. The water flow is seasonal. During the summer months this outfall area is dry. During rainy months, there is standing water at the base of the outfall. Most of this water is then absorbed into the soils within five feet of the outfall. The remainder flows in sheet form to a storm intake on Hidden Springs Court. There is no channelized drainage at any time of the year.

According to the initial wetland field survey of Winzler and Kelly the east channel's test holes showed no indications of wetland status. Staff asked that further tests be done at the outfall from Cheyenne Terrace. This time the results were different. Winzler and Kelly identified a small groundwater fed wetland area just over 435 square feet in size located about 100 feet from the outfall. Winzler and Kelly plus Walker and Macy (July 1, 2010) noted that "*there is no channel associated with this drainage*". Permits are being obtained from the Department of State Lands to fill this wetland. Mitigation will come in the form of a wetland located along the course of the relocated drainageway.

Trees dominate this site in the form of a very large stand of mature Douglas Firs (900 feet long and 350 feet wide) straddling Trillium Creek. The City Arborist and the applicant's arborist classified these trees as significant. Their protection as a group is very important in that the loss of trees around the edge could jeopardize the survivability of the entire community of trees. The City Arborist also identified a sequoia at the west edge of the site as significant. There are also a large number of oak trees in the wetland areas (esp. TR-01) that are significant.

Conversely, the row of 20-foot high conifers adjacent to 20560 Martin Court and 20605 Suncrest Drive were not deemed significant nor was a parallel row of 20-foot high conifers just west of the stream channel. Significant tree loss can be reduced on the north driveway by replacing sloped fill with retaining walls per a condition of approval.

The conclusion is that the site's natural features can be avoided and protected to a large degree. Where driveways bisect the resource areas the disturbance will be minimized by condition. A variance to reduce the transition and setback of the eastern drainageway/wetland is appropriate given the existing quality of the resource.

The flip side to the resources is that they will offer the students with an excellent amenity and provide opportunities for environmental studies and appreciation.

3. The granting of the proposal will provide for a facility that is consistent with the overall needs of the community.

FINDING NO. 3

The proposed improvements are among those funded by the bond approved by the voters of the school district. With a large portion of West Linn's school age population living in the Marylhurst and Hidden Springs neighborhoods, the placement of a school that is relatively close and at the same elevation is long overdue and welcomed.

Staff recognizes the School District's authority to establish catchment area boundaries but still feels obliged to state that the school can better meet community needs by drawing its boundaries in such a way that children living within at least a half mile radius can attend this school. The positive spinoffs in terms of children's health (Safer Routes to School programs), reduced pollution, reduced fossil fuel consumption, compliance with the Transportation Planning Rule, lower opportunity costs for children and parents due to reduced commute time as well as the social benefit of having a school become the meeting place and focal point of the neighborhood are well documented.

4. Adequate public facilities will be available to provide service to the property at the time of occupancy. (ORD. 1544)

FINDING NO. 4

All utilities will be sufficient to serve this school at time of occupancy. Adjacent street capacity is adequate. Regarding the design of Rosemont Road, staff finds that it will be built consistent with City of West Linn Construction standards. That translates into the following improvements as shown on sheet LU1.01 "Site Plan": a six foot sidewalk, six foot planter strip, six foot wide bike lane, an 11 foot wide northbound travel lane, a 14 foot wide center turn lane and finally an 11-14 foot southbound travel lane. Given ROW limitations adjacent to tax lot 12600 which is privately owned, the sidewalk will be curb flush and four feet wide.

5. *The applicable requirements of the zone are met, except as modified by this chapter.*

FINDING NO. 5

The R-10 District allows a maximum of lot coverage (building coverage) of 35%. The proposed lot coverage is 6%. The R-10 setbacks of 20 feet front and rear and 7.5 feet on the sides are met. The maximum building height in this zone (35 feet) is eclipsed by CDC Chapter 40.020 which allows a maximum height of 50 feet for governmental buildings. The proposed height is 35 feet. All dimensional standards are met. The criterion is met for compliance to the R-10 zone. (Please note that additional setbacks may be required by the Planning Commission under CDC Chapter 55 Design Review to mitigate any impacts as required.)

6. *The supplementary requirements set forth in Chapters 52 to 55, if applicable, are met.*

FINDING NO. 6

Chapter 52 relates to signs. The applicant proposes three signs that will require variances. The applicant has provided findings relating to the variance to support the proposal. Staff concurs with those findings and finds that the sign variances should be approved. Staff also proposes signs on Suncrest Drive and Bay Meadows Drive prohibiting student pickup or drop off at the ends of those streets to avoid parents u-turning and backing into driveways with the attendant hazards for pedestrians, bicyclists and adjacent residents. Also a sign at the south driveway should clearly identify it as being only for staff, school buses and commercial deliveries. Condition of approval 11 is proposed. Chapter 53 Sidewalk Uses is not relevant to this proposal. Chapter 54 (landscaping) is addressed in Finding No. 14 below. Chapter 55 Design Review is addressed in findings 11-25 below.

7. *The use will comply with the applicable policies of the Comprehensive Plan.*

FINDING NO. 7

The use is compliant with the applicable policies of the Comprehensive Plan as shown in the applicant's findings. There is no adopted Hidden Springs neighborhood plan.

B. An approved conditional use or enlargement or alteration of an existing conditional use shall be subject to the development review provisions set forth in Chapter 55.

C. The Planning Commission may impose conditions on its approval of a conditional use which it finds are necessary to assure the use is compatible with other uses in the vicinity. These conditions may include, but are not limited to, the following:

1. *Limiting the hours, days, place, and manner of operation.*
2. *Requiring design features which minimize environmental impacts such as noise, vibration, air pollution, glare, odor, and dust.*
3. *Requiring additional setback areas, lot area, or lot depth, or width.*
4. *Limiting the building height, size or lot coverage, or location on the site.*
5. *Designating the size, number, location and design of vehicle access points.*
6. *Requiring street right of way to be dedicated and the street to be improved including all steps necessary to address future street improvements identified in the adopted Transportation System Plan.*
7. *Requiring participation in making the intersection improvement or improvements identified in the Transportation System Plan when a traffic analysis (compiled as an element of a condition use application for the property) indicates the application should contribute toward.*
8. *Requiring landscaping, screening, drainage, and surfacing of parking and loading areas.*
9. *Limiting the number, size, location, height, and lighting of signs.*
10. *Limiting or setting standards for the location and intensity of outdoor lighting.*
11. *Requiring berming, screening, or landscaping and the establishment of standards for their installation and maintenance.*
12. *Requiring and designating the size, height, location, and materials for fences.*
13. *Requiring the protection and preservation of existing trees, soils, vegetation, watercourses, habitat areas, and drainage areas.*

D. Aggregate extraction uses shall also be subject to the provisions of ORS 541.605.

FINDING NO. 8

The applicant has provided a full response to CDC Chapter 55: Design Review. Staff notes the range of options available to the City to impose reasonable conditions on this application. Please refer to proposed conditions of approval.

60.090 ADDITIONAL CRITERIA FOR TRANSPORTATION FACILITIES (TYPE II)

- A. Construction, reconstruction, or widening of highways, roads, bridges or other transportation facilities that are (1) not designated in the adopted West Linn Transportation System Plan (“TSP”) or (2) not designed and constructed as part of an approved, active, development order are allowed in all zoning districts subject to the conditional use and all other applicable provisions of the CDC and satisfaction of all of the following criteria:
 - 1. The project and its design are consistent with West Linn’s adopted TSP and consistent with the State Transportation Planning Rule, OAR 660-012 (“the TPR”).
 - 2. The project design is compatible with abutting land uses in regard to noise generation and public safety and is consistent with the applicable zoning and development standards and criteria for the abutting properties.
 - 3. The project design minimizes environmental impacts to identified wetlands, wildlife habitat, air and water quality, cultural resources, and scenic qualities, and a site with fewer environmental impacts is not reasonably available.
 - 4. The project preserves or improves the safety and function of the facility through access management, traffic calming, or other design features.
 - 5. The project includes provisions for bicycle and pedestrian access and circulation consistent with the comprehensive plan, the requirements of this ordinance, and the TSP.
- B. State transportation system facility or improvement projects. The State Department of Transportation (“ODOT”) shall provide a narrative statement with the application demonstrating compliance with all of the criteria and standards in Section 60.090(A) (1-5). Where applicable, an Environmental Impact Statement or Environmental Assessment may be used to address one or more of these criteria.
- C. Proposal inconsistent with TSP/TPR. If the City determines that the proposed use or activity or its design is inconsistent with the TSP or TPR, then the applicant shall apply for and obtain a plan and/or zoning amendment prior to or in conjunction with conditional use permit approval.

FINDING NO. 9

At the proposed elementary school site, the Transportation System Plan (TSP) shows a street connector bisecting the property between Bay Meadows Drive and Suncrest Drive. Although that makes sense if the school site was developed as a residential subdivision, it makes no sense to have a street cutting through the middle of an elementary school site with all the attendant impacts and hazards.



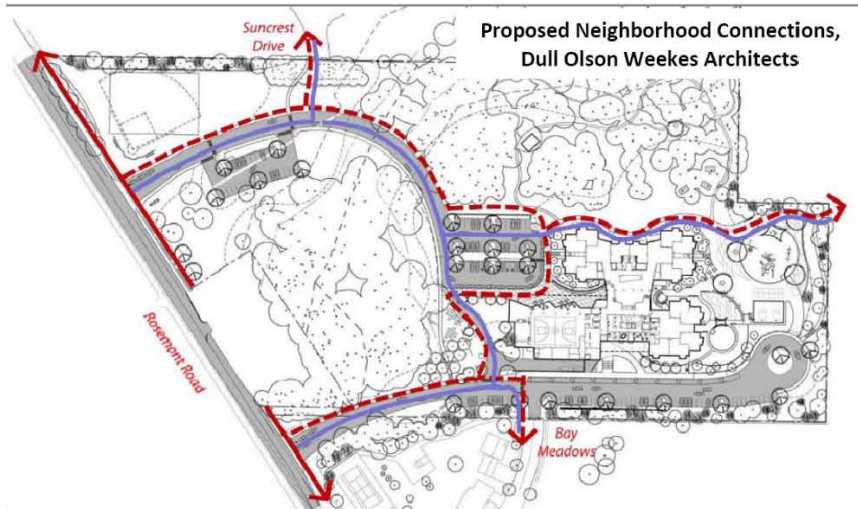
Figure 8-6 of the TSP shows a connection from Suncrest Drive to Bay Meadows Drive

Initially it was thought that the school's lack of a street connection between Suncrest Drive and Bay Meadows Drive constituted a failure to meet the TSP as shown in Figure 8-6. That would have required a TSP amendment per section 60.090(C) above. The City Attorney was consulted and stated that findings should be made to determine if the elimination of the connection for motorized vehicles creates enough of an impact that an amendment to the TSP is required. The City's Engineering Department retained Kittelson Engineering to provide an independent review of the applicant's consultant's (DKS) findings.

DKS found, and Kittelson concurred, that circulation and connectivity would not be significantly compromised since the stub out from Suncrest Drive is only 450 feet away from Rosemont Road and Bay Meadows is only 420 feet from Rosemont Road. That means that a trip from one subdivision to the other by car only adds 870 feet going by Rosemont Road. It is expected that most trips between these neighborhoods will be on foot or by bike through the school site since the distance is so short.

Kittelson and staff also found that although motorized vehicular connection is not proposed by the School District between Suncrest and Bay Meadows Drives, connections are being provided along this corridor for pedestrian and bicycle traffic. Connections for emergency vehicles are partially offered via an emergency vehicle only gate at Bay Meadows Drive. Thus, only non-emergency vehicle use would be excluded from this corridor. Since three out of four modes of transportation are being accommodated, a finding can be made that the proposal is consistent with the TSP in that a connection is provided.

Kittelson and staff also found that the Transportation Planning Rule (TPR) is met due to the easy access to the site from all compass directions for non-vehicular modes. The heavy dependence of the school upon buses also reduces vehicle miles traveled, individual trips and associated environmental and economic impacts. Thus section A(1) is satisfied.



A north to south connection would confuse the circulation pattern by crossing the two east to west access driveways and allow for mixing of traffic types (staff vehicles, buses, parents, visitors and through traffic) which is something the district and the city want to avoid.

Another flaw associated with building a connection per figure 8-6 (above) would be the faster speeds associated with through traffic between Suncrest Drive and Bay Meadows Drive. Higher speeds increase the hazard for the small children who will be attending this school as well as increasing the potential for vehicle-vehicle crashes. This potential hazard could discourage parents from allowing their children to walk or bike to school which would work against the “Safer Routes to School” program, child health and the TPR.

These findings adequately demonstrate that the intent of the TSP connectivity requirement at this location will not be compromised and that no TSP amendment is required at this time. The applicant also weighed in on the issue making the case that the connection is only recommended and thus, not compulsory.

Page 1-13 of the TSP states:

“The arrows on Figure 8-6 represent recommended connections and the general direction for placement of the connection in existing configurations. In each case, the specific alignments and design may be modified dependant upon future development review.”

The applicant, staff, DKS and Kittelson all agree that these connections are only *recommended*, therefore not required.

The applicant, staff, DKS and Kittelson concur that the statement, *“the specific alignment and design may be modified dependant upon future development review”* means that land development applications, such as this school, can, because of their functional needs, modify (e.g. eliminate) the need for the connection.

The applicant’s traffic Consultants, DKS, expanded on this point. They offered the following conclusions, many of which repeat staff’s findings:

“The recommended local street connection would be appropriate through a residential neighborhood development. The proposed primary school development would be bisected by the local street connection, which would have a negative impact to the overall function and operation of the school campus.

The TSP clearly identifies the local street connection as a recommendation only and not a mandatory action for future development. The TSP also states “the specific alignments and design may be modified dependent upon future development review.”

The benefits of the recommended local street connection to motor vehicles would be limited. The street would be approximately 800 feet in length and serve less than 50 houses. The street would provide a slight reduction in out of direction motor vehicle travel within the neighborhood. Overall, traffic operations would be similar locally and the same city wide without the recommended local street connection.”

“Based on the issues presented above, the local street connection recommended in the TSP should not be required for the development of the New West Linn Primary School.”

Kittelson and Associates’ conclusions echoed staff and DKS findings:

“Based on our review, we believe that the traffic study and August 18, 2010 supplemental memorandum adequately address connectivity in the study area. The City’s Transportation System Plan (TSP) calls for a future local street connection between Bay Meadows Drive and Suncrest Drive, presumably in the context of anticipated future residential development on the property. While it would be appropriate to connect the two roadways if the subject property were developed as a residential community, a local street connection is not needed or appropriate in the context of the proposed primary school.

The proposed pedestrian and bicycle pathway connection between the north side of the school site and Suncrest Drive to the north is appropriate. The additional connections to Hidden Springs Court and Bay Meadows Drive are also appropriate.

The traffic study notes a proposed gated emergency vehicle connection between the south access roadway to the school and Bay Meadows Drive. This is an appropriate connection.

Finally, the traffic study proposes a gated on-site vehicle connection between the south access roadway and the north access roadway within the school campus. This is also an appropriate recommendation. With provision of the pedestrian and vehicle connections proposed by the Applicant, the connectivity needs identified in the TSP are satisfied.”

Staff finds that the criterion is met.

60.100 ADDITIONAL CRITERIA FOR SCHOOLS AND OTHER GOVERNMENT FACILITIES

Schools and other government facilities that attract a regular and significant volume of users shall, to the greatest extent possible, be centrally located relative to the majority of the population that they will serve and be serviceable by sidewalks and bike routes/lanes. Police and

fire stations shall meet these standards to the greatest extent possible but it is acknowledged that access to arterials remains a key locational determinant for those uses.

FINDING NO. 10

This school location is very well suited to serve the elementary school age student population living in the Marylhurst and Hidden Springs neighborhoods. This location will allow children to walk or bike to school (including Safer Routes to School programs) which brings attendant health benefits. Even if the children are driven to school, the central location will greatly reduce commute time and opportunity costs for both children and parents when compared to the alternative schools at Stafford Primary or even Cedaroak Elementary. The reduced travel distance also translates into significant reductions of fuel consumption, reduced pollution and reduced vehicle miles travelled. All of that agrees with the Transportation Planning Rule.

The School District is recognized as having the authority to establish catchment boundaries. Given the district’s obligations to maintain student populations at other schools, staff finds that the district meets this criterion by establishing a boundary sensitive to central location “to the greatest degree possible”. Staff would still encourage the school district to maximize the attendance at this school by students who live nearby.

CHAPTER 55, DESIGN REVIEW

55.100 APPROVAL STANDARDS

A. The provisions of the following chapters shall be met:

1. Chapter 33, Storm Water Quality and Detention.

This chapter provides for approval criteria and planting rules for stormwater facilities in order to implement the Comprehensive Plan and the Clean Water Act.

FINDING NO. 11

The applicant proposes an extensive system of surface storm water detention and treatment as in the pond at the northwest corner of the site, four surface bioswales for treatment around the school and two more in the central planter areas of the north parking lots plus three underground detention systems. A rainwater harvesting cistern is also proposed. Ultimately,

all treated stormwater is to be discharged into Trillium Creek. These facilities have been prepared by a licensed engineer.

Staff notes that there has been considerable discussion of the aesthetics of detention ponds lately. To make the pond at the northwest corner more attractive, the applicant shall provide mature trees and understory around the pond perimeter. The fence shall be three feet high grey (not black) and placed behind the vegetative screen per condition 16. Staff finds the criterion has been met.

7. Chapter 46, Off Street Parking and Loading.

FINDING NO. 12

Staff adopts the applicant's findings regarding the calculation of required parking spaces per 46.090(B) (6) and loading facilities. The applicant is required to have 117 spaces and 120 are provided. Five ADA accessible parking spaces are required and five are provided. Staff is supportive of the applicant's plan which separates the different user groups in terms of access and parking to the extent that school staff and buses will access and park in the southern parking area while parents will use the north access and parking areas.

Staff notes that the applicant has applied for a variance from the requirement that all parking be within 200 feet of the school entrance. The northwest parking lot is about 750 feet from the school entrance. This parking lot is expected to be used as an overflow parking facility that will see its most frequent use during special evening events.

Bike parking requirements (two per classroom) have been satisfied in terms of numbers and the fact that over 50% are covered. Surveillance of bike parking areas is good, given all the windows on the south and west elevations of the school.

10. Chapter 54, Landscaping.

This chapter provides for rules regarding landscaping including for irrigation systems, tree and plant selection, minimum amount of sites to be landscaped (20% for public sites such as this), and parking area landscaping.

FINDING NO. 13

Staff finds that with the combination of school and associated paved areas/hardscapes represent about 40% of the site. That means that 60% of the site will be left in its natural state or landscaped. This exceeds the standard. The standard of ten percent of parking space areas that are to be landscaped is also exceeded by the vegetated swales and tree planter areas. Therefore the criterion is met.

B. Relationship to the natural and physical environment.

1. *The buildings and other site elements shall be designed and located so that all heritage trees, as defined in the Municipal Code, shall be saved. Diseased heritage trees, as determined by the City Arborist, may be removed at his/her direction.*

2. *All heritage trees, as defined in the Municipal Code, all trees and clusters of trees (cluster is defined as three or more trees with overlapping driplines; however, native oaks need not have an overlapping dripline) that are considered significant by the City Arborist, either individually or in consultation with certified arborists or similarly qualified professionals, based on accepted arboricultural standards including consideration of their size, type, location, health, long term survivability, and/or numbers, shall be protected pursuant to the criteria of subsections 2(a-f) below. In cases where there is a difference of opinion on the significance of a tree or tree cluster, the City Arborist's findings shall prevail. It is important to acknowledge that all trees are not significant and, further, that this code section will not necessarily protect all trees deemed significant.*

a. *Non-residential and residential projects on Type I and II lands shall protect all heritage trees and all significant trees and tree clusters by either the dedication of these areas or establishing tree conservation easements. Development of Type I and II lands shall require the careful layout of streets, driveways, building pads, lots, and utilities to avoid heritage trees and significant trees and tree clusters, and other natural resources pursuant to this code. The method for delineating the protected trees or tree clusters ("dripline + 10 feet") is explained in subsection (b) below. Exemptions of subsections (c), (e), and (f) below shall apply.*

b. *Non-residential and residential projects on non-Type I and II lands shall set aside up to 20 percent of the area to protect trees and tree clusters that are determined to be significant, plus any heritage trees. Therefore, in the event that the City Arborist determines that a significant tree cluster exists at a development site, then up to 20 percent of the non-Type I and II lands shall be devoted to the protection of those trees, either by dedication or easement. The exact percentage is determined by establishing the driplines of the trees or tree clusters that are to be protected. In order to protect the roots which typically extend further, an additional 10-foot measurement beyond the dripline shall be added. The square footage of the area inside this "dripline plus 10 feet" measurement shall be the basis for calculating the percentage (see figure below). The City Arborist will identify which tree(s) are to be protected. Development of non-Type I and II lands shall also require the careful layout of streets, driveways, building pads, lots, and utilities to avoid significant trees, tree clusters, heritage trees, and other natural resources pursuant to this code. Exemptions of subsections (c), (e), and (f) below shall apply. Please note that in the event that more than 20 percent of the non-*

Type I and II lands comprise significant trees or tree clusters, the developer shall not be required to save the excess trees, but is encouraged to do so.

c. Where stubouts of streets occur on abutting properties, and the extension of those streets will mean the loss of significant trees, tree clusters, or heritage trees, it is understood that tree loss may be inevitable. In these cases, the objective shall be to minimize tree loss. These provisions shall also apply in those cases where access, per construction code standards, to a parcel is blocked by a row or screen of significant trees or tree clusters.

d. For both non-residential and residential development, the layout shall achieve at least 70 percent of maximum density for the developable net area. The developable net area excludes all Type I and II lands and up to 20 percent of the remainder of the site for the purpose of protection of stands or clusters of trees as defined in CDC Section 55.100(B)(2).

e. For arterial and collector street projects, including Oregon Department of Transportation street improvements, the roads and graded areas shall avoid tree clusters where possible. Significant trees, tree clusters, and heritage tree loss may occur, however, but shall be minimized.

f. If the protection of significant tree(s) or tree clusters is to occur in an area of grading that is necessary for the development of street grades, per City construction codes, which will result in an adjustment in the grade of over or under two feet, which will then threaten the health of the tree(s), the applicant will submit evidence to the Planning Director that all reasonable alternative grading plans have been considered and cannot work. The applicant will then submit a mitigation plan to the City Arborist to compensate for the removal of the tree(s) on an "inch by inch" basis (e.g., a 48-inch Douglas Fir could be replaced by 12 trees, each 4-inch). The mix of tree sizes and types shall be approved by the City Arborist.

- 3. The topography and natural drainage shall be preserved to the greatest degree possible.*
- 4. The structures shall not be located in areas subject to slumping and sliding. The Comprehensive Plan Background Report's Hazard Map, or updated material as available and as deemed acceptable by the Planning Director, shall be the basis for preliminary determination.*



FINDING NO. 14

Trees are the dominant feature of the site. The centerpiece is a large significant stand of Douglas Firs straddling Trillium Creek. The City Arborist and the applicant's arborist, Teragan and Associates, have stated that protecting this Douglas fir community is extremely important and that any loss of trees around the edge should be minimized to improve the survivability of the entire community of trees. The City Arborist also identified a sequoia at the west edge of the site as significant. He also noted a large number of oak trees in the wetland (esp. TR-01) areas are also significant.

The arborist hired by the applicant, Teragan and Associates found value in a row of 20-foot high conifers adjacent to 20560 Martin Court and 20605 Suncrest Drive and a parallel row of 20-foot high conifers just west of the stream channel. Their value is to act as wind barriers protecting the flanks of the main community of trees. The City Arborist agreed that although they are not intrinsically significant, they could serve the useful purpose of supporting the larger trees nearby. Thinning these groupings out to encourage the healthier trees would be useful. This thinning out could be combined with planning the foot/bike path through the area from Suncrest Drive onto the school site.

To address these tree protection concerns the applicant is setting aside the main Douglas fir grove as well as most of the other significant trees in association with required setbacks and transitions of the water resource areas.

Another issue is connecting the north driveway with the school. To accomplish that means that the driveway and associated grading have to cut through either the wetland area TR-01 or the west edge of the Douglas Fir tree stand. Appropriately, the applicant has chosen to avoid the wetland and take the driveway and grading through the trees; albeit with a loss of 31 Douglas firs each measuring between 15 and 28 inches in diameter. Staff is satisfied that alternate driveway alignments were fully explored. Certainly we could eliminate the north driveway and have all access via the south driveway; but channeling bus, staff and parent drop off/pick up traffic down one 24-foot wide driveway would simply repeat the same problems and conflicts that existed at Rosemont Middle School before they added a second driveway.

But the north driveway alignment minimizes tree loss can still be improved upon. Both the applicant's arborist and the City Arborist endorse the idea of replacing the use of fill and a graded slope as the base for the driveway when it cuts through the significant treed area. Instead, they propose retaining walls on both sides of the driveway. This would save ten or more significant trees which would otherwise have been in the graded slope area. Teragan and Associates specifically identify trees # 2139, 2137, 2135, 2134, 2133, 2132, 2131, 2129, 2127, and 2156 as candidates to be saved through the use of the retaining wall solution and/or the slight re-alignment of the driveway. The City Arborist concurs with this recommendation. The remaining tree loss can be mitigated per B (2) (f) above. The applicant is required to provide mitigation for these significant trees on an inch by inch basis. This mitigation can be off site (at a city park for example). The applicant cannot count required landscaping as satisfying the mitigation requirement for the lost trees.



Grading will take place in the school construction footprint area, to accommodate all hardscapes (driveways, sidewalks, parking lots), at the northwest playing field, and sections of the site perimeter. But relative to other projects, the natural topography will be substantially preserved. There is one concern: grading to allow a softball field in the northwest corner of the site. The applicant proposes to raise the grade 7-8 feet near the rear of homes in Arena Park. Homeowners in Arena Park may lose privacy once the grade is raised. Staff recommends supplementing proposed landscaping along the north edge of the playing field/fill area to provide an effective screen. It is expected that the applicant will change the programming of the playfield to “general play” to eliminate or reduce home runs being hit into the neighbors’ backyards.

The only changes to the natural drainageways come in the proposed relocation of the east wetland corridor and culverting and mitigating two seasonal sections of Trillium Creek as it passes under the two driveways.

The fairly flat school site is not located in areas subject to slumping and sliding per the Hazard Map.

5. There shall be adequate distance between on site buildings and on site and off site buildings on adjoining properties to provide for adequate light and air circulation and for fire protection.

FINDING NO. 15

The proposed school’s closest neighboring single family home at 1845 Bay Meadows Drive. That house will be 112 feet away. Other neighboring homes will be at most 150 feet south of the school. These are sufficient distances to meet the criterion.

The applicant is responsible for meeting all applicable Tualatin Valley Fire and Rescue’s standards.

6. Architecture.

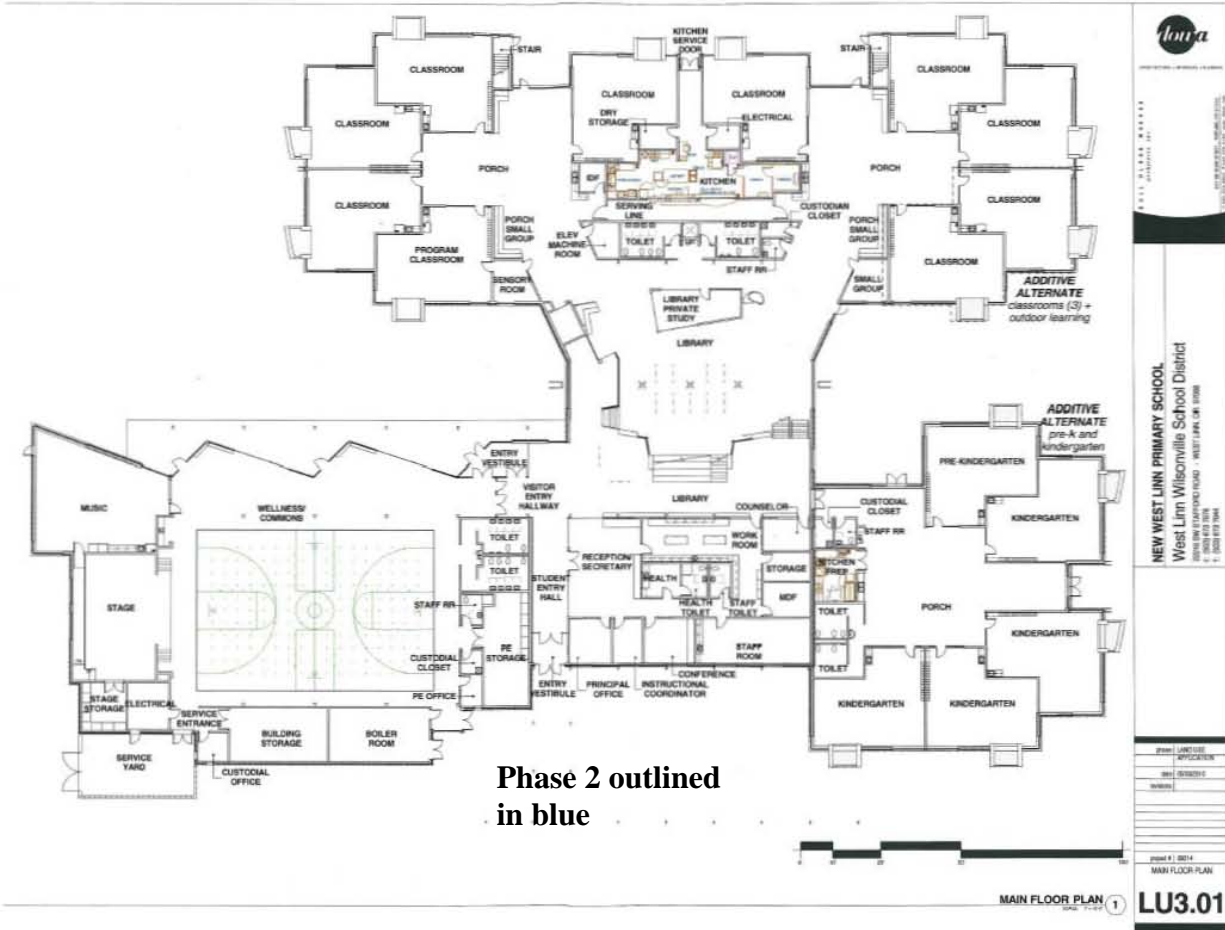
a. The predominant architecture of West Linn identified in the West Linn vision process was contemporary vernacular residential designs emphasizing natural materials: wood with brick and stone detail. Colors are subdued earth tones: grays, brown, off-whites, slate, and greens. Pitched roofs with overhanging eaves, decks, and details like generous multi-light windows with oversized trim are common. Also in evidence are the 1890s Queen Anne style homes of the Willamette neighborhood. Neo-traditional homes of the newer subdivisions feature large front porches with detailed porch supports, dormers, bracketed overhanging eaves, and rear parking for cars. Many of these design elements have already been incorporated in commercial and office architecture.

b. The proposed structure(s) scale shall be compatible with the existing structure(s) on site and on adjoining sites. Contextual design is required. Contextual design means respecting and incorporating prominent architectural styles, building lines, roof forms, rhythm of windows, building scale and massing, materials and colors of surrounding buildings in the proposed structure.

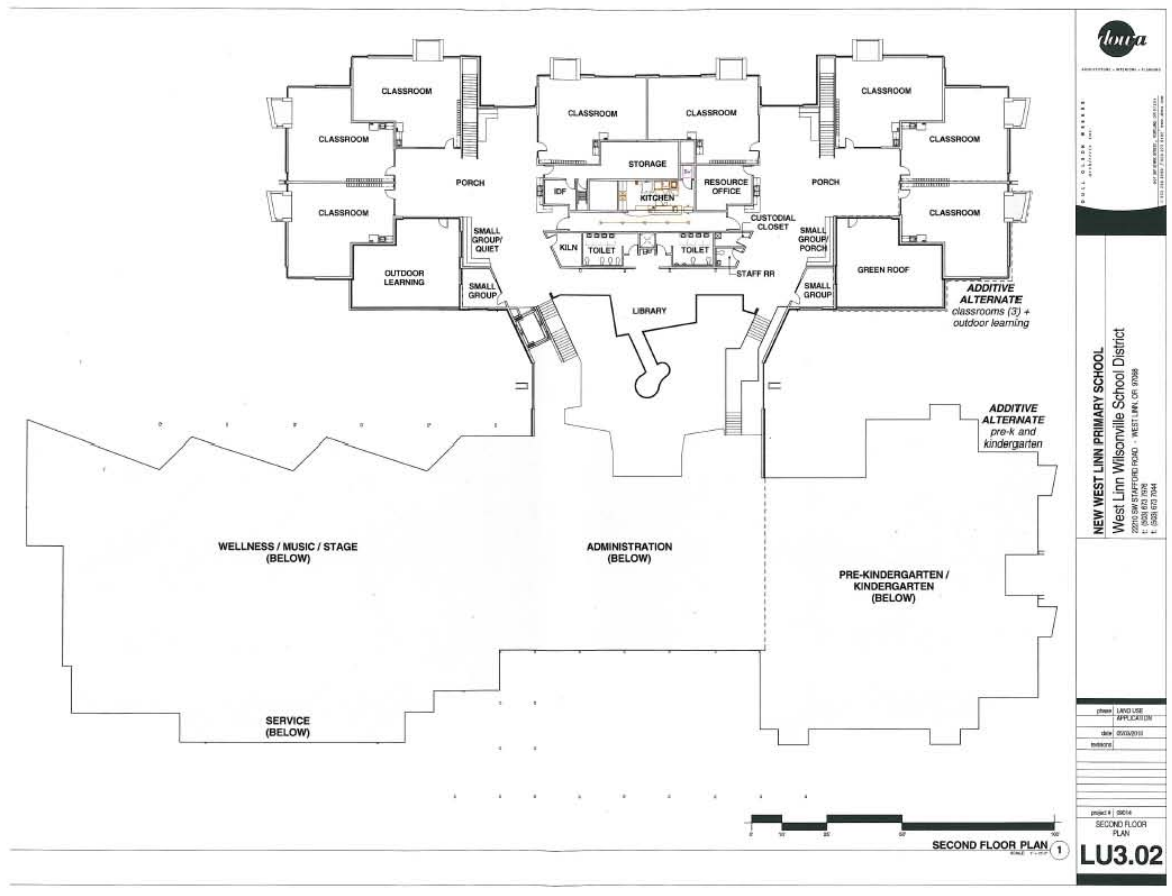
FINDING NO. 16

The applicant proposes a modern “lego set” design with multiple articulations and boxes under a multi-pitched roofscape, which although mainly flat, has enough slope variations and roof breaks to keep it interesting. The frame is clad in brick veneer, beige horizontal metal panel and lots of big multi-paned windows. The applicant’s architect goes further by adding bright primary colored metal panels that are appliquéd all over the building reminiscent of the Adidas USA headquarters building in North Portland. The only exception is the south elevation which, because it will have only two of these colored metal panels, will work better with, and compliment, the muted color schemes and traditional architecture of homes to the south. It should be noted that this application is submitted as a phased project with phase one accommodating 350 children and phase two providing for an additional 150.

The applicant has provided drawings which identify to two phases. Phase one will complete substantial construction within three years of the approval date while phase two will complete substantial construction within nine years of the approval date of this application. Phase two will require additions to the east side of the building. The style of architecture lends itself well to the idea of adding modules or blocks to the school.



Phase one first floor shown above



Phase two second floor shown above

c. While there has been discussion in Chapter 24 about transition, it is appropriate that new buildings should architecturally transition in terms of bulk and mass to work with, or fit, adjacent existing buildings. This transition can be accomplished by selecting designs that “step down” or “step up” from small to big structures and vice versa (see figure below). Transitions may also take the form of carrying building patterns and lines (e.g., parapets, windows, etc.) from the existing building to the new one.

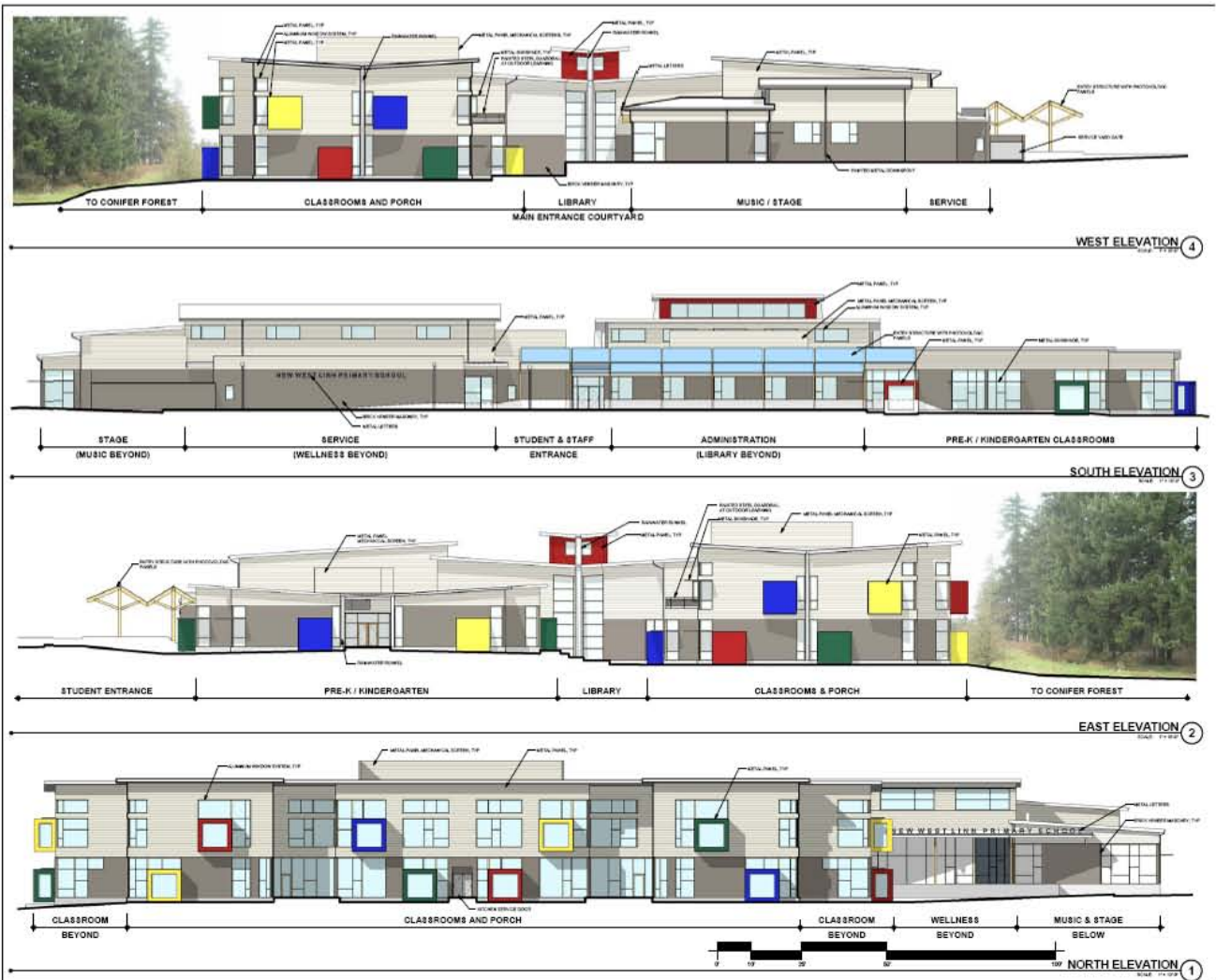
d. Contrasting architecture shall only be permitted when the design is manifestly superior to adjacent architecture in terms of creativity, design, and workmanship, and/or it is adequately separated from other buildings by distance, screening, grade variations, or is part of a development site that is large enough to set its own style of architecture.

FINDING NO. 17

Because of site grading, the school's foundation will be at 676 feet. The school is proposed to be 35 feet tall which would put the top at 711 foot elevation.

The elevation along the south property line will be 690 to 682 feet. Most of the homes along the south edge of the site are built at the 691-695 foot elevation. That means that the first floor elevation of these homes will be around 696-700 feet. Thus the school will present a modest profile as seen from these homes. In some sections, like the outer edges of the school, the building will only be one story or 20 feet tall. Homeowners would have a clear view over the top of these sections towards the forest. In terms of transition, a structure that is partly invisible or only has the upper 15 feet exposed is considered to meet the criteria.

Transition is also accomplished horizontally with 112-150 foot separation from homes to school. Architecturally, the school's multiple facets are successful, so the homeowners are not presented with a monolithic overbearing design. The understated color of the south elevation also helps the design be more compatible with its neighbors.



e. Human scale is a term that seeks to accommodate the users of the building and the notion that buildings should be designed around the human scale (e.g., his/her size and the average range of their perception). Human scale shall be accommodated in all designs by, for example, multi-light windows that are broken up into numerous panes, intimately scaled entryways, visual breaks (exaggerated eaves, indentations, ledges, parapets, awnings, engaged columns, etc.) in the facades of buildings, both vertically and horizontally.

The human scale is enhanced by bringing the building and its main entrance up to the edge of the sidewalk. It creates a more dramatic and interesting streetscape and improves the “height and width” ratio referenced in this section.

f. The main front elevation of commercial and office buildings shall provide at least 60 percent windows or transparency at the pedestrian level to create more interesting streetscape and window shopping opportunities. One side elevation shall provide at least 30 percent transparency. Any additional side or rear elevation, which is visible from a collector road or greater classification, shall also have at least 30 percent transparency. Transparency on other elevations is optional. The transparency is measured in lineal fashion. For example, a 100-foot long building elevation shall have at least 60 feet (60% of 100) in length of windows. The window height shall be, at minimum, three feet tall. The exception to transparency would be cases where demonstrated functional constraints or topography restrict that elevation from being used. When this exemption is applied to the main front elevation, the square footage of transparency that would ordinarily be required by the above formula shall be installed on the remaining elevations at pedestrian level in addition to any transparency required by a side elevation, and vice versa. The rear of the building is not required to include transparency. The transparency must be flush with the building elevation.

FINDING NO. 18

The proposed school captures the essence of “human scale”, especially for the average seven year old. It is broken up into numerous elements on both vertical and horizontal planes. It seems that at least half of every elevation’s square footage is occupied by multi-paned windows. Additional fun is had with the blue, red, yellow, green and blue sheet metal squares which will break up and define parts of the building. Although the transparency standard only applies to commercial and office space, the school is well provided for in terms of windows. In particular, the north elevation, which is the school’s “window” to the forest, has 65% of its first floor devoted to transparency which meets the criterion easily. Staff finds the criterion is met.

g. Variations in depth and roof line are encouraged for all elevations.

To vary the otherwise blank wall of most rear elevations, continuous flat elevations of over 100 feet in length should be avoided by indents or variations in the wall. The use of decorative brick, masonry, or stone insets and/or designs is encouraged. Another way to vary or soften this elevation is through terrain variations such as an undulating grass area with trees to provide vertical relief.

h. Consideration of the micro-climate (e.g., sensitivity to wind, sun angles, shade, etc.) shall be made for building users, pedestrians, and transit users, including features like awnings.

i. The Vision Statement identified a strong commitment to developing safe and attractive pedestrian environments with broad sidewalks, canopied with trees and awnings.

j. Sidewalk cafes, kiosks, vendors, and street furniture are encouraged. However, at least a four foot wide pedestrian access way must be maintained per Chapter 53, Sidewalk Use.

FINDING NO. 19

The school has very definite variations in height, an articulated/multi-angled roofscape as well as variations horizontally along the walls. The longest flat section of exterior wall is 75 feet on the south elevation. Everywhere else, there are indents and popouts every 20 to 40 feet.

The applicant states that the school will meet current energy efficient standards and they are striving to attain LEED certification.

C. *Compatibility between adjoining uses, buffering, and screening.*

- 1. In addition to the compatibility requirements contained in Chapter 24, buffering shall be provided between different types of land uses; for example, buffering between single-family homes and apartment blocks. However, no buffering is required between single-family homes and duplexes or single-family attached units. The following factors shall be considered in determining the adequacy of the type and extent of the buffer:*

- a. *The purpose of the buffer, for example to decrease noise levels, absorb air pollution, filter dust, or to provide a visual barrier.*
 - b. *The size of the buffer required to achieve the purpose in terms of width and height.*
 - c. *The direction(s) from which buffering is needed.*
 - d. *The required density of the buffering.*
 - e. *Whether the viewer is stationary or mobile.*
2. *On-site screening from view from adjoining properties of such things as service areas, storage areas, and parking lots shall be provided and the following factors will be considered in determining the adequacy of the type and extent of the screening:*
- a. *What needs to be screened?*
 - b. *The direction from which it is needed.*
 - c. *How dense the screen needs to be.*
 - d. *Whether the viewer is stationary or mobile.*
 - e. *Whether the screening needs to be year around.*
3. *Roof top air cooling and heating systems and other mechanical equipment shall be screened from view from adjoining properties.*

Finding No. 20

The northwest softball field where the natural grade at the north property line will be increased from 7-8 feet could result in loss of privacy for residents whose homes back onto the school site. Conditions are proposed to increase vegetative buffering along the north edge of the field/fill area and change the softball field into a general play facility which should reduce the chance of an errant “home run” hitting into the neighbors backyards.

Lighting impacts are to be addressed by directing fixtures away from adjacent homes. That still leaves the glare of headlights from vehicles in the early AM and late PM hours. To mitigate the glare and address privacy concerns, staff finds that the grade differences between the driveways and abutting residential properties plus six foot cyclone fencing plus selected landscaping along most of the site perimeter should be sufficient. All rooftop HVAC will be screened.

Concern expressed by the owner of 1810 Bay Meadows Drive is addressed by the fact that there will be a 220 foot horizontal separation between that address and the proposed driveway

and the presence of existing vegetative screening. (See photograph in finding no.1) Therefore the criterion is met.

D. Privacy and noise.

1. Structures which include residential dwelling units shall provide private outdoor areas for each ground floor unit which is screened from view by adjoining units.
2. Residential dwelling units shall be placed on the site in areas having minimal noise exposure to the extent possible. Natural appearing sound barriers shall be used to lessen noise impacts where noise levels exceed the design standards of Table 1 below.
3. Structures or on site activity areas which generate noise, lights, or glare shall be buffered from adjoining residential uses in accordance with the standards in Section 55.100(C) where applicable. Businesses or activities that can reasonably be expected to generate noise shall undertake and submit appropriate noise studies and mitigate as necessary. (See Sections 55.110(B)(11) and 55.120(M).)

To protect the health, safety, and welfare of the citizens of West Linn, the following design standards are established in Tables 1 and 2. In the case of land uses that are expected to be close to adopted noise standards, follow-up studies in the first year of operation may be required by a conditional of approval or required by the Planning Director as appropriate in order to monitor compliance.

Ambient degradation associated with new noise sources. Any new commercial or industrial development to be built on a vacant or previously unused industrial or commercial site shall not cause or permit the operation of a noise source if the noise levels generated, or indirectly caused by that noise source, would increase the ambient statistical noise levels, L50 or L10, by more than 5 dBA in any one hour. In some instances, the ambient degradation standard may establish lower allowable dBA levels than those established in Table 1, and in those instances, the lower level shall apply. Ambient noise levels shall be determined by a licensed acoustical engineer.

FINDING NO. 21

The applicant's noise study by Altermatt and Associates shows that all aspects of the school operation will keep below the allowable noise standards of CDC Chapter 55 so long as specific limits are observed for number and time of truck deliveries, the use of propane fueled buses, and shielding of HVAC noise. For specific details please refer to the submittal from Altermatt and Associates, dated June 25, 2010. Their recommendations are incorporated as conditions of approval. The emergency generator will be used in the rare occasions of power failure but will be tested monthly for approximately five minutes at a time. Noise from tests may exceed City

standards but a condition that tests only take place between 7AM and 7PM should mitigate the brief impact.

Lighting impacts are to be addressed by directing fixtures away from adjacent homes. That still leaves the glare of headlights from vehicles in the early AM and late PM hours. To mitigate the glare and address privacy concerns, staff finds that the grade differences between the driveways and abutting residential properties plus six foot cyclone fencing plus selected landscaping along most of the site perimeter should be sufficient. Concern expressed by the owner of 1810 Bay Meadows Drive is addressed by the fact that there will be a 220 foot horizontal separation between that address and the proposed driveway and the presence of existing vegetative screening. (See photograph in finding no.1) Therefore the criterion is met.

G. Demarcation of public, semi public, and private spaces. *The structures and site improvements shall be designed so that public areas such as streets or public gathering places, semi-public areas, and private outdoor areas are clearly defined in order to establish persons having a right to be in the space, to provide for crime prevention, and to establish maintenance responsibility. These areas may be defined by:*

1. *A deck, patio, fence, low wall, hedge, or draping vine;*
2. *A trellis or arbor;*
3. *A change in level;*
4. *A change in the texture of the path material;*
5. *Sign; or,*
6. *Landscaping.*

Use of gates to demarcate the boundary between a public street and a private access driveway is prohibited.

FINDING NO. 22

Delineation of the site as a semi-public space is already helped by the fact that it is surrounded on three sides by housing. The access points to the site are limited. To the north is a foot and bike path from Arena Park subdivision. To the east is a 500 foot long 30-foot wide City owned tract which will provide foot and bike access from Santa Anita Drive. To the south is Bay Meadows Drive providing access for bikes, pedestrians and emergency vehicles. All these points of ingress and egress to the school site can be monitored either from nearby homes, the school, from nearby streets or a combination thereof.

To the west, where the school site fronts on Rosemont Road, access will be less restricted given the two access driveways and 600 feet of frontage but the delineation of public, semi-public and private space is still good. Starting at the north end of Rosemont Road frontage, staff finds that there will be a fence adjacent to the north playing field. Next is the north driveway with signage to identify the property's semi-public status. The single family home at 1045 Rosemont Road occupies 255 feet of the frontage and is clearly private. To the south of that, the forested

wetland and groundcover presents a physical barrier. Finally there is the south driveway. A sign should be installed to identify the driveway as “Access for school buses, staff and commercial delivery vehicles only”. This would declare its semi-public status.

These features should, both individually and collectively, define the site as semi-public.

1. Public facilities.

An application may only be approved only if adequate public facilities will be available to provide service to the property prior to occupancy.

2. Drainage. A registered civil engineer shall prepare a plan and statement which shall be supported by factual data that clearly shows that there will be no adverse impacts from increased intensity of runoff off site or the plan and statement shall identify all off-site impacts and measures to mitigate those impacts. The plan and statement shall, at a minimum, determine off site impacts from a 25-year storm. The City Engineer shall adjust storm drainage facilities for applications which contain permeable parking surfaces based upon a quantitative analysis of the increased water retention and water quality characteristics of the permeable parking surface.

Catch basins shall be installed and connected to pipelines leading to storm sewers or drainageways.

FINDING NO. 23

The applicant’s engineer has provided appropriate drainage calculations that show the applicant’s proposal will have no adverse impacts. Concerns about the relocation of the east drainageway are addressed by the fact that the “as built” engineering plans for Cheyenne Terrace show all individual rain drains at the rear of homes tying into the common storm outfall at its current location. The school district plans to collect that storm discharge at its original spot and transfer it to the existing storm intake to the north.

A resident of the Arena Park subdivision reports high water table problems (see attached public comments) which could be worsened by fill at the northwest corner of the site. A swale is proposed at the toe of the fill slope in the applicant’s submittal. Staff is concerned about the efficacy of this swale and proposes condition 17.

Regarding the detention ponds, the applicant shall provide effective visual screening of native trees and understory around the pond perimeter with 25 percent of shrubs to be at least 3 gallons in size at the time of planting. A fence, if required, shall be 36 to 40 inches high of decorative type steel, aluminum or wrought iron which shall provide minimum contrast with the surrounding landscape. The fence shall be placed behind the perimeter landscaping.

Native vegetation of the pond interior shall be per City of West Linn Construction Code standards.

Fire flow will be sufficient by the occupancy date.

J. Crime prevention and safety/defensible space.

1. *Windows shall be located so that areas vulnerable to crime can be surveyed by the occupants.*
2. *Interior laundry and service areas shall be located in a way that they can be observed by others.*
3. *Mail boxes, recycling, and solid waste facilities shall be located in lighted areas having vehicular or pedestrian traffic.*
4. *The exterior lighting levels shall be selected and the angles shall be oriented towards areas vulnerable to crime.*
5. *Light fixtures shall be provided in areas having heavy pedestrian or vehicular traffic and in potentially dangerous areas such as parking lots, stairs, ramps, and abrupt grade changes.*
6. *Fixtures shall be placed at a height so that light patterns overlap at a height of seven feet which is sufficient to illuminate a person. All commercial, industrial, residential, and public facility projects undergoing design review shall use low or high pressure sodium bulbs and be able to demonstrate effective shielding so that the light is directed downwards rather than omni-directional. Omni-directional lights of an ornamental nature may be used in general commercial districts only.*
7. *Lines of sight shall be reasonably established so that the development site is visible to police and residents.*
8. *Security fences for utilities (e.g., power transformers, pump stations, pipeline control equipment, etc.) or wireless communication facilities may be up to eight feet tall in order to protect public safety. No variances are required regardless of location.*

FINDING NO. 24

Crime prevention and surveillance is very good at this site. The property is surrounded on three sides by residential uses meaning that there are “eyes” on school site activities at most times.

Fences will enclose most of the site perimeter including the ball field on Rosemont Road. In the forested area to the north of the school, the applicant proposes to remove the blackberries which constitute most of the understory so adequate lines of sight should be improved. Also, the large and plentiful windows on all sides of the school make it easy to be seen from inside the school.

To facilitate surveillance of the eight foot wide gravel footpath between Santa Anita Road and the school property, the applicant shall either remove or limb up all sight obscuring trees and vegetation from the 30 foot wide city owned property. Surveillance of this 500 foot long corridor is expected to come from the school, adjacent homeowners and Santa Anita Drive rights of way. No lighting is proposed for this path since its target users will use it in daylight between 8:30AM and 3:30PM.

Surveillance of the area between the fences of Arena Park subdivision and the northwest playing field is possible from the pathway linking Arena Park to the school.

Security lighting in the school property is important but it must be shielded/designed to avoid being directed at adjacent homes and properties.

Staff has made frequent references to the Safe Routes to School (SRTS) program as a state and national model for encouraging children to walk and bike to school with positive benefits of improved health and lower childhood obesity rates. Because there is no way to guarantee that routes will be 100% safe, many jurisdictions, like Portland, changed the name of their adopted program to *Safer* Routes to School. Staff supports Portland's approach as a more realistic representation of what is being offered. It's a relative term. The program relies in large measure on "walking school buses" and "bike trains" which are groups of children walking or biking to school with one or more parents accompanying them. Because of the age of children in an elementary school, staff expects that most children arriving individually will be accompanied by a parent.

Provisions for persons with disabilities.

1. The needs of a person with a disability shall be provided for. Accessible routes shall be provided between all buildings and accessible site facilities. The accessible route shall be the most practical direct route between accessible building entries, accessible site facilities, and the accessible entry to the site. An accessible route shall connect to the public right-of-way to at least one on-site or adjacent transit stop (if the area is served by transit). All facilities shall conform to, or exceed, the Americans with Disabilities Act (ADA) standards, including those included in the Uniform Building Code.

FINDING NO. 25

The school will be fully ADA accessible. In addition to school facilities, the area surrounding the school has many approach streets and sidewalks that are in the 0-5% grade range which will enhance the school’s accessibility from adjacent neighborhoods. The criteria are met.

CHAPTER 75, VARIANCE

Variance 1: Variance to allow two 95-foot wide curb cuts on Rosemont Road.

75.060 THE APPROVAL CRITERIA

The appropriate approval authority shall approve a variance request if all the following criteria are met and corresponding findings of fact prepared. The approval authority may impose appropriate conditions to ensure compliance with the criteria. The approval authority shall deny the variance if any of the criteria are not met.

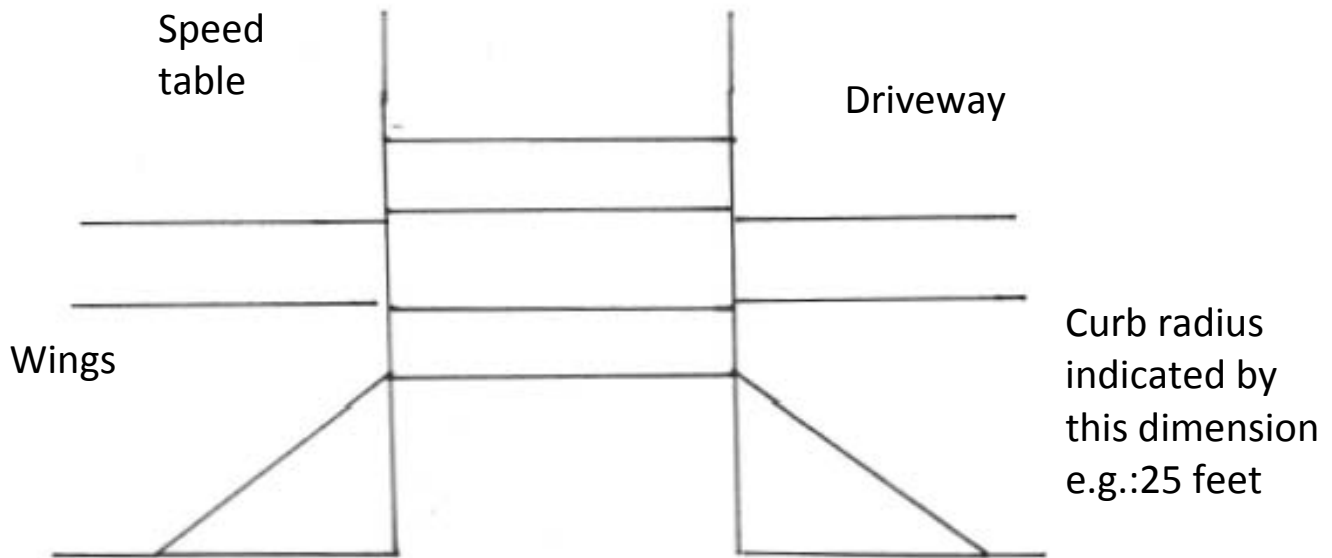
(1) Exceptional or extraordinary circumstances apply to the property which do not apply generally to other properties in the same zone or vicinity, and result from lot size or shape, legally existing prior to the date of this ordinance, topography, or other circumstances over which the applicant has no control.

FINDING NO. 26

The maximum curb cut width per the CDC is 36 feet. The applicant proposes a 95-foot width at Rosemont Road to allow school buses, delivery trucks and private cars room to access and egress the site. The 95-foot curb cut width is measured from the outer edge of the wings.

The proposed design shows two exit lanes and one entry lanes.

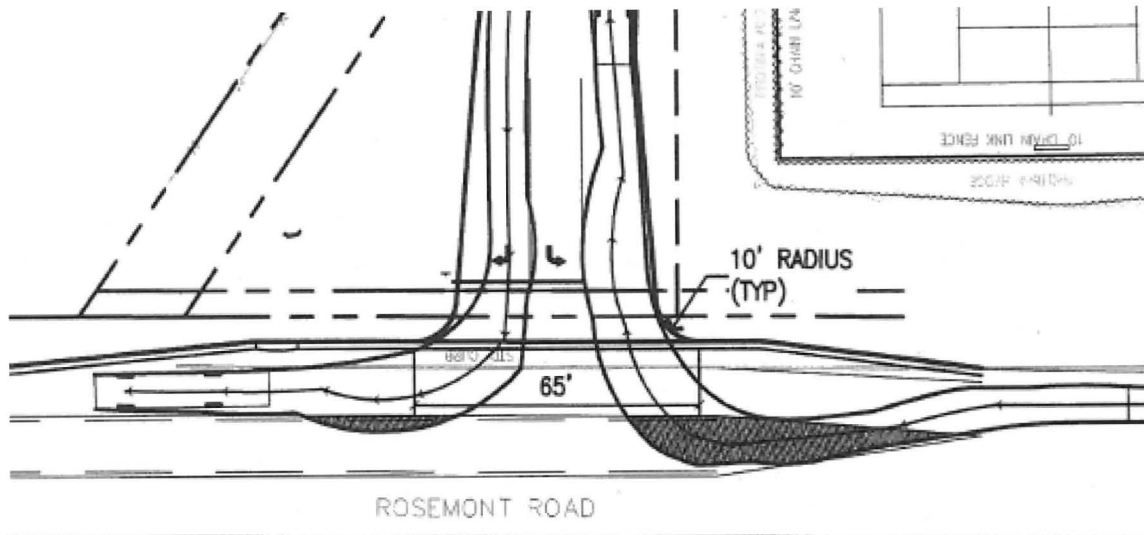
The applicant states that the exceptional circumstance is that turn movements can be especially difficult for the buses and the peak AM and PM periods, when staff are using the same point of ingress/egress, only increases the degree of difficulty.



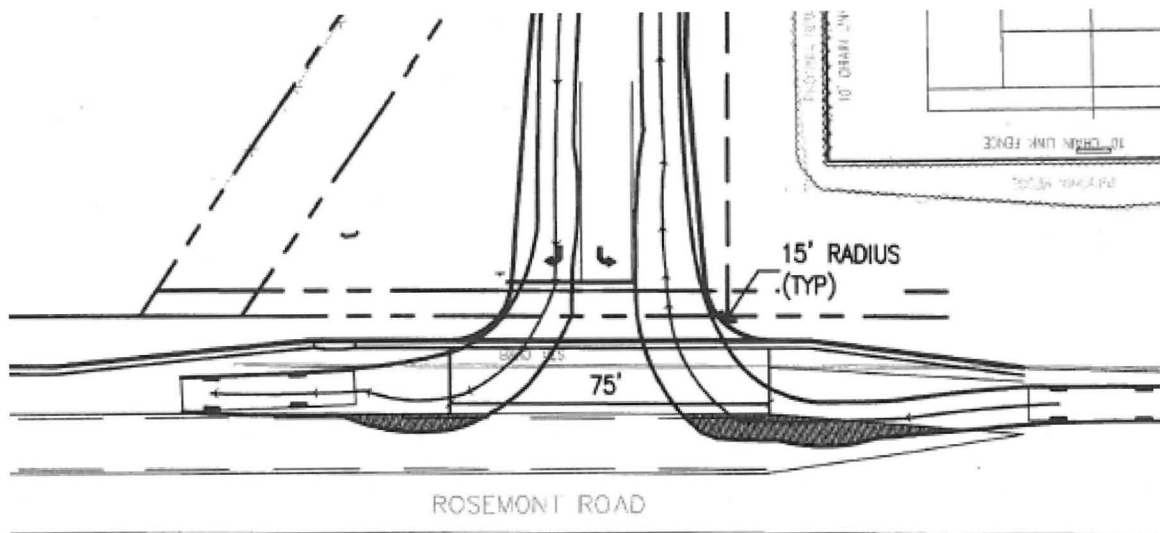
Curb cut

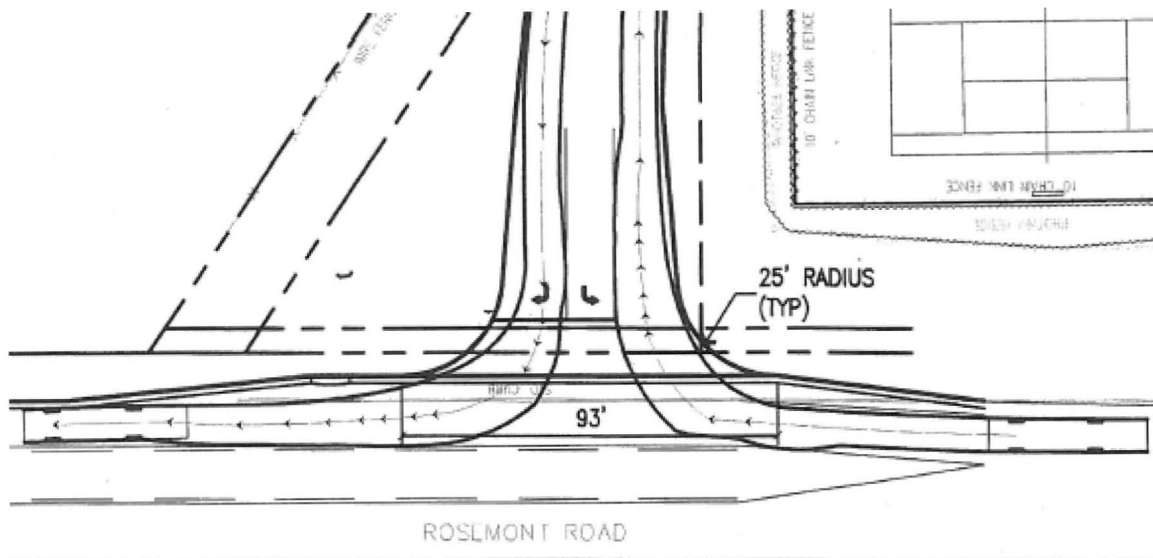
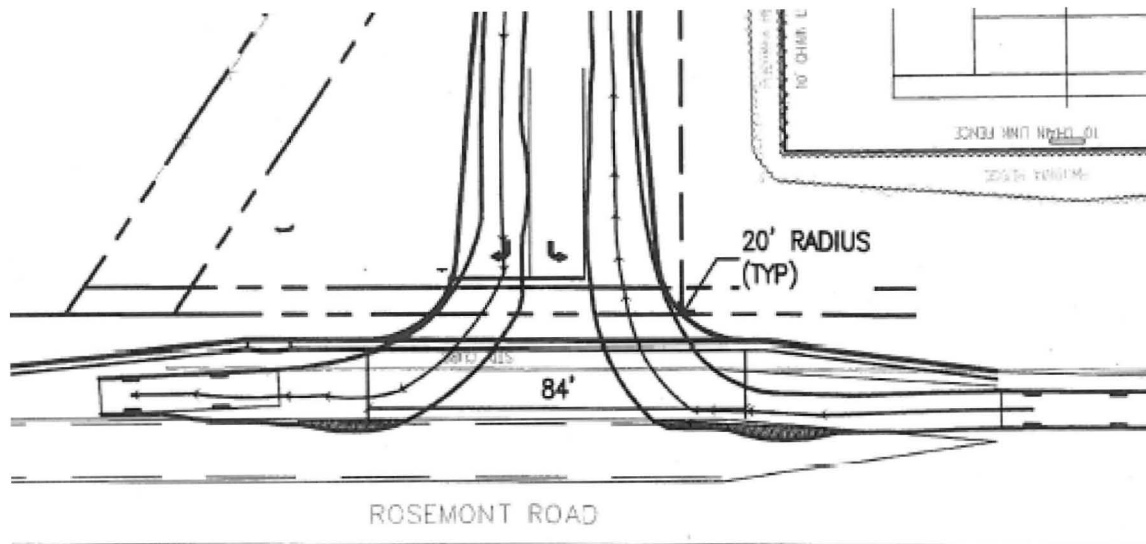
Staff finds that the applicant has presented arguments in the July 7, 2010 submittal that the 25-foot curb radius is necessary. Graphic evidence of this is shown in Winzler and Kelly's bus turning simulations below. The simulations show the movement of the school buses entering and leaving the site with a 10, 15, 20 and 25 foot curb radius (25 foot curb radius yields the 95 foot wide curb cut). The 10 foot radius shown below indicates that buses entering the site would have to swing about 15 feet out of the travel lane into the center turn lane to make the turn movement. Exiting turn movements would stray out of the travel lane too, but not as dramatically. Designs with curb radius of 15 and 20 feet would also be forced out of their travel lanes but the 20 foot radius forces only a very minor deviation. Of the four examples, only the 25 foot radius is adequate to allow the buses to stay in their lanes when making the turn. Staff finds that these simulations constitute compelling evidence of exceptional circumstances that justify the curb cut width variance but only at the south driveway.

Winzler and Kelly's bus turning simulations comparing curb radius:



Dark areas show where bus encroaches upon center lane





The north driveway has similar issues for cars exiting and entering the site but because cars, SUVs and mini-vans are shorter, the curb radius can be reduced. Staff proposes 15-foot radius to yield a total curb cut of 66 feet (36 feet plus 30 equals 66).

(2) The variance is necessary for the preservation of a property right of the applicant, which is substantially the same as a right possessed by owners of other property in the same zone or vicinity.

FINDING NO. 27

Staff surveyed other schools and found that Rosemont Middle School’s 105-foot curb cut is the only one in the realm of the requested 95-foot wide curb cut. Although all other schools in the area have significantly smaller curb cuts, (see finding 29) none would function adequately for two way bus traffic. Thus, staff finds that, on the basis of the only adequately functioning example in West Linn (Rosemont Middle School), the south driveway variance request for a 95-foot wide curb cut is reasonable.

In contrast, the north driveway, which is intended to handle only parents’ vehicles, cannot justify a 95-foot dimension since no buses are programmed to use it. Other schools in the area have curb cut widths in the 60-65 foot range which works well for cars, SUVs, etc. Staff finds that a north driveway curb cut of 66 feet would give the applicant the same right (curb cut) shared by other schools. Staff finds that the criterion is met with different widths for the two driveways.

(3) The authorization of the variance will not be materially detrimental to the purposes and standards of this Code, will not be inconsistent with all other regulatory requirements, and will not conflict with the goals and policies of the West Linn Comprehensive Plan.

FINDING NO. 28

As alluded to earlier, a wider turn radii mean faster entry and exit speeds which create an increased likelihood of pedestrian and bicyclist fatalities or injuries at the driveway. One of the basic purpose statements of the Community Development Code’s Introductory Provisions (CDC 01.020) is that the CDC should “*promote the general health, safety and welfare of the public*”. Staff finds that the wider driveway would reduce safety for pedestrians and bicyclists and thus be materially detrimental and in opposition to the Code.

Staff finds the proposed width is in conflict with CDC 60.090(A) (4) in that it fails to “*preserve or improve the **safety** and function of the facility through access management, traffic calming, or other design features.*”

Also, CDC 60.090(A) (2) requires that the design is “*compatible with abutting land uses in regard to **public safety.***”

Oregon Administrative Rules Chapter 660-012-0000(1) Transportation Planning Rule has the following purpose statement:

“(b) Encourage and support the availability of a variety of transportation choices for moving people that balance vehicular use with other transportation modes, including walking, bicycling and transit in order to avoid principal reliance upon any one mode of transportation;

(c) Provide for safe and convenient vehicular, transit, pedestrian, and bicycle access.”

Even the Traffic engineer’s national AASHTO-Geometric Design Standards of Highways and Streets recognizes the need to balance the interest of traffic with pedestrians and other modes:

“Effect of Curb Radii on Pedestrians

For arterial street design, adequate radii for vehicle operation should be balanced against the needs of pedestrians....”

Staff finds that this wide curb cut is all about making it easier for a small component of the traffic (buses) to access and exit the school with minimal effort. But it is important, per the TPR, to recognize and accommodate other user groups and that isn’t accomplished with a wide curb cut.

West Linn Comprehensive plan Transportation Element Goal 12 Pedestrian policy states:

Promote safety for pedestrians when crossing major streets through use of appropriately located crosswalks, raised islands, and medians and other appropriate measures to alert vehicles operators to the presence of pedestrians.

Goal 12 action Measure (5) states:

Designate preferred routes to each school in the City and require that safe paths to school for children be identified for any new residential project.

Goal 11: Public Facilities and Services, Schools policy statement (4) states:

School design, use, and parking will be responsive to and compatible with surrounding neighborhoods and existing land uses

All the references in the comprehensive plan, CDC and even AASHTO, call for safer pedestrian facilities and the importance of the school design fitting within a broader neighborhood and community context rather than the focusing on an easier turn radii. Based on these findings, an excessively large curb cut does not meet the criteria. If that is the case then is there some way to mitigate the impacts of the curb cut width?

Staff finds that the only way to reconcile the wide curb cuts in the face of these safety concerns is to impose a condition of approval requiring a “speed table” at both crosswalks (see condition of approval 10). Speed tables will (a) effectively slow down traffic, and (b) clearly identify the ten foot wide corridor as a pedestrian space. The ten foot wide pedestrian area should be of contrasting color and/or material. There is a 5-inch speed table in front of West Linn City Hall similar to the speed table shown below.



According to the Institute of Transportation Engineers, in a 2010 report, speed tables have the following characteristics:

Potential Impacts:

- no effect on access
- speeds are reduced, but usually to a higher crossing speed than at speed humps (typically between 25 and 27 miles per hour)
- traffic volumes have been reduced on average by 12 percent depending on alternative routes available
- collisions have been reduced on average by 45 percent on treated streets (not adjusted for traffic diversion)
- reported to increase pedestrian visibility and likelihood that driver yields to pedestrian

Emergency Response Issues:

- typically preferred by fire departments over 12 to 14-foot speed humps
- generally less than 3 seconds of delay per hump for fire trucks

Staff sought comments on the speed table from Tualatin Valley Fire and Rescue deputy Fire Marshall Karen Mohling. The Fire Marshall was concerned that a 4-6-inch speed table, as staff originally proposed, would be too high. She submitted to staff specifications from Beaverton that would more agreeable and they included a 3-inch high speed table. Therefore staff proposes a 3-inch high speed table/crosswalk. At last report Fire Marshall Mohling was going to have a fire truck test drive over one of Beaverton's speed tables to verify its acceptability but no findings were available as of this writing. Notwithstanding that fact, staff finds that speed tables have been accepted in virtually all cities in the metro area to the advantage of pedestrians. Therefore the criterion is met by condition of approval 10.

(4) The variance request is the minimum variance, which would alleviate the exceptional and extraordinary circumstance.

FINDING NO. 29

Staff finds that the applicant has presented arguments in the July 7, 2010 submittal that the curb radius at the south driveway for buses is necessary. Evidence of this is shown in Winzler and Kelly’s bus turning simulations. The simulations show the movement of the school buses entering and leaving the site with a 10, 15, 20 and 25 foot curb wing (25 foot curb wings yield the 95-foot curb cut). Only the 25 foot wide wings allow the buses to avoid swinging into the center turn lane. Staff finds that these simulations constitute proof that the 95-foot width is the minimum needed to provide safe access at the south driveway.

Staff also finds that the 95-foot wide width is consistent with the Rosemont Middle school curb cut width of 105 feet.

At the north driveway, staff finds that a 95-foot wide curb cut is not the minimum needed. This driveway is strictly for parent’s cars, not school buses; so to propose a 25-foot curb radius that works for buses cannot be justified. Instead, staff finds that the use of 15-foot wide wings represents the minimum dimension needed to allow reasonable and safe entering and exiting turn movements for a total curb cut width of 66 feet. (Three 12-foot wide driveway lanes combine to make 36 feet plus 15-foot wings on each side of the driveway equal 66 feet.) That width is also consistent with many other schools in the district. West Linn High School has a 78-foot curb cut dimension. The Sunset school curb cut is 60 feet and Bolton elementary has a curb cut width of 64 feet.

Therefore the criterion is met.

(5) The exceptional and extraordinary circumstance does not arise from the violation of this ordinance.

FINDING NO. 30

The circumstances do not arise from the violation of this ordinance. The criterion is met.

(6) The variance will not impose physical limitations on other properties or uses in the area, and will not impose physical limitations on future use of neighboring vacant or underdeveloped properties as authorized by the underlying zoning classification.

FINDING NO. 31

The variance could adversely impact and discourage multi modal use (bicyclists and pedestrians) by encouraging faster and easier turn vehicular movements on and off Rosemont Road.

Staff appreciates the desire of the bus operators to have a smoother transition on and off Rosemont Road, but as the attached review will show, designs that facilitate faster vehicles mixed with pedestrians and bicyclists are potentially dangerous.

The Safe Routes to School website offers the following discussion of reduced corner radii:

Reduced Corner Radii



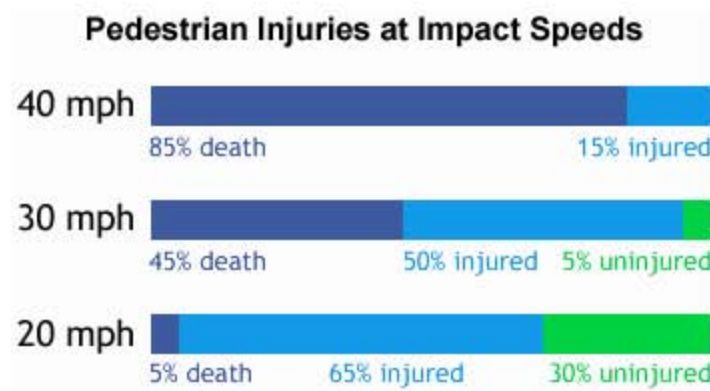
“A large turn radius allows drivers to make higher speed turns and increases the crossing distance. There is a direct relationship between the size of the curb radius and the speed of turning motor vehicles. A large radius may easily accommodate large fire trucks, other large trucks and school buses, but it also allows other drivers to make high speed turns. Drivers who drive faster are less likely to stop for pedestrians. A larger radius will also result in a longer crossing distance for the pedestrian. The solution is to reduce the curb radius.”



Large trucks do not need to stay on their half of the street when turning on local streets. There is not a need to design for the largest vehicle that may use a street, especially for streets inside neighborhoods.”

Excerpt from same website (saferoutesinfo.org):

“Pedestrian crash severity is also much lower at low motor vehicle speeds. If a pedestrian is struck by a motor vehicle traveling at 40 mph there is an 85 percent likelihood that the pedestrian will be killed. This percentage drops to 45 percent at 30 mph and 5 percent at 20 mph. Thus, slowing motor vehicle speeds not only reduces the chance of a crash due to the shorter stopping distance that is required, but it also reduces the chance of a pedestrian fatality or serious injury.”



The relationship between pedestrian injury severity and motor vehicle impact speeds.

“Narrower streets and driveways mean slower speeds which means there is a reduced risk of serious injury.”

To address this hazard, first, the curb cut curb radii should be the minimum width necessary to allow reasonable ingress/egress; and second, speed tables (see photo on page 53) at both driveways should be installed to clearly identify the pedestrian crossings, slow down traffic and improve public safety. Staff finds that a 15-foot curb radius at the north driveway and a 25-foot curb radius at the south driveway provide appropriate facilities for the different types of vehicles (buses, cars, etc.) so long as measures to better protect pedestrians at the crosswalk are put in place too. The raised speed tables/crosswalks should accomplish that. Thus the criterion can be met by condition of approval 7.

Variance 2 Eastern Water Resource Area Setback

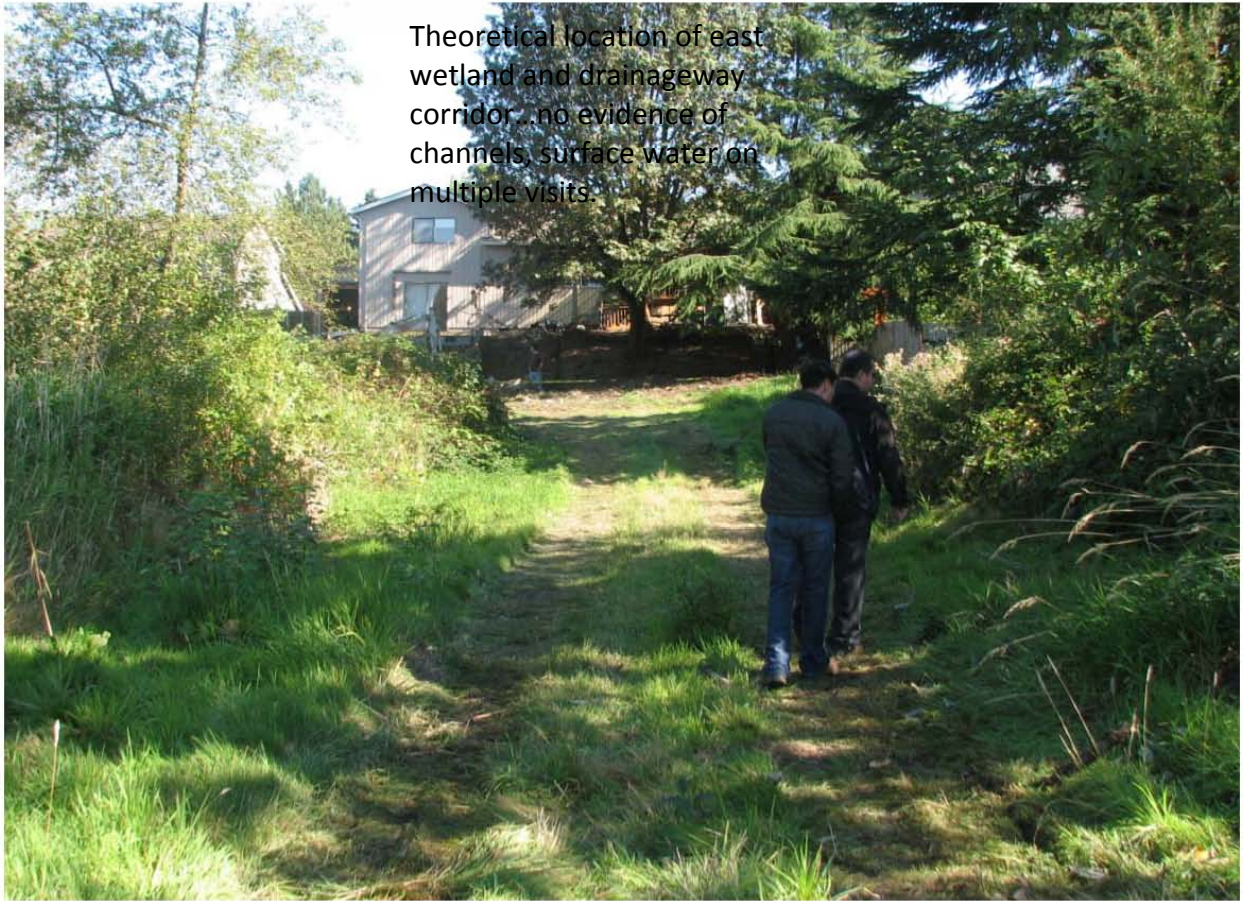
(1) Exceptional or extraordinary circumstances apply to the property which do not apply generally to other properties in the same zone or vicinity, and result from lot size or shape, legally existing prior to the date of this ordinance, topography, or other circumstances over which the applicant has no control.

FINDING NO. 32

Protection of the WRA and wetlands is of critical importance in West Linn. But what makes this case extraordinary is that this is a WRA that never really was or at least it was artificially created. The location is the “drainageway” at the east side of the site linking a storm water outfall from Cheyenne Terrace and a storm water intake to the north near Hidden Springs Court (Hidden Springs Ranch #4). The Local Wetland Inventory (LWI) adopted in 2005 and accepted by the state as West Linn’s inventory of wetlands did not identify it as a wetland. The Walker Macy inventory of wetlands did not identify it as a wetland initially. True, it is on the Surface Water Management Plan as a route that carries storm runoff from Cheyenne Terrace across the east portion of the site but field inspections on numerous occasions by City Planning and Storm water engineering staff revealed no wetland indicators. Staff only identified sporadic and discontinuous half-inch to one inch depressions that suggest that runoff travels across this area in broad sheet or surficial patterns.

A subsequent visit by staff noted water at the base of the storm water outfall and some indicator plants. The applicant had Winzler and Kelly revisit that location in June 2010 and they found that there is a small wetland extending 160 feet north from the storm outfall. In their report dated June 25, 2010, Winzler and Kelly reported that no channel exists but there is a high water table within 8-12 inches of the surface which produced hydrophytic wetland indicator plants, hydric soil characteristics and evidence of hydrology. The hydrology is mainly in the form of periodic surface ponding, especially in wheel ruts after heavy rains, which rapidly dissipate. A representative of DSL concurred with these findings. The remainder of the distance to the storm water intake showed no evidence of wetlands.

The applicant’s proposal to relocate and mitigate/enhance the wetlands further east and reduce the transition-setback from 57.5 feet to 15 feet is reasonable given the fact that the wetland barely exists and is extremely small. The small wetland relies on stormwater runoff from a very small catchment area at the end of the Cheyenne Terrace cul de sac. The stormwater is collected and piped to an outfall on the southeast edge of the school property. The water collects at the base of the outfall and either soaks into the soil at that point or, in heavy rains, drains in sheet form across the top of the ground without creating any drainageway in the traditional sense. Even with this spring’s record setting rainfall, a recent visit revealed no channel. Staff sees no merit in trying to protect a drainageway that does not exist.



The applicant proposes to create a defined channel along the southeast edge of the site and plant native material along this drainageway. This would be a qualitative step forward. The applicant has requested a variance to reduce the transition and setback down to 15 feet which is in keeping with the low/seasonal water flow expected to be captured. (The CDC Chapter 32 used to have a transition of 15 feet for seasonal drainageways like this one.) Staff finds that this criterion has been met.

(2) The variance is necessary for the preservation of a property right of the applicant, which is substantially the same as a right possessed by owners of other property in the same zone or vicinity.

FINDING NO. 33

The property right is the opportunity to reasonably develop or utilize one's property with due deference to the environmental constraints.

The applicant would like to construct an adequately dimensioned school bus driveway and turnaround as well as outdoor activity areas for the school children. To do this the

applicant proposes to move and re-establish the wetland corridor 80 feet further east on the site. The relocated wetland would have a defined channel and be landscaped with supportive wetland plant materials. The net result will be a wetland that is qualitatively and quantitatively superior in a location that allows the applicant reasonable use of the property. Reasonableness can also be found in allowing this modification of a small wetland area in the context of the applicant preserving almost half the site for resource protection: wetlands, drainageways and significant trees and forested areas.

(3) The authorization of the variance will not be materially detrimental to the purposes and standards of this Code, will not be inconsistent with all other regulatory requirements, and will not conflict with the goals and policies of the West Linn Comprehensive Plan.

FINDING NO.34

Approval of the request will not adversely impact the City's protection of resource areas. Instead it will elevate the quality of the wetland from its current, almost invisible, status to one that has a more constant water supply which should in turn sustain a healthier and robust collection of hydrophytic plants as well as provide wildlife habitat. Approving the re-designed drainageway will also allow for the containment and treatment of stormwater flow. This proposal agrees with West Linn Comprehensive Plan goal 5 policy: *"Enhance and expand vegetation, particularly native species, in natural areas to prevent erosion and improve wildlife habitat."*

(4) The variance request is the minimum variance, which would alleviate the exceptional and extraordinary circumstance.

FINDING NO. 35

The required school parking and bus turnaround and outdoor play area can't fit on this site without relocating the drainageway and reducing the transition and setbacks as proposed.

(5) The exceptional and extraordinary circumstance does not arise from the violation of this ordinance.

FINDING NO. 36

No violations relate to this application.

(6) The variance will not impose physical limitations on other properties or uses in the area, and will not impose physical limitations on future use of neighboring vacant or underdeveloped properties as authorized by the underlying zoning classification.

FINDING NO. 37

Shifting the drainageway east will still provide a 95-130 foot separation between activity areas on the school property (turnaround and play areas) and the homes to the east of the school site. This separation plus grade differences and fences should ensure that no limitations on the properties are created.

200 foot distance to Parking Spaces and Sign Variances

FINDING NO. 38

Staff defers to the applicant's findings.

WATER RESOURCE AREA PERMIT

32.050 *APPROVAL CRITERIA*

- A. *Proposed development submittals shall identify all water resource areas on the project site. The most currently adopted Surface Water Management Plan) shall be used as the basis for determining existence of drainageways. The exact location of drainageways identified in the Surface Water Management Plan, and drainageway classification (e.g., open channel vs. enclosed storm drains), may have to be verified in the field by the City Engineer. The Local Wetlands Inventory shall be used as the basis for determining existence of wetlands. The exact location of wetlands identified in the Local Wetlands Inventory on the subject property shall be verified in a wetlands delineation analysis prepared for the applicant by a certified wetlands specialist. The Riparian Corridor inventory shall be used as the basis for determining existence of riparian corridors.*
- B. *Proposed developments shall be so designed as to maintain the existing natural drainageways and utilize them as the primary method of*

stormwater conveyance through the project site unless the most recently adopted West Linn Surface Water Management Plan calls for alternate configurations (culverts, piping, etc.). Proposed development shall, particularly in the case of subdivisions, facilitate reasonable access to the drainageway for maintenance purposes.

FINDING NO. 39

The existing storm channel shown on the Surface Water Management Plan map at the east edge of the property is in error. There is no channel or draingeway that connects the Cheyenne Terrace storm outfall with the intake. Despite multiple site visits at all times of the year, no channelization was noted. Water flows across the surface in sheet form from the outfall, occasionally gathering in tire ruts, before it seeps into the soil about 230 feet from the intake. With these facts in hand, there is no logic to support the retention of this arrangement. The proposal: to create a defined channel- will collect and transfer stormwater across the property into the intake. The proposed mitigation plan will plant vegetation and trees along the drainageway to treat or trap suspended pollutants and loads. The vegetated drainageway will also provide a viable habitat area. For these reasons, the criterion above is not appropriate to that east channel. With regards to the other on-site drainageways, staff finds that they are all protected with setbacks and transitions consistent with this chapter.

-
- C. *Development shall be conducted in a manner that will minimize adverse impact on water resource areas. Alternatives which avoid all adverse environmental impacts associated with the proposed action shall be considered first. For unavoidable adverse environmental impacts, alternatives that reduce or minimize these impacts shall be selected. If any portion of the water quality resource area is proposed to be permanently disturbed, the applicant shall prepare a mitigation plan as specified in CDC 32.070 designed to restore disturbed areas, either existing prior to development or disturbed as a result of the development project, to a healthy natural state.*

FINDING NO. 40

Three drainageway sections will be disturbed in this project. One is the east drainageway which has already been discussed. The other two are sections of Trillium

Creek which are traversed by the north and south driveways. The proposed use of retaining walls at the north driveway crossing will minimize the impact on the drainageway . No retaining wall is proposed for the south creek crossing so a larger section of the creek will be impacted. The grading plan shows a standard 2:1 slope which will mean that a 70-foot long section of culvert/ pipe is needed to convey the water flow under the driveway and fill. Ordinarily staff would call for a retaining wall at this crossing too but the value of the resource is not as great at this location. Staff finds that this is the headwater to Trillium Creek, scant feet from the storm water manhole where it originates. The water flow is seasonal and limited. Leaving the creek crossing as planned will not have a significant effect on the creek and associated vegetation. Also, the replacement of the fill with retaining walls will only reduce the length of pipe by 30 feet. (Staff would rather see effort put into extending the retaining wall next to the south driveway since that would have the double benefit of preserving a number of significant trees.)

- D. Water resource areas shall be protected from development or encroachment by dedicating the land title deed to the City for public open space purposes if either: 1) a finding can be made that the dedication is roughly proportional to the impact of the development; or, 2) the applicant chooses to dedicate these areas. Otherwise, these areas shall be preserved through a protective easement. Protective or conservation easements are not preferred because water resource areas protected by easements have shown to be harder to manage and, thus, more susceptible to disturbance and damage. Required 15-foot wide structural setback areas do not require preservation by easement or dedication.*

FINDING NO. 41

Regardless of whether the resource is in a subdivision or on public lands, measures should be in place to protect the resource. The applicant should be agreeable to a conservation easement for the significant forested areas of the site, Trillium Creek and all wetlands including the east one.

- E. The protected water resource area shall include the drainage channel, creek, wetlands, and the required setback and transition area. The setback and transition area shall be determined using the following table:*

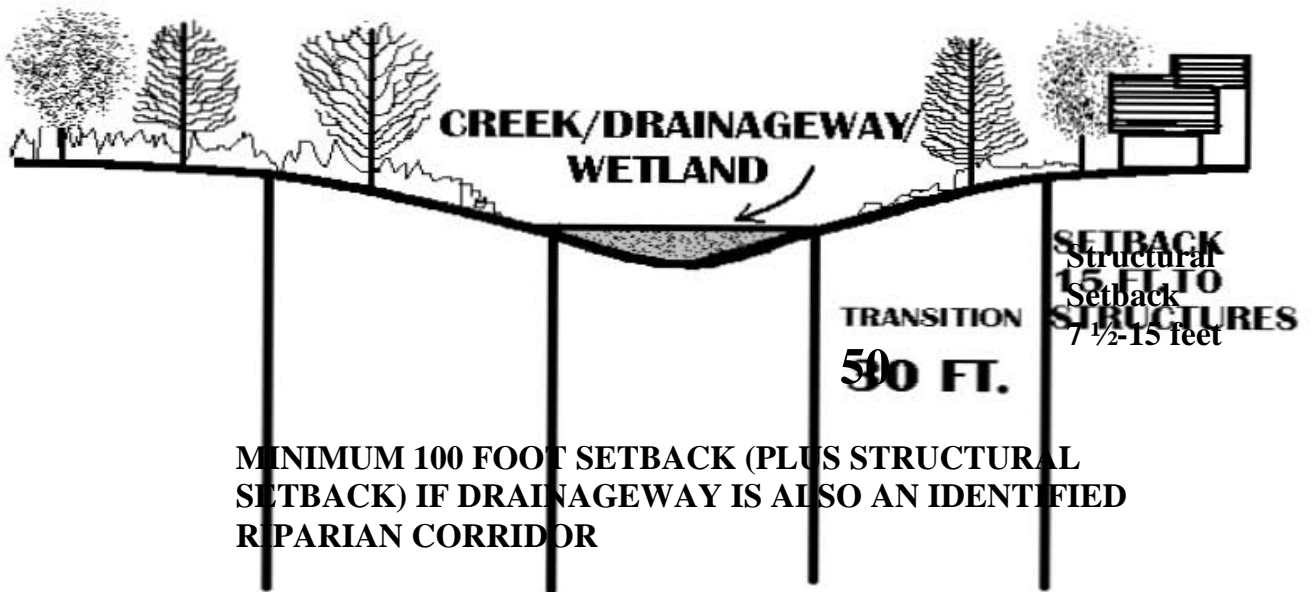
Table 32-1. Required Widths of Setback and Transition Area.

Protected Water Feature Type (see CDC Chapter 2 Definitions)	Slope Adjacent to Protected Water Feature	Starting Point for Measurements from Water Feature	Width of Setback and Transition Area on each side of the water feature
Wetland, Major Drainageway, Minor Drainageway	0% - 25%	<ul style="list-style-type: none"> • Edge of bankful flow or 2-year storm level; • Delineated edge of wetland 	50 feet plus structural setback.
Wetland, Major Drainageway, Minor Drainageway	≥ 25% to a distinct top of ravine ¹	<ul style="list-style-type: none"> • Edge of bankful flow or 2-year storm level; • Delineated edge of wetland 	Distance from starting point of measurement to top of ravine ¹ (30 foot minimum), plus an additional 50-foot setback, plus structural setback.
Wetland, Major Drainageway, Minor Drainageway	≥ 25% for more than 30 feet, and no distinct top of ravine for at least 150 feet	<ul style="list-style-type: none"> • Edge of bankful flow or 2-year storm level; • Delineated edge of wetland 	200 feet, plus structural setback
Riparian Corridor	any	<ul style="list-style-type: none"> • Edge of bankful flow or 2-year storm level 	100 feet or the setback required under major and minor drainageway provisions, whichever is greater., plus structural setback
Formerly Closed Drainage Channel Reopened (see 32.050(N))	n/a	<ul style="list-style-type: none"> • Edge of bankful flow or 2-year storm level 	Variable: See CDC 32,050(N)

¹Where the protected water feature is confined by a ravine or gully, the top of ravine is the location where the slope breaks at least 15% and the slope beyond the break remains less than 25% for at least 50 feet.

At least three slope measurements along the water feature, at no more than 100-foot increments, shall be made for each property for which development is proposed. Depending upon the width of the property, the width of the protected corridor will vary.

SLOPE IS UNDER 50%



FINDING NO. 42

Staff finds that, with the exception of the east wetland/drainageway, all drainageways, wetlands and riparian corridors associated with or feeding Trillium Creek are protected by transitions and setbacks per this criterion.

- F. *Roads, driveways, utilities, or passive use recreation facilities may be built in and across water resource areas when no other practical alternative exists. Construction shall minimize impacts. Construction to the minimum dimensional standards for roads is required. Full mitigation and revegetation is required, with the applicant to submit a mitigation plan pursuant to CDC Section 32.070 and a revegetation plan pursuant to CDC*

Section 32.080. The maximum disturbance width for utility corridors is as follows:

- a. For utility facility connections to utility facilities, no greater than 10 feet wide.*
- b. For upgrade of existing utility facilities, no greater than 15 feet wide.*
- c. For new underground utility facilities, no greater than 25 feet wide, and disturbance of no more than 200 linear feet of Water Quality Resource Area, or 20% of the total linear feet of Water Quality Resource Area, whichever is greater.*

G. Prior to construction, the water resource area shall be protected with an anchored chain link fence (or approved equivalent) at its perimeter and shall remain undisturbed except as specifically allowed by an approved water resource area permit. Such fencing shall be maintained until construction is complete. The water resource area shall be identified with City-approved permanent markers at all boundary direction changes and at 30- to 50-foot intervals that clearly delineate the extent of the protected area.

H. Paved trails, walkways, or bike paths shall be located at least 15 feet from the edge of a protected water feature except for approved crossings. All trails, walkways, and bike paths shall be constructed so as to minimize disturbance to existing native vegetation. All trails, walkways, and bike paths shall be constructed with a permeable material and utilize Low Impact Development (LID) construction practices.

FINDING NO. 43

The two driveways across Trillium Creek represent the minimum number and width of crossings needed to access the school. Alternate routes were studied extensively but were disqualified because their impact on the resources of the site would have been much greater. A single bridge crossing would not allow the separation of bus/staff traffic from parent traffic. The actual road widths are the minimum allowed by the CDC for two way traffic. Pedestrian facilities are integrated with the driveways to minimize the total number of crossings. The east drainageway is to be traversed by a six-foot

wide bridge for pedestrians and bicyclists. The impacts of this footbridge are expected to be minimal.

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Spir, Peter

From: Tim Woodley [woodleyt@wlwv.k12.or.us]
Sent: Wednesday, October 06, 2010 9:14 AM
To: Spir, Peter
Cc: Karina Ruiz; Liden, Keith S.; Le, Khoi
Subject: Re: speed tables at both driveways

Peter: This is acceptable to the District. Thx. Tim

On Oct 6, 2010, at 9:03 AM, "Spir, Peter" <pspir@westlinnoregon.gov> wrote:

Tim

If the City is to support the 95 and 66 foot wide curb cuts then there is a need to provide better facilities for pedestrians.

As of now, I am proposing a speed table at both driveway entrances (6 foot ramp/10 foot wide table for the crosswalk/6 foot ramp with 4-6 inch elevated table)

Peter

<[image003.jpg](#)>

<[imagead2c28.gif@2abfc2c5.2a8a4496](#)>

Peter Spir
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F: (503) 656-4106
Web: westlinnoregon.gov

West Linn Sustainability Please consider the impact on the environment before printing a paper copy of this email.

Spir, Peter

From: Spir, Peter
Sent: Tuesday, October 05, 2010 10:55 AM
To: 'Karen.Mohling@tvfr.com'
Subject: speed table at entrance to proposed elementary school

Karen

I am reviewing the school district's proposed design for an elementary school on Rosemont Road in West Linn. They are proposing a 95 foot wide curb cut for easy access to the driveway off Rosemont. This large curb cut creates a safety hazard for kids walking and on bike as they try to cross the driveway. (Larger curb cuts promote faster and sloppier driving.) "Safe Routes to School" speaks strongly against this kind of design. The only way I can support it is if the school district installs a speed table to raise the crosswalk 4-6 inches. The table or flat area with the sidewalk would be 10 feet wide. The ramps up to the table would be 6 feet wide. I hope this is a design you can support since it seems the only way to balance access and safety.

Thanks

Peter Spir

Associate Planner



According to the **Institute of Transportation Engineers**, in a 2010 report, speed tables have the following characteristics:

Potential Impacts:

- *no effect on access*
- *speeds are reduced, but usually to a higher crossing speed than at speed humps (typically between 25 and 27 miles per hour)*
- *traffic volumes have been reduced on average by 12 percent depending on alternative routes available*
- *collisions have been reduced on average by 45 percent on treated streets (not adjusted for traffic diversion)*
- *reported to increase pedestrian visibility and likelihood that driver yields to pedestrian*

Emergency Response Issues:

- *typically preferred by fire departments over 12 to 14-foot speed humps*
- *generally less than 3 seconds of delay per hump for fire trucks*

Reah Flisakowski
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From: Nys, Richard [mailto:RichardNys@co.clackamas.or.us]
Sent: Friday, August 27, 2010 3:43 PM
To: Hixson, Robert
Cc: Reah Flisakowski; Steve Boice
Subject: West Linn Primary School

Hi Robert,

I took a quick look through the West Linn Primary School traffic impact study and site plan. I have the following comments:

- Clackamas County has jurisdiction over Rosemont Road to 0.22 miles past Bay Meadows Drive. The entire site frontage is under County jurisdiction.
- The design/construction for this section of Rosemont Road should be based upon the Clackamas County Roadway Standards. We can defer the general details of the cross section to any adopted City standard. The proposed frontage improvements listed on page 6 of the TIS are acceptable.
- County access spacing should be based upon the Roadway Standards. This will need to be addressed. We do not take issue with the proposed number of accesses, but a modification may be required.
- Sight distance should be based upon the Roadway Standards. Based upon the TIS, there is an off-site sight distance issue at the southern driveway. Has the applicant provided any evidence that it is feasible to achieve the required sight distance? Has the applicant discussed the sight distance with the affected property owner?
- We did not receive any appendices that provide the data to substantiate the TIS. This can be provided as an emailed pdf.
- Is there a pattern at the Rosemont/Hidden Springs intersection? Are there any sight distance issues or other obvious issues?
- The speed survey on Rosemont Road will need to be provided.
- The TIS indicates that a center left turn lane is planned along the project frontage and therefore a left turn lane analysis was not conducted. There is a large gap between the subject property's frontages of Rosemont Road, where another property not part of this development maintains frontage. Based upon the submitted site plan, it does not appear that the applicant intends to install a center left turn lane within this gap area, which would have resulted in a continuous left turn lane from Hidden Springs to Bay Meadows. It is not clear that the proposed improvements would result in sufficient widening to allow a sufficient southbound left turn lane, appropriate tapers, shadow areas, and deceleration at either driveway location. Given the high speeds on Rosemont Road, those amenities are very likely to result in the need to provide off-site widening that the applicant currently does not appear to be planning to construct. If a center left turn lane is not intended to be provided from Hidden Springs to Bay Meadows, the applicant must provide the necessary analysis and preliminary drawings to indicate how the project traffic can be accommodated.
- The impact of bus traffic should be included on the sight distance requirements of the southern driveway.

- The Clackamas County Roadway Standards require the use of school zone flashers on collector and arterial roadways.

Thanks,

Rick Nys, PE, PTOE
Traffic Engineer
Clackamas County Traffic Engineering
150 Beaver Creek Road
Oregon City, OR 97045
P: 503.742.4702, F: 503.742.4659
<http://www.clackamas.us/transportation/engineering/>

Office Hours: 7 AM - 4:30 PM, Monday - Thursday

Spir, Peter

From: Karina Ruiz [KarinaR@dowa.com]
Sent: Tuesday, September 21, 2010 9:33 AM
To: Spir, Peter
Subject: FW: West Linn Primary School

Peter,

Here is the email we received from DKS and the County. Can you please confirm for us ASAP who has jurisdiction on Rosemont Road along the street frontage?? Thanks.

Karina

From: Reah Flisakowski [mailto:rlf@dkspdx.com]
Sent: Wednesday, September 15, 2010 12:22 PM
To: Karina Ruiz
Subject: FW: West Linn Primary School

I am resending you this email without the attachment. Your server blocked my first attempt because it was too big.

Reah Flisakowski
DKS Associates
TRANSPORTATION SOLUTIONS
1400 SW 5th Avenue, Suite 500
Portland, Oregon 97201
Ph: 503.243.3500 | F: 503.243.1934 | C: 503.473.3362
rlf@dksassociates.com
www.dksassociates.com

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From: Reah Flisakowski
Sent: Wednesday, September 15, 2010 12:09 PM
To: 'Nys, Richard'; Hixson, Robert
Cc: Steve Boice; Keith Liden S.; Karina Ruiz
Subject: RE: West Linn Primary School

Rick,

Thanks for forwarding your comments. We will update the submitted frontage signing plan to include school zone flashers. I will send your comments along to the project team so we can address your other concerns.

The technical appendix for the TIS is attached. It includes the speed survey, sight distance analysis and two supplemental memos that go with the project.

Let me know if you have any further comments or questions.

Spir, Peter

From: Reah Flisakowski [rlf@dkspdx.com]
Sent: Tuesday, September 21, 2010 12:58 PM
To: Le, Khoi
Cc: Karina Ruiz; Keith Liden S.; Tim Woodley; Spir, Peter
Subject: RE: complete application

Khoi,

To clarify, we didn't update the sight distance analysis. The conditions in the field today are the same as when we conducted the sight distance analysis in 2009. I transferred the sight distance analysis findings to the current site plan to show that the proposed driveways would be located in areas with adequate sight distance. The areas shown on the sight distance analysis figure with "sight distance standard not met" indicates that the driveways should not be located along those sections of frontage.

The recommendation on page 6 of the TIS regarding the south driveway is still valid. Sight distance would be adequate at the south driveway with some landscaping. The school district in coordination with the City will need to work with the property owner to meet the sight distance requirement. Most property owners are open to some work being done to their property (within reason) as long as they don't have to pay for it. Is this something the City has done in the past?

Feel free to call me if you want to discuss these issues further.

Reah Flisakowski

DKS Associates

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From: Le, Khoi [mailto:kle@westlinnoregon.gov]
Sent: Tuesday, September 21, 2010 12:13 PM
To: Reah Flisakowski
Cc: Karina Ruiz; Keith Liden S.; Tim Woodley; Spir, Peter
Subject: RE: complete application

Reah,

On page 6 of your traffic analysis report dated June 2010 indicates the following statement and recommendation:

"Some of these shrubs and trees north and south project access would require trimming and/or removal. These shrubs and trees are located on private property that is not owned by the West Linn-Wilsonville School District. The School District and the City should work with the private property owner to remove some of the vegetation."

Does this statement and recommendation still apply based on the new sight distance analysis and the Southern driveway is no longer having sight distance issue?

The new analysis also shows a couple areas on both sides of the Northern driveway not meeting sight distance standard requirement. What are recommendation and mitigation of improvements on these areas?

Please note that I am not trying to be difficult, I am just trying to resolve all issues before the application going in for planning commission approval. There were many questions related to traffic, signs, and sight distances discussed on last meeting for Rosemont Ridge Middle School. We want to be prepared for all issues ahead of time.

Thanks,

Khoi

Khoi Q. Le, PE
kle@westlinnoregon.gov
Public Improvement Program Manager
22500 Salamo Rd.
West Linn, OR, 97068
P: (503) 722-5517
F: (503) 656-4106
Web: westlinnoregon.gov

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From: Reah Flisakowski [<mailto:rlf@dkspdx.com>]
Sent: Wednesday, September 15, 2010 1:43 PM
To: Le, Khoi
Cc: Karina Ruiz; Keith Liden S.; Tim Woodley; Spir, Peter
Subject: RE: complete application

No, our recommendations would not change. The proposed project driveways on the latest site plan are located within the areas with adequate sight distance.

Reah Flisakowski
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From: Le, Khoi [<mailto:kle@westlinnoregon.gov>]
Sent: Wednesday, September 15, 2010 1:44 PM
To: Reah Flisakowski
Cc: Karina Ruiz; Keith Liden S.; Tim Woodley; Spir, Peter
Subject: RE: complete application

Reah,

Since you have done the sight distance analysis based upon the latest site plan, would this affect your recommendations in the traffic study as well as previous memos? If it does, can you please update these documents to reflect new findings.

Thanks,

Khoi



Khoi Q. Le, PE
kle@westlinnoregon.gov
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Web: westlinnoregon.gov

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From: Reah Flisakowski [<mailto:rlf@dkspdx.com>]
Sent: Wednesday, September 15, 2010 1:35 PM
To: Le, Khoi
Cc: Karina Ruiz; Keith Liden S.; Tim Woodley
Subject: RE: complete application

Khoi,

The sight distance analysis has been updated to reflect the most current site plan. The revised sight distance figure is attached. Please use this as the current figure and replace the previous one submitted in the technical appendix.

Please let me know if you have any questions or need anything else.

Reah Flisakowski
DKS Associates
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1400 SW 5th Avenue, Suite 500
Portland, Oregon 97201
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From: Le, Khoi [<mailto:kle@westlinnoregon.gov>]
Sent: Thursday, August 26, 2010 1:09 PM
To: Reah Flisakowski
Cc: Norm Dull; Keith Liden S.; Tim Woodley
Subject: RE: complete application

Reah,

The site plan you used to analyze the sight distance is not same site plan last submitted to the City. Can you use the most current site plan to analyze the sight distance so it will reflect the most current situation of the school site.

Thanks,

Khoi



Khoi Q. Le, PE
kle@westlinnoregon.gov
Public Improvement Program Manager
22500 Salamo Rd.
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Web: westlinnoregon.gov

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From: Reah Flisakowski [<mailto:rlf@dkspdx.com>]
Sent: Thursday, August 26, 2010 8:51 AM
To: Le, Khoi
Cc: Norm Dull; Keith Liden S.; Tim Woodley
Subject: RE: complete application

Khoi,

The technical appendix has been updated to include the sight distance analysis and both supplemental traffic memos.

Please let me know if you need anything else.

Reah Flisakowski
DKS Associates

TRANSPORTATION SOLUTIONS
1400 SW 5th Avenue, Suite 500
Portland, Oregon 97201
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From: Tim Woodley [<mailto:woodleyt@wlwv.k12.or.us>]
Sent: Thursday, August 26, 2010 5:51 AM
To: Reah Flisakowski
Cc: Norm Dull; Keith Liden S.
Subject: Fwd: complete application

Reah: See the following comment from Khoi. Can you respond? Tim

Begin forwarded message:

From: "Le, Khoi" <kle@westlinnoregon.gov>
Date: August 25, 2010 3:39:34 PM PDT
To: 'Tim Woodley' <woodleyt@wlwv.k12.or.us>
Cc: "Spir, Peter" <pspir@westlinnoregon.gov>
Subject: RE: complete application

Time,

In the traffic report on page 22, DKS mentioned a "detail sight distance analysis is provided in the Appendix".

Can you please have DKS submit me this Appendix.

Thanks,

Khoi

Khoi Q. Le, PE
<mailto:kle@westlinnoregon.gov>
Public Improvement Program Manager
22500 Salamo Rd.
West Linn, OR, 97068
P: (503) 722-5517
F: (503) 656-4106
Web: <http://westlinnoregon.gov>

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-----Original Message-----

From: Tim Woodley [<mailto:woodleyt@wlwv.k12.or.us>]

Sent: Tuesday, August 24, 2010 4:31 PM

To: Spir, Peter

Cc: Karina Ruiz; Liden, Keith S.; Sonnen, John; Zak, Teresa; Le, Khoi

Subject: Re: complete application

Thx Peter; this will help us achieve our scheduled school opening. Tim

On Aug 24, 2010, at 2:31 PM, "Spir, Peter" <pspir@westlinnoregon.gov> wrote:

[cid:imageadee3a.gif@c2779158.b9d54cb6]

Peter Spir

pspir@westlinnoregon.gov<<mailto:pspir@westlinnoregon.gov>>

Associate Planner

22500 Salamo Rd.

West Linn, OR, 97068

P: (503) 723-2539

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<[imageadee3a.gif@c2779158.b9d54cb6](#)>

<compl-CUP-10-03-Erickson.doc>

Spir, Peter

From: Le, Khoi
Sent: Wednesday, August 25, 2010 11:33 AM
To: 'Chris Brehmer'
Cc: Spir, Peter
Subject: RE: Traffic Impact Analysis Additional Information

Thanks, Chris.

Khoi

Khoi Le, Public Improvement Program Manager
Public Works, #1517

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From: Chris Brehmer [mailto:CBREHMER@kittelson.com]
Sent: Wednesday, August 25, 2010 9:07 AM
To: Le, Khoi
Cc: Spir, Peter
Subject: RE: Traffic Impact Analysis Additional Information

Hello Khoi,

Is the City's allowed 36-foot configuration for a 2-lane driveway or 3-lanes? The 36-foot width sounds to me more like a standard 2-lane driveway and probably wouldn't work well in this situation given the traffic volumes experienced at a school during peak periods.

It makes sense to me that a variant will be required to have the driveway approved. A typical 36-foot driveway would be a little too narrow in my mind for a 3-lane school driveway (left-turn and right-turn out and one inbound lane) – it would tend to lead to buses and large vehicles having a difficult time turning in without tracking over the opposing lanes. I'm sure the applicant can provide a narrative and some vehicle turn movement templates to show the swept path of vehicles under a typical 36-foot wide driveway and with the proposed configuration to help justify their proposal.

With respect to your questions:

Would a big driveway approach create any safety issue for pedestrian walking across it?

Response: A larger driveway does increase the crossing width but I don't see that as a problem the way the design is shown and considering the pedestrian connections DKS highlighted in their August 18 response letter.

Would it be an issue for disable person wheel across the driveway?

Response: Not in my opinion.

Would it allow driver taking quick careless turn in or out at this point?

Response: Yes, the design will increase turning speeds compared to a 36-foot wide driveway but I think that is acceptable trade-off considering that the 36-foot wide would be a little too narrow for the busses and could slow down entering traffic to a point where rear-end collisions and sideswipe maneuvers become a concern at the driveway - particularly the bus access.

I hope this information helps – please let me know if you want to discuss further.

Chris
Chris Brehmer
Kittelson & Associates, Inc.
cbrehmer@kittelson.com
503.535.7433

From: Le, Khoi [<mailto:kle@westlinnoregon.gov>]
Sent: Wednesday, August 25, 2010 7:54 AM
To: Chris Brehmer
Cc: Spir, Peter
Subject: RE: Traffic Impact Analysis Additional Information

Chris,

The City Standards and most other City Standards only allows a 36' width driveway approach including the width of the wings. A proposal of 93' wide driveway is outside of the norms in comparison to City Standards. Is there any rationale in traffic analysis that can be elaborated more besides the reason that it is a 3 lane driveway?

Please don't miss understand that I am trying to be critical of your findings. Since the City will not be able to approve the driveway width without request the applicant going thru a variant, we just want to have findings that we can use to support the variant or findings that provide mitigation/improvement to reduce the impacts so we can request the applicant responding to these following issues:

Would a big driveway approach create any safety issue for pedestrian walking across it?
Would it be an issue for disabled person wheel across the driveway?
Would it allow driver taking quick careless turn in or out at this point?

Thanks,

Khoi

 Khoi Q. Le, PE
kle@westlinnoregon.gov
Public Improvement Program Manager
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From: Chris Brehmer [<mailto:CBREHMER@kittelson.com>]
Sent: Tuesday, August 24, 2010 3:26 PM
To: Le, Khoi
Cc: Spir, Peter
Subject: RE: Traffic Impact Analysis Additional Information

Hello Khoi,

I think the way the driveway width is labeled in the drawing is a bit misleading and is causing confusion.

The two-lane portion of the driveway approach is listed at 24 to 28 feet wide (1st dimension in from Rosemont Road) and widens approaching Rosemont. While I can't print the PDF to scale, it appears to me that the driveway at the Rosemont Road crosswalk is roughly 40 feet wide and looks fairly typical for a 3-lane driveway. The inbound lane should be a little wider to accommodate the path of entering vehicles, consistent with what they have shown. I don't have concerns with the width shown. I am not sure if the pedestrian ramps meet City design

standards as shown but that seems like an issue that can be reviewed and addressed during detailed civil design plan review.

Chris
Chris Brehmer
Kittelson & Associates, Inc.
cbrehmer@kittelson.com
503.535.7433

From: Le, Khoi [<mailto:kle@westlinnoregon.gov>]
Sent: Tuesday, August 24, 2010 2:45 PM
To: Chris Brehmer
Cc: Spir, Peter
Subject: RE: Traffic Impact Analysis Additional Information

Chris,

Attachment is the site plan showing the 93' wide driveway counting the radii of the curb on both sides. Please review and let me know your opinions on this issue.

Thanks,

Khoi

 Khoi Q. Le, PE
kle@westlinnoregon.gov
Public Improvement Program Manager
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Web: westlinnoregon.gov

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From: Chris Brehmer [<mailto:CBREHMER@kittelson.com>]
Sent: Tuesday, August 24, 2010 2:38 PM
To: Le, Khoi
Cc: Spir, Peter
Subject: RE: Traffic Impact Analysis Additional Information

Hello Khoi,

Thank you for sending the appendix. It is good to know the counts were really from the 6th of January given the reference to January 4th in the report text. I have updated our memo to reflect this new information.

Do you have a drawing that shows the dimensions of the proposed driveway? 93-feet seems incredibly wide. Typically, we would be looking for a 3-lane, roughly 40-foot wide driveway and then the 25-foot radii that DKS described. I would like to better understand what has been proposed before trying to answer your questions.

Thank you,

Chris
Chris Brehmer
Kittelson & Associates, Inc.
cbrehmer@kittelson.com
503.535.7433

From: Le, Khoi [mailto:kle@westlinnoregon.gov]
Sent: Tuesday, August 24, 2010 1:04 PM
To: Chris Brehmer
Cc: Spir, Peter
Subject: Traffic Impact Analysis Additional Information

Chris,

Attached is the Technical Appendix I just received from DKS. Can you please take a quick look and let me know if this appendix shows adequate information. The technical appendix shows traffic counts were obtained on January 06. This may changes preliminary review that you sent me. Please take a quick look and let me know. I have reviewed your memo. It does answer the city concerns.

One item that Planning Department would like to elaborate on is about the 93' wide driveway width. Followings are a few concerns that have been brought up:

Would a big driveway approach create any safety issue for pedestrian walking across it?
Would it be an issue for disable person wheel across the driveway?
Would it allow driver taking quick careless turn in or out at this point?

Is there any mitigation that can be done in conjunction with allowing 93' wide driveway?

Thanks,

Khoi



Khoi Q. Le, PE
kle@westlinnoregon.gov
Public Improvement Program Manager
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From: Reah Flisakowski [mailto:rlf@dkspdx.com]
Sent: Tuesday, August 24, 2010 12:02 PM
To: Le, Khoi
Cc: Tim Woodley; Norm Dull; Liden, Keith S.
Subject: RE: RE: Traffic Impact Analysis Additional Information

Khoi,

The technical appendix for the New West Linn Primary School Transportation Impact Study is attached. Please let me know if you have any questions or comments.

Thanks.

Reah Flisakowski
DKS Associates
TRANSPORTATION SOLUTIONS
1400 SW 5th Avenue, Suite 500
Portland, Oregon 97201

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From: Tim Woodley [mailto:Woodleyt@wlwv.k12.or.us]
Sent: Monday, August 23, 2010 10:02 AM
To: Reah Flisakowski
Cc: Norm Dull; Karina ruiz; Liden@pbworld.com
Subject: Fwd: RE: Traffic Impact Analysis Additional Information

Reah: Can you please accommodate Khoi at City of West Linn? Keep me in the loop on this one. tim

West Linn-Wilsonville School District
DEPARTMENT OF OPERATIONS
Tim K. Woodley, Director

>>> "Le, Khoi" <kle@westlinnoregon.gov> 8/23/2010 8:46 AM >>>
Tim,

Can you ask DKS provide us technical appendix including traffic counts that they use to analyze and compile the report.

Thanks,

Khoi

 Khoi Q. Le, PE
kle@westlinnoregon.gov
Public Improvement Program Manager
22500 Salamo Rd.
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Web: westlinnoregon.gov

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From: Tim Woodley [mailto:woodleyt@wlwv.k12.or.us]
Sent: Friday, July 23, 2010 3:51 PM
To: Le, Khoi
Cc: Spir, Peter; Norm Dull; Keith S. Liden
Subject: Re: Traffic Impact Analysis Additional Information

Khoi: We will review & comply. Thx. Tim

On Jul 23, 2010, at 3:16 PM, "Le, Khoi" <kle@westlinnoregon.gov> wrote:

Tim,

I just went through the traffic impact study and realized that DKS didn't submit any technical appendix with the report. This shall be required to submit to the City for review when DKS submit the additional memo addressing the concerns we discussed in the meeting yesterday.

Thanks,

Khoi

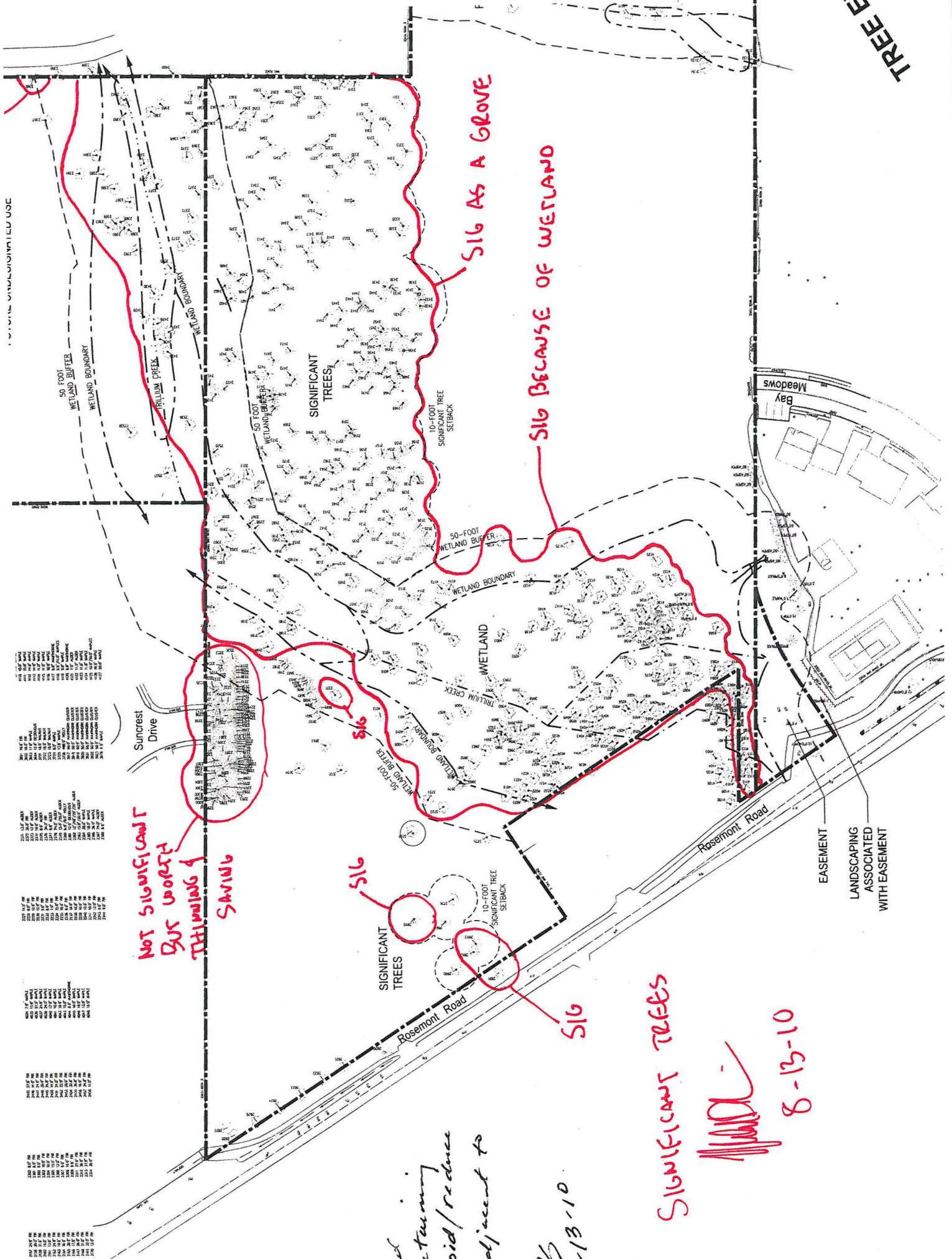
<image90af2e.gif@c339bc9f.a32d4aa2>

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NOT SIGNIFICANT
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S16 AS A GROVE

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SIGNIFICANT TREES

8-13-10

check
re-turning
avoid/reduce
adjacent to
8-13-10

TREE E

CITY ARBORIST'S FINDINGS

Tree ID	Species	DBH (in)	Height (ft)	Health	Notes
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LEGEND

- PROPERTY LINE
- TITLE CURVE
- WETLAND BOUNDARY
- 50-FOOT WETLAND BUFFER
- 50-FOOT TREE PROTECTION AREA (NON-TYPE I OR II LANDS)
- TYPE I LANDS - 189,887 SF
- EXISTING TREES

TYPE III LANDS

TOTAL AREA OF SITE: 780,115 SF
 TOTAL AREA OF TYPE I LANDS: 228,646 SF
 TOTAL AREA OF TYPE II LANDS: 551,469 SF

TYPE I AND II LANDS AS % OF TOTAL: 29.2%
 TYPE III LANDS AS % OF TOTAL: 70.8%

TOTAL AREA OF SITE PLUS EASEMENT: 718,950 SF
 TOTAL AREA OF TYPE I LANDS: 228,646 SF
 TOTAL AREA OF TYPE II LANDS: 490,304 SF

TYPE I AND II LANDS AS % OF TOTAL: 31.8%

SIGNIFICANT TREES

TOTAL AREA NON-TYPE I OR II: 486,455 SF
 SIGNIFICANT TREES (NON-TYPE I/II): 120,790 SF
 SIGNIFICANT TREES AS % OF NON-TYPE I/II LANDS: 24.8%
 SIGNIFICANT TREES AS % OF TOTAL: 15.4%

20% OF NON-TYPE I/II LANDS WILL BE SET ASIDE FOR TREE PROTECTION. SEE SHEET 0204R AND 0205R FOR TREE PROTECTION. SEE SHEET 0204R AND 0205R FOR TREE PROTECTION. SEE SHEET 0204R AND 0205R FOR TREE PROTECTION.

SLOPE ANALYSIS

- 0-15%
- 16-25%
- 26-35%
- 36-50%
- 51-75%
- 76-100%



See attached notes re: retaining wall to avoid/reduce tree loss adjacent to north road.



NEW WEST LINN PRIMARY SCHOOL
 22710 SW STAFFORD ROAD - WEST LINN, OR 97068
 West Linn Wilsonville School District
 F: (503) 873 7044
 T: (503) 976 9796

WALKER-MACY

Project: LAND USE APPLICATION
 Date: 02/25/10
 Revision: _____
 Project #: 10014
 Tree Exhibit

CITY ARBORISTS FINDINGS

Spir, Peter

From: Spir, Peter
Sent: Friday, August 13, 2010 12:54 PM
To: 'Liden, Keith S.'; 'Karina Ruiz'
Subject: Here is Mike Perkins' significant tree inventory

Keith

Mike also said that we should follow your arborist's recommendation that a retaining wall be built for the access drive to eliminate fill and thus save more significant trees....just north of the main parking lot that will be used by the parents. I will enter these documents into the record to be part of your submittal.

Peter

From: PWKonica@ci.west-linn.or.us [mailto:PWKonica@ci.west-linn.or.us]
Sent: Friday, August 13, 2010 1:44 PM
To: Spir, Peter
Subject: Message from PWKonica

Spir, Peter

From: Perkins, Michael
Sent: Thursday, August 12, 2010 4:37 PM
To: Spir, Peter
Subject: RE: tree survey

I went to the site today. I have a couple of additions and omissions to the significant tree list. Also, I believe we should follow Teragan's recommendations and make it a requirement that they build a retaining wall along the entry drive to save the trees called out in the report. Everything else looks good. We can discuss tomorrow if you want...

Michael Perkins, City Arborist/Park Development Coordinator
Parks and Recreation, #1554

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From: Spir, Peter
Sent: Wednesday, August 04, 2010 2:47 PM
To: Perkins, Michael
Subject: FW: tree survey
Importance: Low

Peter Spir, Associate Planner
Planning and Building, #1539

West Linn Sustainability Please consider the impact on the environment before printing a paper copy of this email.

Public Records Law Disclosure This e-mail is subject to the State Retention Schedule and may be made available to the public.

From: Liden, Keith S. [mailto:Liden@pbworld.com]
Sent: Wednesday, August 04, 2010 2:38 PM
To: Spir, Peter
Cc: Karina Ruiz; Seth Stevens; Ben Vaughn
Subject: [BULK] RE: tree survey
Importance: Low

Peter,

How's this?

Keith Liden, AICP
Lead Planner

PlaceMaking

Parsons Brinckerhoff

400 SW 6th Avenue, Suite 802, Portland, OR 97204
Direct: 503-478-2348 | Office: 503-274-8772

**CITY OF WEST LINN
PLANNING COMMISSION
PUBLIC HEARING NOTICE-NEW HEARING DATE
FILE NO. CUP-10-03/DR-10-06/VAR-10-05
VAR-10-06 /VAR-10-07/VAR-10-08/WA-10-01**

The West Linn Planning Commission is scheduled to hold a public hearing, on **Wednesday, November 3, 2010, starting at 7:00 p.m.** in the Council Chambers of City Hall (located at 22500 Salamo Road, West Linn, OR,) to consider the request of the West Linn-Wilsonville School District to construct a 67,000 square foot elementary school on a 15.98 acre site at 1025 Rosemont Road. A Conditional Use Permit (CUP) is required to construct a school in the R-10 zone. The approval criterion is found in Community Development Code chapter 60. A Class II Design Review permit is required. The approval criterion is found in Community Development Code chapter 55. Class II Variances have been applied for to: 1) allow two 95-foot wide driveways (measured from curb return to curb return); 2) allow parking spaces that are more than 200 feet from the building entrance; 3) reduce the water resource area setback for an intermittent drainage from 65 to 15 feet; and 4) allow two wall signs of approximately 38 and 84 square feet and a 32 square foot monument sign at the driveway entrance. The approval criterion is found in Community Development Code chapter 75. A Water Resource Area permit is required since drainageways and wetlands exist on the property. The approval criterion is found in Community Development Code chapter 32. Approval or disapproval of the request by the Planning Commission will be based upon these criteria and these criteria only. At the hearing, it is important that comments relate specifically to the applicable criteria listed.

Site located at Clackamas County Assessor's Map 2-1E-23CD, Tax Lots 12500, 12700, 12800.

The complete application in the above noted file is available for inspection at no cost at City hall or via the web site at, <http://westlinnoregon.gov/planning/1025-rosemont-road-new-primary-school> or copies can be obtained for a minimal charge per page. At least ten days prior to the hearing, a copy of the staff report will be available for inspection. For further information, please contact Peter Spir, Associate Planner, at City Hall, 22500 Salamo Road, West Linn, OR 97068. For fastest response please email at pspir@westlinnoregon.gov , alternately you may telephone at 503-723-2539.

The hearing will be conducted in accordance with the rules of Section 99.170 of the Community Development Code, adopted December 14, 1987, Ordinance 1129. Anyone wishing to present written testimony on this proposed action may do so in writing prior to, or at the public hearing. Oral testimony may be presented at the public hearing. At the public hearing, the Planning Commission will receive a staff report presentation from the City Planner; and invite both oral and written testimony. The Planning Commission may continue the public hearing to another meeting to obtain additional information, or close the public hearing and take action on the application. If a person submits evidence in support of the application, any party is entitled to request a continuance of the hearing. If there is no continuance granted at the hearing, any participant in the hearing may request that the record remain open for at least seven days after the hearing. Failure to raise an issue in person or by letter at some point prior to the close of the hearing, or failure to provide sufficient specificity to afford the decision maker an opportunity to respond to the issue, precludes an appeal to the Land Use Board of Appeals (LUBA) based on that issue.

TERESA ZAK
Planning Administrative Assistant

CITY OF WEST LINN
PLANNING COMMISSION PUBLIC HEARING NOTICE
FILE NO. CUP-10-03/DR-10-06/VAR-10-05/VAR-10-06 /VAR-10-07/VAR-10-08/WA-10-01

The West Linn Planning Commission is scheduled to hold a public hearing, on **Wednesday, October 13, 2010, starting at 7:00 p.m.** in the Council Chambers of City Hall (located at 22500 Salamo Road, West Linn, OR,) to consider the request of the West Linn-Wilsonville School District to construct a 67,000 square foot elementary school on a 15.98 acre site at 1025 Rosemont Road. A Conditional Use Permit (CUP) is required to construct a school in the R-10 zone. The approval criterion is found in Community Development Code chapter 60. A Class II Design Review permit is required. The approval criterion is found in Community Development Code chapter 55. Class II Variances have been applied for to: 1) allow two 95 foot wide driveways (measured from curb return to curb return); 2) allow parking spaces that are more than 200 feet from the building entrance; 3) reduce the water resource area setback for an intermittent drainage from 65 to 15 feet; and 4) allow two wall signs of approximately 38 and 84 square feet and a 32 square foot monument sign at the driveway entrance. The approval criterion is found in Community Development Code chapter 75. A Water Resource Area permit is required since drainageways and wetlands exist on the property. The approval criterion is found in Community Development Code chapter 32. Approval or disapproval of the request by the Planning Commission will be based upon these criteria and these criteria only. At the hearing, it is important that comments relate specifically to the applicable criteria listed.

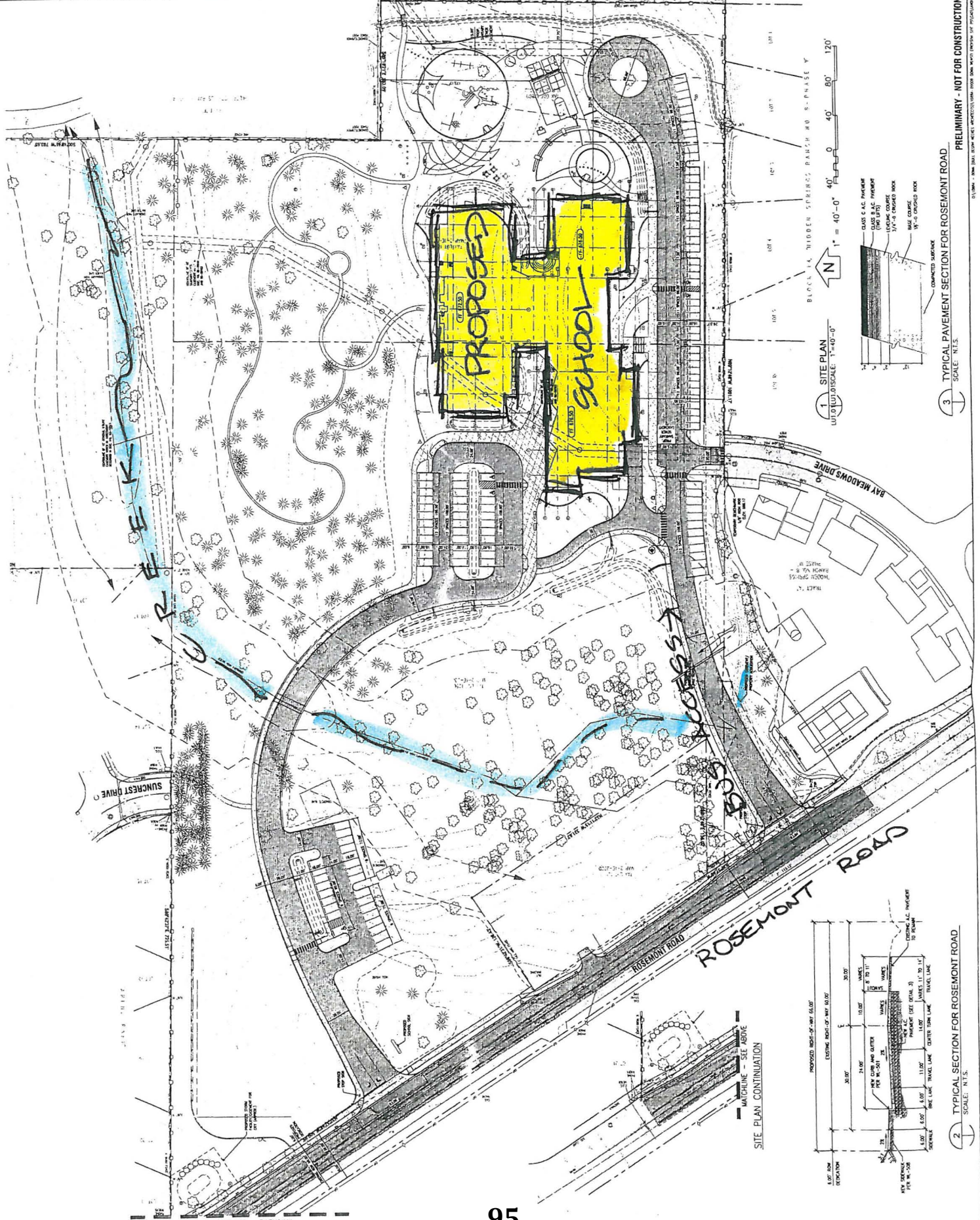
You have received this notice because our records show that you own property within 500 feet of the proposed school site perimeter. Site is located at Clackamas County Assessor's Map 2-1E-23CD, Tax Lots 12500, 12700, 12800.

The complete application in the above noted file is available for inspection at no cost at City hall or via the web site at, <http://westlinnoregon.gov/planning/1025-rosemont-road-new-primary-school> or copies can be obtained for a minimal charge per page. At least ten days prior to the hearing, a copy of the staff report will be available for inspection. For further information, please contact Peter Spir, Associate Planner, at City Hall, 22500 Salamo Road, West Linn, OR 97068. For fastest response please email at pspir@westlinnoregon.gov , alternately you may telephone at 503-723-2539.

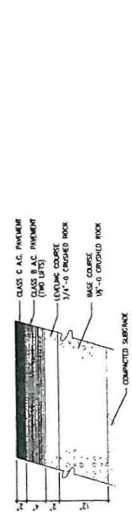
The hearing will be conducted in accordance with the rules of Section 99.170 of the Community Development Code, adopted December 14, 1987, Ordinance 1129. Anyone wishing to present written testimony on this proposed action may do so in writing prior to, or at the public hearing. Oral testimony may be presented at the public hearing. At the public hearing, the Planning Commission will receive a staff report presentation from the City Planner; and invite both oral and written testimony. The Planning Commission may continue the public hearing to another meeting to obtain additional information, or close the public hearing and take action on the application. If a person submits evidence in support of the application, any party is entitled to request a continuance of the hearing. If there is no continuance granted at the hearing, any participant in the hearing may request that the record remain open for at least seven days after the hearing. Failure to raise an issue in person or by letter at some point prior to the close of the hearing, or failure to provide sufficient specificity to afford the decision maker an opportunity to respond to the issue, precludes an appeal to the Land Use Board of Appeals (LUBA) based on that issue.

TERESA ZAK
Planning Administrative Assistant

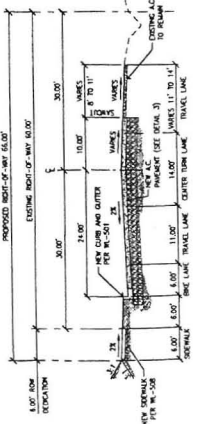
p:\devrvw\p.c. notices\pc-notice-CUP-10-03-erickson elementary-500'R.



1 SITE PLAN
 1" = 40'-0"



3 TYPICAL PAVEMENT SECTION FOR ROSEMONT ROAD.
 SCALE: 1" = 12'



2 TYPICAL SECTION FOR ROSEMONT ROAD
 SCALE: 1" = 12'

PRELIMINARY - NOT FOR CONSTRUCTION

ABRAHAMSON RICHARD N & JO ANN
1820 BAY MEADOWS DR
WEST LINN OR 97068

ANDERSEN MARTIN E & BRENDA R
19920 NICHOLAS CT
WEST LINN OR 97068

BALLOU AUSTIN G
20500 MARTIN CT
WEST LINN OR 97068

BARR THEODORE G JR & LIZ A
19905 NICHOLAS CT
WEST LINN OR 97068

BAXTER JUSTIN M
1810 BAY MEADOWS DR
WEST LINN OR 97068

BERGE CHRISTIAN R
2112 BRIDLE WAY
WEST LINN OR 97068

BOCCIOLATT LORI LEE
2132 BRIDLE WAY
WEST LINN OR 97068

BORNE TRINA S
20520 MARTIN CT
WEST LINN OR 97068

BRACCO MERRY
2106 BRIDLE WAY
WEST LINN OR 97068

BROOKSBY W ALAN
2168 HIDDEN SPRINGS CT
WEST LINN OR 97068

CAPPS STEPHAN A & MELISSA A
20540 SUNCREST DR
WEST LINN OR 97068

CARSON ANTHONY V & MARY JO
20530 MARTIN CT
WEST LINN OR 97068

CASTAGNOLA DENNIS A & JOLENE A
6137 CHEYENNE TER
WEST LINN OR 97068

CAUDELL W DOUGLAS & ROSEMARY L
1852 CHURCHILL TER
WEST LINN OR 97068

CHESLEY RAY M & LISA M
1835 BAY MEADOWS DR
WEST LINN OR 97068

CHURCH SCOTT J & JUDY E
20550 MARTIN CT
WEST LINN OR 97068

CRAIG THOMAS R & CYNTHIA M
2191 HIDDEN SPRINGS CT
WEST LINN OR 97068

CRESALIA MARTIN F & SHARON P
6133 CHEYENNE TER
WEST LINN OR 97068

DAHLIN THOMAS C & KAREN L
19925 NICHOLAS CT
WEST LINN OR 97068

DALGAARD PETER B & SHIRLEY J
2186 HIDDEN SPRINGS CT
WEST LINN OR 97068

DEATON CHRISTIAN & MICHELLE
1905 ARENA CT
WEST LINN OR 97068

DEMARS GUY V TRUSTEE
20540 MARTIN CT
WEST LINN OR 97068

EDMONDSON GARY R & KATHY R
1853 CHURCHILL TER
WEST LINN OR 97068

ELGIN KATHERINE E
6136 CHEYENNE TER
WEST LINN OR 97068

ERICKSON PALMER J CO-TRSTEE
20800 S HIDDEN SPRINGS RD
WEST LINN OR 97068

FAIRCHILD GARY D & ALISON M
6144 CHURCHILL DOWNS DR
WEST LINN OR 97068

FELLMAN KRISTA
2138 CLUB HOUSE DR
WEST LINN OR 97068

FELTZ JOSEPH E & JEANNE M
6145 CHURCHILL DOWNS DR
WEST LINN OR 97068

FILBIN RICHARD K & GLORIA J
6147 CHURCHILL DOWNS DR
WEST LINN OR 97068

FLETCHER ALAN J & DEBRA L
1142 NASH LOOP
THE VILLAGES FL 32162

GABLER GREGORY S & MAUREEN L
20560 MARTIN CT
WEST LINN OR 97068

GATES KATHLEEN A TRUSTEE
20585 SUNCREST DR
WEST LINN OR 97068

GROSS RICHARD MICHAEL
1845 BAY MEADOWS DR
WEST LINN OR 97068

GUERINS KENNETH T & CHRISTINA B
2109 CLUB HOUSE DR
WEST LINN OR 97068

HACKETT DAVID III & LOUISE J
2110 CLUB HOUSE DR
WEST LINN OR 97068

HAWKINS DARRELL G & SARAH C
1945 ARENA CT
WEST LINN OR 97068

HEPBURN RODGER & CASEY
6135 CHEYENNE TER
WEST LINN OR 97068

HIATT THOMAS H & SANDRA L
20535 MARTIN CT
WEST LINN OR 97068

HICKS REBECCA ANN
1859 CHURCHILL TER
WEST LINN OR 97068

HIDDEN SPRINGS RANCH #8 OWNERS
PO BOX 408
WEST LINN OR 97068

HIDDENCREEK HOMEOWNERS ASSN
2110 HIDDEN SPRING CT
WEST LINN OR 97068

HITESMAN GARY A & ELIZABETH M
2188 CLUBHOUSE DR
WEST LINN OR 97068

HUGHES SUSAN M
1950 ARENA CT
WEST LINN OR 97068

HWANG CHANG IK
6148 CHURCHILL DOWNS DR
WEST LINN OR 97068

JOLLEY JOHN L JR & GENOVEVA
2131 CLUB HOUSE DR
WEST LINN OR 97068

KELLER PRISCILLA
1045 S ROSEMONT RD
WEST LINN OR 97068

KESTEK JEFFREY & DONNA MARIE
1026 S ROSEMONT RD
WEST LINN OR 97068

KESTEK RAYMOND & BEVERLY J
3536 WALLING WAY
WEST LINN OR 97068

KIDD TONI
1935 ARENA CT
WEST LINN OR 97068

KLAVIK KRISTINE
1854 CHURCHILL TER
WEST LINN OR 97068

KRAFT RICHARD D & KAY L
2148 CLUB HOUSE DR
WEST LINN OR 97068

KUBOTA ATSUSHI & M J
2130 HIDDEN SPRINGS CT
WEST LINN OR 97068

LACOUR WILLIAM DOUGLAS & ANN
6146 CHURCHILL DOWNS DR
WEST LINN OR 97068

LEWIS JOHN J & JANE M
1830 BAY MEADOWS DR
WEST LINN OR 97068

LEWIS MARGARET
14190 AMBERWOOD CIR
LAKE OSWEGO OR 97035

LOBEL STEPHEN Z & GAY P
2178 CLUB HOUSE DR
WEST LINN OR 97068

LOVE DONALD J & TERESA C
2156 BRIDLE WAY
WEST LINN OR 97068

LUCAS JEFFREY A & JEANNE M
2158 HIDDEN SPRINGS CT
WEST LINN OR 97068

LUTES YORICK & G L
2104 CLUB HOUSE DR
WEST LINN OR 97068

LYNDE MELISSA J
19363 WILLAMETTE DR #152
WEST LINN OR 97068

MACVICAR THOMAS A & LESLIE D
1940 ARENA CT
WEST LINN OR 97068

MAIDEN JOEL D & HOLLY M
20701 S WISTERIA RD
WEST LINN OR 97068

MANLEY JANICE F
2178 HIDDEN SPRINGS CT
WEST LINN OR 97068

MAYS ELIZABETH R & LAWRENCE
2178 BRIDLE WAY
WEST LINN OR 97068

MCALISTER BRUCE C
2181 CLUB HOUSE DR
WEST LINN OR 97068

MCMILLAN MICHAEL THOMAS
16869 65TH AVE
LAKE OSWEGO OR 97035

MERCADO-ROMERO FROYLAN & HELEN
1800 BAY MEADOWS DR
WEST LINN OR 97068

MERRILL ROBERT N & RENATE R
6142 CHURCHILL DOWNS DR
WEST LINN OR 97068

MILLER VERNA H TRUSTEE
2171 HIDDEN SPRINGS CT
WEST LINN OR 97068

MITCHELL JAMES L & ELISE A
2107 CLUB HOUSE DR
WEST LINN OR 97068

MONIHAN J BRIAN
2158 CLUB HOUSE DR
WEST LINN OR 97068

MULLEN MICHAEL JOHN
19910 NICHOLAS CT
WEST LINN OR 97068

MURRIETA DAVID
2175 HIDDEN SPRINGS CT
WEST LINN OR 97068

NELSON THOMAS E JR & ANN D
1856 CHURCHILL TER
WEST LINN OR 97068

NEWRONES SCOTT & NADINE
6134 CHEYENNE TER
WEST LINN OR 97068

NOKES CANDISE C
19930 NICHOLAS CT
WEST LINN OR 97068

NOLAN JOSEPH W
2176 HIDDEN SPRINGS CT
WEST LINN OR 97068

OLSON MARC W & GINA M
20755 S WISTERIA RD
WEST LINN OR 97068

OWENS PAUL G & JETTE L
2160 HIDDEN SPRINGS CT
WEST LINN OR 97068

PARKER DAVID S & ROBIN M
2118 CLUB HOUSE DR
WEST LINN OR 97068

PASCHAL JASON S & SYLVIA M
1861 CHURCHILL TER
WEST LINN OR 97068

PATTERSON LARRY D & CAROL A
20681 S WISTERIA RD
WEST LINN OR 97068

PETERSON WILLIAM J & APRIL W
1930 ARENA CT
WEST LINN OR 97068

PHIPPS MAURICE T & VIRGINIA R
16501 EL MIRAGE RD #15
SURPRISE AZ 85374

PHIPPS THOMAS A & MOLLY L
1860 CHURCHILL TER
WEST LINN OR 97068

PITASSI DOUGLAS D & KAREN M
1098 S ROSEMONT RD
WEST LINN OR 97068

POCHE NATHALIE
6139 CHEYENNE TER
WEST LINN OR 97068

PORTER JAMES R & ETHEL L
1955 ARENA CT
WEST LINN OR 97068

PRENTICE WILLIAM H & CAREN M
2180 HIDDEN SPRINGS CT
WEST LINN OR 97068

PRETTYMAN MICHAEL D JR & ANNE C
1920 ARENA CT
WEST LINN OR 97068

PYEATT TRACY M & KAREN R
2168 CLUB HOUSE DR
WEST LINN OR 97068

RINNAN RONALD L & LINDA L
19915 NICHOLAS CT
WEST LINN OR 97068

SANDVOLD MARY E
2150 HIDDEN SPRINGS CT
WEST LINN OR 97068

SCHULZ HARVEY R & PATRICIA ANN
20520 SUNCREST DR
WEST LINN OR 97068

SHIMIZU HARUO & MIDORI
2120 HIDDEN SPRINGS CT
WEST LINN OR 97068

STOHR SCOTT R & MARY R
19950 NICHOLAS CT
WEST LINN OR 97068

TALAVS JAMES C & JACEY L
6140 CHEYENNE TER
WEST LINN OR 97068

TURNER J PAUL TRUSTEE
2177 HIDDEN SPRINGS CT
WEST LINN OR 97068

WAGNER FRANCIS ROBERT & KAREN
800 S ROSEMONT RD
WEST LINN OR 97068

WALDROFF MICHAEL F & KIMBER L
20510 MARTIN CT
WEST LINN OR 97068

QUIVEY DIANE M
19940 NICHOLAS CT
WEST LINN OR 97068

RUFFNER MICHAEL E & LYNDALEA
19995 SUNCREST DR
WEST LINN OR 97068

SCHIEWE ERIC P & HEIDI G
2181 HIDDEN SPRINGS CT
WEST LINN OR 97068

SEDLENIEK GUNNAR TRUSTEE
6132 CHEYENNE TER
WEST LINN OR 97068

SMITH JAMES P & NANCY G
20525 MARTIN CT
WEST LINN OR 97068

STROBECK STEPHEN E & CAROLANN
2121 CLUBHOUSE DR
WEST LINN OR 97068

TAPELLA DANNY L & LINDA L
20515 MARTIN CT
WEST LINN OR 97068

UTLEY ROBERT C & ELIZABETH M
20505 MARTIN CT
WEST LINN OR 97068

WAKEFIELD ROBERT J & SUSAN K
6131 CHEYENNE TER
WEST LINN OR 97068

WANG JIE & WEI LI
1915 ARENA CT
WEST LINN OR 97068

RASHAD ABDEL RAZZAK M
PO BOX 155
SAN RAMON CA 94583

SABO SAMUEL R CO-TRUSTEE
18171 S WALDOW RD
OREGON CITY OR 97045

SCHLEEF DANIEL & TARA
1925 ARENA CT
WEST LINN OR 97068

SEXTON BRUCE H & JAMIE M
19935 NICHOLAS CT
WEST LINN OR 97068

SOLLOM STEVE D & DARNELL A
2108 CLUB HOUSE DR
WEST LINN OR 97068

TAIT DAVID B & JAN C
20560 SUNCREST DR
WEST LINN OR 97068

TAYLOR PATRICK A & E
20605 SUNCREST DR
WEST LINN OR 97068

VELEY CHRISTOPHER W TRUSTEE
601 CENTER ST
OREGON CITY OR 97045

WALCZYK JOSEPH G
2111 CLUB HOUSE DR
WEST LINN OR 97068

WAY SCOTT P & ROBIN A
2140 HIDDEN SPRINGS CT
WEST LINN OR 97068

WELCH KENNETH V & BOBBIE D
2128 CLUBHOUSE DR
WEST LINN OR 97068

WELLS JOHN L & MARY E
19900 NICHOLAS CT
WEST LINN OR 97068

WEST LINN-WILS SCH DIST #3J
PO BOX 35
WEST LINN OR 97068

WILLIAMSON J JR&J
1858 CHURCHILL TER
WEST LINN OR 97068

WINKLE MELVIN T TRUSTEE
2171 CLUB HOUSE DR
WEST LINN OR 97068

WISCHMEYER W THOMAS &
JACQUELINE
1825 BAY MEADOWS DR
WEST LINN OR 97068

ROGER WOEHL, SUPERINTENDANT
WLWV SCHOOL DISTRICT 3JT
PO BOX 35
WEST LINN OR 97068

TIM WOODLEY, DIR OF OPERATIONS
WLWV SCHOOL DISTRICT 3JT
PO BOX 35
WEST LINN OR 97068

JEFF HALLIN
WLWV SCHOOL BOARD
31501 SW ORCHID DR
WILSONVILLE OR 97070

MARY FURROW
WLWV SCHOOL BOARD CHAIR
3120 SW CASCARA CT
WILSONVILLE OR 97070

DALE HOOGESTRAAT
WLWV SCHOOL BOARD VICE CHAIR
4155 ROSE PARK DR
WEST LINN OR 97068

LORI BEIGHT
WLWV SCHOOL BOARD
2388 APPALOOSA WAY
WEST LINN OR 97068

KEITH STEELE
WLWV SCHOOL BOARD
21415 MILES DR
WEST LINN OR 97068

DOUG MCCLAIN
SECTION MGR
CLACKAMAS COUNTY PLANNING
150 BEAVERCREEK RD
OREGON CITY OR 97045

STEVE GARNER
BHT NA PRESIDENT
3525 RIVERKNOLL WAY
WEST LINN OR 97068

SALLY MCLARTY
BOLTON NA PRESIDENT
19575 RIVER RD # 64
GLADSTONE OR 97027

ALEX KACHIRISKY
HIDDEN SPRINGS NA PRESIDENT
6469 PALOMINO WAY
WEST LINN OR 97068

JEFF TREECE
MARYLHURST NA PRESIDENT
1880 HILLCREST DR
WEST LINN OR 97068

BILL RELYEA
PARKER CREST NA PRESIDENT
3016 SABO LN
WEST LINN OR 97068

THOMAS BOES
ROBINWOOD NA PRESIDENT
18717 UPPER MIDHILL DR
WEST LINN OR 97068

DEAN SUHR
ROSEMONT SUMMIT NA PRESIDENT
21345 MILES DR
WEST LINN OR 97068

DAVE RITTENHOUSE
SAVANNA OAKS NA PRESIDENT
2101 GREENE ST
WEST LINN OR 97068

KRISTIN CAMPBELL
SKYLINE RIDGE NA PRESIDENT
1391 SKYE PARKWAY
WEST LINN OR 97068

TROY BOWERS
SUNSET NA PRESIDENT
2790 LANCASTER ST
WEST LINN OR 97068

BETH KIERES
WILLAMETTE NA PRESIDENT
1852 4TH AVE
WEST LINN OR 97068

ALMA COSTON
BOLTON NA DESIGNEE
PO BOX 387
WEST LINN OR 97068

SUSAN VAN DE WATER
HIDDEN SPRINGS NA DESIGNEE
6433 PALOMINO WAY
WEST LINN OR 97068

KEVIN BRYCK
ROBINWOOD NA DESIGNEE
18840 NIXON AVE
WEST LINN OR 97068

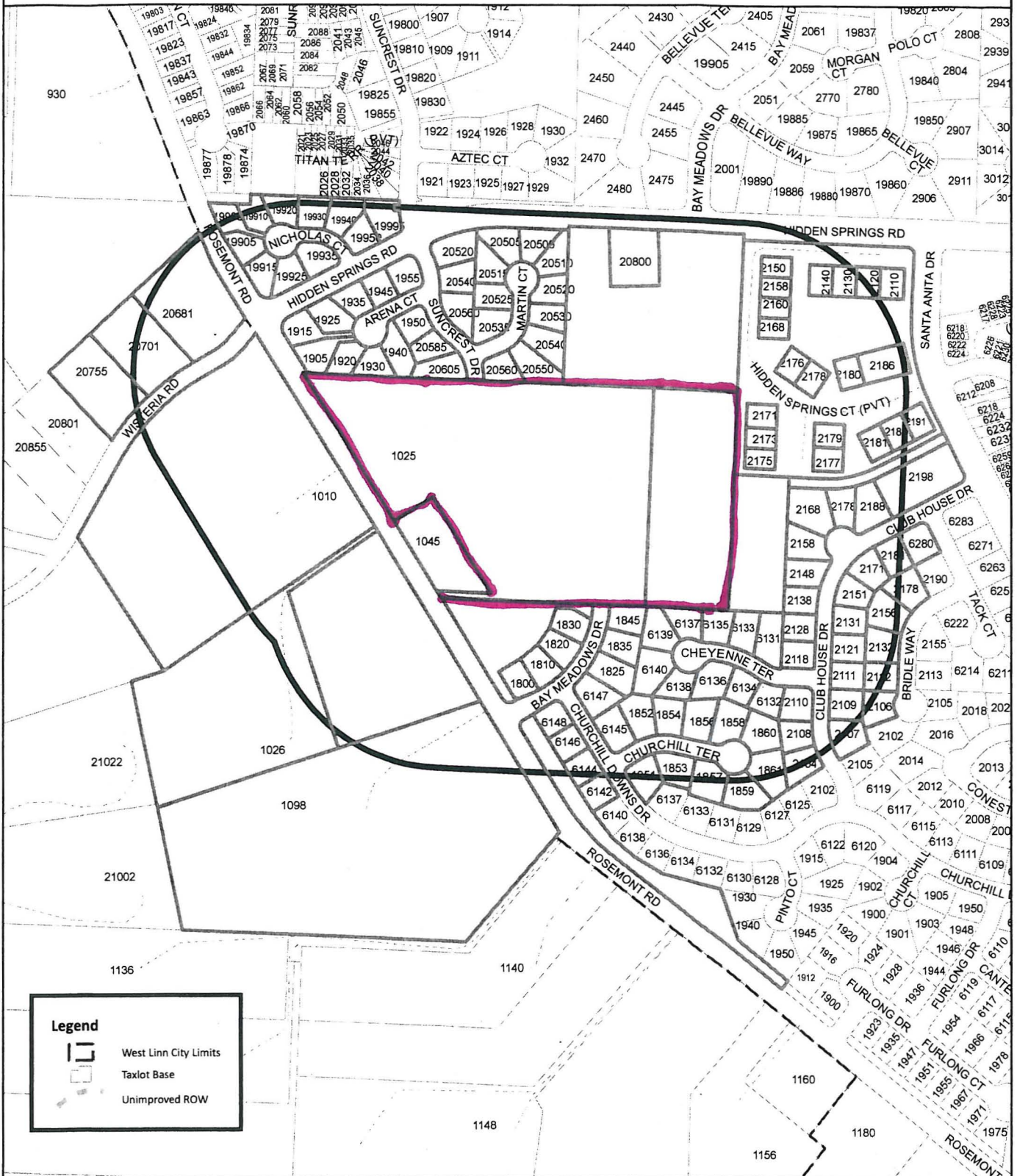
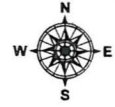
DOREEN VOKES
SUNSET NA SEC/TREAS
4972 PROSPECT ST
WEST LINN OR 97068

KEITH LIDEN
400 SW 6TH AVE STE 802
PORTLAND OR 97204

KARINA RUIZ
907 SW STARK ST
PORTLAND OR 97205

MAILED
9/22/10 82
151 by USPS / 2x

CUP-10-03 1025 Rosemont Road Primary School



Legend

- West Linn City Limits
- Taxlot Base
- Unimproved ROW

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.

Taxlot Base Source: Metro RLIS

NOT TO SCALE



SNAPNOTIFY.MXD / AHA APP 6-16-09

User Name: T Zak
Map Creation Date: Sep 22, 2010

mailed
8-24-10
PS



August 24, 2010

Tim Woodley
Director of Operations
West Linn-Wilsonville School District
P.O. Box 35
West Linn, OR 97068

SUBJECT: CUP-10-03 et al

Dear Mr. Woodley:

You submitted this application on May 14, 2010 and it was found to be incomplete on June 10, 2010. After subsequent re-submittals your application is now complete. The City has 120 days to exhaust all local review and appeals. Since the peer review by Kittelson and Associates was not available to the City until August 23, 2010, the 120-day clock begins on that date and will lapse on December 20, 2010.

Given the Planning Commission's schedules and notice requirements the hearing date is not expected to be until at least October 6, 2010. I should be able to confirm the date for you by September 13, 2010 at the latest.

Please contact me at 503-723-2539 or by email at pspir@westlinnoregon.gov if you have any questions or comments.

Sincerely,

Peter Spir
Associate Planner

C: Keith Liden, AICP, Parsons Brinckerhoff, 400 SW 6th Ave., Ste. 802, Portland, OR 97204

C: Karina Ruiz, Dull Olson Weekes Architects, 907 SW Stark St., Portland, OR 97205

p:/devrvw/completeness check/compl-CUP-10-03-Erickson

Rec'd
10-19-10
PS

Memorandum

TO: Peter Spir, Associate Planner
City of West Linn

FROM: Traffic Engineering and Development Review, Robert Hixson

DATE: October 19, 2010

RE: CUP-10-3, DR-10-06, Proposed Rosemont Road Elementary School
T2S., R1E., Section 23CD, Tax Lot 12500

Due to existing workload commitments and a short comment period, this brief memorandum has been drafted, based on the April 2010 traffic study and preliminary site plan. Staff may attend the scheduled hearing to provide more up to date information and testimony.

Traffic Engineering and Development Review staff have the following comments pertaining to the proposed school:

Facts and Findings:

1. County Engineering staff has been in contact with various City Staff since March 2010, regarding the proposed school. In addition, County Engineering staff provided preliminary comments to the applicant's Traffic Engineering consultant on August 27, 2010, following review of the April 2010 transportation impact study, regarding various issues associated with Rosemont Road and the proposed accesses.
2. A transfer of jurisdiction of a portion of Rosemont Road, along the site frontage, from Clackamas County to the City of West Linn, is currently being discussed and may occur in the near future. If a transfer occurs prior to the initiation of construction, the County requirements should become moot and all requirements should be based on conditions of approval required by the City of West Linn.
3. Clackamas County currently has jurisdiction over Rosemont Road to 0.22 miles past Bay Meadows Drive. The entire site frontage is under County jurisdiction.
4. The design/construction for this section of Rosemont Road should be based upon the Clackamas County Roadway Standards. The County is willing to defer the general details of the cross section to any adopted City standard. The proposed frontage improvements listed on page 6 of the TIS, dated April 2010, are acceptable.
5. County access spacing should be based upon the Roadway Standards and shall be addressed by the applicant. Engineering staff do not take issue with the proposed number of accesses, but a modification may be required.

6. The applicant shall provide and maintain adequate intersection sight distances and adequate stopping sight distances for all site driveway intersections with Rosemont Road. Sight distances shall be based upon the Roadway Standards. Based upon the TIS, there is an off-site sight distance issue associated with the proposed southern driveway. For the access to be approved, the applicant shall be required to demonstrate that adequate sight distances may be achieved and be maintained for each access. Any required sight line easements necessary to insure sight lines remain unobstructed shall be obtained by the applicant prior to issuance of a building permit.
7. The impact of bus traffic shall be included in the sight distance requirements of the southerly driveway.
8. The TIS indicates that a center left turn lane is planned along the project frontage and therefore a left turn lane analysis was not conducted. It is anticipated that a left turn lane is warranted and should be required in order to serve this development. There is a large gap between the subject property's frontages on Rosemont Road, where another property, not part of the development, has existing frontage on Rosemont Road. Based upon the submitted site plan, it does not appear that the applicant intends to install a center left turn lane within this gap area, which would have resulted in a continuous left turn lane from Hidden Springs to Bay Meadows.

It is not clear that the proposed improvements would result in sufficient widening to allow a sufficient southbound left turn lane, appropriate tapers, shadow areas, and deceleration at either driveway location. Given the high speeds on Rosemont Road, those amenities are very likely to result in the need to provide off-site widening that the applicant currently does not appear to be planning to construct. If a center left turn lane is not intended to be provided from Hidden Springs to Bay Meadows, the applicant must provide the necessary analysis and preliminary drawings to indicate how the project traffic can be accommodated.

9. The Clackamas County Roadway Standards require the use of school zone flashers on collector and arterial roadways. Clackamas County classifies Rosemont Road as a minor arterial.
10. The applicant shall provide adequate corner vision in accordance with the Zoning and Development Ordinance corner vision requirement.
11. Applicant shall comply with County Roadway Standards clear zone requirements in accordance with Roadway Standards subsection 240.5.
12. The use of public rights-of-way for construction vehicle staging is not authorized by the Roadway Standards and poses a potentially deleterious effect of the proposed use, because it contributes to congestion, reduces sight distance, and occupies shoulders intended for emergencies and other purposes. To protect the public from such effects, the applicant shall be required to submit a construction vehicle management plan for

review and approval by the County DTD, Construction and Development Section, before the County issues a Development Permit.

Conclusion:

If a transfer of jurisdiction, of the portion of Rosemont Road along the subject property frontage, occurs prior to the initiation of construction, the County requirements should become moot and all requirements should be based on conditions of approval required by the City of West Linn.

However, if a transfer of jurisdiction does not occur prior to construction, the following conditions of approval are recommended:

- 1) All frontage improvements in, or adjacent to Clackamas County right-of-way, or on site, shall be in compliance with *Clackamas County Roadway Standards*.
- 2) The applicant shall obtain a Development Permit from Clackamas County Department of Transportation and Development prior to the initiation of any construction activities associated with the project.
- 3) The applicant shall verify by a professional survey that a 35-foot wide, one-half right-of-way width exists along the entire site frontage, on the easterly side of Rosemont Road or shall dedicate additional right-of-way as necessary to provide it. Contact Deana Mulder for the specifics regarding exhibits to be included with submittals. (*Clackamas County Roadway Standards* Table 2-4, ZDO subsections 1007.03 A and 1007.03 F)
- 4) The applicant shall grant an eight-foot wide public easement for signs, slopes, sidewalks and public utilities along the entire site frontage of tax lot 12500 on the easterly side of Rosemont Road. Contact Deana Mulder for the specifics regarding exhibits to be included with submittals. (*Roadway Standards* drawing C140)
- 5) The applicant shall design and construct improvements along the entire site frontage of Rosemont Road consistent with the improvements identified on page six in the April 2010 TIS.
- 6) If a center left turn lane is not intended to be provided from Hidden Springs to Bay Meadows, the applicant shall provide the necessary analysis and preliminary drawings, for review and approval by County Engineering staff, to indicate how the project traffic can be accommodated.
- 7) The applicant shall address the issue of multiple accesses to a minor arterial and access spacing in accordance with Roadway Standards subsection 220 and submit a modification request for review and approval prior to the issuance of a building permit.
- 8) The applicant shall provide and maintain adequate intersection sight distances and adequate stopping sight distances at the driveway intersections with Rosemont Road

consistent with Clackamas County Roadway Standards subsection 240. Adequate intersection sight distance for drivers turning left into the site shall also be provided and maintained. In addition, no plantings at maturity, retaining walls, embankments, fences or any other objects shall be allowed to obstruct vehicular sight distance. Adequate sight distances for buses shall be provided at the southerly driveway approach intersection with Rosemont Road. Any required sight line easements shall be obtained by the applicant prior to issuance of a building permit. (*Roadway Standards* section 240 and AASHTO Exhibits 9-55 and 9-67)

- 9) The applicant shall provide adequate corner vision in accordance with the Zoning and Development Ordinance corner vision requirement. No sight-obscuring structures or plantings exceeding 30 inches in height, measured from the roadway surface, shall be located within a 20-foot radius of the lot corner nearest the intersection of two public, County, or State roads, or from the intersection of a private driveway, access drive, or private road and a public, County, or State road.
Trees located within a 20-foot radius of such an intersection shall be maintained to allow eight feet of visual clearance below the lowest-hanging branches. The limits of a public, County or State road are defined by the entire right-of-way width.
- 10) Applicant shall comply with County Roadway Standards clear zone requirements in accordance with Roadway Standards section 245.
- 11) The applicant shall provide an Engineer's cost estimate to Clackamas County Engineering, to be reviewed and approved, for the asphalt concrete, aggregates, curbs, sidewalks and any other required public improvement.
- 12) The applicant shall install and maintain 30-inch "STOP" signs, behind the sidewalk, with the bottom of the signs positioned seven feet above the surface of the sidewalk, at the driveway intersections with Rosemont Road. (*Manual on Uniform Traffic Control Devices*)
- 13) All traffic control devices on private property, located where private driveways intersect County facilities shall be installed and maintained by the applicant, and shall meet standards set forth in the *Manual on Uniform Traffic Control Devices* and relevant Oregon supplements.
- 14) Prior to the issuance of a building permit, the applicant shall submit to Clackamas County Engineering Office:
 - a) A set of street improvement construction plans, including a striping and signing plan, for review, in conformance with *Clackamas County Roadway Standards* Section 140, to Deana Mulder in Clackamas County's Engineering Office and obtain written approval, in the form of a Development Permit.
 - i) The permit will be for road, driveway, curb, sidewalk, drainage, and other site improvements.

- ii) A fee will be required to be paid by the applicant, for plan reviews and inspections, in accordance with the current fee structure for commercial/industrial/multi-family development that is in place at the time of the Development Permit application.
 - iii) The applicant shall have an Engineer, registered in the state of Oregon, design and stamp the construction plans for all required improvements.
- 15) Before the County issues a Development Permit, the applicant shall submit a construction vehicle management and staging plan for review and approval by the County DTD, Construction and Development Section. That plan shall show that construction vehicles and materials will not be staged or queued-up on public streets and shoulders without specific authority from DTD.

S:\DEVLPMNT\Cities\WestLinn\2010\CUP-10-03-DR-10-06-TE-RH-RosemontRdElementarySchool

Spir, Peter

From: Pyeatt, Tracy [Tracy.Pyeatt@lbsps.com]
Sent: Tuesday, October 19, 2010 11:55 AM
To: Spir, Peter
Subject: RE: pathway to Trillium Creek School

Peter, it sounds like you are on the correct page with your comments.

I was privileged to be the only citizen on the WLWV School Design Board, the board was also in hopes to not disturb the vegetation if at all possible and to allow the path to meander around the trees. One of the thoughts was discussed was to use "permeable pavers" <http://www.pavesearch.com/permeable-pavers-menu.htm> as the path. These are what is being used at the 10th street park in many areas. These will allow more water to be absorbed, the neighbor behind me has big water problems already.

Let us know about when to meet up.

Tracy Pyeatt

T&I Department Specialist
503.372.8142 x5359



From: Spir, Peter [mailto:pspir@westlinnoregon.gov]
Sent: Tuesday, October 19, 2010 11:50 AM
To: Pyeatt, Tracy
Subject: RE: pathway to Trillium Creek School

Mr. Pyeatt

I was just over at Sunset Elementary and they have footpath trail in a City owned corridor that the children use accompanied by either parents or staff. There was a group of 12 children and four staff walking along it as I got there. I spoke with them and they said they use it a lot. I think there are parallels to be drawn from that.

Then I went over to the Parcel J and it would seem that apart from cutting a few lower limbs off one tree and transplanting one small (6ft) tree surrounded by pavers that no trees need to be removed. It looks very good "as is". I took a lot of photos and remain very positive about this opportunity to provide a connection for children living on the east side of the school.

As far as meeting, I will see if that can work. In the mean time feel free to call or e-mail any specific concerns you may have.

Sincerely

Peter Spir

The logo for the City of West Linn features the words "CITY OF" in a small font above "West Linn" in a large, bold, sans-serif font.

Peter Spir
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Web: westlinnoregon.gov

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From: Pyeatt, Tracy [mailto:Tracy.Pyeatt@lbsps.com]
Sent: Tuesday, October 19, 2010 9:23 AM

To: Spir, Peter
Subject: pathway to Trillium Creek School

Hello Peter,
My wife Karen and I received your email regarding meeting this week to talk about the pathway to the new school. I work in Beaverton and Karen works at Emanuel Hospital in Pdx. Karen departs at 7 am, I leave at 6:30 am, we both get home after 4pm, is there any chance to meet after 4 pm as perhaps your schedule is more flexible.
Please advise.
My cell phone is 503-421-0787

Tracy Pyeatt
T&I Department Specialist
503.372.8142 x5359



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Spir, Peter

From: GARY [hitesman@comcast.net]
Sent: Tuesday, October 19, 2010 8:53 AM
To: Spir, Peter
Subject: RE: site visit

Sorry to miss you. I was out crabbing in Astoria and want to rub it in. ;-)

I also left you a long phone message. Today, I am intersted in schedule of events, Department responsibilities and intended programs the City will be implementing, and the history of Tract J that changed the zoning from a recreational open space to a ROW.

Thanks for your time. Please let me know when it would be to your advantage to meet with me. I assume you have a lot of stuff to do and I don't want to take up your time unnecessarily. And if possible, I'd like to have a joint meeting with you and John to discuss this issue as it appears to me that their are some poor precedents and policies in play that I wish to remedy.

Cheers, Gary

From: Spir, Peter [mailto:pspir@westlinnoregon.gov]
Sent: Tuesday, October 19, 2010 7:46 AM
To: GARY
Subject: site visit

Gary
FYI: I will be over at the school site at 2pm looking at Parcel J and taking photographs if you wanted to come out and have a chat...
I will be meeting with Karen Pyeatt on Thursday and will calling Steve Lobel today.
Peter

 Peter Spir
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Version: 8.5.448 / Virus Database: 271.1.1/3197 - Release Date: 10/18/10 18:34:00

Spir, Peter

From: Spir, Peter
Sent: Monday, October 18, 2010 2:11 PM
To: Kerr, Chris
Subject: FW: parcel J of hidden springs ranch phase 4

Do you info on parcel D?

From: Cindy Phillips [mailto:Cindy.Phillips@jordanschrader.com]
Sent: Monday, October 18, 2010 2:03 PM
To: Spir, Peter
Cc: Tim Ramis; Jenny De Gregorio
Subject: RE: parcel J of hidden springs ranch phase 4

Peter - Assuming the dedication of Parcel J is the same as that for Parcel D of Hidden Spring No. 2, then I would say that using Parcel J as a pedestrian and bicycle corridor would be in keeping with the equestrian trail use, the same as making the parcel "open space" would. In other words, the answer to the question is "Yes" if the dedication circumstances are the same as that of Parcel D. Cindy

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-----Original Message-----

From: Spir, Peter [mailto:pspir@westlinnoregon.gov]
Sent: Monday, October 18, 2010 10:48 AM
To: Cindy Phillips
Subject: parcel J of hidden springs ranch phase 4
Importance: High

Cindy

Spir, Peter

From: Spir, Peter
Sent: Monday, October 18, 2010 10:48 AM
To: 'Cindy Phillips'
Subject: parcel J of hidden springs ranch phase 4
Importance: High

Cindy

Staff is proposing to use Parcel J in Hidden Springs Ranch #4 as a pedestrian and bicycle corridor. The corridor would provide access to a proposed new elementary school. The trail is needed to properly address the Transportation Planning Rule and to encourage children in more healthy lifestyle choices.

But parcel J was "dedicated to the City for public "equestrian trail use". Question: **Can this "equestrian trail use" parcel be used for bicycles and pedestrians as well?**

thanks

Peter

Ken: I have been given the task of determining the ownership status and possible reversionary interests in Parcel D near Palomino Trail in the Hidden Springs No. 2 subdivision. I have looked at portions of the file of Hidden Springs No. 2 as well as various other documents such as title reports. I have reached the conclusion that 1) Parcel D has been dedicated to the City of West Linn, 2) title vests therein, and 3) there is no reversionary language or other indication that the property might somehow become defeased. It is true that the property was dedicated for use as equestrian trails and, as such, the city has the obligation to keep it open and free from encroachment. However, the fact that there is no record that horses have traveled Parcel D in the last 20 years does not mean that the reason for the dedication has failed. There is no provision that the property must revert to any other owner.

There is simply no evidence of any such intent or reversion in the language of the dedication. Furthermore, the city's declaration made years after the dedication that Parcel D is "open space" (and thus Parcel D cannot be leased, sold or exchanged, nor can the city allowed unauthorized use of Parcel D without a vote of the electors of the City) is consistent with the dedication. Clearly, an equestrian trail must be kept open and clear for horses to pass. Again, the fact that no horses pass through there now does not defeat the dedication.

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cindy.phillips@jordanschrader.com

HIDDEN SPRINGS RANCH NO. 4

BEING PORTIONS OF THE SAMUEL MILLER D.L.C. NO. 58 AND THE SAMUEL SHANNON D.L.C. NO. 70
IN THE SE 1/4 OF SECTION 23 AND IN THE NE 1/4 OF SECTION 26, T. 2 S., R. 1 E., W.M.
CITY OF WEST LINN, CLACKAMAS COUNTY, OREGON

FEBRUARY 1977 48.159 ACRES SCALE: 1"=100'

WILSEY & HAM
PORTLAND, OREGON
4-1100-6202 SIDE 2 OF 3

CURVE DATA

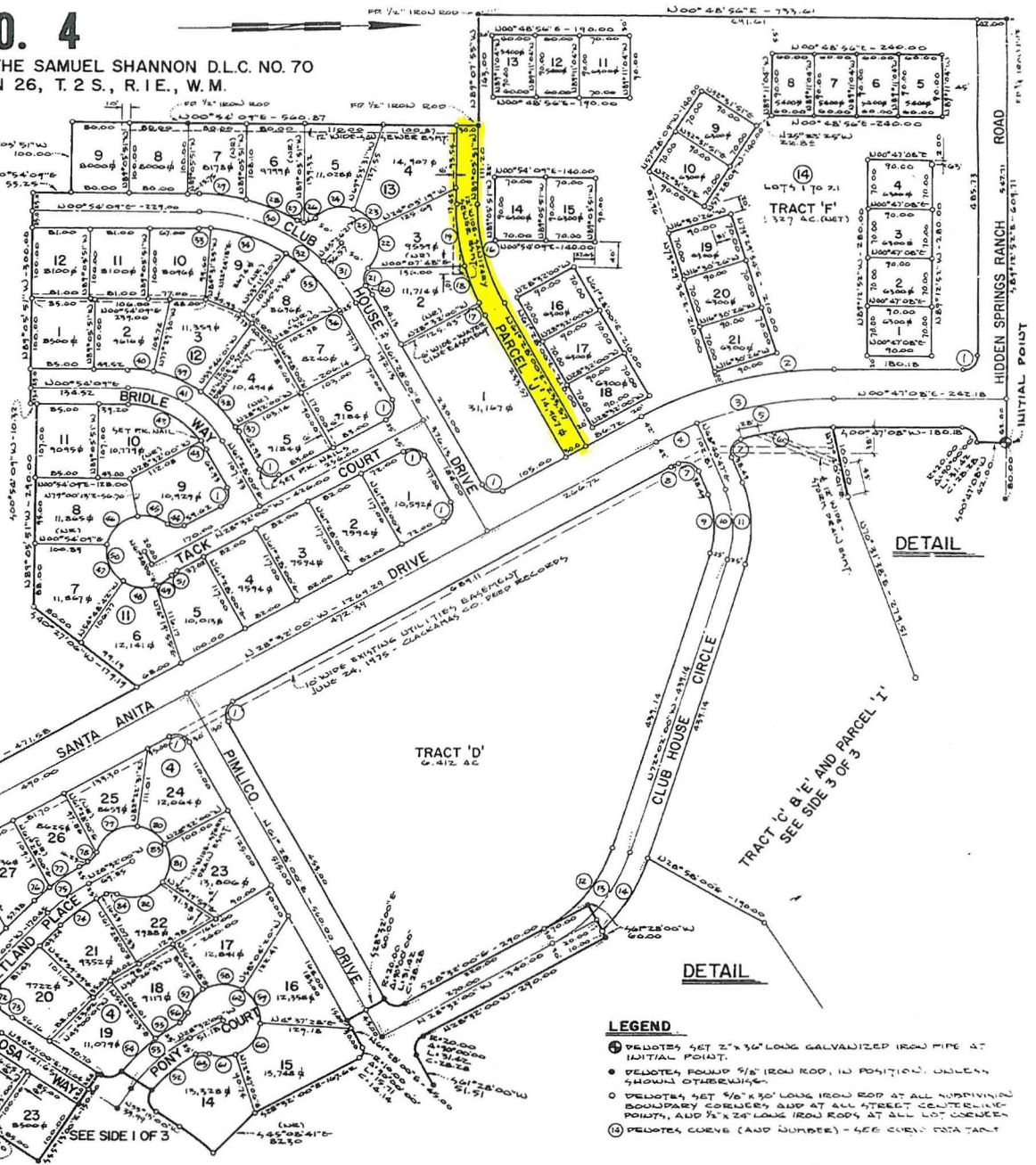
NO	R	Δ	L	C	NO	R	Δ	L	C	NO	R	Δ	L	C
1	20.00	70°00'00"	51.42	28.28	31	250.00	16°54'21"	73.77	73.50	61	50.00	18°54'37"	33.74	33.10
2	542.00	27°14'00"	273.57	274.93	32	250.00	60°33'51"	244.26	252.15	62	50.00	27°34'09"	244.33	64.34
3	500.00	24°14'00"	255.86	259.07	33	215.00	49°44'26"	17.70	17.96	63	20.00	50°44'33"	17.67	17.12
4	500.00	17°12'48"	22.95	62.91	34	225.00	28°34'22"	115.01	120.86	64	350.00	10°14'54"	43.28	62.77
5	500.00	22°00'00"	192.71	171.71	35	225.00	26°44'10"	105.00	106.55	65	350.00	11°42'59"	71.54	71.41
6	458.00	16°12'30"	124.97	124.14	36	225.00	60°44'47"	2.87	2.87	66	350.00	26°58'47"	28.58	28.38
7	20.00	49°59'44"	33.47	27.70	37	175.00	2°18'55"	7.07	7.07	67	325.00	26°48'00"	151.36	149.77
8	458.00	1°18'36"	10.52	10.52	38	175.00	12°59'04"	78.00	69.55	68	325.00	15°29'42"	78.17	76.00
9	125.00	49°17'13"	89.71	84.84	39	175.00	23°48'24"	72.46	71.95	69	325.00	15°19'18"	75.19	75.02
10	150.00	49°17'13"	108.89	103.89	40	175.00	11°42'21"	35.45	35.99	70	300.00	8°25'10"	17.71	17.90
11	175.00	51°12'15"	130.00	117.66	41	150.00	60°54'51"	108.50	151.33	71	30.00	10°02'44"	39.77	31.31
12	200.00	49°30'00"	134.84	124.71	42	125.00	54°15'14"	118.24	115.93	72	20.00	49°24'20"	33.93	29.61
13	225.00	46°12'30"	170.84	164.75	43	125.00	6°20'37"	15.84	15.83	73	500.00	4°25'33"	14.74	24.74
14	250.00	27°14'15"	118.86	117.74	44	20.00	69°04'30"	24.11	23.68	74	215.00	16°38'02"	61.79	61.58
15					45	50.00	51°32'17"	44.78	49.47	75	245.00	10°28'02"	68.78	68.78
16	285.00	27°32'00"	146.42	143.81	46	50.00	27°05'14"	58.87	59.83	76	205.00	58°33'33"	18.71	35.70
17	315.00	27°32'00"	16.44	16.44	47	50.00	50°33'50"	58.08	54.87	77	254.00	10°54'23"	50.49	52.37
18	315.00	10°00'18"	59.00	54.75	48	50.00	50°56'23"	44.38	42.74	78	20.00	44°54'41"	17.48	16.70
19	315.00	16°26'33"	70.40	70.49	49	50.00	54°51'08"	50.24	29.78	79	20.00	86°07'40"	19.18	68.30
20	275.00	17°10'42"	19.26	19.26	50	50.00	27°51'49"	236.37	79.18	80	50.00	55°50'50"	46.79	45.28
21	20.00	27°32'00"	52.25	24.70	51	20.00	10°47'18"	7.01	7.50	81	50.00	64°53'00"	74.61	53.43
22	50.00	68°56'18"	49.88	50.36	52	215.00	52°44'04"	85.51	84.75	82	50.00	10°07'49"	65.56	60.91
23	50.00	68°56'18"	49.88	50.36	53	240.00	26°40'57"	111.77	116.76	83	50.00	17°51'29"	244.53	64.27
24	50.00	68°56'18"	49.88	50.36	54	240.00	15°22'15"	71.09	70.88	84	20.00	44°54'41"	17.48	16.70
25	50.00	180°00'00"	197.08	180.00	55	265.00	8°36'27"	39.81	39.77	85	20.00	89°38'16"	11.21	28.19
26	20.00	47°04'36"	17.15	16.61	56	30.00	44°50'52"	17.28	16.76	86	742.00	6°58'29"	89.55	85.50
27	20.00	37°32'48"	4.92	9.41	57	20.00	44°48'00"	19.20	20.07	87	75.00	84°59'47"	71.54	48.70
28	275.00	17°54'32"	174.78	176.51	58	50.00	67°40'42"	67.34	54.25	88	100.00	10°07'18"	32.87	61.81
29	275.00	17°54'32"	46.70	66.74	59	50.00	42°41'48"	54.31	52.81	89	125.00	1°23'01"	9.02	3.02
30	250.00	27°14'30"	170.47	185.41	60	50.00	68°08'38"	59.48	56.04	90	20.00	86°56'02"	50.25	27.44
31					61	742.00	10°15'00"	134.92	134.74					
32					62	742.00	10°56'24"	161.77	141.59					
33					63	700.00	28°32'54"	181.00	145.98					
34					64	700.00	26°48'50"	237.61	134.23					
35					65	700.00	59°25'51"	477.23	491.12					

114

Survey 9, Hunt
NOTARY PUBLIC IN AND FOR OREGON
MY COMMISSION EXPIRES 6-4-77

REGISTERED PROFESSIONAL LAND SURVEYOR
G. Robert Taylor
OREGON
MAY 11, 1968
G. ROBERT TAYLOR
537

I HEREBY CERTIFY THAT THIS IS AN EXACT COPY OF THE PLAT OF HIDDEN SPRINGS RANCH NO. 4.



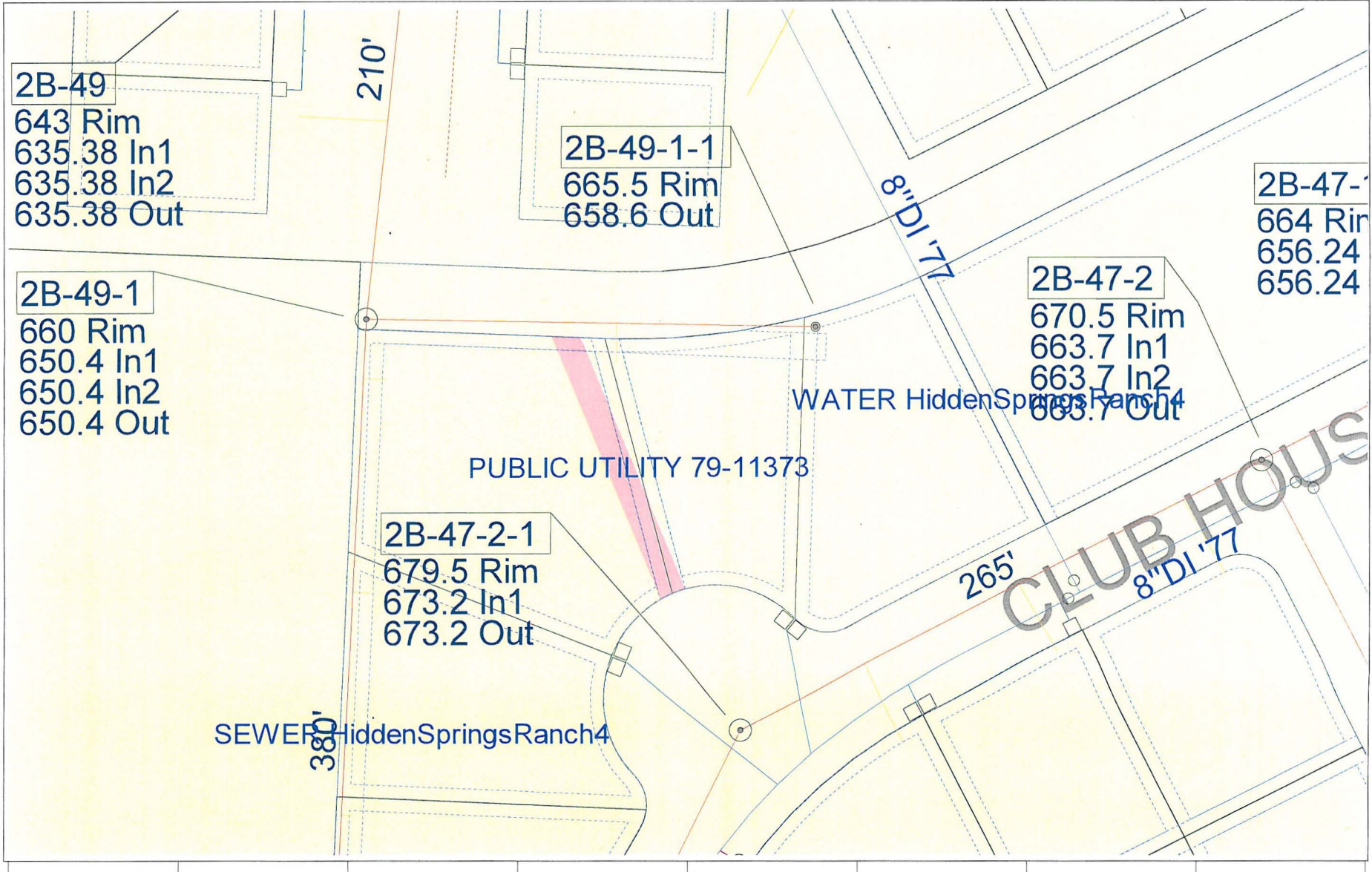
- LEGEND**
- PEGS SET 2" X 3/8" LONG GALVANIZED IRON PIPE AT INITIAL POINT.
 - PEGS FOUND 3/8" IRON ROD, IN POSITION UNLESS SHOWN OTHERWISE.
 - PEGS SET 1/2" X 30" LONG IRON ROD AT ALL ADJOINING BOUNDARY CORNERS AND AT ALL STREET CENTERLINE POINTS AND 1/2" X 20" LONG IRON ROD AT ALL LOT CORNERS.
 - ⑭ PEGS SET CURVE (AND NUMBER) - SEE CURVE DATA TABLE.



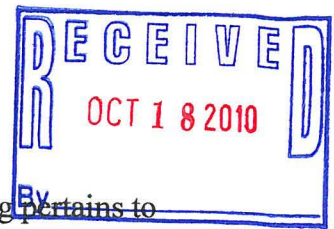
NOTES

- 1) THIS PLAT CONTAINS 72 BUILDING LOTS, PLUS LOT 1, OF BLOCK 12, TO BE USED AS A RECREATIONAL VEHICLE STORAGE AREA.
- 2) ALL LOT LINES SHOWN ARE RADIAL TO CURVES, UNLESS SHOWN (DR).
- 3) A SIX (6) FOOT EASEMENT FOR:
 - A) SANITARY SEWER
 - B) STORM DRAINAGE
 - C) UTILITY PURPOSES
 - D) SURFACE DRAINAGE
 SHALL EXIST ALONG ALL FRONT, SIDE AND REAR LOT LINES FOR CONSTRUCTION AND MAINTENANCE.
- 4) PARCEL 'G' IS HEREBY DEDICATED TO THE CITY OF WEST WIND FOR PUBLIC OPEN SPACE USE.
- 5) PARCEL 'H' IS HEREBY DEDICATED TO THE CITY OF WEST WIND FOR PUBLIC OPEN SPACE USE.
- 6) PARCEL 'I' IS HEREBY DEDICATED TO THE CITY OF WEST WIND FOR PUBLIC OPEN SPACE AND PUBLIC EQUESTRIAN TRAIL USE.
- 7) PARCELS 'G' THROUGH 'I' - A ESCAPEMENT EASEMENT IS HEREBY GRANTED OVER PARCELS 'G' THROUGH 'I' FOR SANITARY SEWERS, STORM DRAINAGE, UTILITIES AND SURFACE DRAINAGE FOR CONSTRUCTION AND MAINTENANCE.
- 8) PARCEL 'J' IS HEREBY DEDICATED TO THE CITY OF WEST WIND FOR PUBLIC EQUESTRIAN TRAIL USE.
- 9) TRACTS 'C' THROUGH 'E' ARE RESERVED FOR FUTURE IMPROVEMENTS, AND THEIR OWNERSHIP SHALL REMAIN WITH THE DEVELOPER.
- 10) TRACT 'F' IS COMMON PROPERTY TO LOTS 1 THROUGH 21, BLOCK 12, HIDDEN SPRINGS RANCH NO. 4, AND IS DEDICATED TO, AND SHALL BE MAINTAINED BY THE HIDDEN SPRINGS RANCH HOMES ASSOCIATION (H.S.R.A.), AND ARE NOT DEDICATED FOR PUBLIC USE. AN EASEMENT FOR UTILITIES, SANITARY SEWERS, STORM DRAINAGE AND SURFACE DRAINAGE IS HEREBY GRANTED OVER TRACT 'F'.

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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.



Richard and Marsha Gross would like to submit the following. The following pertains to the elementary school that is being built on the Erickson property.

I apologize for the narrative but it is important for Marsha and I to place you in our frame of mind. In 1999 Marsha and I were looking for a house. We found one at 1845 Bay Meadows Dr. One of the first five questions that we asked was who owned the large piece of land next door. We were told that the School District of West Linn owned the property and a Middle School was being planned to be built there. Preliminary plans had been made and the area next to the house would be a football/soccer field with a track surrounding it. We were fine with that and bought the house. Fast forward to 2008 and the Middle School was built somewhere else and a bond issue to build a elementary school on this property was proposed. We supported the bond.

On a hot summer night reality hit. The neighborhood was presented preliminary drawings of the proposed school by the School District. Our house and our livability are going to greatly change. We weighed the options and decided to work with the School District to try and make a bad situation better.

The School District has kept us in the loop and provided us with information that is honest and truthful. They have been good to work with and I hope that will continue. But, their situation is different than ours. They have a lot of people to please, restrictions to deal with and money constraints. We, on the other hand, see it as a livability, health, and financial issue. That is the problem that I would like to address and ask for your support and help.

Livability: An entrance road to the school will be pointing directly at us. This means we will be having headlights pointing into our living room and bedroom. The School District has said it will landscape those areas. According to the plans a 50+ parking lot is going to be built 20 to 25 feet from our property line with the cars facing at our house. The School District is going to build a landscape barrier between our house and the parking lot. The road in front of our house, Bay Meadows Dr. is a perfect place to drop off and pick up students before and after school. It is, also, closer to the school than the parent parking lot and will be used as a overflow parking lot on any night or day function. The School District has said it will get information out to parents saying please do not use the neighborhood as a parking lot. We ask that you consider our requests.

1. That a sign be posted at the entrance of Rosemont and the access road, that reads 'Staff and Buses Only'.
2. That the School District plant mature evergreen trees and shrubs in key areas that will block traffic and headlights NOW, and that we will not have to wait for five years for the trees and shrubs to mature.
3. That the City or School District place a sign on Bay Meadows Dr. that reads, that this is a neighborhood and not a parking lot. We would ask for the cities help to enforce this.
4. That the lighting in the parking lot and entrance road be lighting that will dim or go off at a certain time and not affect our house 24/7 365 days out of the year.
5. We are concerned about the change in our environment. We will have increased pollution; air pollution, noise pollution, and light pollution. We would like to

know what are rights are.

6. We would request a verbal and/or written communication on what can and what can not be done during the year and one half that they will be building this school. This is in regards to all the big yellow trucks, the hundreds of other trucks and vehicles, the noise, the dirt, the pollution, and all the animals and critters that now call this land their home and will now be displaced.

7. Given where our house is located, the entrance road, the parking lot, the road in front of our house and the added pollution. We are very concerned about the value of our house and property. What recourse do we have as a citizen and community member?

Respectfully submitted
Richard and Marsha Gross
1845 Bay Meadows Dr.
West Linn, Or. 97068
503 657-4790

Spir, Peter

From: GARY [hitesman@comcast.net]
Sent: Saturday, October 16, 2010 4:11 PM
To: Spir, Peter
Cc: Sonnen, John; april_katya@yahoo.com; 'T M PYEATT'
Subject: Letter dated October 15, 2010

Peter,

Thank you for the letter sent to us regarding the city owned tract directly behind our residence.

We are happy to see the City invest resources on creating a pedestrian friendly and safe corridor to the new school and for your communication keeping us informed of City actions and opportunities to maintain the rights and value of our property.

We are willing to talk about the appropriate actions necessary to create important lines of sight including the pruning or replacement of ornamental trees, existing garden sheds in the ROW, and lack of visibility from the HOA across the tract from us.

In addition to sightlines, the use of non glare lighting and emergency phones may be required as much of the 500 feet of tract is not visible from the existing homes. I would like to have a discussion with the City on the definition of sight lines to distinguish between wayfinding and security. In either case, the ornamental trees directly behind my backyard do not obstruct sight lines significantly.

When you consider the arrangement of private space and configurations of backyard fences, the removal of ornamental trees, and other vegetation, they will not significantly improve nor certify additional safe passage. When you actually walk the tract or live as close to it as long as I have, you will realize the City is not fully aware of the safety issues and requirements necessary to create a neighborhood friendly "safe passage" for children.

We will support the use of Tract J as an alternative access way only if the City can effectively demonstrate and prove that safe passage is achievable. We acknowledge the the City's desire to create a safe passage and acknowledge that the city owned tract is best suited for a pedestrian friendly child safe route. But we have significant and real doubts that the City can execute the proposed idea sufficiently and to our community's benefit.

Please let me know when we can meet to discuss the City's position and how we can help support the City. Upon our combined discussions, it may indeed be appropriate for us to support a passage way to the school that protects trees with suitable replacement concepts and vegetation and provides the safe passage the City is seeking.

Here are issues that we have discussed in the past that I think might need resolution;

1.) What is the true definition of "safe passage"? Using the example of a crosswalk, an improperly placed crosswalk can create a false sense of security. Saying you want to create a safe passage only by tearing down trees is like saying you want to place a crosswalk on Hwy 43 without providing signage and other safety measures. Or to cite another principle; How does the removal of these trees improve Jane Jacobs principle of "eyes on the street"(sic)? What can the City do to address existing opaque fencing? How will the City address that the least safe portion of the tract is the first 250 feet?

2.) The City tract designation is out of sorts with the original land deed. The Title defines the tract as "recreational horse trails and open space" whereas the city zoning map recently was reverted back to to City Owned ROW. The tract should be classified to match the original deed before any discussions or destruction of vegetation can take place. There are different procedures the city can act on based on the deed restrictions. The zoning map should be changed from City owned right of way controlled by the Engineering Department to Open space managed by the parks department and placed as part of the trails master plan study.

3.) Review engineering standards in place and review existing standards that support safe passage. What engineering standards are lacking or need to be created to truly create a safe passage?

4.) Please explain the differentiation in action and contrast in policy between the Palomino Loop Trail and Tract J? For starters, you have a designated trail with deed entitlement that is blocked from public use by private landowners and tract J that is improperly designated and where you want to destroy vegetation.

5.) Justify the cost increase of improving the tract when an existing access road is in place 50 feet away from the tract in question. The tract you want to provide access on was designed for horses and may be an inappropriate use for children due to the lack of visibility and the existing partitioning of land. How much due diligence is required from the City to negotiate improved access with the HOA? The whole idea of providing safe passage appears questionable when you look at the existing roads and pedestrian access that the HOA could provide with the only addition of one gate!

6.) The school districts application does not adequately address what it will be doing on it's end to secure access. Right now, there is a drainage swale and structured vegetation shown that appears to block passage AND create an unobserved access point and exit from school grounds. Please verify how our police will enforce the safe passage that Planning seeks to create. How will the school enforce and supervise such action?

7.) The existing cross sectional values transecting tract J present an insurmountable challenge in providing real safe passage.

7.) Lastly, why is the City using school subconsultant surveyors to do work off the project boundaries?

Sincerely,
Gary Hitesman



CITY OF
West Linn

Stephen and Gay Lobel
2178 Club House Drive
West Linn, OR. 97068

October 15, 2010

Dear Mr. and Mrs. Lobel:

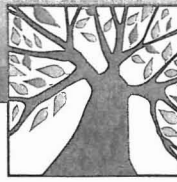
By now you have probably received a notice of the school district's proposal to build an elementary school near your house. Most of the activities and structures will be a significant distance away. City Planning staff are very eager that the school provide a way for the children to walk and bike to school from the direction of Santa Anita Drive. The City owns a 500 foot long by 30 foot wide tract from Santa Anita Drive to the school property which will make an ideal corridor for that purpose. One of the requirements of our development code is that applicants accommodate different modes of transportation as a way to reduce vehicle miles travelled, fuel consumption, reduce pollution and improve children's health. This pathway will help towards those goals. Without that route, children would have to walk or bike an extra half mile to get to school.

I was at the tract yesterday and noted that the first 250 feet from Santa Anita Drive is clear. The last 250 feet has a number of ornamental trees and other vegetation which will obstruct the pathway. A big concern is providing adequate lines of sight so school staff and neighbors can keep an eye on the safe passage of the children. To this end the school district will be surveying this corridor and I would expect that some of the trees will be removed from the City owned corridor. I hope we can count on your support. Please contact me at pspir@westlinnoregon.gov if you have any questions or comments. My direct line is 503-723-2539.

Sincerely,

Peter Spir

Associate Planner



CITY OF
West Linn

Gary and Elizabeth Hitesman

2188 Club House Drive

West Linn, OR. 97068

October 15, 2010

Dear Mr. and Mrs. Hitesman:

By now you have probably received a notice of the school district's proposal to build an elementary school near your house. Most of the activities and structures will be a significant distance away. City Planning staff are very eager that the school provide a way for the children to walk and bike to school from the direction of Santa Anita Drive. The City owns a 500 foot long by 30 foot wide tract from Santa Anita Drive to the school property which will make an ideal corridor for that purpose. One of the requirements of our development code is that applicants accommodate different modes of transportation as a way to reduce vehicle miles travelled, fuel consumption, reduce pollution and improve children's health. This pathway will help towards those goals. Without that route, children would have to walk or bike an extra half mile to get to school.

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Sincerely,

Peter Spir

Associate Planner



CITY OF
West Linn

Tracy and Karen Pyeatt
2168 Club House Drive
West Linn, OR. 97068

October 15, 2010

Dear Mr. and Mrs. Pyeatt:

By now you have probably received a notice of the school district's proposal to build an elementary school near your house. Most of the activities and structures will be a significant distance away. City Planning staff are very eager that the school provide a way for the children to walk and bike to school from the direction of Santa Anita Drive. The City owns a 500 foot long by 30 foot wide tract from Santa Anita Drive to the school property which will make an ideal corridor for that purpose. One of the requirements of our development code is that applicants accommodate different modes of transportation as a way to reduce vehicle miles travelled, fuel consumption, reduce pollution and improve children's health. This pathway will help towards those goals. Without that route, children would have to walk or bike an extra half mile to get to school.

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Sincerely,

Peter Spir

Associate Planner

RECEIVED
OCT 15 2010
CITY OF WEST LINN

TRACY AND KAREN PYEATT
2168 CLUB HOUSE DR
WEST LINN OR 97068

GARY AND ELIZABETH HITESMAN
2188 CLUB HOUSE DR
WEST LINN OR 97068

STEPHEN AND GAY LOBEL
2178 CLUB HOUSE DR
WEST LINN OR 97068

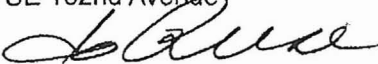
MAILED
10/15/10
364 USPS

PERMIT APPLICATION: ARCHAEOLOGY: OREGON SHPO

AP MS

Oregon Parks and Recreation Department
725 Summer Street NE, Suite C
Salem, OR 97301-1266

All information must be completed before this application will be considered. Use separate sheets if more space is needed to complete a section. This permit is circulated with a 30-day comment period from date of mailing.

Applicant (typed): Jo Reese
Institution: Archaeological Investigations Northwest, Inc.
Address: 2632 SE 162nd Avenue
City: Portland
Signature: 
Email Address (if applicable): jo@ainw.com

Date: October 5, 2010

State/Zip: Oregon / 97236
Telephone/Fax: 503-761-6605 / 503-761-6620

Attach current vitae demonstrating person meets or exceeds legal requirements of ORS 390.235

*Attach letter supporting applicant's ability to conduct proposed work (See Permit Application Guideline #6)

Property Name and Location Description.
Attach a USGS topographic map that clearly shows the location of the project in relation to commonly known landmarks (towns, rivers, streams, etc.)

Project Name and/ or Site Trinomial:
West Linn Wilsonville School District - Primary School

County(ies): Clackamas
USGS Quad Name: *Lake Oswego, Oreg., 7.5-minute series, 1961, Photorevised 1984*
Canby, Oreg., 7.5-minute series, 1961, Photorevised 1985
Township: 2S Range: 1E Section(s): 23 and 26

Surface Owner
ORS 358.920(5): A signed landowner agreement that excavation can take place on private land must be submitted with this form.

Owner: West Linn Wilsonville School District 3JT
Representative: Tim Woodley, Director of Operations
Address: 2755 SW Borland Road
City: Tualatin Zip: 97062
Telephone: 503-673-7195

Agency that has management control over the land where the project is located.

**Attach letter of agreement for proposed work from land manager (See Permit Application Guideline #7)

Name: Tim Woodley, Director of Operations
Institution: West Linn Wilsonville School District 3JT
Address: 2755 SW Borland Road
City: Tualatin Zip: 97062
Telephone: 503-673-7195

Person in direct charge of excavation (if you have not submitted an application this calendar year, please attach resume that shows person meets or exceeds legal requirements of ORS 390.235)

Name: Jo Reese, Lucie Tisdale, Sara Davis, Amy Foutch, Terry Ozbun, Michele Punke, Nicholas Smits, Judith Chapman, Ron Adams, Jeff Lloyd-Jones, or John L. Fagan
Affiliation: Archaeological Investigations Northwest, Inc.
Address: 2632 SE 162nd Avenue
City: Portland Zip: 97236
Telephone: 503-761-6605

Project Description

Requested Permit Duration: 1 year
Starting Date of Fieldwork: November 8, 2010
Proposed Date of Fieldwork Completion: December 1, 2010
Due Date of Final Report (to SHPO, OSMA, CIS, and appropriate tribes): December 31, 2011

Purpose of Investigation: To conduct exploratory excavation within the APE to determine if archaeological deposits are present. If present, the resources will be delineated and evaluated for National Register of Historic Places eligibility.

	<p>Scope of Work/Research Design:</p> <p style="text-align: center;">See attached</p>
<p>Ancillary plan for reporting results if applicable (i.e., In addition to the final report submitted to SHPO, OSMA, CIS, and appropriate tribes).</p>	<p style="text-align: center;">Not Applicable</p>
<p>Curation</p> <p>ORS 358.920, 390.235(3). OSMA requires that a signed landowner agreement on curation of artifacts for <u>private</u> property must be submitted with this form.</p> <p>For public lands a letter from the curatorial facility (i.e., OSMA, OSU) should accompany this form.</p> <p>(See Permit Application Guideline #5)</p>	<p>Temporary Curatorial Lab or Facility:</p> <p>Name: Archaeological Investigations Northwest, Inc. Address: 2632 SE 162nd Avenue City: Portland Zip: 97236 Telephone: 503-761-6605</p> <p>Permanent Curatorial Facility:</p> <p>Name: Oregon Museum of Natural and Cultural History Oregon State Museum of Anthropology Address: 1224 University of Oregon City: Eugene Zip: 97403-1224 Telephone: 541-346-3024</p> <p>Proposed Date of Delivery to Permanent Curatorial Facility: December 31, 2011</p>
<p>Tribal Notification</p> <p>If the excavation is associated with a prehistoric or historic American Indian archaeological site, a copy of the notice required under ORS 358.950 must be submitted with this form. Consultation should occur during the 30-day review period.</p>	<p>Describe Contact Procedures (e.g., letter, fax or personal meeting to discuss proposed work, permit terms or conditions, monitoring, unanticipated discovery plan for human remains, curation):</p> <p>As required by ORS 358.950, consultation letters will be sent to the appropriate tribe(s) as identified by the Commission on Indian Services. Information about the fieldwork schedule will be provided to the tribes and arrangements for field visits will be coordinated with the landowner and the interested tribal representatives.</p>

Where feasible, a copy is submitted to CIS within two days of receipt, requesting the most appropriate tribe. The application will not be circulated unless it is complete and accompanied with the extra documentation requirement for private land: 1) signed landowner permission; and 2) landowner agreement on curation. Copies of this form are then sent to the landowner, local planning department, OSMA, CIS and appropriate tribe(s). Parks gives them 31 calendar days from the latter date to comment and return the comments. If no objections are made by the 31st day, the permit will be issued or denied based on the information at that point.

The following section must be filled out by the applicant:
Planning Department: County: _____
(Rev. 7/2005)

or City: West Linn

ARCHAEOLOGICAL INVESTIGATIONS NORTHWEST, INC.

**ARCHAEOLOGICAL EXCAVATION PERMIT
SCOPE OF WORK AND PLAN FOR REPORTING RESULTS
WEST LINN, CLACKAMAS COUNTY, OREGON**

**EXPLORATORY SHOVEL TESTING FOR THE PROPOSED
WEST LINN WILSONVILLE SCHOOL DISTRICT
PRIMARY SCHOOL AT 1025 ROSEMONT ROAD**

October 5, 2010

Archaeological Investigations Northwest, Inc. (AINW), under contract with Winzler & Kelly is conducting archaeological studies for the proposed primary school development located at 1025 Rosemont Road in West Linn, Clackamas County, Oregon. The West Linn Wilsonville School District proposes to build a primary school on an upland area two miles from the Willamette River on approximately 20 acres (Figure 1). The previous uses have been agricultural, and the past few decades it has been a dairy farm. The area to be developed is south of a stream that flows west to east, and would exclude the existing farm residence on the northern part of the parcel. AINW proposes to conduct exploratory shovel testing within the project area to determine if archaeological resources are present and to delineate archaeological deposits, if found.

The exploratory shovel testing in the project area will consist of the excavation of up to 24 shovel tests, all on West Linn Wilsonville School District property. The shovel tests will measure 30 centimeters (cm) (12 inches [in]) at the surface and will be excavated to a minimum depth of 50 cm (20 in). Auger tests may be used to extend shovel tests and will be a minimum of 15 cm (6 in) in diameter. In all, excavations will extend to a depth of two 10-cm (4-in) levels below intact archaeological deposits. If a site is found, it will be evaluated through the excavation of up to 4 50x50 cm (20x20 in) square quarter test units (QTUs). The QTUs will be excavated in 10-cm (4-in) levels to a minimum depth of 50 cm (20 in) or two 10-cm (4-in) levels below intact archaeological deposits.

Sediments will be excavated manually and screened through nested 6.4- and 3.2-millimeter (¼- and ⅛-in) mesh hardware cloth. Artifacts from the shovel tests will be collected and taken to the AINW laboratory for analysis and processing. The field and laboratory work will be done to evaluate the National Register-eligibility of archaeological resources found within the project area. The artifacts and records will subsequently be curated at the Oregon Museum of Natural and Cultural History (OMNCH) at the University of Oregon.

If an unanticipated discovery, such as human remains, is encountered at any point, the tribes listed in the permit will be contacted, as well as the Oregon State Historic Preservation Office (SHPO), the Commission on Indian Services (CIS), the Oregon State Police, West Linn Wilsonville School District, and the county coroner/medical examiner. Excavation will cease in that area, the location will be secured, and no work will resume at that location until a decision on the best approach is agreed upon.

Copies of the technical report will be submitted to Winzler & Kelly, the West Linn Wilsonville School District, SHPO, OMNCH, the CIS, and the appropriate tribes as identified by the CIS.

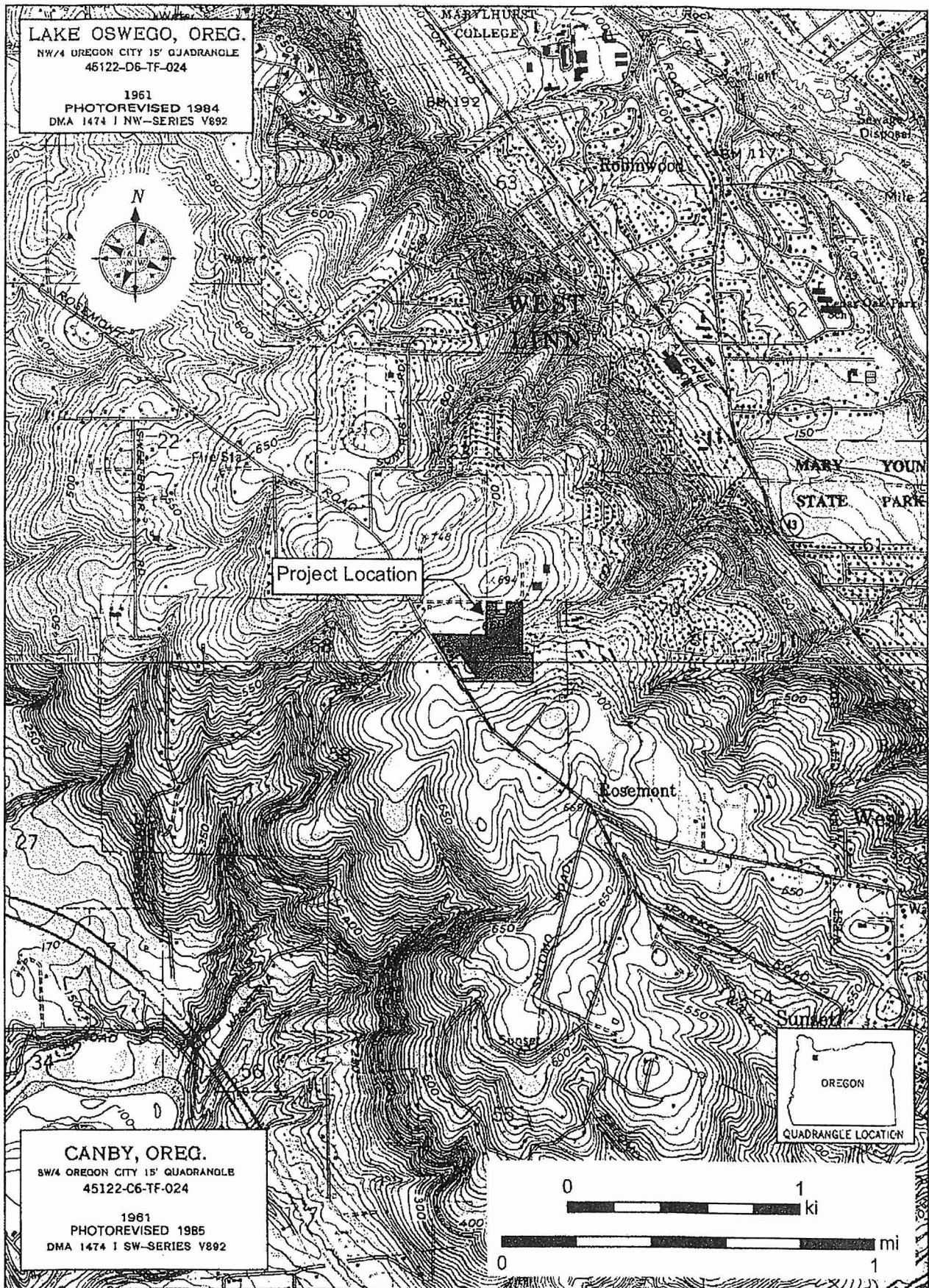


Figure 1. 1025 Rosemont Road project location.

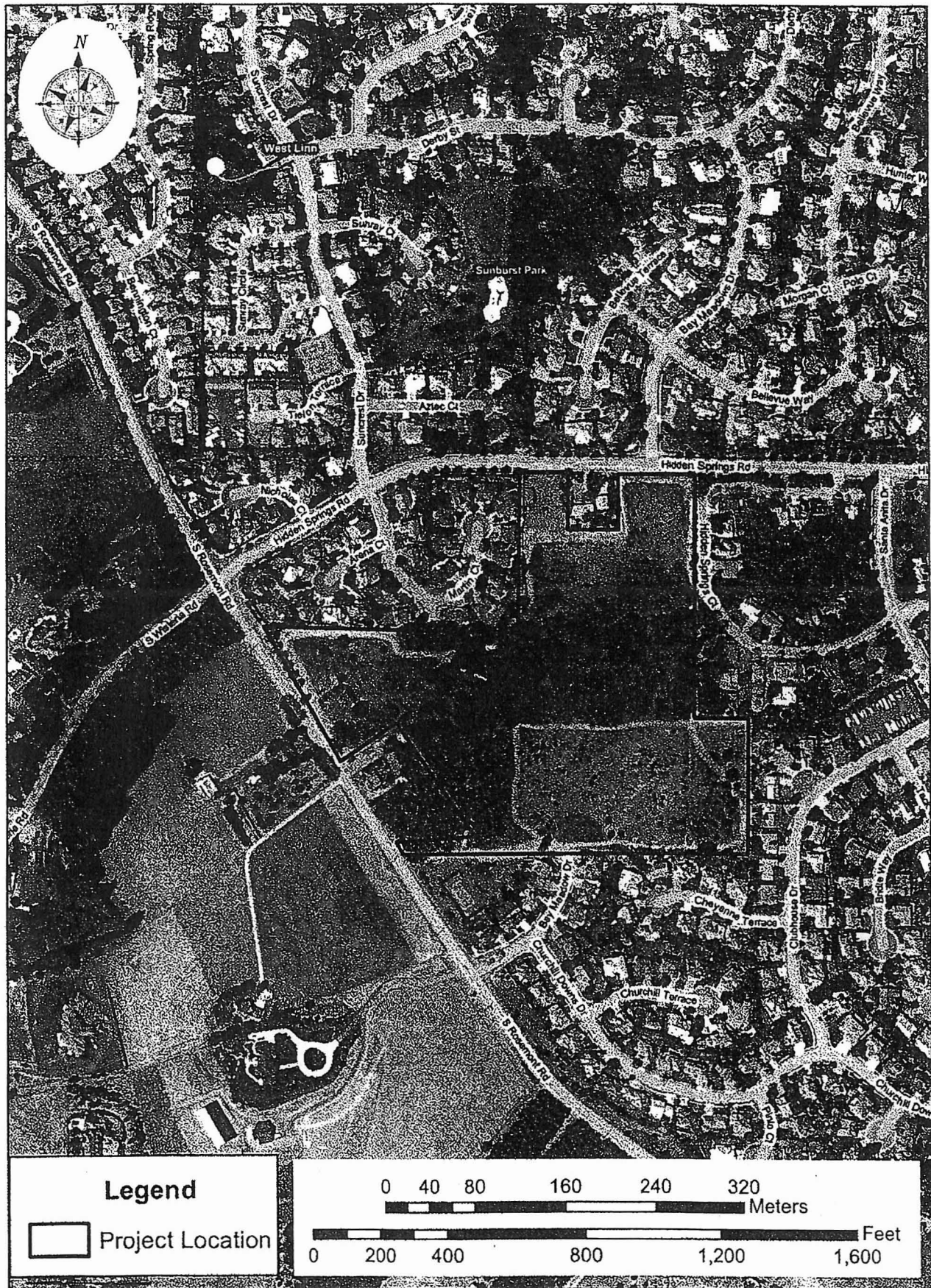
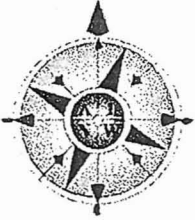


Figure 2. 1025 Rosemont Road project location.



Archaeological Investigations Northwest, Inc.

2632 S.E. 162nd Ave. • Portland, Oregon 97236
Phone (503) 761-6605 • Fax (503) 761-6620

Vancouver Phone (360) 696-7473
E-mail: ainw@ainw.com
Web: www.ainw.com

WEST LINN WILSONVILLE SCHOOL DISTRICT

LETTER OF OWNER AUTHORIZATION AND FUNDING SUPPORT FOR

ARCHAEOLOGICAL INVESTIGATIONS AT

1025 ROSEMONT ROAD PROPERTY

This letter of agreement authorizes Archaeological Investigations Northwest, Inc. (AINW), to conduct archaeological test excavations and site evaluation on lands owned and managed by the West Linn Wilsonville School District that is part of the proposed for a new primary school on a parcel at 1025 Rosemont Road in West Linn. As part of the shovel testing and possible site evaluation (if needed), AINW is authorized to collect archaeological materials during the fieldwork. The West Linn Wilsonville School District has authorized this work under a subagreement and the West Linn Wilsonville School District is able to provide sufficient funding to cover the excavation, analysis, final report preparation, and curation of recovered archaeological materials.

As is customary, the West Linn Wilsonville School District agrees that the prehistoric archaeological samples, specimens, and artifacts collected during this work will be curated at the Oregon Museum of Natural and Cultural History at the University of Oregon in Eugene. Native American Tribes will be informed if human remains and objects of spiritual significance are found, and if found, will be given to an appropriate Tribal government.

WEST LINN WILSONVILLE SCHOOL DISTRICT

Authorized by: Tim K. Woodley October 4, 2010
Signature *Date*

Tim K. Woodley, Director of Operations 503-673-7195
Printed Name *Phone*

Address:
West Linn-Wilsonville School District
2755 SW Borland Rd
Tualatin, OR 97062

TO : DENNIS GRIFFIN

facsimile

TRANSMITTAL

to: CIS Director
fax #: (503) 986-1071
re: Most Appropriate Tribe
date: October 06, 2010
pages: 7, including cover sheet

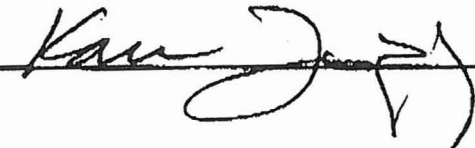
AP-1425; Jo Reese (Archaeological Investigations Northwest, Inc.)
West Linn Wilsonville School District - Primary School; Clackamas County

Under the administrative rule for archaeological permits, we are requesting the most appropriate tribe for the attached permit request. Please fill out the following lines and FAX this back to us within the next two days as per the rule deadlines. Thank you.

Most Appropriate

Tribe: CONFED. TRIBES OF SILETZ CONFED. TRIBES
OF GRAND PONDE, CONFED. TRIBES OF WARM SPRING

Date: 10-12-10

Signed by: 

From the desk of...
Dennis Griffin, Ph.D., RPA
State Archaeologist
OR State Historic Preservation Office
725 Summer Street NE, Suite C
Salem OR 97301
(503) 986-0674
Fax: (503) 986-0793
dennis.griffin@srs.oregon.gov

Spir, Peter

From: Spir, Peter
Sent: Monday, October 11, 2010 9:59 AM
To: 'Mohling, Karen A.'
Subject: RE: speed table at entrance to proposed elementary school

Thanks Karen for your comments and the wealth of options from Beaverton. Would it be fair to say that TVFR can live with a 3-inch high speed table (rather the originally proposed 4-6 inch speed table? I note that Beaverton allows them. Best regards
Peter

From: Mohling, Karen A. [mailto:Karen.Mohling@tvfr.com]
Sent: Friday, October 08, 2010 4:22 PM
To: Spir, Peter
Cc: Everitt, James E.
Subject: RE: speed table at entrance to proposed elementary school

Peter;

Thank you for allowing the Fire District to provide input on these proposed traffic calming devices for the new elementary school.

As a general rule, any traffic calming device that causes vertical deflection slows us down considerably; in order to safely mount the traffic calming obstructions without damaging our trucks and engines which are heavy (60,000 GVW) with long frames (and some with liquid loads), we must creep over these devices. I think the estimate of below of 3 seconds is not accurate; these obstructions slow us down more like 10 – 15 seconds; I realize we are talking about seconds, but, in an emergency seconds can make a difference.
The fire district would not support the speed table with raised height of 4"-6".

I sent you some examples with less vertical deflection in another email though it is the preference of the fire district to have no vertical rise.

Below here, I am just throwing out ideas to discuss with you asap:

- Would a speed cushion (with drive thru ruts for fire engine wheel base) slowing traffic prior to/ in front of the cross walk work?
- Or, bulb outs on either side of the cross walk reducing street width to 20'? Or bulb outs on either side with median refuge in middle that leaves twenty feet of driving pavement?

Hopefully we can talk further next week.

Thank you,
Karen Mohling
Deputy Fire Marshal

From: Spir, Peter [mailto:pspir@westlinnoregon.gov]
Sent: Tuesday, October 05, 2010 10:55 AM
To: Mohling, Karen A.
Subject: speed table at entrance to proposed elementary school

Karen

I am reviewing the school district's proposed design for an elementary school on Rosemont Road in West Linn. They are proposing a 95 foot wide curb cut for easy access to the driveway off Rosemont. This large curb cut creates a safety hazard for kids walking and on bike as they try to cross the driveway. (Larger curb cuts promote faster and sloppier driving.) "Safe Routes to School" speaks strongly against this kind of design. The only way I can support it is if the school district installs a speed table to raise the crosswalk 4-6 inches. The table or flat area with the sidewalk would be 10 feet wide. The ramps up to the table would be 6 feet wide. I hope this is a design you can support since it seems the only way to balance access and safety.

Thanks

Peter Spir

Associate Planner



According to the **Institute of Transportation Engineers**, in a 2010 report, speed tables have the following characteristics:

Potential Impacts:

- *no effect on access*
- *speeds are reduced, but usually to a higher crossing speed than at speed humps (typically between 25 and 27 miles per hour)*
- *traffic volumes have been reduced on average by 12 percent depending on alternative routes available*
- *collisions have been reduced on average by 45 percent on treated streets (not adjusted for traffic diversion)*
- *reported to increase pedestrian visibility and likelihood that driver yields to pedestrian*

Emergency Response Issues:

- *typically preferred by fire departments over 12 to 14-foot speed humps*
- *generally less than 3 seconds of delay per hump for fire trucks*

CITY OF
West Linn
Peter Spir
pspir@westlinnoregon.gov
Associate Planner
22500 Salamo Rd.
West Linn, OR, 97068
P: (503) 723-2539
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BeavertonOregon.gov/ECD

Traffic Calming

The City of Beaverton is committed to maintaining and improving the livability and safety of its residential neighborhoods. The goals and policies of the City's Transportation System Plan and [Comprehensive Plan](#) provide the policy foundation for the program; specific traffic calming goals and policies provide for implementation. The procedures for the neighborhood traffic calming program are described in the [Procedures element](#) (PDF).

If you have any questions about the Traffic Calming Program, call (503) 526-3726.

Traffic Calming Program

[Table 1](#) (PDF) shows the effects of recent traffic calming projects on traffic speeds and traffic volumes in various neighborhoods. The table shows both the 85th percentile speed (meaning that 85% of the vehicles were going at or below this speed) and the percent of vehicles exceeding the posted speed limit.

The traffic calming program is intended to improve compliance with the posted speed limits. It is not intended to require drivers to travel significantly below the speed limit. Most vehicles should be able to travel through a traffic calming area at the speed limit.

**For questions, please call Jabra Khasho, City Transportation Engineer,
at (503) 526-2221, or email: jkhasho@ci.beaverton.or.us.**

Traffic Calming Measures

Shown below are examples of measures that might be considered for a neighborhood traffic calming plan.

Speed Bump with Curb Extensions



Gateway or Entry Treatment



Pedestrian Crossing with Speed Table & Median Island



Curb Extensions



Traffic Circles



Median Islands



Speed Bumps



Speed Cushions



Speed Table with a Crosswalk



Speed Table with Island





Close Window



Close Window



Spir, Peter

From: Mohling, Karen A. [Karen.Mohling@tvfr.com]
Sent: Friday, October 08, 2010 4:00 PM
To: Spir, Peter
Subject: Emailing: Traffic Calming Devices
Attachments: Traffic Calming Devices.htm

[Traffic Calming Devices.htm](#)

Peter;

Looking at Beaverton traffic site and found this example of table with median – if I am reading their standards correctly, the vertical deflection of their table is only 3”.

Idea with less vertical rise and median for refuge and calming ‘squeeze point’.

Baxter & Baxter, LLP

A T T O R N E Y S A T L A W

8835 S.W. Canyon Lane, Suite 130
Portland, Oregon 97225
Telephone (503) 297-9031
Facsimile (503) 291-9172

October 7, 2010

SENT VIA FACSIMILE TO 503-656-4106

Planning Commission
West Linn City Hall
22500 Salamo Road
West Linn, OR 97068

Re: CUP-10-03/DR-10-06/VAR-10-05/VAR-10-06/VAR-10-07/VAR-10-08/WA-10-01

To whom it may concern:

I am writing in opposition to the most recent version of the version of the New West Linn Primary School plan (File No. CUP-10-03/DR-10-06/VAR-10-05/VAR-10-06/VAR-10-07/VAR-10-08/WA-10-01). We are concerned that the most recent version of the plan proposes the acquisition of land from the Hidden Springs Home Owner's Association, which currently contains a community tennis court and basketball court.

Our property backs up to the community tennis court and basketball court. A little over four years ago we purchased our home in Hidden Springs and we chose our home over others, because we liked the idea of having a community tennis and basketball court in our back yard. It concerns us that the School District now wants to acquire part of the land that the courts are currently located on. We are concerned that this will greatly affect both our enjoyment of our property and our property value. We also do not understand why the school district needs to acquire land that is currently being used by Hidden Springs residents.

This most recent proposal reflects a continuing pattern of each next iteration to the plan affecting our property worse than the last. A year ago, we were told by one of the plan developers that the school would be located a significant distance from our home, and that the road access (if any) would be located on the other side of a stand of trees. Those trees, in turn, are on the other side of a wetlands and creek bed. Six months ago, we learned that the road would be bus access, and that school busses would be passing close to our home and behind the tennis courts.

Moreover, the new map shows that the school district intends to seek an easement or acquisition which cuts directly through the existing public basketball court and tennis court. We feel that this project has been a consistently moving goal line and has repeatedly made promises to homeowners that were not kept. We trusted that we were being told the truth when we were told that the school district would locate the school far from our home. We trusted the school

Planning Commission

October 7, 2010

Page 2

district when we were told that the access road would be on the other side of the wetlands, and close to Hidden Springs Road. We also sent e-mail messages during the drafting stage of the project to provide our input 18 months ago, but it doesn't seem like our message was heard. What we received instead was a series of new maps that encroached closer and closer to our home, and which impact the existing wetlands and creek bed, and potentially impact the use of the public tennis courts and basketball court.

Sincerely,



Justin Baxter

Spir, Peter

From: GARY [hitesman@comcast.net]
Sent: Saturday, September 25, 2010 5:04 PM
To: 'Peterson April'
Cc: Spir, Peter
Subject: RE: CUP-10-03 Baseball Field

City Hall, Council Chambers. Oct 13 and I think(?) 6:30 PM.

From: Peterson April [mailto:april_katya@yahoo.com]
Sent: Saturday, September 25, 2010 4:19 PM
To: GARY
Subject: Re: CUP-10-03 Baseball Field

Gary,

Thanks for the info. I have passed it on to a couple of the neighbors. The ball field is OK with us, but the draining issue is BIG. We all have pumps under our houses that do there job every year. At one of the meeting I went to they told us we would have 25th of trees from our property line with a chainlink fence. I know I would like to go to the meeting. Where is it? Oct 13 and time?

April

From: GARY <hitesman@comcast.net>
To: Peterson April <april_katya@yahoo.com>
Sent: Fri, September 24, 2010 8:59:36 AM
Subject: FW: CUP-10-03 Baseball Field

April,

Please read this and pass around to your neighbors. I can tell by the plots that you will be the most affected by the proposed baseball field.

You may want to advocate on Oct 13. However you go, I would be willing to support your directions. I think a general play field is a good idea. Note that the grade on the other side of your fence will be slightly **higher than your existing top of fence**. You may also want to make sure drainage flows away from your backyard and is controlled to absolutely prevent flooding and slope erosion.

Gary

From: Spir, Peter [mailto:pspir@westlinnoregon.gov]
Sent: Friday, September 24, 2010 7:22 AM

To: GARY

Subject: RE: CUP-10-03 Baseball Field

Gary

I think the school district recognized that they had set aside no areas for organized play at the school site and the northwest corner represents the only space available. (Using areas north of Trillium Creek would have entailed more creek and wetland crossings as well as the diminished surveillance opportunities.) There is a wealth of irregular, informal natural spaces at the school site that children can use for play but there is a need for some larger assembled space that can be used for more organized play and socialization.

There is nothing in the CDC that could be used to prohibit that location for recreational use except that 55.100(C) requires that measures be undertaken to ensure a measure of compatibility between adjoining uses.

With that in mind, I am not in favor of the associated grading plan which will raise the north edge of the field 7-10 feet above existing grade. That raised grade will result in a loss of privacy for the neighbors in Arena Park subdivision. Also, the orientation of the softball diamond puts the backyards of the homes within range of a well connected softball per the City Parks Department. For those reasons I am proposing a condition that the grade of the field be reduced and the programming of the field be changed from softball to general play. The School District has also proposed a line of trees along the north edge of the field.

Peter

 Peter Spir
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Public Records Law Disclosure This e-mail is subject to the State Retention Schedule and may be made available to the public.

From: GARY [mailto:hitesman@comcast.net]

Sent: Thursday, September 23, 2010 3:15 PM

To: Spir, Peter

Cc: Sonnen, John; Zak, Teresa; President HSNA

Subject: CUP-10-03 Baseball Field

Peter,

Please explain the rationale behind the location of the ballfield.

What portion of the CDC is being used to justify the purpose?

A community garden and better pedestrian linkages might be a better use. Would I use Chapter 55 to make my point? Are there any established sustainability measures that can be cited and enforced?

Gary Hitesman

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Version: 8.5.445 / Virus Database: 271.1.1/3136 - Release Date: 09/23/10 18:34:00

Spir, Peter

From: GARY [hitesman@comcast.net]
Sent: Thursday, September 23, 2010 5:19 PM
To: Spir, Peter
Cc: Zak, Teresa; Sonnen, John
Subject: CUP 10-03 Cheyenne Terrace calculation

Peter,

The area assumed for the Cheyenne Terrace runoff may not account for the entire area of runoff that will affect the site. This could have implications on all the calculations. Has the City reviewed the existing gutter routes and existing storm drain configurations to confirm the area calculations to be correct?

Thank you.

Gary

Spir, Peter

From: GARY [hitesman@comcast.net]
Sent: Thursday, September 23, 2010 3:34 PM
To: Spir, Peter
Cc: Zak, Teresa; President HSNA; Sonnen, John
Subject: CUP 10-03 Notice and schedule

Peter,

How are commissioners informed of impending citizen concerns? Commissioners do not appear to be given enough time to reflect on community comments? What Chapter provides regulations on community input and notice? Thanks.

Gary

Spir, Peter

From: Alex Kachirisky [president@hiddenspringsna.org]
Sent: Thursday, September 23, 2010 4:20 PM
To: 'GARY'; Zak, Teresa; Green, Gene; Spir, Peter
Cc: Sonnen, John; Susan Van de Water; Scott Howard
Subject: RE: CUP-10-03
Attachments: image001.gif

Hi Gary,

Thank you for your email. In regard to your opening questions, I do believe that the NA can be an excellent source of data. There are many members of the HSNA and residents who live within the NA boundary, yourself included, with a vast and invaluable knowledge of the City's land use processes.

The NA's position on any issue is up to the majority will of the membership and residents who reside within the boundaries of Hidden Springs to decide. It is my intention as president of the HSNA to not push my personal agenda but to establish an agenda based on what the membership would like to discuss.

The Draft Comprehensive Trails System Master Plan is currently in the planning process. Please visit <http://www.westlinntrailsplan.org> to review and add comments with any concerns you may have. Additionally, there will be a representative of the West Linn Parks and Recreation Department at our October meeting to update us about the Trails Master Plan who will also be available for questions.

Please refer to the City for engineering standards and the applicable code section that supports safety and safe vehicular and pedestrian travel on newly annexed City property.

Kindest regards.

Alex Kachirisky, *President*
Hidden Springs Neighborhood Association

503-343-4752
HiddenSpringsNA.org

From: GARY [mailto:hitesman@comcast.net]
Sent: Thursday, September 23, 2010 3:11 PM
To: 'Alex Kachirisky'; 'Zak, Teresa'; 'Green, Gene'; 'Spir, Peter'
Cc: 'Sonnen, John'
Subject: CUP-10-03

23 Sept 2010

Alex,

The Tips for providing Effective Testimony at Land Use Hearings says in paragraph 2 "(y)our local neighborhood association likely has people knowledgeable about the City's land use processes and often proves to be an excellent source of data, information, and potential help on land use cases".

Please verify this statement. Can the NA prove to be an excellent source of data? Were you aware when you became president that the NA was being advertised as such? I challenge the statement and charge the Planning Department with misleading residents.

What is the NA position on undesignated land? What is the NA position on the lack of a CREST Center North when one was mentioned as a selling point of the bond? How will the City trails master plan mesh with the proposed school? Why does it appear that the City is once again shirking it's responsibility on adequate street improvements of Rosemont? Please provide the engineering standards and applicable code section that support safety and safe vehicular and pedestrian travel on the newly annexed City property.

What is the NA position on this proposal and why was this topic not on the front burner at HSNA meetings?

Cheers, Gary

From: Alex Kachirisky [mailto:president@hiddenspringsna.org]
Sent: Wednesday, September 01, 2010 10:34 AM
To: president@hiddenspringsna.org
Subject: West Linn Comprehensive Trails System Master Plan

The following is message is from the City regarding the West Linn Comprehensive Trails System Master Plan:

Neighborhood Association Presidents,

The City of West Linn, Parks & Recreation Department invites you and all of the members of your Neighborhood Associations to stay involved or to now become involved in the West Linn Comprehensive Trails System Master Plan project. As you may know, the City has hired a consulting firm to guide us through the comprehensive trails system master planning process. Community involvement is vital to a successful planning process.

At the present time we are just entering the Phase III - Plan Development.

During this phase the conceptual trails system master plan will be developed, along with strategies needed for the continued development of West Linn's trails system. In addition to specific trail routing, prioritization criteria, design guidelines, and planning level costs for trail development be drafted. All materials will be reviewed by the public through the project website.

Please visit www.westlinntrailsplan.org

Please feel free to look at all of the information that has been provided and/or developed during Phase I and II of the master planning process.

The two new areas we would like to receive input on are the two new tabs on the website (located on the left hand side).

- * Conceptual trail system
- * Trail Designs you like

Please forward the e-mail to the entire membership of your Neighborhood Association.

We are looking forward to continuing our work with the community on this exciting project.

Sincerely,

Ken

Spir, Peter

From: GARY [hitesman@comcast.net]
Sent: Thursday, September 23, 2010 4:19 PM
To: Spir, Peter
Cc: Zak, Teresa; Sonnen, John
Subject: CUP 10-03

Peter,

21 days for citizens to review 503 pages submitted by PB? What part of "civility" releases this kind of a hell on an unsuspecting public?

Gary

Spir, Peter

From: GARY [hitesman@comcast.net]
Sent: Thursday, September 23, 2010 3:34 PM
To: Spir, Peter
Cc: Zak, Teresa; President HSNA; Sonnen, John
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Gary

Spir, Peter

From: GARY [hitesman@comcast.net]
Sent: Thursday, September 23, 2010 3:28 PM
To: Green, Gene
Cc: President HSNA; Sonnen, John; Spir, Peter; Worcester, Ken
Subject: CUP 10-03 Rosemont Road

Gene,

What are the plans for turnoffs and added safety measures for Rosemont Road? How will trails interface?

What are the plans for the retention pond at Rosemont?

In many, many past projects, COWL Engineering criteria and execution have been a blight on our City and I find your departments track record rates a D-. Is the ROW sufficient to provide safe turn out lanes? What is the proposed fencing treatment for the pond? How soon can these plans be posted for public review?

The District and site designers are to be commended for their finesse and superior handling of site circulation and maintaining the integrity of the existing neighborhoods. What I see from your department and what I expect is another mishandled and unreasonable bureaucratic nightmare of arrogance and ignorance.

I request a better representation and presentation on how the City will address the improvements on Rosemont without impeding or interfering with the Districts planned schedule and completion dates. How is the City's earlier request to use Rosemont Road as a transit connector fit in with the larger whole of transportation and planning? How will future pedestrian access to Fritchie Creek be realized?

Gary

Spir, Peter

From: Spir, Peter
Sent: Friday, September 24, 2010 7:22 AM
To: 'GARY'
Subject: RE: CUP-10-03 Baseball Field

Gary
I think the school district recognized that they had set aside no areas for organized play at the school site and the northwest corner represents the only space available. (Using areas north of Trillium Creek would have entailed more creek and wetland crossings as well as the diminished surveillance opportunities.) There is a wealth of irregular, informal natural spaces at the school site that children can use for play but there is a need for some larger assembled space that can be used for more organized play and socialization.

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Gary Hitesman

Spir, Peter

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Sent: Thursday, September 23, 2010 3:11 PM
To: President HSNA; Zak, Teresa; Green, Gene; Spir, Peter
Cc: Sonnen, John
Subject: CUP-10-03
Attachments: image94a135.gif@9b2532d6.f70b499e

23 Sept 2010

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- * Trail Designs you like

Please forward the e-mail to the entire membership of your Neighborhood Association.
We are looking forward to continuing our work with the community on this exciting project.

Sincerely,

Ken

 Ken Warner, CPRP
kwerner@westlinnoregon.gov
Recreation Director
22500 Salamo Rd.
West Linn, OR, 97068
P: (503) 557-4700
F: (503) 656-4106
Web: westlinnoregon.gov

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Version: 8.5.441 / Virus Database: 271.1.1/3098 - Release Date: 09/01/10 06:34:00

Spir, Peter

From: GARY [hitesman@comcast.net]
Sent: Monday, June 28, 2010 9:02 AM
To: Spir, Peter
Subject: RE: The Erickson Primary School

Peter,

Bravo! Fantastic. Let me gather up some material on the walkable communities and health programs they are developing in San Diego County, for my reference and your information. I think that safety and childrens' health would be mutual objectives that will bolster one another.

Gary

From: Spir, Peter [mailto:pspir@westlinnoregon.gov]
Sent: Monday, June 28, 2010 6:53 AM
To: GARY
Subject: RE: The Erickson Primary School

Gary
Certainly feel free to share your schematic version with us; at the very least, being in the record, it will provoke further thought.
In Portland, the "Safe Routes to School" program was renamed the "**Safer** Routes to School Program" in recognition of the fact that no one can guarantee a 100% safe route or a safe life experience. All we can offer is a route that is safer than relying on arterials etc. My wife has worked with that SRTS program with the BTA in Portland and Statewide and I remain convinced of the importance and points of access from the four compass directions. Not to mention the requirements of TPR and our CDC. My main concern right now is expanding the catchment area/boundary of the school so children living north of Santa Anita (200 yards from school) will be able to go to "Erickson" rather than be bused to other schools. I have shared these concerns already with the school district's consultants.
Peter

 Peter Spir
pspir@westlinnoregon.gov
Associate Planner
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Web: westlinnoregon.gov

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Public Records Law Disclosure This e-mail is subject to the State Retention Schedule and may be made available to the public.

From: GARY [mailto:hitesman@comcast.net]
Sent: Saturday, June 26, 2010 12:37 PM
To: Spir, Peter
Subject: The Erickson Primary School

Peter, I am in receipt of a copy of the schematic design proposal that was submitted to the City for review.

I have some comments, suggested revisions, and CDC violations that I plan on submitting to the City for their action. I believe minor tweaks might make the school a better fit than as demonstrated in the submittal.

I am also 'partial' to the play area location, but I hope to hold discussions with others at greater length. Primarily, access to the play area from the homeowners association and the easement create a 'flight' risk and unsecurable access to

children outside. I hate to say it because I like the idea of a trail behind my house. But realistically, based on the site layout, the easement will need to be secured with a permanent fence to keep the play area secure during school hours.

To other undisclosed neighbors, I am busy on marketing and persuading project prospects but believe this is a good time to interject comment that you and similarly situated neighbors share. (From where I sit, as a homeowner, I would be delighted to see this move forward as is. With minor modifications accepted and made, I think ALL will benefit from the school going there. I will be seeking wetland experts to chime in with concerns they may have, if any.)

Cheers, Gary

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Version: 8.5.439 / Virus Database: 271.1.1/2967 - Release Date: 06/28/10 06:37:00

Spir, Peter

From: Spir, Peter
Sent: Thursday, June 24, 2010 8:24 AM
To: 'GARY'
Subject: RE: 1025 Rosemont Road New Primary School

Gary

You can come and look at the plans anytime. Its part of the record.

As to why staff supports the school site as proposed, I can offer the following thoughts:

Why this site for the school? First, it is important to know that staff considered protection of the wetlands, Trillium Creek and trees as the cornerstone to the development of this site. Their protection and addressing the resource protection standards of CDC Chapter 32 and 55, and the policies of the Comprehensive Plan preordained the current layout.

The process was simple: (1) inventory the physical constraints, (2) fitting the school, access, parking, activity areas into non-constrained areas. Step two meant having some understanding of the basic spatial requirements of the school. The school had to accommodate 350-500 students. Access needed to split up parent drop-off traffic from school bus and staff traffic because of an established pattern of conflicts at other schools (most recently Rosemont Middle School). Thus two separate driveways were proposed. Because this is an elementary school, athletic facilities could be non-traditional and less structured. A number of designs were prepared and examined. Connections to the north tax lot on Hidden Springs Road was contemplated and rejected because of the tree loss and creek/wetland crossings that it would entail. Vehicular access via Baymeadows Drive and Suncrest Drive was rejected out of deference to the residents of those neighborhoods and the need for access to an arterial or collector at minimum. (Emergency access only via Baymeadows Drive was left in.) Staff looked at multiple design layouts including flipping the design so the school would be where the parking lot is currently proposed and vice versa. This didn't make sense in terms of creating a learning space that opened up onto the forest. Instead of a forest, the students would look onto a parking lot and they'd have to cross it to get to activity or outdoor learning areas with the attendant hazards that entails. Different parking areas were looked at as well as internal circulation.

Eventually, the applicant and staff gravitated to a design with the proposed school at its current location in the south portion of the site. Access would be from Rosemont Road. The unstructured play and activity requirements for elementary school children made it relatively easy to accommodate activity areas around the school itself, through the forest and on an unused field at the northwest corner of the site. The design meets CDC Chapter 32 and 55 standards but with two driveways, encroachment into the resources or the transitions was inevitable. To minimize the encroachments the school district was able to negotiate an easement from the Hidden Springs Ranch #8 Homeowner's Association to push the south driveway further south and away from the wetland's transition area. Also both driveways are reduced down to the minimum 24 foot width in the wetland transition areas.

Alternative proposals to build the school on the west portion of the site after filling the wetlands (e.g. TR-01), then mitigate their loss on or off-site; or, adding more crossings of Trillium Creek to use the

north parcel next to Hidden Springs Road with attendant loss of trees, were considered but rejected. The impact to resources would have been unacceptably high.

Regarding the east draingeway, and whether this is a wetland or a clearly defined natural drainageway, it would be very hard to say that it has any of those qualities. According to the wetland field survey of Winzler and Kelly the east drainageway's numerous test holes showed no indications of wetland status. Staff asked that further tests be done at the storm outfall from Cheyenne Terrace. Those findings have yet to be submitted to the city. As far as it being a natural drainageway, staff found in numerous site visits that there is no real channel and that the water moves across this portion of the site on the surface in sheet form.

Staff's determination, if the final test hole proves negative, is that it has marginal value and to confer full WRA transition and setback protection is not appropriate to conditions "on the ground". The applicant has asked to relocate this drainageway and also asked for a variance to allow a 15 foot transition only.

I hope this answers at least some of your questions.

Peter

I forwarded the dumpster/ivy pull/weeding question to Ken Worcester

From: GARY [mailto:hitesman@comcast.net]
Sent: Wednesday, June 23, 2010 9:07 PM
To: Spir, Peter
Subject: RE: 1025 Rosemont Road New Primary School

Peter,

I understand that the site plan has changed. As it was described to me, I think most of the conditions I created still have some merit.

My understanding, from what I was told, was that the easterly wetlands was reclassified and will be developed upon. I would have questioned the classification, except I noticed debris and landscape waste dumped into the middle of an active stream. I don't know how that affects classification or what that does to the habitat that was once there. At this point, today, a basketball court would be more appropriate than the trash I see in the stream today. I couldn't say who put that 'stuff' there. But maybe if the stream has already been mistreated than maybe those residents deserve a school building shoved right up to their backyards?

I would think not. The building would still be better suited closer to Rosemont. And that stream appears to have assisted the applicant in meeting Chapter 55 requirements on one side of their proposal? Before the City accepts the change in reclassification, could I get back there and remove the debris with my truck? I could also get a biologist to provide me with his assessment, if allowed. And I would think there might be an engineering solution to deal with the storm drain that currently bisects the site? My house is not connected to any storm drain and I haven't been hindered yet. Let's daylight what we waste and use it responsibly?

When will the submitted plan be up for review? I plan on conducting massing studies, using SketchUp, and relating my observations back to the Commission for their consideration.

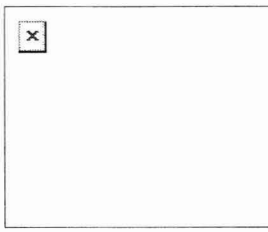
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A YIMBY,
Gary

From: Spir, Peter [mailto:pspir@westlinnoregon.gov]
Sent: Tuesday, June 22, 2010 11:49 AM
To: GARY
Subject: RE: 1025 Rosemont Road New Primary School

Thanks Gary.
Took a while to figure out what a MOU is...
Peter

	Peter Spir pspir@westlinnoregon.gov Associate Planner 22500 Salamo Rd. West Linn, OR, 97068 P: (503) 723-2539 F: (503) 656-4106 Web: westlinnoregon.gov
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Public Records Law Disclosure This e-mail is subject to the State Retention Schedule and may be made available to the public.

From: GARY [mailto:hitesman@comcast.net]
Sent: Tuesday, June 22, 2010 11:08 AM
To: Spir, Peter
Cc: 'T M PYEATT'; clayfarm@msn.com; 'Hidden Springs Neighborhood Assoc.'; 'REENA MARKSITY'; kariokee@aol.com; Peterson, Bill
Subject: 1025 Rosemont Road New Primary School

June 22, 2010 11:15 AM

Peter,

(What follows is for your consideration/inclusion and as an FYI to anyone else who might have an interest or be impacted by my opinions.)

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When will the proposed site plan currently submitted be made available to the public?

In discussions with Park and Recreation, I am an advocate and YIMBY regarding development of a trail using the existing easement behind my house as well as coordinating pedestrian pathways through, not around, the Neighborhood Association at the corner of Hidden Springs and Santa Anita. In a holistic view of trails potentially serving the future school, I strongly encourage the Planning Commission and Council develop a reasonable and fair policy, quickly, restoring public access to portions of the Palomino Loop Trail while increasing pedestrian circulation opportunities throughout the school 1/2 mile perimeter, including safer crosswalks across Hidden Springs. Future planning shall be conducted on Rosemont Road since the Council has promoted Rosemont as a

transit connector. And water runoff should be diverted to newly created retention ponds on the south west side of Rosemont to protect the sensitive streams currently within the County AND to reduce the poorly engineered burden placed on the Erickson property.

I am for this development, but am encouraging the City to provide these additional Conditions of Approval to the application.

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Additionally, the Planning Commission will need to discuss the ramifications and precedent of allowing such roadways to be permitted, as such approvals will be used as an example maximizing the erroneous R-10 rating assigned to the property by the City Council. If the school were to locate elsewhere, for whatever unknown reason, the proposed roadway would be used as a precedent increasing density and harming vital environmental wetlands.

3.) Include the CREST center North footprint into the application with limited access coming off of Hidden Springs.

4.) The school has been positioned too close to existing housing and has been sited improperly and does not take full/best advantage of the site. Move the structure further south to allow for better site utilization and defensible space of existing residential homes. This application is for the design of a primary school and the application should maximize 'public' use to maximize public investment. The current layout is 'less than it can be' due to considerations for fostering potential future residential development. (To this extent, the damage has already been done and if the City were to do it's job properly, the City would reject the current roadway layout and not approve this application.)

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Best Regards, Gary

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Version: 8.5.439 / Virus Database: 271.1.1/2948 - Release Date: 06/22/10 06:36:00

Spir, Peter

From: GARY [hitesman@comcast.net]
Sent: Saturday, June 26, 2010 12:37 PM
To: Spir, Peter
Subject: The Erickson Primary School

Peter, I am in receipt of a copy of the schematic design proposal that was submitted to the City for review.

I have some comments, suggested revisions, and CDC violations that I plan on submitting to the City for their action. I believe minor tweaks might make the school a better fit than as demonstrated in the submittal.

I am also 'partial' to the play area location, but I hope to hold discussions with others at greater length. Primarily, access to the play area from the homeowners association and the easement create a 'flight' risk and unsecureable access to children outside. I hate to say it because I like the idea of a trail behind my house. But realistically, based on the site layout, the easement will need to be secured with a permanent fence to keep the play area secure during school hours.

To other undisclosed neighbors, I am busy on marketing and persuading project prospects but believe this is a good time to interject comment that you and similarly situated neighbors share. (From where I sit, as a homeowner, I would be delighted to see this move forward as is. With minor modifications accepted and made, I think ALL will benefit from the school going there. I will be seeking wetland experts to chime in with concerns they may have, if any.)

Cheers, Gary

Spir, Peter

From: GARY [hitesman@comcast.net]
Sent: Wednesday, June 23, 2010 9:07 PM
To: Spir, Peter
Subject: RE: 1025 Rosemont Road New Primary School

Peter,

I understand that the site plan has changed. As it was described to me, I think most of the conditions I created still have some merit.

My understanding, from what I was told, was that the easterly wetlands was reclassified and will be developed upon. I would have questioned the classification, except I noticed debris and landscape waste dumped into the middle of an active stream. I don't know how that affects classification or what that does to the habitat that was once there. At this point, today, a basketball court would be more appropriate than the trash I see in the stream today. I couldn't say who put that 'stuff' there. But maybe if the stream has already been mistreated than maybe those residents deserve a school building shoved right up to their backyards?

I would think not. The building would still be better suited closer to Rosemont. And that stream appears to have assisted the applicant in meeting Chapter 55 requirements on one side of their proposal? Before the City accepts the change in reclassification, could I get back there and remove the debris with my truck? I could also get a biologist to provide me with his assessment, if allowed. And I would think there might be an engineering solution to deal with the storm drain that currently bisects the site? My house is not connected to any storm drain and I haven't been hindered yet. Let's daylight what we waste and use it responsibly?

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F: (503) 656-4106
Web: westlinnoregon.gov

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Version: 8.5.439 / Virus Database: 271.1.1/2948 - Release Date: 06/22/10 06:36:00

Spir, Peter

From: GARY [hitesman@comcast.net]
Sent: Tuesday, October 20, 2009 10:44 AM
To: Spir, Peter; Sonnen, John; planningcommission@westlinnoregon.gov
Cc: Julia Simpson
Subject: Rosemont Ridge Middle School Exit Driveway & Field Lights

Mr. Spir and Mr. Sonnen,

1.) Field Lights are unsustainable and will reek havoc on the environment. Where is the DEIS that looks into mitigation or validates a No Dec.

2.) The proposed bus exit is a poor and improper engineering solution that does not meet CDC criteria.

Were any other right of way configurations looked into under this proposal? I do not think a review would be complete unless another configuration is proposed.

Why was the ball field reconfigured in advance when a possible scenario might have been to provide bus egress further down Salamo using part of that footprint?

I encourage a visit to the back of the gym where the road is proposed.

What are the impacts to the TSP that have not been included in the report?

Any bus that breaks down on that road will shut the whole thing down. How would children exit the bus if an emergency were to occur? How would emergency vehicles access the area in case of an emergency on the bus?

The roadway creates an unobservable point of entry to school grounds and is hidden from view. I cannot possibly imagine a worse scenario being requested by a public institution or designed by an engineering firm.

Worse is the impact to students and their safety. What is already a questionable area for a Middle School will now be made much worse.

The proposed alley way, which should be defined as such, is a poor solution to an otherwise ill-considered master plan for the school. What was the original traffic analysis that did not see or address this condition/inevitable reality?

The community center parking lot that is often used for school events is now completely cut off. Provisions should be made to encourage walking and safe pedestrian wayfinding between the two. As proposed, the retaining wall further divides.

Also, I don't believe Rosemont is designed properly to alleviate the current traffic mess the City finds itself in. Buses entering or exiting from there will create a safety hazard.

The Planning Commission should not approve this request as it currently exists. Of course, staff should not be approving this anyway.

This application does not bode well for the other project the school district is contemplating.

Gary Hitesman

Spir, Peter

From: GARY [hitesman@comcast.net]
Sent: Sunday, August 09, 2009 4:19 PM
To: 'T M PYEATT'; KarinaR@dowa.com
Cc: 'Hidden Springs Neighborhood Assoc.'; Spir, Peter; Zak, Teresa; Kerr, Chris
Subject: RE: 7/28/09 New Primary Design Team Meeting Notes

I don't see anywhere in the notes where the easement is discussed. The school cannot "pave" the easement between Santa Anita and the proposed site unless it is to support pedestrian recreation. The easement is defined as Parcel J under the original plat and was zoned for equestrian recreational. Even though the City incorrectly designated it as an unimproved ROW, the GIS map was recently updated to assign ownership to the Engineering Dept., but as a pedestrian use.

This particular parcel could present some interesting challenges and interpretations to the proposal as these concepts move forward. It is a City owned piece of property and currently the site plan is going through the approvals process at Clackamas County. How this will all tie together and who has what jurisdiction as it relates to the project and the annexation vote is unclear. Neither the Comprehensive Plan, TSP, or other visionary documents appear to address this condition. All that appears to exist is the original plat, which clearly defines it as a recreational use.

The Planning Commission was considering, and is still, using 20 foot wide all weather paths as easements to the river. I made the contention that the language was too loose and open to a broader application, leading possibly to the Erickson Site. The proposal is also ill considered, unsustainable, and poor for the environment. Not to mention the inconsistency of enforcement citywide and detrimental affect to home values.

Based on the original description of Parcel J, the pavement could be used for pedestrian access and it could meet the zoning use designation. Any other implied use would very likely be appealed, unless Parcel J is put out to the voters for a change in land use designation(?).

I have suggested the City develop residential standards including 8 foot widths and native plantings. I would also encourage low level night lighting that does not contribute to light pollution and adequate public safety measures be codified. I would also encourage the City to engage the adjoining HOA, although the City has not done that very often, if at all. Pervious paving and sustainable building practices would need to be incorporated into the Engineering Standards, as there are no standards currently that adequately address the zoning of Parcel J.

I had also heard that fields would not be used at the school, but I clearly see them in all three proposals. The bus drop-offs go too far into the site on all three schemes. I suggest looking at Wilsonville Elementary Schools for a better solution to bus drop off, where the building screens the busses from nearby neighbors.

It will also be interesting to see how the architect resolves the massing. I don't think the 2 story classroom height will fly and the massing looks expensive as much as it is compelling. I can see the the Erickson school is much less resolved than the Villebois site and the Erickson massing needs still much more work. The concept is very intriguing. I wonder if the District and consultants have the technical know how and management skills to deliver.

Gary

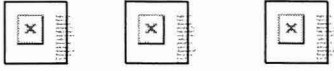
From: T M PYEATT [mailto:tracypyeatt@msn.com]
Sent: Sunday, August 09, 2009 11:59 AM
To: gary
Subject: FW: 7/28/09 New Primary Design Team Meeting Notes

Hey Gary would you read the notes about the school wanting to pave the easement going from Santa Anita and the Ericson site. Looks like plan C is the one Roger and the firm are leaning towards as all the others have a large impact for roads busses and bridges/culverts.

Please call me on my cell if you would so that I can get your interpretation.
Thanks,

Tracy Pyeatt

503-421-0787 CellPhone



From: KarinaR@dowa.com

To: GilbertA@wlwv.k12.or.us; BergerA@wlwv.k12.or.us; SchauerA@wlwv.k12.or.us;
LockeA@wlwv.k12.or.us; barbara_miller@comcast.net; BethC@dowa.com; MORRISC@wlwv.k12.or.us;
SLOAND@wlwv.k12.or.us; PRYORD@wlwv.k12.or.us; omlin-rh@wlwv.k12.or.us; BanetJ@wlwv.k12.or.us;
sticknej@wlwv.k12.or.us; FreeborJ@wlwv.k12.or.us; PattersJ@wlwv.k12.or.us; jessicam@dowa.com;
Ludwigk@wlwv.k12.or.us; prettyinpink@pacifier.com; HawkingL@wlwv.k12.or.us;
AllenM@wlwv.k12.or.us; marcouxbeyer@comcast.net; NormD@dowa.com; meigsp@wlwv.k12.or.us;
rebeccag@dowa.com; woehlr@wlwv.k12.or.us; DRESLERS@wlwv.k12.or.us; peralas@wlwv.k12.or.us;
EricksoS@wlwv.k12.or.us; balzert@wlwv.k12.or.us; tracypyeatt@msn.com; BurkeT@wlwv.k12.or.us;
EveringV@wlwv.k12.or.us; woodleyt@wlwv.k12.or.us; toniee@dowa.com; kennethr@dowa.com

Date: Fri, 31 Jul 2009 16:40:28 -0700

Subject: 7/28/09 New Primary Design Team Meeting Notes

Hello all,

Attached please find the notes from our meeting on Tuesday. Thanks for all of the great input and we look forward to sharing further developed designs at our next meeting on 8/10. Hope to see you all there.

K.

B. Karina Ruiz | AIA | LEED AP

Associate

Dull Olson Weekes Architects Inc.
907 SW Stark Street | Portland, Oregon 97205
503.226.6950 | 503.273.9192 fax
karinar@dowa.com | www.dowa.com



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Version: 8.5.392 / Virus Database: 270.13.48/2291 - Release Date: 08/09/09 08:08:00

Spir, Peter

From: GARY [hitesman@comcast.net]
Sent: Tuesday, October 21, 2008 10:46 AM
To: 'Hidden Springs Neighborhood Assoc.'
Cc: Wyatt, Kirsten; Jordan, Chris; Brown, Bryan; Spir, Peter; 'Terry Pennington'; 'Kevin Bryck'; teric518@comcast.net; ditel@westlinntidings.com
Subject: FW: Tract J

Lynn,

The email below was submitted by Peter, at my request, after meeting with him at the counter down at City Hall. Here is a loose compilation of six thoughts I have on parcel J;

Mr. Spir was thorough in his history and thoughts on the parcel and I trust his judgement. But as the Rosement property aptly suggests, the Planning Department is not always able to enforce planning intent.

I concluded that at some unspecified time and process, the open space was changed in the GIS from "Open Space" to "City Owned-Unimproved Right of Way". I don't know much more than that, but have concerns over the possibilities of this identification.

I have reassurances that it is unlikely that the parcel will be anything different from pedestrian, but the language is debatable. More research will need to be done regarding this issue. Long ago, I heard rumors that the property was going to be used as an emergency lane when the property at Erickson was designated as a High School. This was when the parcel was still designated as Open Space.

Parks and Recreation has told me that because of the designation, Parks has no jurisdiction over this property and therefore will not do anything to do away with the obstructions placed into the ROW. Why the Parks Department maintains half of the area during the year is due to "an interdepartmental agreement between two departments", or so I was told. I have no problem with this other than there is no one who is 'clearly' in charge of this area.

It 'appears' that our public areas are managed much like our city financials used to be. I assume this is not intended, but an example of not enough resources to do a proper job or considered high enough priority.

The issues (I think) so far are a) clarification of department oversight, b) who is responsible for maintaining the parcel? , c) why was a zoning use allowed to occur without informing impacted residences?, and d)what is the process for better defining the parcel use back to the original intent?, which is a pedestrian/equestrian trail use.

My interest is directly related to the potential impact that can happen to my own property. But more importantly, this is a parcel that could be of better use and a benefit to the neighborhood and city when left as an accessible and unobstructed pedestrian trail.

The reason I am copying all these people is because I have heard rumor that this issue could possibly be systemic throughout the City. Whether this is true or not, I am hoping your efforts in clarifying the Palomino Trail right of way will demonstrate a process that can answer these issues that affect all the Neighborhood Associations.

Gary

From: Spir, Peter [mailto:PSpir@westlinnoregon.gov]
Sent: Wednesday, October 08, 2008 11:25 AM
To: hitesman@comcast.net
Cc: Brown, Bryan
Subject: Tract J

Tract J, which is part of Hidden Springs Ranch 4 plat, is identified on that plat document for "*PUBLIC EQUESTRIAN TRAIL USE*".

(This designation was common during the early 1970's when subdivisions were being developed in this hitherto farming and ranch area. Developers promoted and marketed the image of homeowners riding their horses along these corridors.)

Tract J is 30 feet wide and connects Santa Anita Drive with tax lot 12800 which is owned by the West Linn Wilsonville School District.

On the City's snap map the corridor is identified as "City Owned Property". It also serves as a sanitary sewer corridor and is bisected by a city water line.

Staff sees no evidence of a replat of the subdivision which would have been necessary to convert Tract J's status that of a public right of way.

Furthermore, the City Planning and Engineering Departments anticipate no future need or use for this corridor as a public right of way to provide vehicular access given its narrowness and the designation on the plat.

Vehicular access to School District property is still afforded by frontages on Hidden Springs, Rosemont, Suncrest and Bay Meadows Roads.

If there is any future use of Tract J it is most likely to be as a trail corridor for pedestrian and bicycle access between Santa Anita and future development of the School District property.

The TPR mandates such connections per CDC Chapter 85.

Peter Spir
Associate Planner

No virus found in this incoming message.

Checked by AVG - <http://www.avg.com>

Version: 8.0.173 / Virus Database: 270.7.0/1684 - Release Date: 10/7/2008 6:40 PM

Spir, Peter

From: GARY [hitesman@comcast.net]
Sent: Thursday, June 24, 2010 2:14 PM
To: Spir, Peter
Subject: RE: 1025 Rosemont Road New Primary School

Thank you. I understand your process and rationale getting there.

From: Spir, Peter [mailto:pspir@westlinnoregon.gov]
Sent: Thursday, June 24, 2010 2:04 PM
To: GARY
Subject: RE: 1025 Rosemont Road New Primary School

Gary

Virtually all the alternative plans and ideas were from before the application was made and therefore not part of the submittal or record.

The applicant's architects may still have some at their offices though. I can ask.

Generally speaking though, the CDC and City Council are solidly committed to protection of resource areas unless encroachment is unavoidable. In this case, the idea of building on top of wetlands and mitigating on or off site was regarded by staff as unacceptable given the fact that it is not necessary and violates CDC Chapter 32.
Peter

 Peter Spir
pspir@westlinnoregon.gov
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Web: westlinnoregon.gov

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Public Records Law Disclosure This e-mail is subject to the State Retention Schedule and may be made available to the public.

From: GARY [mailto:hitesman@comcast.net]
Sent: Thursday, June 24, 2010 1:45 PM
To: Spir, Peter
Subject: RE: 1025 Rosemont Road New Primary School

I like your work. If we both can find the time, I would like to see Alternative proposals to build the school on the west portion of the site after filling the wetlands (e.g. TR-01 and discuss the hurdles that caused the rejection. ~Gary

From: Spir, Peter [mailto:pspir@westlinnoregon.gov]
Sent: Thursday, June 24, 2010 8:24 AM
To: GARY
Subject: RE: 1025 Rosemont Road New Primary School

Gary

You can come and look at the plans anytime. Its part of the record.

As to why staff supports the school site as proposed, I can offer the following thoughts:

Why this site for the school? First, it is important to know that staff considered protection of the wetlands, Trillium Creek and trees as the cornerstone to the development of this site. Their protection and addressing the resource protection standards of CDC Chapter 32 and 55, and the policies of the Comprehensive Plan preordained the current layout.

The process was simple: (1) inventory the physical constraints, (2) fitting the school, access, parking, activity areas into non-constrained areas. Step two meant having some understanding of the basic spatial requirements of the school. The school had to accommodate 350-500 students. Access needed to split up parent drop-off traffic from school bus and staff traffic because of an established pattern of conflicts at other schools (most recently Rosemont Middle School). Thus two separate driveways were proposed. Because this is an elementary school, athletic facilities could be non-traditional and less structured. A number of designs were prepared and examined. Connections to the north tax lot on Hidden Springs Road was contemplated and rejected because of the tree loss and creek/wetland crossings that it would entail. Vehicular access via Baymeadows Drive and Suncrest Drive was rejected out of deference to the residents of those neighborhoods and the need for access to an arterial or collector at minimum. (Emergency access only via Baymeadows Drive was left in.) Staff looked at multiple design layouts including flipping the design so the school would be where the parking lot is currently proposed and vice versa. This didn't make sense in terms of creating a learning space that opened up onto the forest. Instead of a forest, the students would look onto a parking lot and they'd have to cross it to get to activity or outdoor learning areas with the attendant hazards that entails. Different parking areas were looked at as well as internal circulation.

Eventually, the applicant and staff gravitated to a design with the proposed school at its current location in the south portion of the site. Access would be from Rosemont Road. The unstructured play and activity requirements for elementary school children made it relatively easy to accommodate activity areas around the school itself, through the forest and on an unused field at the northwest corner of the site. The design meets CDC Chapter 32 and 55 standards but with two driveways, encroachment into the resources or the transitions was inevitable. To minimize the encroachments the school district was able to negotiate an easement from the Hidden Springs Ranch #8 Homeowner's Association to push the south driveway further south and away from the wetland's transition area. Also both driveways are reduced down to the minimum 24 foot width in the wetland transition areas.

Alternative proposals to build the school on the west portion of the site after filling the wetlands (e.g. TR-01), then mitigate their loss on or off-site; or, adding more crossings of Trillium Creek to use the north parcel next to Hidden Springs Road with attendant loss of trees, were considered but rejected. The impact to resources would have been unacceptably high.

Regarding the east draingeway, and whether this is a wetland or a clearly defined natural drainageway, it would be very hard to say that it has any of those qualities. According to the wetland field survey of Winzler and Kelly the east drainageway's numerous test holes showed no indications of wetland status. Staff asked that further tests be done at the storm outfall from Cheyenne Terrace. Those findings have yet to be submitted to the city. As far as it being a natural drainageway, staff found in

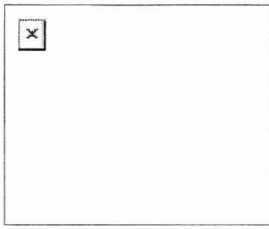
numerous site visits that there is no real channel and that the water moves across this portion of the site on the surface in sheet form.

Staff's determination, if the final test hole proves negative, is that it has marginal value and to confer full WRA transition and setback protection is not appropriate to conditions "on the ground". The applicant has asked to relocate this drainageway and also asked for a variance to allow a 15 foot transition only.

I hope this answers at least some of your questions.

Peter

I forwarded the dumpster/ivy pull/weeding question to Ken Worcester

	<p>Peter Spir pspir@westlinnoregon.gov Associate Planner 22500 Salamo Rd. West Linn, OR, 97068 P: (503) 723-2539 F: (503) 656-4106 Web: westlinnoregon.gov</p>
--	--

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From: GARY [mailto:hitesman@comcast.net]
Sent: Wednesday, June 23, 2010 9:07 PM
To: Spir, Peter
Subject: RE: 1025 Rosemont Road New Primary School

Peter,

I understand that the site plan has changed. As it was described to me, I think most of the conditions I created still have some merit.

My understanding, from what I was told, was that the easterly wetlands was reclassified and will be developed upon. I would have questioned the classification, except I noticed debris and landscape waste dumped into the middle of an active stream. I don't know how that affects classification or what that does to the habitat that was once there. At this point, today, a basketball court would be more appropriate than the trash I see in the stream today. I couldn't say who put that 'stuff' there. But maybe if the stream has already been mistreated than maybe those residents deserve a school building shoved right up to their backyards?

I would think not. The building would still be better suited closer to Rosemont. And that stream appears to have assisted the applicant in meeting Chapter 55 requirements on one side of their proposal? Before the City accepts the change in reclassification, could I get back there and remove the debris with my truck? I could also get a biologist to provide me with his assessment, if allowed. And I would think there might be an engineering solution to deal with the storm drain that currently bisects the site? My house is not connected to any storm drain and I haven't been hindered yet. Let's daylight what we waste and use it responsibly?

When will the submitted plan be up for review? I plan on conducting massing studies, using SketchUp, and relating my observations back to the Commission for their consideration.

Speaking of MOU's, I would like to see the City encourage my neighborhood to start doing it's own weed pull and blackberry eradication program, ala Mary S. Young. I would even agree to head up the effort and coordinate/advertise clean up dates with the City. I will even con my civic minded dinner group to be the first to pitch in. An MOU on trails and environmental eradication of non native species would be a great way to assist our school district in achieving their goal. How soon can the City get a dumpster put out there?

A YIMBY,
Gary

From: Spir, Peter [mailto:pspir@westlinnoregon.gov]
Sent: Tuesday, June 22, 2010 11:49 AM
To: GARY
Subject: RE: 1025 Rosemont Road New Primary School

Thanks Gary.
Took a while to figure out what a MOU is...
Peter

	Peter Spir pspir@westlinnoregon.gov Associate Planner 22500 Salamo Rd. West Linn, OR, 97068 P: (503) 723-2539 F: (503) 656-4106 Web: westlinnoregon.gov
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From: GARY [mailto:hitesman@comcast.net]
Sent: Tuesday, June 22, 2010 11:08 AM
To: Spir, Peter
Cc: 'T M PYEATT'; clayfarm@msn.com; 'Hidden Springs Neighborhood Assoc.'; 'REENA MARKSITY'; karieokee@aol.com; Peterson, Bill
Subject: 1025 Rosemont Road New Primary School

June 22, 2010 11:15 AM

Peter,

(What follows is for your consideration/inclusion and as an FYI to anyone else who might have an interest or be impacted by my opinions.)

I have reviewed both site plans submitted for the PreApplication process and posted to the website.

When will the proposed site plan currently submitted be made available to the public?

In discussions with Park and Recreation, I am an advocate and YIMBY regarding development of a trail using the existing easement behind my house as well as coordinating pedestrian pathways through, not around, the Neighborhood Association at the corner of Hidden Springs and Santa Anita. In a holistic view of trails potentially serving the future school, I strongly encourage the Planning Commission and Council develop a reasonable and fair policy, quickly, restoring public access to portions of the Palomino Loop Trail while increasing pedestrian

circulation opportunities throughout the school 1/2 mile perimeter, including safer crosswalks across Hidden Springs. Future planning shall be conducted on Rosemont Road since the Council has promoted Rosemont as a transit connector. And water runoff should be diverted to newly created retention ponds on the south west side of Rosemont to protect the sensitive streams currently within the County AND to reduce the poorly engineered burden placed on the Erickson property.

I am for this development, but am encouraging the City to provide these additional Conditions of Approval to the application.

1.) The applicant shall provide a MOU with the City of West Linn facilitating trail improvements including safety devices, security lighting, and "eyes on the street" leading to and from the school. The City of West Linn shall expedite components of the Trail Master Plan study relative to the 1/2 mile radius walking zone of students and provide a project scope, schedule, and budget for inclusion with the approval of the primary school application. The intent here is to have trails outside the project boundaries that will serve students and faculty walking to work developed concurrently with construction of the school. This is currently not part of the application effort but is a civic responsibility of our public institutions promoting public welfare, public safety, walkable communities, and many aspects of the Imagine West Linn document.

2.) The recommended internal circulation for busses and cars is unacceptable and violates many components of the CDC, does not follow the TSP, violates the intent of the Imagine West Linn document, and adds to further greenhouse gas emissions, pollutes our streams, unnecessarily adds cost to bus operations, and creates unacceptable noise levels within existing well established neighborhoods. There have been other options that were pursued that need enforcement. (What has been shown to date is a folly of immense hubris that any respectable professional should be ashamed of.) IF a ball field is really required, place the play field closer to the school and restrict pervious pavement and roadways to the westerly portion of the site adjacent to Rosemont. On this suggestion I will be unequivocal. The CDC does **not** appear to allow this type of configuration nor does this arrangement serve our community to the greatest extent possible. The proposed roadway configuration is also more costly than it needs to be. Using past City precedent as our guide, I will recommend CDC32.090 be used to configure a much better roadway system that is less costly, more environmentally friendly, is safer, and does not destroy property values as much. Most wetlands on the site are marginal. If credits are deemed necessary, there are many areas within the surrounding areas that can be repaired to improve overall stream health and walkable communities. To add, the connection between Rosemont, parking, bus drop off and the school is currently a missed opportunity. In the new layout, provide for ample buffers to existing adjacent homes using berms, landscape, and a minimal setback of 120 feet.

Additionally, the Planning Commission will need to discuss the ramifications and precedent of allowing such roadways to be permitted, as such approvals will be used as an example maximizing the erroneous R-10 rating assigned to the property by the City Council. If the school were to locate elsewhere, for whatever unknown reason, the proposed roadway would be used as a precedent increasing density and harming vital environmental wetlands.

3.) Include the CREST center North footprint into the application with limited access coming off of Hidden Springs.

4.) The school has been positioned too close to existing housing and has been sited improperly and does not take full/best advantage of the site. Move the structure further south to allow for better site utilization and defensible space of existing residential homes. This application is for the design of a primary school and the application should maximize 'public' use to maximize public investment. The current layout is 'less than it can be' due to considerations for fostering potential future residential development. (To this extent, the damage has already been done and if the City were to do it's job properly, the City would reject the current roadway layout and not approve this application.)

5.) The original bond for development stated no ball fields and development of a CREST North. If anything, a soccer field is more appropriate than a ball field, as we already have a state of the art field at Rosemont and others at nearby city parks. I request a condition of approval that takes away the ball field in favor of other site development that better meets the educational mission and needs of primary school users. A soccer field is also more adaptable to changing demographics, is more inclusive, and requires less cost to establish.

6.) Given the latest designation of Stafford Basin as an urban area has consequences that are currently unmitigated. Planning is required to assess what the potential impact will be in the future and what improvements

to Rosemont need to occur now. Additionally, with development of some subdivisions likely in the next 5 to 7 years, while good for school enrollment, bodes poorly for local residents and neighborhoods. A Condition of Approval should include a study to be conducted by the City on the environmental and financial impacts of an urbanized Stafford Basin with Rosemont Road as a transit connector and a new primary school. In the least, the City TSP will require further development to assure this school is a good fit and surrounding homes are not impacted negatively. (Because right now, with this arrangement, they would be negatively impacted!)

7.) Remove the R-10 zoning and change to a public space/use designation befitting the intended use before the school changes its direction or policies.

8.) Modify Rosemont as a transit street and provide development meeting intent. As a precedent, the High School used the street designation to tear down a potentially historic building and build a state of the art theater within 25 feet of the road. To remain consistent with the Council designation of Rosemont Road as a transit connection and transportation planning, a conditional use should be established placing the building footprint closer to Rosemont to better facilitate and promote public transportation.

9.) Should the applicant decide to not move forward, the proposed open space, designated wetlands, setbacks, and trails shall be dedicated as easements and remain as environmentally protected open space for perpetuity. Any future development, since it was annexed as property for public use, would only occur within the footprint developed by this applicant.

Best Regards, Gary

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Version: 8.5.439 / Virus Database: 271.1.1/2960 - Release Date: 06/24/10 06:35:00

No virus found in this incoming message.
Checked by AVG - www.avg.com
Version: 8.5.439 / Virus Database: 271.1.1/2960 - Release Date: 06/24/10 06:35:00

Spir, Peter

From: GARY [hitesman@comcast.net]
Sent: Tuesday, June 22, 2010 11:08 AM
To: Spir, Peter
Cc: 'T M PYEATT'; clayfarm@msn.com; 'Hidden Springs Neighborhood Assoc.'; 'REENA MARKSITY'; karieokee@aol.com; Peterson, Bill
Subject: 1025 Rosemont Road New Primary School

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Best Regards, Gary

Site Plan A

PROBLEM: STREET RUNOFF HAS CREATED A WETLANDS IN A NEGLECTED PART OF THE SITE THAT COULD BE USED TO MEET SCHOOL FUNCTIONS.

-Main Parking away from school entry

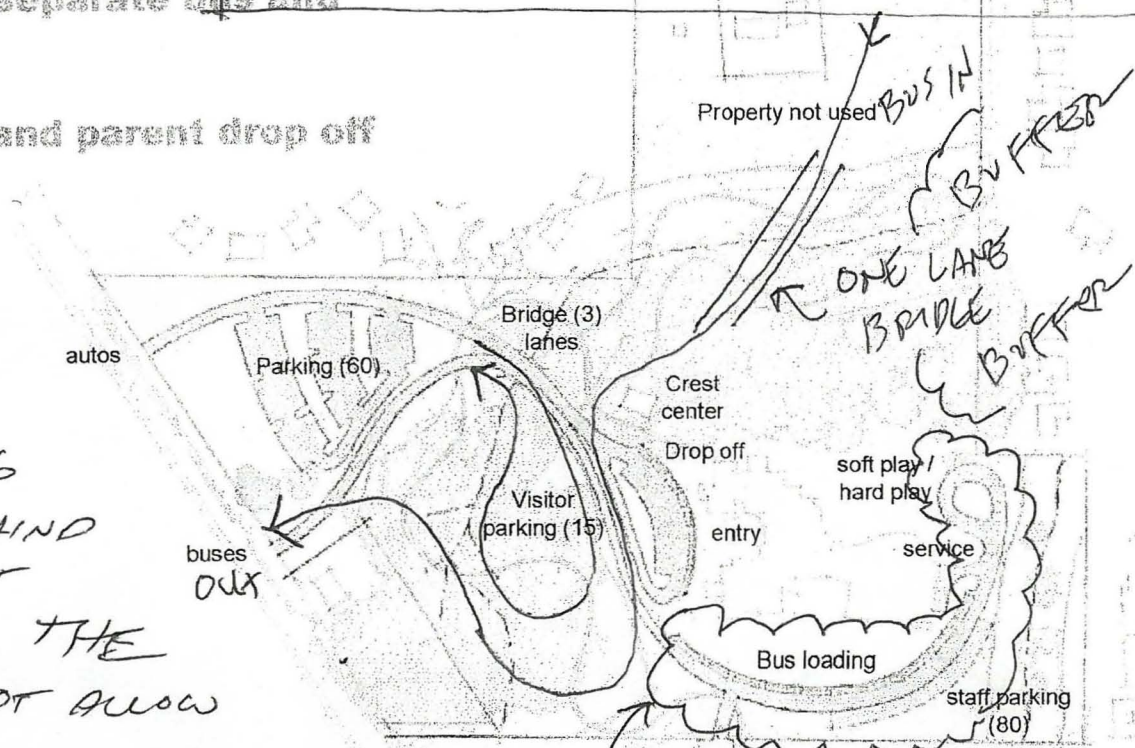
-1 bridge with separate bus and auto lanes

-Staff parking and parent drop off at entry

- NO PLAY FIELDS

PLEASE -
- NO PUTTING BUSES BEHIND HOMES! NOT SUSTAINABLE. THE COWL TSP DOES NOT ALLOW THIS.

PROBLEM STATEMENT: THE WETLANDS IS IN THE WRONG LOCATION.



Site Plan - Erickson

MITIGATED WETLANDS USED AS BUFFER + EDUCATIONAL OPPORTUNITIES

MARCH, 2009

Spir, Peter

From: Gary Hitesman [GHitesman@EstradaLandPlan.com]
Sent: Friday, October 23, 2009 11:17 AM
To: Spir, Peter
Cc: Sonnen, John; woodleyt@wlwv.k12.or.us
Subject: RE: Erickson and EIR

Thanks for the update on the Pre-App meeting notes.

I think the logical place to start would be the TSP. Is it possible that a TSP review can be included into the required documentation?

I have a concern that the roadway configurations were not looked at from a cost standpoint or standpoint of practicality and urban design.

There are also other storm water outlets that have created undocumented wetlands on site. (They are documented, just not officially.)

Since the City has a track record of piping in open streams, (ie the Rosemont development at Santa Anita) I don't see why this practice could not be followed to the benefit of applicant and City.

Transparency is also not evident in this process. I suggest;

First the TSP solution. That is by far the most effective use of existing infrastructure and dollar resources. Secondly, the district is negotiations with the recreation board about accessing land to make room for a loop on and off Rosemont. Unfortunately, 3(?) of the 5 board members are district employees. The 'mere' appearance of conflict of interest jeopardizes this approach, which under a transparent approach could gain traction.

But, the biggest oversight is in trying to protect the wetlands parallel to Rosemont. These headwaters are the fallout from street sewers on Rosemont and in Hidden Springs. A proposal should be to pipe that water into a reconfigured area on site and but the busses and roads THERE. I was the first to resurrect the notion of the Trillium Creek headwaters and think a CREST North at that re-engineered condition is an elegant solution that will win Roger Woehl the Nobel.

THAT being said, putting the roads and busses behind the homes as optioned is, to put it succinctly, asinine. And DOWA needs prodding, as most A/E firms in the NW lack spine and conviction in supporting sound planning principals.

I have cc'd Tim Woodley as a measure of my support and work towards a successful outcome for this school. It is a huge undertaking and his resources are meager. As I am largely a beneficiary of any school development placed there due to my resident location, I have every hope and ambition for the school to succeed in this endeavor.

~Gary
T.A./U.D.
Estrada Land Planning
ghitesman@estradaandplan.com

From: Spir, Peter [mailto:pspir@westlinnoregon.gov]
Sent: Tuesday, October 20, 2009 11:29 AM
To: Gary Hitesman
Subject: RE: Erickson and EIR

See citizen comments



Peter Spir
pspir@westlinnoregon.gov
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Web: westlinnoregon.gov

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From: Gary Hitesman [<mailto:GHitesman@EstradaLandPlan.com>]
Sent: Tuesday, October 20, 2009 9:53 AM
To: Sonnen, John
Cc: Kerr, Chris; Spir, Peter
Subject: Erickson and EIR

Will the Elementary school proposed for Erickson require an Environmental Impact Report? Can the answer be posted to the website? Thank you.

Gary Hitesman
Transit Architect & Urban Design
Estrada Land Planning
755 Broadway Circle, #300
San Diego, CA 92101
619-236-0143 x205
ghitesman@estradalandplan.com