

# Willamette Christian Church

Tax Lot 3S102BA00100

West Linn, Oregon

**An Application For:**  
Conditional Use Permit, Class I Design Review, and  
Non-Conforming Structure Review

Submitted December 17, 2010

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## I. INTRODUCTION

### General Information

**Applicant:** Willamette Capital Investments LLC  
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**Tax Lot Information:** Tax Map 3S102BA00100

**Location:** 2014 Willamette Falls Drive

**Current Zoning:** Mixed Use Transition, MU, Willamette Commercial Historic Overlay Zone

**Project Site Area:** 0.94 Acres

**Pre-application Date:** March 4, 2010, and September 9, 2010

## SUMMARY OF PROPOSAL

Willamette Capital Investments LLC would like to obtain land use approvals to allow a proposed change of use for the existing Willamette Christian Church located at 2014 Willamette Falls Drive for a new office use. The new tenant is a very specialized technology support team, with three shifts over a 24 hour period results in off-peak hour trips for the majority of the employees. This center provides phone support for clients across the country.

This proposal will require a Conditional Use Permit, Class I Design Review, Non-Conforming Structure permit. Very minimal changes are proposed for the site, as required by the City for the change in use. The access drive on the north side of the property is proposed to be relocated to the west to provide more distance from the intersection of 10<sup>th</sup> Street and 8<sup>th</sup> Avenue, as requested by ODOT.

The requested applications include:

- a "Change of Conforming Use in a Non-Conforming Structure" 66.060, subject to upgrades to the off-street parking and loading requirements of Chapter 46, and the access & circulation requirements of Chapter 48, and landscape standards, with PC review;
- Conditional Use Permit for Professional Services in the Willamette Neighborhood Mixed Use Transitional Zone;
- Class I Design Review to shift the 8<sup>th</sup> Avenue access drive to the west.

## SITE DESCRIPTION

### Surrounding Uses

Table A: SURROUNDING LAND USE

<i>Location</i>	<i>Zoning Designation</i>	<i>Land Use</i>
North	GC	Shopping Center
South	MU	Single Family
East	GC	Gas Station
West	GC, MU	Retail

## II. WEST LINN COMMUNITY DEVELOPMENT CODE

### DIVISION 2. ZONING PROVISIONS

#### Chapter 42 – Clear Vision Areas

##### 42.020 CLEAR VISION AREAS REQUIRED, USES PROHIBITED

- A. A clear vision area shall be maintained on the corners of all property adjacent to an intersection as provided by CDC 42.040 and 42.050.

**Response:** Clear vision areas are shown on the Site Plan in Exhibit A. No improvements are proposed at the intersections of Willamette Falls Drive and 10<sup>th</sup> Street or 8<sup>th</sup> Avenue and 10<sup>th</sup> Street. The new proposed access on 8<sup>th</sup> Avenue will contain one large existing tree, which is permitted by 42.020(B).

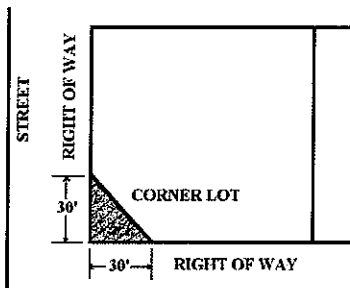
- B. A clear vision area shall contain no planting, fence, wall, structure or temporary or permanent obstruction (except for an occasional utility pole or tree) exceeding three feet in height, measured from the top of the curb, or, where no curb exists, from the street centerline grade, except that trees exceeding this height may be located in this area, provided all branches below eight feet are removed.

**Response:** Clear vision areas are shown on the Site Plan in Exhibit A. No improvements are proposed at the intersections of Willamette Falls Drive and 10<sup>th</sup> Street or 8<sup>th</sup> Avenue and 10<sup>th</sup> Street. The new proposed access on 8<sup>th</sup> Avenue will contain one large existing tree, which is permitted by 42.020(B).

##### 42.040 COMPUTATION; STREET AND ACCESSWAY 24 FEET OR MORE IN WIDTH

The clear vision area for all street intersections and street and accessway intersections (accessways having 24 feet or more in width) shall be that triangular area formed by the right-of-way or property lines along such lots and a straight line joining the right-of-way or property line at points which are 30 feet distant from the intersection of the right-of-way line and measured along such lines.

Clear vision area for corner lots and driveways 24 feet or more in width:



**Response:** Clear vision areas are shown on the Site Plan in Exhibit A. No improvements are proposed at the intersections of Willamette Falls Drive and 10<sup>th</sup> Street or 8<sup>th</sup> Avenue and 10<sup>th</sup> Street. The new proposed access on 8<sup>th</sup> Avenue will contain one large existing tree, which is permitted by 42.020(B).

##### 42.050 COMPUTATION; ACCESSWAY LESS THAN 24 FEET IN WIDTH

The clear vision area for street and accessway intersections (accessways having less than 24 feet in width) shall be that triangular area whose base extends 30 feet along the street right-of-way line in both directions

from the centerline of the accessway at the front setback line of a single-family and two-family residence, and 30 feet back from the property line on all other types of uses.

Clear vision area for corner lots and driveways less than 24 feet in width:...

**Response:** No accessways are existing or proposed that are less than 24 feet in width; therefore this section does not apply.

### **DIVISION 3. SUPPLEMENTAL PROVISIONS AND EXCEPTIONS**

#### **Chapter 44 – Fences**

##### **44.020 SIGHT-OBSCURING FENCE; SETBACK AND HEIGHT LIMITATIONS**

- A. A sight- or non-sight-obscuring fence may be located on the property line or in a yard setback area subject to the following:...

**Response:** No fences are proposed; therefore this criterion is not applicable.

- B. Fence or wall on a retaining wall. When a fence is built on a retaining wall or an artificial berm, the following standards shall apply:...

**Response:** No fences or walls are proposed; therefore this criterion is not applicable.

##### **44.030 SCREENING OF OUTDOOR STORAGE**

- A. All service, repair, and storage activities carried on in connection with any commercial, business or industrial activity and not conducted within an enclosed building shall be screened from view of all adjacent properties and adjacent streets by a sight-obscuring fence.

- B. The sight-obscuring fence shall be in accordance with provisions of Chapter 42 CDC, Clear Vision Areas, and shall be subject to the provisions of Chapter 55 CDC, Design Review.

**Response:** No new service, repair or storage activities are proposed; therefore this criterion does not apply.

##### **44.040 LANDSCAPING**

Landscaping which is located on the fence line and which impairs sight vision shall not be located within the clear vision area as provided in Chapter 42 CDC.

**Response:** No fences or walls are proposed; therefore this criterion is not applicable.

##### **44.050 STANDARDS FOR CONSTRUCTION**

- A. The structural side of the fence shall face the owner's property; and

- B. The sides of the fence abutting adjoining properties and the street shall be maintained.

**Response:** No fences or walls are proposed; therefore this criterion is not applicable.

#### **Chapter 46 – Off-Street Parking, Loading, and Reservoir Areas**

##### **46.020 APPLICABILITY AND GENERAL PROVISIONS**

- A. At the time a structure is erected or enlarged, or the use of a structure or parcel of land is changed within any zone, off-street parking spaces, loading areas and reservoir areas shall be provided in accordance with the requirements of this chapter unless other requirements are otherwise established as a part of the development approval process.

**Response:** CDC 46.140 exempts land within the Willamette Falls Drive Commercial District/Overlay zone from the requirements for off-street parking in Section 46.

All parking provided must meet the dimensional standards of the code. This site is within the Willamette Falls Drive Commercial District/Overlay zone; therefore this proposal is exempt from the parking standards.

- B. The provision and maintenance of off-street parking and loading spaces are the continuing obligation of the property owner.

**Response:** This provision can be implemented through a condition of approval.

- C. No building or other permit shall be issued until plans are approved that show the property that is and will remain available for exclusive use as off-street parking and loading space as required by this chapter. The use of property for which the building permit is issued shall be conditional upon the unqualified continuance and availability of the amount of parking and loading space required by this chapter.

**Response:** This provision can be implemented through a condition of approval.

- D. Required parking spaces and loading areas shall be improved to the standards contained in this chapter and shall be available for use at the time of the final building inspection except as provided in CDC 46.150.

**Response:** No new parking is proposed; therefore this criterion does not apply.

#### **46.040 APPROVAL STANDARDS**

Approval shall be based on the standards set forth in this chapter and Chapter 48 CDC, Access, Egress and Circulation; Chapter 52 CDC, Signs; and Chapter 54 CDC, Landscaping.

**Response:** This narrative provides responses for the criteria in Chapters 46, 48, 52, and 54.

#### **46.050 JOINT USE OF A PARKING AREA**

- A. Owners of two or more uses, structures, or parcels of land may agree to utilize jointly the same parking and loading spaces when the hours of operation of the proposed uses do not overlap, and a finding can be made that parking can be accommodated for all uses provided that satisfactory legal evidence is presented to the City in the form of deeds, leases, and/or contracts to establish the joint use. The applicant shall agree to pay all reasonable legal costs incurred by the City for review.
- B. If a joint use arrangement is subsequently terminated, the requirements of this chapter will thereafter apply to each use separately.

**Response:** No joint parking is proposed in this application; therefore this criterion does not apply.

#### **46.060 STORAGE IN PARKING AND LOADING AREAS PROHIBITED**

Required parking spaces shall be available for the parking of passenger automobiles of residents, customers, patrons and employees only, and the required parking spaces shall not be used for storage of vehicles or materials or for the parking of trucks connected with the business or use with the exception of small (under one-ton) delivery trucks or cars.

**Response:** No storage is proposed within the parking or loading areas for this application; therefore this criterion does not apply.

#### **46.070 MAXIMUM DISTANCE ALLOWED BETWEEN PARKING AREA AND USE**

- A. Off-street parking spaces for single- and two-family dwellings shall be located on the same lot with the dwelling.

**Response:** No residential development is proposed in this application; therefore this criterion does not apply.



- B. Off-street parking spaces for uses not listed in subsection A of this section shall be located not farther than 200 feet from an entryway to the building or use they are required to serve, measured in a straight line from the building, with the following exceptions:...

**Response:** All existing parking is located within 200 feet of an entryway to the existing building; therefore this criterion is met.

#### **46.080 COMPUTATION OF REQUIRED PARKING SPACES AND LOADING AREA**

- A. Where several uses occupy a single structure or parcel of land or a combination of uses are included in one business, or a combination of uses in the same or separate buildings share a common parking area as in the case of a shopping center, the total off-street parking spaces and loading area shall be the sum of the requirements of the several uses, computed separately. For example, parking for an auto sales and repair business would be calculated using the "retail-bulky" calculation for the sales area and the "service and repair" calculation for the repair area. In another example, parking for a shopping center with a grocery store, a restaurant, and a medical office would be calculated using the "general retail store" calculation for the grocery store, the "restaurant" calculation for the restaurant, and the "medical/dental clinics" calculation for the medical office. The total number of required parking spaces may be reduced by up to 10 percent to account for cross-patronage (when a customer visits several commercial establishments during one visit to the commercial center) of adjacent businesses or services in a commercial center with five or more separate commercial establishments.

**Response:** Only one use is proposed for the existing building; therefore this section does not apply.

- B. To calculate building square footage as a basis for determining how many parking spaces are needed, the area measured shall be gross floor area under the roof measured from the faces of the structure, including all habitable floors and excluding only space devoted to covered off-street parking or loading.

**Response:** The existing building contains 12,000 square feet of usable office space.

- C. Where employees are specified, the employees counted are the persons who work on the premises including proprietors, executives, professional people, production, sales, and distribution employees, during the largest shift.

**Response:** As shown in Section 46.090, parking has been calculated for general "office" use for the entire structure. The property is exempt from parking requirements by Section 46.140.

- D. Fractional space requirements shall be counted as a whole space.

**Response:** Fractions have been rounded.

- E. Parking spaces in the public street shall not be eligible as fulfilling any part of the parking requirement except open space/park areas with adjacent street frontage.

**Response:** Parking along public streets have not been included in the parking calculations.

- F. When an office or commercial development is proposed which has yet to identify its tenants, the parking requirement shall be based upon the "office" or "general retail" categories, respectively.

**Response:** As shown in Section 46.090, parking has been calculated for general "office" use for the entire structure. The property is exempt from parking requirements by Section 46.140.

- G. As permitted uses are replaced with new permitted uses within an existing commercial or business center, modification of the number of parking spaces relative to the new mix of uses is not required

unless other modifications of the site which require design review approval pursuant to Chapter 55 CDC are proposed.

**Response:** Only office uses are proposed for the existing building. No changes of use are possible without additional land use review. This section does not apply.

**46.090 MINIMUM OFF-STREET PARKING SPACE REQUIREMENTS**

[Full space requirement list omitted from this narrative, see City Code for actual use list]

C	Commercial	
5	Professional Offices, Banks and saving and loans, and government offices	One space for every 350 sf of gross area

**Response:** The existing building contains 12,000 square feet of space, but only 54 total employees are expected for the proposed use, with three separate shifts. This section requires 34 parking spaces (12,000/350 = 34.29). The site currently contains 40 spaces (including two accessible stalls), and with the access modification the site will remain with 40 spaces, which exceeds the minimum of 34 spaces.

F. **Maximum parking.** While it is important to establish minimum standards to ensure that adequate parking is available, it is equally important to establish maximum parking standards to reduce paved impermeable areas, to reduce visual impact of parking lots, and to encourage alternate modes of transportation. For these reasons, parking spaces (except for single-family and two-family residential uses) shall not exceed the minimum by more than 10 percent except by variance.

**Response:** The maximum number parking spaces for this site is 38 (34.29 x 1.10 = 37.72). The existing 40 stalls exceed this standard, but they are existing stalls and exempt from review per Section 46.

G. **Parking reductions.** CDC 55.100(H)(5) explains reductions of up to 10 percent for development sites next to transit stops and up to 10 percent for commercial development sites adjacent to large multi-family residential sites.

**Response:** No parking reductions are proposed; therefore this criterion does not apply.

H. **For office, industrial, and public uses where there are more than 20 parking spaces for employees on the site, at least 10 percent of the required employee parking spaces shall be reserved for carpool use before 9:00 a.m. on weekdays. The spaces will be the closest to the building entrance, except for any disabled parking and those signed for exclusive customer use. The carpool/vanpool spaces shall be clearly marked "Reserved – Carpool/Vanpool Before 9:00 a.m."**

**Response:** Per Section 46.140, this site is exempt from parking requirements; therefore this section does not apply.

I. **Existing developments along transit streets or near transit stops may redevelop up to 10 percent of the existing parking spaces to provide transit-oriented facilities, including bus pullouts, bus stops and shelters, park and ride stations, and other similar facilities.**

**Response:** No parking reductions are proposed; therefore this criterion does not apply.

**46.100 PARKING REQUIREMENTS FOR UNLISTED USES**

A. **Upon application and payment of fees, the decision-making authority, as provided by CDC 99.060(B), may rule that a use not specifically listed in CDC 46.090 is a use similar to a listed use and that the same parking standards shall apply. The ruling on parking requirements shall be based on**

the requirements of Chapter 99 CDC and findings that:

[Full requirements for unlisted uses omitted from this narrative, see City Code for actual use list]

**Response:** The proposed office use is listed with specific requirements; therefore this criterion does not apply.

#### **46.110 RESERVOIR AREAS REQUIRED FOR DRIVE-IN USES**

All uses providing drive-in service as defined by this code shall provide, on the same site, a reservoir space a minimum of 15 feet long for each car, as follows:...

**Response:** No drive-through facilities are proposed; therefore this criterion does not apply.

#### **46.120 DRIVEWAYS REQUIRED ON SITE**

Any school or other meeting place which is designed to accommodate more than 25 people at one time shall provide a 15-foot-wide driveway designed for continuous forward flow of passenger vehicles for the purpose of loading and unloading passengers. Depending on functional requirements, the width may be increased with Planning Director approval.

**Response:** No schools or meeting places are proposed; therefore this criterion does not apply.

#### **46.130 OFF-STREET LOADING SPACES**

Buildings or structures to be built or substantially altered, which receive and distribute material or merchandise by truck, shall provide and maintain off-street loading and maneuvering space. The dimensional standard for loading spaces is a minimum of 14 feet wide by 20 feet long or proportionate to accommodate the size of delivery trucks that typically serve the proposed use as follows:...

**Response:** No material distribution is proposed; therefore this criterion does not apply.

#### **46.140 EXEMPTIONS TO PARKING REQUIREMENTS**

To facilitate the design requirements of Chapter 58 CDC, properties in the Willamette Falls Drive Commercial District/Overlay Zone, located between 10th and 16th Streets, shall be exempt from the requirements for off-street parking as identified in this chapter. Any off-street parking spaces provided shall be designed and installed per the dimensional standards of this code.

**Response:** This site is located within the exemption district for off-street parking.

#### **46.150 DESIGN AND STANDARDS**

The following standards apply to the design and improvement of areas used for vehicle parking, storage, loading, and circulation:

##### **A. Design standards.**

1. "One standard parking space" means a minimum for a parking stall of eight feet in width and 16 feet in length. These stalls shall be identified as "compact." To accommodate larger cars, 50 percent of the required parking spaces shall have a minimum dimension of nine feet in width and 18 feet in length (nine feet by 18 feet). When multi-family parking stalls back onto a main driveway, the stalls shall be nine feet by 20 feet.

**Response:** All existing stalls have a minimum dimension of 9 feet by 18 feet, meeting this standard.

2. Disabled parking and maneuvering spaces shall be consistent with current federal dimensional standards and subsection B of this section and placed nearest to accessible building entryways and ramps.

**Response:** Two accessible stalls already exist on site. One accessible stall is proposed to be moved from the southwest corner of the building to the west side of the building to be adjacent to the existing van accessible stall.

3. **Parking spaces located in the public right-of-way that require backing movements or other maneuvering within a street or right-of-way are permitted with City Engineer approval as is in the case of Willamette Falls Drive parking facilities.**

**Response:** No parking spaces are located within the public right-of-way; therefore this section does not apply.

4. **Service drives shall be designed and constructed to facilitate the flow of traffic, provide maximum safety of traffic access and egress, and maximum safety of pedestrians and vehicular traffic on the site.**

**Response:** No service drives are proposed within the site; therefore this section does not apply.

5. **Each parking and/or loading space shall have clear access, whereby the relocation of other vehicles to utilize the parking space is not required.**

**Response:** All parking is existing, and contains clear access and circulation.

6. **Except for single- and two-family residences, any area intended to be used to meet the off-street parking requirements as contained in this chapter shall have all parking spaces clearly marked using a permanent paint. All interior drives and access aisles shall be clearly marked and signed to show direction of flow and maintain vehicular and pedestrian safety. Permeable parking surface spaces may have an alternative delineation for parking spaces.**

**Response:** All existing parking is striped with permanent paint and signed for clarity.

7. **Except for residential parking, and parking for public parks and trailheads, at least 50 percent of all areas used for the parking and/or storage and/or maneuvering of any vehicle, boat and/or trailer shall be improved with asphalt or concrete surfaces according to the same standards required for the construction and acceptance of City streets. The remainder of the areas used for parking may use a permeable paving surface designed to reduce surface runoff. Parking for public parks or trailheads may use a permeable paving surface designed to reduce surface runoff for all parking areas. Where a parking lot contains both paved and unpaved areas, the paved areas shall be located closest to the use which they serve.**

**Response:** All existing parking is paved with asphalt. No new parking is proposed. The site is exempt from the parking requirements per Section 46.140.

8. **Off-street parking spaces for single- and two-family residences shall be improved with an asphalt or concrete surface, or a permeable parking surface designed to reduce surface runoff, to specifications as approved by the Building Official. Other parking facilities for two- and single-family homes that are to accommodate additional vehicles, boats, recreational vehicles, and trailers, etc., need not be paved. All parking for multi-family residential development shall be paved with concrete or asphalt. Driveways shall measure at least 20 feet from the back of sidewalk to garage or the end of the parking pad to accommodate cars and sport utility vehicles without the vehicles blocking the public sidewalk.**

**Response:** This proposal does not contain any residential uses; therefore this section does not apply.

9. Access drives from the street to off-street parking or loading areas shall be designed and constructed to facilitate the flow of traffic and provide maximum safety for pedestrian and vehicular traffic on the site. The number of access drives shall be limited to the minimum that will allow the property to accommodate and service the anticipated traffic. Access drives shall be clearly and permanently marked and defined through use of rails, fences, walls, or other barriers or markers on frontage not occupied by service drives.

**Response:** All parking is existing, and contains clear access and circulation.

10. Access drives shall have a minimum vision clearance as provided in Chapter 42 CDC, Clear Vision Areas.

**Response:** Compliance with Chapter 42 has been addressed previously in this narrative.

11. Parking spaces along the boundaries of a parking lot or adjacent to interior landscaped areas or sidewalks shall be provided with a wheel stop at least four inches high located two feet back from the front of the parking stall. Alternately, landscaped areas or sidewalks adjacent to the parking stalls without wheel stops shall be two feet wider.

**Response:** All parking stalls have curb to provide wheel stop protection. The parking spaces are existing without a landscape perimeter.

12. Off-street parking and loading areas shall be drained in accordance with plans and specifications approved by the City Engineer. Storm drainage at commercial sites may also have to be collected to treat oils and other residue.

**Response:** No new parking is proposed; therefore this Section does not apply.

13. Artificial lighting on all off-street parking facilities shall be designed to deflect all light downward away from surrounding residences and so as not to create a hazard to the public use of any road or street.

**Response:** No new lighting is proposed; therefore this Section does not apply.

14. Directional arrows and traffic control devices which are placed on parking lots shall be identified and installed.

**Response:** No new traffic control devices are proposed; therefore this Section does not apply.

15. The maximum driveway grade for single-family housing shall be 15 percent. The 15 percent shall be measured along the centerline of the driveway only. Grades elsewhere along the driveway shall not apply. Variations require approval of a Class II variance by the Planning Commission pursuant to Chapter 75 CDC. Regardless, the last 18 feet in front of the garage must maintain a maximum grade of 12 percent as measured along the centerline of the driveway only. Grades elsewhere along the driveway shall not apply....

**Response:** This proposal does not contain any residential uses; therefore this section does not apply.

16. Visitor or guest parking must be identified by painted "GUEST" or "VISITOR."

**Response:** No new visitor parking is proposed; therefore this Section does not apply.

17. The parking area shall have less than a five percent grade. No drainage across adjacent sidewalks or walkways is allowed.

**Response:** All parking is existing; this section does not apply.

18. Commercial, office, industrial, and public parking lots may not occupy more than 50 percent of the main lot frontage of a development site. The remaining frontage shall comprise buildings or landscaping. If over 50 percent of the lineal frontage comprises parking lot, the landscape strip between the right-of-way and parking lot shall be increased to 15 feet wide and shall include terrain variations (e.g., one-foot-high berm) plus landscaping. The defensible space of the parking lot should not be compromised.

**Response:** All improvements are existing; therefore this section does not apply.

19. Areas of the parking lot improved with asphalt or concrete surfaces shall be designed into areas of 12 or less spaces through the use of defined landscaped area. Groups of 12 or less spaces are defined as:...

**Response:** All parking is existing; therefore this section does not apply.

20. Pedestrian walkways shall be provided in parking areas having 20 or more spaces. Walkways or sidewalks shall be constructed between major buildings/activity areas (an example in multi-family housing: between recreation center, swimming pool, manager's office, park or open space areas, parking lots, etc.) within a development, between adjacent developments and the new development, as feasible, and between major buildings/activity areas within the development and adjacent streets and all adjacent transit stops. Internal parking lot circulation and design should maintain ease of access for pedestrians from streets and transit stops. Walkways shall be constructed using a material that visually contrasts with the parking lot and driveway surface. Walkways shall be further identifiable to pedestrians and motorists by grade separation, walls, curbs, surface texture (surface texture shall not interfere with safe use of wheelchairs, baby carriages, shopping carts, etc.), and/or landscaping. Walkways shall be six feet wide. The arrangement and layout of the paths shall depend on functional requirements.

[Illustration omitted from this narrative, see City Code for actual use list]

**Response:** All improvements are existing; therefore this section does not apply.

21. The parking and circulation patterns are easily comprehended and defined. The patterns shall be clear to minimize traffic hazards and congestion and to facilitate emergency vehicles.

**Response:** All improvements are existing; therefore this section does not apply.

22. The parking spaces shall be close to the related use.

**Response:** The existing parking wraps around the existing building, meeting this standard.

23. Permeable parking spaces shall be designed and built to City standards.

**Response:** All improvements are existing; therefore this section does not apply.

- B. Accessible parking standards for persons with disabilities. If any parking is provided for the public or visitors, or both, the needs of the people with disabilities shall be based upon the following standards or current applicable federal standards, whichever are more stringent:

1. Minimum number of accessible parking space requirements (see following table):

MINIMUM REQUIRED NUMBER OF TOTAL PARKING SPACES	TOTAL NUMBER OF ACCESSIBLE SPACES	NUMBER OF VAN-ACCESSIBLE SPACES REQUIRED, OF TOTAL	SPACES SIGNED "WHEELCHAIR USE ONLY"
26 - 50	2	1	-

**Response:** This site requires a minimum of 34 total parking spaces, which requires 2 total accessible stalls, one of which must be Van Accessible. Two accessible stalls

already exist on site, including one van accessible stall. One accessible stall is proposed to be moved from the southwest corner of the building to the west side of the building to be adjacent to the existing van accessible stall.

2. **Location of parking spaces.** Parking spaces for the individual with a disability that serve a particular building shall be located on the shortest possible accessible circulation route to an accessible entrance to a building. In separate parking structures or lots that do not serve a particular building, parking spaces for the persons with disabilities shall be located on the shortest possible circulation route to an accessible pedestrian entrance of the parking facility.

**Response:** Accessible stalls are located next to the existing building entrances.

3. **Accessible parking space and aisle shall meet ADA vertical and horizontal slope standards.**

**Response:** One van accessible stall is existing. Relocation of the second accessible stall will be subject to review of slope standards.

4. **Where any differences exist between this section and current federal standards, those standards shall prevail over this code section.**

**Response:** One van accessible stall is existing. Relocation of the second accessible stall will be subject to review of federal standards.

5. **One in every eight accessible spaces, but not less than one, shall be served by an access aisle 96 inches wide.**

**Response:** All stalls are existing.

6. **Van-accessible parking spaces shall have an additional sign marked "Van Accessible" mounted below the accessible parking sign. A van-accessible parking space reserved for wheelchair users shall have a sign that includes the words "Wheelchair Use Only." Van-accessible parking shall have an adjacent eight-foot-wide aisle. All other accessible stalls shall have a six-foot-wide aisle. Two vehicles may share the same aisle if it is between them. The vertical clearance of the van space shall be 96 inches.**

**Response:** The required van accessible stall is existing.

**C. Landscaping in parking areas. Reference Chapter 54 CDC, Landscaping.**

**Response:** Section 54 is addressed later in this narrative.

**D. Bicycle facilities and parking.**

1. **Provisions shall be made for pedestrian and bicycle ways if such facilities are shown on an adopted plan.**
2. **Bicycle parking facilities shall either be lockable enclosures in which the bicycle is stored, or secure stationary racks which accommodate bicyclist's locks securing the frame and both wheels. The bicycle parking shall be no more than 50 feet from the entrance to the building, well-lit, observable, and properly signed.**
3. **Bicycle parking must be provided in the following amounts:**

Land Use Category	Minimum Required Bicycle Parking Spaces	Min Covered Amount
Office	2, or 0.5 spaces per 1,000 gross sf, whichever is greater	10%
Full accessible standards omitted from this narrative, see City Code for actual use list		

**Response:** The existing building contains 12,000 square feet, which requires 6 bicycle stalls (12,000/1,000 x 0.50 = 6 spaces). Ten percent must be covered, which means one stall. Bicycle storage shall be provided within the existing building, meeting this standard.

E. Office or industrial developments shall be allowed a 10 percent reduction in the number of required parking spaces when the property owner agrees to a demand management program that includes three or more of the following measures:...

**Response:** No parking reductions are requested; therefore this section does not apply.

F. (See Figures 1 and 2 below.)...

**Response:** All existing stalls are a minimum of 9 feet wide and 18 feet long. The drive aisles vary in width across the site but allow for vehicle movement and circulation. The parking lot is existing and exempt from Design Review.

## Chapter 48 – Access, Egress and Circulation

### 48.020 APPLICABILITY AND GENERAL PROVISIONS

- A. The provisions of this chapter do not apply where the provisions of the Transportation System Plan or land division chapter are applicable and set forth differing standards.
- B. All lots shall have access from a public street or from a platted private street approved under the land division chapter.
- C. No building or other permit shall be issued until scaled plans are presented to the City and approved by the City as provided by this chapter, and show how the access, egress, and circulation requirements are to be fulfilled. Access to State or County roads may require review, approval, and permits from the appropriate authority.
- D. Should the owner or occupant of a lot or building enlarge or change the use to which the lot or building is put, resulting in increasing any of the requirements of this chapter, it shall be unlawful and a violation of this code to begin or maintain such altered use until the provisions of this chapter have been met, and, if required, until the appropriate approval authority under Chapter 99 CDC has approved the change.
- E. Owners of two or more uses, structures, or parcels of land may agree to utilize jointly the same access and egress when the combined access and egress of both uses, structures, or parcels of land satisfies the requirements as designated in this code; provided, that satisfactory legal evidence is presented to the City Attorney in the form of deeds, easements, leases, or contracts to establish joint use. Copies of said instrument shall be placed on permanent file with the City Recorder.
- F. Property owners shall not be compelled to access their homes via platted stems of flag lots if other driveways and easements are available and approved by the City Engineer. (Ord. 1584, 2008)

**Response:** This site currently has one access on 8<sup>th</sup> Avenue and one access on Willamette Falls Drive. ODOT has requested that the 8<sup>th</sup> Avenue access be moved to the west to provide additional separation from the intersection of 8<sup>th</sup> Avenue and 10<sup>th</sup> Street. The new access will be limited to Right In, Left In, and Left Out to reduce the number of exiting vehicles using the 10<sup>th</sup> Street intersection. The proposed Site Plan in Exhibit A shows this proposed geometry.

### 48.025 ACCESS CONTROL

- B. Access control standards.



1. **Traffic impact analysis requirements.** The City or other agency with access jurisdiction may require a traffic study prepared by a qualified professional to determine access, circulation and other transportation requirements. (See also CDC 55.125, Traffic Impact Analysis.)

**Response:** A full Transportation Impact Analysis was determined to not be necessary for this proposed use, but a Transportation Assessment has been provided to clarify that the new proposed use has no greater impact during peak hours than the previous church use. That report has been included in Exhibit F.

2. The City or other agency with access permit jurisdiction may require the closing or consolidation of existing curb cuts or other vehicle access points, recording of reciprocal access easements (i.e., for shared driveways), development of a frontage street, installation of traffic control devices, and/or other mitigation as a condition of granting an access permit, to ensure the safe and efficient operation of the street and highway system. Access to and from off-street parking areas shall not permit backing onto a public street.

**Response:** This site currently has one access on 8<sup>th</sup> Avenue and one access on Willamette Falls Drive. ODOT has requested that the 8<sup>th</sup> Avenue access be moved to the west to provide additional separation from the intersection of 8<sup>th</sup> Avenue and 10<sup>th</sup> Street. The new access will be limited to Right In, Left In, and Left Out to reduce the number of exiting vehicles using the 10<sup>th</sup> Street intersection. The proposed Site Plan in Exhibit A shows this proposed geometry.

3. **Access options.** When vehicle access is required for development (i.e., for off-street parking, delivery, service, drive-through facilities, etc.), access shall be provided by one of the following methods (planned access shall be consistent with adopted public works standards and TSP). These methods are "options" to the developer/subdivider.

- a) Option 1. Access is from an existing or proposed alley or mid-block lane. If a property has access to an alley or lane, direct access to a public street is not permitted.
- b) Option 2. Access is from a private street or driveway connected to an adjoining property that has direct access to a public street (i.e., "shared driveway"). A public access easement covering the driveway shall be recorded in this case to assure access to the closest public street for all users of the private street/drive.
- c) Option 3. Access is from a public street adjacent to the development parcel. If practicable, the owner/developer may be required to close or consolidate an existing access point as a condition of approving a new access. Street accesses shall comply with the access spacing standards in subsection (B)(6) of this section.

**Response:** This site currently has one access on 8<sup>th</sup> Avenue and one access on Willamette Falls Drive. ODOT has requested that the 8<sup>th</sup> Avenue access be moved to the west to provide additional separation from the intersection of 8<sup>th</sup> Avenue and 10<sup>th</sup> Street. The new access will be limited to Right In, Left In, and Left Out to reduce the number of exiting vehicles using the 10<sup>th</sup> Street intersection. The proposed Site Plan in Exhibit A shows this proposed geometry.

4. **Subdivisions fronting onto an arterial street.** New residential land divisions fronting onto an arterial street shall be required to provide alleys or secondary (local or collector) streets for access to individual lots. When alleys or secondary streets cannot be constructed due to topographic or other physical constraints, access may be provided by consolidating driveways for clusters of two or more lots (e.g., includes flag lots and mid-block lanes).

**Response:** The proposed new use does not include a subdivision; therefore this criterion does not apply.

5. Double-frontage lots. When a lot has frontage onto two or more streets, access shall be provided first from the street with the lowest classification. For example, access shall be provided from a local street before a collector or arterial street. When a lot has frontage opposite that of the adjacent lots, access shall be provided from the street with the lowest classification.

**Response:** No new access is requested.

6. Access spacing. The access spacing standards found in Chapter 8 of the adopted Transportation System Plan (TSP) shall be applicable to all newly established public street intersections, private drives, and non-traversable medians.

**Response:** This site currently has one access on 8<sup>th</sup> Avenue and one access on Willamette Falls Drive. ODOT has requested that the 8<sup>th</sup> Avenue access be moved to the west to provide additional separation from the intersection of 8<sup>th</sup> Avenue and 10<sup>th</sup> Street. The new access will be limited to Right In, Left In, and Left Out to reduce the number of exiting vehicles using the 10<sup>th</sup> Street intersection. The proposed Site Plan in Exhibit A shows this proposed geometry.

7. Number of access points. For single-family (detached and attached), two-family, and duplex housing types, one street access point is permitted per lot, when alley access cannot otherwise be provided; except that two access points may be permitted corner lots (i.e., no more than one access per street), subject to the access spacing standards in subsection (B)(6) of this section. The number of street access points for multiple family, commercial, industrial, and public/institutional developments shall be minimized to protect the function, safety and operation of the street(s) and sidewalk(s) for all users. Shared access may be required, in conformance with subsection (B)(8) of this section, in order to maintain the required access spacing, and minimize the number of access points.

**Response:** All accesses are existing; the 8<sup>th</sup> Avenue access is proposed to shift and change the geometry for controlled turn movements.

8. Shared driveways. The number of driveway and private street intersections with public streets shall be minimized by the use of shared driveways with adjoining lots where feasible. The City shall require shared driveways as a condition of land division or site design review, as applicable, for traffic safety and access management purposes in accordance with the following standards:...

**Response:** No shared driveways are proposed.

- C. Street connectivity and formation of blocks required. In order to promote efficient vehicular and pedestrian circulation throughout the City, land divisions and large site developments shall produce complete blocks bounded by a connecting network of public and/or private streets, in accordance with the following standards:...

**Response:** The proposed new use does not include a subdivision and is not a large development; therefore this criterion does not apply.

#### **48.030 MINIMUM VEHICULAR REQUIREMENTS FOR RESIDENTIAL USES**

- A. Direct individual access from single-family dwellings and duplex lots to an arterial street...

**Response:** No residential development is proposed; therefore this criterion does not apply.

- B. When any portion of any house is less than 150 feet from the adjacent right-of-way, access to the home is as follows:...

**Response:** No residential development is proposed; therefore this criterion does not apply.

C. When any portion of one or more homes is more than 150 feet from the adjacent right-of-way, the provisions of subsection B of this section shall apply in addition to the following provisions....

**Response:** No residential development is proposed; therefore this criterion does not apply.

D. Access to five or more single-family homes shall be by a street built to full construction code standards. All streets shall be public. This full street provision may only be waived by variance.

**Response:** No residential development is proposed; therefore this criterion does not apply.

E. Access and/or service drives for multi-family dwellings shall be fully improved with hard surface pavement:...

**Response:** No residential development is proposed; therefore this criterion does not apply.

F. Where on-site maneuvering and/or access drives are necessary to accommodate required parking, in no case shall said maneuvering and/or access drives be less than that required in Chapters 46 and 48 CDC.

**Response:** No residential development is proposed; therefore this criterion does not apply.

G. The number of driveways or curb cuts shall be minimized on arterials or collectors. Consolidation or joint use of existing driveways shall be required when feasible.

**Response:** No residential development is proposed; therefore this criterion does not apply.

H. In order to facilitate through traffic and improve neighborhood connections, it may be necessary to construct a public street through a multi-family site.

**Response:** No residential development is proposed; therefore this criterion does not apply.

I. Gated accessways to residential development other than a single-family home are prohibited.

**Response:** No residential development is proposed; therefore this criterion does not apply.

#### **48.040 MINIMUM VEHICLE REQUIREMENTS FOR NON-RESIDENTIAL USES**

Access, egress, and circulation system for all non-residential uses shall not be less than the following:

A. Service drives for non-residential uses shall be fully improved with hard surface pavement:

1. With a minimum of 24-foot width when accommodating two-way traffic; or
2. With a minimum of 15-foot width when accommodating one-way traffic. Horizontal clearance shall be two and one-half feet wide on either side of the driveway.

**Response:** All existing access aisles are a minimum of 24 feet in width, meeting this standard for two way traffic.

3. Meet the requirements of CDC 48.030(E)(3) through (6).

**Response:** Responses for CDC 48.030(E)(3) through (6) are provided above.

4. Pickup window driveways may be 12 feet wide unless the Fire Chief determines additional width is required.

**Response:** No pickup or drive through windows are proposed; therefore this section does not apply.

B. All non-residential uses shall be served by one or more service drives as determined necessary to provide convenient and safe access to the property and designed according to CDC 48.030(A). In no case shall the design of the service drive or drives require or facilitate the backward movement or other maneuvering of a vehicle within a street, other than an alley.

**Response:** Drive aisles are provided on the north and west sides of the building, providing adequate site circulation.

C. All on-site maneuvering and/or access drives shall be maintained pursuant to CDC 46.130.

**Response:** Maintenance will be required.

D. Gated accessways to non-residential uses are prohibited unless required for public safety or security.

**Response:** No gates are proposed for this site.

#### **48.050 ONE-WAY VEHICULAR ACCESS POINTS**

Where a proposed parking facility plan indicates only one-way traffic flow on the site, it shall be accommodated by a specific driveway serving the facility, and the entrance drive shall be situated closest to oncoming traffic, and the exit drive shall be situated farthest from oncoming traffic.

**Response:** No one way traffic is proposed for this site.

#### **48.060 WIDTH AND LOCATION OF CURB CUTS AND ACCESS SEPARATION REQUIREMENTS**

A. Minimum curb cut width shall be 16 feet.

**Response:** All existing and proposed accessways are 24 feet in width.

B. Maximum curb cut width shall be 36 feet, except along Highway 43 in which case the maximum curb cut shall be 40 feet. For emergency service providers, including fire stations, the maximum shall be 50 feet.

**Response:** All existing and proposed accessways are 24 feet in width.

C. No curb cuts shall be allowed any closer to an intersecting street right-of-way line than the following:

1. On an arterial when intersected by another arterial, 150 feet.
2. On an arterial when intersected by a collector, 100 feet.
3. On an arterial when intersected by a local street, 100 feet.
4. On a collector when intersecting an arterial street, 100 feet.
5. On a collector when intersected by another collector or local street, 35 feet.
6. On a local street when intersecting any other street, 35 feet.

**Response:** This site currently has one access on 8<sup>th</sup> Avenue and one access on Willamette Falls Drive. ODOT has requested that the 8<sup>th</sup> Avenue access be moved to the west to provide additional separation from the intersection of 8<sup>th</sup> Avenue and 10<sup>th</sup> Street. The new access will be limited to Right In, Left In, and Left Out to reduce the number of exiting vehicles using the 10<sup>th</sup> Street intersection, and will be located over 150 feet from the intersection, meeting this standard. The proposed Site Plan in Exhibit A shows this proposed geometry.

D. There shall be a minimum distance between any two adjacent curb cuts on the same side of a public street, except for one-way entrances and exits, as follows:

1. On an arterial street, 150 feet.
2. On a collector street, 75 feet.
3. Between any two curb cuts on the same lot on a local street, 30 feet.

**Response:** Only the 8<sup>th</sup> Avenue access is under review. It will be located over 50 feet away from the nearest curb cut.

E. A rolled curb may be installed in lieu of curb cuts and access separation requirements.

**Response:** No rolled curb is proposed.

F. Curb cuts shall be kept to the minimum, particularly on Highway 43. Consolidation of driveways is preferred. The standard on Highway 43 is one curb cut per business if consolidation of driveways is not possible.

**Response:** No new curb cuts are proposed. The existing accessway on 8<sup>th</sup> Avenue is only proposed for relocation at the request of ODOT.

G. Adequate line of sight pursuant to engineering standards should be afforded at each driveway or accessway.

**Response:** Clear vision triangles have been addressed previously in this narrative and are shown on the plans in Exhibit A.

#### **48.080 BICYCLE AND PEDESTRIAN CIRCULATION**

A. Within all multi-family developments (except two-family/duplex dwellings), each residential dwelling shall be connected to vehicular parking stalls, common open space, and recreation facilities by a pedestrian pathway system having a minimum width of six feet and constructed of an all-weather material. The pathway material shall be of a different color or composition from the driveway. (Bicycle routes adjacent to the travel lanes do not have to be of different color or composition.)

**Response:** The proposed new use does not include a multi-family development; therefore this criterion does not apply.

B. Bicycle and pedestrian ways within a subdivision shall be constructed according to the provisions in CDC 85.200(A)(3).

**Response:** The proposed new use does not include a subdivision; therefore this criterion does not apply.

C. Bicycle and pedestrian ways at commercial or industrial sites shall be provided according to the provisions of Chapter 55 CDC, Design Review.

**Response:** Section 55 is addressed later in this narrative.

### **Chapter 54 - Landscaping**

#### **54.020 APPROVAL CRITERIA**

A. Every development proposal requires inventorying existing site conditions which include trees and landscaping. In designing the new project, every reasonable attempt should be made to preserve and protect existing trees and to incorporate them into the new landscape plan. Similarly, significant landscaping (e.g., bushes, shrubs) should be integrated. The rationale is that saving a 30-foot-tall mature tree helps maintain the continuity of the site, they are qualitatively superior to two or three two-inch caliper street trees, they provide immediate micro-climate benefits (e.g., shade), they soften views of the street, and they can increase the attractiveness, marketability, and value of the development.

**Response:** The Site Analysis uses an aerial photo to document all the existing landscaping on site. No site improvements are proposed except the relocation of the 8<sup>th</sup> Avenue accessway. No landscaping will be removed or damaged with this proposal, meeting this criterion.

B. To encourage tree preservation, the parking requirement may be reduced by one space for every significant tree that is preserved in the parking lot area for a maximum reduction of 10 percent of the required parking. The City Parks Supervisor or Arborist shall determine the significance of the tree and/or landscaping to determine eligibility for these reductions.

C. Developers must also comply with the municipal code chapter on tree protection.

**Response:** No site improvements are proposed except the relocation of the 8<sup>th</sup> Avenue accessway. No landscaping will be removed or damaged with this proposal, meeting this criterion.

D. Heritage trees. Heritage trees are trees which, because of their age, type, notability, or historical association, are of special importance. Heritage trees are trees designated by the City Council following review of a nomination. A heritage tree may not be removed without a public hearing at least 30 days prior to the proposed date of removal. Development proposals involving land with heritage tree(s) shall be required to protect and save the tree(s). Further discussion of heritage trees is found in the municipal code.

**Response:** The applicant is unaware of any Heritage trees on this property. No landscaping is proposed for removal.

E. Landscaping – By type, location and amount.

1. Residential uses (non-single-family). A minimum of 25 percent of the gross area including parking, loading and service areas shall be landscaped, and may include the open space and recreation area requirements under CDC 55.100. Parking lot landscaping may be counted in the percentage.

2. Non-residential uses. A minimum of 20 percent of the gross site area shall be landscaped. Parking lot landscaping may be counted in the percentage.

**Response:** The site currently contains 14% landscaped area. This is all existing development and not subject to review.

3. All uses (residential uses (non-single-family) and non-residential uses):

a. The landscaping shall be located in defined landscaped areas which are uniformly distributed throughout the parking or loading area. There shall be one shade tree planted for every eight parking spaces. These trees shall be evenly distributed throughout the parking lot to provide shade. Parking lots with over 20 spaces shall have a minimum 10 percent of the interior of the parking lot devoted to landscaping. Pedestrian walkways in the landscaped areas are not to be counted in the percentage. The perimeter landscaping, explained in subsection (E)(3)(d) of this section, shall not be included in the 10 percent figure. Parking lots with 10 to 20 spaces shall have a minimum five percent of the interior of the parking lot devoted to landscaping. The perimeter landscaping, as explained above, shall not be included in the five percent. Parking lots with fewer than 10 spaces shall have the standard perimeter landscaping and at least two shade trees. Non-residential parking areas paved with a permeable parking surface may reduce the required minimum interior landscaping by one-third for the area with the permeable parking surface only.

**Response:** No new landscaping is proposed with the project. Only the relocated driveway is subject to Design Review.

b. The landscaped areas shall not have a width of less than five feet.

**Response:** No new landscaping is proposed with the project. Only the relocated driveway is subject to Design Review.

- c. The soils, site, proposed soil amendments, and proposed irrigation system shall be appropriate for the healthy and long-term maintenance of the proposed plant species.

**Response:** No new landscaping is proposed with the project. Only the relocated driveway is subject to Design Review.

- d. A parking, loading, or service area which abuts a street shall be set back from the right-of-way line by perimeter landscaping in the form of a landscaped strip at least 10 feet in width. When a parking, loading, or service area or driveway is contiguous to an adjoining parcel, there shall be an intervening five-foot-wide landscape strip. The landscaped area shall contain:...

**Response:** No new landscaping is proposed with the project. Only the relocated driveway is subject to Design Review.

- e. If over 50 percent of the lineal frontage of the main street or arterial adjacent to the development site comprises parking lot, the landscape strip between the right-of-way and parking lot shall be increased to 15 feet in width and shall include terrain variations (e.g., one-foot-high berm) plus landscaping. This extra requirement only applies to one street frontage.

**Response:** No new landscaping is proposed with the project. Only the relocated driveway is subject to Design Review.

- f. A parking, loading, or service area which abuts a property line shall be separated from the property line by a landscaped area at least five feet in width and which shall act as a screen and noise buffer, and the adequacy of the screen and buffer shall be determined by the criteria set forth in CDC 55.100(C) and (D), except where shared parking is approved under CDC 46.050.

**Response:** No new landscaping is proposed with the project. Only the relocated driveway is subject to Design Review.

- g. All areas in a parking lot not used for parking, maneuvering, or circulation shall be landscaped.

**Response:** No new landscaping is proposed with the project. Only the relocated driveway is subject to Design Review.

- h. The landscaping in parking areas shall not obstruct lines of sight for safe traffic operation.

**Response:** No new landscaping is proposed with the project. Only the relocated driveway is subject to Design Review.

- i. Outdoor storage areas, service areas (loading docks, refuse deposits, and delivery areas), and above-ground utility facilities shall be buffered and screened to obscure their view from adjoining properties and to reduce noise levels to acceptable levels at the property line. The adequacy of the buffer and screening shall be determined by the criteria set forth in CDC 55.100(C)(1).

**Response:** No outdoor storage areas are proposed; therefore this section does not apply.

- j. Crime prevention shall be considered and plant materials shall not be located in a manner which prohibits surveillance of public and semi-public areas (shared or

common areas).

**Response:** No new landscaping is proposed with the project. Only the relocated driveway is subject to Design Review.

- k. Irrigation facilities shall be located so that landscaped areas can be properly maintained and so that the facilities do not interfere with vehicular or pedestrian circulation.

**Response:** No new landscaping is proposed with the project. Only the relocated driveway is subject to Design Review.

- l. For commercial, office, multi-family, and other sites, the developer shall select trees that possess the following characteristics:...

**Response:** No new landscaping is proposed with the project. Only the relocated driveway is subject to Design Review.

- m. Plant materials (shrubs, ground cover, etc.) shall be selected for their appropriateness to the site, drought tolerance, year-round greenery and coverage, staggered flowering periods, and avoidance of nuisance plants (Scotch broom, etc.).

**Response:** No new landscaping is proposed with the project. Only the relocated driveway is subject to Design Review.

#### F. Landscaping (trees) in new subdivision....

**Response:** The proposed new use does not include a subdivision; therefore this criterion does not apply.

### 54.030 PLANTING STRIPS FOR MODIFIED AND NEW STREETS

All proposed changes in width in a public street right-of-way or any proposed street improvement shall, where feasible, include allowances for planting strips. Plans and specifications for planting such areas shall be integrated into the general plan of street improvements. This chapter requires any multi-family, commercial, or public facility which causes change in public right-of-way or street improvement to comply with the street tree planting plan and standards.

**Response:** No new streets are proposed. No modifications to existing streets are proposed. This section does not apply.

## DIVISION 4. DESIGN REVIEW

### Chapter 55 – Design Review

#### 55.020 APPLICABILITY

This chapter provides two levels of design review: Class I and Class II. Class I design review applies to land uses and activities that require only a minimal amount of review. Class II design review is reserved for land use and activities that require comprehensive review. Class I design review applies to the following land uses and activities:...

#### K. Revised points of ingress/egress to a site....

**Response:** Class I Design Review is required only for the proposed change in access along 8<sup>th</sup> Avenue, as requested by ODOT.



## 55.090 APPROVAL STANDARDS – CLASS I DESIGN REVIEW

The Planning Director shall make a finding with respect to the following criteria when approving, approving with conditions, or denying a Class I design review application:

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

1. CDC 55.100(B)(1) through (4), Relationship to the natural and physical environment, shall apply except in those cases where the proposed development site is substantially developed and built out with no remaining natural physical features that would be impacted.
2. CDC 55.100(B)(5) and (6), architecture, et al., shall only apply in those cases that involve exterior architectural construction, remodeling, or changes.

**Response:** No new building construction or remodeling is proposed. Only internal improvements will be made upon approval of the land use applications. Therefore this section does not apply.

3. Pursuant to CDC 55.085, the Director may require additional information and Responses to additional sections of the approval criteria of this section depending upon the type of application.

**Response:** No additional information was identified in the Pre-Application meeting.

B. An application may be approved only if adequate public facilities will be available to provide service to the property at the time of occupancy.

**Response:** A full Transportation Impact Analysis was determined to not be necessary for this proposed use, but a Transportation Assessment has been provided to clarify that the new proposed use has no greater impact during peak hours than the previous church use. That report has been included in Exhibit F. Water, storm drainage and sewer service was provided to the building when it was a church, and the proposed office use will have similar infrastructure needs.

C. The Planning Director shall determine the applicability of the approval criteria in subsection A of this section.

**Response:** Applicable criteria were reviewed during the Pre-Application conference.

## 55.100 APPROVAL STANDARDS – CLASS II DESIGN REVIEW

The approval authority shall make findings with respect to the following criteria when approving, approving with conditions, or denying a Class II design review application....

**Response:** A Class II Design Review is not requested; therefore this section of criteria does not apply.

## 55.125 TRANSPORTATION ANALYSIS

Certain development proposals required that a Traffic Impact Analysis (TIA) be provided which may result in modifications to the site plan or conditions of approval to address or minimize any adverse impacts created by the proposal. The purpose, applicability and standards of this analysis are found in CDC 85.170(B)(2).

**Response:** A full Transportation Impact Analysis was determined to not be necessary for this proposed use, but a Transportation Assessment has been provided to clarify that the new proposed use has no greater impact during peak hours than the previous church use. That report has been included in Exhibit F.

### 55.130 GRADING PLAN

The grading and drainage plan shall be at the same scale as the site analysis (CDC 55.110) and shall include the following:...

**Response:** No grading is proposed; therefore this section of criteria does not apply.

### 55.140 ARCHITECTURAL DRAWINGS

This section does not apply to single-family residential subdivisions or partitions, or up to two duplexes or single-family attached dwellings.

Architectural drawings shall be submitted showing:...

**Response:** No architectural improvements are proposed; therefore this section of criteria does not apply.

### 55.150 LANDSCAPE PLAN

This section does not apply to detached single-family residential subdivisions or partitions, or up to two duplexes or single-family attached dwellings.

A. The landscape plan shall be prepared and shall show the following:...

**Response:** No landscape improvements are proposed; therefore this section of criteria does not apply.

B. The landscape plan shall be accompanied by:...

1. The erosion controls that will be used, if necessary.
2. Planting schedule.
3. Supplemental information as required by the Planning Director or City Arborist.

**Response:** No landscape improvements are proposed; therefore this section of criteria does not apply.

### 55.190 SHARED OPEN SPACE

Where the open space is designated on the plan as common open space, the following shall apply:...

**Response:** No shared open space is proposed; therefore this section does not apply.

### 55.195 ANNEXATION AND STREET LIGHTS

As a condition of approval for design review for any project that is being annexed to the City, the developer and/or homeowners association shall pay for all expenses related to street light energy and maintenance costs until annexed into the City. The approval for any property annexed must state: "This approval is contingent on voter approval of annexation of the subject property." This means that no permit, final plat, or certificate of occupancy may be issued or approved until annexation is complete.

**Response:** No annexation is required for this property; therefore this section does not apply.

## DIVISION 6. – WILLAMETTE FALLS DRIVE COMMERCIAL DISTRICT DESIGN STANDARDS

### Chapter 58 – Willamette Falls Drive Commercial District Design Standards

#### 58.030 APPLICABILITY

A. The provisions of this chapter shall apply to all new commercial construction, restorations, and remodels on Willamette Falls Drive between 10th and 15th Streets. "Restorations" shall be defined

as all exterior repairs, replacement of materials, alterations or changes, including reroofing, painting, window and sign replacement, etc. Failure to obtain a permit shall constitute a Class A infraction pursuant to CDC 106.050.

- B. Commercial structures that are also within the historic district as defined in CDC 25.030(A) are required to meet the provisions of Chapter 25 CDC in addition to the provisions of this chapter.
- C. Boundary limits. The affected area shall be as delineated in Figure 1, below. Generally, the area is along Willamette Falls Drive between 10th Street and 15th Street....

**Response:** No new building construction or remodeling is proposed. Only internal improvements will be made upon approval of the land use applications.

### **58.050 PERMITTED USES**

All uses permitted by the underlying General Commercial zone shall be allowed pursuant to CDC 19.030, 19.040, 19.050, and 19.060 and shall require the application of the standards of this chapter. Residential use of the second floor and the rear portion only of the ground floor, with no access onto Willamette Falls Drive, is permitted by application through this chapter. Residential use may only comprise 50 percent or less of the total square footage of the building combined. Commercial uses shall dominate the first floor.

**Response:** The underlying zone for this site is Mixed Use Transition, which lists Office as a Conditional Use. No residential uses are proposed.

### **58.090 STANDARDS**

- A. Standards are needed to provide a clear and objective list of design elements that are needed to bring new construction and remodels into conformance with 1880 – 1915 architecture. Buildings of the period saw relatively few deviations in design. Consequently, the Historic Review Board will require conformance with the standards. Deviations or deletions from the standards are addressed in the variance procedure of this chapter.

**Response:** No new building construction or remodeling is proposed. Only internal improvements will be made upon approval of the land use applications.

- B. The use of neo-designs or simply contextual designs which only attempt to capture the basic or generalized elements such as building line, massing and form, etc., is not acceptable....

**Response:** No new building construction or remodeling is proposed. Only internal improvements will be made upon approval of the land use applications.

- C. The following standards shall apply to new construction and remodels....

**Response:** No new building construction or remodeling is proposed. Only internal improvements will be made upon approval of the land use applications.

### **58.100 VARIANCE PROCEDURES**

In those circumstances where a design proposal cannot meet the standards, or proposes an alternative to the standard, the Historic Review Board may grant a variance in those cases where one of the following criteria is met:

- A. The applicant can demonstrate by review of historical records or photographs that the alternative is correct and appropriate to architecture in the region, and especially West Linn, in 1880 – 1915.

**Response:** No new building construction or remodeling is proposed. Only internal improvements will be made upon approval of the land use applications.

- B. The applicant is incorporating exceptional 1880 – 1915 architecture into the building which overcompensates for an omission. The emphasis is upon superior design, detail, or workmanship....

**Response:** No new building construction or remodeling is proposed. Only internal improvements will be made upon approval of the land use applications.

## **Chapter 59 WILLAMETTE NEIGHBORHOOD MIXED USE TRANSITIONAL ZONE**

### **59.030 PERMITTED USES**

The following are uses permitted outright in this zone:...

**Response:** None of the listed uses are proposed; therefore this criterion does not apply.

### **59.040 ACCESSORY USES**

Accessory uses are allowed in this zone as provided by Chapter 34 CDC.

**Response:** No accessory uses are proposed; therefore this criterion does not apply.

### **59.050 USES AND DEVELOPMENT PERMITTED UNDER PRESCRIBED CONDITIONS**

The following uses are allowed in this zone under prescribed conditions:...

**Response:** None of the listed uses are proposed; therefore this criterion does not apply.

### **59.060 CONDITIONAL USES**

Only the following conditional uses are allowed in this zone subject to the provisions of Chapter 60 CDC, Conditional Uses:...

#### **16. Professional and administrative services....**

**Response:** The proposed office use is defined as a Conditional Use within the Mixed Use Transition Zone. This application includes a Conditional Use Permit, and addresses the criteria of Chapter 60.

### **59.070 DIMENSIONAL REQUIREMENTS, USES PERMITTED OUTRIGHT AND USES PERMITTED UNDER PRESCRIBED CONDITIONS**

- A. Except as may be otherwise provided by the provisions of this code, the following are the requirements for uses within this zone:
1. The minimum front lot line length or the minimum lot width at the front lot line shall be 35 feet.
  2. The average minimum lot width shall be 50 feet.
  3. The average minimum lot depth shall not be less than 90 feet.
  4. The minimum yard dimensions or minimum building setback area from the lot line shall be:
    - a. For a front yard, 12 feet minimum and 20 feet maximum to the structure, except that a porch, patio, or pedestrian amenity may be six feet from the front property line.
    - b. For an interior side yard, seven and one-half feet.
    - c. For a side yard abutting a street, 12 feet.
    - d. For a rear yard, 20 feet. However, where the use abuts a residential district, the setback distance required in the residential district shall apply, and within the setback area a buffer of at least 10 feet of landscaping in addition to a fence is required.

5. The maximum building height shall be two stories above grade, or 35 feet, whichever is less.
6. Maximum building size for all floors shall not exceed 6,000 square feet above grade excluding porches.
7. The building floor area ratio shall be 0.4, except that the ground floor of the building shall not exceed 5,000 square feet.
8. The minimum lot size shall be 4,500 square feet and the maximum lot size shall be 10,000 square feet, unless defined as an existing lot of record.

**Response:** No new construction, remodeling, or land division is proposed. Only internal improvements will be made upon approval of the land use applications. Therefore, these criteria are not applicable.

- B. **Design standards.** All uses in the mixed-use zone shall comply with the provisions of Chapter 55 CDC, except for CDC 55.100(B)(7)(a), (b), (c), (h), (i), and (j). Further, single-family and duplex residential uses shall also comply with the Class I design review standards. In addition, the design standards described below apply to all uses....

**Response:** No new construction or remodeling is proposed. Only internal improvements will be made upon approval of the land use applications. Therefore, these criteria do not apply.

#### **59.080 ADDITIONAL USE REQUIREMENTS**

In addition to all other provisions of this section, the following additional requirements may apply:

- A. Permitted uses may only be open from 6:00 a.m. to 10:00 p.m. and are subject to the noise provisions of Chapter 55 CDC.

**Response:** The proposed office use will have three shifts that span between 6am to 10pm, in conformance with this criterion.

- B. Exterior business activity shall not take place beyond the rear wall of the building when the subject property abuts a residential district, except for parking and refuse storage. Refuse storage must be buffered or enclosed and may not abut a property line that adjoins a residential zone.

**Response:** The no exterior business activity is proposed; therefore this section does not apply.

- C. If a qualified historic residential landmark in the Willamette neighborhood is destroyed, it may be rebuilt on the original building footprint.

**Response:** The existing building is not residential in use; therefore this section does not apply.

#### **59.090 DIMENSIONAL REQUIREMENTS, CONDITIONAL USES**

Except as may otherwise be established by this code, the appropriate lot size for a conditional use shall be determined by the approval authority at the time of consideration of the application based upon the criteria set forth in CDC 60.070(A) and (B).

**Response:** The existing site is 0.94 acres in size with 12,000 square feet of existing building space in two stories. This is an FAR of 0.28, which is fairly typical for an office use. This site is appropriately sized for office use.

## **DIVISION 7. DISCRETIONARY PROVISIONS**

### **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 CDC 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.
  - 2.** The characteristics of the site are suitable for the proposed use considering size, shape, location, topography, and natural features.
  - 3.** The granting of the proposal will provide for a facility that is consistent with the overall needs of the community.
  - 4.** Adequate public facilities will be available to provide service to the property at the time of occupancy.
  - 5.** The applicable requirements of the zone are met, except as modified by this chapter.
  - 6.** The supplementary requirements set forth in Chapters 52 to 55 CDC, if applicable, are met.
  - 7.** The use will comply with the applicable policies of the Comprehensive 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 CDC.
- 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 conditional 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.

## **Chapter 66 NON-CONFORMING STRUCTURES**

### **66.060 DISCONTINUANCE OR CHANGE OF CONFORMING USE IN A NON-CONFORMING STRUCTURE**

Should the owner or occupant discontinue or change the use of a non-conforming structure, it shall be unlawful and a violation of this code to begin or maintain such altered use until the off-street parking spaces and loading area requirements of Chapter 46 CDC and the access, egress, and circulation requirements of Chapter 48 CDC are met, or until the appropriate approval authority under Chapter 99 CDC has approved the change.

**Response:** This proposed application includes a request for Change of Use for a Non-Conforming Structure. This narrative addresses the criteria of Chapters 46 and 48.

### **66.070 DESTRUCTION, MOVEMENT OF STRUCTURES**

- A. If a non-conforming structure is damaged or destroyed by any means to the extent that the cost of rebuilding the damaged portions would exceed 50 percent of the then current replacement cost of the entire building, the rebuilding shall conform fully to City codes and standards. Determination of the rebuilding costs shall be made by the Building Official, who may utilize an appraisal to determine current replacement costs. If the damage is 50 percent or less, the rebuilding or reconstruction shall be commenced within one year of the date of damage or destruction, and shall be completed within two years. Under such circumstances, the reconstruction shall comply with the terms of this code.
- B. Should such a structure be moved for any reason for any distance whatever, excluding elevating the structure to construct or replace the foundation, it shall thereafter conform to the regulations for the zone in which it is newly located.

**Response:** The existing structure has not been damaged, and is not proposed for movement. This section does not apply.

### **66.080 ENLARGEMENT OF OR ALTERATION TO A NON-CONFORMING STRUCTURE: PROCESS AND APPROVAL STANDARDS**

- A. An enlargement of or alteration to a non-conforming structure containing a non-conforming use may be permitted subject to review and approval by the Planning Commission under the provisions of CDC 99.060(B) and CDC 65.120 through 65.140.
- B. An enlargement or alteration to a non-conforming structure containing a conforming use may be permitted subject to the following:...

**Response:** No expansions or alterations are proposed for the existing structure. This section does not apply.

#### **66.090 NON-CONFORMING STRUCTURE UNSUITED FOR A CONFORMING USE**

A non-conforming use involving a structure is replaced by another use, the new use shall conform to this code unless the Planning Commission, after a public hearing held pursuant to Chapter 99 CDC, determines that such a structure is suitable only for another non-conforming use, so long as the new use is no more intense than the past use or other uses contemplated in the zone. The determination by the Planning Commission shall be based on findings of fact which support its determination of suitability.

**Response:** The existing structure has been vacant for over a year, therefore the change of use is from "Vacant" to Office, which is a Conditional Use, not a Non-Conforming use. Therefore the proposed application is compliant with this criterion.



Exhibit A Preliminary Development Plans





**LEGEND**

---	EXISTING ROW LINE
-----	EXISTING 2' CONTOUR
-----	EXISTING 10' CONTOUR
---	EXISTING STRIPING

**SITE INFORMATION**

TOTAL SITE AREA:	40,908 SF (.939 AC)
TOTAL LANDSCAPED AREA:	6,000 SF (14.67%)

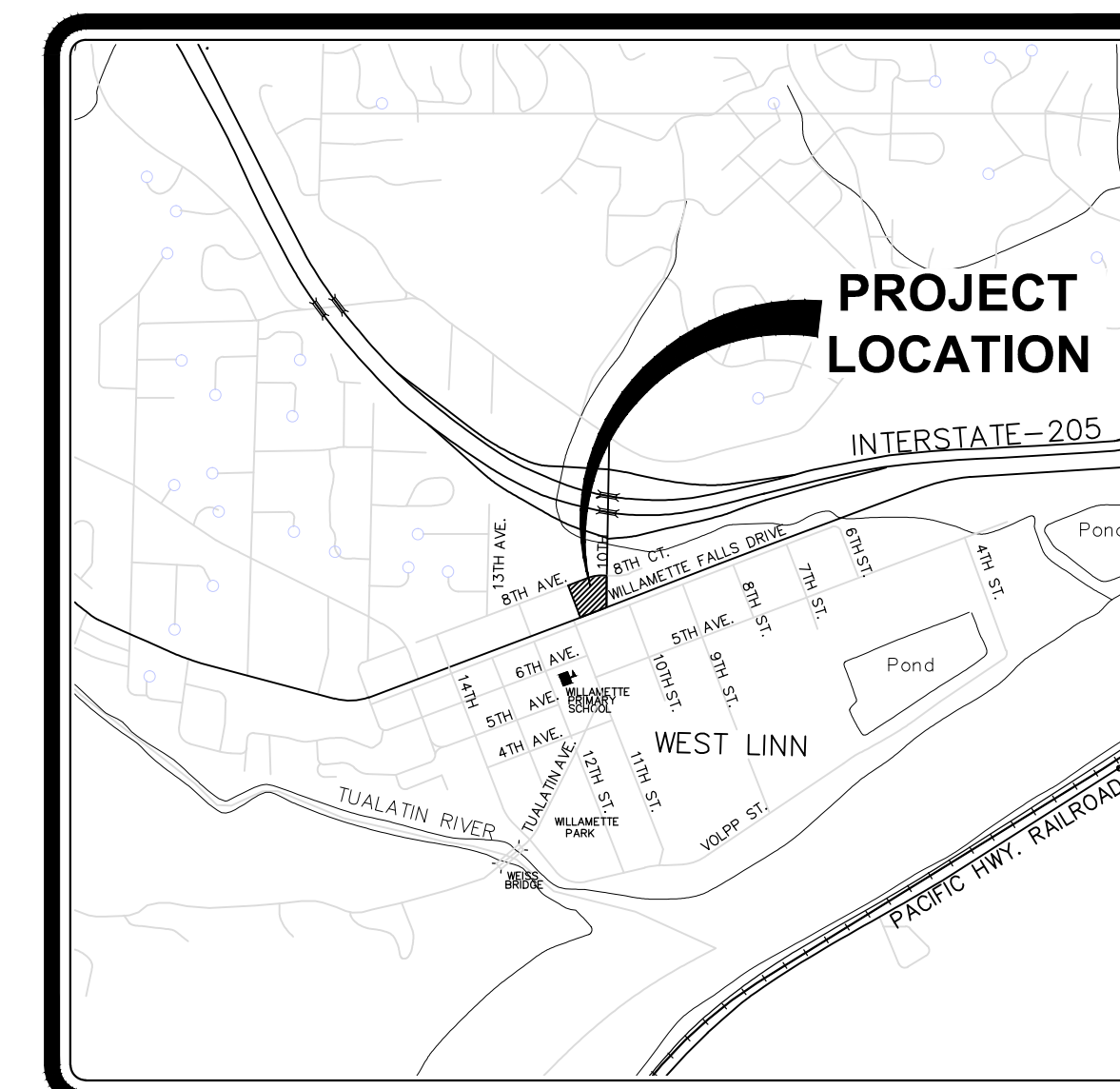
**PARKING INFORMATION**

STANDARD PARKING STALLS:	40
HANDICAP PARKING STALLS:	2
COMPACT PARKING STALLS:	0
TOTAL PARKING STALLS:	42
BICYCLE PARKING:	PROVIDED INSIDE BUILDING

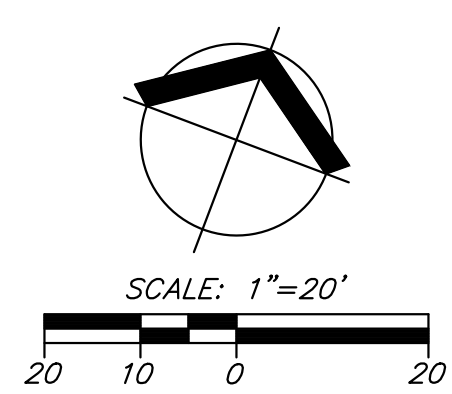
- SITE INFORMATION**
- SLOPE ANALYSIS: ALL SLOPES ON SITE ARE LESS THAN 15%
  - FLOOD PLAIN: N/A
  - NEW PLANT MATERIAL: NONE
  - NEW SIGNS: LEFT TURN ONLY (SEE SITE PLAN)
  - GROUND WATER DEPTH: 25-32"
  - LANDSLIDE AREAS: NONE
  - EROSION POTENTIAL: SLIGHT EROSION POTENTIAL PER NRCS WEB SOIL SURVEY
  - WETLANDS/MARSH AREAS: NONE
  - WILDLIFE HABITAT AREAS: NONE
  - LARGE ROCK OUTCROPPINGS: NONE

**OWNER INFORMATION**

WILLAMETTE CAPITAL INVESTMENTS  
 24979 SW QUARRYVIEW DRIVE  
 WILSONVILLE, OREGON 97070  
 (503)-407-8957



VICINITY MAP  
 SCALE: NTS



PROJECT NO.: 2109439000  
 DATE: 12/17/2010  
 DESIGNED BY: AJU  
 DRAWN BY: AJU  
 CHECKED BY: MCL





**LEGEND**

-----	- EXISTING ROW LINE
-----	- EXISTING 2' CONTOUR
-----	- EXISTING 10' CONTOUR
-----	- EXISTING STRIPING
-----	- EXISTING BUILDING LINE
-----	- PROPOSED IMPROVEMENTS LINE

**SITE INFORMATION**

TOTAL SITE AREA:	40,908 SF (.939 AC)
TOTAL LANDSCAPED AREA:	6,000 SF (14.67%)

**PARKING INFORMATION**

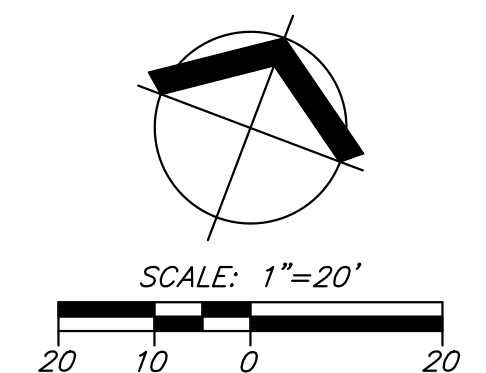
STANDARD PARKING STALLS:	40
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COMPACT PARKING STALLS:	0
TOTAL PARKING STALLS:	42
BICYCLE PARKING:	PROVIDED INSIDE BUILDING

**SITE INFORMATION**

- SLOPE ANALYSIS: ALL SLOPES ON SITE ARE LESS THAN 15%
- FLOOD PLAIN: N/A
- NEW PLANT MATERIAL: NONE
- NEW SIGNS: LEFT TURN ONLY (SEE PLAN)
- GROUND WATER DEPTH: 25-32"
- LANDSLIDE AREAS: NONE
- EROSION POTENTIAL: SLIGHT EROSION POTENTIAL PER NRCS WEB SOIL SURVEY
- WETLANDS/MARSH AREAS: NONE
- WILDLIFE HABITAT AREAS: NONE
- LARGE ROCK OUTCROPPINGS: NONE

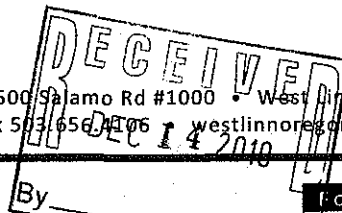
**OWNER INFORMATION**

WILLAMETTE CAPITAL INVESTMENTS  
 24979 SW QUARRYVIEW DRIVE  
 WILSONVILLE, OREGON 97070  
 (503)-407-8957









### DEVELOPMENT REVIEW APPLICATION

FOR STAFF COMPLETION	
PROJECT NO.	DR -
STAFF CONTACT	
NON-REFUNDABLE FEE(S)	
REFUNDABLE DEPOSIT(S)	
TOTAL FEES	

Type of Review (Please check all that apply):

- |  |  |   |
|--|--|---|
| <input type="checkbox"/> Annexation                              | <input type="checkbox"/> Historic Review                                   | <input type="checkbox"/> Quasi-Judicial Plan or Zone Change     |
| <input type="checkbox"/> Appeal and Review *                     | <input type="checkbox"/> Legislative Plan or Change                        | <input type="checkbox"/> Street Vacation                        |
| <input checked="" type="checkbox"/> Conditional Use              | <input type="checkbox"/> Lot Line Adjustment * / **                        | <input type="checkbox"/> Subdivision                            |
| <input checked="" type="checkbox"/> Design Review                | <input type="checkbox"/> Minor Partition (Preliminary Plat or Plan)        | <input type="checkbox"/> Temporary Uses *                       |
| <input type="checkbox"/> Easement Vacation                       | <input checked="" type="checkbox"/> Non-Conforming Lots, Uses & Structures | <input type="checkbox"/> Tualatin River Greenway                |
| <input type="checkbox"/> Extraterritorial Ext. of Utilities      | <input type="checkbox"/> One-Year Extension *                              | <input type="checkbox"/> Variance                               |
| <input type="checkbox"/> Final Plat or Plan                      | <input type="checkbox"/> Planned Unit Development                          | <input type="checkbox"/> Water Resource Area Protection/Wetland |
| <input type="checkbox"/> Flood Plain Construction                | <input type="checkbox"/> Pre-Application Conference *                      | <input type="checkbox"/> Willamette River Greenway              |
| <input type="checkbox"/> Hillside Protection and Erosion Control |  |   |

Home Occupation, Pre-Application, Sidewalk Use Application\*, Sign Review Permit Application\*, and Temporary Sign Permit Application require different or additional application forms, available on the City Website or at City Hall.

Site Location/Address 2014 Willamette Falls Drive, West Linn, OR 97068	Assessor's Map No. 31E02BA
	Tax Lot 100
	Total Land Area 0.94
Brief Description of Proposal Change of Use from Religious to Office	
Owner Name & Address Pat Hanlin, Willamette Capital Investments, LLC 24979 SW Quarryview Dr Wilsonville Or 97070	<input checked="" type="checkbox"/> Check if this is the applicant. Phone (503) 407-8957 Email phanlin@msn.com
Consultant Name & Address Mimi Doukas, Cardno WRG 5415 SW Westgate Drive, Portland OR 97221	<input type="checkbox"/> Check if this is the applicant. Phone (503) 419-2500 Email mimi.doukas@cardno.com

- All application fees are non-refundable (excluding deposit).
- The owner/applicant or their representative should be present at all public hearings.
- A denial or approval may be reversed on appeal. No permit will be in effect until the appeal period has expired.
- Three (3) complete hard-copy sets (single sided) of application materials must be submitted with this application. One (1) complete set of digital application materials must also be submitted on CD in PDF format.**  
If large sets of plans are required in application please submit only two sets.

\* No CD required / \*\* Only one copy needed

The undersigned property owner(s) hereby authorizes the filing of this application, and authorizes on site review by authorized staff. I hereby agree to comply with all code requirements applicable to my application. Acceptance of this application does not infer a complete submittal. The applicant waives the right to the provisions of ORS 94.020. All amendments to the Community Development Code and to other regulations adopted after the application is approved shall be enforced where applicable. Approved applications and subsequent development is not vested under the provisions in place at the time of the initial application.

	12/13/10
Applicant's signature	Date
	12/13/10
Owner's signature	Date





# Fidelity National Title Company

*The Closing Company*

Prepared For:

Prepared By:

Information Services Department  
1001 SW Fifth Avenue Suite 400 - Portland, Oregon 97204  
Phone: (503) 227-LIST (5478) Fax: (503) 274-5472  
E-mail: [csrequest@fnf.com](mailto:csrequest@fnf.com)

## OWNERSHIP INFORMATION

<i>Owner</i>	: Willamette Capital Investments LLC	<i>Ref Parcel Number</i>	: 31E02BA00100
<i>CoOwner</i>	:	<i>T: 03S R: 01E S: 02 Q: 250</i>	
<i>Site Address</i>	: 2014 Willamette Falls Dr West Linn 97068	<i>Parcel Number</i>	: 00748757
<i>Mail Address</i>	: 24979 SW Quarryview Dr Wilsonville Or 97070		
<i>Telephone</i>	: <i>Owner:</i>	<i>Tenant:</i>	<i>County</i> : Clackamas (OR)

## SALES AND LOAN INFORMATION

<i>Transferred</i>	: 06/25/2008	<i>Loan Amount</i>	:
<i>Document #</i>	: 008-046144 Multi-Parcel	<i>Lender</i>	:
<i>Sale Price</i>	: \$3,050,000 Full	<i>Loan Type</i>	:
<i>Deed Type</i>	: Special Warranty	<i>Interest Rate</i>	:
<i>% Owned</i>	: 100	<i>Vesting Type</i>	: Corporation

## PROPERTY DESCRIPTION

<i>Map Page &amp; Grid</i>	: 716 G2
<i>Census</i>	: <i>Tract:</i> 207.00 <i>Block:</i> 2
<i>Improvement Type</i>	: 600 Churches
<i>Subdivision/Plat</i>	: Willamette
<i>Neighborhood Cd</i>	:
<i>Land Use</i>	: 101 Res, Residential Land, Improved
<i>Legal</i>	: 147 WILLAMETTE TRACTS TR 1-64 PT LT
	: 56
	:

## ASSESSMENT AND TAX INFORMATION

<i>Mkt Land</i>	: \$261,984
<i>Mkt Structure</i>	: \$858,950
<i>Mkt Total</i>	: \$1,120,934
<i>% Improved</i>	: 77
<i>09-10 Taxes</i>	:
<i>Exempt Amount</i>	: \$704,088
<i>Exempt Type</i>	: Religious
<i>Levy Code</i>	: 003002
<i>Millage Rate</i>	: 18.5220
<i>M50 Assd Value</i>	: \$704,088

## PROPERTY CHARACTERISTICS

<i>Bedrooms</i>	:	<i>Building SF</i>	:	<i>Stories</i>	:
<i>Bathrooms</i>	:	<i>1st Floor SF</i>	:	<i>Garage SF</i>	:
<i>Fireplace</i>	:	<i>Above Ground SF</i>	:	<i>Lot Acres</i>	: .94
<i>Heat Type</i>	:	<i>Upper Finished SF</i>	:	<i>Lot SF</i>	: 40,908
<i>Interior Material:</i>		<i>Unfin Upper Story</i>	:	<i>Year Built</i>	: 1961
<i>Exterior Finish</i>	:	<i>Upper Total SF</i>	:	<i>Year Appraised</i>	:
<i>Floor Cover</i>	:	<i>Finished SF</i>	:	<i>Appraisal Area</i>	:
<i>Roof Type</i>	:	<i>Basement Fin SF</i>	:	<i>School District</i>	: 003
<i>Roof Shape</i>	:	<i>Basement Unfin SF</i>	:	<i>Utility District</i>	:
<i>Foundation</i>	:	<i>Basement Total SF</i>	:	<i>Bldg Tot SF</i>	::

This title information has been furnished, without charge, in conformance with the guidelines approved by the State of Oregon Insurance Commissioner. The Insurance Division cautions intermediaries that this service is designed to benefit the ultimate insureds. Indiscriminate use only benefiting intermediaries will not be permitted. Said services may be discontinued. No liability is assumed for any errors in this report.

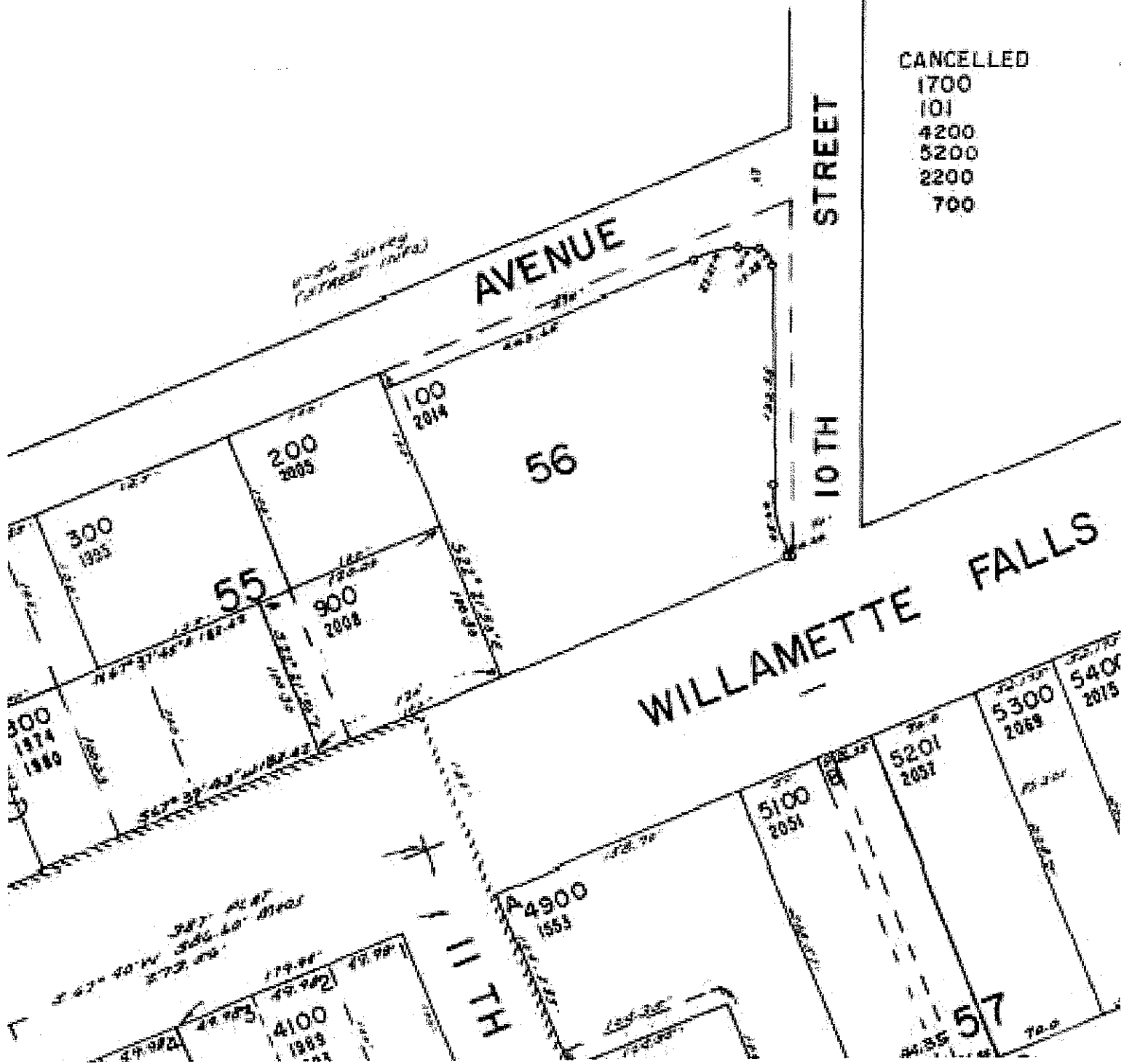
CANCELLED  
1700  
101  
4200  
5200  
2200  
700

STREET

10TH

AVENUE

WILLAMETTE FALLS





2008  
10  
15  
11  
28  
200  
1

Recorded By TICOR TITLE

362600541

Clackamas County Official Records  
Sherry Hall, County Clerk

2008-046144



\$56.00

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06/25/2008 02:47:04 PM

D-D Cnt=1 Stn=5 LESLIE  
\$10.00 \$10.00 \$16.00 \$20.00

{GRANTOR'S NAME:  
Willamette Christian Church of West Linn, an  
Oregon non-profit corporation

GRANTEE'S NAME:  
Willamette Capital Investments, LLC , an Oregon  
limited liability company

SEND TAX STATEMENTS TO:  
Willamette Capital Investments, LLC , an Oregon  
limited liability company  
2027 Wellington Drive  
West Linn, OR 97068

AFTER RECORDING RETURN TO:  
Willamette Capital Investments, LLC , an Oregon  
limited liability company  
2027 Wellington Drive  
West Linn, OR 97068

Escrow No: 3626000541-TTPOR50

SPACE ABOVE THIS LINE FOR RECORDER'S USE

**SPECIAL WARRANTY DEED – STATUTORY FORM**  
(INDIVIDUAL or CORPORATION)

Willamette Christian Church of West Linn, an Oregon non-profit corporation, as to Parcels 1, 2, 3 and 5  
and Willamette Christian Church of West Linn, an Oregon non-profit corporation, who took title as  
Willamette Christian Church as to Parcel 4

Grantor, conveys and specially warrants to

Willamette Capital Investments, LLC , an Oregon limited liability company

Grantee, the following described real property free and clear of encumbrances created or suffered by the  
grantor except as specifically set forth below:

PARCEL 1: Part of Lot B, Block 41, WILLAMETTE TRACTS, in the City of West Linn, County of  
Clackamas and State of Oregon, more particularly described as follows:

Beginning at the most Southerly corner of said Lot B, being at the intersection of the East line of  
13th Street with the Northerly line of 8th Avenue; thence North along the West line of said Lot B  
and the East line of 13th Street, 135 feet; thence East 106.7 feet; thence South 90 feet, more or  
less, to the North line of 8th Avenue and the Southerly lot line; thence South 67' 39" West along  
the Northerly line of 8th Avenue, 114 feet, more or less, to the point of beginning, in the County of  
Clackamas and State of Oregon.

PARCEL 2: Part of Lot B, Block 41, WILLAMETTE TRACTS, in the City of West Linn, County of  
Clackamas and State of Oregon, more particularly described as follows:

Beginning at a point on the north line of said Lot B which is 106.70 feet East of the Northwest  
corner thereof; thence East along the North line of said lot to the Northeast corner thereof; thence  
South along the East line of said lot to the Northwesterly line of 8th Avenue; thence Southwesterly  
along said Northwesterly line to a point South of the point of beginning; thence North to the point  
of beginning.

Excepting therefrom that portion conveyed by deed recorded April 11, 1967 as Book 688 Page  
234 and that portion conveyed by deed recorded December 10, 1968 as Fee Number 68-24883,  
Records of Clackamas County, Oregon.

PARCEL 3: Part of Lot B, Block 41, WILLAMETTE TRACTS, in the City of West Linn, County of  
Clackamas and State of Oregon, more particularly described as follows:

Beginning at the Northwest corner of Lot B in said Block 41 on the East line of 13th Street; thence  
South along the West line of said Lot B a distance of 87.22 feet; thence East, parallel with the  
North line of said lot, a distance of 106.70 feet; thence North, parallel with the West line of said lot,  
a distance of 87.22 feet to the North line of said Lot B; thence West along the North line of said lot  
a distance of 106.70 feet to the point of beginning.

PARCEL 4: Part of Lot B, Block 41, WILLAMETTE TRACTS, in the City of West Linn, County of  
Clackamas and State of Oregon, described as follows:

Beginning at the Northwest corner of Lot B, in said Block 41, on the East line of 13th Street; thence South, along the West line of said Lot B, (the East line of 13th Street) a distance of 87.22 feet to the point of beginning; thence East, parallel with the North line of said lot, a distance of 106.70 feet; thence South 87.22 feet to the Northeast corner of that certain tract conveyed to Darrell W. Greenwood, et ux, by Deed recorded April 21, 1965, Book 656, Page 28, Deed Records of Clackamas County; thence West, parallel with the North line of said Lot B, a distance of 106.70 feet to the Northwest corner of the Greenwood tract on the East line of 13th Street; thence North along the West line of said Lot B (the East line of 13th Street) 87.22 feet to the point of beginning.

PARCEL 5: Lot 56, WILLAMETTE TRACTS, in the City of West Linn, County of Clackamas and State of Oregon.  
EXCEPTING THEREFROM that portion conveyed in Warranty Deed by City of West Linn, an Oregon municipal corporation, recorded November 14, 1984 as Fee No. 84 040074.

ENCUMBRANCES: Covenants, Conditions, Restrictions, Reservations, Set Back Lines, Powers of Special Districts, and Easements of Record, if any.

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007.

The true consideration for this conveyance is \$3,050,000.00.

Date: June 24, 2008

Willamette Christian Church of West Linn, an Oregon non-profit corporation

By: Mark E. Foley  
Its: Mark E. Foley  
Elder

By: Charles F. Gault  
Its: Charles F. Gault  
Elder

State of OREGON  
County of Clackamas

On this 24 day of June, 2008, before me appeared  
MARK E. FOLEY  
and CHARLES F. GAULT both to me personally known, who being duly sworn, did say that he, that they are the Elders  
the said Mark E. Foley, and he, the said Charles F. Gault  
of Willamette Christian Church of West Linn, an Oregon  
non-profit corporation

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year last above written.

Kathryn L Bork  
Notary Public - State of Oregon  
My commission expires: 8-19-2009



(2)



## Memorandum

Date: October 6, 2010

To: Mimi Doukas, AICP, RLA, CardnoWRG  
Patrick Hanlin and Tim Tofte, Willamette Capital Investments

From: Zach Pelz, AICP, City of West Linn

Subject: Change of Occupancy at 2014 Willamette Falls Drive

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This memo is an update to the pre-application notes from March 4, 2010, regarding a proposed zone change at 2014 Willamette Falls Drive.

### **Background**

Since the applicant's pre-application conference on March 4, 2010, Willamette Capital Investments has elected to modify their original request to include only a change in occupancy for the existing structure at 2014 Willamette Falls Drive. A zone change is no longer requested. Additionally, the applicant proposes no change to the exterior of the existing structure and asserts that the new use will not generate a net increase in vehicle trips from the previous use.

The Planning Department has determined that sufficient information was discussed during the applicant's pre-application conference and a subsequent meeting on September 1, 2010 (with the applicant, their consultant and traffic consultant, the Oregon Department of Transportation and the City of West Linn) to provide an understanding of the standards applicable to the applicant's request.

Based on the items discussed in these meetings, staff believes the applicant will be required to obtain Conditional Use (CDC Chapter 60), Class I Design Review (CDC Chapter 55) and Non-conforming Structure (CDC Chapter 66) permits in the Willamette Neighborhood Mixed Use Transitional Zone (CDC Chapter 59) and the Willamette Falls Drive Commercial Overlay Zone (CDC Chapter 58). This analysis is based on the applicant's assertion that an anticipated online veterinary support center will require no modifications to the exterior of the building and that the site will generate no net increase in vehicle trips from the previous use.

### **Process**

The applicant's current proposal to change the use of this structure from a religious institution to professional and administrative services will require approval of a Conditional Use, Class I Design Review and Non-conforming Structure permit.

Professional and administrative services are listed as conditional uses in Section 59.060 of the Willamette Neighborhood Mixed Use Transitional Zone. Per Section 59.090, the appropriate lot size and dimensional standards for conditional uses in this zone shall be determined by the appropriate approval authority at the time of consideration per Section 60.070(1) and (2). Section 59.100 lists additional standards applicable to development proposals in the Mixed Use Transitional zone. These standards include CDC Chapters:

satisfy 55.090(B), which states that an application may only be approved where adequate public facilities are available.

The CDC defines Adequate Public Facilities as:

*Public facilities that must be adequate for an application for new construction, remodeling, or replacement of an existing structure, to be approved are transportation, water, sewer, and storm sewer facilities. To be adequate, on-site and adjacent facilities must meet City standards, and off-site facilities must have sufficient capacity to 1) meet all existing demands, 2) satisfy the projected demands from projects with existing land use approvals, plus the additional demand created by the application, and 3) remain compliant with all applicable standards. (ORD. 1544)*

*For purposes of evaluating discretionary permits in situations where the level-of-service or volume-to-capacity performance standard for an affected City or State roadway is currently failing or projected to fail to meet the standard, and an improvement project is not programmed, the approval criteria shall be that the development avoids further degradation of the affected transportation facility. Mitigation must be provided to bring the facility performance standard to existing conditions at the time of occupancy.*

Discussions with ODOT and City Engineering on September 1, 2010, indicate the following additional items should be addressed in the applicant's submittal:

- The City will require a traffic impact analysis if ODOT determines that operational or safety concerns warrant such an analysis. ODOT has stated that operational concerns can only be avoided through demonstration of a net-zero trip generation. Sufficient documentation is needed to support trip generation based in the administrative church activities approximately 12 months ago;
- The applicant shall be required to provide the crash history for the past 3 years at both the 8<sup>th</sup> Avenue/10<sup>th</sup> Street and 10<sup>th</sup> Street/Willamette Falls Drive intersections;
- TDM measures are encouraged where shift changes occur off-peak;
- ODOT is in support of a left turn only egress onto 8<sup>th</sup> Avenue;
- The City and ODOT support relocating the 8<sup>th</sup> Avenue access further west of the intersection of 8<sup>th</sup> Avenue and 10<sup>th</sup> Street;
- ODOT requests that the applicant document existing traffic conditions. The study conducted for the Willamette Marketplace is out-of-date;
- ODOT has expressed a desire for a condition of approval which requires the applicant to submit annual reports detailing the site's hours of operation, number of employees, shift scheduling, and other relevant trip generation characteristics.

The applicant's proposal will be heard by the West Linn Planning Commission in the manner prescribed for consolidated hearings under CDC Section 99.070. The proposal is exempt from the requirements for a separate hearing with the West Linn/Clackamas County Historic Review Board (as established in CDC Section 55.030(E)) as the subsequent design review will not involve a "building" but will consider only whether adequate public facilities are available.

**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. Please also note that these notes have a limited (18 month) shelf life and as new codes are introduced the ability to develop per these provisions may no longer be possible.





**Shaping the Future**

5415 SW Westgate Drive  
Suite 100  
Portland, Oregon 97221  
USA

Phone (503) 419-2500  
Fax (503) 419-2600

[www.cardnowrg.com](http://www.cardnowrg.com)

October 26, 2010

Beth Kieres  
Willamette NA President  
1852 4<sup>th</sup> Ave  
West Linn, OR 97068  
503-722-1531

Re: Willamette Christian Church Land Use Application  
Neighborhood Meeting Request

Dear Ms. Kieres:

Cardno WRG is working with developers Pat Hanlin and Tim Tofte on a land use application package to allow a new office use within the existing Willamette Christian Church Building located at 2014 Willamette Falls Drive. The new tenant is a very specialized technology support team, with three shifts over a 24 hour period. This will require a Conditional Use Permit, Class I Design Review, Non-Conforming Structure permit. Very minimal changes are proposed for the site, as required by the City for the change in use. The access drive on the north side of the property is expected to be relocated to the west to provide more distance from the intersection of 10<sup>th</sup> Street and 8<sup>th</sup> Avenue.

We would like to have a neighborhood meeting as soon as possible, but also within the required 60 day period from the mailing of this letter. The code requires a minimum of 20 days of written notice for the meeting date, which would put us in the middle of November at a minimum. If you are amenable, we would prefer to set a special meeting for that time rather than wait for your regularly scheduled meeting on December 8<sup>th</sup>. Please let me your thoughts/preferences. I can be reached by phone at 503-419-2500 or email at [mimi.doukas@cardno.com](mailto:mimi.doukas@cardno.com).

Per the Zoning Ordinance, I need to send this letter to one other "designee" of the Neighborhood Association. I need the contact information for this designee, since the City does not have one on file.

Thank you for your help on this matter.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mimi Doukas'.

Mimi Doukas, AICP, RLA  
Principal, Director of Planning and Landscape Architecture  
Cardno WRG

cc: Pat Hanlin



Shaping the Future

5415 SW Westgate Drive  
Suite 100  
Portland, Oregon 97221  
USA

Phone (503) 419-2500  
Fax (503) 419-2600

[www.cardnowrg.com](http://www.cardnowrg.com)

October 26, 2010

Jerry D Offer  
Willamette NA Second Designee  
1831 5th Avenue  
West Linn, OR 97068-4532  
(503) 657-1350

Re: Willamette Christian Church Land Use Application  
Neighborhood Meeting Request

Dear Mr. Offer:

Cardno WRG is working with developers Pat Hanlin and Tim Tofte on a land use application package to allow a new office use within the existing Willamette Christian Church Building located at 2014 Willamette Falls Drive. The new tenant is a very specialized technology support team, with three shifts over a 24 hour period. This will require a Conditional Use Permit, Class I Design Review, Non-Conforming Structure permit. Very minimal changes are proposed for the site, as required by the City for the change in use. The access drive on the north side of the property is expected to be relocated to the west to provide more distance from the intersection of 10<sup>th</sup> Street and 8<sup>th</sup> Avenue.

We would like to have a neighborhood meeting as soon as possible, but also within the required 60 day period from the mailing of this letter. The code requires a minimum of 20 days of written notice for the meeting date, which would put us in the middle of November at a minimum. If you are amenable, we would prefer to set a special meeting for that time rather than wait for your regularly scheduled meeting on December 8<sup>th</sup>. Please let me your thoughts/preferences. I can be reached by phone at 503-419-2500 or email at [mimi.doukas@cardno.com](mailto:mimi.doukas@cardno.com).

I have already sent notice to Beth Kieres, but per the Zoning Ordinance, I need to send this letter to one other "designee" of the Neighborhood Association so you are receiving the second required notice.

Thank you for your help on this matter.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mimi Doukas'.

Mimi Doukas, AICP, RLA  
Principal, Director of Planning and Landscape Architecture  
Cardno WRG

cc: Pat Hanlin



7008 2810 0002 1876 0318

U.S. Postal Service™  
**CERTIFIED MAIL™ RECEIPT**  
 (Domestic Mail Only; No Insurance Coverage Provided)  
 For delivery information visit our website at www.usps.com®

**OFFICIAL USE**

Postage	\$ 44	Postmark Here
Certified Fee	2.80	
Return Receipt Fee (Endorsement Required)		
Restricted Delivery Fee (Endorsement Required)		
Total Postage & Fees	\$ 5.54	

Sent To: Jerry D Offer  
 Street, Apt. No., or PO Box No. 1831 5th Avenue  
 City, State, ZIP+4 West Linn OR 97068

PS Form 3800, August 2006 See Reverse for Instructions

U.S. Postal Service™  
**CERTIFIED MAIL™ RECEIPT**  
 (Domestic Mail Only; No Insurance Coverage Provided)  
 For delivery information visit our website at www.usps.com®

**OFFICIAL USE**

Postage	\$ 44	Postmark Here
Certified Fee	2.80	
Return Receipt Fee (Endorsement Required)	2.30	
Restricted Delivery Fee (Endorsement Required)		
Total Postage & Fees	\$ 5.54	

Sent To: Beth Kieres  
 Street, Apt. No., or PO Box No. 1852 4th Ave  
 City, State, ZIP+4 West Linn OR 97068

PS Form 3800, August 2006 See Reverse for Instructions

**SENDER: COMPLETE THIS SECTION**


- Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:  
 Beth Kieres  
 Willamette NA President  
 1852 4th Ave  
 West Linn OR 97068

2. Article Number:  
 (Transfer from service label) 7008 2810 0002 1876 0301

PS Form 3811, February 2004 Domestic Return Receipt 102595-02-M-1540

**COMPLETE THIS SECTION ON DELIVERY**

A. Signature  
 X   Agent  Addressee

B. Received by (Printed Name) Elizabeth Kieres C. Date of Delivery 10/30/10

D. Is delivery address different from item 1?  Yes  No  
 If YES, enter delivery address below:

3. Service Type  
 Certified Mail  Express Mail  
 Registered  Return Receipt for Merchandise  
 Insured Mail  C.O.D.

4. Restricted Delivery? (Extra Fee)  Yes

**SENDER: COMPLETE THIS SECTION**

- Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:  
 Jerry D. Offer  
 Willamette NA 2nd Designee  
 1831 5th Avenue  
 West Linn, OR 97068-4532

2. Article Number:  
 (Transfer from service label) 7008 2810 0002 1876 0318

PS Form 3811, February 2004 Domestic Return Receipt 102595-02-M-1540

**COMPLETE THIS SECTION ON DELIVERY**

A. Signature  
 X   Agent  Addressee

B. Received by (Printed Name) JERRY OFFER C. Date of Delivery 11/2/10

D. Is delivery address different from item 1?  Yes  No  
 If YES, enter delivery address below:

3. Service Type  
 Certified Mail  Express Mail  
 Registered  Return Receipt for Merchandise  
 Insured Mail  C.O.D.

4. Restricted Delivery? (Extra Fee)  Yes



**Shaping the Future**

November 15, 2010

5415 SW Westgate Drive  
Suite 100  
Portland, Oregon 97221  
USA

RE: Proposed Change of Use for Willamette Christian Church  
2014 Willamette Falls Drive, West Linn, OR

Phone (503) 419-2500  
Fax (503) 419-2600

Dear Neighbor,

[www.cardnowrg.com](http://www.cardnowrg.com)

You are cordially invited to attend an informational meeting to discuss a proposed change of use for the existing Willamette Christian Church to allow a new office use within the existing Willamette Christian Church Building located at 2014 Willamette Falls Drive. The new tenant is a very specialized technology support team, with three shifts over a 24 hour period. This will require a Conditional Use Permit, Class I Design Review, Non-Conforming Structure permit. Very minimal changes are proposed for the site, as required by the City for the change in use. The access drive on the north side of the property is expected to be relocated to the west to provide more distance from the intersection of 10<sup>th</sup> Street and 8<sup>th</sup> Avenue.

Property owners Pat Hanlin and Tim Tofte would like to discuss the proposed development with the neighborhood, as required by the West Linn Development Code. We will present the proposal and hear from the neighbors at the regularly scheduled meeting of the Willamette Neighborhood Association meeting at the following time and location:

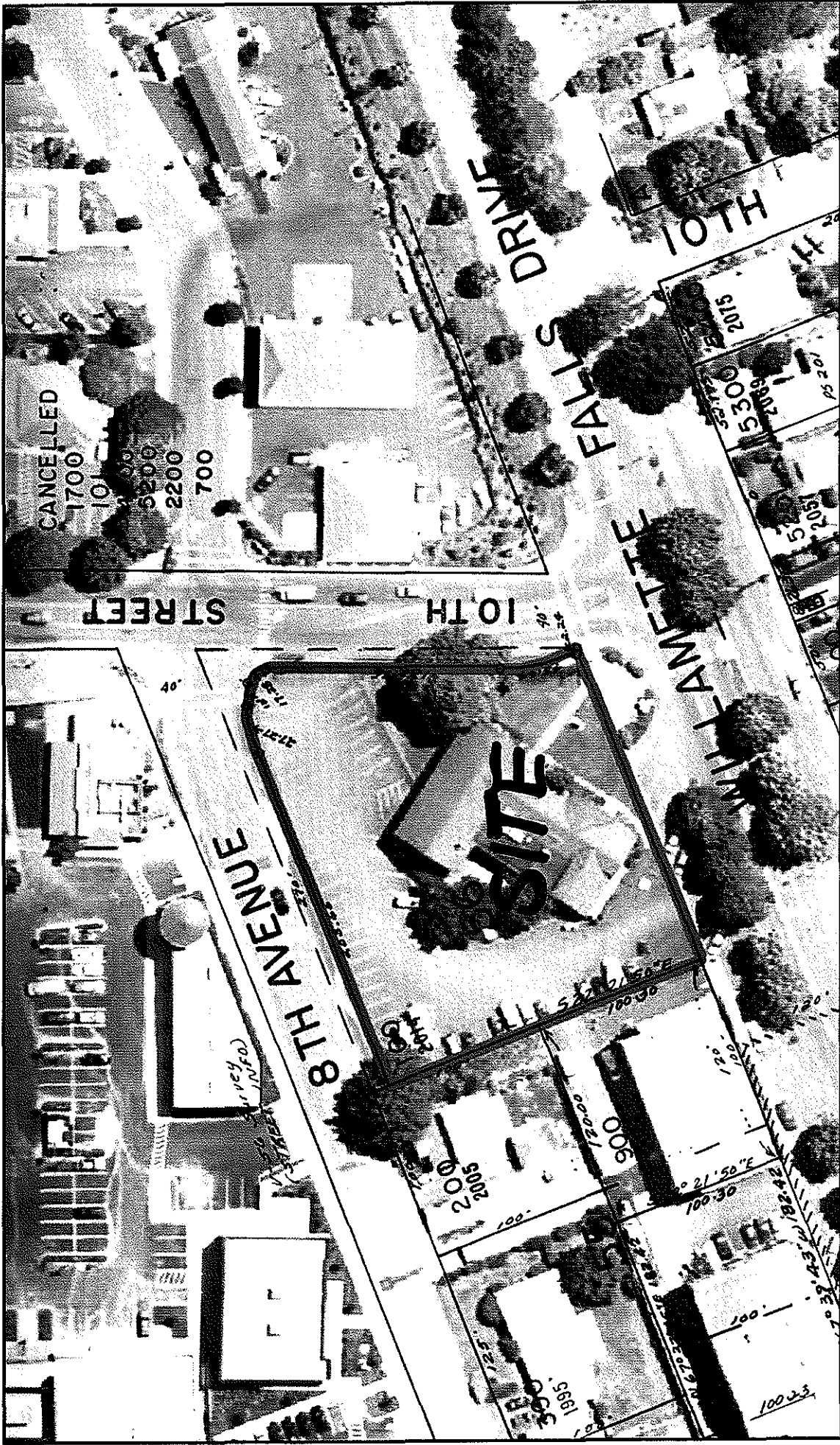
**December 8, 2010  
Pacific West Bank  
2040 8th Avenue  
West Linn, OR 97068  
7:00 pm**

This may not be the only item discussed at the meeting. You should contact your neighborhood president or neighborhood representative if you would like to forward questions to our team and are unable to attend directly ([willametteneighborhood@gmail.com](mailto:willametteneighborhood@gmail.com)). We look forward to discussing the proposal with you. Please feel free to contact us at 503-419-2500 if you have any questions.

Sincerely,

Mimi Doukas, AICP, RLA  
Principal, Director of Planning and Landscape Architecture  
Cardno WRG

encl: Map



Willamette Falls Church  
 Aerial

WEST LINN, OREGON

0 25' 50'

Cardno  
 W/RG  
 DATE: 20 SEPT, 2010  
 2:10843900

## AFFIDAVIT OF NEIGHBORHOOD MEETING

We, the undersigned do hereby certify that, in the interest of initiating a proposed land use, the following took place on the dates indicated below:

### GENERAL

Applicant's Name: Cardno WR67

Proposed Development Address: 2014 Willamette Falls Drive

Proposed Development Description: Change of use for the existing Willamette Christian Church to allow a new office use within the existing building

Scheduled Meeting Date: December 8, 2010

**NOTICE:** Notices were sent at least 20 days prior to the scheduled neighborhood meeting per Section 99.038 of the Community Development Code.

- |    |                                     |                 |                               |
|----|-------------------------------------|-----------------|-------------------------------|
| A. | NA President certified (date)       | <u>11/15/10</u> | (signed) <u>Kusti Crippen</u> |
| B. | NA Designee certified (date)        | <u>11/15/10</u> | (signed) <u>Kusti Crippen</u> |
| C. | NA officers (date)                  | <u>11/15/10</u> | (signed) <u>Kusti Crippen</u> |
| D. | Add Affected NA President. (date)   | _____           | (signed) _____                |
| F. | Add. Affected NA Designee (date)    | _____           | (signed) _____                |
| G. | 500 ft. Affected Properties: (date) | <u>11/15/10</u> | (signed) <u>Kusti Crippen</u> |

### SIGN

At least 20 days prior to the scheduled neighborhood meeting, a sign was posted on the property per Section 99.038 of the Community Development Code.







Fidelity National Financial, Inc.  
Customer Service  
500 SW 9<sup>th</sup> Ave, Mezzanine  
Portland, OR 97204  
tel: 503-796-6663 fax: 503-796-6631  
[csrequest@fnf.com](mailto:csrequest@fnf.com)

Wednesday, November 10, 2010

The enclosed radius search was created using data purchased from Core Logic and Metro. This data is derived from county tax records and is accurate to the best of our knowledge. The information provided herein is deemed reliable, but is not guaranteed. Fidelity National Title cannot be held liable for any additions, deletions or discrepancies in this search.

This notification label search was performed and completed on the date stated above.

Thank you.

Enclosures:

- Map of subject parcel, radius, and parcels of notification
- County assessor maps for parcels of notification
- Data summary of parcels of notification
- Labels



# Fidelity National Title Company

*The Closing Company*

Prepared For:

Prepared By:

Information Services Department  
1001 SW Fifth Avenue Suite 400 - Portland, Oregon 97204  
Phone: (503) 227-LIST (5478) Fax: (503) 274-5472  
E-mail: [csrequest@fnf.com](mailto:csrequest@fnf.com)

## OWNERSHIP INFORMATION

<i>Owner</i>	: Willamette Capital Investments LLC	<i>Ref Parcel Number</i>	: 31E02BA00100
<i>CoOwner</i>	:	<i>T: 03S R: 01E S: 02 Q: 250</i>	
<i>Site Address</i>	: 2014 Willamette Falls Dr West Linn 97068	<i>Parcel Number</i>	: 00748757
<i>Mail Address</i>	: 24979 SW Quarryview Dr Wilsonville Or 97070		
<i>Telephone</i>	: <i>Owner:</i> _____ <i>Tenant:</i> _____	<i>County</i>	: <b>Clackamas (OR)</b>

## SALES AND LOAN INFORMATION

<i>Transferred</i>	: 06/25/2008	<i>Loan Amount</i>	:
<i>Document #</i>	: 008-046144 Multi-Parcel	<i>Lender</i>	:
<i>Sale Price</i>	: \$3,050,000 Full	<i>Loan Type</i>	:
<i>Deed Type</i>	: Special Warranty	<i>Interest Rate</i>	:
<i>% Owned</i>	: 100	<i>Vesting Type</i>	: Corporation

## PROPERTY DESCRIPTION

*Map Page & Grid* : 716 G2  
*Census* : *Tract:* 207.00 *Block:* 2  
*Improvement Type* : 600 Churches  
*Subdivision/Plat* : Willamette  
*Neighborhood Cd* :  
*Land Use* : 101 Res,Residential Land,Improved  
*Legal* : 147 WILLAMETTE TRACTS TR 1-64 PT LT  
: 56  
:

## ASSESSMENT AND TAX INFORMATION

*Mkt Land* : \$261,984  
*Mkt Structure* : \$858,950  
*Mkt Total* : \$1,120,934  
*% Improved* : 77  
*09-10 Taxes* :  
*Exempt Amount* : \$704,088  
*Exempt Type* : Religious  
*Levy Code* : 003002  
*Millage Rate* : 18.5220  
*M50 Assd Value* : \$704,088

## PROPERTY CHARACTERISTICS

<i>Bedrooms</i>	:	<i>Building SF</i>	:	<i>Stories</i>	:
<i>Bathrooms</i>	:	<i>1st Floor SF</i>	:	<i>Garage SF</i>	:
<i>Fireplace</i>	:	<i>Above Ground SF</i>	:	<i>Lot Acres</i>	: .94
<i>Heat Type</i>	:	<i>Upper Finished SF</i>	:	<i>Lot SF</i>	: 40,908
<i>Interior Material:</i>		<i>Unfin Upper Story</i>	:	<i>Year Built</i>	: 1961
<i>Exterior Finish</i>	:	<i>Upper Total SF</i>	:	<i>Year Appraised</i>	:
<i>Floor Cover</i>	:	<i>Finished SF</i>	:	<i>Appraisal Area</i>	:
<i>Roof Type</i>	:	<i>Basement Fin SF</i>	:	<i>School District</i>	: 003
<i>Roof Shape</i>	:	<i>Basement Unfin SF</i>	:	<i>Utility District</i>	:
<i>Foundation</i>	:	<i>Basement Total SF</i>	:	<i>Bldg Tot SF</i>	:

This title information has been furnished, without charge, in conformance with the guidelines approved by the State of Oregon Insurance Commissioner. The Insurance Division cautions intermediaries that this service is designed to benefit the ultimate insureds. Indiscriminate use only benefiting intermediaries will not be permitted. Said services may be discontinued. No liability is assumed for any errors in this report.



# Fidelity National Title Company

*The Closing Company*

```
*****  
*           Search Parameters           *  
*****  
*   Clackamas (OR)                     *  
*   11/11/2010                          *  
*   1:29 PM                             *  
*   Parcels Printed: 64                 *  
*****
```

Reference Parcel Number...64

21E35C 01601  
21E35C 02200  
21E35C 02300  
21E35C 02500  
21E35C 02502  
21E35C 90000 thru 21E35C 90222  
21E35D 00901  
21E35D 00902  
21E35D 00904  
21E35D 00905  
21E35D 00906  
21E35D 01002  
21E35D 01803  
31E02AB03600 thru 31E02AB04100  
31E02AB04201  
31E02BA00100 thru 31E02BA01000  
31E02BA02100  
31E02BA03100  
31E02BA04100  
31E02BA04300 thru 31E02BA05100  
31E02BA05201  
31E02BA05300 thru 31E02BA06300



**Fidelity National Title / Clackamas (OR)**

**1**

Parcel : 00407660	RefPar# : 21E35C 01601	Document# : 07 059791
Owner : Vpc Or West Linn		Transfer : 07/09/2007
Site : *no Site Address*		Price :
Mail :		Mkt Total : \$1,671,399
LandUse: 201 Com,Commercial Land,Improved		Mkt Imprv : \$996,160
Imprvmt : *unknown Improvement Code*		Mkt Land : \$675,239
Legal : SUBDIVISION WILLAMETTE TRACTS	09-10 Taxes : \$17,316.10	
: TRACTS 1-64 PT LT B BLK 37 & PT LT	M-5 Rate : 18.5220	
: A BLK 41 147	Map Grid :	Phone :
Bedrm: Bth : YB :	BldgSF :	Lot SF : 76,246 Ac : 1.75

**2**

Parcel : 00407731	RefPar# : 21E35C 02200	Document# : 05-096264
Owner : Willamette Capital Investments LLC		Transfer : 09/28/2005
Site : *no Site Address*		Price : \$600,000
Mail : 24979 SW Quarryview Dr Wilsonville Or 97070		Mkt Total : \$192,445
LandUse: 100 Vacant,Residential Land		Mkt Imprv :
Imprvmt : *unknown Improvement Code*		Mkt Land : \$192,445
Legal : 147 WILLAMETTE TRACTS PT LT B BLK	09-10 Taxes : \$1,938.31	
: 41	M-5 Rate : 18.5220	
:	Map Grid :	Phone :
Bedrm: Bth : YB :	BldgSF :	Lot SF : 37,183 Ac : .85

**3**

Parcel : 00407740	RefPar# : 21E35C 02300	Document# : 002-090426
Owner : Morton Don R & Cynthia Sue		Transfer : 09/24/2002
Site : 1970 8th Ave West Linn 97068		Price : \$320,000
Mail : 1970 8th Ave West Linn Or 97068		Mkt Total : \$354,664
LandUse: 201 Com,Commercial Land,Improved		Mkt Imprv : \$224,040
Imprvmt : 131 Sgl Family,R1-3,1-Story		Mkt Land : \$130,624
Legal : 147 WILLAMETTE TRACTS PT LT B BLK	09-10 Taxes : \$3,998.18	
: 41	M-5 Rate : 18.5220	
:	Map Grid : 716 G2	Phone :
Bedrm: Bth : YB : 1967	BldgSF :	Lot SF : 16,681 Ac : .38

**4**

Parcel : 00407759	RefPar# : 21E35C 02500	Document# : 007-011704 Multi-Parcel
Owner : Vpc-Or West Linn Limited Partnership		Transfer : 02/09/2007
Site : 2000 8th Ave West Linn 97068		Price : \$6,670,000
Mail : 125 E Sir Francis Drake Blvd #3R Larkspur Ca 94939		Mkt Total : \$7,479,295
LandUse: 201 Com,Commercial Land,Improved		Mkt Imprv : \$5,555,490
Imprvmt : 492 Shopping Centers		Mkt Land : \$1,923,805
Legal : PARTITION PLAT 2008-068 PARCEL 1	09-10 Taxes : \$85,061.13	
:	M-5 Rate : 18.5220	
:	Map Grid : 716 G2	Phone :
Bedrm: Bth : YB : 1977	BldgSF :	Lot SF : 202,686 Ac : 4.65

**5**

Parcel : 00409187	RefPar# : 21E35D 01002	Document# : 85-41345
Owner : Powell Ronald W & Nancy E		Transfer :
Site : 1673 10th St West Linn 97068		Price :
Mail : 12296 S Carus Rd Oregon City Or 97045		Mkt Total : \$986,217
LandUse: 201 Com,Commercial Land,Improved		Mkt Imprv : \$524,840
Imprvmt : 470 Medical Buildings		Mkt Land : \$461,377
Legal : 147 WILLAMETTE TRACTS PT LT A BLK	09-10 Taxes : \$10,165.46	
: 43	M-5 Rate : 18.5220	
:	Map Grid : 716 G2	Phone :
Bedrm: Bth : YB : 1986	BldgSF :	Lot SF : 13,715 Ac : .31

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**6**

<i>Parcel</i> : 00748105	<i>RefPar#</i> : 31E02AB03600	<i>Document#</i> : 0093-36120
<i>Owner</i> : Carter Marjorie Et Al		<i>Transfer</i> : 05/27/1993
<i>Site</i> : 2185 Willamette Falls Dr West Linn 97068		<i>Price</i> :
<i>Mail</i> : 954 N McCue St #180 Laramie Wy 82072		<i>Mkt Total</i> : \$314,579
<i>LandUse</i> : 101 Res,Residential Land,Improved		<i>Mkt Imprv</i> : \$185,670
<i>Imprvmt</i> : 141 Sgl Family,R1-4,1-Story		<i>Mkt Land</i> : \$128,909
<i>Legal</i> : 147 WILLAMETTE TRACTS TR 1-64 PT		09-10 <i>Taxes</i> : \$2,927.31
: LTS A&B BL 58		<i>M-5 Rate</i> : 18.5220
:	<i>Map Grid</i> : 716 H2	<i>Phone</i> :
<i>Bedrm</i> : 3	<i>Bth</i> : 2.00	<i>YB</i> : 1950
	<i>BldgSF</i> : 1,816	<i>Lot SF</i> : 20,870
		<i>Ac</i> : .48

**7**

<i>Parcel</i> : 00748114	<i>RefPar#</i> : 31E02AB03700	<i>Document#</i> : 009-033410
<i>Owner</i> : Love Robert W		<i>Transfer</i> : 05/14/2009
<i>Site</i> : 2117 Willamette Falls Dr West Linn 97068		<i>Price</i> : \$285,000 Full
<i>Mail</i> : 20321 Noble Ln West Linn Or 97068		<i>Mkt Total</i> : \$287,201
<i>LandUse</i> : 101 Res,Residential Land,Improved		<i>Mkt Imprv</i> : \$169,300
<i>Imprvmt</i> : 141 Sgl Family,R1-4,1-Story		<i>Mkt Land</i> : \$117,901
<i>Legal</i> : 147 WILLAMETTE TRACTS TR 1-64 PT LT		09-10 <i>Taxes</i> : \$3,195.12
: A BLK 58		<i>M-5 Rate</i> : 18.5220
:	<i>Map Grid</i> : 716 H2	<i>Phone</i> :
<i>Bedrm</i> : 3	<i>Bth</i> : 1.50	<i>YB</i> : 1965
	<i>BldgSF</i> : 1,406	<i>Lot SF</i> : 16,696
		<i>Ac</i> : .38

**8**

<i>Parcel</i> : 00748123	<i>RefPar#</i> : 31E02AB03800	<i>Document#</i> : 72-18603
<i>Owner</i> : Scharback Raymond & Nancy		<i>Transfer</i> :
<i>Site</i> : 2113 Willamette Falls Dr West Linn 97068		<i>Price</i> :
<i>Mail</i> : 2113 Willamette Falls Dr West Linn Or 97068		<i>Mkt Total</i> : \$194,075
<i>LandUse</i> : 101 Res,Residential Land,Improved		<i>Mkt Imprv</i> : \$85,960
<i>Imprvmt</i> : 121 Sgl Family,R1-2,1-Story		<i>Mkt Land</i> : \$108,115
<i>Legal</i> : 147 WILLAMETTE TRACTS TR 1-64 PT LT		09-10 <i>Taxes</i> : \$1,846.24
: A BLK 58		<i>M-5 Rate</i> : 18.5220
:	<i>Map Grid</i> : 716 H2	<i>Phone</i> :
<i>Bedrm</i> : 3	<i>Bth</i> : 1.00	<i>YB</i> : 1910
	<i>BldgSF</i> : 1,453	<i>Lot SF</i> : 13,624
		<i>Ac</i> : .31

**9**

<i>Parcel</i> : 00748132	<i>RefPar#</i> : 31E02AB03900	<i>Document#</i> : 0094-35361
<i>Owner</i> : Guelette Lee		<i>Transfer</i> : 04/27/1994
<i>Site</i> : 1553 10th St West Linn 97068		<i>Price</i> : \$49,052
<i>Mail</i> : 1553 10th St West Linn Or 97068		<i>Mkt Total</i> : \$137,429
<i>LandUse</i> : 101 Res,Residential Land,Improved		<i>Mkt Imprv</i> : \$53,780
<i>Imprvmt</i> : 121 Sgl Family,R1-2,1-Story		<i>Mkt Land</i> : \$83,649
<i>Legal</i> : 147 WILLAMETTE TRACTS TR 1-64 PT LT		09-10 <i>Taxes</i> : \$1,311.08
: A BLK 58		<i>M-5 Rate</i> : 18.5220
:	<i>Map Grid</i> : 716 H2	<i>Phone</i> :
<i>Bedrm</i> : 2	<i>Bth</i> : 1.00	<i>YB</i> : 1920
	<i>BldgSF</i> : 772	<i>Lot SF</i> : 5,096
		<i>Ac</i> : .12

**10**

<i>Parcel</i> : 00748141	<i>RefPar#</i> : 31E02AB04000	<i>Document#</i> : 004-090841
<i>Owner</i> : Moon Gary C & Laurel A		<i>Transfer</i> : 09/29/2004
<i>Site</i> : 1537 10th St West Linn 97068		<i>Price</i> :
<i>Mail</i> : 1537 10th St West Linn Or 97068		<i>Mkt Total</i> : \$192,991
<i>LandUse</i> : 101 Res,Residential Land,Improved		<i>Mkt Imprv</i> : \$93,440
<i>Imprvmt</i> : 199 Mobile Home,Surrndr Title,Real Prop		<i>Mkt Land</i> : \$99,551
<i>Legal</i> : 147 WILLAMETTE TRACTS 1-64 PT LT D		09-10 <i>Taxes</i> : \$2,377.68
: BLK 58		<i>M-5 Rate</i> : 18.5220
:	<i>Map Grid</i> : 716 H2	<i>Phone</i> :
<i>Bedrm</i> :	<i>Bth</i> :	<i>YB</i> : 1993
	<i>BldgSF</i> :	<i>Lot SF</i> : 10,353
		<i>Ac</i> : .24

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11

Parcel	: 00748150	RefPar#	: 31E02AB04100	Document#	: 008-017329
Owner	: Bailly Devin R & Sarah W Ross-Bailly	Transfer	: 03/12/2008	Price	:
Site	: 1523 10th St ( No Mail ) West Linn 97068	Mkt Total	: \$242,211	Mkt Imprv	: \$142,660
Mail	: 1523 10th St ( No Mail ) West Linn Or 97068	Mkt Land	: \$99,551	09-10 Taxes	: \$2,308.98
LandUse:	101 Res,Residential Land,Improved	M-5 Rate	: 18.5220	Phone	:
Imprvmt:	131 Sgl Family,R1-3,1-Story	Map Grid	: 716 H2	Lot SF	: 10,397
Legal	: 147 WILLAMETTE TRACTS TR 1-64 TL87	BldgSF	: 1,330	Ac	: .24
	: LT D BLK 58				
Bedrm:	2	Bth	: 1.00	YB	: 1900

12

Parcel	: 00748178	RefPar#	: 31E02AB04201	Document#	: 004-087984 Multi-Parcel
Owner	: Dunnington Lizabeth T	Transfer	: 09/22/2004	Price	:
Site	: 2136 5th Ave West Linn 97068	Mkt Total	: \$17,124	Mkt Imprv	:
Mail	: 2136 5th Ave West Linn Or 97068	Mkt Land	: \$17,124	09-10 Taxes	: \$169.25
LandUse:	101 Res,Residential Land,Improved	M-5 Rate	: 18.5220	Phone	:
Imprvmt:	900 Contiguous Property	Map Grid	: 716 H2	Lot SF	: 6,114
Legal	: 147 WILLAMETTE TRACTS TR 1-64 PT LT	BldgSF	:	Ac	: .14
	: D BLK 58				
Bedrm:		Bth	:	YB	:

13

Parcel	: 00748757	RefPar#	: 31E02BA00100	Document#	: 008-046144 Multi-Parcel
Owner	: Willamette Capital Investments LLC	Transfer	: 06/25/2008	Price	: \$3,050,000 Full
Site	: 2014 Willamette Falls Dr West Linn 97068	Mkt Total	: \$1,120,934	Mkt Imprv	: \$858,950
Mail	: 24979 SW Quarryview Dr Wilsonville Or 97070	Mkt Land	: \$261,984	09-10 Taxes	:
LandUse:	101 Res,Residential Land,Improved	M-5 Rate	: 18.5220	Phone	:
Imprvmt:	600 Churches	Map Grid	: 716 G2	Lot SF	: 40,908
Legal	: 147 WILLAMETTE TRACTS TR 1-64 PT LT	BldgSF	:	Ac	: .94
	: 56				
Bedrm:		Bth	:	YB	: 1961

14

Parcel	: 00748766	RefPar#	: 31E02BA00200	Document#	: 009-017715
Owner	: Handris Holdings LLC	Transfer	: 03/18/2009	Price	:
Site	: 2005 8th Ave West Linn 97068	Mkt Total	: \$268,359	Mkt Imprv	: \$151,460
Mail	: 1980 Willamette Falls Dr #200 West Linn Or 97068	Mkt Land	: \$116,899	09-10 Taxes	: \$2,609.70
LandUse:	101 Res,Residential Land,Improved	M-5 Rate	: 18.5220	Phone	:
Imprvmt:	132 Sgl Family,R1-3,1-Story (Basement)	Map Grid	: 716 G2	Lot SF	: 10,004
Legal	: 147 WILLAMETTE TRACTS 1-64 PT LT 55	BldgSF	: 1,700	Ac	: .23
	:				
Bedrm:	2	Bth	: 1.00	YB	: 1924

15

Parcel	: 00748775	RefPar#	: 31E02BA00300	Document#	: 613-271
Owner	: Moles Clement C Jr & Patricia A	Transfer	:	Price	:
Site	: 1995 8th Ave West Linn 97068	Mkt Total	: \$275,844	Mkt Imprv	: \$150,790
Mail	: 1995 8th Ave West Linn Or 97068	Mkt Land	: \$125,054	09-10 Taxes	: \$3,016.38
LandUse:	101 Res,Residential Land,Improved	M-5 Rate	: 18.5220	Phone	:
Imprvmt:	141 Sgl Family,R1-4,1-Story	Map Grid	: 716 G2	Lot SF	: 12,588
Legal	: 147 WILLAMETTE TRACTS TR 1-64 PT	BldgSF	: 1,550	Ac	: .29
	: BLKS 54&55				
Bedrm:	4	Bth	: 2.00	YB	: 1960

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**16**

<b>Parcel</b> : 00748784	<b>RefPar#</b> : 31E02BA00400	<b>Document#</b> : 007-064646
<b>Owner</b> : Pakula Jenny & Scot Gelfand		<b>Transfer</b> : 07/25/2007
<b>Site</b> : 1975 8th Ave West Linn 97068		<b>Price</b> : \$330,000
<b>Mail</b> : 2500 Crestview Dr West Linn Or 97068		<b>Mkt Total</b> : \$340,973
<b>LandUse</b> : 101 Res,Residential Land,Improved		<b>Mkt Imprv</b> : \$232,230
<b>Imprvmt</b> : 141 Sgl Family,R1-4,1-Story		<b>Mkt Land</b> : \$108,743
<b>Legal</b> : 147 WILLAMETTE TRACTS TRACT 1-64 PT	09-10	<b>Taxes</b> : \$3,320.83
: LT 54		<b>M-5 Rate</b> : 18.5220
:	<b>Map Grid</b> : 716 G2	<b>Phone</b> : 503-722-1677
<b>Bedrm</b> : 3	<b>Bth</b> : 2.00	<b>YB</b> : 1956
	<b>BldgSF</b> : 1,736	<b>Lot SF</b> : 7,475
		<b>Ac</b> : .17

**17**

<b>Parcel</b> : 00748793	<b>RefPar#</b> : 31E02BA00500	<b>Document#</b> : 478-035
<b>Owner</b> : Anderson Irene		<b>Transfer</b> :
<b>Site</b> : 1693 12th St West Linn 97068		<b>Price</b> :
<b>Mail</b> : 1693 12th St West Linn Or 97068		<b>Mkt Total</b> : \$288,829
<b>LandUse</b> : 101 Res,Residential Land,Improved		<b>Mkt Imprv</b> : \$171,930
<b>Imprvmt</b> : 142 Sgl Family,R1-4,1-Story (Basement)		<b>Mkt Land</b> : \$116,899
<b>Legal</b> : 147 WILLAMETTE TRACTS TRACTS 1-64	09-10	<b>Taxes</b> : \$2,440.78
: PT LT 54		<b>M-5 Rate</b> : 18.5220
:	<b>Map Grid</b> : 716 G2	<b>Phone</b> :
<b>Bedrm</b> : 2	<b>Bth</b> : 1.00	<b>YB</b> : 1946
	<b>BldgSF</b> : 2,086	<b>Lot SF</b> : 9,535
		<b>Ac</b> : .22

**18**

<b>Parcel</b> : 00748800	<b>RefPar#</b> : 31E02BA00600	<b>Document#</b> : 07-019871
<b>Owner</b> : Willamette Falls Holdings LLC		<b>Transfer</b> : 08/17/2006
<b>Site</b> : 1914 Willamette Falls Dr West Linn 97068		<b>Price</b> :
<b>Mail</b> : 1980 Willamette Falls Dr #200 West Linn Or 97068		<b>Mkt Total</b> : \$3,921,032
<b>LandUse</b> : 201 Com,Commercial Land,Improved		<b>Mkt Imprv</b> : \$3,326,260
<b>Imprvmt</b> : 141 Sgl Family,R1-4,1-Story		<b>Mkt Land</b> : \$594,772
<b>Legal</b> : 147 WILLAMETTE TRACTS TRACTS 1-64	09-10	<b>Taxes</b> : \$44,002.42
: PT LT 54		<b>M-5 Rate</b> : 18.5220
:	<b>Map Grid</b> : 716 G2	<b>Phone</b> :
<b>Bedrm</b> :	<b>Bth</b> :	<b>YB</b> : 1920
	<b>BldgSF</b> :	<b>Lot SF</b> : 17,675
		<b>Ac</b> : .41

**19**

<b>Parcel</b> : 00748828	<b>RefPar#</b> : 31E02BA00800	<b>Document#</b> : 007-019871
<b>Owner</b> : Willamette Falls Holdings LLC		<b>Transfer</b> : 03/08/2007
<b>Site</b> : 1980 Willamette Falls Dr #200 West Linn 97068		<b>Price</b> :
<b>Mail</b> : 1980 Willamette Falls Dr #200 West Linn Or 97068		<b>Mkt Total</b> : \$3,517,059
<b>LandUse</b> : 201 Com,Commercial Land,Improved		<b>Mkt Imprv</b> : \$3,265,310
<b>Imprvmt</b> : 142 Sgl Family,R1-4,1-Story (Basement)		<b>Mkt Land</b> : \$251,749
<b>Legal</b> : 147 WILLAMETTE TRACTS TR 1-64 PT	09-10	<b>Taxes</b> : \$39,378.75
: LTS 54&55		<b>M-5 Rate</b> : 18.5220
:	<b>Map Grid</b> : 716 G2	<b>Phone</b> :
<b>Bedrm</b> :	<b>Bth</b> :	<b>YB</b> : 1945
	<b>BldgSF</b> :	<b>Lot SF</b> : 13,260
		<b>Ac</b> : .30

**20**

<b>Parcel</b> : 00748837	<b>RefPar#</b> : 31E02BA00900	<b>Document#</b> : 001-088219
<b>Owner</b> : Handris Edward & Teresa M		<b>Transfer</b> : 10/25/2001
<b>Site</b> : 2008 Willamette Falls Dr #B West Linn 97068		<b>Price</b> :
<b>Mail</b> : 2008 Willamette Falls Dr #B West Linn Or 97068		<b>Mkt Total</b> : \$1,730,908
<b>LandUse</b> : 201 Com,Commercial Land,Improved		<b>Mkt Imprv</b> : \$1,581,280
<b>Imprvmt</b> : 440 Stores		<b>Mkt Land</b> : \$149,628
<b>Legal</b> : 147 WILLAMETTE TRACTS TRACTS 1-64	09-10	<b>Taxes</b> : \$18,773.79
: PT LT 55		<b>M-5 Rate</b> : 18.5220
:	<b>Map Grid</b> : 716 G2	<b>Phone</b> :
<b>Bedrm</b> :	<b>Bth</b> :	<b>YB</b> : 1940
	<b>BldgSF</b> :	<b>Lot SF</b> : 12,000
		<b>Ac</b> : .28

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**21**

<b>Parcel</b> : 00748846	<b>RefPar#</b> : 31E02BA01000	<b>Document#</b> : 003-096947
<b>Owner</b> : Farza Javad & Mafar Zahra		<b>Transfer</b> : 07/28/2003
<b>Site</b> : 1684 12th St West Linn 97068		<b>Price</b> :
<b>Mail</b> : 7110 SW Clinton St Tigard Or 97223		<b>Mkt Total</b> : \$186,928
<b>LandUse</b> : 101 Res,Residential Land,Improved		<b>Mkt Imprv</b> : \$68,590
<b>Imprvmt</b> : 131 Sgl Family,R1-3,1-Story		<b>Mkt Land</b> : \$118,338
<b>Legal</b> : 147 WILLAMETTE TRACTS TRACTS 1-64		<b>09-10 Taxes</b> : \$1,727.75
: PT LT 53		<b>M-5 Rate</b> : 18.5220
:	<b>Map Grid</b> : 716 G2	<b>Phone</b> :
<b>Bedrm:</b> 2	<b>Bth</b> : 1.00	<b>YB</b> : 1924
	<b>BldgSF</b> : 816	<b>Lot SF</b> : 10,900
		<b>Ac</b> : .25

**22**

<b>Parcel</b> : 00748944	<b>RefPar#</b> : 31E02BA02100	<b>Document#</b> : 07-019871
<b>Owner</b> : Willamette Falls Holdings LLC		<b>Transfer</b> : 08/17/2006
<b>Site</b> : 1880 Willamette Falls Dr West Linn 97068		<b>Price</b> :
<b>Mail</b> : 1980 Willamette Falls Dr #200 West Linn Or 97068		<b>Mkt Total</b> : \$1,391,788
<b>LandUse</b> : 201 Com,Commercial Land,Improved		<b>Mkt Imprv</b> : \$1,241,390
<b>Imprvmt</b> : 440 Stores		<b>Mkt Land</b> : \$150,398
<b>Legal</b> : SUBDIVISION WILLAMETTE TRACTS 1-64		<b>09-10 Taxes</b> : \$16,338.76
: 147 PT BLK 3 SEE EXEMPT PORTION		<b>M-5 Rate</b> : 18.5220
: 02100E2	<b>Map Grid</b> : 716 G2	<b>Phone</b> :
<b>Bedrm:</b>	<b>Bth</b> :	<b>YB</b> : 1921
	<b>BldgSF</b> :	<b>Lot SF</b> :
		<b>Ac</b> :

**23**

<b>Parcel</b> : 00749051	<b>RefPar#</b> : 31E02BA03100	<b>Document#</b> : 0098-65476
<b>Owner</b> : Tekander Steve		<b>Transfer</b> : 07/17/1998
<b>Site</b> : 1889 Willamette Falls Dr West Linn 97068		<b>Price</b> : \$325,000 Full
<b>Mail</b> : 31650 SW Willow Island Ln West Linn Or 97068		<b>Mkt Total</b> : \$203,573
<b>LandUse</b> : 201 Com,Commercial Land,Improved		<b>Mkt Imprv</b> : \$133,600
<b>Imprvmt</b> : 493 Taverns		<b>Mkt Land</b> : \$69,973
<b>Legal</b> : 121 WILLAMETTE FALLS BLKS 1 THRU 17		<b>09-10 Taxes</b> : \$3,298.93
: LT1 BLK9		<b>M-5 Rate</b> : 18.5220
:	<b>Map Grid</b> : 716 G2	<b>Phone</b> :
<b>Bedrm:</b>	<b>Bth</b> :	<b>YB</b> : 1923
	<b>BldgSF</b> :	<b>Lot SF</b> : 5,000
		<b>Ac</b> : .11

**24**

<b>Parcel</b> : 00749168	<b>RefPar#</b> : 31E02BA04100	<b>Document#</b> : 001-075266
<b>Owner</b> : Becker Claire T		<b>Transfer</b> : 09/14/2001
<b>Site</b> : 1969 Willamette Falls Dr West Linn 97068		<b>Price</b> : \$500,000
<b>Mail</b> : 25120 SW Petes Mountain Rd West Linn Or 97068		<b>Mkt Total</b> : \$273,696
<b>LandUse</b> : 201 Com,Commercial Land,Improved		<b>Mkt Imprv</b> : \$73,380
<b>Imprvmt</b> : 131 Sgl Family,R1-3,1-Story		<b>Mkt Land</b> : \$200,316
<b>Legal</b> : 121 WILLAMETTE FALLS BLKS 1-17 LTS		<b>09-10 Taxes</b> : \$1,931.38
: 1-3 BLK 10		<b>M-5 Rate</b> : 18.5220
:	<b>Map Grid</b> : 716 G2	<b>Phone</b> :
<b>Bedrm:</b>	<b>Bth</b> :	<b>YB</b> : 1920
	<b>BldgSF</b> :	<b>Lot SF</b> : 14,994
		<b>Ac</b> : .34

**25**

<b>Parcel</b> : 00749177	<b>RefPar#</b> : 31E02BA04300	<b>Document#</b> : 008-063174
<b>Owner</b> : Becker Kirk & Claire		<b>Transfer</b> : 09/09/2008
<b>Site</b> : 1949 Willamette Falls Dr West Linn 97068		<b>Price</b> : \$497,500 Full
<b>Mail</b> : 25120 SW Petes Mountain Rd West Linn Or 97068		<b>Mkt Total</b> : \$183,645
<b>LandUse</b> : 201 Com,Commercial Land,Improved		<b>Mkt Imprv</b> : \$63,360
<b>Imprvmt</b> : 142 Sgl Family,R1-4,1-Story (Basement)		<b>Mkt Land</b> : \$120,285
<b>Legal</b> : 121 WILLAMETTE FALLS LT 4 PT LT 5		<b>09-10 Taxes</b> : \$1,878.37
:		<b>M-5 Rate</b> : 18.5220
:	<b>Map Grid</b> : 716 G2	<b>Phone</b> :
<b>Bedrm:</b>	<b>Bth</b> :	<b>YB</b> : 1972
	<b>BldgSF</b> :	<b>Lot SF</b> : 9,362
		<b>Ac</b> : .21

**Fidelity National Title / Clackamas (OR)**

26

Parcel	: 00749186	RefPar#	: 31E02BA04400	Document#	: 0097-00370
Owner	: Willamette Falls Entrps LLC			Transfer	: 12/24/1997
Site	: 1919 Willamette Falls Dr West Linn 97068			Price	: \$172,000
Mail	: 1919 Willamette Falls Dr West Linn Or 97068			Mkt Total	: \$329,838
LandUse:	201 Com,Commercial Land,Improved			Mkt Imprv	: \$243,590
Imprvmt:	561 Office Building,Low Rise			Mkt Land	: \$86,248
Legal	: 121 WILLAMETTE FALLS LT 6 PT LT 5			09-10 Taxes	: \$3,556.33
	: BLK 10			M-5 Rate	: 18.5220
	:			Map Grid	: 716 G2
Bedrm:	Bth :	YB : 1915	BldgSF :	Lot SF	: 5,644
				Ac	: .13

27

Parcel	: 00749195	RefPar#	: 31E02BA04500	Document#	:
Owner	: Potter Donna Kay & Kenneth C			Transfer	:
Site	: 1549 12th St West Linn 97068			Price	:
Mail	: 22841 SW Stafford Rd Tualatin Or 97062			Mkt Total	: \$176,816
LandUse:	101 Res,Residential Land,Improved			Mkt Imprv	: \$73,350
Imprvmt:	131 Sgl Family,R1-3,1-Story			Mkt Land	: \$103,466
Legal	: 121 WILLAMETTE FALLS BLKS 1-17 PT			09-10 Taxes	: \$1,606.53
	: LTS 7 8&9 BLK 10			M-5 Rate	: 18.5220
	:			Map Grid	: 716 G2
Bedrm: 3	Bth : 1.00	YB : 1920	BldgSF : 786	Lot SF	: 6,250
				Ac	: .14

28

Parcel	: 00749202	RefPar#	: 31E02BA04600	Document#	: 000-080240
Owner	: Secchi Albert J Jr & Laura M			Transfer	: 12/13/2000
Site	: 1920 6th Ave West Linn 97068			Price	:
Mail	: 1920 6th Ave West Linn Or 97068			Mkt Total	: \$256,016
LandUse:	101 Res,Residential Land,Improved			Mkt Imprv	: \$152,550
Imprvmt:	131 Sgl Family,R1-3,1-Story			Mkt Land	: \$103,466
Legal	: 121 WILLAMETTE FALLS BLKS 1-17 PT			09-10 Taxes	: \$2,217.62
	: LTS 7 8&9 BLK 10			M-5 Rate	: 18.5220
	:			Map Grid	: 716 G2
Bedrm: 2	Bth : 1.00	YB : 1952	BldgSF : 1,272	Lot SF	: 6,250
				Ac	: .14

29

Parcel	: 00749211	RefPar#	: 31E02BA04700	Document#	: 97-58937
Owner	: Sliger Harold M & Dot-Am			Transfer	: 07/01/1997
Site	: 1968 6th Ave West Linn 97068			Price	: \$11,469
Mail	: 1968 6th Ave West Linn Or 97068			Mkt Total	: \$196,733
LandUse:	101 Res,Residential Land,Improved			Mkt Imprv	: \$87,990
Imprvmt:	132 Sgl Family,R1-3,1-Story (Basement)			Mkt Land	: \$108,743
Legal	: 121 WILLAMETTE FALLS BLKS 1-17 PT			09-10 Taxes	: \$1,745.86
	: LT 9&LT 10 BLK 10			M-5 Rate	: 18.5220
	:			Map Grid	: 716 G2
Bedrm: 4	Bth : 1.00	YB : 1915	BldgSF : 1,952	Lot SF	: 7,500
				Ac	: .17

30

Parcel	: 00749220	RefPar#	: 31E02BA04800	Document#	: 297-038
Owner	: Sloma Paul L & Ethel V			Transfer	:
Site	: 1992 6th Ave West Linn 97068			Price	:
Mail	: 1992 6th Ave West Linn Or 97068			Mkt Total	: \$265,969
LandUse:	101 Res,Residential Land,Improved			Mkt Imprv	: \$149,070
Imprvmt:	141 Sgl Family,R1-4,1-Story			Mkt Land	: \$116,899
Legal	: 121 WILLAMETTE FALLS BLKS 1-17			09-10 Taxes	: \$2,429.24
	: LTS11&12 BLK10			M-5 Rate	: 18.5220
	:			Map Grid	: 716 G2
Bedrm: 2	Bth : 1.00	YB : 1900	BldgSF : 1,600	Lot SF	: 10,000
				Ac	: .23

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**31**

<b>Parcel</b> : 00749239	<b>RefPar#</b> : 31E02BA04900	<b>Document#</b> : 0093-20643
<b>Owner</b> : Lawrence David J		<b>Transfer</b> : 03/30/1993
<b>Site</b> : 1553 11th St West Linn 97068		<b>Price</b> :
<b>Mail</b> : 1553 11th St West Linn Or 97068		<b>Mkt Total</b> : \$449,003
<b>LandUse</b> : 101 Res,Residential Land,Improved		<b>Mkt Imprv</b> : \$288,930
<b>Imprvmt</b> : 132 Sgl Family,R1-3,1-Story (Basement)		<b>Mkt Land</b> : \$160,073
<b>Legal</b> : 147 WILLAMETTE TRACTS 1-64 PT LT A		<b>09-10 Taxes</b> : \$4,872.10
: BLK 57		<b>M-5 Rate</b> : 18.5220
:	<b>Map Grid</b> : 716 G2	<b>Phone</b> :
<b>Bedrm</b> : 3	<b>Bth</b> : 1.00	<b>YB</b> : 1945
	<b>BldgSF</b> : 2,732	<b>Lot SF</b> : 22,233
		<b>Ac</b> : .51

**32**

<b>Parcel</b> : 00749248	<b>RefPar#</b> : 31E02BA05000	<b>Document#</b> : 0097-70616
<b>Owner</b> : Obrien Peter X		<b>Transfer</b> : 09/01/1997
<b>Site</b> : 1547 11th St West Linn 97068		<b>Price</b> :
<b>Mail</b> : 1547 11th St West Linn Or 97068		<b>Mkt Total</b> : \$273,638
<b>LandUse</b> : 101 Res,Residential Land,Improved		<b>Mkt Imprv</b> : \$155,300
<b>Imprvmt</b> : 133 Sgl Family,R1-3,2-Story		<b>Mkt Land</b> : \$118,338
<b>Legal</b> : 147 WILLAMETTE TRACTS TR 1-64 PT LT		<b>09-10 Taxes</b> : \$2,881.50
: A BLK 57		<b>M-5 Rate</b> : 18.5220
:	<b>Map Grid</b> : 716 G2	<b>Phone</b> :
<b>Bedrm</b> : 4	<b>Bth</b> : 1.50	<b>YB</b> : 1977
	<b>BldgSF</b> : 1,440	<b>Lot SF</b> : 10,887
		<b>Ac</b> : .25

**33**

<b>Parcel</b> : 00749257	<b>RefPar#</b> : 31E02BA05100	<b>Document#</b> : 0096-00255
<b>Owner</b> : Tonks Larry K & Deanna C		<b>Transfer</b> : 01/02/1996
<b>Site</b> : 2051 Willamette Falls Dr West Linn 97068		<b>Price</b> : \$140,000
<b>Mail</b> : 11351 E Desert Vista Dr Scottsdale Az 85255		<b>Mkt Total</b> : \$416,804
<b>LandUse</b> : 101 Res,Residential Land,Improved		<b>Mkt Imprv</b> : \$275,440
<b>Imprvmt</b> : 142 Sgl Family,R1-4,1-Story (Basement)		<b>Mkt Land</b> : \$141,364
<b>Legal</b> : 147 WILLAMETTE TRACTS PT LTS A&B		<b>09-10 Taxes</b> : \$4,307.33
: BLK 57		<b>M-5 Rate</b> : 18.5220
:	<b>Map Grid</b> : 716 G2	<b>Phone</b> :
<b>Bedrm</b> : 4	<b>Bth</b> : 1.50	<b>YB</b> : 1939
	<b>BldgSF</b> : 2,992	<b>Lot SF</b> : 17,604
		<b>Ac</b> : .40

**34**

<b>Parcel</b> : 00749275	<b>RefPar#</b> : 31E02BA05201	<b>Document#</b> : 006-108792
<b>Owner</b> : Blanc-Gonnet Maria Luisa		<b>Transfer</b> : 11/24/2006
<b>Site</b> : 2057 Willamette Falls Dr West Linn 97068		<b>Price</b> :
<b>Mail</b> : 2057 Willamette Falls Dr West Linn Or 97068		<b>Mkt Total</b> : \$299,580
<b>LandUse</b> : 101 Res,Residential Land,Improved		<b>Mkt Imprv</b> : \$167,810
<b>Imprvmt</b> : 141 Sgl Family,R1-4,1-Story		<b>Mkt Land</b> : \$131,770
<b>Legal</b> : 147 WILLAMETTE TRACTS TR 1-64 PT LT		<b>09-10 Taxes</b> : \$3,318.13
: B BLK 57		<b>M-5 Rate</b> : 18.5220
:	<b>Map Grid</b> : 716 H2	<b>Phone</b> : 503-557-5620
<b>Bedrm</b> : 3	<b>Bth</b> : 1.50	<b>YB</b> : 1977
	<b>BldgSF</b> : 1,302	<b>Lot SF</b> : 14,609
		<b>Ac</b> : .34

**35**

<b>Parcel</b> : 00749284	<b>RefPar#</b> : 31E02BA05300	<b>Document#</b> : 89-32620
<b>Owner</b> : Walsh Donald R & Elizabeth E		<b>Transfer</b> : 07/01/1989
<b>Site</b> : 2069 Willamette Falls Dr West Linn 97068		<b>Price</b> : \$54,900
<b>Mail</b> : 2069 Willamette Falls Dr West Linn Or 97068		<b>Mkt Total</b> : \$257,438
<b>LandUse</b> : 101 Res,Residential Land,Improved		<b>Mkt Imprv</b> : \$139,100
<b>Imprvmt</b> : 131 Sgl Family,R1-3,1-Story		<b>Mkt Land</b> : \$118,338
<b>Legal</b> : 147 WILLAMETTE TRACTS TR 1-64 PT LT		<b>09-10 Taxes</b> : \$2,394.36
: B BLK 57		<b>M-5 Rate</b> : 18.5220
:	<b>Map Grid</b> : 716 H2	<b>Phone</b> :
<b>Bedrm</b> : 3	<b>Bth</b> : 1.00	<b>YB</b> : 1945
	<b>BldgSF</b> : 1,673	<b>Lot SF</b> : 10,889
		<b>Ac</b> : .25

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<i>Parcel</i> : 00749293	<i>RefPar#</i> : 31E02BA05400	<i>Document#</i> : 001-029773
<i>Owner</i> : Lawrence David J		<i>Transfer</i> : 04/26/2001
<i>Site</i> : 2075 Willamette Falls Dr West Linn 97068		<i>Price</i> :
<i>Mail</i> : 1553 11th St West Linn Or 97068		<i>Mkt Total</i> : \$246,391
<i>LandUse</i> : 101 Res,Residential Land,Improved		<i>Mkt Imprv</i> : \$116,810
<i>Imprvmt</i> : 131 Sgl Family,R1-3,1-Story		<i>Mkt Land</i> : \$129,581
<i>Legal</i> : 147 WILLAMETTE TRACTS TR 1-64 PT LT	09-10	<i>Taxes</i> : \$2,662.21
: B BLK 57		<i>M-5 Rate</i> : 18.5220
:	<i>Map Grid</i> : 716 H2	<i>Phone</i> :
<i>Bedrm</i> : 2	<i>Bth</i> : 1.00	<i>YB</i> : 1945
	<i>BldgSF</i> : 1,200	<i>Lot SF</i> : 10,889
		<i>Ac</i> : .25

37

<i>Parcel</i> : 00749300	<i>RefPar#</i> : 31E02BA05500	<i>Document#</i> : 0093-47041
<i>Owner</i> : Barnes Norman Charles & Donna Evelyn		<i>Transfer</i> : 07/06/1993
<i>Site</i> : 1542 10th St ( No Mail ) West Linn 97068		<i>Price</i> :
<i>Mail</i> : 1542 10th St ( No Mail ) West Linn Or 97068		<i>Mkt Total</i> : \$270,237
<i>LandUse</i> : 101 Res,Residential Land,Improved		<i>Mkt Imprv</i> : \$115,440
<i>Imprvmt</i> : 131 Sgl Family,R1-3,1-Story		<i>Mkt Land</i> : \$154,797
<i>Legal</i> : 147 WILLAMETTE TRACTS TR 1-64 PT LT	09-10	<i>Taxes</i> : \$2,352.81
: C BLK 57		<i>M-5 Rate</i> : 18.5220
:	<i>Map Grid</i> : 716 H2	<i>Phone</i> :
<i>Bedrm</i> : 3	<i>Bth</i> : 1.00	<i>YB</i> : 1910
	<i>BldgSF</i> : 1,620	<i>Lot SF</i> : 21,778
		<i>Ac</i> : .50

38

<i>Parcel</i> : 00749319	<i>RefPar#</i> : 31E02BA05600	<i>Document#</i> : 007-013361
<i>Owner</i> : James Ben & Marki		<i>Transfer</i> : 02/14/2007
<i>Site</i> : 1530 10th St West Linn 97068		<i>Price</i> : \$485,000
<i>Mail</i> : 1530 10th St West Linn Or 97068		<i>Mkt Total</i> : \$383,388
<i>LandUse</i> : 101 Res,Residential Land,Improved		<i>Mkt Imprv</i> : \$283,280
<i>Imprvmt</i> : 131 Sgl Family,R1-3,1-Story		<i>Mkt Land</i> : \$100,108
<i>Legal</i> : 147 WILLAMETTE TRACTS 1-64 PT LT C	09-10	<i>Taxes</i> : \$4,042.93
: BLK 57		<i>M-5 Rate</i> : 18.5220
:	<i>Map Grid</i> : 716 H2	<i>Phone</i> :
<i>Bedrm</i> : 3	<i>Bth</i> : 2.50	<i>YB</i> : 2006
	<i>BldgSF</i> : 2,460	<i>Lot SF</i> : 5,445
		<i>Ac</i> : .13

39

<i>Parcel</i> : 00749328	<i>RefPar#</i> : 31E02BA05700	<i>Document#</i> : 10 066877
<i>Owner</i> : Drury James T		<i>Transfer</i> : 10/22/2010
<i>Site</i> : 2092 5th Ave West Linn 97068		<i>Price</i> : \$226,900 Full
<i>Mail</i> : 2092 5th Ave West Linn Or 97068		<i>Mkt Total</i> : \$234,848
<i>LandUse</i> : 101 Res,Residential Land,Improved		<i>Mkt Imprv</i> : \$134,740
<i>Imprvmt</i> : 131 Sgl Family,R1-3,1-Story		<i>Mkt Land</i> : \$100,108
<i>Legal</i> : 147 WILLAMETTE TRACTS TR 1-64 TL75	09-10	<i>Taxes</i> : \$2,006.82
: LT C BLK 57		<i>M-5 Rate</i> : 18.5220
:	<i>Map Grid</i> : 716 H2	<i>Phone</i> :
<i>Bedrm</i> : 2	<i>Bth</i> :	<i>YB</i> : 1935
	<i>BldgSF</i> : 1,254	<i>Lot SF</i> : 5,444
		<i>Ac</i> : .13

40

<i>Parcel</i> : 00749337	<i>RefPar#</i> : 31E02BA05800	<i>Document#</i> : 007-033849
<i>Owner</i> : Marcus Paul H & Karin		<i>Transfer</i> : 04/20/2007
<i>Site</i> : 2062 5th Ave West Linn 97068		<i>Price</i> :
<i>Mail</i> : 2062 5th Ave West Linn Or 97068		<i>Mkt Total</i> : \$365,568
<i>LandUse</i> : 101 Res,Residential Land,Improved		<i>Mkt Imprv</i> : \$247,230
<i>Imprvmt</i> : 131 Sgl Family,R1-3,1-Story		<i>Mkt Land</i> : \$118,338
<i>Legal</i> : 147 WILLAMETTE TRACTS 1-64 PT LT C	09-10	<i>Taxes</i> : \$3,643.70
: BLK 57		<i>M-5 Rate</i> : 18.5220
:	<i>Map Grid</i> : 716 H2	<i>Phone</i> :
<i>Bedrm</i> : 3	<i>Bth</i> : 1.00	<i>YB</i> : 2008
	<i>BldgSF</i> : 1,903	<i>Lot SF</i> : 10,889
		<i>Ac</i> : .25



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**41**

<i>Parcel</i> : 00749346	<i>RefPar#</i> : 31E02BA05900	<i>Document#</i> : 004-087557
<i>Owner</i> : Gray Dawn L A & James R		<i>Transfer</i> : 09/20/2004
<i>Site</i> : 2050 5th Ave West Linn 97068		<i>Price</i> : \$265,000
<i>Mail</i> : 2050 5th Ave West Linn Or 97068		<i>Mkt Total</i> : \$334,542
<i>LandUse</i> : 101 Res,Residential Land,Improved		<i>Mkt Imprv</i> : \$223,880
<i>Imprvmt</i> : 141 Sgl Family,R1-4,1-Story		<i>Mkt Land</i> : \$110,662
<i>Legal</i> : 147 WILLAMETTE TRACTS TR 1-64 PT LT	09-10	<i>Taxes</i> : \$3,554.60
: D BLK 57		<i>M-5 Rate</i> : 18.5220
:	<i>Map Grid</i> : 716 H2	<i>Phone</i> :
<i>Bedrm</i> : 3	<i>Bth</i> : 3.00	<i>YB</i> : 1920
	<i>BldgSF</i> : 2,238	<i>Lot SF</i> : 7,995
		<i>Ac</i> : .18

**42**

<i>Parcel</i> : 00749355	<i>RefPar#</i> : 31E02BA06000	<i>Document#</i> : 0096-08135
<i>Owner</i> : Peter Jimmy A & Paula A		<i>Transfer</i> : 02/02/1996
<i>Site</i> : 1521 11th St West Linn 97068		<i>Price</i> : \$25,000
<i>Mail</i> : 1521 11th St West Linn Or 97068		<i>Mkt Total</i> : \$192,392
<i>LandUse</i> : 101 Res,Residential Land,Improved		<i>Mkt Imprv</i> : \$81,730
<i>Imprvmt</i> : 132 Sgl Family,R1-3,1-Story (Basement)		<i>Mkt Land</i> : \$110,662
<i>Legal</i> : 147 WILLAMETTE TRACTS TR 1-64 PT LT	09-10	<i>Taxes</i> : \$1,647.37
: D BLK 57		<i>M-5 Rate</i> : 18.5220
:	<i>Map Grid</i> : 716 G2	<i>Phone</i> :
<i>Bedrm</i> : 2	<i>Bth</i> : 1.00	<i>YB</i> : 1921
	<i>BldgSF</i> : 982	<i>Lot SF</i> : 7,991
		<i>Ac</i> : .18

**43**

<i>Parcel</i> : 00749364	<i>RefPar#</i> : 31E02BA06100	<i>Document#</i> : 006-045485
<i>Owner</i> : Matthies Kenneth E & Margaret M		<i>Transfer</i> : 05/18/2006
<i>Site</i> : 1531 11th St West Linn 97068		<i>Price</i> : \$400,000
<i>Mail</i> : 1531 11th St West Linn Or 97068		<i>Mkt Total</i> : \$349,416
<i>LandUse</i> : 101 Res,Residential Land,Improved		<i>Mkt Imprv</i> : \$227,720
<i>Imprvmt</i> : 121 Sgl Family,R1-2,1-Story		<i>Mkt Land</i> : \$121,696
<i>Legal</i> : 147 WILLAMETTE TRACTS TR 1-64 TL76	09-10	<i>Taxes</i> : \$4,358.22
: LT D BLK 57		<i>M-5 Rate</i> : 18.5220
:	<i>Map Grid</i> : 716 G2	<i>Phone</i> :
<i>Bedrm</i> : 3	<i>Bth</i> : 2.00	<i>YB</i> : 2000
	<i>BldgSF</i> : 1,692	<i>Lot SF</i> : 11,779
		<i>Ac</i> : .27

**44**

<i>Parcel</i> : 00749373	<i>RefPar#</i> : 31E02BA06200	<i>Document#</i> : 010-036610
<i>Owner</i> : Reim Paul E		<i>Transfer</i> : 06/18/2010
<i>Site</i> : 1541 11th St West Linn 97068		<i>Price</i> : \$248,000 Full
<i>Mail</i> : 1541 11th St West Linn Or 97068		<i>Mkt Total</i> : \$247,691
<i>LandUse</i> : 101 Res,Residential Land,Improved		<i>Mkt Imprv</i> : \$117,360
<i>Imprvmt</i> : 131 Sgl Family,R1-3,1-Story		<i>Mkt Land</i> : \$130,331
<i>Legal</i> : 147 WILLAMETTE TRACTS TR 1-64 PT LT	09-10	<i>Taxes</i> : \$2,035.46
: D BLK 57		<i>M-5 Rate</i> : 18.5220
:	<i>Map Grid</i> : 716 G2	<i>Phone</i> :
<i>Bedrm</i> : 2	<i>Bth</i> : 1.00	<i>YB</i> : 1905
	<i>BldgSF</i> : 1,486	<i>Lot SF</i> : 13,975
		<i>Ac</i> : .32

**45**

<i>Parcel</i> : 00749382	<i>RefPar#</i> : 31E02BA06300	<i>Document#</i> : 61-167
<i>Owner</i> : West Linn-Wils Sch Dist #3J		<i>Transfer</i> :
<i>Site</i> : 1403 12th St West Linn 97068		<i>Price</i> :
<i>Mail</i> : PO Box 35 West Linn Or 97068		<i>Mkt Total</i> : \$8,913,711
<i>LandUse</i> : 401 Tract,Tract Land,Improved		<i>Mkt Imprv</i> : \$8,355,520
<i>Imprvmt</i> : 601 Schools		<i>Mkt Land</i> : \$558,191
<i>Legal</i> : 121 WILLAMETTE FALLS LTS 1 THRU 12	09-10	<i>Taxes</i> :
: BLK 11&17		<i>M-5 Rate</i> : 18.5220
:	<i>Map Grid</i> : 716 G2	<i>Phone</i> :
<i>Bedrm</i> :	<i>Bth</i> :	<i>YB</i> : 1952
	<i>BldgSF</i> :	<i>Lot SF</i> : 156,000
		<i>Ac</i> : 3.58

**Fidelity National Title / Clackamas (OR)**

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<b>Parcel</b> : 01680345	<b>RefPar#</b> : 21E35D 00901	<b>Document#</b> : 95-56836
<b>Owner</b> : Greentree Enterprises Inc		<b>Transfer</b> : 09/01/1995
<b>Site</b> : 2100 8th Ct West Linn 97068		<b>Price</b> : \$10
<b>Mail</b> : 8655 SW Citizens Dr #201 Wilsonville Or 97070		<b>Mkt Total</b> : \$2,090,685
<b>LandUse</b> : 201 Com,Commercial Land,Improved		<b>Mkt Imprv</b> : \$976,520
<b>Imprvmt</b> : 467 Restaurants,Fast Food		<b>Mkt Land</b> : \$1,114,165
<b>Legal</b> : 3202 WILLAMETTE COMMERCIAL PARK LT	09-10	<b>Taxes</b> : \$21,204.82
: 1		<b>M-5 Rate</b> : 18.5220
:	<b>Map Grid</b> : 716 H2	<b>Phone</b> :
<b>Bedrm:</b>	<b>Bth</b> :	<b>YB</b> : 1996
	<b>BldgSF</b> :	<b>Lot SF</b> : 33,069
		<b>Ac</b> : .76

47

<b>Parcel</b> : 01680354	<b>RefPar#</b> : 21E35D 00902	<b>Document#</b> : 06-118789
<b>Owner</b> : Tamer Willamette LLC		<b>Transfer</b> : 12/18/2006
<b>Site</b> : 2120 8th Ct West Linn 97068		<b>Price</b> :
<b>Mail</b> : 3560 SW Troy St Portland Or 97219		<b>Mkt Total</b> : \$1,393,152
<b>LandUse</b> : 201 Com,Commercial Land,Improved		<b>Mkt Imprv</b> : \$628,100
<b>Imprvmt</b> : 480 Service Stations		<b>Mkt Land</b> : \$765,052
<b>Legal</b> : 3202 WILLAMETTE COMMERCIAL PARK LT	09-10	<b>Taxes</b> : \$14,081.19
: 2		<b>M-5 Rate</b> : 18.5220
:	<b>Map Grid</b> : 716 H2	<b>Phone</b> :
<b>Bedrm:</b>	<b>Bth</b> :	<b>YB</b> : 1996
	<b>BldgSF</b> :	<b>Lot SF</b> : 24,527
		<b>Ac</b> : .56

48

<b>Parcel</b> : 01680372	<b>RefPar#</b> : 21E35D 00904	<b>Document#</b> : 007-067278 Multi-Parcel
<b>Owner</b> : Fisher Properties LLC		<b>Transfer</b> : 08/01/2007
<b>Site</b> : 2155 8th Ct West Linn 97068		<b>Price</b> :
<b>Mail</b> : PO Box 823210 Vancouver Wa 98682		<b>Mkt Total</b> : \$1,249,995
<b>LandUse</b> : 201 Com,Commercial Land,Improved		<b>Mkt Imprv</b> : \$660,510
<b>Imprvmt</b> : *unknown Improvement Code*		<b>Mkt Land</b> : \$589,485
<b>Legal</b> : 1997-95 PARTITION PLAT PARCEL 6	09-10	<b>Taxes</b> : \$12,821.67
:		<b>M-5 Rate</b> : 18.5220
:	<b>Map Grid</b> : 716 H2	<b>Phone</b> :
<b>Bedrm:</b>	<b>Bth</b> :	<b>YB</b> :
	<b>BldgSF</b> :	<b>Lot SF</b> : 19,781
		<b>Ac</b> : .45

49

<b>Parcel</b> : 01680381	<b>RefPar#</b> : 21E35D 00905	<b>Document#</b> : 007-067278 Multi-Parcel
<b>Owner</b> : Fisher Properties LLC		<b>Transfer</b> : 08/01/2007
<b>Site</b> : 2115 8th Ct West Linn 97068		<b>Price</b> :
<b>Mail</b> : PO Box 823210 Vancouver Wa 98682		<b>Mkt Total</b> : \$2,145,327
<b>LandUse</b> : 201 Com,Commercial Land,Improved		<b>Mkt Imprv</b> : \$1,153,050
<b>Imprvmt</b> : 543 Service Stations		<b>Mkt Land</b> : \$992,277
<b>Legal</b> : 3202 WILLAMETTE COMMERCIAL PARK LT	09-10	<b>Taxes</b> : \$22,052.35
: 5		<b>M-5 Rate</b> : 18.5220
:	<b>Map Grid</b> : 716 H2	<b>Phone</b> :
<b>Bedrm:</b>	<b>Bth</b> :	<b>YB</b> : 1996
	<b>BldgSF</b> :	<b>Lot SF</b> : 28,400
		<b>Ac</b> : .65

50

<b>Parcel</b> : 01682414	<b>RefPar#</b> : 21E35D 01803	<b>Document#</b> : 99-065666
<b>Owner</b> : City of West Linn		<b>Transfer</b> : 06/01/1999
<b>Site</b> : *no Site Address*		<b>Price</b> :
<b>Mail</b> : 22500 Salamo Rd #600 West Linn Or 97068		<b>Mkt Total</b> : \$41,540
<b>LandUse</b> : 200 Vacant,Commercial Land		<b>Mkt Imprv</b> :
<b>Imprvmt</b> : *unknown Improvement Code*		<b>Mkt Land</b> : \$41,540
<b>Legal</b> : 147 WILLAMETTE TRACTS PT BLK 44	09-10	<b>Taxes</b> :
:		<b>M-5 Rate</b> : 18.5220
:	<b>Map Grid</b> :	<b>Phone</b> :
<b>Bedrm:</b>	<b>Bth</b> :	<b>YB</b> :
	<b>BldgSF</b> :	<b>Lot SF</b> : 11,060
		<b>Ac</b> : .25

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**51**

<b>Parcel</b> : 01799272	<b>RefPar#</b> : 21E35D 00906	<b>Document#</b> : 000-048796
<b>Owner</b> : Tekander Albert Trustee		<b>Transfer</b> : 07/27/2000
<b>Site</b> : 2175 8th Ct West Linn 97068		<b>Price</b> : \$685,000
<b>Mail</b> : 31650 SW Willow Island Ln West Linn Or 97068		<b>Mkt Total</b> : \$651,157
<b>LandUse</b> : 201 Com,Commercial Land,Improved		<b>Mkt Imprv</b> : \$418,210
<b>Imprvmt</b> : *unknown Improvement Code*		<b>Mkt Land</b> : \$232,947
<b>Legal</b> : 1997-95 PARTITION PLAT PARCEL 7		<b>09-10 Taxes</b> : \$6,818.17
		<b>M-5 Rate</b> : 18.5220
	<b>Map Grid</b> : 716 H2	<b>Phone</b> :
<b>Bedrm:</b>	<b>Bth :</b>	<b>YB :</b> 1998
	<b>BldgSF :</b>	<b>Lot SF</b> : 7,900
		<b>Ac :</b> .18

**52**

<b>Parcel</b> : 05021571	<b>RefPar#</b> : 21E35C 02502	<b>Document#</b> : 008-046909
<b>Owner</b> : Pacific West Bank		<b>Transfer</b> : 06/27/2008
<b>Site</b> : *no Site Address*		<b>Price</b> : \$2,360,000 Full
<b>Mail</b> : 2040 8th Ave West Linn Or 97068		<b>Mkt Total</b> : \$3,249,000
<b>LandUse</b> : 201 Com,Commercial Land,Improved		<b>Mkt Imprv</b> : \$2,780,620
<b>Imprvmt</b> : *unknown Improvement Code*		<b>Mkt Land</b> : \$468,380
<b>Legal</b> : PARTITION PLAT 2008-068 PARCEL 3		<b>09-10 Taxes</b> : \$36,873.21
		<b>M-5 Rate</b> : 18.5220
	<b>Map Grid</b> :	<b>Phone</b> :
<b>Bedrm:</b>	<b>Bth :</b>	<b>YB :</b>
	<b>BldgSF :</b>	<b>Lot SF</b> :
		<b>Ac :</b>

**53**

<b>Parcel</b> : 05022305	<b>RefPar#</b> : 21E35C 90000	<b>Document#</b> :
<b>Owner</b> : Vpc-Or West Linn Limited Partnership		<b>Transfer</b> :
<b>Site</b> : *no Site Address*		<b>Price</b> :
<b>Mail</b> : 125 E Sir Francis Drake Blvd #3R Larkspur Ca 94939		<b>Mkt Total</b> :
<b>LandUse</b> : 201 Com,Commercial Land,Improved		<b>Mkt Imprv</b> :
<b>Imprvmt</b> : *unknown Improvement Code*		<b>Mkt Land</b> :
<b>Legal</b> : CONDOMINIUM VENTURE PROFESSIONAL		<b>09-10 Taxes</b> :
: CENTER-WEST LINN CONDOMINIUM 4245		<b>M-5 Rate</b> : 18.5220
: GENERAL COMMON ELEMENT	<b>Map Grid</b> :	<b>Phone</b> :
<b>Bedrm:</b>	<b>Bth :</b>	<b>YB :</b>
	<b>BldgSF :</b>	<b>Lot SF</b> :
		<b>Ac :</b>

**54**

<b>Parcel</b> : 05022306	<b>RefPar#</b> : 21E35C 90010	<b>Document#</b> :
<b>Owner</b> : Vpc-Or West Linn Limited Partnership		<b>Transfer</b> :
<b>Site</b> : 2020 8th Ave #A-H West Linn 97068		<b>Price</b> :
<b>Mail</b> : 125 E Sir Francis Drake Blvd #3R Larkspur Ca 94939		<b>Mkt Total</b> : \$3,681,020
<b>LandUse</b> : 201 Com,Commercial Land,Improved		<b>Mkt Imprv</b> : \$3,681,020
<b>Imprvmt</b> : *unknown Improvement Code*		<b>Mkt Land</b> :
<b>Legal</b> : CONDOMINIUM VENTURE PROFESSIONAL		<b>09-10 Taxes</b> : \$46,883.22
: CENTER-WEST LINN CONDOMINIUM 4245		<b>M-5 Rate</b> : 18.5220
: UNIT 010	<b>Map Grid</b> : 716 G2	<b>Phone</b> :
<b>Bedrm:</b>	<b>Bth :</b>	<b>YB :</b>
	<b>BldgSF :</b>	<b>Lot SF</b> :
		<b>Ac :</b>

**55**

<b>Parcel</b> : 05022307	<b>RefPar#</b> : 21E35C 90100	<b>Document#</b> :
<b>Owner</b> : Vpc-Or West Linn Limited Partnership		<b>Transfer</b> :
<b>Site</b> : 2020 8th Ave #100 West Linn 97068		<b>Price</b> :
<b>Mail</b> : 125 E Sir Francis Drake Blvd #3R Larkspur Ca 94939		<b>Mkt Total</b> : \$1,730,310
<b>LandUse</b> : 201 Com,Commercial Land,Improved		<b>Mkt Imprv</b> : \$1,730,310
<b>Imprvmt</b> : *unknown Improvement Code*		<b>Mkt Land</b> :
<b>Legal</b> : CONDOMINIUM VENTURE PROFESSIONAL		<b>09-10 Taxes</b> : \$19,613.85
: CENTER-WEST LINN CONDOMINIUM 4245		<b>M-5 Rate</b> : 18.5220
: UNIT 100	<b>Map Grid</b> : 716 G2	<b>Phone</b> :
<b>Bedrm:</b>	<b>Bth :</b>	<b>YB :</b>
	<b>BldgSF :</b>	<b>Lot SF</b> :
		<b>Ac :</b>

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**56**

<b>Parcel</b> : 05022308	<b>RefPar#</b> : 21E35C 90101	<b>Document#</b> :
<b>Owner</b> : Vpc-Or West Linn Limited Partnership		<b>Transfer</b> :
<b>Site</b> : 2020 8th Ave #101 West Linn 97068		<b>Price</b> :
<b>Mail</b> : 125 E Sir Francis Drake Blvd #3R Larkspur Ca 94939		<b>Mkt Total</b> : \$145,940
<b>LandUse</b> : 201 Com,Commercial Land,Improved		<b>Mkt Imprv</b> : \$145,940
<b>Imprvmt</b> : *unknown Improvement Code*		<b>Mkt Land</b> :
<b>Legal</b> : CONDOMINIUM VENTURE PROFESSIONAL	09-10	<b>Taxes</b> : \$2,757.00
: CENTER-WEST LINN CONDOMINIUM 4245		<b>M-5 Rate</b> : 18.5220
: UNIT 101	<b>Map Grid</b> : 716 G2	<b>Phone</b> :
<b>Bedrm:</b>	<b>Bth</b> :	<b>YB</b> :
	<b>BldgSF</b> :	<b>Lot SF</b> :
		<b>Ac</b> :

**57**

<b>Parcel</b> : 05022309	<b>RefPar#</b> : 21E35C 90111	<b>Document#</b> :
<b>Owner</b> : Vpc-Or West Linn Limited Partnership		<b>Transfer</b> :
<b>Site</b> : 2020 8th Ave #111 West Linn 97068		<b>Price</b> :
<b>Mail</b> : 125 E Sir Francis Drake Blvd #3R Larkspur Ca 94939		<b>Mkt Total</b> : \$144,320
<b>LandUse</b> : 201 Com,Commercial Land,Improved		<b>Mkt Imprv</b> : \$144,320
<b>Imprvmt</b> : *unknown Improvement Code*		<b>Mkt Land</b> :
<b>Legal</b> : CONDOMINIUM VENTURE PROFESSIONAL	09-10	<b>Taxes</b> : \$2,726.61
: CENTER-WEST LINN CONDOMINIUM 4245		<b>M-5 Rate</b> : 18.5220
: UNIT 111	<b>Map Grid</b> : 716 G2	<b>Phone</b> :
<b>Bedrm:</b>	<b>Bth</b> :	<b>YB</b> :
	<b>BldgSF</b> :	<b>Lot SF</b> :
		<b>Ac</b> :

**58**

<b>Parcel</b> : 05022310	<b>RefPar#</b> : 21E35C 90121	<b>Document#</b> :
<b>Owner</b> : Vpc-Or West Linn Limited Partnership		<b>Transfer</b> :
<b>Site</b> : 2020 8th Ave #121 West Linn 97068		<b>Price</b> :
<b>Mail</b> : 125 E Sir Francis Drake Blvd #3R Larkspur Ca 94939		<b>Mkt Total</b> : \$279,200
<b>LandUse</b> : 201 Com,Commercial Land,Improved		<b>Mkt Imprv</b> : \$279,200
<b>Imprvmt</b> : *unknown Improvement Code*		<b>Mkt Land</b> :
<b>Legal</b> : CONDOMINIUM VENTURE PROFESSIONAL	09-10	<b>Taxes</b> : \$5,274.66
: CENTER-WEST LINN CONDOMINIUM 4245		<b>M-5 Rate</b> : 18.5220
: UNIT 121	<b>Map Grid</b> : 716 G2	<b>Phone</b> :
<b>Bedrm:</b>	<b>Bth</b> :	<b>YB</b> :
	<b>BldgSF</b> :	<b>Lot SF</b> :
		<b>Ac</b> :

**59**

<b>Parcel</b> : 05022311	<b>RefPar#</b> : 21E35C 90200	<b>Document#</b> :
<b>Owner</b> : Vpc-Or West Linn Limited Partnership		<b>Transfer</b> :
<b>Site</b> : 2020 8th Ave #200 West Linn 97068		<b>Price</b> :
<b>Mail</b> : 125 E Sir Francis Drake Blvd #3R Larkspur Ca 94939		<b>Mkt Total</b> : \$623,610
<b>LandUse</b> : 201 Com,Commercial Land,Improved		<b>Mkt Imprv</b> : \$623,610
<b>Imprvmt</b> : *unknown Improvement Code*		<b>Mkt Land</b> :
<b>Legal</b> : CONDOMINIUM VENTURE PROFESSIONAL	09-10	<b>Taxes</b> : \$11,781.57
: CENTER-WEST LINN CONDOMINIUM 4245		<b>M-5 Rate</b> : 18.5220
: UNIT 200	<b>Map Grid</b> : 716 G2	<b>Phone</b> :
<b>Bedrm:</b>	<b>Bth</b> :	<b>YB</b> :
	<b>BldgSF</b> :	<b>Lot SF</b> :
		<b>Ac</b> :

**60**

<b>Parcel</b> : 05022312	<b>RefPar#</b> : 21E35C 90212	<b>Document#</b> :
<b>Owner</b> : Vpc-Or West Linn Limited Partnership		<b>Transfer</b> :
<b>Site</b> : 2020 8th Ave #212 West Linn 97068		<b>Price</b> :
<b>Mail</b> : 125 E Sir Francis Drake Blvd #3R Larkspur Ca 94939		<b>Mkt Total</b> : \$124,420
<b>LandUse</b> : 201 Com,Commercial Land,Improved		<b>Mkt Imprv</b> : \$124,420
<b>Imprvmt</b> : *unknown Improvement Code*		<b>Mkt Land</b> :
<b>Legal</b> : CONDOMINIUM VENTURE PROFESSIONAL	09-10	<b>Taxes</b> : \$2,350.63
: CENTER-WEST LINN CONDOMINIUM 4245		<b>M-5 Rate</b> : 18.5220
: UNIT 212	<b>Map Grid</b> : 716 G2	<b>Phone</b> :
<b>Bedrm:</b>	<b>Bth</b> :	<b>YB</b> :
	<b>BldgSF</b> :	<b>Lot SF</b> :
		<b>Ac</b> :

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**61**

<b>Parcel</b> : 05022313	<b>RefPar#</b> : 21E35C 90215	<b>Document#</b> :
<b>Owner</b> : Vpc-Or West Linn Limited Partnership		<b>Transfer</b> :
<b>Site</b> : 2020 8th Ave #215 West Linn 97068		<b>Price</b> :
<b>Mail</b> : 125 E Sir Francis Drake Blvd #3R Larkspur Ca 94939		<b>Mkt Total</b> : \$96,990
<b>LandUse</b> : 201 Com,Commercial Land,Improved		<b>Mkt Imprv</b> : \$96,990
<b>Imprvmt</b> : *unknown Improvement Code*		<b>Mkt Land</b> :
<b>Legal</b> : CONDOMINIUM VENTURE PROFESSIONAL	09-10	<b>Taxes</b> : \$1,832.27
: CENTER-WEST LINN CONDOMINIUM 4245		<b>M-5 Rate</b> : 18.5220
: UNIT 215	<b>Map Grid</b> : 716 G2	<b>Phone</b> :
<b>Bedrm:</b>	<b>Bth :</b>	<b>YB :</b>
	<b>BldgSF :</b>	<b>Lot SF :</b>
		<b>Ac :</b>

**62**

<b>Parcel</b> : 05022314	<b>RefPar#</b> : 21E35C 90218	<b>Document#</b> :
<b>Owner</b> : Vpc-Or West Linn Limited Partnership		<b>Transfer</b> :
<b>Site</b> : 2020 8th Ave #218 West Linn 97068		<b>Price</b> :
<b>Mail</b> : 125 E Sir Francis Drake Blvd #3R Larkspur Ca 94939		<b>Mkt Total</b> : \$104,020
<b>LandUse</b> : 201 Com,Commercial Land,Improved		<b>Mkt Imprv</b> : \$104,020
<b>Imprvmt</b> : *unknown Improvement Code*		<b>Mkt Land</b> :
<b>Legal</b> : CONDOMINIUM VENTURE PROFESSIONAL	09-10	<b>Taxes</b> : \$1,965.17
: CENTER-WEST LINN CONDOMINIUM 4245		<b>M-5 Rate</b> : 18.5220
: UNIT 218	<b>Map Grid</b> : 716 G2	<b>Phone</b> :
<b>Bedrm:</b>	<b>Bth :</b>	<b>YB :</b>
	<b>BldgSF :</b>	<b>Lot SF :</b>
		<b>Ac :</b>

**63**

<b>Parcel</b> : 05022315	<b>RefPar#</b> : 21E35C 90221	<b>Document#</b> :
<b>Owner</b> : Vpc-Or West Linn Limited Partnership		<b>Transfer</b> :
<b>Site</b> : 2020 8th Ave #221 West Linn 97068		<b>Price</b> :
<b>Mail</b> : 125 E Sir Francis Drake Blvd #3R Larkspur Ca 94939		<b>Mkt Total</b> : \$150,550
<b>LandUse</b> : 201 Com,Commercial Land,Improved		<b>Mkt Imprv</b> : \$150,550
<b>Imprvmt</b> : *unknown Improvement Code*		<b>Mkt Land</b> :
<b>Legal</b> : CONDOMINIUM VENTURE PROFESSIONAL	09-10	<b>Taxes</b> : \$2,844.31
: CENTER-WEST LINN CONDOMINIUM 4245		<b>M-5 Rate</b> : 18.5220
: UNIT 221	<b>Map Grid</b> : 716 G2	<b>Phone</b> :
<b>Bedrm:</b>	<b>Bth :</b>	<b>YB :</b>
	<b>BldgSF :</b>	<b>Lot SF :</b>
		<b>Ac :</b>

**64**

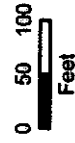
<b>Parcel</b> : 05022316	<b>RefPar#</b> : 21E35C 90222	<b>Document#</b> : 08-071028
<b>Owner</b> : John Galt Holdings LLC		<b>Transfer</b> : 10/14/2008
<b>Site</b> : 2020 8th Ave #222 West Linn 97068		<b>Price</b> : \$415,450
<b>Mail</b> : 3857 Southhampton Ct West Linn Or 97068		<b>Mkt Total</b> : \$297,880
<b>LandUse</b> : 201 Com,Commercial Land,Improved		<b>Mkt Imprv</b> : \$297,880
<b>Imprvmt</b> : *unknown Improvement Code*		<b>Mkt Land</b> :
<b>Legal</b> : CONDOMINIUM VENTURE PROFESSIONAL	09-10	<b>Taxes</b> : \$3,376.60
: CENTER-WEST LINN CONDOMINIUM 4245		<b>M-5 Rate</b> : 18.5220
: UNIT 222	<b>Map Grid</b> : 716 G2	<b>Phone</b> :
<b>Bedrm:</b>	<b>Bth :</b>	<b>YB :</b>
	<b>BldgSF :</b>	<b>Lot SF :</b>
		<b>Ac :</b>

# NOTIFICATION SEARCH

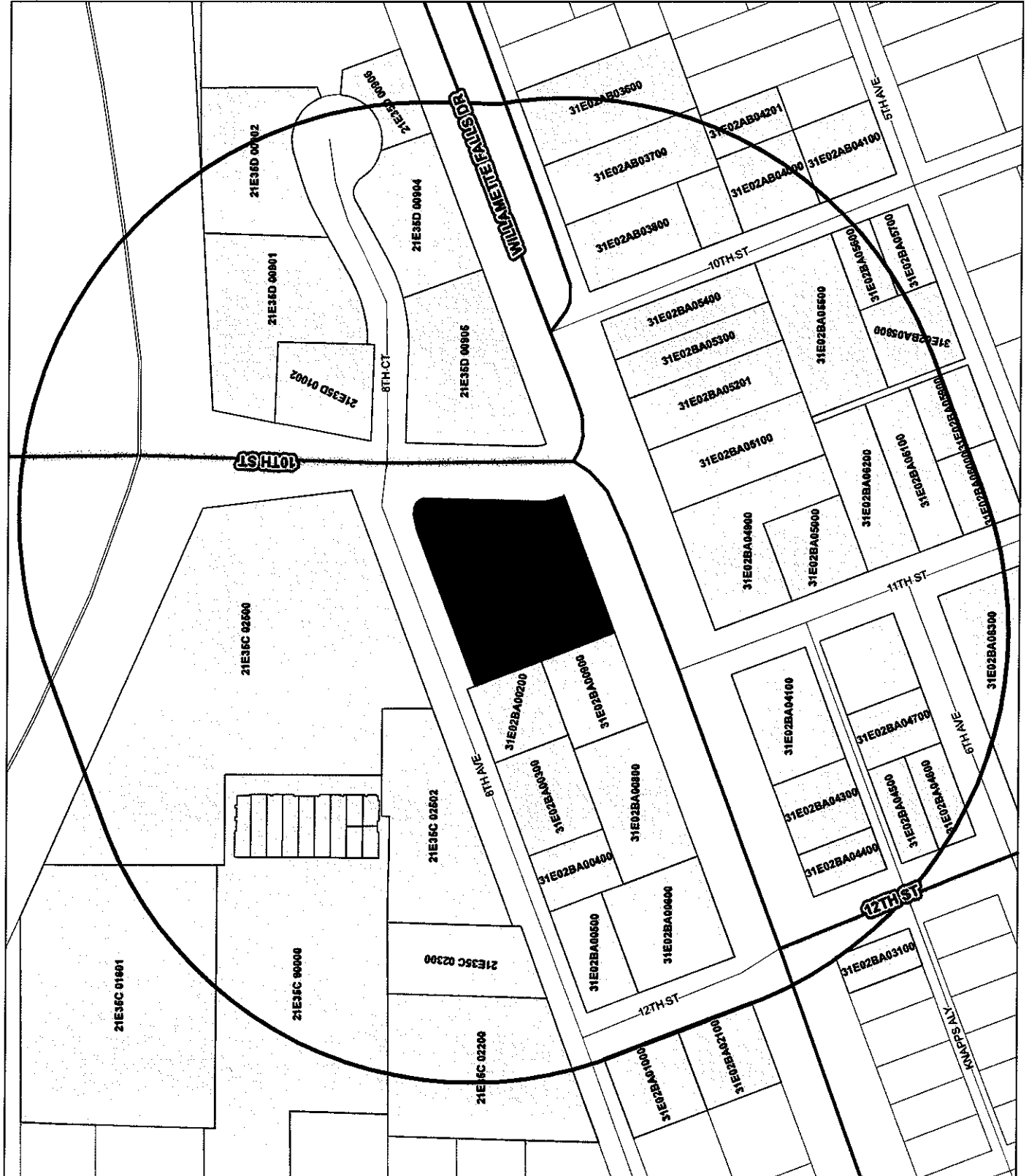
Created November 11, 2010

Legend:

- Subject
- Radius = 500
- Notification
- Taxlots
- City Limits
- R/W/S



Fidelity National Title  
900 SW 5th Ave Mezzanine  
Portland, Oregon 97204  
(503) 223-9339



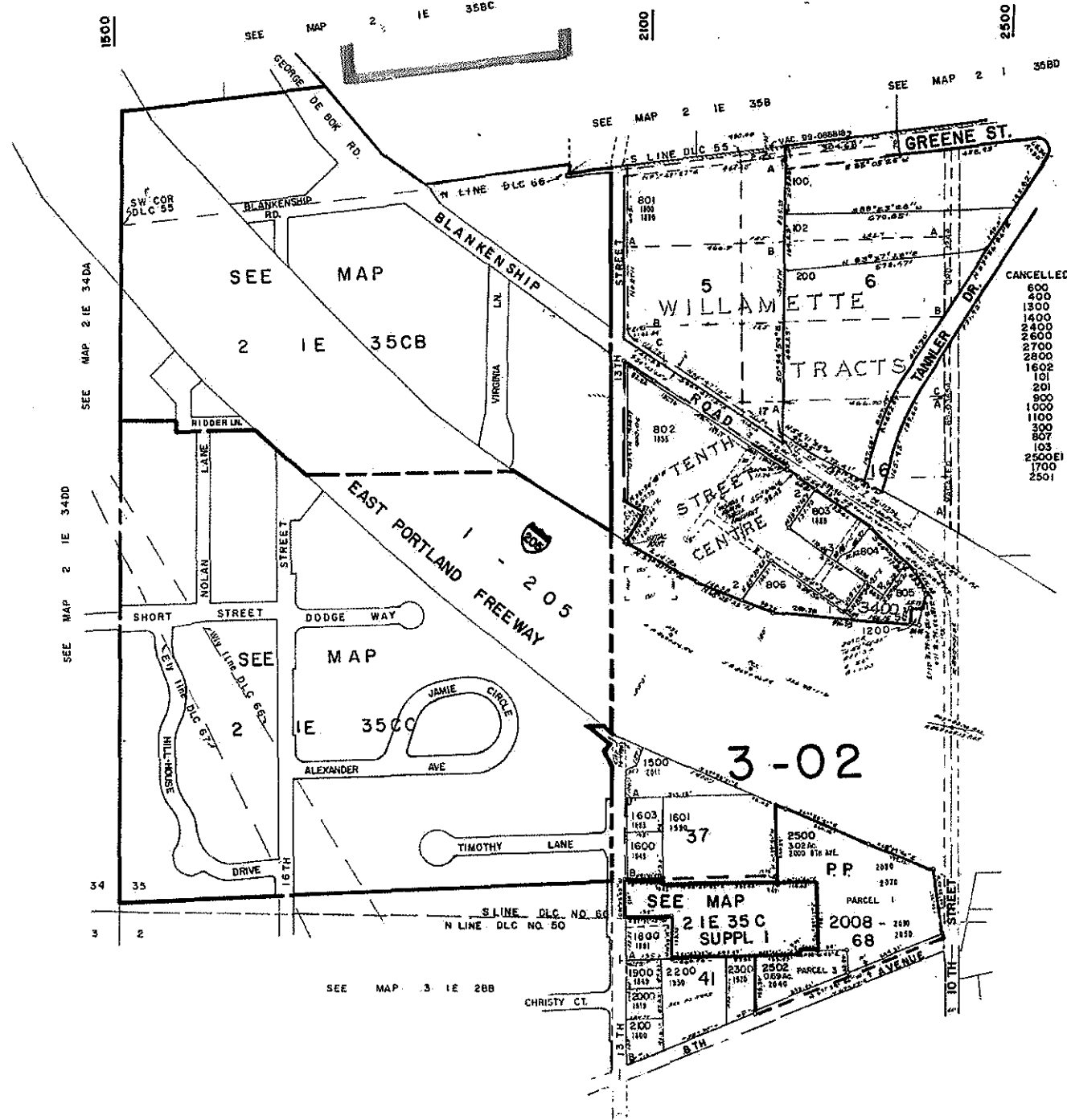
This map was prepared for assessment purposes only.

SW 1/4 SEC 35 T.2S. R.1E. W.M.  
CLACKAMAS COUNTY  
1" = 200'

DLC  
WILLIAM BLAND NO. 55  
M. K. PERRIN NO. 50 & 66  
JOSEPH FIELDS NO. 67

2 1E 35C  
& INDEX  
WEST LINN

23800



- CANCELLED
- 500
  - 400
  - 1300
  - 1400
  - 2400
  - 2500
  - 2700
  - 2800
  - 1602
  - 101
  - 201
  - 800
  - 1000
  - 1100
  - 500
  - 807
  - 103
  - 2500E1
  - 1700
  - 2501

SEE MAP 2 1E 35D  
SEE MAP 2 1E 35C  
SEE MAP 2 1E 35B  
SEE MAP 2 1E 35A  
SEE MAP 2 1E 350  
SEE MAP 2 1E 350  
SEE MAP 2 1E 350  
SEE MAP 2 1E 350

24400

24800

2 1E 35C  
& INDEX  
WEST LINN

SW 1/4 SEC.35 T.2S. R.1E. W.M.

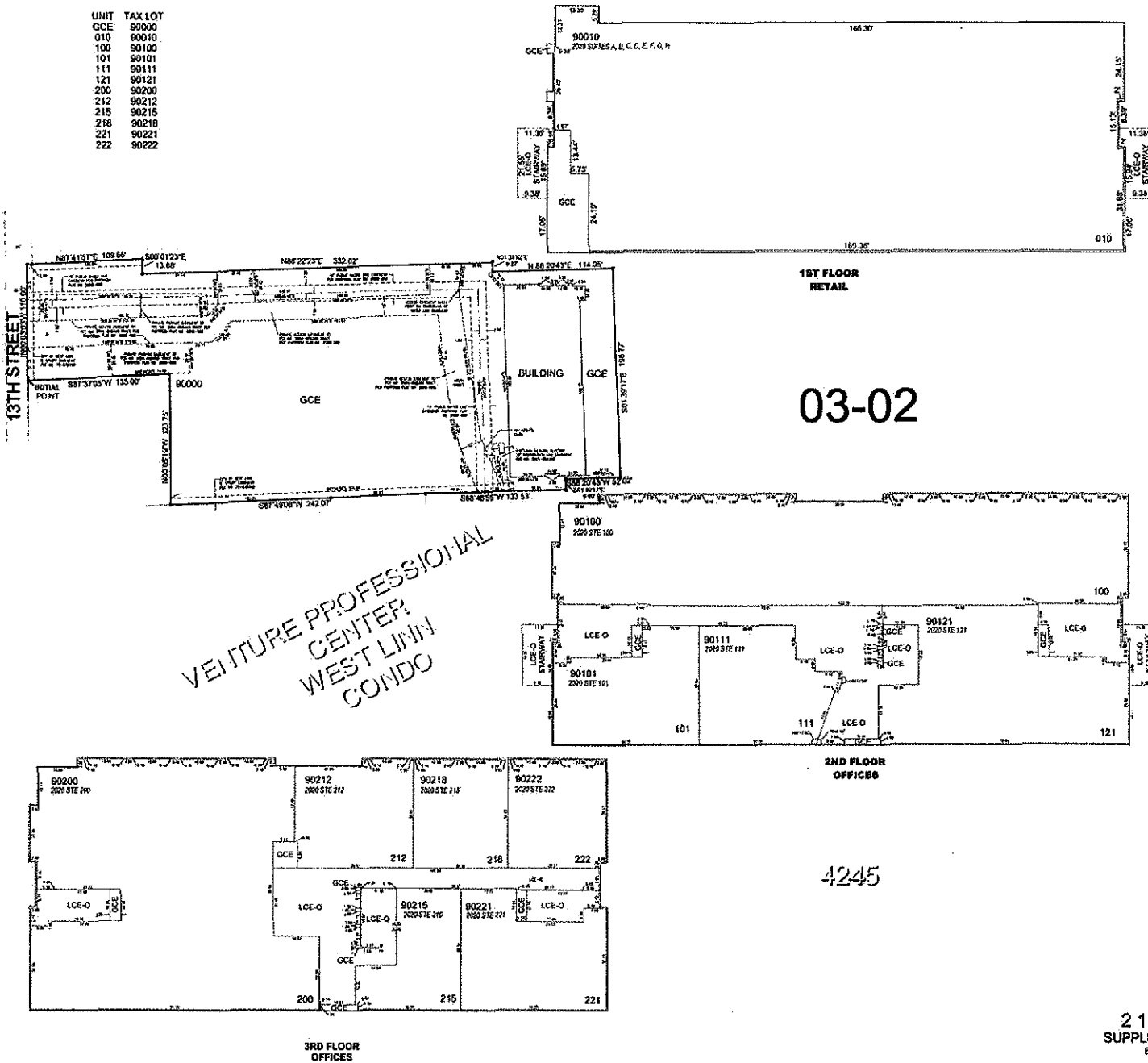
CLACKAMAS COUNTY

NOT TO SCALE

2 1E 35C  
SUPPLEMENTAL 1

This map was prepared for  
assessment purpose only.

UNIT	TAX LOT
GCE	90000
010	90010
100	90100
101	90101
111	90111
121	90121
200	90200
212	90212
215	90215
218	90218
221	90221
222	90222



03-02

2ND FLOOR  
OFFICES

4245

3RD FLOOR  
OFFICES

2 1E 35C  
SUPPLEMENTAL 1  
BOOK 14



This map was prepared for assessment purpose only.

SE 1/4 SEC. 35 T.2S. R.1E. W.M.

CLACKAMAS COUNTY

1" = 200'

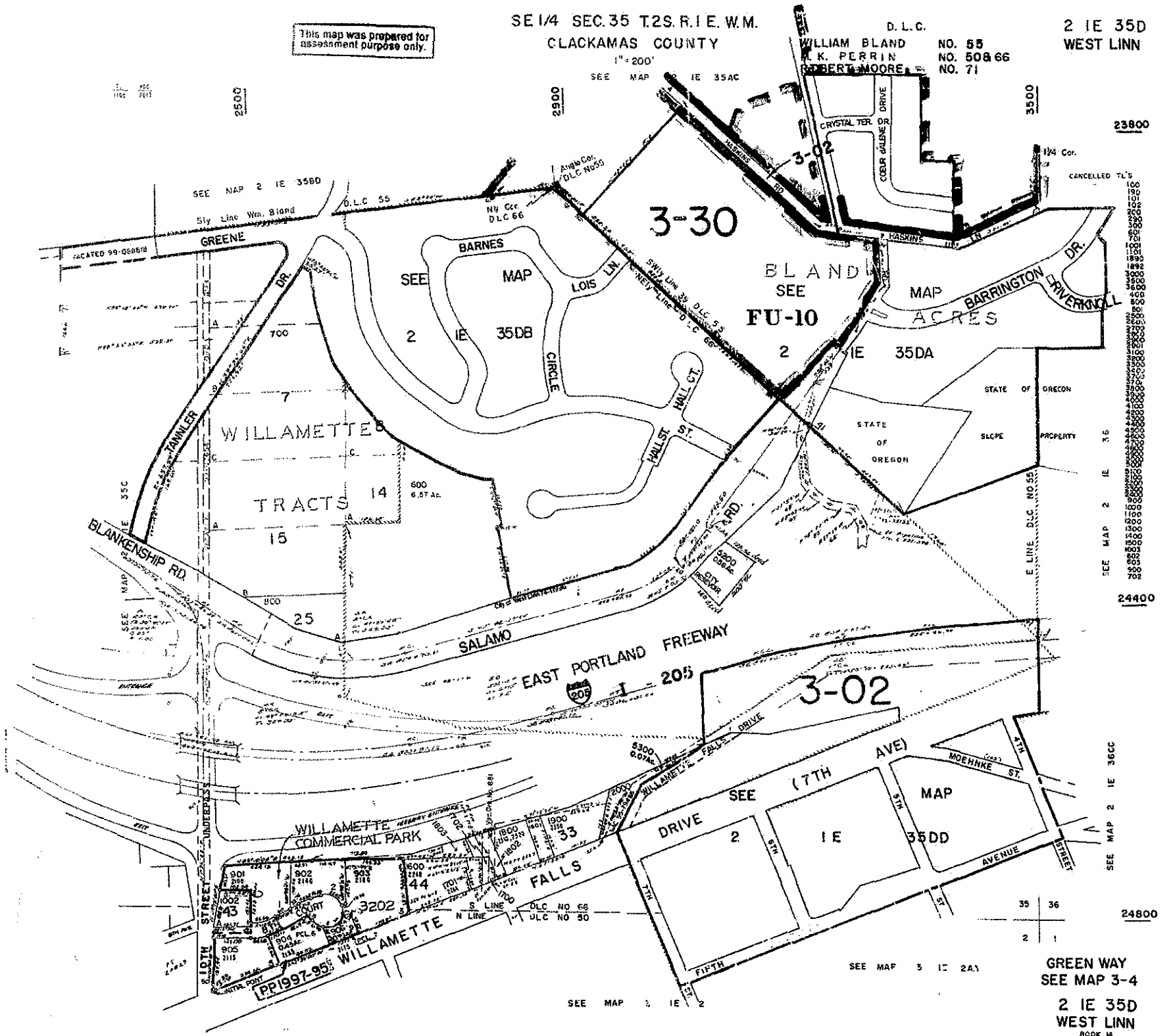
SEE MAP 2 IE 35AC

D. L. C.

WILLIAM BLAND  
M. K. PERRIN  
ROBERT MOORE

NO. 55  
NO. 50 & 66  
NO. 71

2 IE 35D  
WEST LINN



23800

CANCELLED T.L.S.

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SEE MAP 2 IE 36

24400

SEE MAP 2 IE 36CC

24800

GREEN WAY  
SEE MAP 3-4

2 IE 35D  
WEST LINN  
BOOK 14

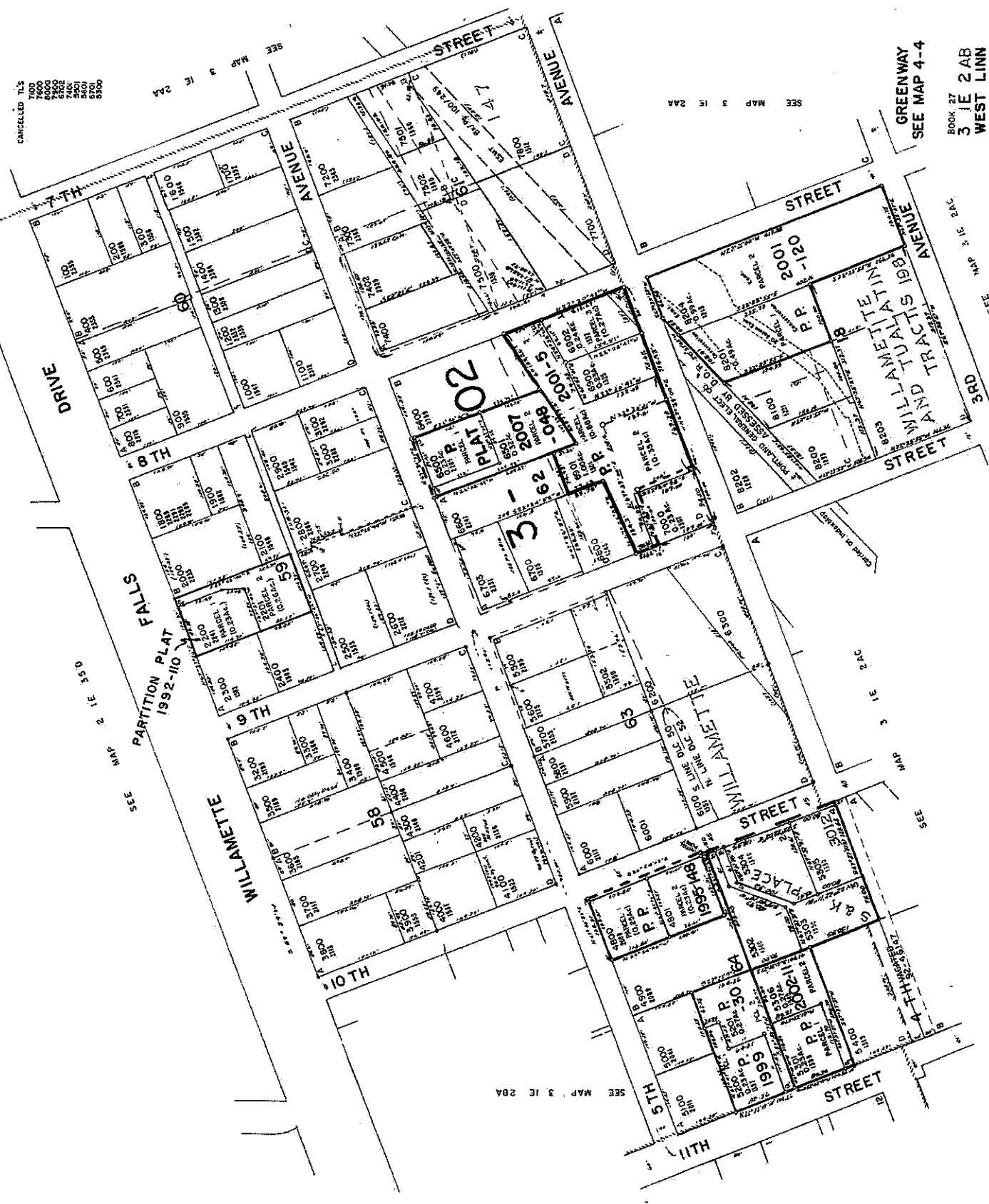
SEE MAP 3 IE 2

SEE MAP 3 IE 2A1

NW 1/4 NE 1/4 SEC 2 T.3S.R.1E.W.M.  
CLACKAMAS COUNTY  
MARSHALL PERRIN NO.50  
AMBROSE FIELDS NO.52  
D.L.C.

This map was prepared for  
assessment purpose only.

CANCELLED T.L.S.  
7000  
7800  
8000  
8200  
8400  
8600  
8800  
9000



SEE MAP 3 IE 2A

SEE MAP 3 IE 2A

SEE MAP 3 IE 2A

SEE MAP 3 IE 2A

SEE MAP 3 IE 2A

SEE MAP 3 IE 2A

SEE MAP 3 IE 2A

SEE MAP 3 IE 2A

SEE MAP 3 IE 2A

SEE MAP 3 IE 2A

SEE MAP 3 IE 2A

SEE MAP 3 IE 2A

SEE MAP 3 IE 2A

SEE MAP 3 IE 2A

SEE MAP 3 IE 2A

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SEE MAP 3 IE 2A

SEE MAP 3 IE 2A

SEE MAP 3 IE 2A

SEE MAP 3 IE 2A

SEE MAP 3 IE 2A

SEE MAP 3 IE 2A

GREENWAY  
SEE MAP 4-4

BOOK 27  
3 IE 2 AB  
WEST LINN

SEE MAP 3 IE 2A

SEE MAP 3 IE 2A

SEE MAP 3 IE 2A

SEE MAP 3 IE 2A

SEE MAP 3 IE 2A

SEE MAP 3 IE 2A

SEE MAP 3 IE 2A

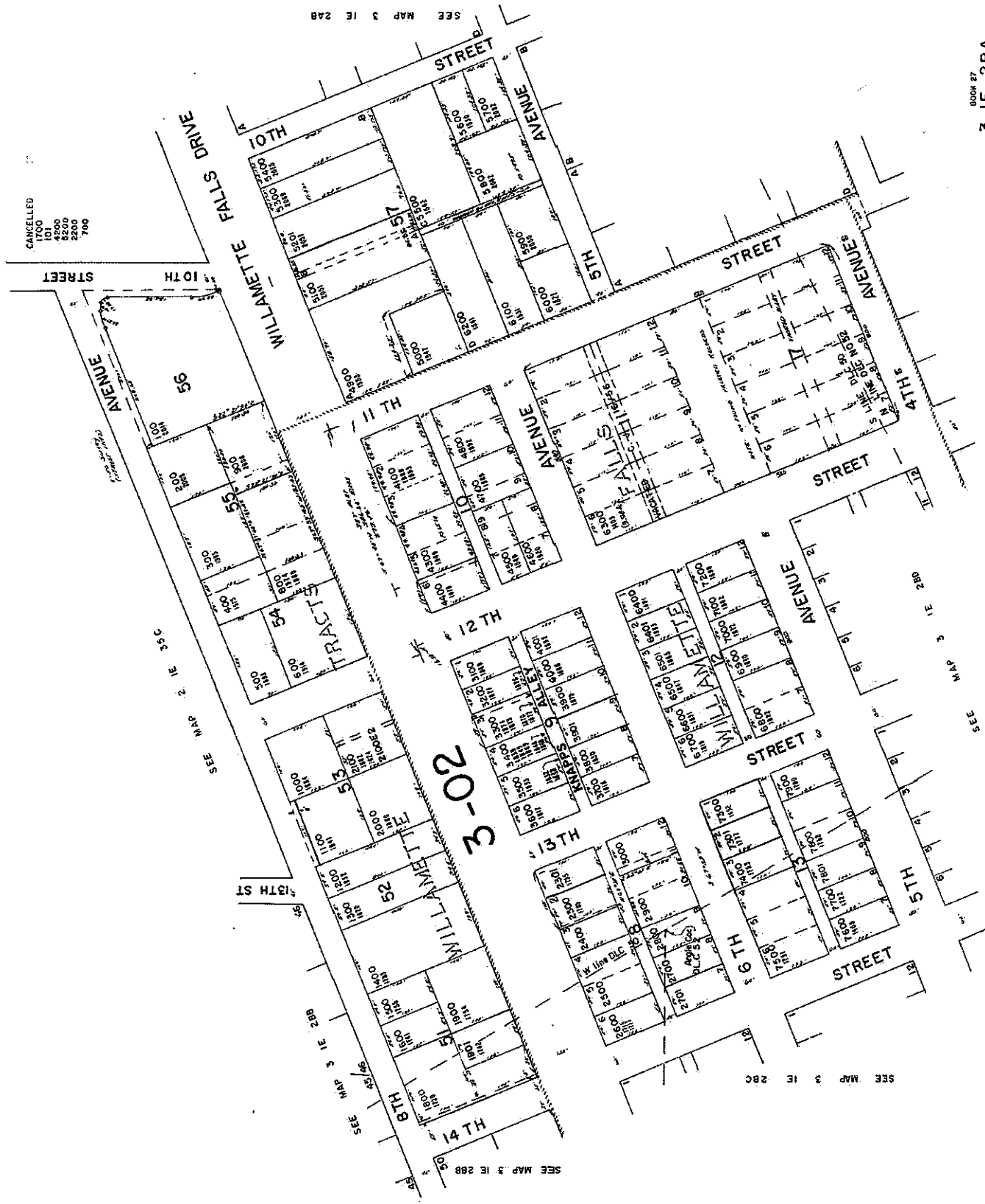
SEE MAP 3 IE 2A

3 1E 2BA  
WEST LINN

D. L. C.  
MARSHALL FERRIN  
AMBROSE FIELDS NO. 50  
NO. 52

NE 1/4 NW 1/4 SEC. 2 T. 3S. R. 1E. W. M.  
CLACKAMAS COUNTY  
1" = 100'

This map was prepared for  
assessment purpose only.



CANCELLED  
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2600  
2700  
2800  
2900  
3000

BOOK 27  
3 1E 2BA  
WEST LINN

21E35C 01601  
Or West Linn Vpc  
125 E Sir Francis Drake Blvd #3r  
Larkspur, CA,94939

21E35C 02200  
Willamette Capital Investments LLC  
24979 SW Quarryview Dr  
Wilsonville, OR,97070

21E35C 02300  
Don R Morton  
1970 8th Ave  
West Linn, OR,97068

21E35C 02500  
Vpc-Or West Linn Limited Partnership  
125 E Sir Francis Drake Blvd #3r  
Larkspur, CA,94939

21E35C 02502  
Pacific West Bank  
2040 8th Ave  
West Linn, OR,97068

21E35C 90000  
Vpc-Or West Linn Limited Partnership  
125 E Sir Francis Drake Blvd #3r  
Larkspur, CA,94939

21E35C 90010  
Vpc-Or West Linn Limited Partnership  
125 E Sir Francis Drake Blvd #3r  
Larkspur, CA,94939

21E35C 90100  
Vpc-Or West Linn Limited Partnership  
125 E Sir Francis Drake Blvd #3r  
Larkspur, CA,94939

21E35C 90101  
Vpc-Or West Linn Limited Partnership  
125 E Sir Francis Drake Blvd #3r  
Larkspur, CA,94939

21E35C 90111  
Vpc-Or West Linn Limited Partnership  
125 E Sir Francis Drake Blvd #3r  
Larkspur, CA,94939

21E35C 90121  
Vpc-Or West Linn Limited Partnership  
125 E Sir Francis Drake Blvd #3r  
Larkspur, CA,94939

21E35C 90200  
Vpc-Or West Linn Limited Partnership  
125 E Sir Francis Drake Blvd #3r  
Larkspur, CA,94939

21E35C 90212  
Vpc-Or West Linn Limited Partnership  
125 E Sir Francis Drake Blvd #3r  
Larkspur, CA,94939

21E35C 90215  
Vpc-Or West Linn Limited Partnership  
125 E Sir Francis Drake Blvd #3r  
Larkspur, CA,94939

21E35C 90218  
Vpc-Or West Linn Limited Partnership  
125 E Sir Francis Drake Blvd #3r  
Larkspur, CA,94939

21E35C 90221  
Vpc-Or West Linn Limited Partnership  
125 E Sir Francis Drake Blvd #3r  
Larkspur, CA,94939

21E35C 90222  
John Galt Holdings LLC  
3857 Southhampton Ct  
West Linn, OR,97068

21E35D 00901  
Greentree Enterprises Inc  
8655 SW Citizens Dr #201  
Wilsonville, OR,97070

21E35D 00902  
Tamer Willamette LLC  
3560 SW Troy St  
Portland, OR,97219

21E35D 00904  
Fisher Properties LLC  
Po Box 823210  
Vancouver, WA,98682

21E35D 00905  
Fisher Properties LLC  
Po Box 823210  
Vancouver, WA,98682

21E35D 00906  
Albert Tekander  
31650 SW Willow Island Ln  
West Linn, OR,97068

21E35D 01002  
Ronald W & Nancy E Powell  
12296 S Carus Rd  
Oregon City, OR,97045

21E35D 01803  
City Of West Linn  
22500 Salamo Rd #600  
West Linn, OR,97068

31E02AB03600  
Marjorie Carter  
954 N Mccue St #180  
Laramie, WY,82072

31E02AB03700  
Robert W Love  
20321 Noble Ln  
West Linn, OR,97068

31E02AB03800  
Raymond & Nancy Scharback  
2113 Willamette Falls Dr  
West Linn, OR,97068

31E02AB03900  
Lee Guelette  
1553 10th St  
West Linn, OR,97068

31E02AB04000  
Gary C & Laurel A Moon  
1537 10th St  
West Linn, OR,97068

31E02AB04100  
Devin R Bailly  
1523 10th St  
West Linn, OR,97068

31E02BA06000  
Jimmy A & Paula A Peter  
1521 11th St  
West Linn, OR,97068

31E02BA06100  
Kenneth E & Margaret M Matthies  
1531 11th St  
West Linn, OR,97068

31E02BA06200  
Paul E Reim  
1541 11th St  
West Linn, OR,97068

31E02BA06300  
West Linn-Wils Sch Dist #3j  
Po Box 35  
West Linn, OR,97068

WNA Minutes: December 8, 2010

Attendance: Beth Kieres Elizabeth Rocchia, Franny Heald, Shelly Wert, Julia Simpson, Tim Tofte, Pat Hanlon, Linda Neace, Rae Henry, Ruth Offer, Kevin Vandenbrink, Richard Seals, Midge Pierce, Mimi Doukas, Jim Milne, Pauline Beatty and Jerry Offer.

US Bank Account balance:\$ 2924.73

In the last month, paid Yoga \$343

WNA stipend balance: \$938.21

### Old Business:

#### WNA Banking

Issue from 11/2010 meeting: complicated banking.

1. US Bank opened 15 yrs ago with a \$1500 donated nest egg.

Pros of account: No fees, checks returned.

Cons: yoga remains simple while Living History Lantern Tour (LHT) expenses are very detailed and confusing requiring more time to maintain account. Elizabeth Rocchia is only signer.

2. The city WNA stipend account at Pacific West Bank (PWB) is a debit account only; allowing account signer to use the debit card (this is Beth currently), no checks can be issued here.

Request from treasurer to separate account for LHT Revenue out of US Bank account and separate from the yoga revenue was reviewed.

Options discussed:

1. Update US Bank account and maintain as separate. Look at options to run LHT outside this.
2. Move all accounts to PWB and set up separate accounts.

Discussion: research needed to determine the # the US bank is currently tied to. WNA can get an IRS number for account identifier.

**Motion:** Make the LHT a separate account from WNA, seconded. Treasurer for LH account to be determined. **Amend motion** and seconded; add authority to choose bank, open accounts and move funds to Beth Kieres and Elizabeth Rocchia. **Motion and amendment passed unanimously.**

#### Presentation By: Mimi Doukas of Cardno WRG

Cardno firm is working with Tim Tofte and Pat Hamlin on their land use application for the old Willamette Christian Church building. The group presented a proposal to change use within the Willamette transitional use zone. Conditional use permit required to change from church to office. Discussion of the history of the transportation planning with proposed signal. Proposal will not be a zone change because that would require a transportation plan, without a long term plan in place, the fix for traffic issues is too big for one property.

Design changes proposed are minimal to the building—mostly interior. The only change to the site is to move the driveway on 8th further west, making the entry drive closer to the western edge of the parking lot. This change has been discussed with ODOT.

Carisbrook Technology is leasing this space when ready, this business has shifts and is a 24 hour employer. This spreads transportation trips over the 24 clock adding no change to the transportation during peak traffic hours. Pros: more users in the neighborhood, the building is active and maintained.

Comments from attendees: adds jobs, many had already heard of the proposal, owners want support.

Comments from owners: Their challenge; find use that would not increase traffic in pm peak from prior church use per ODOT and find a use for the 12,000 sq ft building. No external changes now. With this use there will be 12 employees at a time in building. Expect a 5-7 year lease. This will be the 5th or 6th largest employer in West Linn. Request WNA support for the proposal and to encourage the city to expedite the process, concern about meeting timeline for Carisbrook's needs. Next steps: Submit application, city will ensure complete, circulate to staff, then to Historic Review board for review w/out hearing, then a recommend to Planning Commission where it will be presented for full hearing. **Motion:** seconded. WNA supports the application presented by WHO. **Motion passed unanimously.**

### Old Business

- Parade- LHT to walk in costume. Wardrobe available, email Beth Kieres if interested in walking with the Tour group. Plan to meet by 9:30am
- Historic Willamette Main Street working with city for Saturday, 12/11 events: Ugly sweater dash at 9am, parade at 10am, later events: Carolers, horse drawn carriage rides, dog demo at Oregon Dog, Gingerbread decorating, fundraiser: snowflake raffle drop. Prize: gift certificates from participating merchants. HWMC is seeing added participation and increasing support for activities from the businesses.
- Signs for promotion of monthly WNA meetings; 24" X 32" permanent signs, cost= \$500 from Classic Signs. Elizabeth promises to embellish the signs in a theme for the month.

**Motion:** Authorize Beth Kieres and Elizabeth Rocchia to make decisions/purchase signage that was authorized by a motion passed in 2010: use up to \$500 for WNA signage. (Will say "WNA meets Wed at 7pm at PWBank"). **Seconded.** Discussion: Add agenda, guest speaker. Ask for 4 for the same cost. **Motion passed unanimously.**

### WNA outreach to residents:

- Send agenda to chamber, add to community calendar in the dDo-it-yourself calendar in WL Tidings.
- Postcard mailing for outreach planned for January. Discussed outreach options, postcards, work with city staff. **Decision to change to mailing in Feb to avoid snow.**
- Suggestion to use a lobby or store window for display of WNA info and publicize and educate to what a NA does. Once knowledge of WNA, then look to see what people have as issues.
- Issues to explore: How to show representation is for all of the WNA. How to contact residents in multi-family housing. How to get condo leaders at our group. Email ideas for connecting to other groups to WNA.

### Report from the police citizen advisory board, Midge Pierce:

Committee is looking for resident input on sites for station-has started process over since measure failed. Current plan needs a minimum 3-4 acres for a station/justice center to use the one level design. Current sites, Savannah oak -removed; Tannler West is being looked at if not developed.

Does WNA want to see it in Willamette? Yes-discussion of group encourage looking at sites in Willamette

Comments from attendees: Change design, smaller footprint, add parking underground, smaller setback for more urban part of Willamette.

Any further comments, contact Midge.

Live Christmas Trees available, contact James Manning.

Respectfully submitted,

Ruth Offer, volunteer for minutes at December WNA meeting.







# KITTELSON & ASSOCIATES, INC.

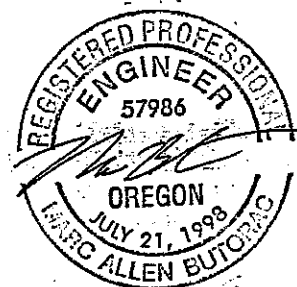
TRANSPORTATION ENGINEERING / PLANNING

610 SW Alder Street, Suite 700, Portland, OR 97205 P 503.228.5230 F 503.273.8169

December 13, 2010

Project #: 11027.0

Pat Hanlin  
Willamette Capital Investment LLC  
24979 SW Quarryview Dr.  
Wilsonville, OR 97070



Expires: 12/31/11

**RE: Willamette Christian Church Tenant Improvement – Transportation Assessment Letter**

Dear Mr. Hanlin,

This letter contains the requested transportation assessment for the proposed tenant improvement at the Willamette Christian Church located at 2014 Willamette Falls Drive in West Linn, Oregon. The transportation assessment herein includes; existing traffic volumes and operations, historical safety data and trends, trip generation of the previous church use and proposed Technical and Medical Support Center and a traffic demand management plan.

Based on this assessment the proposed tenant Carisbrook, who will use the site for online and telephone technical and medical support for veterinary hospitals, will not create a significant impact beyond that of the previous church use. The proposed use will generate 39 fewer weekday a.m. peak hour trips and the same number of weekday p.m. peak hour trips as the previous church use. As such, the proposed use will not create a transportation impact on the surrounding transportation greater than that of the previous church use.

To ensure no additional impact to the surrounding transportation system, the proposed tenant is willing to adhere to a traffic demand management plan prescribed in the preliminary change-of-use conditions (as developed during the pre-application period) set forth by the City of West Linn and the Oregon Department of Transportation (ODOT).

Carisbrook LLC is proposing to use the space to provide online and phone support to veterinarian clinics through out the United States. Due to the various time zones of the proposed tenants clients, the expected hours of operations are 6:00 a.m. to 10:00 p.m. The previous use of this site was as a church which was staffed daily and provided religious meetings/study groups throughout the week. When not being used for their congregation, the church allowed various other community groups to use the space.

## Existing Condition

Based on conversations with the City of West Linn (City) and ODOT; the following intersections have been included in this existing conditions analysis.

- 10<sup>th</sup> Street/8<sup>th</sup> Avenue

- 10<sup>th</sup> Street/Willamette Falls Drive.

Figure 1 shows a site vicinity map and Figure 2 illustrates the study intersections and the location of the subject site for the proposed tenant improvement.

## TRANSPORTATION FACILITIES

### Roadway Facilities

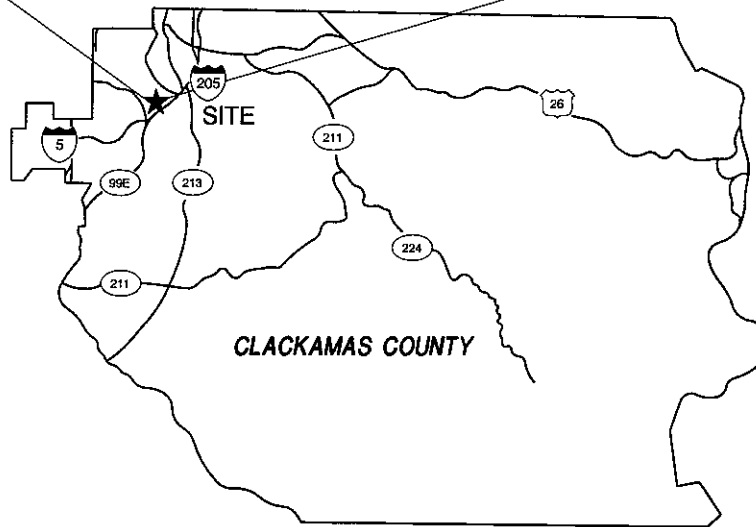
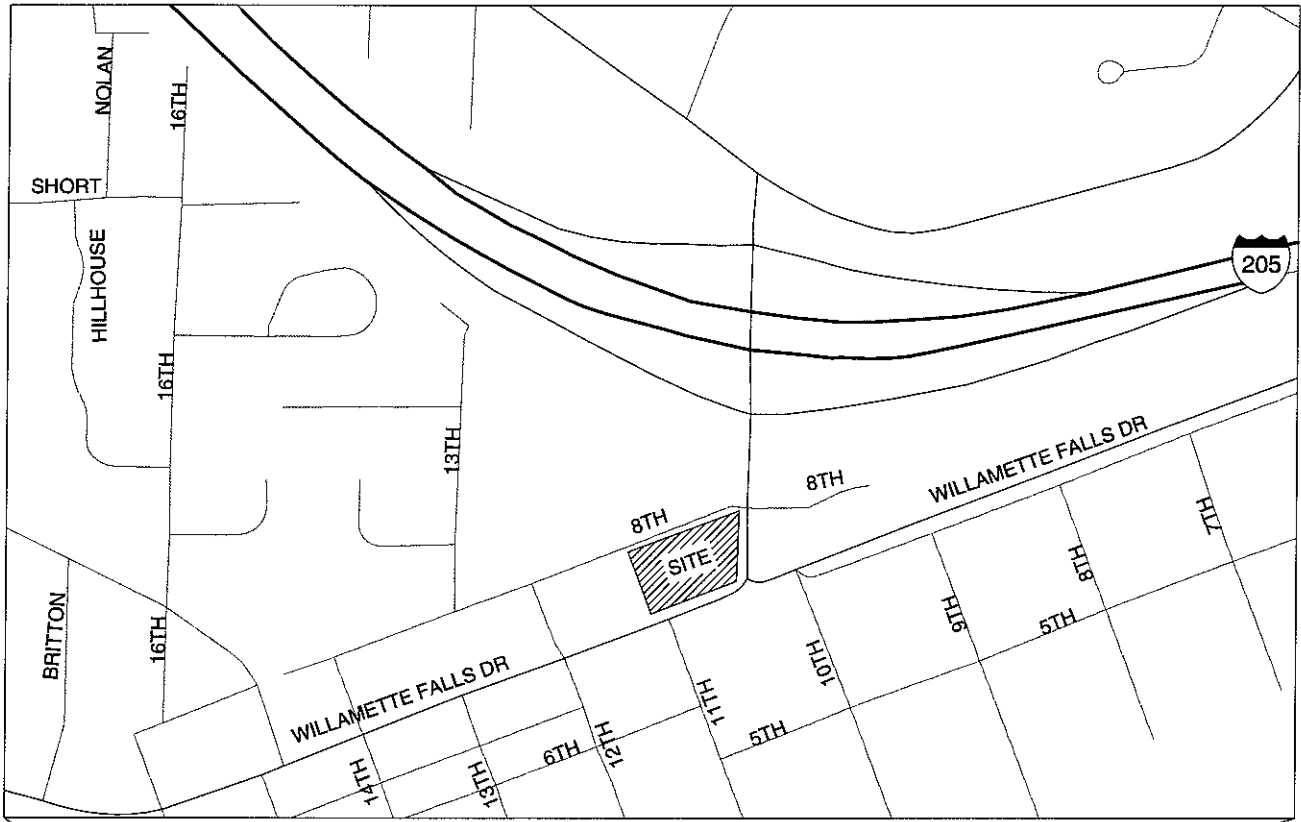
As indicated in Figure 1, the study site is located on 8th Avenue in the vicinity of 10th Street, 12th Street, Willamette Falls Drive and I-205. The primary roadways and intersections near the study area are generally maintained by the City of West Linn; however, the I-205 Ramps/10th Street intersections are maintained by ODOT. Table 1 summarizes these key transportation facilities within the site vicinity.

**TABLE 1 EXISTING TRANSPORTATION FACILITIES AND ROADWAY DESIGNATIONS**

Roadway	Classification	Cross Section	Speed Limit	Sidewalks?	Bicycle Lanes?	On-Street Parking?
8th Avenue	Local	2-lane	Not Posted	Yes – north side Partial – south side	No	No
10th Street	Arterial	2-lane	Not Posted	Yes – west side Partial – east side	NO	No
Willamette Falls Drive	Arterial	2-lane	45 mph - east of 10th Street 25 mph - west of 10th Street	Multiuse path - east of 10th Street on north side Yes – west of 10th Street	No	Yes – west of 10th Street via frontage road system

## EXISTING TRAFFIC OPERATIONS

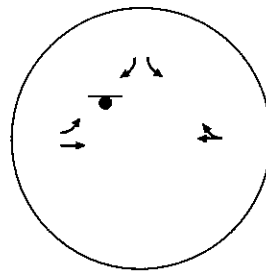
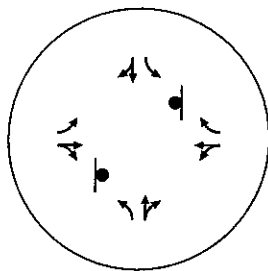
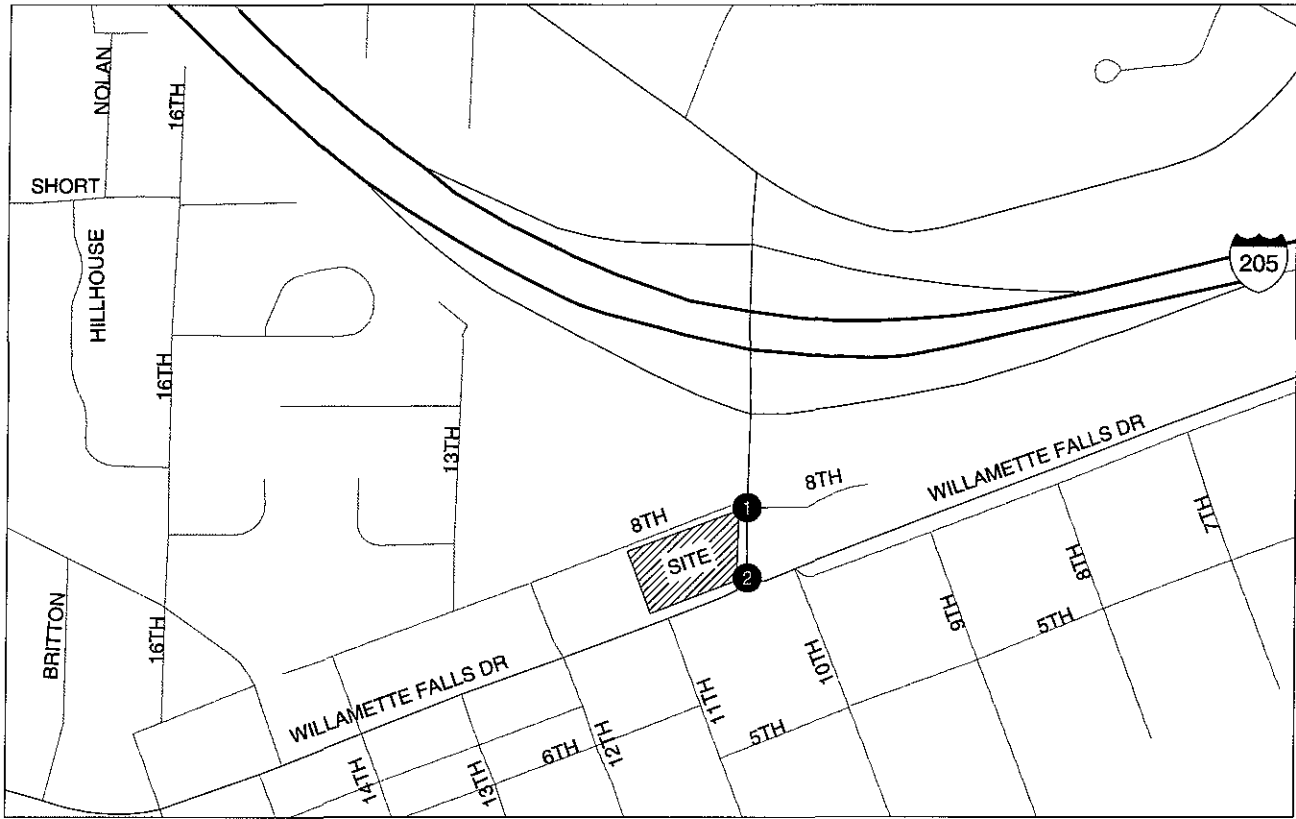
Turning movement and pedestrian counts were collected for the weekday a.m. and p.m. peak hours at the study intersections in October 2010. Using these traffic counts, an existing conditions analysis was performed using Synchro 7. Figure 3 summarizes the weekday a.m. and p.m. peak hour traffic volumes and operations for the study intersections. See Appendix A for existing traffic counts and Synchro 7 Worksheets.



**SITE VICINITY  
WEST LINN, OREGON**

**FIGURE  
1**

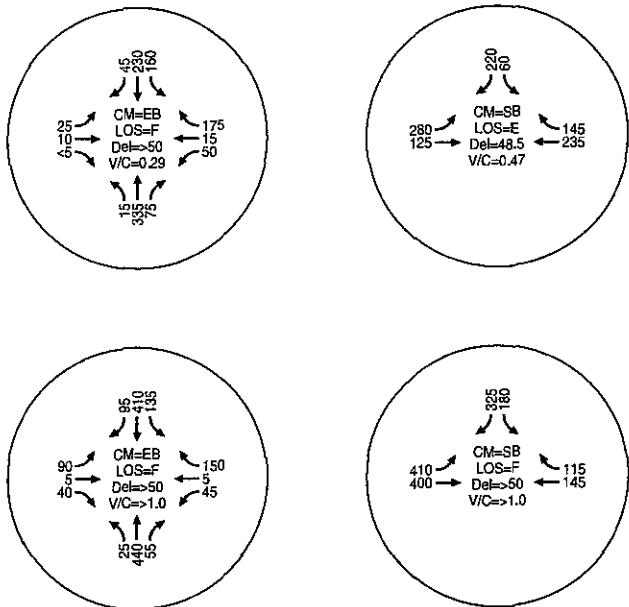
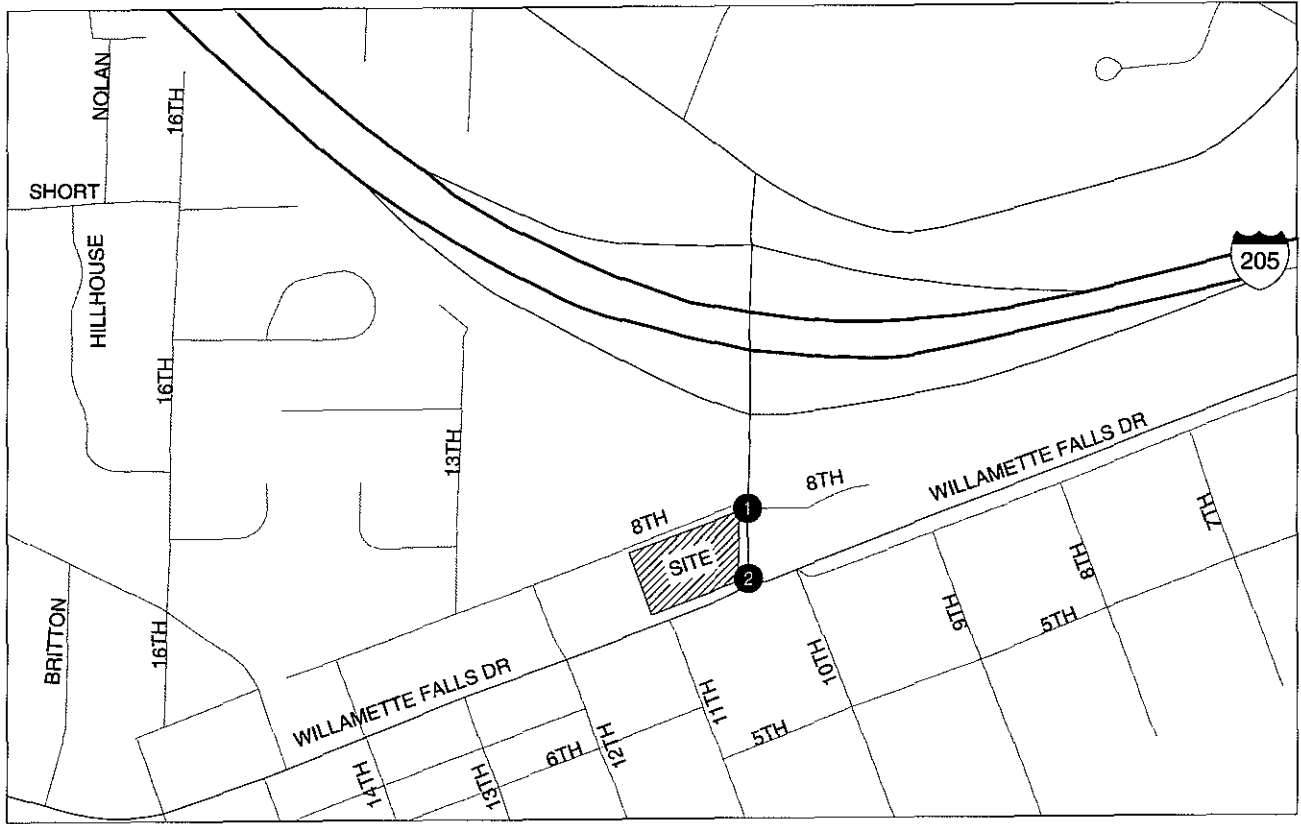
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STUDY INTERSECTIONS AND LANE CONFIGURATION  
WEST LINN, OREGON

FIGURE  
2

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2010 EXISTING TRAFFIC VOLUME AND PEAK HOUR OPERATIONS WEST LINN, OREGON

FIGURE 3

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As shown in Figure 3, the study intersections operate at LOS "F" during the weekday a.m. and p.m. peak hours. Currently, the City and ODOT are working to improve capacity and operations along 10<sup>th</sup> Street. Options to improve 10<sup>th</sup> Street may include implementation of a roundabout at the 10<sup>th</sup> Street/Willamette Falls Drive intersection; however, no timeline has been determined regarding near- or mid-term improvements. Thus, it is likely that these intersections will continue to operate at LOS "F" during the peak traffic periods for the foreseeable future.

## TRAFFIC SAFETY

The crash histories of the respective study intersections were reviewed in an effort to identify potential operational and/or safety issues. Crash records were obtained from ODOT for the five-year period from January 1, 2005 through December 31, 2009. Table 2 summarizes the severity and type of crashes over the five-year analysis period at the study area intersections.

**TABLE 2  
INTERSECTION CRASH HISTORY (JANUARY 1, 2005 THROUGH DECEMBER 31, 2009)**

Intersection	Collision Type				Severity		Total
	Rear-End	Turn	Angle	Other	Non-Injury	Injury	
10th Street/ 8th Avenue	0	0	3	0	2	1	3
10th Street/ Willamette Falls Drive	0	1	2	0	3	0	3

As shown in Table 2, both intersections had three crashes over the five analysis years. Of these six total crashes, one resulted in injury. There were no fatalities reported over the past five years at these intersections. *The crash data used for this analysis is shown in Appendix "B".*

## Future Condition and Change-of-Use

Based on the understanding that the existing facilities along 10<sup>th</sup> Street are deficient and it is unlikely they will be improved in the near-term, the property owner constrained their tenant search to those potential tenants that could work within the former use's traffic generation constraints, either by:

- Limited hours of operation;
- Limited number of employees; and/or,
  - Must not generate significant customer/business traffic
- Atypical staffing schedule that avoids the adjacent streets peak hour periods.
  - Must not generate significant customer/business traffic

Based on these understandings, the property owner has determined that of all interested parties identified to date, only the currently proposed tenant meets these specific criteria on maintaining

or reducing the site's traffic impact on the surrounding transportation system. As such, the remainder of the transportation assessment compares the trip generation between the proposed and previous tenants and recommends a traffic demand management plan and draft conditions of approval for the proposed tenant.

## **Trip Generation Study**

As shown in the existing conditions analysis, the study intersections along 10<sup>th</sup> Street do not meet operational standards. As such, an investigation of the previous and proposed tenant's trip generation has been conducted in order to ensure no net new peak hour trips will be created.

### **TRIP GENERATION ESTIMATE METHODOLOGY**

Typically when reviewing a proposed development (or land use) for trip generation, the Institute of Transportation Engineers' *Trip Generation Manual, 8<sup>th</sup> Edition* is employed. This manual estimates a potential development's trip generation based on historical information gathered from existing developments of a similar use. In lieu of ITE's reference, an applicant may also supply site specific data.

In this case, the applicant's site specific data was determined to be more reliable and realistic for the previous and proposed tenants due to the lack of representative data in the ITE Trip Generation. *Appendix C includes site specific data for the last quarter of the church's occupation and the proposed tenant's employment schedule. Appendix D includes an ITE Trip Generation estimate and the rationale regarding its non-applicability to this situation.*

### ***Trip Generation Estimate Based on Site Specific Data***

An estimate of peak hour trip generation for the previous church use and the proposed support center have been generated based on the provided past and proposed occupancy data (*as shown in Appendix C*).



### CHURCH TRIP GENERATION ESTIMATE

Based on information provided by the church, the following recurring weekday activities were held on-site during the last year of occupation (vacating in summer 2009):

- 14 employees worked from 8:00 a.m. until 6:00 p.m.
- Church or community meetings ranged in size from 6 to 75 attendees
- Women’s Bible Study met on Tuesday mornings between 8:00 a.m. and noon (75 attendees)

While it was common for morning meetings to occur during the weekday a.m. peak hour, evening meetings were typically held after 6:00 p.m. so that attendees could avoid commuter peak traffic. Based on these operating characteristics, it is assumed that the only source of weekday p.m. peak hour traffic would be church staff. To ensure a conservative estimate, it was assumed 10 of the 14 staff members occupying the site from 8:00 a.m. to 6:00 p.m. departed during the peak hour. The remaining staff members were assumed to have either left prior to the peak hour or remained on site to help facilitate evening community meetings.

Table 3 documents a weekday a.m. and p.m. peak period trip generation estimates for the previous church use.

**TABLE 3 PEAK PERIOD TRIPS GENERATED BY WILLAMETTE CHRISTIAN CHURCH**

Weekday Scenario	Number of Trips	
	A.M. Peak Period	P.M. Peak Period <sup>1</sup>
Monday	20	10
Tuesday	64 <sup>2</sup>	10
Wednesday	20	10
Thursday	20	10
Friday	44	10
Minimum	20	10
30 <sup>th</sup> Highest Hour <sup>3</sup>	64 <sup>1</sup>	10

1 – Weekday p.m. peak hour assumed that 10 of the 14 staff members would leave during the evening peak period. The remaining four staff members are assumed to either leave prior to the peak or following the peak (in order to provide a presence during evening functions)

2 – 75 women regularly attended Women’s Bible Study on Tuesdays between 8:00 a.m. and noon. Only 50 total trips were assumed to conservatively account for carpools.

### SUPPORT CENTER TRIP GENERATION ESTIMATE

The proposed support center’s trip generation was also estimated, considering the support center’s plan to employ 42 staff members and 12 contract-to-hire staff. The support center plans to operate from 6:00 a.m. to 10:00 p.m. Four shifts will be used to cover the hours of operation: 6:00 a.m. – 2:00 p.m., 8:00 a.m. – 5:00 p.m., 10:00 a.m. – 6:00 p.m., and 2:00 p.m. – 10:00 p.m. It is

estimated that 10 to 20 employees will be scheduled for each shift. Table 4 describes the employee breakdown assumed for each shift:

**TABLE 4 WORK SHIFT BREAKDOWN**

Shift	Number of Employees	Employee Type
6:00 a.m. – 2:00 p.m.	15	Support oriented staff members (computer and phone support resources)
8:00 a.m. – 5:00 p.m.	10	non-support oriented staff members (accounting, managerial, human resources, etc.)
10:00 a.m. – 6:00 p.m.	15 - 20	Support oriented staff members (computer and phone support resources)
2:00 p.m. – 10:00 p.m.	10	Support oriented staff members (computer and phone support resources)

Based on the assumption of 10 staff members for the 8:00 a.m. – 5:00 p.m. shift, Table 5 summarizes the estimated number of peak period trips generated by the support center taking into account the planned shifts and overall number of employees. Additionally, it is understood that the late shift (2:00 a.m. – 10:00 p.m.) will not schedule lunch periods during the p.m. peak hour period (i.e., all lunch breaks for the late shift occur after four hours of work).

**TABLE 5 PEAK PERIOD TRIPS GENERATED BY TECHNICAL AND MEDICAL SUPPORT CENTER**

Number of Trips	
A.M. Peak Hour	P.M. Peak Hour
15	10
Weekday A.M. Peak Hour Trip Comparison	
Church	64
Proposed Tenant	15
Net New Trips	(39)
Weekday P.M. Peak Hour Trip Comparison	
Church	10
Proposed Tenant	10
Net New Trips	0

As shown in Table 5, approximately 15 trips are expected to occur during the weekday a.m. peak hour. The weekday p.m. peak hour estimate reflects the expected numbers of employees leaving as it is unlikely deliveries will be made so late in the day. Additionally, employee lunch breaks are not anticipated to be made during the weekday p.m. peak hour due to the close proximity of a shift change. These assumptions, regarding peak hour trips, result in 39 less net new weekday a.m. peak hour trips and no net new weekday p.m. peak hour trips for the proposed tenant.

## Traffic Demand Management

In order to provide further assurance that the proposed tenant will not operate the site in a manner that would increase its weekday p.m. peak hour transportation impact beyond that of the previous church use. The tenant agrees to implement a traffic demand management plan.

The following traffic demand management plan and corresponding draft conditions of approval have been written based on conversations with ODOT and the City of West Linn. These conditions of approval will serve as the tenant's traffic demand management plan.

- Schedule shift changes of support oriented staff shall avoid the weekday p.m. peak hour (5:00 p.m. – 6:00 p.m.).

While it is not plausible to avoid certain employees from coming and going during customary business hours, the proposed tenant can agree to avoid shift changes of support oriented staff during the hour of 5:00 – 6:00 p.m. However, it is still expected that up to 10 non-support oriented staff members will work a customary 8:00 a.m. to 5:00 p.m. shift.

- Schedule lunch breaks to avoid the weekday p.m. peak hour (5:00 p.m. – 6:00 p.m.).

Similar to the shift changes, the tenant can make arrangements to limit lunch breaks to avoid the weekday p.m. peak hour.

- Submit an annual traffic demand management letter of compliance to the City of West Linn documenting the following
  - Prior year's and upcoming year's shift schedules;
  - Number of employees scheduled during the customary 8:00 a.m. – 5:00 p.m. shift for the prior and upcoming year; and,
  - Current employee count.
- The annual compliance letter would be required until such a time as the 8<sup>th</sup> Avenue/10<sup>th</sup> Street intersection operates acceptably, as determined by the City of West Linn or until such a time as the property owner voluntarily submits a new transportation assessment documenting that these measures are no longer be necessary.

Monitoring of this program will be carried out through the above prescribed yearly compliance letter to the City of West Linn's Department of Planning. Day-to-day code enforcement is recommended to operate in accordance with the current practices in the City of West Linn.

## Conclusion

Based on the trip generation estimates presented in this assessment and the property owner and tenant's acceptance of the recommended traffic demand management plan, the proposed tenant improvement should not further impact the existing peak hour traffic conditions along 10<sup>th</sup> Street based on the following findings and recommendations:

- Proposed tenant will generate 39 fewer weekday a.m. peak hour trips and the same number of weekday p.m. peak hour trips as the previous church use. This is due to the following reasons:
  - Tenant will use an atypical employee shift schedule (staggered to support a 6:00 AM – 10:00 PM operation schedule);
  - Limited business traffic (mainly due to deliveries); and,
  - No customer traffic (no store front or walk-up services).

In order to provide further assurance that the proposed tenant will not operate the site in a manner that would increase its weekday p.m. peak hour transportation impact beyond that of the previous church use. The tenant agrees to implement a traffic demand management plan based on the following draft conditions of approval:

- The Applicant shall submit an annual TDM letter of compliance to the City of West Linn;
- The applicant shall schedule lunch breaks to avoid the p.m. peak hour (5:00 p.m. – 6:00 p.m.); and,
- The applicant shall schedule shift changes of support oriented staff as to avoid the p.m. peak hour (5:00 p.m. – 6:00 p.m.).

We trust this transportation assessment provides you with a clear understanding of the trip impacts associated with the proposed Willamette Christian Church tenant improvements. If you have any questions or comments, please do not hesitate to contact us at (503) 228-5230.

Sincerely,  
KITTELSON & ASSOCIATES, INC.



Alex Kiheri  
Transportation Analyst



Marc Butorac P.E., P.T.O.E.  
Principal Engineer

Attachments: *Appendix A (Traffic Counts and Synchro Worksheets), Appendix B (Safety Data), Appendix C (Occupancy Data), Appendix D (ITE Data)*

**APPENDIX A:  
TRAFFIC COUNTS AND  
SYNCHRO WORKSHEETS**

West Linn Tenant Improvements  
1: 8th Ave & 10th St

AFK  
10/19/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	23	12	2	51	13	176	15	337	75	159	231	47
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	26	13	2	57	14	196	17	374	83	177	257	52
Pedestrians		7			2						7	
Lane Width (ft)		12.0			12.0						12.0	
Walking Speed (ft/s)		4.0			4.0						4.0	
Percent Blockage		1			0						1	
Right turn flare (veh)						6						
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1163	1136	290	1070	1121	425	316			460		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1163	1136	290	1070	1121	425	316			460		
tC, single (s)	7.3	6.5	6.2	7.1	6.5	6.3	4.2			4.1		
tC, 2 stage (s)												
tF (s)	3.7	4.0	3.3	3.5	4.0	3.4	2.3			2.2		
p0 queue free %	71	92	100	65	92	68	99			84		
cM capacity (veh/h)	87	167	750	160	171	614	1209			1089		
Direction Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1	SB 2					
Volume Total	26	16	267	17	458	177	309					
Volume Left	26	0	57	17	0	177	0					
Volume Right	0	2	196	0	83	0	52					
cSH	87	188	609	1209	1700	1089	1700					
Volume to Capacity	0.29	0.08	0.44	0.01	0.27	0.16	0.18					
Queue Length 95th (ft)	27	7	56	1	0	14	0					
Control Delay (s)	62.5	25.9	21.5	8.0	0.0	8.9	0.0					
Lane LOS	F	D	C	A		A						
Approach Delay (s)	48.7		21.5	0.3		3.3						
Approach LOS	E		C									
<b>Intersection Summary</b>												
Average Delay			7.5									
Intersection Capacity Utilization			52.0%			ICU Level of Service				A		
Analysis Period (min)			15									

West Linn Tenant Improvements  
2: Willamette Falls Dr & 10th Street

AFK  
10/19/2010



Movement	EB1	EB2	WB1	WB2	SB1	SB2
Lane Configurations	↖	↑	↗		↖	↗
Volume (veh/h)	279	123	235	144	62	219
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	324	143	273	167	72	255
Pedestrians		6				
Lane Width (ft)		12.0				
Walking Speed (ft/s)		4.0				
Percent Blockage		1				
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	441				1149	363
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	441				1149	363
tC, single (s)	4.2				6.5	6.3
tC, 2 stage (s)						
tF (s)	2.3				3.6	3.4
p0 queue free %	70				53	61
cM capacity (veh/h)	1098				152	659

Direction/Lane #	EB 1	EB 2	WB 1	SB 1	SB 2
Volume Total	324	143	441	72	255
Volume Left	324	0	0	72	0
Volume Right	0	0	167	0	255
cSH	1098	1700	1700	152	659
Volume to Capacity	0.30	0.08	0.26	0.47	0.39
Queue Length 95th (ft)	31	0	0	55	46
Control Delay (s)	9.6	0.0	0.0	48.5	13.9
Lane LOS	A			E	B
Approach Delay (s)	6.7		0.0	21.5	
Approach LOS				C	

Intersection Summary			
Average Delay		8.2	
Intersection Capacity Utilization		51.8%	ICU Level of Service A
Analysis Period (min)		15	

West Linn Tenant Improvements  
3: 8th Ave & 10th St

AFK  
10/19/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↘	↖	↗	↘	↖	↗	↘
Volume (veh/h)	88	6	38	46	3	150	23	441	57	137	412	95
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	94	6	40	49	3	160	24	469	61	146	438	101
Pedestrians		1										
Lane Width (ft)		12.0										
Walking Speed (ft/s)		4.0										
Percent Blockage		0										
Right turn flare (veh)						6						
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1381	1360	490	1322	1380	499	540			530		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1381	1360	490	1322	1380	499	540			530		
iC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
iC, 2 stage (s)												
iF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	95	93	54	97	72	98			86		
cM capacity (veh/h)	76	126	582	106	122	573	1037			1043		
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1	SB 2					
Volume Total	94	47	212	24	530	146	539					
Volume Left	94	0	49	24	0	146	0					
Volume Right	0	40	160	0	61	0	101					
cSH	76	389	434	1037	1700	1043	1700					
Volume to Capacity	1.24	0.12	0.49	0.02	0.31	0.14	0.32					
Queue Length 95th (ft)	179	10	65	2	0	12	0					
Control Delay (s)	277.2	15.5	26.9	8.6	0.0	9.0	0.0					
Lane LOS	F	C	D	A		A						
Approach Delay (s)	190.0		26.9	0.4		1.9						
Approach LOS	F		D									
<b>Intersection Summary</b>												
Average Delay			21.3									
Intersection Capacity Utilization			55.8%		ICU Level of Service					B		
Analysis Period (min)			15									



West Linn Tenant Improvements  
4: Willamette Falls Dr & 10th Street

AFK  
10/19/2010



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙	↑	↘		↙	↘
Volume (veh/h)	409	402	146	117	180	324
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	431	423	154	123	189	341
Pedestrians		4				
Lane Width (ft)		12.0				
Walking Speed (ft/s)		4.0				
Percent Blockage		0				
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	277				1499	219
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	277				1499	219
IC, single (s)	4.1				6.4	6.2
IC, 2 stage (s)						
iF (s)	2.2				3.5	3.3
p0 queue free %	67				0	58
cM capacity (veh/h)	1286				90	818
Direction, Lane #	EB 1	EB 2	WB 1	SB 1	SB 2	
Volume Total	431	423	277	189	341	
Volume Left	431	0	0	189	0	
Volume Right	0	0	123	0	341	
cSH	1286	1700	1700	90	818	
Volume to Capacity	0.33	0.25	0.16	2.11	0.42	
Queue Length 95th (ft)	37	0	0	417	52	
Control Delay (s)	9.2	0.0	0.0	610.2	12.5	
Lane LOS	A			F	B	
Approach Delay (s)	4.6		0.0	226.0		
Approach LOS				F		
Intersection Summary						
Average Delay			74.6			
Intersection Capacity Utilization			57.9%	ICU Level of Service	B	
Analysis Period (min)			15			

**APPENDIX B:  
SAFETY DATA**

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION  
 TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT  
 CRASH SUMMARIES BY YEAR BY COLLISION TYPE

8th Avenue @ 10th Street in the City of West Linn  
 January 1, 2005 through December 31, 2009

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION	INTER- SECTION RELATED	OFF- ROAD
YEAR: 2009														
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	0	1	1	0	0
2009 TOTAL	0	0	1	1	0	0	0	1	0	0	1	1	0	0
YEAR: 2007														
ANGLE	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2007 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0
YEAR: 2005														
ANGLE	0	1	0	1	0	1	0	1	0	0	1	1	0	0
2005 TOTAL	0	1	0	1	0	1	0	1	0	0	1	1	0	0
FINAL TOTAL	0	1	2	3	0	1	0	3	0	1	2	3	0	0

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION  
 TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT  
 CRASH SUMMARIES BY YEAR BY COLLISION TYPE

10th Street @ Willamette Falls Drive in the City of West Linn  
 January 1, 2005 through December 31, 2009

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION	INTER- SECTION RELATED	OFF- ROAD
YEAR: 2009														
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2009 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0
YEAR: 2007														
ANGLE	0	0	1	1	0	0	0	1	0	0	1	1	0	0
2007 TOTAL	0	0	1	1	0	0	0	1	0	0	1	1	0	0
YEAR: 2005														
ANGLE	0	0	1	1	0	0	0	0	1	1	0	1	0	0
2005 TOTAL	0	0	1	1	0	0	0	0	1	1	0	1	0	0
FINAL TOTAL	0	0	3	3	0	0	0	2	1	2	1	3	0	0

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.





## ACTION CODE TRANSLATION LIST

ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
000	NONE	NO ACTION OR NON-WARRANTED
001	SKIDDED	SKIDDED
002	ON/OFF V	GETTING ON OR OFF STOPPED OR PARKED VEHICLE
003	LOAD OVR	OVERHANGING LOAD STRUCK ANOTHER VEHICLE, ETC.
006	SLOW DN	SLOWED DOWN
007	AVOIDING	AVOIDING MANEUVER
008	PAR PARK	PARALLEL PARKING
009	ANG PARK	ANGLE PARKING
010	INTERFERE	PASSENGER INTERFERING WITH DRIVER
011	STOPPED	STOPPED IN TRAFFIC NOT WAITING TO MAKE A LEFT TURN
012	STP/L TRN	STOPPED BECAUSE OF LEFT TURN SIGNAL OR WAITING, ETC.
013	STP TURN	STOPPED WHILE EXECUTING A TURN
015	GO A/STOP	PROCEED AFTER STOPPING FOR A STOP SIGN/FLASHING RED.
016	TRN A/RED	TURMED ON RED AFTER STOPPING
017	LOSTCTRL	LOST CONTROL OF VEHICLE
018	EXIT DWY	ENTERING STREET OR HIGHWAY FROM ALLEY OR DRIVEWAY
019	ENTR DWY	ENTERING ALLEY OR DRIVEWAY FROM STREET OR HIGHWAY
020	STR ENTR	BEFORE ENTERING ROADWAY, STRUCK PEDESTRIAN, ETC. ON SIDEWALK OR SHOULDER
021	NO DRVR	CAR RAN AWAY - NO DRIVER
022	PREV COL	STRUCK, OR WAS STRUCK BY, VEHICLE OR PEDESTRIAN IN PRIOR COLLISION BEFORE ACC. STABILIZED
023	STALLED	VEHICLE STALLED
024	DRVR DEAD	DEAD BY UNASSOCIATED CAUSE
025	FATIGUE	FATIGUED, SLEEPY, ASLEEP
026	SUN	DRIVER BLINDED BY SUN
027	HDLGHTS	DRIVER BLINDED BY HEADLIGHTS
028	ILLNESS	PHYSICALLY ILL
029	THRU MED	VEHICLE CROSSED, PLUNGED OVER, OR THROUGH MEDIAN BARRIER
030	PURSUIT	PURSUIING OR ATTEMPTING TO STOP ANOTHER VEHICLE
031	PASSING	PASSING SITUATION
032	PRKOFFRD	VEHICLE PARKED BEYOND CURB OR SHOULDER
033	CROS MED	VEHICLE CROSSED EARTH OR GRASS MEDIAN
034	X N/SGNL	CROSSING AT INTERSECTION - NO TRAFFIC SIGNAL PRESENT
035	X W/SGNL	CROSSING AT INTERSECTION - TRAFFIC SIGNAL PRESENT
036	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
037	BTWN INT	CROSSING BETWEEN INTERSECTIONS
038	DISTRACT	DRIVER'S ATTENTION DISTRACTED
039	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
040	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
041	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
042	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
043	PLAYINRD	PLAYING IN STREET OR ROAD
044	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
045	WORK ON	WORKING IN ROADWAY OR ALONG SHOULDER
050	LAY ON RD	STANDING OR LYING IN ROADWAY
051	ENT OFFRD	ENTERING / STARTING IN TRAFFIC LANE FROM OFF-ROAD
088	OTHER	OTHER ACTION
099	UNK	UNKNOWN ACTION

## CAUSE CODE TRANSLATION LIST

CAUSE CODE	SHORT DESCRIPTION	LONG DESCRIPTION
00	NO CODE	NO CAUSE ASSOCIATED AT THIS LEVEL
01	TOO-FAST	TOO FAST FOR CONDITIONS (NOT EXCEED POSTED SPEED
02	NO-YIELD	DID NOT YIELD RIGHT-OF-WAY
03	PAS-STOP	PASSED STOP SIGN OR RED FLASHER
04	DIS--RAG	DISREGARDED R-A-G TRAFFIC SIGNAL.
05	LEFT-CTR	DROVE LEFT OF CENTER ON TWO-WAY ROAD
06	IMP-OVER	IMPROPER OVERTAKING
07	TOO-CLOS	FOLLOWED TOO CLOSELY
08	IMP-TURN	MADE IMPROPER TURN
09	DRINKING	ALCOHOL OR DRUG INVOLVED
10	OTHR-IMP	OTHER IMPROPER DRIVING
11	MECH-DEF	MECHANICAL DEFECT
12	OTHER	OTHER (NOT IMPROPER DRIVING)
13	IMP LN C	IMPROPER CHANGE OF TRAFFIC LANES
14	DIS TCD	DISREGARDED OTHER TRAFFIC CONTROL DEVICE
15	WRNG WAY	WRONG WAY ON ONE-WAY ROADWAY
16	FATIGUE	DRIVER DROWSY/FATIGUED/SLEEPY
18	IN RDWY	NON-MOTORIST ILLEGALLY IN ROADWAY
19	NT VISBL	NON-MOTORIST CLOTHING NOT VISIBLE
20	IMP PKNG	VEHICLE IMPROPERLY PARKED
21	DEF STER	DEFECTIVE STEERING MECHANISM
22	DEF BRKE	INADEQUATE OR NO BRAKES
24	LOADSHT	VEHICLE LOST LOAD OR LOAD SHIFTED
25	TIREFAIL	TIRE FAILURE
26	PHANTOM	PHANTOM / NON-CONTACT VEHICLE
27	INATTENT	INATTENTION
30	SPEED.	DRIVING IN EXCESS OF POSTED SPEED
31	RACING	SPEED RACING (PER PAR)
32	CARELESS	CARELESS DRIVING (CITATION ISSUED)
33	RECKLESS	RECKLESS DRIVING (CITATION ISSUED)
34	AGGRESV	AGGRESSIVE DRIVING (PER PAR)
35	RD RAGE	ROAD RAGE (PER PAR)

## COLLISION TYPE CODE TRANSLATION LIST

COLL CODE	SHORT DESCRIPTION	LONG DESCRIPTION
4	OTH	MISCELLANEOUS
-	BACK	BACKING
0	PED	PEDESTRIAN
1	ANGL	ANGLE
2	HEAD	HEAD-ON
3	REAR	REAR-END
4	SS-M	SIDESWIPE - MEETING
5	SS-O	SIDESWIPE - OVERTAKING
6	TURN	TURNING MOVEMENT
7	PARK	PARKING MANEUVER
8	NCOL	NON-COLLISION
9	FIX	FIXED OBJECT OR OTHER OBJECT

## CRASH TYPE CODE TRANSLATION LIST

CRASH TYPE	SHORT DESCRIPTION	LONG DESCRIPTION
4	OVERTURN	OVERTURNED
0	NON-COLL	OTHER NON-COLLISION
1	OTH RDWY	MOTOR VEHICLE ON OTHER ROADWAY
2	PRKD MV	PARKED MOTOR VEHICLE
3	PED	PEDESTRIAN
4	TRAIN	RAILWAY TRAIN
6	BIKE	PEDALCYCLIST
7	ANIMAL	ANIMAL
8	FIX OBJ	FIXED OBJECT
9	OTH OBJ	OTHER OBJECT
A	ANGL-STP	ENTERING AT ANGLE - ONE VEHICLE STOPPED
B	ANGL-OTH	ENTERING AT ANGLE - ALL OTHERS
C	S-STRGHT	FROM SAME DIRECTION - BOTH GOING STRAIGHT
D	S-1TURN	FROM SAME DIRECTION - ONE TURN, ONE STRAIGHT
E	S-1STOP	FROM SAME DIRECTION - ONE STOPPED
F	S-OTHER	FROM SAME DIRECTION-ALL OTHERS, INCLUDING PARKING
G	O-STRGHT	FROM OPPOSITE DIRECTION - BOTH GOING STRAIGHT
H	O-1TURN	FROM OPPOSITE DIRECTION - ONE TURN, ONE STRAIGHT
I	O-1STOP	FROM OPPOSITE DIRECTION - ONE STOPPED
J	O-OTHER	FROM OPPOSITE DIRECTION-ALL OTHERS INCL. PARKING



## DRIVER LICENSE CODE TRANSLATION LIST

LIC CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NOT LICENSED (HAD NEVER BEEN LICENSED)
1	OR-Y	VALID OREGON LICENSE
2	OTH-Y	VALID LICENSE, OTHER STATE OR COUNTRY
3	SUSP	SUSPENDED/REVOKED

## DRIVER RESIDENCE CODE TRANSLATION LIST

RES CODE	SHORT DESC	LONG DESCRIPTION
1	OR<25	OREGON RESIDENT WITHIN 25 MILE OF HOME
2	OR>25	OREGON RESIDENT 25 OR MORE MILES FROM HOME
3	OR-?	OREGON RESIDENT - UNKNOWN DISTANCE FROM HOME
4	N-RES	NON-RESIDENT
9	UNK	UNKNOWN IF OREGON RESIDENT

## ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
000	NONE	NO ERROR
001	WIDE TRN	WIDE TURN
002	CUT CORN	CUT CORNER ON TURN
003	FAIL TRN	FAILED TO OBEY MANDATORY TRAFFIC TURN SIGNAL, SIGN OR LANE MARKINGS
004	L IN TRF	LEFT TURN IN FRONT OF ONCOMING TRAFFIC
005	L PROHIB	LEFT TURN WHERE PROHIBITED
006	FRM WRNG	TURNUED FROM WRONG LANE
007	TO WRONG	TURNUED INTO WRONG LANE
008	ILLEG U	U-TURNUED ILLEGALLY
009	IMP STOP	IMPROPERLY STOPPED IN TRAFFIC LANE
010	IMP SIG	IMPROPER SIGNAL OR FAILURE TO SIGNAL
011	IMP BACK	BACKING IMPROPERLY (NOT PARKING)
012	IMP PARK	IMPROPERLY PARKED
013	UNPARK	IMPROPER START LEAVING PARKED POSITION
014	IMP STRT	IMPROPER START FROM STOPPED POSITION
015	IMP LGHT	IMPROPER OR NO LIGHTS (VEHICLE IN TRAFFIC)
016	INATTENT	FAILED TO DIM LIGHTS (UNTIL 4/1/97) / INATTENTION (AFTER 4/1/97)
017	UNSF VEH	DRIVING UNSAFE VEHICLE (NO OTHER ERROR APPARENT)
018	OTH PARK	ENTERING, EXITING PARKED POSITION WITH INSUFFICIENT CLEARANCE OR OTHER IMPROPER PARKING MANEUVER
019	DIS DRIV	DISREGARDED OTHER DRIVER'S SIGNAL
020	DIS SGNL	DISREGARDED TRAFFIC SIGNAL
021	RAN STOP	DISREGARDED STOP SIGN OR FLASHING RED
022	DIS SGN	DISREGARDED WARNING SIGN, FLARES OR FLASHING AMBER
023	DIS OFCR	DISREGARDED POLICE OFFICER OR FLAGMAN
024	DIS EMER	DISREGARDED SIREN OR WARNING OF EMERGENCY VEHICLE
025	DIS RR	DISREGARDED RR SIGNAL, RR SIGN, OR RR FLAGMAN
026	REAR-END	FAILED TO AVOID STOPPED OR PARKED VEHICLE AHEAD OTHER THAN SCHOOL BUS
027	BIKE ROW	DID NOT HAVE RIGHT-OF-WAY OVER PEDALCYCLIST
028	NO ROW	DID NOT HAVE RIGHT-OF-WAY
029	PED ROW	FAILED TO YIELD RIGHT-OF-WAY TO PEDESTRIAN
030	PAS CURV	PASSING ON A CURVE
031	PAS WRNG	PASSING ON THE WRONG SIDE
032	PAS TANG	PASSING ON STRAIGHT ROAD UNDER UNSAFE CONDITIONS
033	PAS X-WK	PASSED VEHICLE STOPPED AT CROSSWALK FOR PEDESTRIAN
034	PAS INTR	PASSING AT INTERSECTION
035	PAS HILL	PASSING ON CREST OF HILL
036	N/PAS 2N	PASSING IN "NO PASSING" ZONE
037	PAS TRAF	PASSING IN FRONT OF ONCOMING TRAFFIC
038	CUT-IN	CUTTING IN (TWO LANES - TWO WAY ONLY)
039	WRNGSIDE	DRIVING ON WRONG SIDE OF THE ROAD
040	THRU MED	DRIVING THROUGH SAFETY ZONE OR OVER ISLAND
041	F/ST BUS	FAILED TO STOP FOR SCHOOL BUS

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
042	F/SLO MV	FAILED TO DECREASE SPEED FOR SLOWER MOVING VEHICLE
043	TO CLOSE	FOLLOWING TOO CLOSELY (MUST BE ON OFFICER'S REPORT)
044	STRDL LN	STRADDLING OR DRIVING ON WRONG LANES
045	IMP CHG	IMPROPER CHANGE OF TRAFFIC LANES
046	WRNG WAY	WRONG WAY ON ONE-WAY ROADWAY (VEHICLE IS DELIBERATELY TRAVELING ON WRONG SIDE)
047	BASCRULE	DRIVING TOO FAST FOR CONDITIONS (NOT EXCEEDING POSTED SPEED)
048	OPN DOOR	OPENED DOOR INTO ADJACENT TRAFFIC LANE
049	IMPEDING	IMPEDING TRAFFIC
050	SPEED	DRIVING IN EXCESS OF POSTED SPEED
051	RECKLESS	RECKLESS DRIVING (PER PAR)
052	CARELESS	CARELESS DRIVING (PER PAR)
053	RACING	SPEED RACING (PER PAR)
054	X N/SGNL	CROSSING AT INTERSECTION - NO TRAFFIC SIGNAL PRESENT
055	X W/SGNL	CROSSING AT INTERSECTION - TRAFFIC SIGNAL PRESENT
056	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
057	BTWN INT	CROSSING BETWEEN INTERSECTIONS
059	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
060	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
061	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
062	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
063	PLAYINRD	PLAYING IN STREET OR ROAD
064	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
065	WK IN RD	WORKING IN ROADWAY OR ALONG SHOULDER
070	LAYON RD	STANDING OR LYING IN ROADWAY
073	DIS POL	DISREGARDING POLICE (ELUDING)
080	FAIL LN	FAILED TO MAINTAIN LANE
081	OFF RD	RAN OFF ROAD
082	NO CLEAR	DRIVER MISJUDGED CLEARANCE
083	OVRSTEER	OVER CORRECTING
084	NOT USED	CODE NOT IN USE
085	OVRLOAD	OVERLOADING OR IMPROPER LOADING OF VEHICLE WITH CARGO OR PASSENGERS
097	UNA DIS TC	UNABLE TO DETERMINE WHICH DRIVER DISREGARDED TRAFFIC CONTROL DEVICE

## EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
001	FEL/JUMP	OCCUPANT FELL, JUMPED OR WAS EJECTED FROM MOVING VEHICLE
002	INTERFER	PASSENGER INTERFERED WITH DRIVER
003	BUG INTF	ANIMAL OR INSECT IN VEHICLE INTERFERED WITH DRIVER
004	PED INV	PEDESTRIAN INVOLVED (NON-PEDESTRIAN ACCIDENT)
005	SUB-PED	"SUB-PED": PEDESTRIAN INJURED SUBSEQUENT TO COLLISION, ETC.
006	BIKE INV	TRICYCLE-BICYCLE INVOLVED
007	HITCHIKR	HITCHHIKER (SOLICITING A RIDE)
008	PSNGR TOW	PASSENGER BEING TOWED OR PUSHED ON CONVEYANCE
009	ON/OFF V	GETTING ON OR OFF STOPPED OR PARKED VEHICLE (OCCUPANTS ONLY)
010	SUB OTRN	OVERTURNED AFTER FIRST HARMFUL EVENT
011	MV PUSRD	VEHICLE BEING PUSHED
012	MV TOWED	VEHICLE TOWED OR HAD BEEN TOWING ANOTHER VEHICLE
013	FORCED	VEHICLE FORCED BY IMPACT INTO ANOTHER VEHICLE, PEDALCYCLIST OR PEDESTRIAN
014	SET MOTN	VEHICLE SET IN MOTION BY NON-DRIVER (CHILD RELEASED BRAKES, ETC.)
015	RR ROW	AT OR ON RAILROAD RIGHT-OF-WAY (NOT LIGHT RAIL)
016	LT RL ROW	AT OR ON LIGHT-RAIL RIGHT-OF-WAY
017	RR HIT V	TRAIN STRUCK VEHICLE
018	V HIT RR	VEHICLE STRUCK TRAIN
019	HIT RR CAR	VEHICLE STRUCK RAILROAD CAR ON ROADWAY
020	JACKKNIFE	JACKKNIFE; TRAILER OR TOWED VEHICLE STRUCK TOWING VEHICLE
021	TRL OTRN	TRAILER OR TOWED VEHICLE OVERTURNED
022	CN BROKE	TRAILER CONNECTION BROKE
023	DETACH TRL	DETACHED TRAILING OBJECT STRUCK OTHER VEHICLE, NON-MOTORIST, OR OBJECT
024	V DOOR OPN	VEHICLE DOOR OPENED INTO ADJACENT TRAFFIC LANE
025	WHEELOFF	WHEEL CAME OFF
026	HOOD UP	HOOD FLEW UP
028	LOAD SHIFT	LOST LOAD, LOAD MOVED OR SHIFTED
029	TIREFAIL	TIRE FAILURE
030	PET	PET: CAT, DOG AND SIMILAR
031	LVSTOCK	STOCK: COW, CALF, BULL, STEER, SHEEP, ETC.
032	HORSE	HORSE, MULE, OR DONKEY
033	HRSE&RID	HORSE AND RIDER
034	GAME	WILD ANIMAL, GAME (INCLUDES BIRDS; NOT DEER OR ELK)
035	DEER ELK	DEER OR ELK, WAPITI
036	ANML VEH	ANIMAL-DRAWN VEHICLE
037	CULVERT	CULVERT, OPEN LOW OR HIGH MANHOLE
038	ATENUATN	IMPACT ATTENUATOR
039	EK METER	PARKING METER
040	CURB	CURB (ALSO NARROW SIDEWALKS ON BRIDGES)
041	JIGGLE	JIGGLE BARS OR TRAFFIC SNAKE FOR CHANNELIZATION
042	GDRL END	LEADING EDGE OF GUARDRAIL
043	GARDRAIL	GUARD RAIL (NOT METAL MEDIAN BARRIER)
044	BARRIER	MEDIAN BARRIER (RAISED OR METAL)
045	WALL	RETAINING WALL OR TUNNEL WALL
046	BR RAIL	BRIDGE RAILING (ON BRIDGE AND APPROACH)
047	BR ABUT	BRIDGE ABUTMENT (APPROACH ENDS)
048	BR COLMN	BRIDGE PILLAR OR COLUMN (EVEN THOUGH STRUCK PROTECTIVE GUARD RAIL FIRST)
049	BR GIRDR	BRIDGE GIRDER (HORIZONTAL STRUCTURE OVERHEAD)
050	ISLAND	TRAFFIC RAISED ISLAND
051	GORE	GORE
052	POLE UNK	POLE - TYPE UNKNOWN
053	POLE UTL	POLE - POWER OR TELEPHONE
054	ST LIGHT	POLE - STREET LIGHT ONLY
055	TRF SGNL	POLE - TRAFFIC SIGNAL AND PED SIGNAL ONLY
056	SGN BRDG	POLE - SIGN BRIDGE
057	STOPSIGN	STOP OR YIELD SIGN
058	OTH SIGN	OTHER SIGN, INCLUDING STREET SIGNS
059	HYDRANT	HYDRANT

## EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
060	MARKER	DELINEATOR OR MARKER (REFLECTOR POSTS)
061	MAILBOX	MAILBOX
062	TREE	TREE, STUMP OR SHRUBS
063	VEG OHED	TREE BRANCH OR OTHER VEGETATION OVERHEAD, ETC.
064	WIRE/CBL	WIRE OR CABLE ACROSS OR OVER THE ROAD
065	TEMP SGN	TEMPORARY SIGN OR BARRICADE IN ROAD, ETC.
066	PERM SGN	PERMANENT SIGN OR BARRICADE IN/OFF ROAD
067	SLIDE	SLIDES, ROCKS OFF OR ON ROAD, FALLING ROCKS
068	FRGN OBJ	FOREIGN OBSTRUCTION/DEBRIS IN ROAD (NOT GRAVEL)
069	EQP WORK	EQUIPMENT WORKING IN/OFF ROAD
070	OTH EQP	OTHER EQUIPMENT IN OR OFF ROAD (INCLUDES PARKED TRAILER, BOAT)
071	MAIN EQP	WRECKER, STREET SWEEPER, SNOW PLOW OR SANDING EQUIPMENT
072	OTHER WALL	ROCK, BRICK OR OTHER SOLID WALL
073	IRRGL PVMT	SPEED BUMP, OTHER BUMP, POTHOLE OR PAVEMENT IRREGULARITY (PER PAR)
075	CAVE IN	BRIDGE OR ROAD CAVE IN
076	HI WATER	HIGH WATER
077	SNO BANK	SNOW BANK
078	HOLE	CHUCKHOLE IN ROAD, LOW OR HIGH SHOULDER AT PAVEMENT EDGE
079	DITCH	CUT SLOPE OR DITCH EMBANKMENT
080	OBJ F MV	STRUCK BY ROCK OR OTHER OBJECT SET IN MOTION BY OTHER VEHICLE (INCL. LOST LOADS)
081	FLY-OBJ	STRUCK BY OTHER MOVING OR FLYING OBJECT
082	VEH HID	VEHICLE OBSCURED VIEW
083	VEG HID	VEGETATION OBSCURED VIEW
084	BLDG HID	VIEW OBSCURED BY FENCE, SIGN, PHONE BOOTH, ETC.
085	WIND GUST	WIND GUST
086	IMMERSED	VEHICLE IMMERSED IN BODY OF WATER
087	FIRE/EXP	FIRE OR EXPLOSION
088	FENC/BLD	FENCE OR BUILDING, ETC.
089	OTH ACDT	ACCIDENT RELATED TO ANOTHER SEPARATE ACCIDENT
090	TO 1 SIDE	TWO-WAY TRAFFIC ON DIVIDED ROADWAY ALL ROUTED TO ONE SIDE
092	PHANTOM	OTHER (PHANTOM) NON-CONTACT VEHICLE (ON PAR OR REPORT)
093	CELL-POL	CELL PHONE (ON PAR OR DRIVER IN USE)
094	VIOL GDL	TEENAGE DRIVER IN VIOLATION OF GRADUATED LICENSE PGM
095	GUY WIRE	GUY WIRE
096	BERM	BERM (EARTHEN OR GRAVEL MOUND)
097	GRAVEL	GRAVEL IN ROADWAY
098	ABR EDGE	ABRUPT EDGE
099	CELL-WTN	CELL PHONE USE WITNESSED BY OTHER PARTICIPANT
100	UNK FIXD	UNKNOWN TYPE OF FIXED OBJECT
101	OTHER OBJ	OTHER OR UNKNOWN OBJECT, NOT FIXED
104	OUTSIDE V	PASSENGER RIDING ON VEHICLE EXTERIOR
105	PEDAL PSGR	PASSENGER RIDING ON PEDALCYCLE
106	MAN WHLCHR	PEDESTRIAN IN NON-MOTORIZED WHEELCHAIR
107	MTR WHLCHR	PEDESTRIAN IN MOTORIZED WHEELCHAIR
110	N-MTR	NON-MOTORIST STRUCK VEHICLE
111	S CAR VS V	STREET CAR/TROLLEY (ON RAILS AND/OR OVERHEAD WIRE SYSTEM) STRUCK VEHICLE
112	V VS S CAR	VEHICLE STRUCK STREET CAR/TROLLEY (ON RAILS AND/OR OVERHEAD WIRE SYSTEM)
113	S CAR ROW	AT OR ON STREET CAR/TROLLEY RIGHT-OF-WAY
114	RR EQUIP	VEHICLE STRUCK RAILROAD EQUIPMENT (NOT TRAIN) ON TRACKS
120	WIRE BAR	WIRE OR CABLE MEDIAN BARRIER
124	SLIPPERY	SLIDING OR SWERVING DUE TO WET, ICY, SLIPPERY OR LOOSE SURFACE
125	SHLDR	SHOULDER GAVE WAY

## FUNCTIONAL CLASSIFICATION TRANSLATION LIST

FUNC CLASS	DESCRIPTION
01	RURAL PRINCIPAL ARTERIAL - INTERSTATE
02	RURAL PRINCIPAL ARTERIAL - OTHER
06	RURAL MINOR ARTERIAL
07	RURAL MAJOR COLLECTOR
08	RURAL MINOR COLLECTOR
09	RURAL LOCAL
11	URBAN PRINCIPAL ARTERIAL - INTERSTATE
12	URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXP
14	URBAN PRINCIPAL ARTERIAL - OTHER
16	URBAN MINOR ARTERIAL
17	URBAN COLLECTOR
19	URBAN LOCAL
78	UNKNOWN RURAL SYSTEM
79	UNKNOWN RURAL NON-SYSTEM
98	UNKNOWN URBAN SYSTEM
99	UNKNOWN URBAN NON-SYSTEM

## HIGHWAY COMPONENT TRANSLATION LIST

CODE	DESCRIPTION
0	MAINLINE STATE HIGHWAY
1	COUPLET
3	FRONTAGE ROAD
6	CONNECTION
8	HIGHWAY - OTHER

## INJURY SEVERITY CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
1	KILL	FATAL INJURY
2	INJA	INCAPACITATING INJURY - BLEEDING, BROKEN BONES
3	INJB	NON-INCAPACITATING INJURY
4	INJC	POSSIBLE INJURY - COMPLAINT OF PAIN
5	PRI	DIED PRIOR TO CRASH
7	NO<5	NO INJURY - 0 TO 4 YEARS OF AGE

## LIGHT CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	DAY	DAYLIGHT
2	DLIT	DARKNESS - WITH STREET LIGHTS
3	DARK	DARKNESS - NO STREET LIGHTS
4	DAWN	DAWN (TWILIGHT)
5	DUSK	DUSK (TWILIGHT)

## MEDIAN TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NO MEDIAN
1	RSMD	SOLID MEDIAN BARRIER
2	DIVMD	EARTH, GRASS OR PAVED MEDIAN

## MILEAGE TYPE CODE TRANSLATION LIST

CODE	LONG DESCRIPTION
0	REGULAR MILEAGE
T	TEMPORARY
Y	SPUR
Z	OVERLAPPING

MOVEMENT TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	STRGHT	STRAIGHT AHEAD
2	TURN-R	TURNING RIGHT
3	TURN-L	TURNING LEFT
4	U-TURN	MAKING A U-TURN
5	BACK	BACKING
6	STOP	STOPPED IN TRAFFIC
7	PRKD-P	PARKED - PROPERLY
8	PRKD-I	PARKED - IMPROPERLY

PEDESTRIAN LOCATION CODE TRANSLATION LIST

CODE	LONG DESCRIPTION
00	AT INTERSECTION - NOT IN ROADWAY
01	AT INTERSECTION - INSIDE CROSSWALK
02	AT INTERSECTION - IN ROADWAY, OUTSIDE CROSSWALK
03	AT INTERSECTION - IN ROADWAY, XWALK AVAIL UNKNWN
04	NOT AT INTERSECTION - IN ROADWAY
05	NOT AT INTERSECTION - ON SHOULDER
06	NOT AT INTERSECTION - ON MEDIAN
07	NOT AT INTERSECTION - WITHIN TRAFFIC RIGHT-OF-WAY
08	NOT AT INTERSECTION - IN BIKE PATH
09	NOT-AT INTERSECTION - ON SIDEWALK
10	OUTSIDE TRAFFICWAY BOUNDARIES
15	NOT AT INTERSECTION - INSIDE MID-BLOCK CROSSWALK
18	OTHER, NOT IN ROADWAY
99	UNKNOWN LOCATION

ROAD CHARACTER CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	INTER	INTERSECTION
2	ALLEY	DRIVEWAY OR ALLEY
3	STRGHT	STRAIGHT ROADWAY
4	TRANS	TRANSITION
5	CURVE	CURVE (HORIZONTAL CURVE)
6	OPENAC	OPEN ACCESS OR TURNOUT
7	GRADE	GRADE (VERTICAL CURVE)
8	BRIDGE	BRIDGE STRUCTURE
9	TUNNEL	TUNNEL

PARTICIPANT TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	OCC	UNKNOWN OCCUPANT TYPE
1	DRVR	DRIVER
2	PSNG	PASSENGER
3	PED	PEDESTRIAN
4	CONV	PEDESTRIAN USING A PEDESTRIAN CONVEYA
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN OB
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING AN
8	PRKD	OCCUPANT OF A PARKED MOTOR VEHICLE
9	UNK	UNKNOWN TYPE OF NON-MOTORIST

TRAFFIC CONTROL DEVICE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
000	NONE	NO CONTROL
001	TRF SIGNAL	TRAFFIC SIGNALS
002	FLASHBCN-R	FLASHING BEACON - RED (STOP)
003	FLASHBCN-A	FLASHING BEACON - AMBER (SLOW)
004	STOP SIGN	STOP SIGN
005	SLOW SIGN	SLOW SIGN
006	REG-SIGN	REGULATORY SIGN
007	YIELD	YIELD SIGN
008	WARNING	WARNING SIGN
009	CURVE	CURVE SIGN
010	SCHL X-ING	SCHOOL CROSSING SIGN OR SPECIAL SIGNAL
011	OPCR/FLAG	POLICE OFFICER, FLAGMAN - SCHOOL PATROL
012	BRDG-GATE	BRIDGE GATE - BARRIER
013	TEMP-BARR	TEMPORARY BARRIER
014	NO-PASS-ZN	NO PASSING ZONE
015	ONE-WAY	ONE-WAY STREET
016	CHANNEL	CHANNELIZATION
017	MEDIAN BAR	MEDIAN BARRIER
018	PILOT CAR	PILOT CAR
019	SP PED SIG	SPECIAL PEDESTRIAN SIGNAL
020	X-BUCK	CROSSBUCK
021	THR-GN-SIG	THROUGH GREEN ARROW OR SIGNAL
022	L-GRN-SIG	LEFT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
023	R-GRN-SIG	RIGHT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
024	WIGWAG	WIGWAG OR FLASHING LIGHTS W/O DROP-ARM GATE
025	X-BUCK WRN	CROSSBUCK AND ADVANCE WARNING
026	WW W/ GATE	FLASHING LIGHTS WITH DROP-ARM GATES
027	OVRHD SGNL	SUPPLEMENTAL OVERHEAD SIGNAL (RR XING ONLY)
028	SP RR STOP	SPECIAL RR STOP SIGN
029	ILUM GRD X	ILLUMINATED GRADE CROSSING
037	RAMP METER	METERED RAMPS
038	RUMBLE STR	RUMBLE STRIP
090	L-TURN REF	LEFT TURN REFUGE (WHEN REFUGE IS INVOLVED)
091	R-TURN ALL	RIGHT TURN AT ALL TIMES SIGN, ETC.
092	EMR SGN/FL	EMERGENCY SIGNS OR FLARES
093	ACCEL LANE	ACCELERATION OR DECELERATION LANES
094	R-TURN PRO	RIGHT TURN PROHIBITED ON RED AFTER STOPPING

095 BUS STPSGN BUS STOP SIGN AND RED LIGHTS  
099 UNKNOWN UNKNOWN OR NOT DEFINITE

VEHICLE TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
01	PSNGR CAR	PASSENGER CAR, PICKUP, ETC.
02	BOBTAIL	TRUCK TRACTOR WITH NO TRAILERS (BOBTAIL)
03	FARM TRCTR	FARM TRACTOR OR SELF-PROPELLED FARM EQUIPMENT
04	SEMI TOW	TRUCK TRACTOR WITH TRAILER/MOBILE HOME IN TOW
05	TRUCK	TRUCK WITH NON-DETACHABLE BED, PANEL, ETC.
06	MOPED	MOPED, MINIBIKE, MOTOR SCOOTER, OR MOTOR BICYCLE
07	SCHL BUS	SCHOOL BUS (INCLUDES VAN)
08	OTH BUS	OTHER BUS
09	MTRCYCLE	MOTORCYCLE
10	OTHER	OTHER: FORKLIFT, BACKHOE, ETC.
11	MOTRHOME	MOTORHOME
12	TROLLEY	MOTORIZED STREET CAR/TROLLEY (NO RAILS/WIRES)
13	ATV	ATV
14	MTRSCTR	MOTORIZED SCOOTER
15	SNOWMOBILE	SNOWMOBILE
99	UNKNOWN	UNKNOWN VEHICLE TYPE

WEATHER CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	CLR	CLEAR
2	CLD	CLOUDY
3	RAIN	RAIN
4	SLT	SLEET
5	FOG	FOG
6	SNOW	SNOW
7	DUST	DUST
8	SMOK	SMOKE
9	ASH	ASH

**APPENDIX C:  
FORMER AND PROPOSED  
OCCUPANCY DATA**





**Exhibit B**

Pertinent information for Tenant's Application for a Conditional Use Permit:

Name of Business: Carisbrook Technology Services,,LLC.

Ownership Entity: Robert M Fernandez (86%) and Aspen Venture III(14).

Years in Operation: 10

General Business Description: Technical and medical support for veterinary hospitals.

Number of Employees (at occupancy): 42 employees and 12 contract to hire temporary staff.

Normal Business Hours: 6:00 AM PDT to 10:00PM PDT.

Number of employees arriving during early "peak trip hours" (7am – 9am):15

Number of employees departing during late "peak trip hours" (4pm – 6pm):15

Number of employees using various methods of mass transit: approx 50%

Number of employees parking on-site during normal business hours: Approx 50%

**Willamette Christian Church**  
**Church Use During Final Quarter of Occupation\***  
**Information provided by Facilities Manager**

**Mondays:**

5:30 am to 8:00 am	Men's Prayer Group (6)
8:00 am to 6:00 pm	Church Staff (14)
6:30 pm to 9:00 pm	Financial Counseling class (25)
6:30 pm to 9:00 pm	Women's Bible Study (25)

**Tuesdays:**

8:00 am to 12:00 pm	Women's Bible Study (75)
8:00 am to 6:00 pm	Church Staff (14)
6:30 pm to 9:00 pm	Financial Counseling Class (25)
6:30 pm to 9:30 pm	Art Class (40)

**Wednesdays:**

7:00 am to 10:00 am	Building Committee (6)
8:00 am to 6:00 pm	Church Staff (14)
9:30 am to 12:00 pm	Women's Bible Study (15)
6:30 pm to 9:00 pm	High School Youth Class (35)

**Thursdays:**

5:30 am to 8:00 am	Men's Prayer Group (6)
8:00 am to 6:00 pm	Church Staff (14)
6:30 pm to 9:00 pm	Lion's Club every other Thursday (30)

**Fridays:**

5:30 am to 9:30 am	Free Community Breakfast (30)
8:00 am to 6:00 pm	Church Staff (14)
5:00 pm to 9:00 pm	Counseling (8)

**Saturdays:**

8:00 am to 10:30 am	Men's Study Group (25)
3:30 pm to 6:00 pm	Service Set-up (15)
5:30 pm to 8:00 pm	Saturday Service (120)

**Sundays:**

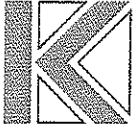
8:00 am to 3:00 pm	Meetings before and after Service including Elders, Small Group Leaders, Children's Leadership team, funerals, etc.
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**Monthly Meetings:** Reasons to believe class (15), 4H Club (10) both in the evening, Laidlaw Bus Meeting (50), Investment Club (15), Christina Athletes (15) each in the morning.

**Ad Hoc Meetings:** Neighborhood Associations, Music Recitals, Willamette Walking Adventures starting point, Polling place prior to mail-in ballots, Boy Scouts, Cub Scouts, Birthday parties, etc.

\* Assumes arrival and departure occurs within a 30 minute time frame before and after scheduled meetings/workday

**APPENDIX D:  
ITE TRIP GENERATION ESTIMATE**



# KITTELSON & ASSOCIATES, INC.

TRANSPORTATION ENGINEERING / PLANNING

610 SW Alder Street, Suite 700, Portland, OR 97205 P 503.228.5230 F 503.273.8169

## MEMORANDUM

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**Date:** September 23, 2010

Project #: 11027.0

**To:** Pat Hanlin  
Willamette Capital Investment LLC  
24979 SW Quarryview Dr.  
Wilsonville, OR 97070

**From:** Alex Kiheri, Marc Butorac P.E., P.T.O.E  
**Project:** Willamette Christian Church Change-of-Use  
**Subject:** Non-applicability of ITE Trip Generation Manual

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Kittelison & Associates, Inc. has determined that the Institute of Transportation Engineers' *Trip Generation Manual, 8<sup>th</sup> Edition* is not a reliable trip generation estimation tool for the proposed online and telephone technical and medical support center based on the several considerations below. ITE land-use code for churches (code 560) and single tenant office-space (code 715) have been used. ITE Code 715 was determined to be the closest approximation to the proposed support center.

### ITE Underestimation of the previous use – ITE Code 560 (Church)

- A limited amount of data is available from *Trip Generation* for predicting weekday trips generated by churches. Currently **only nine data points** are available for historical reference purposes. Additionally;
- No level of activity is given for those included data points. This is especially crucial to this situation as the former tenant, Willamette Christian Church, **relocated because they outgrew the building** and have moved into a significantly larger space.
- While the ITE data suggests that a "typical" church of 12,000 square feet will only generate 7 a.m. peak hour trips, **this church employed 14 staff members who arrived by 8:00 a.m. during the week**. This suggests that the existing church represents a significant deviation from the data represented by ITE Trip Generation.
- The church had a long history of **providing daily meetings** for various church and community functions that coincide with the peak hours of traffic. These events include a community kitchen for disadvantaged community members, weekly prayer study groups, and various other social functions.

**ITE Overestimation of the Proposed Use – ITE Code 715 (Office - Single Tenant)**

- The proposed support center will serve a variety of **time zones** and as such will have staffing needs that requires the use of shifts to cover the **operating hours of 6:00 a.m. – 10:00 p.m.**
- They will use up to **four shifts** to cover their operating hours. Three shifts will be used to ensure the service center can meet client needs and will be; 6:00 a.m. – 2:00 p.m., 10:00 a.m. – 6:00 p.m. and 2:00 p.m. – 10:00 p.m. Additionally, an 8:00 a.m. – 5:00 p.m. shift will be used for non support staff (i.e. book keepers, accountants, secretaries, management). This 8:00 a.m. – 5:00 p.m. shift is the only one expected to generate a.m. or p.m. peak hour trips.
- The 54 employee positions will be spread out roughly evenly among these shifts to provide uniform services to their clients.

Table 1 below summarizes trip estimates prepared using the closest ITE Code approximations from *Trip Generation*.

**Table 1 ITE Trip Generation Estimate for Existing and Proposed Land-uses**

Land use	ITE Code	Size (sf)	# of Employees	Daily Trips	A.M. Peak Hour Trips			P.M. Peak Hour Trips		
					In	Out	Total	In	Out	Total
Church	560	12,000	14	109	4	3	7	3	4	7
Office – Single Tenant	715	12,000	54	324	39	5	44	9	48	57

As shown in Table 1 use of *Trip Generation* results in unreasonable estimates for both the former and proposed uses. Given the previously supplied data by the church, it is known that a typical weekday would include 14 staff members arriving during the a.m. peak. As shown above the ITE estimate is not comprehensive enough to account for this outlying church facility.

Additionally, due to the proposed use’s hours of operations, *Trip Generation* is not able to appropriately represent the peak hour conditions for office spaces using multiple non-customary shifts. As is evidenced by the a.m. peak period estimate of 44 total trips, this would imply that nearly all of the proposed tenant’s employees arrive during the a.m. peak period. This is not the anticipated case.

**Due to these issues, ITE *Trip Generation* is not representative of this specific situation. *Trip Generation* specifically calls for the use of local data when such data is determined to be more representative of a given land-use.**