

DEVELOPMENT REVIEW APPLICATION

For Office Use Only

STAFF CONTACT P. SAR	PROJECT NO(S). DR-11-10	
NON-REFUNDABLE FEE(S) 0	REFUNDABLE DEPOSIT(S) 0	TOTAL 0

Type of Review (Please check all that apply):

- | | | |
|--|--|--|
| <input type="checkbox"/> Annexation (ANX) | <input type="checkbox"/> Historic Review | <input type="checkbox"/> Subdivision (SUB) |
| <input type="checkbox"/> Appeal and Review (AP)* | <input type="checkbox"/> Legislative Plan or Change | <input type="checkbox"/> Temporary Uses * |
| <input type="checkbox"/> Conditional Use (CUP) | <input type="checkbox"/> Lot Line Adjustment (LLA)*/** | <input type="checkbox"/> Time Extension * |
| <input checked="" type="checkbox"/> Design Review (DR) | <input type="checkbox"/> Minor Partition (MIP)(Preliminary Plat or Plan) | <input type="checkbox"/> Variance (VAR) |
| <input type="checkbox"/> Easement Vacation | <input type="checkbox"/> Non-Conforming Lots, Uses & Structures | <input type="checkbox"/> Tualatin River Greenway |
| <input type="checkbox"/> Extraterritorial Ext. of Utilities | <input type="checkbox"/> Planned Unit Development (PUD) | <input type="checkbox"/> Water Resource Area Protection/Wetland(WAP) |
| <input type="checkbox"/> Final Plat or Plan (FP) | <input type="checkbox"/> Pre-Application Conference (PA)*/** | <input type="checkbox"/> Willamette River Greenway |
| <input type="checkbox"/> Flood Management Area | <input type="checkbox"/> Street Vacation | <input type="checkbox"/> Zone Change |
| <input type="checkbox"/> Hillside Protection & Erosion Control | | |

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

Site Location/Address: 1750 Blankenship Rd, US 3 Willamette Falls Rd. <i>in public right-of-way</i>	Assessor's Map No.: —
	Tax Lot(s): —
	Total Land Area: —

Brief Description of Proposal: *City proposes to install two bus shelters at existing TDMA stops on Route 154*

Applicant Name: *City of West Linn Public Works* Phone: *(503) 723-2542*
(please print)
Address: *22500 Salamo Rd.* Email: *zpetz@westlinnoregon.gov*
City State Zip: *West Linn, OR 97068*

Owner Name (required): *Gene Green* Phone:
(please print)
Address: *22500 Salamo Rd* Email: *ggreen@westlinn.gov*
City State Zip: *West Linn, OR 97068*

Consultant Name: *Zach Petz* Phone: *(503) 723-2542*
(please print)
Address: *22500 Salamo Rd* Email: *zpetz@westlinnoregon.gov*
City State Zip: *West Linn, OR 97068*

- All application fees are non-refundable (excluding deposit). Any overruns to deposit will result in additional billing.
- 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. 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.

Applicant's signature _____ Date *7/13/2011*
Owner's signature (required) _____ Date *7-13-11*



CITY OF
West Linn

**City of West Linn
PLANNING & DEVELOPMENT
DESIGN REVIEW APPLICATION**

TO: City of West Linn Planning Director

FROM: West Linn Public Works (Zach Pelz, Associate Planner)

DATE: July 13, 2011

FILE No.: DR 11-xx – Transit Shelters

SUBJECT: City Council initiated request to install public-transit shelters and requisite site furniture at the following existing TriMet Route 154 bus stops: Veterans Administration Clinic at 1750 Blankenship Rd. and Willamette United Methodist Church at 1683 Willamette Falls Dr.

Planning Director's Initials _____

Specific Data

DESCRIPTION: West Linn Public Works (applicant) requests approval for the installation of public transit shelters at the Veterans Administration Clinic at 1750 Blankenship Rd. and near the Willamette United Methodist Church at 1683 Willamette Falls Dr. to facilitate and encourage the use of the City's public transit system.

OWNER/APPLICANT: City of West Linn Public Works

SITE LOCATIONS: 1750 Blankenship Rd. and 1683 Willamette Falls Dr.

SITE SIZE: As proposed, the shelters will occupy approximately 30 square feet of public right of way.

COMP PLAN

DESIGNATION: Commercial

ZONING: OBC, GC

APPROVAL CRITERIA: Community Development Code (CDC) Section **55.090** lists transit shelters as a use or activity subject to the Class I Design Review standards in CDC Section 55.090. Additional approval standards are contained in CDC Section **85.200** and **25.060**.

120-DAY RULE:

PUBLIC NOTICE:

Executive Summary:

The proposed sites are: 1) 1750 Blankenship Road (adjacent the Veterans Administration Clinic office building); and, 2) 1683 Willamette Falls Drive (adjacent the Willamette United Methodist Church). These locations are shown in Figure 1.

These two sites were chosen by the City Council for their relatively high rate of perceived patronage by the elderly and persons with disabilities. Compared with many of TriMet's existing bus stops in West Linn, these stops receive significantly fewer boardings during the average weekday (Table 1).

Since 2009, the West Linn City Council has authorized the installation of transit shelters at five TriMet bus stops in the City. West Linn Planning staff worked closely with TriMet and the City's Transportation Advisory Board (TAB) during the development of a proposal to install bus shelters in 2009. The current proposal is supported by the City Council and the TAB and reflects the architectural and other site features approved during the 2009 transit shelter installation.

Figure 1 Proposed Shelter Locations

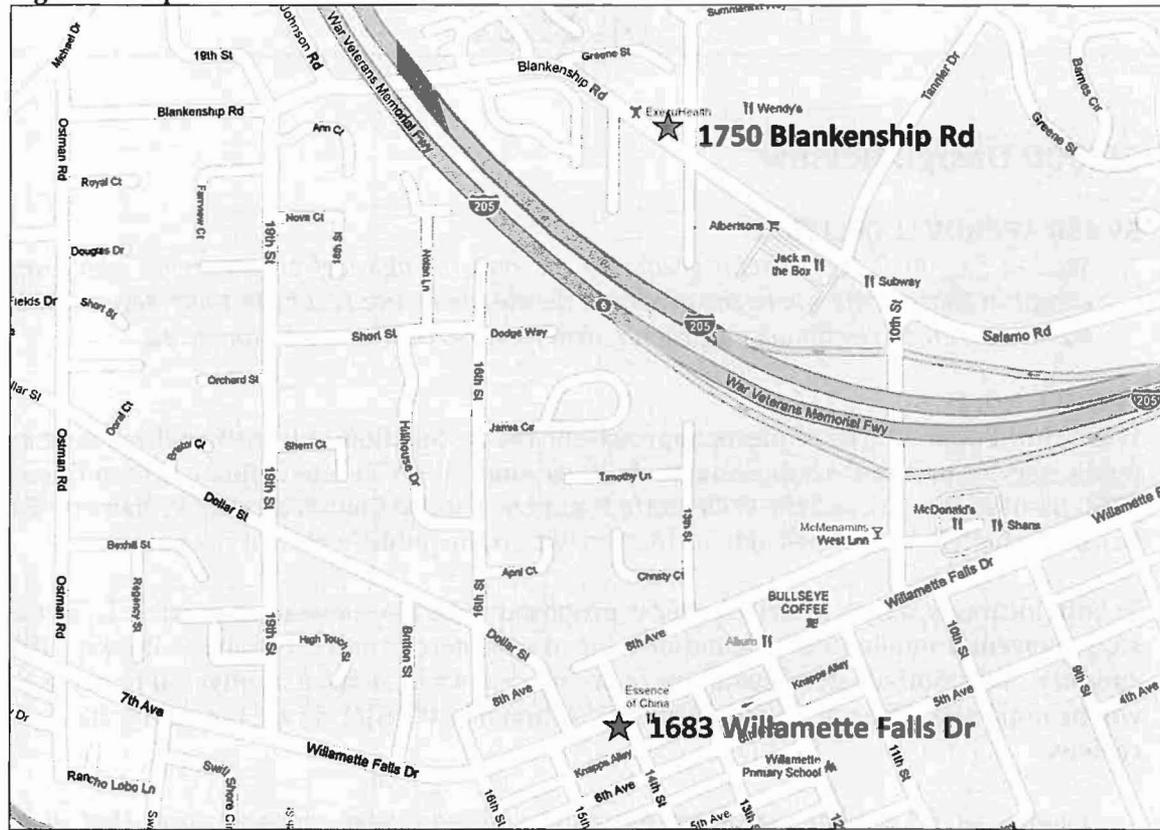


Table 1 Ridership Characteristics of Proposed Shelter Locations

Stop Name	Stop ID	Direction (NB/SB)	Route No.	Avg. Daily Boardings (2011)	No. of Lift Assisted
Virginia Ln (1750 Blankenship Rd.)	100	SB	154	0	0
14 th St (1683 Will. Falls Dr.)	550	SB	154	4	2

Approval Criteria and Findings

DR 11-0x

59.000 Design Review

59.090 APPROVAL CRITERIA

1. Section [55.100 B \(1-4\)](#) "Relationship to the natural 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.

FINDING NO. 1:

West Linn Public Works requests approval for the installation of transit shelters near two public-service oriented establishments in West Linn: the Veterans Administration Clinic at 1750 Blankenship Rd. and the Willamette United Methodist Church at 1683 Willamette Falls Dr. Both shelters are proposed to be located within the publicly-owned right-of-way.

In both locations, a new transit shelter is proposed to be placed near an existing TriMet bus stop adjacent a public sidewalk and developed commercial and office uses. Because these sites are "substantially developed," there are no remaining natural or physical features that will be impacted. The criteria listed in CDC Section 55.100(B)(1-4) are not applicable to this review.

2. Section [55.100 B \(5-6\)](#) "Architecture, et al" shall only apply in those cases that involve exterior architectural construction, remodeling, or changes.

FINDING NO. 2:

The proposal requests approval for the construction of bus shelters in the public right-of-way near 1750 Blankenship Rd. and 1683 Willamette Falls Dr. (see Figure 1) and therefore the criteria in CDC Section 55.100(B)(5) and (6) apply.

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

FINDING NO. 3:

Minimum setback requirements in each of the City's zoning districts will ensure that shelters within the public right-of-way are compliant with criterion (5) above. Due to their location, relatively small stature and three walled design, these shelters will not measurably impact on- and/or off-site air circulation. At the Blankenship Rd. site, the proposed shelter will be located 100 feet from any building or enclosed occupied structure. At Willamette Falls Dr., the proposed shelter is 25 feet from the nearest structure. Furthermore, ¼-inch tempered clear glass wall panels will ensure adequate lighting and air circulation on- and off-site. The criterion is met.

Figure 2 Blankenship Rd Site Plan

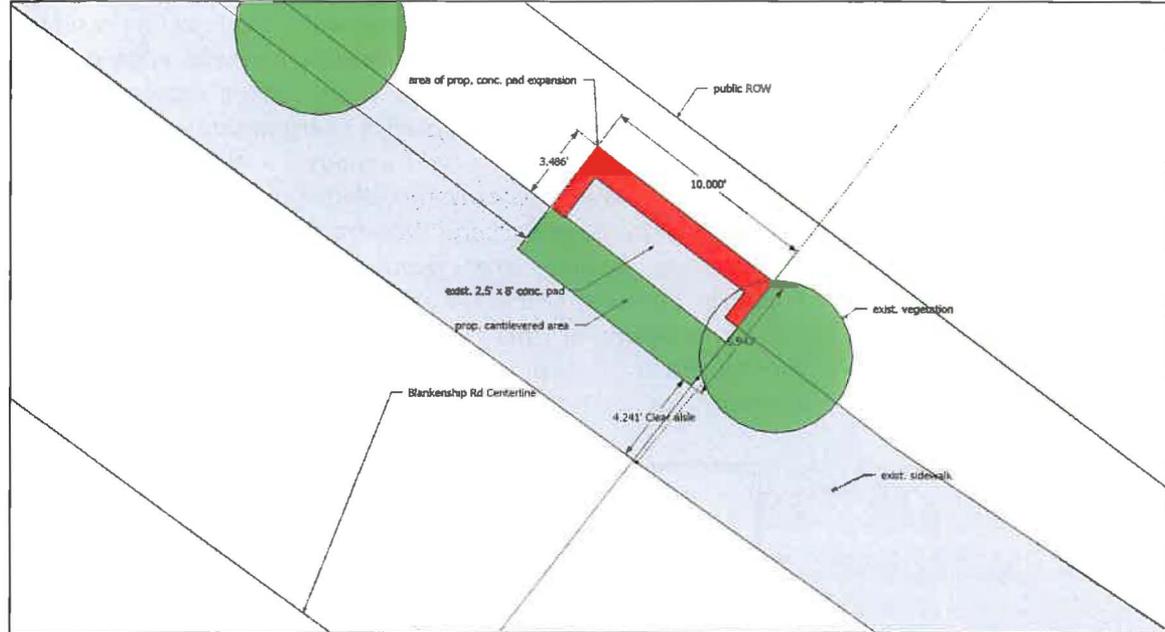
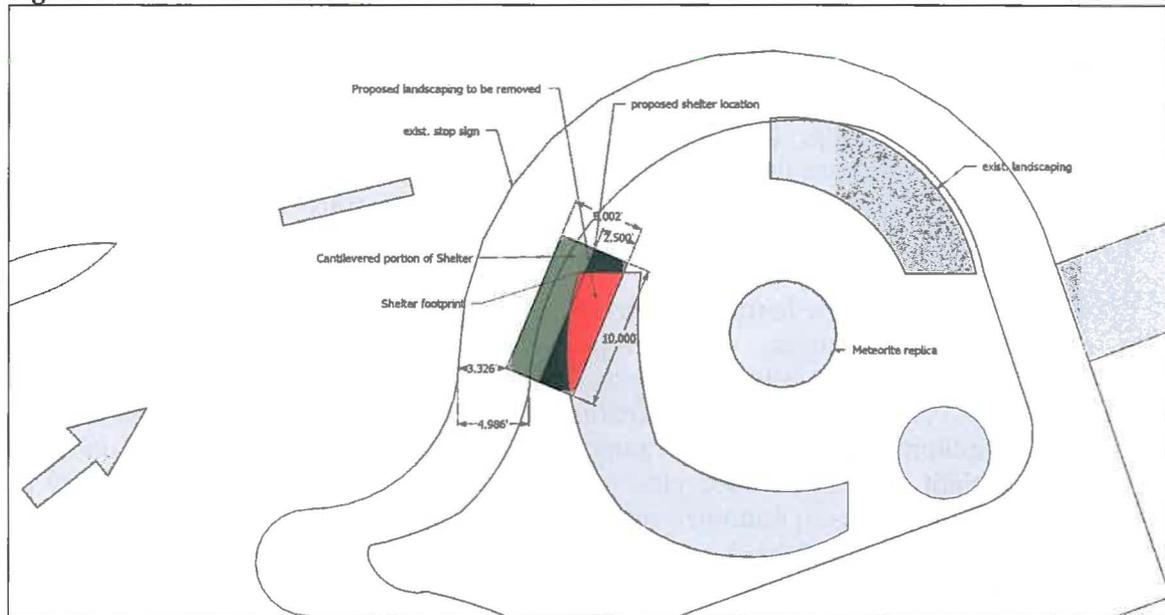
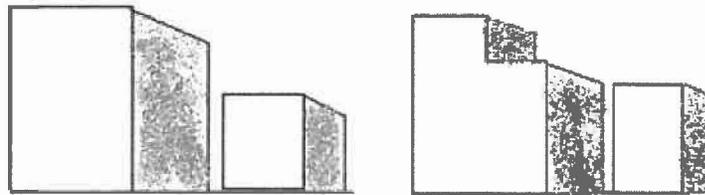


Figure 3 Willamette Falls Dr Site Plan



6. *Architecture.*

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



***mass/bulk overwhelms
smaller building***

***mass/bulk effectively
transitions***

FINDING NO. 4:

The architectural style proposed in this request reflects the style approved by the Planning Director during a similar City-initiated effort in 2009. This architectural style was developed with significant input from community members, TAB members and City staff and has received positive recognition from the community since the installation of these shelters in 2010.

The proposed shelter style features universal design elements that makes them well suited to a variety of situations. The proposed shelters complement the surrounding neighborhoods as well as other commercial and residential architecture in the City (see Exhibit 1, pg. 11). The shelters will feature 2" black anodized aluminum framing with horizontal mullions and clear ¼-inch tempered glass wall panels (the City would like to reserve the right to install etched glass panels, where funds are available, in place of a portion of the clear glass to minimize vandalism). These shelters will have black aluminum standing-seam hipped roofs with overhanging eaves consistent with the desire for pitched roofs outlined in criterion (a) above.

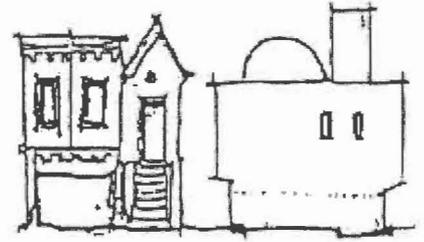
Route and schedule information displays will be placed on the side wall panel of each shelter to inform riders of the latest bus arrival times and important destinations within the shelter's vicinity. The criterion is met.

- b. *The proposed structure(s) scale shall be compatible with the existing structure(s) on site and on adjoining sites. Contextual design is required. Contextual design means respecting and*

incorporating prominent architectural styles, building lines, roof forms, rhythm of windows, building scale and massing, materials and colors of surrounding buildings in the proposed structure.



contextual design



contrasting design

FINDING NO. 5:

In 2009, Planning staff worked closely with the TAB to choose an architectural style that would not only complement the neighborhoods in which these structures were proposed, but also to complement areas where transit shelters may be requested in the future. Each of the architectural styles proposed incorporates a number of universal design elements that makes them suitable to a variety of situational applications within West Linn's residential, commercial, industrial and historic zoning districts. Finding No. 4 includes additional discussion regarding the architectural compatibility of the proposed shelters. This criterion is met.

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



FINDING NO. 6:

Due to the small stature of these structures this criterion is not applicable.

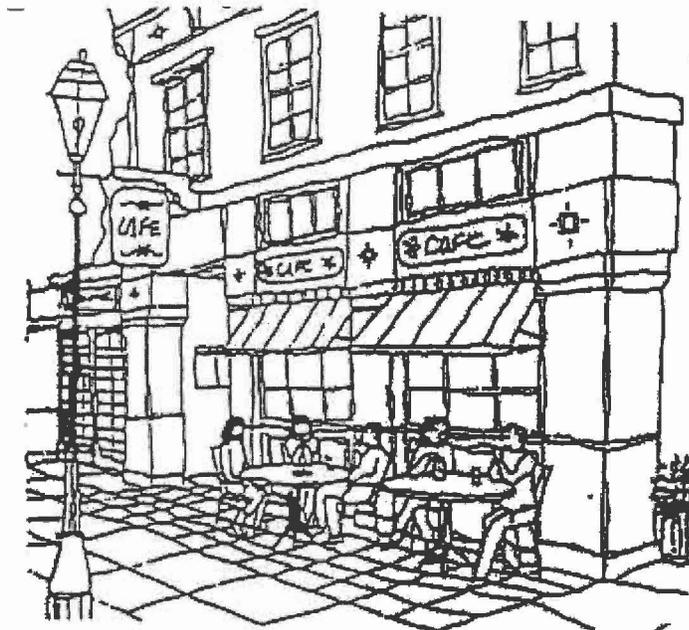
- d. Contrasting architecture shall only be permitted when the design is manifestly superior to adjacent architecture in terms of creativity, design, and workmanship, and/or it is adequately separated from other buildings by distance, screening, grade variations, or is part*

of a development site that is large enough to set its own style of architecture.

FINDING NO. 7:

The proposed shelters substantially complement adjacent architecture and therefore this criterion is not applicable.

- e. Human scale is a term that seeks to accommodate the users of the building and the notion that buildings should be designed around the human scale (e.g., his/her size and the average range of their perception). Human scale shall be accommodated in all designs by, for example, multi-light windows that are broken up into numerous panes, intimately scaled entryways, visual breaks (exaggerated eaves, indentations, ledges, parapets, awnings, engaged columns, etc.) in the facades of buildings, both vertically and horizontally. The human scale is enhanced by bringing the building and its main entrance up to the edge of the sidewalk. It creates a more dramatic and interesting streetscape and improves the "height and width" ratio referenced in this section.*



human scale is captured in this example

FINDING NO. 8:

As they are designed specifically for access by pedestrians and bicyclists, transit shelters exhibit all of the elements of human scaling listed in (e) above. The proposed style includes multi-light windows, intimately scaled entryways, and proximity to the sidewalk as described in the criterion above. The criterion is met.

- f. The main front elevation of commercial and office buildings shall provide at least 60 percent windows or transparency at the*

pedestrian level to create more interesting streetscape and window shopping opportunities. One side elevation shall provide at least 30 percent transparency. Any additional side or rear elevation, which is visible from a collector road or greater classification, shall also have at least 30 percent transparency. Transparency on other elevations is optional. The transparency is measured in lineal fashion. For example, a 100-foot long building elevation shall have at least 60 feet (60% of 100) in length of windows. The window height shall be, at minimum, three feet tall. The exception to transparency would be cases where demonstrated functional constraints or topography restrict that elevation from being used. When this exemption is applied to the main front elevation, the square footage of transparency that would ordinarily be required by the above formula shall be installed on the remaining elevations at pedestrian level in addition to any transparency required by a side elevation, and vice versa. The rear of the building is not required to include transparency. The transparency must be flush with the building elevation. (ORD. 1463)



60% of lineal street facing or main elevation is windows. 30% of one side elevation is windows. You may transfer windows from the side to front, or vice versa.



(Windows not at eye level and/or not flush with building.)

FINDING NO. 9:

Bus shelters in the public right-of-way do not qualify as either commercial or office buildings and therefore, the criterion is not applicable to this request.

- g. Variations in depth and roof line are encouraged for all elevations. To vary the otherwise blank wall of most rear elevations, continuous flat elevations of over 100 feet in length should be avoided by indents or variations in the wall. The use of decorative brick, masonry, or stone insets and/or designs is encouraged. Another way to vary or soften this elevation is through terrain

variations such as an undulating grass area with trees to provide vertical relief.

FINDING NO. 10:

The shelters will each measure 2.5-feet deep by 10-feet wide. Vertical mullions will interrupt the glass wall sections every 2.5-feet. The criterion is met.

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

FINDING NO. 11:

This proposal directly serves the needs of pedestrians and transit users as it provides shade for transit patrons during warm summer months and shelter from rain and other inclement conditions during the fall and winter months. The size of the shelters has been selected with consideration for the number of current and anticipated patrons accessing transit at each of the sites. CDC Chapter 53 requires a minimum of 4-feet of horizontal sidewalk clearance and therefore, in no case will less than 4-feet of horizontal sidewalk clearance, as measured from the face of the shelter sidewall to the back of the curb, be permitted (see Figures 2 and 3). This criterion is met.

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



Trees, awnings, and building orientation enhance micro-climate

FINDING NO. 12:

The applicant's proposal provides covered shelters and enhanced sidewalk amenities for the express purpose of an enhanced pedestrian environment. The criterion is met.

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

FINDING NO. 13:

A clear aisle measuring at least 4-feet wide (see Figures 2 and 3 and Exhibit A) will be maintained at all shelter locations. ADA-compliant shelter pads will be installed adjacent the sidewalks to ensure no disruption to normal pedestrian movement in these areas. The criterion is met.

55.100 APPROVAL CRITERIA (CONTINUED)

H. *Public transit.*

1. *Provisions for public transit may be required where the site abuts an existing or planned public transit route. The required facilities shall be based on the following:*
 - a. *The location of other transit facilities in the area.*
 - b. *The size and type of the proposed development.*
 - c. *The rough proportionality between the impacts from the development and the required facility.*
2. *The required facilities shall be limited to such facilities as the following:*
 - a. *A waiting shelter with a bench surrounded by a three-sided covered structure, with transparency to allow easy surveillance of approaching buses.*
 - b. *A turnout area for loading and unloading designed per regional transit agency standards.*
 - c. *Hard-surface paths connecting the development to the waiting and boarding areas.*
 - d. *Regional transit agency standards shall, however, prevail if they supersede these standards.*
3. *The transit stop shall be located as close as possible to the main entrance to the shopping center, public or office building, or multi-family project. The entrance shall not be more than 200 feet from the transit stop with a clearly identified pedestrian link.*
4. *All commercial business centers (over three acres) and multi-family projects (over 40 units) may be required to provide for the relocation of transit stops to the front of the site if the existing stop is within 200 to 400 yards of the site and the exaction is roughly proportional to the impact of the development. The commercial or multi-family project may be required to provide new facilities in those cases where the nearest stop is over 400 yards away. The transit stop shall be built per subsection (H)(2) of this section.*
5. *If a commercial business center or multi-family project is adjacent to an existing or planned public transit stop, the parking requirement may be reduced by the multiplier of 0.9, or 10 percent. If a commercial center is within 200 feet of a multi-family project, with over 80 units and pedestrian access, the parking requirement may be reduced by 10 percent or by a 0.90 multiplier.*
6. *Standards of CDC [85.200\(D\)](#), Transit Facilities, shall also apply.*

FINDING NO. 14:

The standards in (H) above establish minimum requirements for developments which are proposed near public transit stops and routes. Development of adjacent sites is not proposed within this request. This request proposes to only upgrade existing and future

TriMet bus stops with shelters designed to regional transit agency standards. The provisions of this section are not applicable.

85.200 APPROVAL CRITERIA (CONTINUED)

D. Transit facilities.

- 1. The applicant shall consult with Tri-Met and the City Engineer to determine the appropriate location of transit stops, bus pullouts, future bus routes, etc., contiguous to or within the development site. If transit service is planned to be provided within the next two years, then facilities such as pullouts shall be constructed per Tri-Met standards at the time of development. More elaborate facilities, like shelters, need only be built when service is existing or imminent. Additional rights-of-way may be required of developers to accommodate buses.*

FINDING NO. 15:

The City works closely with TriMet during the planning of new public transit service and will make appropriate accommodations for service extensions, contractions and upgraded amenities through routine amendments to the City's Transportation System Plan (TSP).

Existing bus stops have been located at the discretion of TriMet and future stops will be located with input from both TriMet and the City, based upon the exhibited and anticipated need for new service. The proposed shelter style has been approved by TriMet and the shelter dimensions meet or exceed those suggested in the Agency's 2002 Bus Stop Design Guidelines manual. The criterion is met.

- 2. The applicant shall make all transit-related improvements in the right-of-way or in easements abutting the development site as deemed appropriate by the City Engineer.*

FINDING NO. 16:

The proposal requests approval for two bus shelters at existing TriMet bus stops within the public right-of-way. All related improvements will exist within the public right-of-way and will be consistent with standards established by the City Engineer as expressed in the West Linn Public Works Design Standards. The criterion is met.

- 3. Transit stops shall be served by striped and signed pedestrian crossings of the street within 150 feet of the transit stop where feasible. Illumination of the transit stop and crossing is required to enhance defensible space and safety. ODOT approval may be required.*
- 4. Transit stops should include a shelter structure bench plus eight feet of sidewalk to accommodate transit users, non-transit-related pedestrian use, and wheelchair users. Tri-Met must approve the final configuration.*

FINDING NO. 17:

No relocation of existing TriMet bus stops is proposed herein. The proposal requests approval for a new bus shelter with a bench adjacent to existing sidewalks in each of the two areas. Potentially non-conforming street lighting and pedestrian crossings are not increased through this proposal and therefore the above criteria are either met or are not applicable.

25.060 CRITERIA FOR EXTERIOR ALTERATION AND NEW CONSTRUCTION

- A. *Except as provided pursuant to CDC [25.100](#), no person may alter the exterior of any structure in an Historic District in a manner as to affect its exterior appearance, nor may any new structure be constructed in an Historic District, unless the site and evaluation drawings are approved by the Historic Review Board.*

FINDING NO. 18:

Per (A) above, the applicant's request to construct a new bus shelter near 1683 Willamette Falls Dr. is subject to approval of site and evaluation drawings by the City's Historic Review Board.

- C. *For new home construction or exterior alterations of structures in an Historic District, the criteria to be used by the Historic Review Board in reaching the decision shall include the following:*
1. *The purpose of the Historic District as set forth in CDC [25.040](#).*

25.010 PURPOSE

The intent and purpose of this overlay district is to implement the goals and policies of the Comprehensive Plan for the Historic District, and promote the public health, safety, and general welfare by safeguarding the City's heritage as embodied and reflected in its historic resources. The provisions of this section are intended to:

- Provide for the identification, protection, enhancement, and use of sites, structures, corridors, objects, and buildings within the City that reflect special elements of the City's architectural, archeological, artistic, cultural, engineering, aesthetic, historical, political, social, and other heritage. In addition to the Willamette District, this code section also contemplates creation of new districts as appropriate;*
- Facilitate restoration and upkeep of historic buildings, structures or other physical objects or geographical areas;*
- Encourage public knowledge, understanding and appreciation of the City's history and culture;*
- Foster community and neighborhood pride and sense of identity based on recognition and use of cultural resources;*
- Promote the enjoyment and use of historic and cultural resources appropriate for the education and recreation of the people of the City;*
- Preserve diverse architectural styles reflecting phases of the City's history, and encourage complimentary design and construct impacting cultural resources;*
- Enhance property values and increase economic and financial benefits to the City and its inhabitants;*
- Identify and resolve conflicts between the preservation of cultural resources and alternative land uses;*
- Integrate the management of cultural resources and relevant data into public and private land management and development processes; and*
- Encourage the adoption and use of the Secretary of Interior's Standards for Historic Preservation. (Ord. 1594 § 1 (Exh. A), 2010)*

FINDING NO. 19:

As proposed, these transit shelters serve to promote the enjoyment and use of the City's historic and cultural resources by providing access to this area of the City for individuals unable or unwilling to operate a motor vehicle. Furthermore, the universal architectural

design proposed for these shelters complements the existing commercial and residential structures in the Willamette area. The criterion is met.

2. *The policies of the West Linn Comprehensive Plan.*

FINDING NO. 20:

This proposal advances two of the policies identified in Chapter 12 (Transportation) of the West Linn Comprehensive Plan:

- Transit Policy No. 2: Coordinate with TriMet to encourage the provision of transit amenities such as bus shelters to increase potential ridership; and,
- Transit Policy No. 11(e): Coordinate with TriMet to ensure that pedestrians and disabled people are accommodated as needed at transit locations and with transit services.

The criterion is met.

6. *The general compatibility of exterior design, arrangement, proportion, detail, scale, color, texture and materials proposed to be used with an existing structure in an Historic District.*
7. *Pertinent aesthetic factors as designed by the Historic Review Board.*
8. *Economic, social, environmental and energy consequences related to LCDC Goal No. 5. (Ord. 1594 § 1 (Exh. A), 2010)*

FINDING NO. 21:

As previously stated, the proposed architectural style contains a number of universal design elements that make these shelters suitable and complementary to a number of locations within the City. Additionally, enhanced transit amenities, such as bus shelters, promotes the use of public transit and therefore increases the efficiency of the existing roadway network; fewer single occupancy vehicle trip miles and reduced greenhouse gas emissions result from increased public transit use. Enhanced public transit also encourages use of the public transit system by individuals that are unable or unwilling to drive a motor vehicle to and from this area of West Linn. The criteria are met.

Figure 4 Typical Cantilevered Shelter (oblique view)

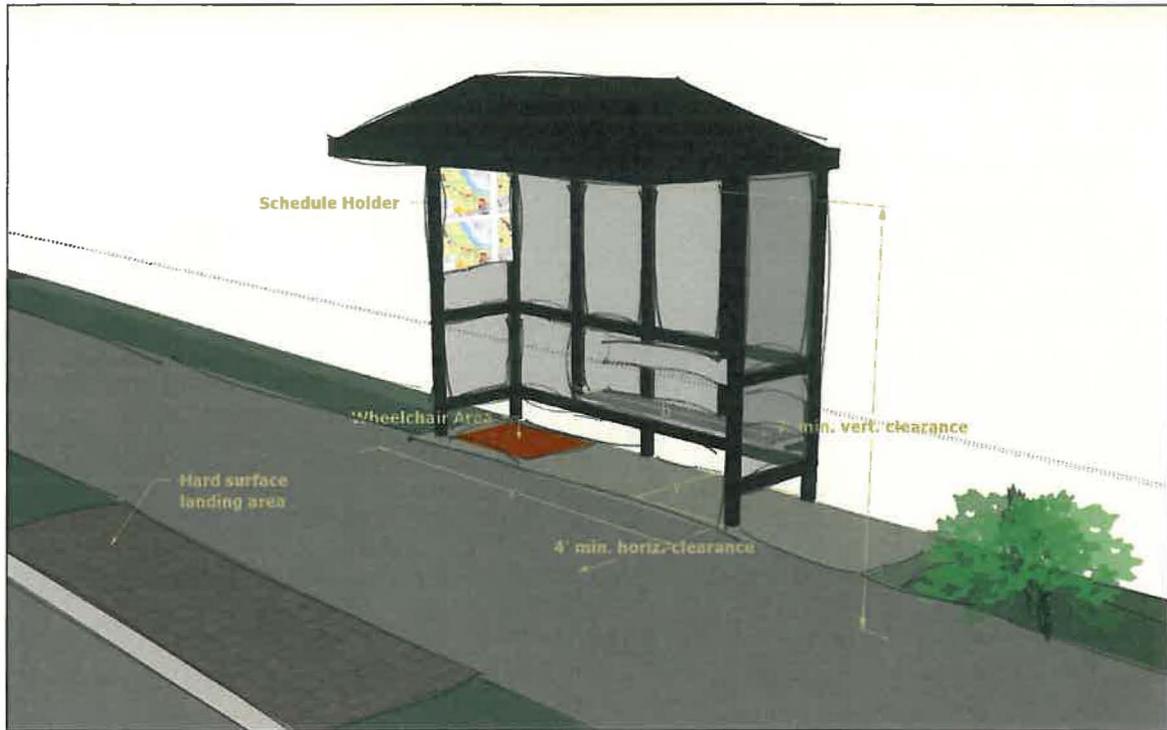


Figure 5 Typical Cantilevered Shelter (front view)

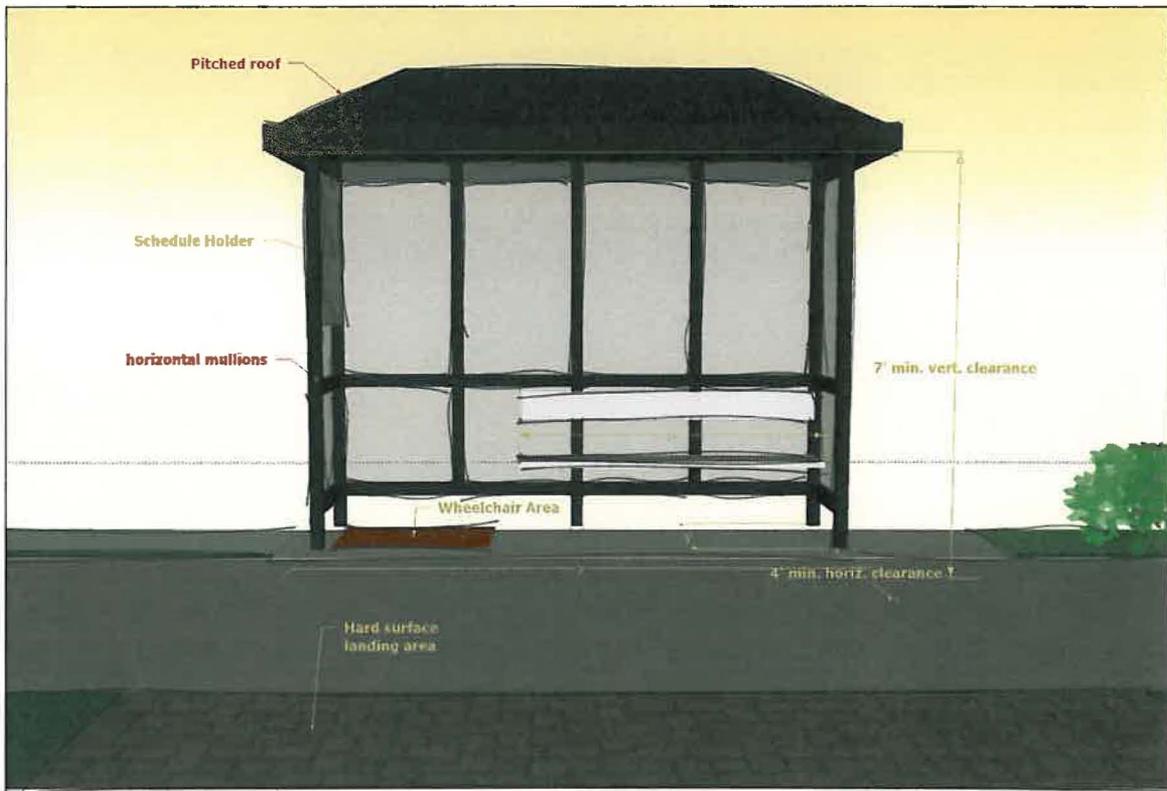
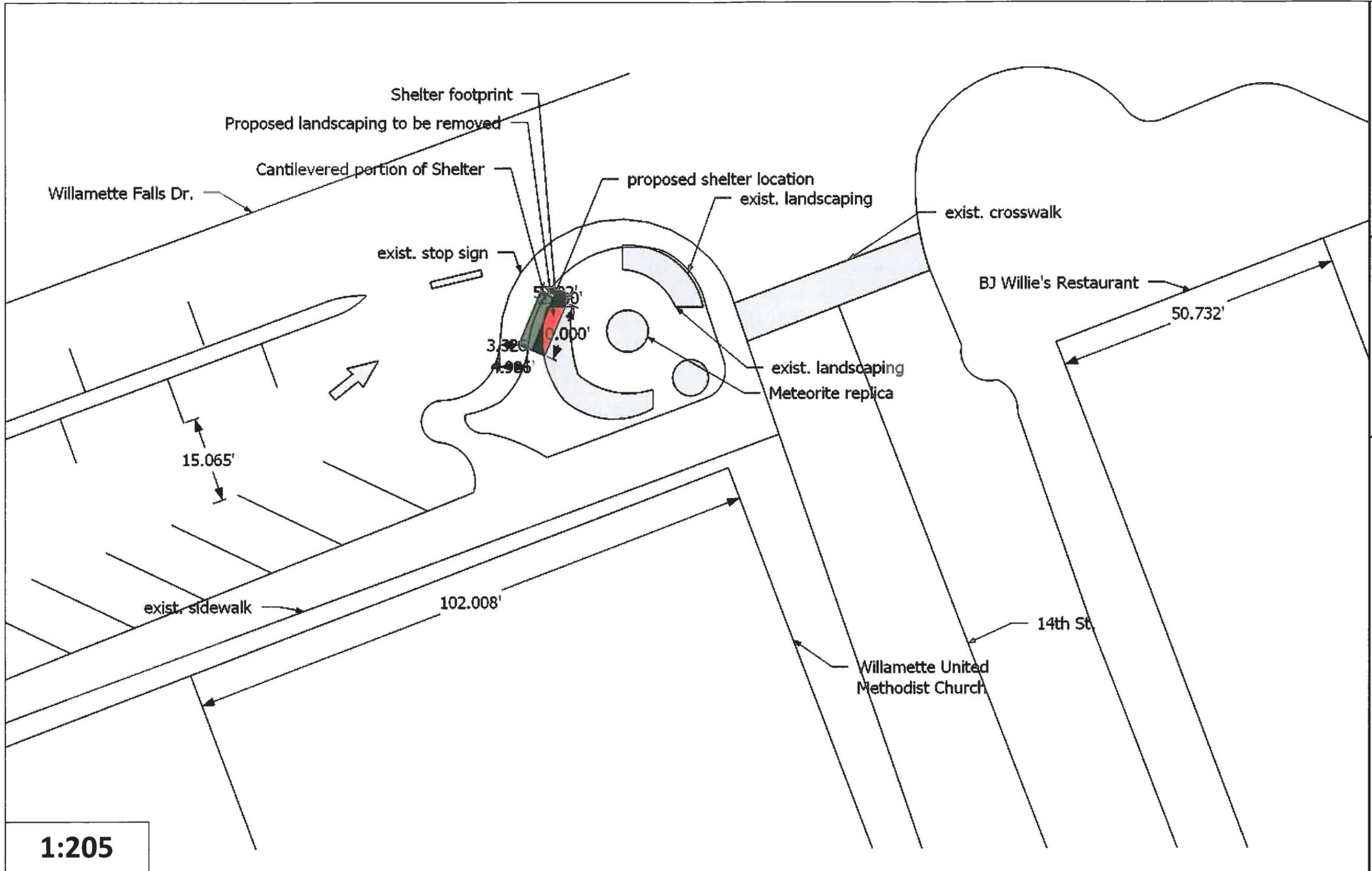


Exhibit A: Plans and Drawings



Drawn on: May 3, 2011
Drawn by: zp

Site Plan
West Linn Public Works Bus Shelter Installation
Willamette United Methodist Church — 14th Street/Willamette Falls Drive

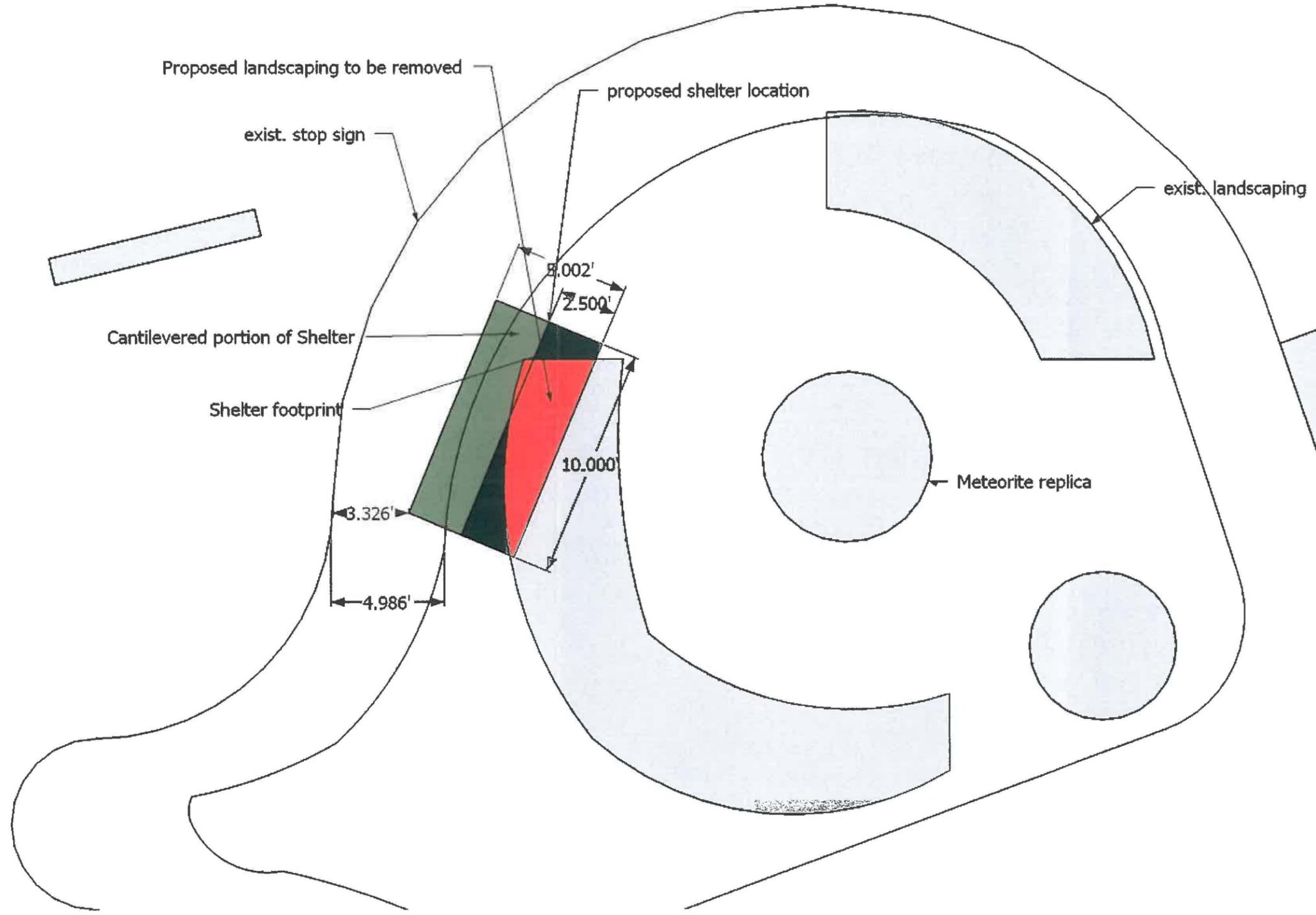


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Drawn on: May 3, 2011
Drawn by: zp

Site Plan — Detailed
West Linn Public Works Bus Shelter Installation
Willamette United Methodist Church — 14th Street/Willamette Falls Drive

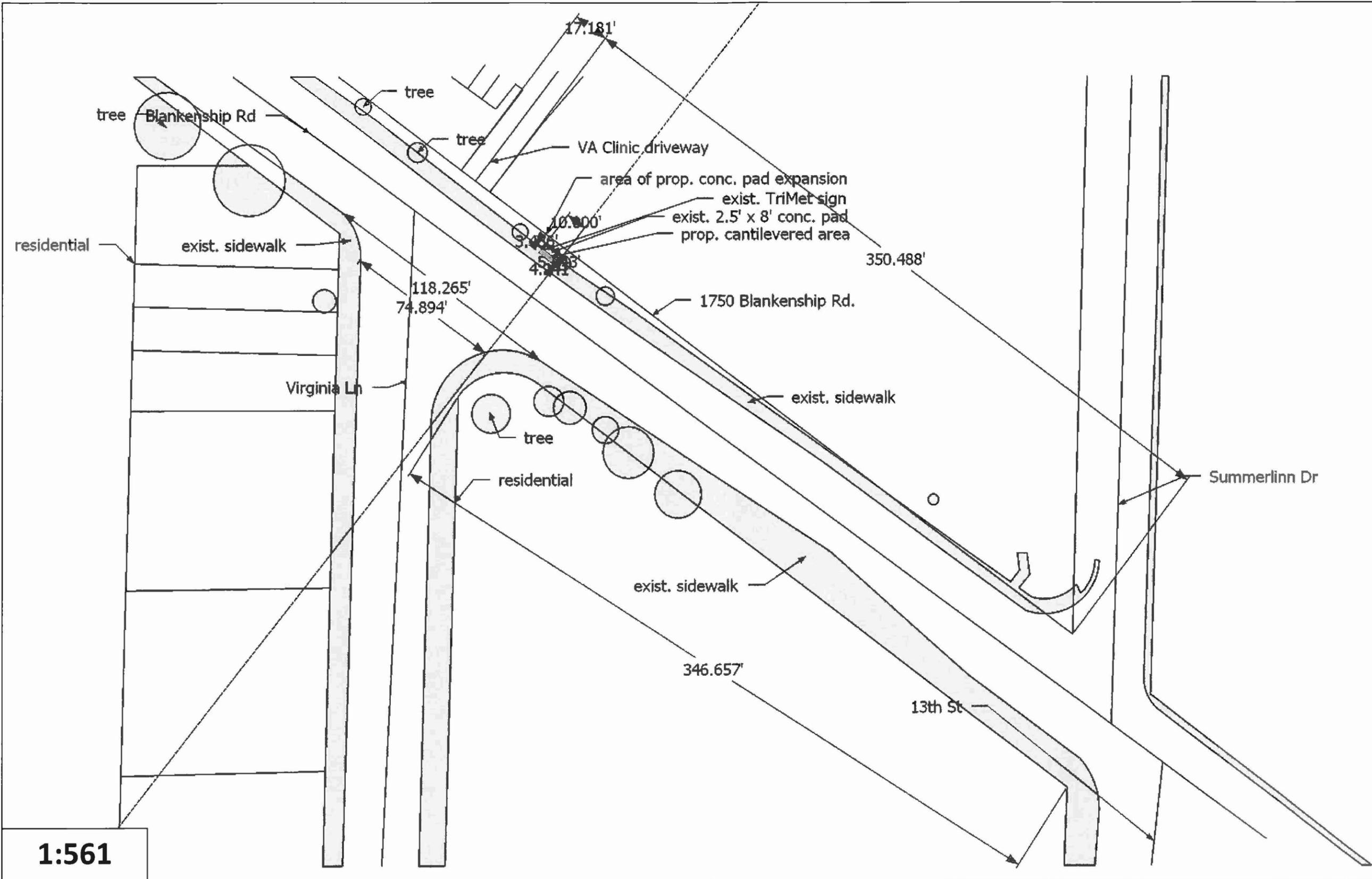


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Drawn on: May 3, 2011
Drawn by: zp

Site Plan
West Linn Public Works Bus Shelter Installation
Veterans Administration Clinic—1750 Blankenship Rd.



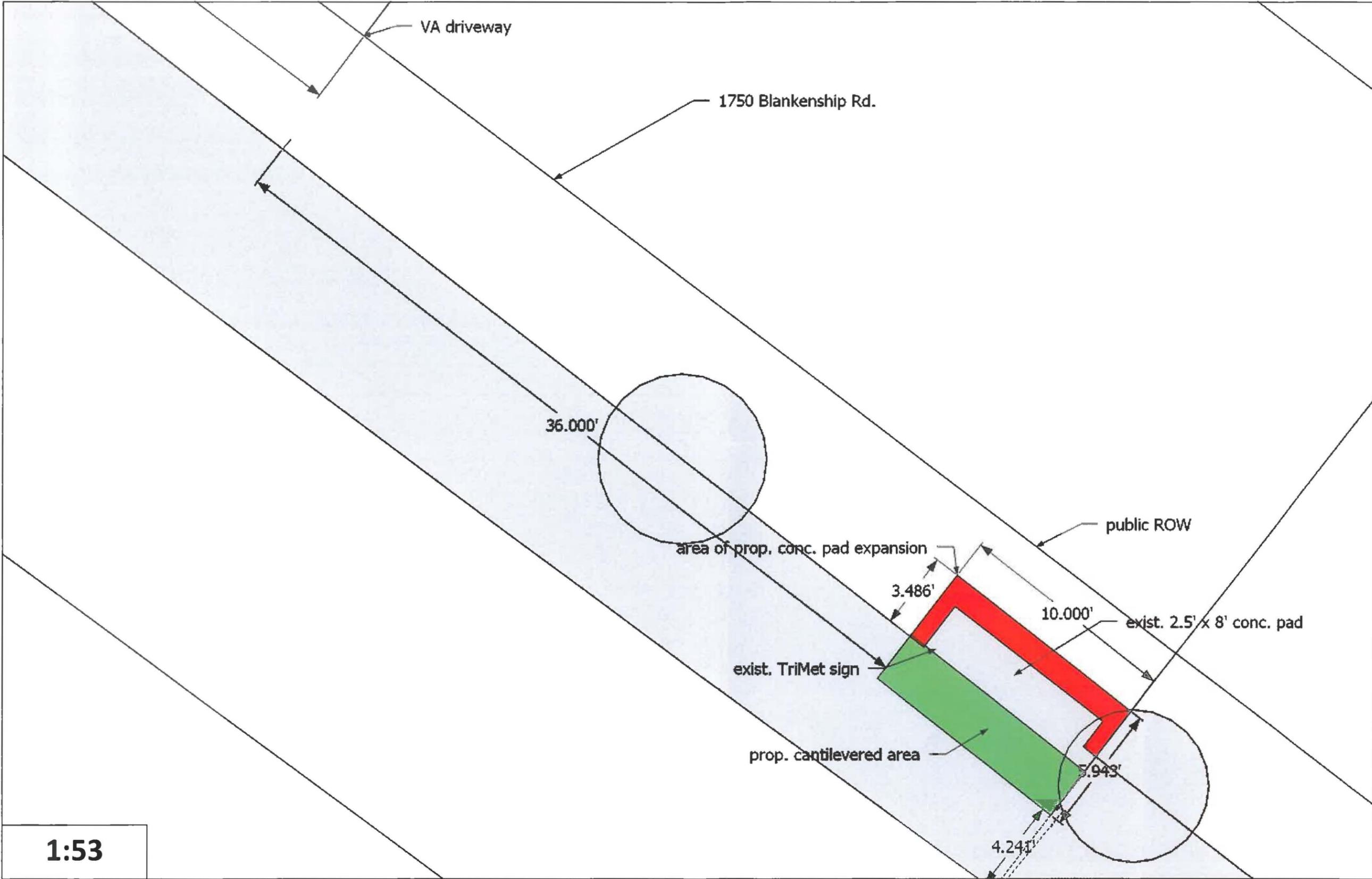
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Drawn on: May 3, 2011
Drawn by: zp

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Site Plan—Detailed
West Linn Public Works Bus Shelter Installation
Veterans Administration Clinic—1750 Blankenship Rd.

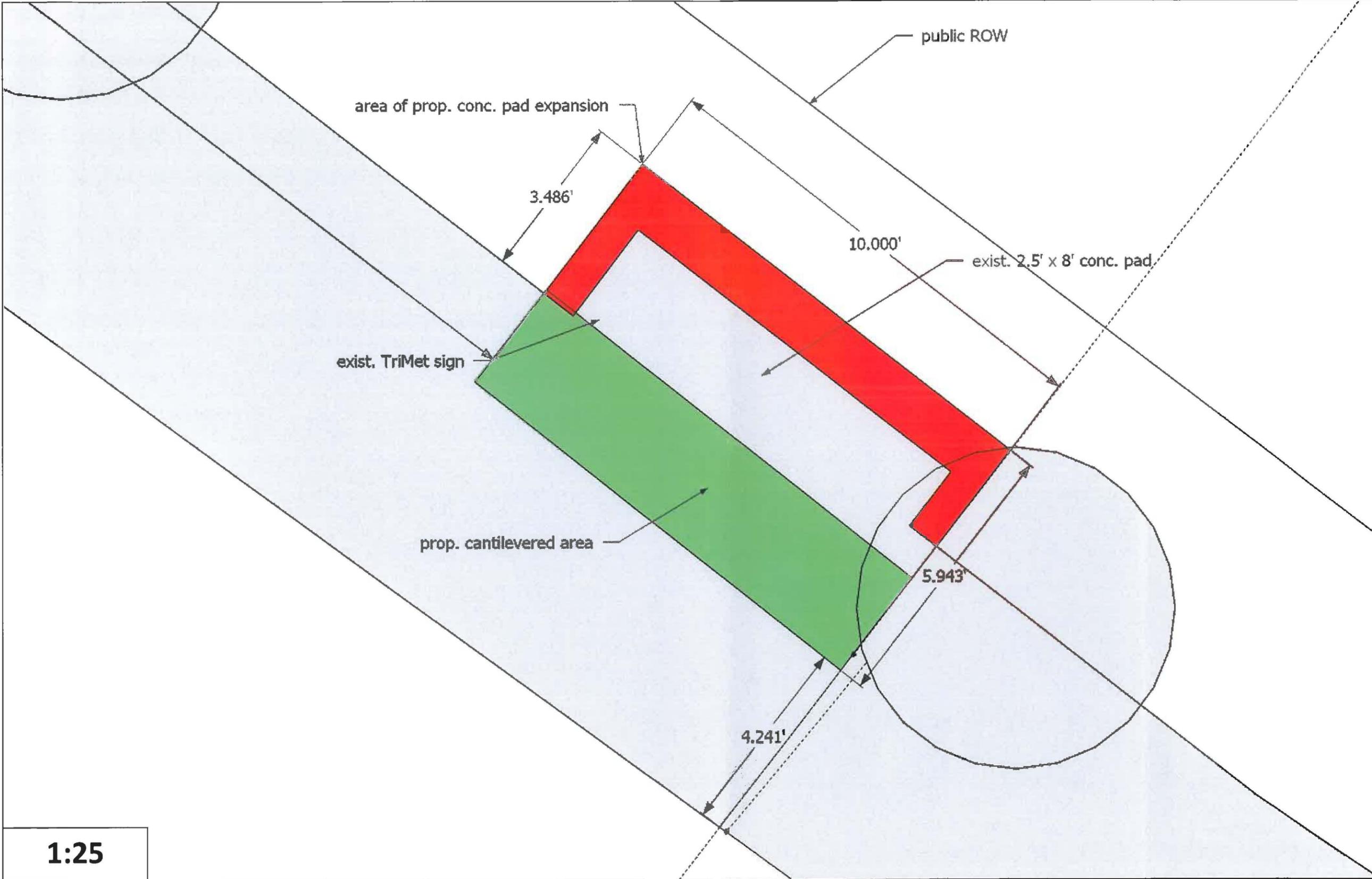


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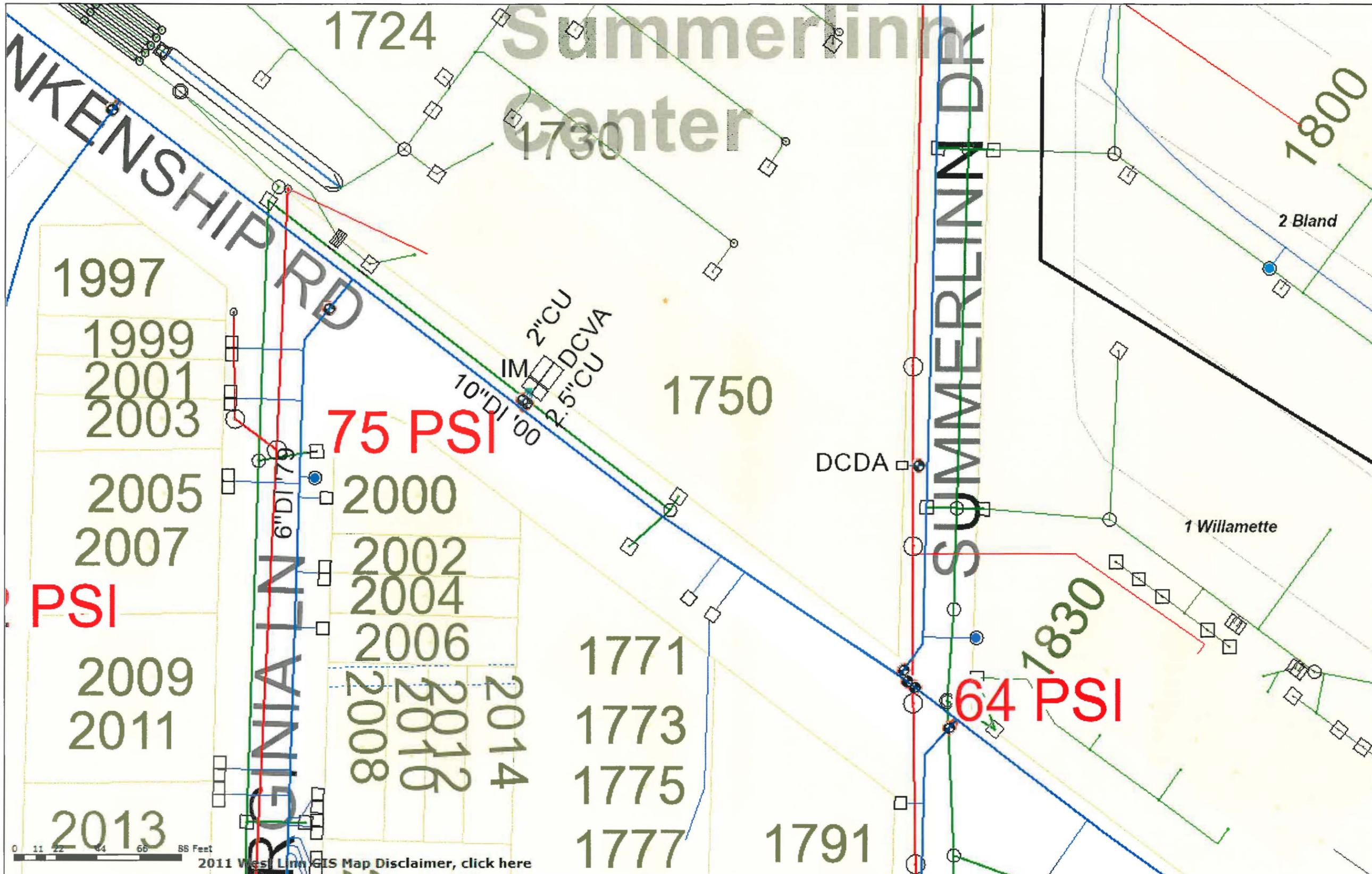


Drawn on: May 3, 2011
Drawn by: zp

Site Plan — Detailed 2
West Linn Public Works Bus Shelter Installation
Veterans Administration Clinic — 1750 Blankenship Rd.



1:25

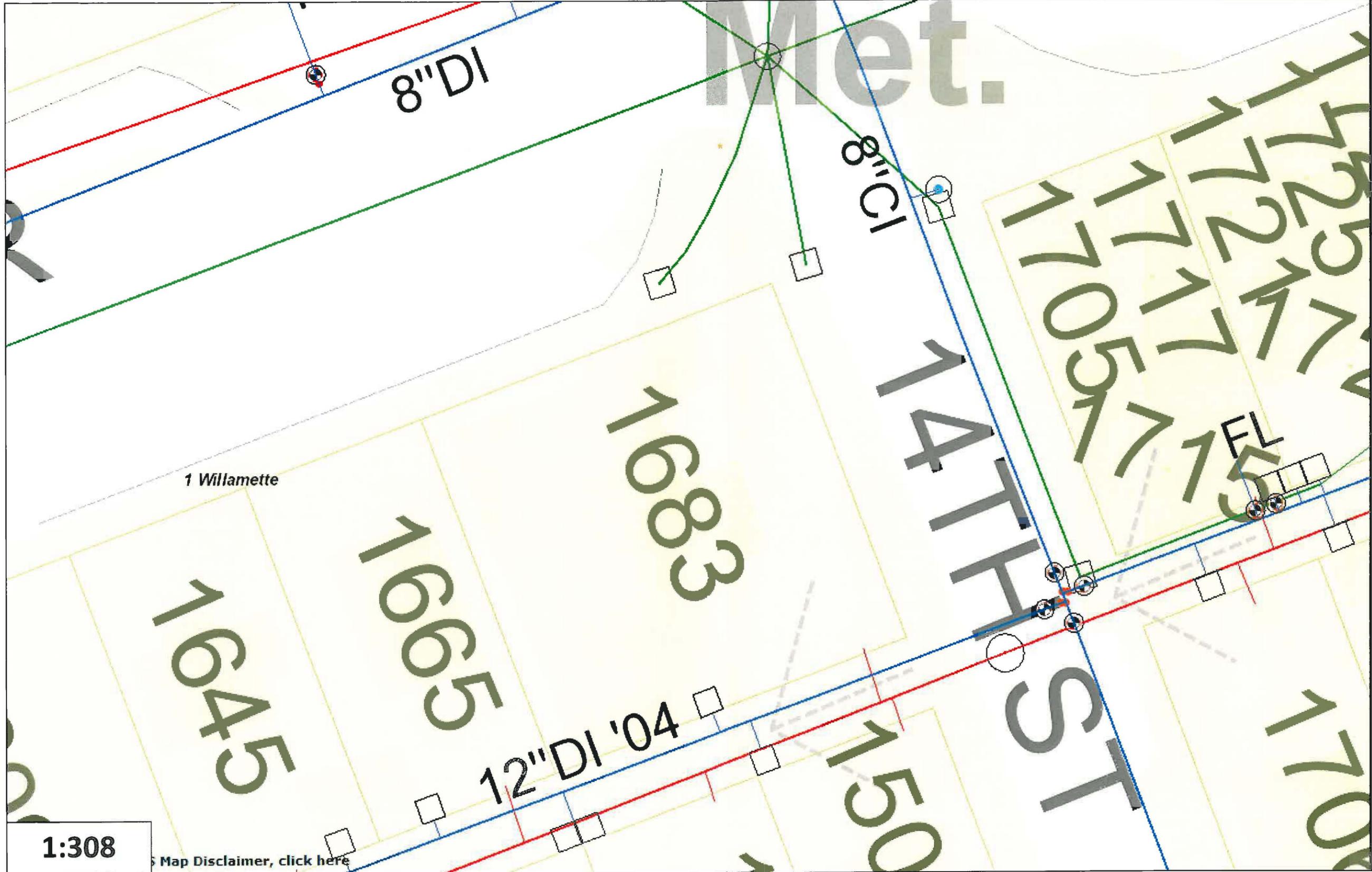


Drawn on: May 3, 2011
Drawn by: zp

Public Utilities
West Linn Public Works Bus Shelter Installation
Veterans Administration Clinic—1750 Blankenship Rd.



2011 West Linn GIS Map Disclaimer, [click here](#)

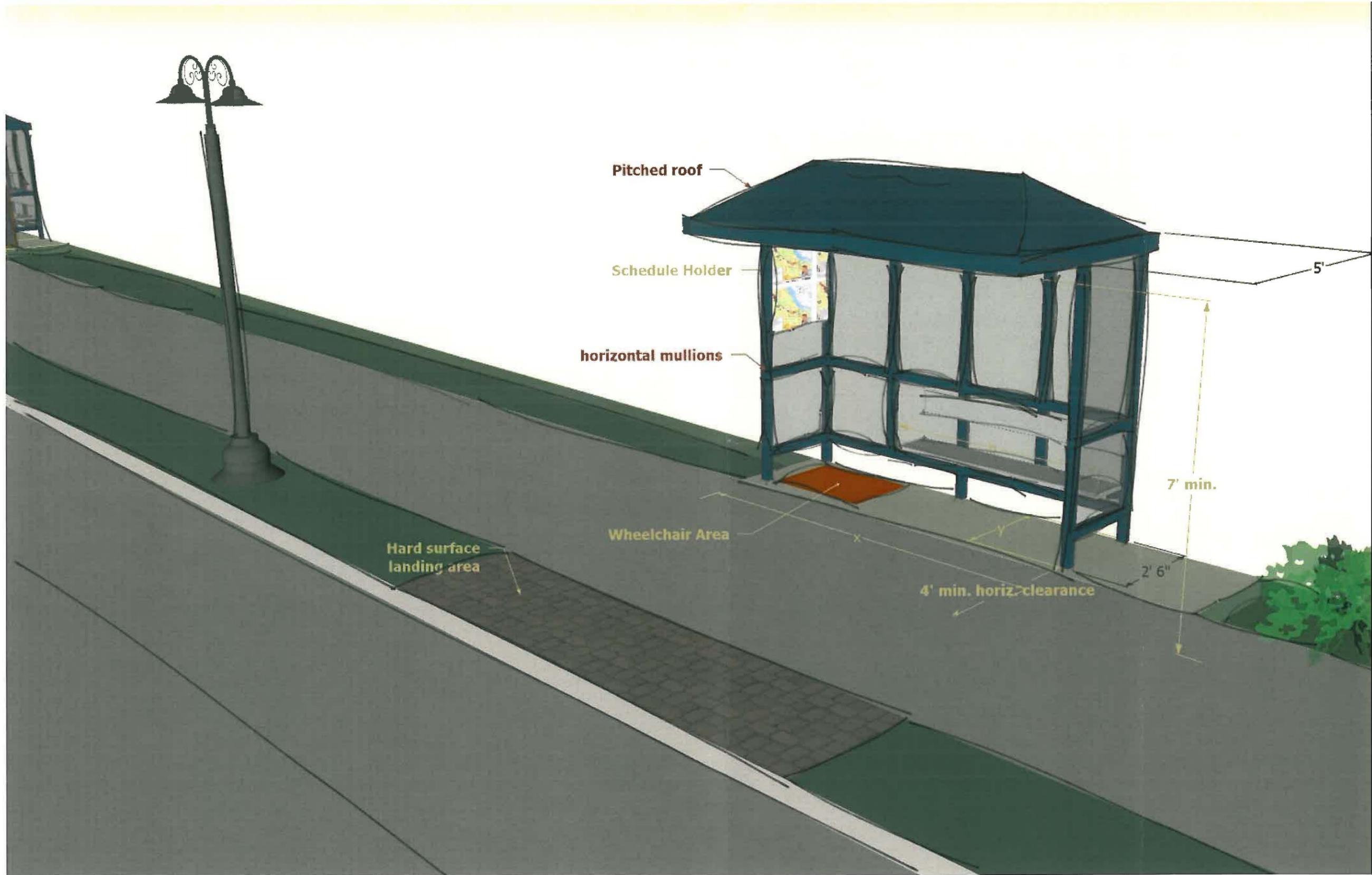


Drawn on: May 3, 2011
 Drawn by: zp

Public Utilities
 West Linn Public Works Bus Shelter Installation
 Willamette United Methodist Church — 14th Street/Willamette Falls Drive

1:308

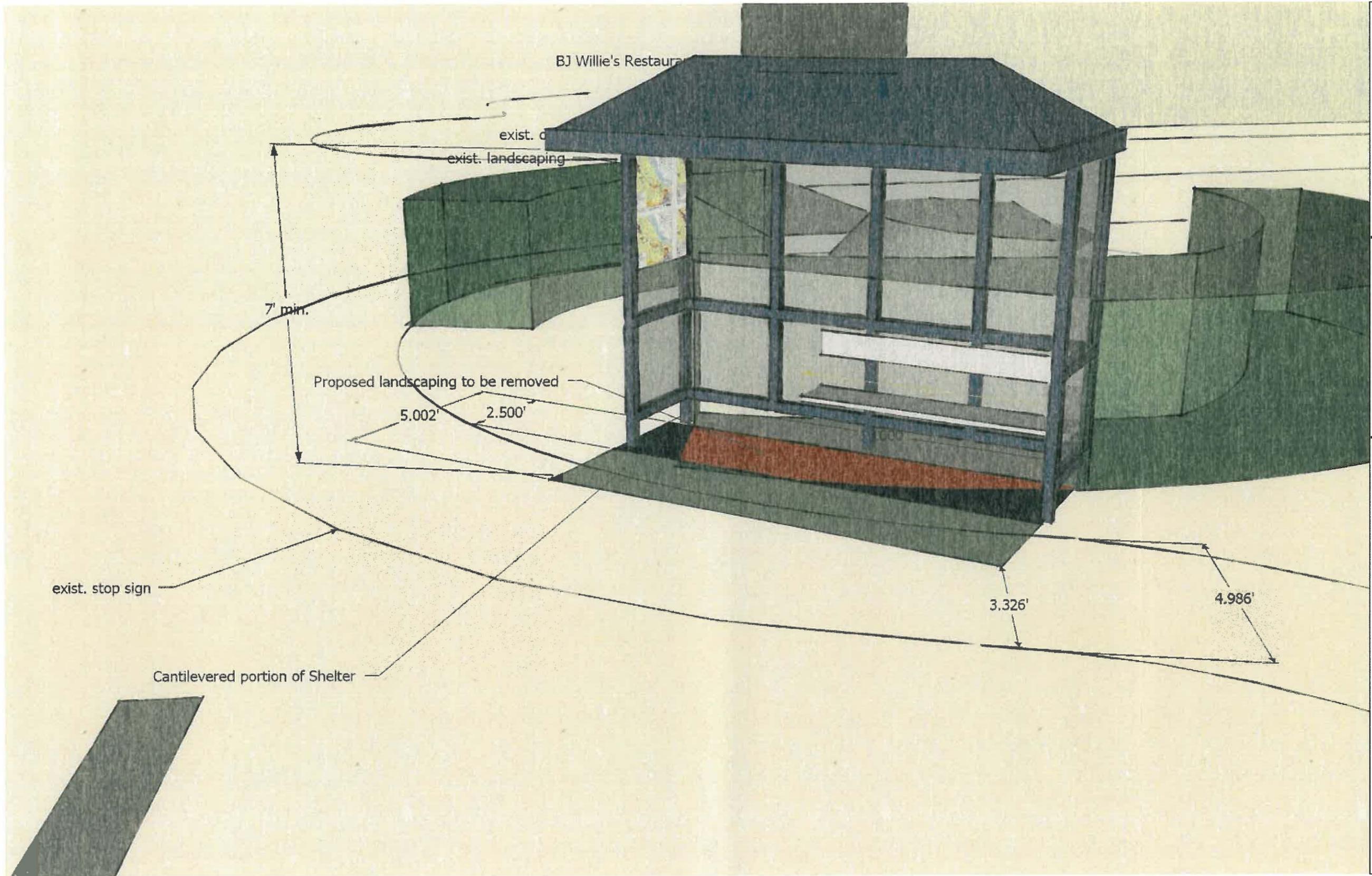
Map Disclaimer, [click here](#)

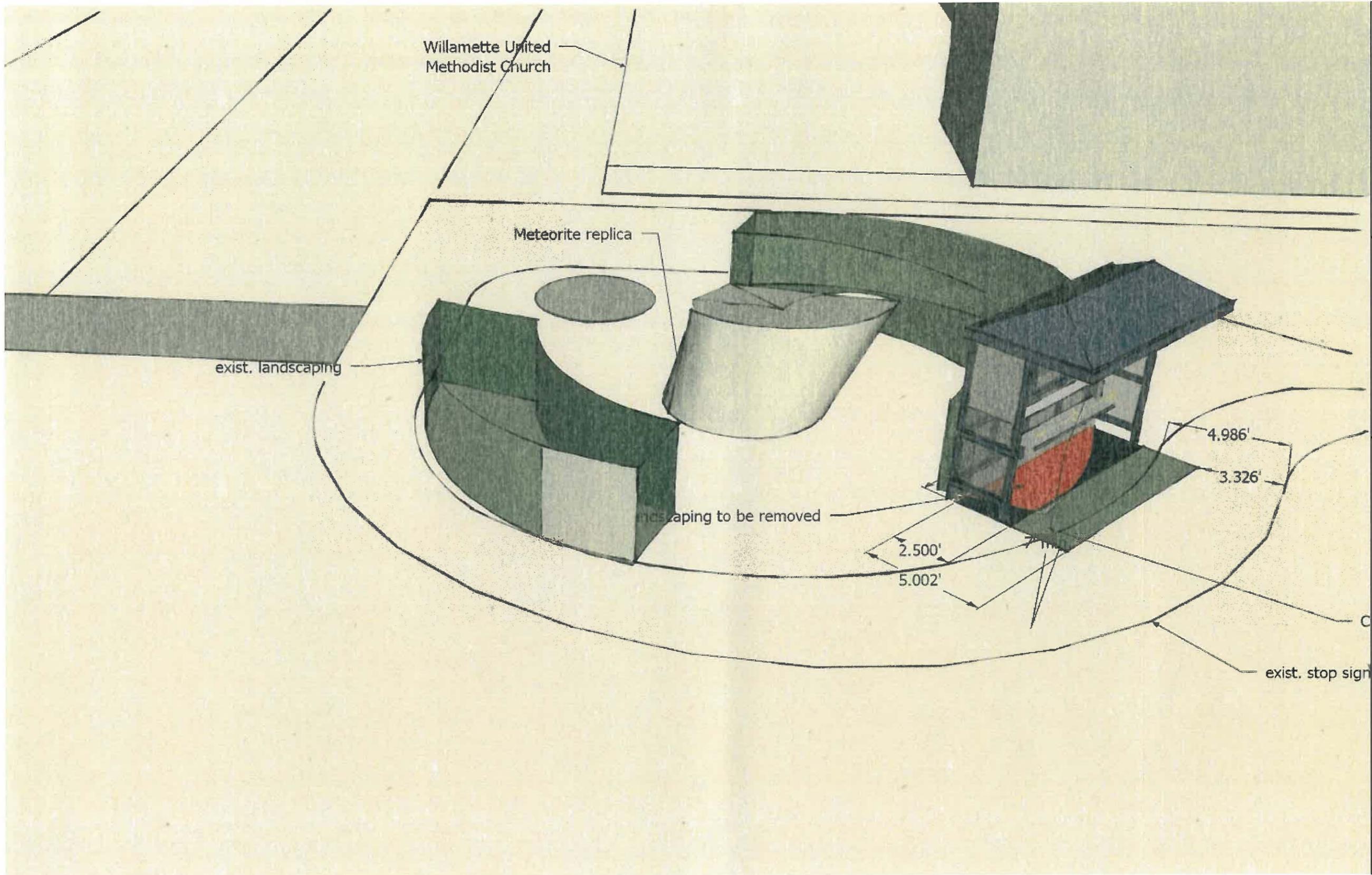


Drawn on: July 13, 2011
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Drawn by: zp

Elevation Drawings
West Linn Public Works Bus Shelter Installation
Willamette United Methodist Church—14th Street/Willamette Falls Drive





Drawn on: July 13, 2011
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Elevation Drawings
 West Linn Public Works Bus Shelter Installation
 Willamette United Methodist Church—14th Street/Willamette Falls Drive



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