



Memorandum

To: West Linn Planning Commission

From: Peter Spir, Associate Planner

Date: November 12, 2010

Re: Staff response to submittals during November 3-10, 2010 open period (CUP-10-03) and questions from Planning Commission

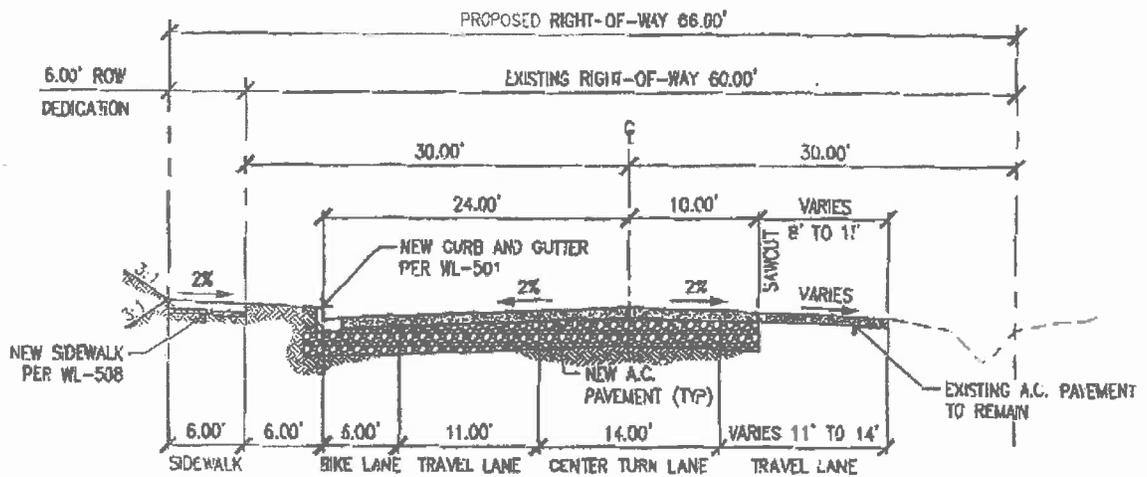
At the November 3, 2010 Planning Commission hearing to consider the proposed Trillium Creek Elementary School, a number of issues and questions were raised by Planning Commissioners and the public. This memo will attempt to address them as well as written submittals received through 5pm on November 10, 2010.

Rosemont Road Design

Gary Hitesman raised the issue that Rosemont Road lacks a consistent design because part of it is contiguous to the City; part to the County. The property to the west is in the County and the property at 1045 Rosemont Road is in the County. The 1045 Rosemont Road property accounts for 250 feet of the project's 930 foot frontage. Staff pointed out that regardless of whether property abutting the street is "county" or "city", the road will be designed and built per City standards with an 11-foot wide

north and south travel lanes plus a 14-foot wide center turn lane starting at Bay Meadows Drive and tapering to Hidden Springs Road.

From the curb edge there will be six foot planter strip with street trees and a six foot sidewalk behind that. For the frontage at 1045 Rosemont Road there will just be six foot wide sidewalk curb tight with no planter strip. At such time that 1045 Rosemont Road annexes to the city, the sidewalk design will be revisited with the ambition to add a planter strip. Nothing in these designs represents a compromise in traffic safety.



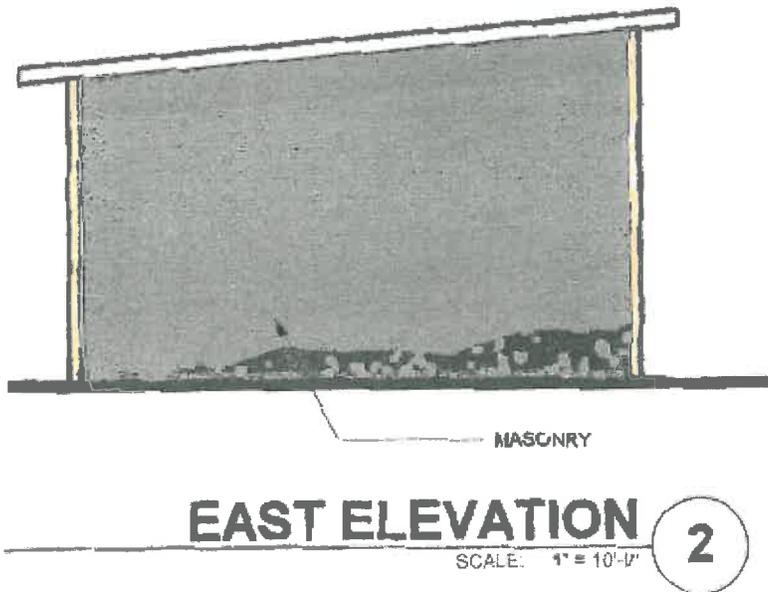
2 TYPICAL SECTION FOR ROSEMONT ROAD
SCALE: N.T.S.

Safety Concerns on Santa Anita Drive

Gary Hitesman raised concerns that the line of sight and the dip in grade on the northbound lane of Santa Anita Drive produces speeds and conditions that are unsuited for the use of the existing marked cross walk on Santa Anita at Clubhouse Circle. The concern is that some children walking to school via Parcel "J" might use this cross walk. Staff field checked these conditions. The speed limit is 25 mph. The line of sight distance from the crest of the hill before the dip is 250 feet to the crosswalk meaning that there is adequate visual acquisition and stopping distance. The only thing that complicates conditions is that the dip does tend to increase the speed of traffic but the line of sight to the crosswalk is still sufficient. Those issues aside it is important to remember that most Safe Routes to School programs require a parent to accompany the children to and from school and it is that parent who will be able to make a safer assessment of the distance to oncoming cars.

Covered Play Area

Gary Hitesman raised the issue that the east facing elevation of the outdoor activity building, which is supposed to provide children with an "outdoor" space to play in when it rains, is blank. Staff would agree that, as shown, the 21-24 foot high structure looks like the backside of a barn. It faces the homeowners to the east of the site. Although it is understood that the blank wall is intended to provide shelter from winter winds and to be used as a backboard for ball games, staff would encourage a new, more attractive design for the east elevation that could include different brick/stone patterns/colors. A possible condition could read: *"The east elevation of the covered play structure shall be re-designed with at least one horizontal row of contrasting colored building material at four to six feet above grade to break up the blankness of the wall."*



Storm Detention and Treatment

Gary Hitesman raised the issue of storm water treatment and detention. Initially he asked why more of the impermeable hard surfaces like the driveways, sidewalks, and parking lots were not being constructed out of water permeable material. It is true that such water permeable asphaltic surfaces are available but as Boris Piatski, City of West Linn Environmental Service Engineer, and Shaun Rohret, Associate Environmental Engineer noted, those surfaces requires regular cleaning and vacuuming to maintain their permeability. Neither the City nor the School District has that kind of equipment. Certainly that approach would be preferred, but in the meantime, the school district's proposal to detain and treat most run off with a combination of underground tanks, vegetated bioswales plus a treatment and detention pond at the northwest corner of the site meet City Engineering standards and are therefore allowed. From these systems the treated storm water will be discharged into Trillium Creek. Similar

discussion regarding the use of a “green roof” on the school was welcomed but had to be set aside given the fact that the CDC does not discuss or require it.

Neighborhood Meetings per CDC Chapter 99.038

Gary Hitesman questioned whether the school district had satisfied the requirements for a neighborhood meeting per the standards of CDC Chapter 99.038 in a November 5, 2010 e-mail. Staff met with Mr. Hitesman at City Hall on November 5, 2010 and made the case file available to him. Staff showed the video of the neighborhood meeting. Mr. Hitesman was satisfied that the procedures of the chapter had been met.

Number of Parking Spaces

Gary Hitesman expressed concern that the number of parking spaces was too great and that the number should be reduced. Per page 282 of the applicant’s submittal 117 spaces are required based on one space per staff member and one for every 1,000 square feet of the 67,000 square foot school. The plans show 117 spaces which is in agreement with the CDC.

Staff would like to see fewer spaces but recognizes that alternate means of access to school such as transit, which are usually the rationale for reduced parking, do not exist near the school. Staff also finds that providing adequate parking lessens the likelihood that staff and parents will park in surrounding neighborhoods which often draws the ire of residents.

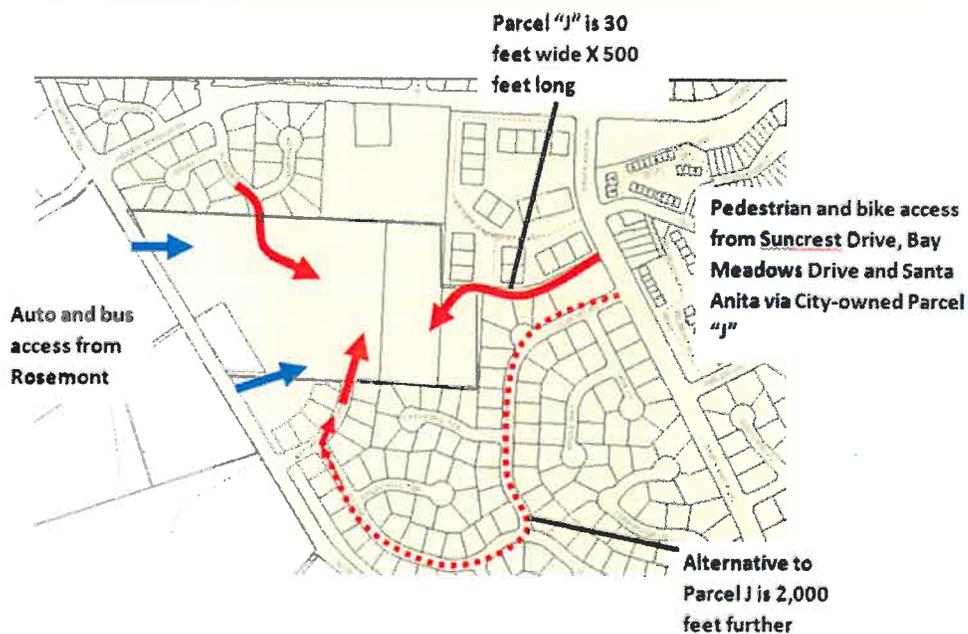
The Need for Safe Routes to School/Pedestrian Connection

Gretchen Katko submitted e-mail comments on November 5, 2010 regarding the importance of parcel “J” as a way for children to walk to school from the east side of the school. She states that whereas she would walk with her children via parcel “J” she would not be inclined to walk the extra half mile via Bay Meadows Drive and would drive instead. Thus the

elimination of access via parcel "J" would increase vehicle emissions, gas consumption, more vehicle miles travelled and related non-sustainable outcomes. Mrs. Katko notes that the school district policy is that they will not bus children who live within one mile of school so encouraging and facilitating alternate modes of travel is essential.

Pedestrian and bicycle access

Access from all compass directions to the school is important



Vice Chair Babbitt and Commissioner Woods asked about the concept of "safe passage" along parcel "J" and the appropriateness of lighting the trail. There is no guaranteed safe passage in life but the "Safe Routes to School" program or facsimile improves the odds with the participation of adults, parents, teachers who would accompany children to and from the site as in the "walking school bus". Lighting is not needed for these groups during regular school hours. Use during daylight would constitute 90-95% of its usage. After dusk there are two options: discourage the use of the foot paths by not installing lighting; or, install lighting at the northeast play area and additional non-glare lighting extended

eastward along Parcel “J” to Santa Anita Drive. For the Suncrest Drive foot path, non-glare lighting could also be installed from the south end of that street to the north driveway on the school site.

Why not select other routes to school instead of using Parcel “J”?

Tracy Pyeatt who lives adjacent to parcel “J” asked at the hearing about the “potential for other routes (*other than parcel “J”*) that are safer for children to walk, perhaps walking to Hidden Springs rather than Santa Anita”. Staff would respond, as Gretchen Katko did in her e-mail above, that foot and bike access should be from each side of the school. We already have access from the north, south and west. City owned Parcel “J” is the only direct and available means of access from the east. Accompanied by parents or staff, a path along parcel “J” would offer the children a quick and relatively safe route compared to detouring them an extra half mile via Bay Meadows Drive or up to Hidden Springs Drive.

Vague and Discretionary Conditions of Approval

Commissioner Horsey stated a concern that proposed conditions of approval 12 and 19, relating to landscaping, allow too much discretion to be exercised by the City Arborist and staff in deciding whether or not the landscaping, as installed in the field or as shown prior to installation are adequate. There was too much deferral of decision making to the future. This concern was seconded by City Attorney Ramis who stated that conditions cannot defer to staff discretionary authority without another hearing.

Therefore, since plan LU2.04 and LU2.05 already provide sufficient detail for site and perimeter landscaping staff now proposes that conditions of approval 12 and 19 be deleted. Alternately condition 12 could be partially retained as follows:

“12. Northwest Playing Field. The programming of the playing field shall be limited to general play and other field games and activities to the exclusion of softball.”

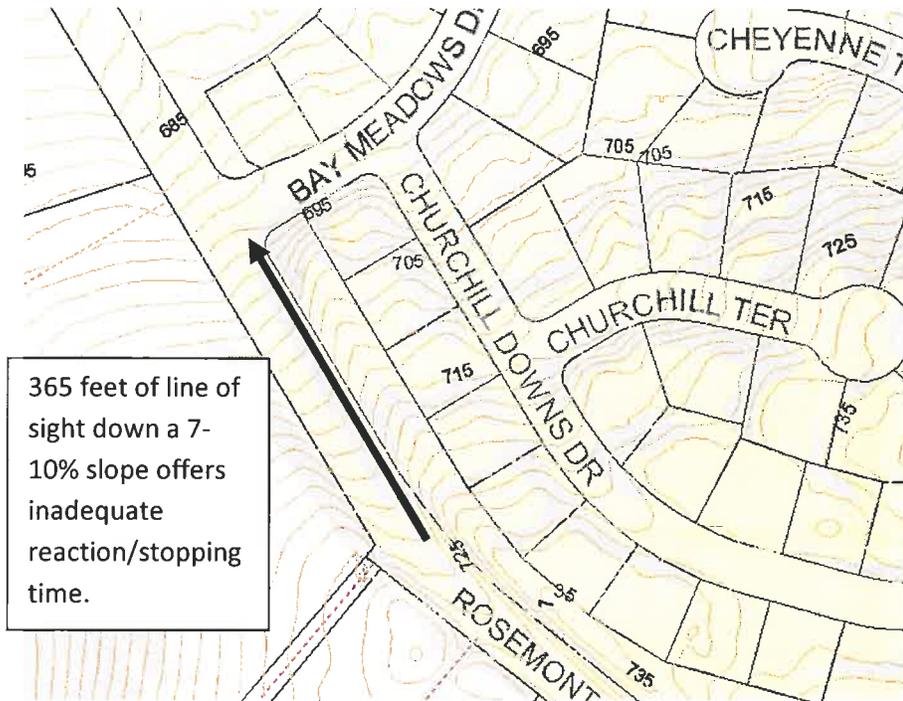
Using Bay Meadows as the Bus Entrance

Planning Commission Chair Martin asked if the south driveway off Rosemont Road could be used by parents while the school buses, staff and service vehicles could access the site via Bay Meadows Drive. This would allow the elimination of the north driveway which bisects Trillium Creek and results in the loss of trees.

To respond, staff finds that the School District spent months exploring different layouts and access points. All these options were presented and discussed at length with the public over the course of many meetings. Access via Bay Meadows Drive was opposed by residents of the surrounding subdivision, especially the homeowners living along that street, because of the attendant traffic, noise, glare, exhaust, vibration and safety issues that would come with it. City planning staff also went through the exercise of considering access from Hidden Springs Road, one or more access points from Rosemont Road, access from Suncrest Drive and access from Bay Meadows Drive. Ultimately these various access points were set aside in favor of access from Rosemont Road.

City staff rejected access via Bay Meadows Drive for three reasons. First, and foremost, there were the impacts to the neighbors enumerated above. Second, the road bed is inadequate for the load of continuous heavy bus and delivery truck traffic. Third, the line of sight looking south from Bay Meadows Drive to the crest of the hill on Rosemont Road is only 365 feet.

The downward slope averages 7% with sections over 10% meaning that traffic accelerates naturally from the crest to the Bay Meadows intersection. With the current 40mph limit, the distance is 35 feet shy of the minimum 400 feet. That distance should be increased significantly, given the slope will generate faster downhill speeds. Even though the speed limit will be reduced to 20 mph, because this will be a school zone, the point of access off Rosemont Road offers less reaction time and stopping distance than the proposed "south" driveway near the tennis court.



Finally, TVFR has stated that they want two access routes to the school. Access from Bay Meadows Drive and access via the south driveway would create a potential choke point where those driveways come together. Therefore TVFR needs to retain the north driveway to access the north side of the school.

Different Driveway Widths

Vice Chairman Babbitt discussed the two driveways off Rosemont Road and the proposed widening to 95 feet from the allowed 36 feet. Staff wants to make clear its position on these driveways.

Staff supports the 95 foot wide entrance at the south driveway but only because that driveway is dedicated to school busses and delivery trucks which have a bigger turn radius than cars. Staff does not support a 95 foot wide north driveway since that is the parents' driveway. No buses or deliveries are supposed to use that north driveway. Thus staff can only support a 66 foot wide entrance at the north driveway.

It should be remembered that it was the school district who stressed the need to separate the buses from the parents' vehicles. It was because of this that a separate bus exit was approved by the Planning Commission for Rosemont Middle School. However at the November 3, 2010 hearing it was stated that buses might use the north driveway. If the school district now wants to allow both uses on the same driveway then only one driveway off Rosemont Road is needed. Staff would oppose two 95 foot wide mixed traffic driveways.

Quality and Status of the Eastern Wetland

Responding to the applicant's wetland specialist Nancy Olmstead and staff testimony that the east wetland quality is poor and that there is almost no surface indication of its existence, nearby resident Tracy Pyeatt asked if the east wetland might have been a more expansive and well defined wetland in the past were it not for the site disturbance a few years ago by a bulldozer.

Staff agrees that bulldozers or similar equipment were used to grade a perimeter track around the site a number of years ago. This activity *could* have filled in a small channel. And although the fill and compaction of the soils might have disrupted the wetland, there is no reason why the wetland and channel would not have re-established themselves further downhill. But they did not. Nancy Olmstead made this clear at the November 3, 2010 hearing: "there is no surface expression of a wetland". There is also no channelization until 10 feet from the storm intake at the north end of the site where grades drop steeply.

It should also be noted that the City conducted a Local Wetland Inventory (LWI) to satisfy State and Metro requirements. The LWI was completed in February 2003 and approved by the Department of State Lands (DSL) in 2005. That inventory was conducted before the site bulldozing occurred. It did not identify any wetland at the east location. (The photo below from July 2003 clearly shows that there was no disturbance or grading of the

area as referenced by Mr. Pyeatt around or near the outfall at the time the wetland inventory was undertaken.)



That point aside, the City and the School District are still committed to a relocation and mitigation program that produces a wetland and drainageway that is qualitatively and functionally superior to what exists at the site today.

Why a lesser transition for the east wetland?

Commissioner Horsey touched on this issue when she asked the applicant to reconcile the different levels of protection of wetlands. Again the LWI established TR-01 and TR-02 wetlands on Trillium Creek as significant. Those wetlands will be afforded a 50 foot transition from their delineated wetland boundaries. The transition will only be compromised at the crossing point of the two access driveways. The east wetland is in all ways of a lesser quality. It was not identified in the LWI and it took multiple site visits over a year to even determine its wetland status. Nancy Olmstead

stated that what exists at the site today, according to the DSL, “does not have the functions or values that we consider for a significant wetland.”

Ideally the transition for the east wetland would be per code at 50 feet, not 15 feet. But because the applicant cannot accommodate that transition a Class II Variance was requested. Both staff (pages 62-65 of the staff report) and the applicant (pages 277-281 of the staff report) have provided findings to support that variance. The outcome of the mitigation will be a functional wetland that effectively directs and treats storm water in a defined channel. It will also provide a very credible 37 foot wide buffer between properties to the east and the school playground area.

How are Resource Easements of COA 14 to be delineated?

Commissioner Wood asked how the resource areas’ protective easements would be delineated. Staff typically uses the outer edge of the wetland transition as the easement boundary as shown on sheets LU2.04 and LU2.05. For the protection of significant trees and groves, the dripline plus 10 feet of the trees/grove has been mapped on sheets LU2.04 and LU2.05 would be mapped as the easement area. A Trillium Creek easement would extend 50 feet from the edge of the top of bank which is well defined. No removal of significant trees, wetland/creek disturbance or removal of wetland plant material could occur in these areas. A document would have to be recorded with the County that delineates these easements and the terms of the easements. These easements would be conveyed to the City of West Linn.

Daylight Trillium Creek

Trillium Creek, in the area between the north driveway and the confluence with the Arena Park storm water channel, used to be a channel similar to the downstream channel until it was bulldozed and covered about five years ago.

Chair Martin asked if Trillium Creek can be daylighted. The applicants stated that it is shown as daylighted and restored on sheets LU2.04 and

LU2.05. There will be full revegetation and restoration of the creek once the north driveway is in place.

VanLuvanee, Daryl

From: Cummings, Teri
Sent: Wednesday, November 10, 2010 11:54 PM
To: GARY; Spir, Peter; Sonnen, John
Subject: RE: CUP 10-03
Attachments: image001.gif; imagea87875.gif@887e65d8.1be941dd

Gary, I appreciate you for taking time to review this application. I look forward to hearing your suggestions for new ways to improve stormwater and stream corridor management and will ask staff to add this to the record.

Best regards,

Teri

 **CITY OF**
West Linn
Councilor Teri Cummings
tcummings@westlinnoregon.gov
West Linn City Councilor
22500 Salamo Rd
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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: Monday, November 08, 2010 8:06 AM
To: Cummings, Teri; Spir, Peter; Sonnen, John
Subject: CUP 10-03

Dear Ms. City Councilor Cummings,

I was aware of the link.

I included the link because the current application for Trillium Creek Elementary on the Erickson property adds a lot of pervious pavement that drains into vaults where it is piped out. This technology is soon to be replaced and I found some COWL senior engineers are holding on to old perceptions; perceptions that may no longer apply.

I will be introducing a condition of approval that I hope the Planning Commission will consider adding to the approval. Given the stated interests to protect the environment by the applicant, some City staff, and council members, my intent is to inspire current reasonable solutions be applied at this site. As a matter of fact, Tualatin Riverkeepers cited COWL staff that are aware of these principals and recommended them to provide oversight.

I do not criticize the applicant as their solution goes a reasonable distance in protecting some of the natural resources.

Gary Hitesman

From: Cummings, Teri [mailto:tcummings@westlinnoregon.gov]
Sent: Monday, November 08, 2010 12:09 AM
To: GARY; Spir, Peter; Sonnen, John
Subject: RE: Please add to your Planning Website

Thank you Gary, I noticed that this site also contains info on West Linn in the following link:

<http://www.deq.state.or.us/wq/wqpermit/docs/individual/npdes/ph1ms4/WestLinnSWMP.pdf>

Teri



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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, November 06, 2010 3:50 PM
To: Spir, Peter; Sonnen, John
Cc: Cummings, Teri
Subject: Please add to your Planning Website

<http://www.facebook.com/pages/Sustainable-Stormwater/164002570298015?v=wall>

This is an informative site I wish the City to use as another resource, for consideration on sustainable practices and sound engineering practice.

No virus found in this incoming message.

Checked by AVG - www.avg.com

Version: 8.5.448 / Virus Database: 271.1.1/3231 - Release Date: 11/07/10 19:34:00

VanLuvanee, Daryl

From: GARY [hitesman@comcast.net]
Sent: Wednesday, November 10, 2010 5:38 PM
To: Sonnen, John; Spir, Peter
Cc: 'T M PYEATT'; CWL Planning Commission
Subject: CUP 10-03 _ Three Conditions of Approval for PC consideration

After discussing the project with several of my neighbors and peers, it appears a good public facility could be jeopardized with potentially costly or time consuming conditions of approval **beyond** those already drafted, *save three*. I still believe the engineering options for Rosemont Road should be improved upon, and those discussions can be handled by others.

I am impressed by Walker Macys' approach and extend my support for this project. If possible, our community and the City's' planning goals appear to be resolved best with Walker Macy addressing these three conditions of approval.

1.) The applicant will provide a 15 foot wide pedestrian easement connecting Hidden Springs Road from the Bay Meadows T intersection, through the undesignated R-10 remainder, across the creek and connected to a proposed pathway.

2.) Provide a location and suggested footprint for a future Zero Carbon based footprint CREST North educational facility (with access off Hidden Springs Road.)

In terms of grading and parking, the proposed playfield and remote parking lot IS as close to the school if they were to be located across the creek and accessed from Hidden Springs. **CDC 55.100 (B) 3** could be used as a trigger to locate the uses over into the undesignated area thereby reducing grading impacts, creating larger watersheds and reducing overall impacts to the wetlands and Trillium Creek. I recognize the current solution creates a land bank for future financial gain. And I recognize the reduced cost of using grading spoils to build up a general play area. However, these reasons are not supported by the CDC. The applicant should be asked to provide rationale for the site layout based on the criteria established in Chapters 60, 55, and 32. Left unaddressed, it appears the solution creates greater impacts of runoff into Trillium Creek, greater runoff from parking lot surfaces into undersized stormwater infrastructure, unnecessarily wrecks existing natural habitats, and destroys proper buffers around existing neighborhoods.

3.) The landscape consultant shall gain Planning Director approval on the creation of a larger, diverse, and wider "mixed use" landscape buffer along the east property line where the proposed wetlands mediation is proposed. Existing tree clusters used as habitats shall remain. The play enclosure shall be relocated further away from residents view and redesigned implementing a zero based carbon footprint that meets 55.100 (B) 6 b and blends in with the existing vegetation.

To be as brief as possible;

a.)The purpose and intent of CDC Chapter 55.000 DESIGN REVIEW is to draw "attention" to the scale, layout, and design so that there is "compatibility with the surrounding natural environment, and the character of the surrounding neighborhood", including "general compatibility between adjoining uses". The proposed removal of vegetation and location of the poorly considered play enclosure appears to violate the intent of CDC 55.000 as well as other requirements.

b.) For the sake of argument, it is reasonable to consider the main building is designed to comply with **CDC 55.100 (B) 6d**. The play enclosure, on the other hand, is an independent structure that appears banal and given little consideration. The current location of the play enclosure does not meet **55.100(B) 6a, 6b, nor 6c** in the vision, compatibility, massing, scale, and transition. And it should not be allowed to comply with **CDC 55.100 (B) 6d** as it is not "manifestly superior".

c.)The existing landscape and wetlands in this area are questionable in the definition and conclusions stated by the biologist. Contradictory evidence and observations are on the record between the two consultants hired by the applicant. This condition calls into question 55.100 (B) Relationship to the natural and physical environment, and as a trigger, to condition a more sensitive approach and solution to the proposed play area. A more sensitive approach that allows both uses to exist would provide a reasonable solution meeting Chapter 32 requirements and meet a stricter definition of wetlands should 'it' be challenged, audited, or called 'up'.

d.) **55.100 (B) 2 a** says development SHALL require the careful layout of hardscape(sic) and building pads to avoid "tree clusters, and other natural resources pursuant to the code". The existing tree clusters are heavily used by animals including many species of birds. Retention of these trees would assist in compliance with **55.100(B) 6a, 6b, and 6c**, water retention, and create a closer connection to the natural surroundings. As proposed, the proposed playground does not support the existing character and appears sterile and highly urban. The use of hardscape, as proposed to low development pervious pavers or systems, also creates a heat sink and other deficits which have gone unrecorded.

e.) The proposed drainage ditch can be redesigned using a shallower profile than what has been proposed. A sleeker profile will fit within the existing environment better and provide a learning environment more suitable to the age group of children attending.

f.) There are many lower cost of installation examples and many low development examples that have already been constructed within the Portland area, including West Linn. Making this 'condition of approval' is not too expensive nor unusual. Please refer to <http://www.facebook.com/pages/Sustainable-Stormwater/164002570298015?v=wall>

I staked out where I believe the building will be generally located and observed that a "both/and" environment is achievable in this portion of the site. Also based on Walker/Macy's understanding of the site conditions, they are experienced to meet this condition of approval and deliver a solution worthy of emulation.

Gary Hitesman
2188 Clubhouse Drive

VanLuvanee, Daryl

From: Liden, Keith S. [Liden@pbworld.com]
Sent: Wednesday, November 10, 2010 3:44 PM
To: Sonnen, John; Zak, Teresa; Spir, Peter
Cc: Karina Ruiz; Tony Vandenberg; Tim Woodley; Ben Vaughn; Norm Dull; nancyolmsted@w-and-k.com; Reah Flisakowski
Subject: Quar New WL Primary - District Responses
Attachments: Response to Questions-New WL Primary.pdf
Importance: Low

John,

Attached are responses on behalf of the West Linn-Wilsonville School District to questions coming from Mr. Hitesman and Commissioner Martin regarding the new primary school on Rosemont Road.

Keith Liden, AICP

Lead Planner

PlaceMaking

Parsons Brinckerhoff

400 SW 6th Avenue, Suite 802, Portland, OR 97204

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MEMORANDUM

TO: Peter Spir, Associate Planner
FROM: Keith Liden
RE: New West Linn Primary School (CUP-10-03, DR-10-06, VAR-10-06 through 09, and WAP-10-01)
DATE: November 10, 2010

On November 3, 2010, the West Linn Planning Commission continued the hearing for the Conditional Use application to construct a new primary school on Rosemont Road to November 17, 2010. The record to submit written questions and responses was left open until November 10, 2010. The West Linn-Wilsonville School District is submitting this memorandum to respond to several questions posed by Gary Hitesman and one by Commissioner Martin

The responses to Mr. Hitesman's questions are below:

I need to sit down with you (Peter Spir) to assess the myriad of options the applicant went through to arrive at the roadway configuration they settled on. I know Walker Macy can do better and their solution appears (in)adequate. But there are obvious concessions and decisions made that I do not think the commission should let go without further review.

The site for the proposed school has been challenging because of the location and value of the natural resources located on it. The district considered a range of options to choose a development program that would have the minimum possible adverse impact on these resources. Much of the proposed arrangement of the site improvements was based upon the more significant Trillium Creek corridor and wetlands on the west side of the site compared with the relatively low environmental and habitat value of the eastern water resource area and 0.1-acre wetland. Because of this vast difference in size and quality, it was determined that relocating and improving the eastern water drainage was preferred over encroaching into the Trillium Creek wetland on the west side. The analysis of options is presented in Section (5) Project Impacts and Alternatives in the JPA that can be found on pages 691-697 of the Planning Commission hearing packet. The arrangement of the proposed improvements is the best possible because:

- The Trillium Creek WRA represents a high-quality natural resource, and it is protected to the maximum extent possible;
- By comparison, the East Drainageway WRA, which was artificially created by a storm drain outfall, is a low-quality resource, and moving/improving it yields a better result compared to the current condition;
- The school, featuring a two-story design, will minimize its footprint;
- The parking meets, but does not exceed, city standards, reducing the total amount of site disturbance; and
- Access via dual driveways is necessary for proper daily operation and to meet emergency access standards.

Where in the documents can I find the hydrology report and calculated runoff from roadways, roofs, and parking lots?

Existing conditions hydrology can be found on pages 412 & 426-436 of the Planning Commission packet, and the proposed condition hydrology information is presented on pages 413 & 437-446 of the packet.

There are more spaces than what is required to satisfy the school needs. How is parking for after school activities like private sports and church activity arrived at? If I use the formula in the Code, there are too many stalls that create greater runoff into Trillium Creek.

The district is meeting, but not exceeding, the minimum vehicle parking standard found in Section 46.090 of the West Linn Community Development Code. The table in this section states that primary schools must provide a minimum of:

- 1 space per employee (50 staff are proposed for the school); and
- 1 space for every 1,000 square feet of floor area (applied to 67,000 sf proposed).

This equals a total minimum requirement of 117 spaces (50 + 67).

Parking for after school activities will periodically exceed the “normal” parking demand. To address this, the district proposes to make the southern staff parking lot available for these events. In addition, parallel parking will be available along one side the driveway sections, which are 28 feet wide, to increase overflow capacity.

Regarding stormwater runoff from parking areas and other impervious surfaces, the plans for the new school include a number of facilities and treatments to reduce the amount and improve the quality of stormwater runoff. On-site stormwater detention will be provided by underground chambers, and stormwater treatment will be provided by water quality bioswales. In addition, infrastructure is proposed for harvesting of roof runoff to be reused to flush toilets in the building. Stormwater management is also proposed for the public runoff from Rosemont Road, and includes a pollution control manhole and treatment/detention pond (see Preliminary Stormwater Management Report submitted with the application). The bioswales and pond will be vegetated with plants from the Metro’s native plant list. On-site topsoil will be stockpiled and used as a growing medium in these facilities. In addition, temporary erosion control measures are also proposed for these facilities until permanent vegetation is established, including jute matting or mulch (see Sheets LU1.03 and LU1.04 in the application).

Three stormwater outfalls are planned to Trillium Creek. The outfalls will be located downstream of localized treatment and detention systems. The detention systems will be designed in accordance with city criteria to have flow control structures that restrict the discharge from the detention systems to not exceed the peak runoff rates from the tributary areas in an existing condition. The proposed outfall structures at Trillium Creek will consist of a subsurface infiltration trench with multiple overflow risers that will be set at ground level. The outfall structures are designed to distribute the flow and dissipate the energy of the discharge in order to minimize the potential for erosive concentrated flow.

Greater buffers are needed but the CDC will not directly support that.

The proposed school meets all of the building and development setback requirements with the exception of the low-quality eastern wetland that will be moved to the east, but vastly improved. The effectiveness of buffers is not only related to separation distance, but the quality of the buffer. In addition to meeting or exceeding the buffer area distances, the district has focused on the quality of the buffers.

Regarding the buffers for sensitive areas, the landscaping and restoration plans propose creation of high-quality native plantings that will significantly improve the existing conditions, which are characterized by extensive disturbance and invasive plant species. In addition to the city-required neighborhood meeting, the district has held six neighborhood events where potential compatibility issues were discussed along with possible solutions. The district has worked very closely with the immediate neighbors to make sure the landscaped buffer areas are designed and planted to meet their needs and be of the highest quality.

Potential noise issues and buffering have been studied and evaluated by the district. A Site Noise Review memorandum by Altermatt Associates, Inc. was prepared and presented as part of this application. The study evaluated four primary noise sources: 1) off-site traffic, 2) on-site traffic, 3) playground noise, and 4) site-associated equipment. The memorandum concludes that the city’s noise standards will be met if propane buses are used and the mechanical systems have noise screens, which are proposed in the application. The district will be using propane buses which are significantly quieter (and lower emitting), and the mechanical (HVAC, etc.) units will be surrounded by acoustical screens. Other on-site vehicular traffic, including delivery trucks will not exceed applicable city noise standards.

On-site lighting, designed to be compatible with surrounding residences, will be provided for the driveways, parking lots, and building. Play areas and fields will not be illuminated. The lighting is designed to only cast light onto the property and not adjoining properties. The lighting plans (see Sheets LU4.01 and LU4.02 in the application) indicate the expected light levels and how light will not escape beyond the property boundary. In addition, the parking lots will be lower than the adjoining properties (see Sheets LU3.05-3.07), and vehicle headlights will be blocked by the retaining wall, fencing, and landscaping.

Where in Ch. 55 does it allow the applicant to not use the whole site and sell off the rest? The numbers and percentages appear to change once you throw in high density housing off Hidden Springs?

Applicants are not required to develop entire properties as part of a land use application. This is typical of any local jurisdiction in Oregon. The school district property on the north side of Trillium Creek is a separate tax lot, and does not need to be included with this land use application. Also, because of the natural physical separation created by Trillium Creek, and development of the northern property would be independent of the school – regardless of whether it’s proposed as one or two separate applications. At this time, the district has no plans to sell or develop the remaining property on the north side of Trillium Creek. Prior to development, a land use application must be reviewed and approved by the city of West Linn.

Also, you will need to revise the condition of approval for Parcel J to meet CDC 55.100 (K).

This section requires ADA access between buildings onsite along **AN** accessible path to the public street right-of-way. The district plans to provide this to connection to Rosemont Road.

Mr. Martin wanted to know if access for staff and school buses could be provided via Bay Meadows Drive along with the southern driveway providing parent and visitor access to the parking and drop-off area on the western side of the school. This would potentially eliminate the need for the creek crossing for the northern driveway.

This proposal has three associated issues. One is related to the appropriateness of school access via Bay Meadows Drive, the second is the adequacy of emergency access, and the third is reduced parking.

Vehicular access to the site using Bay Meadows Drive is not recommended by DKS due to potential impacts to fronting properties. The section of Bay Meadows Drive between Rosemont Road and the north end of the roadway is currently fronted by nine houses. The current daily traffic volume on Bay Meadows Drive north of Churchill Downs Drive is estimated to be very low. If the traffic demand at the south school driveway was relocated to Bay Meadows Drive, the daily traffic volumes on Bay Meadows Drive would significantly increase. All school buses, employee vehicles and delivery vehicles would be required to travel on Bay Meadows Drive to access the site. The daily traffic volumes on Bay Meadows Drive would increase by approximately 150 vehicles per day. The fronting properties may experience difficulty entering/exiting their driveway and additional roadway noise during school peak hours.

Rosemont Road is the preferred location for vehicular access to the school property. Rosemont Road is classified as an arterial by the City of West Linn. An arterial is an appropriate roadway to accommodate the traffic demands of the proposed school.

These and other traffic concerns are also shared by the planning staff and the neighbors. The development plans for the school reflect the neighborhood, staff, and technical input received by the district as the school development plans were taking shape.

The adequacy of emergency access is largely determined by Tualatin Valley Fire and Rescue (TVFR) and the Oregon Fire Code. As a matter of practice, TVFR always prefers alternative means of access to respond to emergencies. As development becomes larger and more significant, such as a residential subdivision or school, this preference becomes a requirement to ensure the safety of residents and occupants. The school is required to have a minimum of two access routes. In addition, the 2010 Oregon Fire Code requires the following:

D104.3 Remoteness. *Where two access roads are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses.*

While the distance between Bay Meadows Drive and the proposed southern driveway may be sufficiently spaced along Rosemont Road (the distance from the south driveway along Rosemont to the Bay Meadows site entrance do not meet the ½ the diagonal distance requirement regardless of whether the driveways converge at one point), they would converge to be very close together (or possibly intersect) as they approach the school building. This standard could not be met with access provided

only by the southern driveway and Bay Meadows Drive. Jim Everitt from TFVR was consulted on this issue, and he responded that the proposed driveway access should be retained.

The parking on the site was located in order to minimize the need to remove trees or encroach into significant environmental areas. Deleting the northern driveway would also necessitate the elimination of proposed parking areas, which would be impractical to replace elsewhere on the site without creating adverse environmental impacts.

Spir, Peter

From: GARY [hitesman@comcast.net]
Sent: Monday, November 08, 2010 8:06 AM
To: Cummings, Teri; Spir, Peter; Sonnen, John
Subject: CUP 10-03
Attachments: imageb84c9e.gif@f68a3fca.e5ce4c89

Dear Ms. City Councilor Cummings,

I was aware of the link.

I included the link because the current application for Trillium Creek Elementary on the Erickson property adds a lot of pervious pavement that drains into vaults where it is piped out. This technology is soon to be replaced and I found some COWL senior engineers are holding on to old perceptions; perceptions that may no longer apply.

I will be introducing a condition of approval that I hope the Planning Commission will consider adding to the approval. Given the stated interests to protect the environment by the applicant, some City staff, and council members, my intent is to inspire current reasonable solutions be applied at this site. As a matter of fact, Tualatin Riverkeepers cited COWL staff that are aware of these principals and recommended them to provide oversight.

I do not criticize the applicant as their solution goes a reasonable distance in protecting some of the natural resources.

Gary Hitesman

From: Cummings, Teri [mailto:tcummings@westlinnoregon.gov]
Sent: Monday, November 08, 2010 12:09 AM
To: GARY; Spir, Peter; Sonnen, John
Subject: RE: Please add to your Planning Website

Thank you Gary, I noticed that this site also contains info on West Linn in the following link:
<http://www.deq.state.or.us/wq/wqpermit/docs/individual/npdes/ph1ms4/WestLinnSWMP.pdf>

Teri

 City of
West Linn
Councilor Teri Cummings
tcummings@westlinnoregon.gov
West Linn City Councilor
22500 Salamo Rd
West Linn, OR, 97068
P: (503) 657-0331
F: (503) 650-9041
Web: westlinnoregon.gov

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: GARY [mailto:hitesman@comcast.net]
Sent: Saturday, November 06, 2010 3:50 PM
To: Spir, Peter; Sonnen, John
Cc: Cummings, Teri
Subject: Please add to your Planning Website

<http://www.facebook.com/pages/Sustainable-Stormwater/164002570298015?v=wall>

This is an informative site I wish the City to use as another resource, for consideration on sustainable practices and sound engineering practice.

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Spir, Peter

From: GARY [hitesman@comcast.net]
Sent: Friday, November 05, 2010 10:14 AM
To: Spir, Peter
Subject: FW: preapplication wetland (3 of 3)
Attachments: image001.jpg; site plan at NA meeting.pdf; Wetland_Information_preapplication.pdf

Peter,

I am informally getting feedback from environmental organizations regarding the status, definitions, and regulations over riparian and wetland areas. There is a general concern of a few regarding adequate buffers and the treatment of the wetlands appears key to the discussion.

There are two concerns for this action. One is a response to the proper application of buffers which I heard some Commissioners mention and has yet to be responded to. Part of that response should be the clear understanding and agreement as to the nature and quality of the existing wetlands.

Two, the 1065 Rosemont Development ignored the minor wetlands identified in the meat of the DEQ report and was papered, as well as paved, over. Given precedents of the City not effectively protecting wetland areas initially, I requested the hearing be held open primarily so that this issue could be addressed.

Below is a copy of the email from a neighbor. I am familiar with the definition of source and belief that source is not a predictor of insufficient response and improper action. I am also concerned given the design response and destruction of privacy created around the perimeter at Marylhurst Park and what was presented. Please help me locate the research and documentation provided in the report that validates the design approach of the applicant.

Lastly, I am aware of the implications to cost at this juncture and am seeking the statutes that give cost considerations equal footing with Chapter 60, 55, and 32.

Cheers, Gary

From: tracypyeatt@msn.com
To: karinar@dowa.com; tracypyeatt@msn.com
Subject: RE: 10/26 Design Committee Meeting Notes
Date: Mon, 2 Nov 2009 12:56:21 -0800

Hi Karina, I wanted to let you know that my comments regarding the source of the wetlands for the Ericson site were not written in the notes. I said something to the effect of "the source for both the SE Wetlands and the headwaters of Trillium Creek are both manmade, they are the results of storm water runoff from the streets. And that once we explore the area near the proposed easement we would discover the source (pipes)." These comments were said at during page 2 of the notes, they are meaningful to the project as the source of wetlands is not of concern to the Bureau of Lands in Oregon, only that they have been in existence for a period of time. If you review the map from the City of WL it details that this is correct see page 5 of the attachment.

We have known of these types of wetlands since its discovery at our 7-28 Design Meeting, when we delineated the areas and created setbacks. Since this point in time we have not addressed this as a concern as the site plans have worked around this issue.

Please modify the meeting notes to reflect my comments regarding the source of the water/wetlands.

Tracy Pyeatt

503-421-0787 CellPhone

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Spir, Peter

From: Gretchen Katko [gretchenkatko@yahoo.com]
Sent: Friday, November 05, 2010 10:12 AM
To: Spir, Peter
Subject: November 17th meeting regarding parcel J

Dear City Staff & Planning Commission,

I am writing to express my concerns regarding your November 17th meeting about parcel J, the pedestrian access linking Santa Anita Road to Trillium Creek Primary School. As the parent of two children living in Hidden Springs who will attend Trillium Creek Primary School I am concerned about losing this vital pedestrian link. If this access is closed, our children will be forced to cross an unsignalized intersection at the corner of Santa Anita Road and Hidden Springs Road and again at the corner of Rosemont Road and Hidden Springs Road. There is no sidewalk on the south side of Hidden Springs Road. When the Hidden Spring Neighborhood Association drafted the Neighborhood Plan four years ago a significant issue was to provide safe routes to schools.

With the City and the School district focusing on sustainability and wellness, it is important to provide realistic walking routes to school. If we have to take the long way around it adds an additional half mile in each direction to our walk to school. It is unrealistic to think I will walk instead of driving my child to school. The school district has reduced bus routes and only children living greater than one mile from the school will have bus service available to them. If you don't provide adequate walking options you will need to add additional parking at the school.

Thank you,
Gretchen Katko

503-655-6545
2317 Pimlico Drive
West Linn, OR 97068

Spir, Peter

From: GARY [hitesman@comcast.net]
Sent: Friday, November 05, 2010 9:48 AM
To: Spir, Peter
Subject: Site Planning Issues (2 of 3)

Peter,

In my concern over jurisdiction and authority, I decided the Commission had neither jurisdiction nor authority. Of the nine violations, the one in need of verification is Chapter 99 that lays out NA participation and documentation. My recollection is that there was more than one meeting and that the NA meeting be audio taped.

There were some indications of site amenities presented at both the bond measure presentation and the application meeting that require a review of those tapes. Please provide me with the tape of the meetings so I can verify and document my comments and request for additional conditions of approval. Thank you.

Gary

From: T M PYEATT [mailto:tracypyeatt@msn.com]
Sent: Thursday, November 04, 2010 8:36 PM
To: gary
Subject: FW: 11/16 Erickson PS Meeting Notes

Here are some current links to the master plans, looks like 1 to 6 foot side walks, since the proposed trail is just that an access trail it certainly does not need to be 8 foot wide.

Hello Karina,

Thanks for this. The site design and building designs look great.

Looking forward to the Hidden Springs NA meeting, I think there are two issues that would be wise to discuss in the presentation (if you haven't planned to already).

1. There needs to be some sort of transportation plan (automobile, walk, bike) diagram showing some detail of how school traffic would flow.

-The automobile ingress/egress for parent drop-off/pick-up. Is it a three-lane driveway (inbound, right turn onto Rosemont, left turn onto Rosemont)?

-Inbound/outbound paths of the school buses as well as the number of buses (I've heard 8 and 10). Even if it's just an estimate, it's a starting point.

-Plans for access paths that students will take when walking/biking to school. Specifically, from Hidden Springs Rd (near Baymeadows intersection), from Suncrest Dr and from Bay Meadows Dr. (off of Rosemont Rd).

-Plans for bike/ped crossing at the Bay Meadows/Hidden Springs Rd crossing.

-Plans for bike path/sidewalks on the roads surrounding the school.

To help, I've posted maps of the existing road classifications, existing bike paths and existing pedestrian paths. Here are the links:

<http://www.gps-mapping.com/WestLinnTAB/SidewalkInventory.pdf>

<http://www.gps-mapping.com/WestLinnTAB/BikeLaneInventory.pdf>

<http://www.gps-mapping.com/WestLinnTAB/StreetClassification.pdf>

Here are links to the City's Master plan of future bike lanes, sidewalks and roads.

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<http://www.gps-mapping.com/WestLinnTAB/PedMasterPlan.pdf>

<http://www.gps-mapping.com/WestLinnTAB/MotorVehicleMasterPlan.pdf>

2. I attended the Sustainability Summit last night hosted by the city. It was a gathering of a group of citizens who serve on various volunteer boards. There is a big push to incorporate sustainability practices and educate citizens on sustainability. You may have already planned on it, but I think it would be beneficial to spend a few minutes at the HSNA presentation discussing the sustainability aspects of the site design and building design.

Thx,
Eric Gakstatter
19760 Bellevue Way
West Linn, OR
Mobile: 541/829-3443

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Spir, Peter

From: GARY [hitesman@comcast.net]
Sent: Friday, November 05, 2010 9:42 AM
To: Spir, Peter
Subject: Site Planning Issues: Sustainability (1 of 3)

Peter,

In the submittals and in the hearing this week, I did not hear any solid evidence or concerns about sustainability. I have attached this letter as a starting point to piggyback on top of what the PCC and Tualatin Riverkeepers are promoting at educational facilities nearby.

Please include these links into the record and verify where these links are located for Commissioner considerations.

Thank you.

Gary

Subject: FW: 11/16 Erickson PS Meeting Notes

Here are some current links to the master plans, looks like 1 to 6 foot side walks, since the proposed trail is just that an access trail it certainly does not need to be 8 foot wide.

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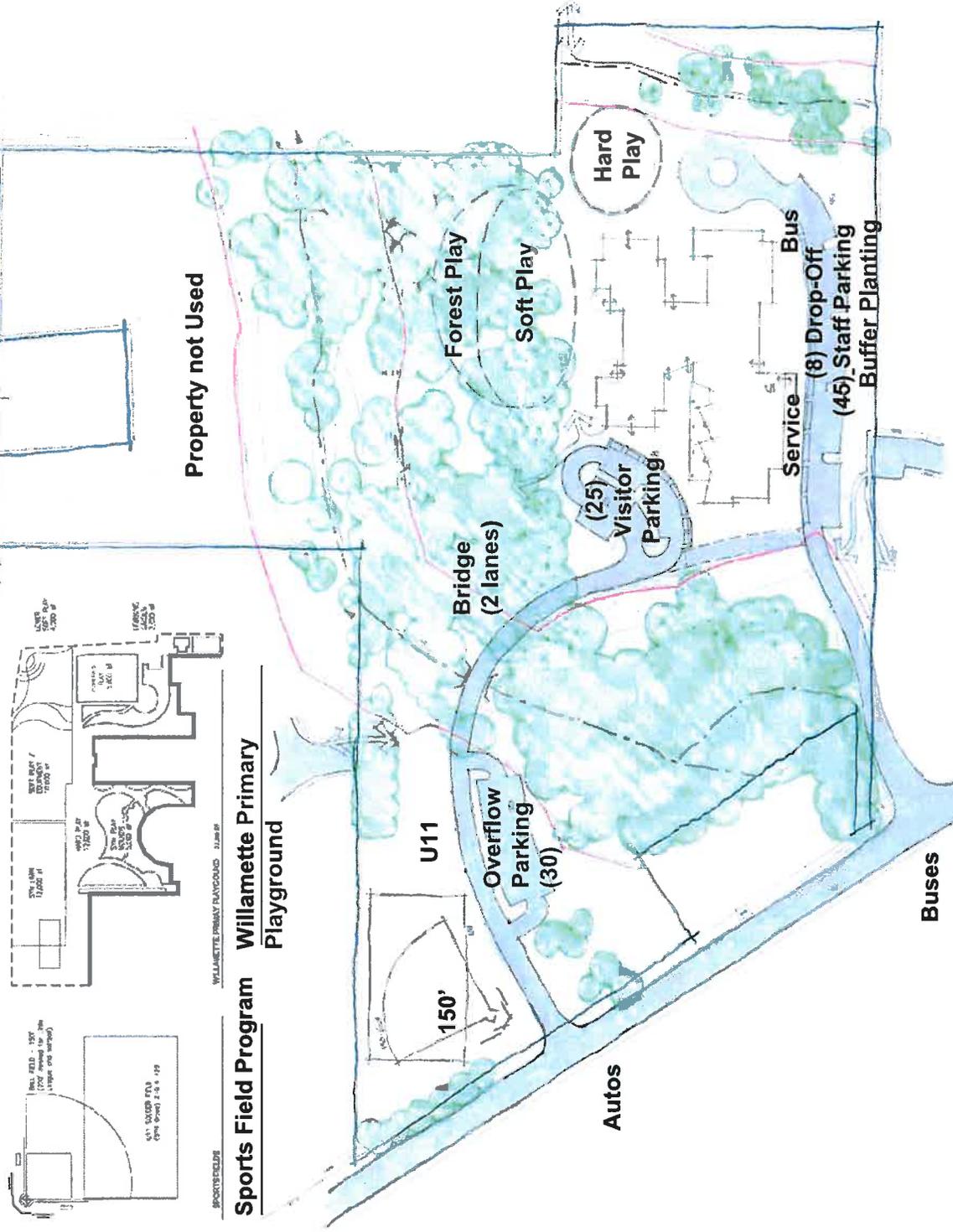
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Thx,
Eric Gakstatter
19760 Bellevue Way
West Linn, OR
Mobile: 541/829-3443

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Erickson Site Diagram



Erickson Site



Erickson Site



Concept - North of Trees



City of West Linn
PRE-APPLICATION CONFERENCE MEETING
October 15, 2009

SUBJECT: Erickson Site as location for a new Elementary School
Assessor's Map 21E 23CD tax lots 12800, 12700, 12500
and 12301

ATTENDEES: Applicants: Norm Dull, Tim Woodley, Keith Liden, Karina
Ruiz, Seth Stevens, Scott Perala
Staff: Peter Spir (Planning Department); Khoi Le,
Dennis Wright (Engineering Division)
Citizens: Lynne Fox, David Murrietta

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

Project Details

This site was approved by city vote for annexation but the annexation has not yet been finalized and approved by West Linn City Council. That decision is expected in the short term.

The applicant submitted drawings representing the two design choices (Options A.1 and C) that are being considered by the school district. Just prior to the meeting, another plan was submitted showing access from Rosemont Road along the southern property line. The submittal of rudimentary plans shows that the School District is still in the conceptual phase. Accordingly, staff comments will be generalized and more "broad brush". Staff expects a follow up meeting, to review details, building design, elevations etc.

Site Analysis

The 21 acre site comprises relatively flat areas (0-5% slopes) in the western half of the site and in the southeast portion. The remainder of the site has modest slopes (e.g. 5%) dropping down from the north and southern edges towards a discernable creek that bisects the middle of the property on a general east to west axis. On the City's GIS mapping that same creek swings southwesterly to its point of origin in a wetland.

Trillium Creek: southwest creek/wetland section

In the course of site visit (10-09-09) with engineering and parks, planning staff first looked at the southwest creek/wetland area and noted that the creek starts near the storm outfall near the basketball courts. In this area the soil was spongy and damp with wetland indicator plants. However, within 75 feet of the outfall, the wetland dried up under a canopy of ash, oak and blackberries with no sign of reemergence. Cracked soil in this area below the canopy indicated to staff that this area was primarily a seasonal wetland. There was no discernable channelization. It was staff's sense that the water, during winter months, sheets across the surface to create a large seasonal wetland.

Trillium Creek: central east-west creek/wetland section

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 southeast of the southern terminus of Suncrest Drive. This creek section needs to be daylighted and restored. Downstream from this area a storm drain outfall at the southeast corner of Arena Park subdivision supplies most of the water in the open channel creek. Near the outfall the soil is wet and spongy with areas of standing water. Extensive wetland indicator plant species were noted. The creek at its point of exit from the site is channelized, about 1-1.5 feet deep, and possessed a constant flow of water.

All sections of the Trillium Creek and wetlands are overlaid by Riparian Area and Wetland protection. Per CDC Chapter 32 the transition from the creek edge to protect the Riparian Corridor is 100 feet plus structural setback of 7.5 to 15 feet. Meanwhile, for wetlands, there is a 50 foot transition from the outer edge of the wetlands plus structural setback of 7.5-15 feet. Whatever yields the biggest transition and setback applies.

Getting a complete wetland delineation from a wetland scientist or wetland specialist will be required before the definitive transition/setback can be determined. Wetland and stream restoration recommendations from the wetland specialist are appropriate.

Staff also examined the storm drainage that originates in Cheyenne Terrace at the south east edge of the site. There is a storm water outfall with standing water, surrounded by indicator plants. During the summer months this water dissipates within 5-10 feet of the outfall. During rainy months, the flow is confined to very shallow almost indiscernible channels that braid through the area as well as sheet runoff before making their

way north to a storm intake on Hidden Springs Court. Discussion with a neighbor during site visit, confirmed that this area is extremely wet and spongy at least six months a year.

The applicant asked whether this section could be piped so that they could build a playing field in this area. Staff explained that CDC 32.050(B) requires that drainageways shall be maintained in their natural state. Thus staff could not support piping. Instead, the applicant could propose to create a functional well defined open channel with native vegetation along its bank.

Getting a complete wetland delineation from a wetland scientist or wetland specialist will be required for the "Cheyenne Terrace drainageway" before the definitive transition/setback can be determined. Wetland and stream restoration recommendations from the wetland specialist are appropriate.

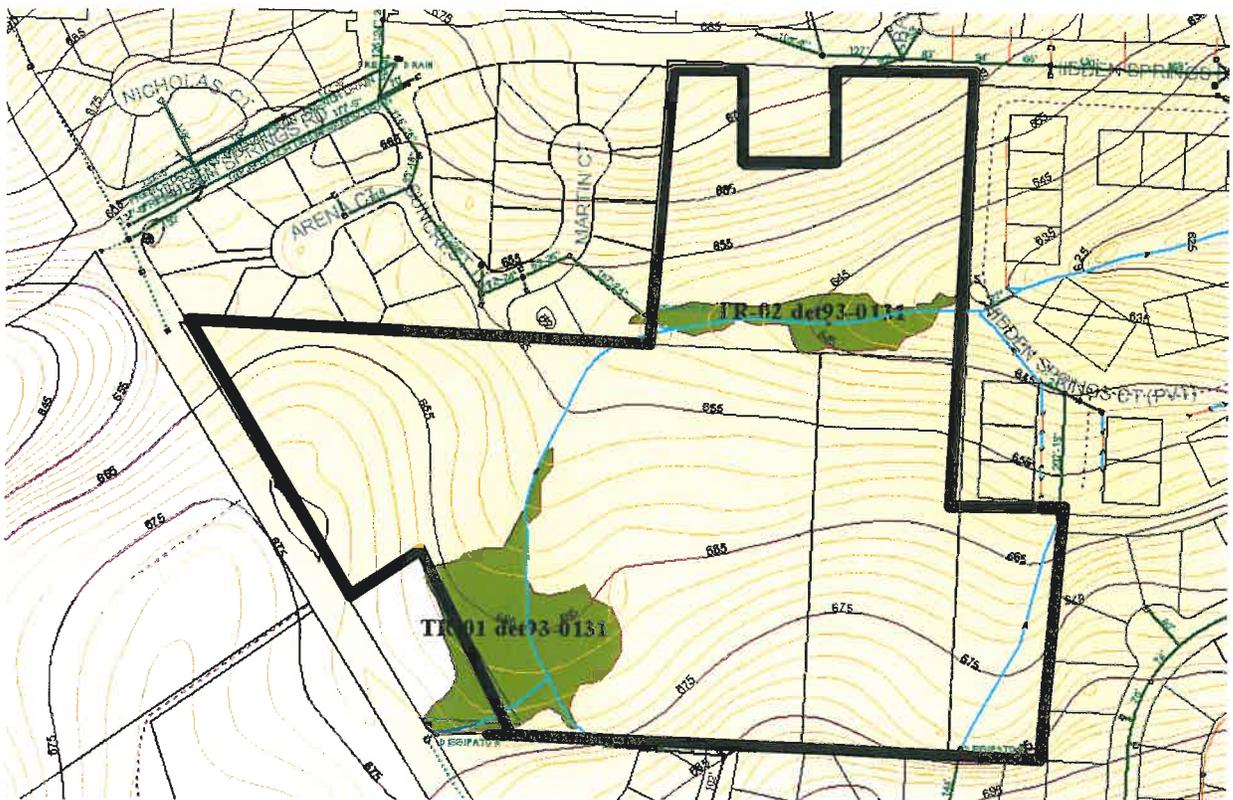


Table 32-1. Required Widths of Setback and Transition Area. (Abridged Version)

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.
<i>Drainageway 25%></i>		•	
<i>Deleted since none at this site</i>		•	
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)

USACE, DSL and other related permits may be required and are the responsibility of the applicant.

City Arborist, Mike Perkins, visited the site with Planning Staff on 10-08-09. During that visit he identified a sequoia at the west edge of the site as significant. He also noted a large number of oak trees on the site that could also be classified as significant.

The site is also home to a large significant stand of mature Douglas Fir trees. The City Arborist stated that protecting the entire Douglas Fir community, that generally runs along the east-west stream axis, is very important to their survival and that removing trees around the edge of the collection would jeopardize the survivability of the entire community of trees.

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. (Determinations of significance in this report cannot be considered official until the tree inventory is complete.)

CDC Chapter 55.100(B) (4) requires that if the trees are significant, then up to 20% of the site can be set aside for tree protection. A complete tree inventory is needed so the roads/driveways can be routed to avoid the significant trees to the degree possible. The tree inventory shall include mapping all trees and tagging them in the field with a number. The map will then identify each numbered tree by type and size (DBH). Once completed, the map will be forwarded to the City Arborist. At the pre-app the applicants stated that they had completed most of the required tree inventory. Once complete it shall be forwarded to the City Arborist for his review.

The applicant also asked trees could be limbed up about 30 feet from grade to create view corridors and improve surveillance. No limbing can occur until the land use application is approved and only if the arborist approves the tree limb removal.

To reiterate: a comprehensive site analysis (wetland delineation, stream location, tree inventory and significant tree identification) followed by staff review of that analysis should be completed prior to any mapping and discussion of access, internal circulation, parking and school placement.

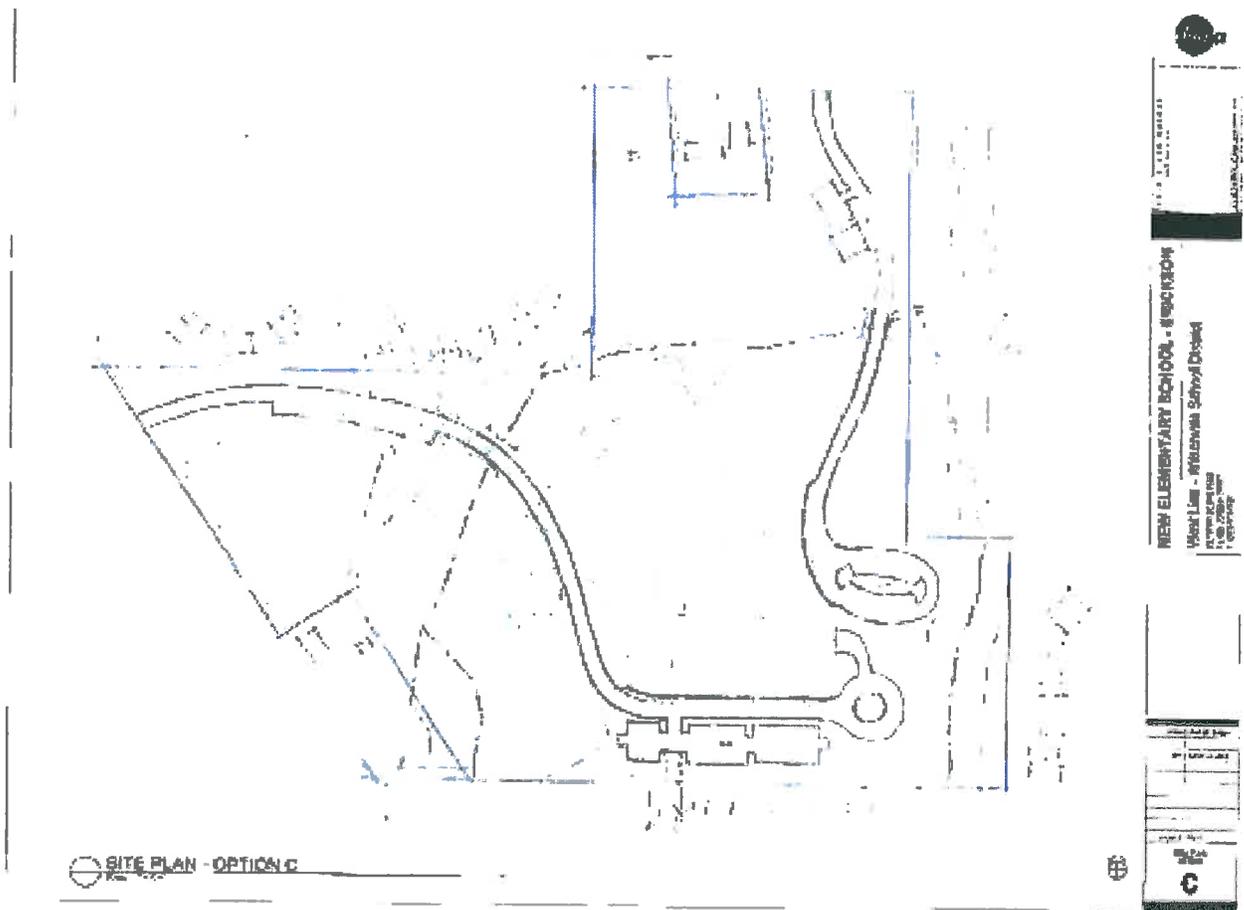
OPTION A.1



Access and Circulation

Both designs feature two creek crossings. Option A.1 calls for two access points on Rosemont Road. The Engineering Department would prefer decreasing points of access onto Rosemont Road rather than increasing them, particularly since this road is an arterial with a currently posted speed of 40mph. Option A.1 has two creek crossings almost side by side affecting a 200 foot long section of the wetland/creek area which begs the question: "Why can't the two crossings be reduced to one?" The neighbors most affected by this road alignment are in Arena Park subdivision to the northwest.

OPTION C



Option C also has two creek crossing but they are about 1600 feet apart and serve separate access points on Rosemont and Hidden Springs Road. Having individual access points on Rosemont Road and Hidden Springs Road brings the advantage of access options for both buses, cars and more importantly, emergency vehicles. The downside of option C is that it will involve the removal of multiple Douglas fir trees. It would also impact residents of Hidden Springs Ranch #4 town homes since it would have to be pushed to the eastern edge of the property to minimize tree loss. Linking the two access drives to make a loop would improve circulation and emergency access. At the very least, an emergency vehicle connection between the termini of the driveways is appropriate. TVFR should be contacted about their requirements.

Comments from the applicant indicate that both options would co-mingle bus and private vehicle traffic. Conflicts between those modes have arisen at other schools. Given the fact that Rosemont Middle School is currently pursuing design and circulation changes to separate, to the degree possible, those two modes, it seems reasonable to separate modes at this site too.

Both options also access Bay Meadows Drive to the south. Option A.1 envisions exit only traffic while Option C shows it as an emergency only route. Similarly, Suncrest Drive through Arena Park subdivision is shown as an emergency link in Option A.1 whereas Option C only shows that as a pedestrian/bike link. Certainly the modes of transportation at these two access points are flexible and open to change. Please note that the Transportation System Plan (TSP) will have to be amended if the Suncrest Drive to Bay Meadows Drive connection is not made.

Walk and Bike to School opportunities are good at this site. From all directions there are corridors that can be developed (such as the route from Santa Anita) to allow walking and biking to school and reduce reliance on cars and buses.

Pre-app Design Option 3

At the pre-app the applicant introduced a third option: having one access from Rosemont Road near the tennis courts and a second access point off Rosemont Road in the northern portion of Rosemont Road frontage. This route is preferred by staff over other routes in that it minimizes creek and wetland crossings and, most importantly, it could be with done with no, or very little, tree removal. Emergency access via Bay Meadows (a variation of A.1) would still be appropriate.

Unanswered is the efficacy of the internal circulation and co-mingling of traffic. The plans are incomplete to determine how much parking is required and if that space parking is available.

Appropriateness of Site for CUP

The essential approval criterion of the CUP are:

Is the site big enough for the proposed use?

Can the site adequately mitigate impacts associated with the use?

Does the site facilitate meeting the needs of the community?

Based on the limited information provided, this site has the potential to adequately provide for the spatial needs of an elementary school and the requisite playing fields.

But the wetlands, creeks, riparian areas and significant trees pose a very real limitation to this site. But if these resources can be avoided (Option 3) then the site has some very strong arguments in its favor. Specifically, the forest and wetlands offer great opportunities for environmental and science study. "Meeting the needs of the community" is well served by this location since the site is central to the student population it will serve. With a central location and relatively flat topography, this site could encourage children to walk and bike to school which brings with it the associated health and sustainability benefits. Central location also serves the Transportation Planning Rule by reducing vehicle miles traveled, carbon monoxide emissions, fuel consumption, opportunity costs and traffic congestion. The biggest challenge is the ability of the district to address the CUP criteria which asks if there are adequate facilities to provide services. The inadequacies of fire flow and the cost of at least one of the proposed solutions represents a considerable challenge. Please see Engineering comments for discussion.

Design Review

Building a LEEDS school would be a great step towards emphasizing this school and site as an environment that encourages sustainability, environmental study, good health and resource conservation. Lots of transparency will help "bring the forest into the school" as well as providing surveillance opportunities. Buffering/screening the parking lots and driveways from neighboring homes will be a challenge given the fact that most homes to the south and southeast sit above this site. Buffering other areas where stacking of cars, idling etc is also required. Noise and lighting studies are needed.

As stated earlier, staff has had no access to any building plans or elevations so all staff can do is recommend that the applicant follow LEED standards and the standards of CDC Chapter 55.

ENGINEERING COMMENTS

STREET IMPROVEMENT ROSEMONT ROAD

Current Street and Right of Way conditions:

Classification	Minor Arterial.
Existing Right of Way Width	Varies between 54.60' and 57.2'.
Existing Pavement Width	22' wide edge of pavement to edge of pavement. Pavement is shifting toward the west side of the roadway. No median.
Curb	Standard curb along 1/3' of the project frontage. 2/3' of the project frontage has no curb.
Sidewalk	4' wide meandering AC pathway.
Planter	2' wide grassy area between the pathway and curb.
Bike Lane	None.
Others	An existing retaining wall is currently resided along the project frontage on Rosemont Road.

Required Improvement:

Right of Way Width	Provide 12' dedication.
Roadway Pavement	Provide full pavement structure improvement from proposed curb to the current center line of roadway.
Curb	Provide curb and gutter.
Sidewalk	Provide 8' wide paved surface sidewalk or equally approved as required by the Planning Department.
Planter	Provide 6' wide planter strip.
Bike Lane	Provide 5' wide bike lane.

Street improvement consisting of widening Rosemont Road shall accommodate sight distance and stopping distance as well as pavement transition requirements. For this particular project if the above requirements cannot be met due to the un-annexed property, street improvement shall continue across this property to provide optimal safety for roadway users with property owner review and approval.

HIDDEN SPRINGS ROAD

Current Street and Right of Way conditions:

Classification	Minor Arterial.
Existing Right of Way Width	Varies between 60' and 62' with no median.

Existing Pavement Width	Varies between 42' and 43' with no median.
Curb	Curb and Gutter
Sidewalk	None along the project frontage.
Planter	None.
Bike Lane	None.

Required Improvement:

Right of Way Width	Provide dedication so that the right of way line will match with adjacent east and west property.
Roadway Pavement	Provide full pavement structure improvement from proposed curb to the current center line of roadway.
Curb	None
Sidewalk	Provide 8' wide paved surface sidewalk or equally approved as required by the Planning Department.
Planter	Provide 6' wide planter strip.
Bike Lane	None.

BAY MEADOW DRIVE

Required Improvement:

Provide pavement improvement and pedestrian access per City Engineer determination.

SUNCREST DRIVE

Required Improvement:

Provide pavement improvement and pedestrian access per City Engineer determination.

ALL STREET IMPROVEMENTS SHALL BE CONSTRUCTED PER THE CITY OF WEST LINN PUBLIC WORKS DESIGN AND CONSTRUCTION STANDARDS.

TRAFFIC

A Traffic Impact Analysis is required per CDC 85.170(B), 48.025, and 55.125.

Traffic safety analysis at points of ingress/egress on Rosemont would be required. Regarding trip distribution, staff finds that the school district is best able to answer that question since they should know where their students are coming from. We will need an interior circulation plan and discussion of how the modes (private vehicles vs. school buses) will be separated and/or integrated.

At this point, the TSP indicates that Rosemont/Santa Anita intersection is deficient. Hwy 43/Hidden Springs is at Level of Service D and 10th/I-205 SB is at LOS F. We also have Rosemont Rd/Carriage Way, Rosemont Rd/Hidden Springs as well as Salamo Rd/Parker Rd with LOS F. Without knowing where the traffic coming from, Staff would recommend to have these points analyzed.

The applicant also asked how to deal with non annexed property on Rosemont in terms of acquiring the needed ROW to build the half street. Staff finds that it is matter between the school district and that property owner.

STORM DRAINAGE IMPROVEMENT

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

Provide storm drainage system including storm treatment system along the project frontage on Rosemont Road to accommodate run-off generated by the new impervious area from the street widening and sidewalk.

Construction over the existing onsite drainage must be reviewed and approved by proper involved governmental agencies.

Existing public storm drainage system locating in locations abutting project property must be analyzed and improved properly to accommodate run-off generated by the development.

If the existing drainage running north-south on the eastern side of the property (origin Cheyenne Terrace) cannot be piped, an attractive alternative is the construction of a drainage channel to collect the sheet runoff. The open channel shall be improved to provide water quality and detention to accommodate run-off from the upstream subdivision. Storm drainage facility down stream where the new open channel connects to shall be analyzed and improved as necessary.

The channel shall also be designed to pick up surface run-off from higher areas. Disturbed areas due to grading shall be stabilized and replanted to provide the same quality that existing environment used to be in this area.

SANITARY SEWER IMPROVEMENT

Existing public sanitary sewer system is available for connection.

Existing public sanitary sewer system currently located on the project property must be relocated outside of all development structures.

Provide sanitary sewer easement for all public sanitary sewers locating on the project property.

WATER IMPROVEMENT

The property is currently located in the Rosemont Pressure Zone. The City Water Master Plan and the City consultants, Murray, Smith and Associates indicate that the Rosemont Pressure Zone is deficient under emergency situation. The Water Master Plan (page 8-7) recommends a pump station to be constructed to boost water from a lower pressure zone into the Rosemont zone. This pump station would be located at the Bland reservoir.

The project shall include construction of approximately 2,500 lineal feet of 12-inch diameter discharge piping to the Rosemont Pressure Zone. The project estimate cost is \$1.3 million and it is 100 percent SDC creditable. SDC credit procedures and options can be discussed further with City management.

OTHER UTILITIES

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

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

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

POSSIBLE SDC ELIGIBILITY

Street SDC

Rosemont Road Improvement will be eligible to receive Street SDC from the City.

Water SDC

Pump Station Improvement will be eligible to receive 100 percent Water SDC from the City.

SDC REQUIREMENTS

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

OTHER NECESSARY DOCUMENTATIONS

Provide documentations of necessary permits or approval from all governmental agencies involved in the project.

MISC.

The applicant asked at the pre-app if doing some preliminary grading and utility work would be permitted prior to the final land use decision. Staff's answer was no. Since so much of the site work would be near non-delineated wetlands no work could be done until the transition areas are known and the WRA/wetland permit approved.

The applicant wanted to know the date when the building code standards are locked in.

Typically that would be from the date of the submittal of the land use application and deposit fees but the City Building Official has yet to be consulted to confirm this information. Staff also recommended another meeting, not a pre-app, to look at the next level of plans.

11. Systems Development Charges

11.1. General SDC Information

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

11.2. Street SDC

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

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

For Existing Lots of Record – Created Prior to July 12, 1999						
Single family	Per house	\$9.55	\$41.28	\$2,052.78	\$79.79	\$2,173.85
Multi-family	Per MF Unit	\$6.47	\$27.97	\$1,390.73	\$54.06	\$1,472.76

11.3. Water SDC

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

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

11.4. Storm SDC

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

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

11.5. Park SDC

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

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

11.6. Sewer SDC

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

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

Process

A neighborhood meeting is required for the conditional use permit per CDC 99.038. The applicant should schedule and conduct a neighborhood meeting pursuant to CDC Section 99.038. Please follow the requirements exactly. The Hidden Springs Neighborhood Association contact is Lynn Fox at 503-655-5347 or wlhsna@msn.com

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

- Chapter 55 Design Review Permit
- Chapter 60 Conditional Use Permit
- Chapter 32, Water Resource Area permit

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

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

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

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

DISCLAIMER: This summary discussion covers issues identified to date. It does not imply that these are the only issues. The burden of proof is on the applicant to demonstrate that all approval criteria have been met. These notes do not constitute an endorsement of the proposed application. Staff responses are based on limited material presented at this pre-application meeting. New issues, requirements, etc. could emerge as the application is developed. Also note that these notes have a limited "shelf life" in that future changes to the CDC standards may require a different design or submittal.

pre-apsumry-ERICKSON school SITE-10-15-09 newest 10-19-09

Spir, Peter

From: GARY [hitesman@comcast.net]
Sent: Thursday, November 04, 2010 9:23 AM
To: Spir, Peter
Cc: 'T M PYEATT'; Sonnen, John
Subject: RE: CUP-10-03

I need to sit down with you to assess the myriad of options the applicant went through to arrive at the roadway configuration they settled on. I know Walker Macy can do better and their solution appears adequate. But there are obvious concessions and decisions made that I do not think the commission should let go without further review.

Where in the documents can I find the hydrology report and calculated runoff from roadways, roofs, and parking lots?

There are more spaces than what is required to satisfy the school needs. How is parking for after school activities like private sports and church activity arrived at? If I use the formula in the Code, there are too many stalls that create greater runoff into Trillium Creek.

Greater buffers are needed but the CDC will not directly support that.

Where in Chp. 55 does it allow the applicant to not use the whole site and sell off the rest? The numbers and percentages appear to change once you throw in high density housing off Hidden Springs?

How much of fostering a debate on proactive community planning with the City equivocates to pissing in the wind? Although passion is a raincoat for the emboldened, I do not get a good vibe that Commissioner Babbit supports these types of inquiries?

My apologies, but I do not have Babbits email and your directions are to go solely through you.

Also, you will need to revise the condition of approval for Parcel J to meet CDC 55.100 (K).

I'd thank you for the one week extension but it is the code that allowed me the privilege and I am glad to see that it is there.

Cheers, Gary

From: Spir, Peter [mailto:pspir@westlinnoregon.gov]
Sent: Thursday, November 04, 2010 8:21 AM
To: GARY; Pyeatt, Tracy
Cc: Sonnen, John
Subject: CUP-10-03

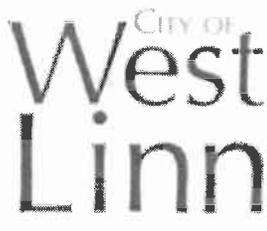
Gary and Tracy

Thank you for your testimony last night. You may submit questions, comments, etc to the Planning Commission through 5pm on Wednesday, November 10. E-mails should be addressed to me with a copy to John Sonnen. Our offices are closed on November 11, 2010 for Remembrance Day.

Since I will out of the office after 3pm Tuesday November 9, I would greatly appreciate it if you could submit comments as soon as possible (e.g. by Monday). That would help me prepare a timely answer for the November 17 Planning Commission hearing.

As always, if you would like to meet with me in the next few days, either at City Hall or at the site, I am available.

Best Regards
Peter

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

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