



October 28, 2015

City of West Linn
Mr. Darren Wyss
Associate Planner
22500 Salamo Road
West Linn, OR 97068

SUBJECT: SAVANNA HEIGHTS (SUB-15-02)

Dear Darren,

I am writing on behalf of Bland Circle Estates to request that the application for the Subdivision of Savanna Heights Subdivision (SUB-15-02) be deemed complete. The following has been provided to document our response to each of the requests listed within the October 13th incompleteness notification. The applicant is providing all of the missing information identified in the incompleteness determination as required by ORS 227.178(2)(a). We have prepared this correspondence as well as a revised narrative and we believe that the revised materials adequately address the comments provided by the City in the October 13, 2015 incompleteness notification letter.

Incomplete items per the Planning Department, as listed by their Community Development Code section, are as follows:

85.160(B): Requires stamp and signature of the engineer.

Applicant's Finding: The Applicant has provided preliminary drawings for the development of the site prepared by a registered Civil Engineer. Upon submission for construction level drawings, the Civil Engineer will stamp and sign the required plans.

The requirements of this section can be met.

85.160(D) (4): Location of the proposed division of land, with a tie to the City coordinate system, where established, and a description sufficient to define its location and boundaries, and a legal description of the tract boundaries.

Applicant's Finding: The Applicant's previous submission contains a legal description on the Existing Conditions plan and on the Tentative Subdivision Plat. The description reads "Tax Lot 500, Map 2-1E-35B NE ¼ Section 35, T.2S., R.1E., W.M. City of West Linn, Clackamas County, Oregon." The Applicant has also provided a full title report for the property within the subdivision application materials.

The requirements of this section are met.

85.160(E) (1): The location, widths, and names of all existing or platted streets and rights-of-ways within or adjacent to the tract (within 50 feet), together with easements and other important features such as section lines, donation land claim corners, section corners, City boundary lines, and monuments.

Applicant's Finding: The Applicant notes that an access easement exists on the property along the eastern boundary where Tannler Road will be improved. This easement is shown but not labeled on the existing conditions plan. The project's existing conditions plan has been updated to show a label on this easement.

85.160(E) (9): Existing uses to remain on the adjoining property and their scaled location.

Applicant's Finding: The Applicant notes that the outline of buildings on adjoining properties was not turned on in the preliminary application submission. The Applicant has prepared an updated existing conditions plan showing the outline of the existing buildings and uses on the properties adjacent to the subject site. The requirements of this section are met.

85.170 (A) (3): A legal description of the tract.

Applicant's Finding: The Applicant's previous submission contains a legal description on the Existing Conditions plan and on the Tentative Subdivision Plat. The description reads "Tax Lot 500, Map 2-1E-35B NE ¼ Section 35, T.2S., R.1E., W.M. City of West Linn, Clackamas County, Oregon." The Applicant has also provided a full title report for the property within the subdivision application materials.

The requirements of this section are met.

85.200 (A) (11): *Please address these approval criteria.*

Applicant's Finding: The Applicant has submitted a revised narrative which addresses the referenced approval criteria of CDC Section 85.200 (A) (11). The requirements of this section are met.

85.200 (B) (4): *Please address the referenced approval criteria of CDC Chapter 48.*

Applicant's Finding: The Applicant has submitted a revised narrative which addresses the referenced approval criteria of CDC Chapter 48.

We trust that these responses and materials will assist in the City's favorable evaluation of the application. Please feel free to contact us with any questions that you may have. We will be ready to respond to any questions or requests for any further clarification.

Sincerely,



Andrew Tull
Senior Planner
3J Consulting, Inc.

Attachments: Revised Land Use Narrative
Revised Existing Conditions Plan
Digital Copy of Revised Materials

copy: Mr. Ryan Zygar, Bland Circle Estates
Mr. David Noren, Attorney
Mr. Aaron Murphy, 3J Consulting, Inc
File



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GENERAL INFORMATION

Property Owner: 23128 Bland Circle, LLC
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1235 N Dutton Avenue #E
Santa Rosa, CA 95401

Applicant:

Bland Circle Estates, LLC
C/O Ryan Zygar
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Portland, OR 97205
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Contact: Andrew Tull
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SITE INFORMATION

Tax Lot Numbers: 2S1E35B00500
Address: 23128 Bland Circle
Size: 2.11 acres
Zoning Designation: R-7 (City of West Linn)
Neighborhood: Savanna Oaks
Comprehensive Plan: Low Density Residential
Existing Use: There is one single-family home on the site (residential).
Street Functional Classifications: The site currently takes access from Bland Circle, a collector. As proposed, the lots would take access from Tannler Drive, a local street north of Bland Circle, and a private access drive connecting to Tannler Drive.
Surrounding Zoning: North, East and West- R7 (West Linn)
South- R10 (West Linn)

INTRODUCTION

APPLICANT'S REQUEST

The Applicant seeks approval of an application for Subdivision Preliminary Plat for the development of 6 residential lots (Savanna Heights Subdivision). This narrative describes the proposed subdivision of the site and documents compliance with the relevant sections of the City of West Linn's Community Development Code ("CDC").

PROPOSED SITE IMPROVEMENTS

The project site consists of a total of 2.11 acres. The property is located between Falcon Drive and Tannler Drive on the north side of Bland Circle. There is one single-family detached home in the middle of the property that will be retained as part of this project.

Four of the six proposed lots front Bland Circle but will not take access because of the Collector designation of this road. Lots 1 and 6 will take access directly from Tannler Drive, a local street north of Bland Circle. Lots 2-5 will share a private access drive which will intersect with Tannler Drive. No access to Bland Circle is proposed.

The intent of this subdivision is to provide five buildable lots and one lot for the retention of the existing home on the property. Each of the proposed lots will exceed the minimum of 7,000 square feet in size, for development with single-family homes, a use permitted outright in the R-7 zone.

APPLICABLE CRITERIA

The following sections of the CDC have been extracted as they have been deemed to be applicable to the proposal. Following each applicable criteria or design standard, the Applicant has provided a series of draft findings. The intent of providing code and detailed responses and findings is to document that the proposed development has satisfied the approval criteria for Subdivision Preliminary Plat.

DIVISION 2. ZONING PROVISIONS

CHAPTER 12. SINGLE-FAMILY RESIDENTIAL DETACHED AND ATTACHED, R-7

12.030 PERMITTED USES

The following uses are permitted outright in this zone.

1. Single-family detached residential unit.
2. Single-family attached residential units.
3. Community recreation.
4. Family day care.
5. Residential home.
6. Utilities, minor.
7. Transportation facilities (Type I).
8. Manufactured home. (Ord. 1226, 1988; Ord. 1500, 2003; Ord. 1584, 2008; Ord. 1635 § 10, 2014)

Applicant's Finding:	The proposed subdivision is intended for single-family detached residential units, a use permitted outright in the R-7 zone.
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12.070 DIMENSIONAL REQUIREMENTS, USES PERMITTED OUTRIGHT AND USES PERMITTED UNDER PRESCRIBED CONDITIONS

Except as may be otherwise provided by the provisions of this code, the following are the requirements for uses within this zone:

- A. The minimum lot size shall be:
 1. For a single-family detached unit, 7,000 square feet.
 2. For each attached single-family unit, 5,500 square feet. No yard shall be required between the units.
- B. The minimum front lot line length or the minimum lot width at the front lot line shall be 35 feet.
- C. The average minimum lot width shall be 35 feet.
- D. *Repealed by Ord. 1622.*
- E. The minimum yard dimensions or minimum building setback areas from the lot line shall be:
 1. For the front yard, 20 feet, except for steeply sloped lots where the provisions of CDC [41.010](#) shall apply.
 2. For an interior side yard, seven and one-half feet.
 3. For a side yard abutting a street, 15 feet.
 4. For a rear yard, 20 feet.
- F. The maximum building height shall be 35 feet, except for steeply sloped lots in which case the provisions of CDC [41.010](#) shall apply.

- G. The maximum lot coverage shall be 35 percent.
- H. The minimum width of an accessway to a lot which does not abut a street or a flag lot shall be 15 feet.
- I. The floor area ratio shall be 0.45. Type I and II lands shall not be counted toward lot area when determining allowable floor area ratio, except that a minimum floor area ratio of 0.30 shall be allowed regardless of the classification of lands within the property. That 30 percent shall be based upon the entire property including Type I and II lands. Existing residences in excess of this standard may be replaced to their prior dimensions when damaged without the requirement that the homeowner obtain a non-conforming structures permit under Chapter 66 CDC.
- J. The sidewall provisions of Chapter 43 CDC shall apply. (Ord. 1226, 1988; Ord. 1308, 1991; Ord. 1377, 1995; Ord. 1538, 2006; Ord. 1622 § 24, 2014)

Applicant's Finding: The proposed lots range in size from 7,137 square feet to 29,950 square feet, well over the 7,000 square foot minimum for single-family detached residential in the R-7 zone. The lot widths at front property line and lot width averages all exceed 35 feet, as demonstrated on the submitted plans. The 20 foot wide shared accessway exceeds the minimum accessway width of 15 feet. Yard dimensions, building height, lot coverage, floor area ratios and sidewall provisions will all meet the requirements of this section and will be verified at time of building permit submittal.

DIVISION 8. LAND DIVISION

CHAPTER 85. GENERAL PROVISIONS

85.170 SUPPLEMENTAL SUBMITTAL REQUIREMENTS FOR TENTATIVE SUBDIVISION OR PARTITION PLAN

B. Transportation.

2. Traffic Impact Analysis (TIA).

- a. Purpose. The purpose of this section of the code is to implement Section 660-012-0045(2)(e) of the State Transportation Planning Rule that requires the City to adopt a process to apply conditions to development proposals in order to minimize adverse impacts to and protect transportation facilities. This section establishes the standards for when a proposal must be reviewed for potential traffic impacts; when a Traffic Impact Analysis must be submitted with a development application in order to determine whether conditions are needed to minimize impacts to and protect transportation facilities; what must be in a Traffic Impact Study; and who is qualified to prepare the study.
- b. Typical average daily trips. The latest edition of the Trip Generation manual, published by the Institute of Transportation Engineers (ITE) shall be used as the standards by which to gauge average daily vehicle trips.
- c. When required. A Traffic Impact Analysis may be required to be submitted to the City with a land use application, when the following conditions apply:
- 1) The development application involves one or more of the following actions:
 - (A) A change in zoning or a plan amendment designation; or

Applicant's Finding: The Applicant is not proposing a change in zoning or a plan amendment designation as a part of this land use application, therefore a Traffic Impact Analysis is not required per this subsection.

(B) Any proposed development or land use action that ODOT states may have operational or safety concerns along a State highway; and

Applicant's Finding: The proposed development is not located along a State highway, therefore a Traffic Impact Analysis is not required per this subsection.

(C) The development shall cause one or more of the following effects, which can be determined by field counts, site observation, traffic impact analysis or study, field measurements, crash history, Institute of Transportation Engineers Trip Generation manual; and information and studies provided by the local reviewing jurisdiction and/or ODOT:

(1) An increase in site traffic volume generation by 250 average daily trips (ADT) or more (or as required by the City Engineer); or

Applicant's Finding: The *Institute of Transportation Engineers Trip Generation Manual, 9th Edition* estimates an average increase in daily trips as 9.5 trips/ residential lot. The proposed 6 lot subdivision will generate 57 average daily trips (ADT), therefore a Traffic Impact Analysis is not required per this subsection.

(2) An increase in use of adjacent streets by vehicles exceeding the 20,000-pound gross vehicle weights by 10 vehicles or more per day; or

Applicant's Finding: The proposed development is intended to serve primarily residential traffic and is not estimated to increase the use of adjacent streets by vehicles exceeding 20,000-pound gross vehicle weights by 10 vehicles or more per day, therefore a Traffic Impact Analysis is not required per this subsection.

(3) The location of the access driveway does not meet minimum intersection sight distance requirements, or is located where vehicles entering or leaving the property are restricted, or such vehicles queue or hesitate on the State highway, creating a safety hazard; or

Applicant's Finding: Proposed access driveways have been designed to meet the minimum intersection site distance for new single family homes.

(4) The location of the access driveway does not meet the access spacing standard of the roadway on which the driveway is located; or

Applicant's Finding: Proposed access driveways have been designed to meet the minimum intersection site distance for new single family homes.

- (5) A change in internal traffic patterns that may cause safety problems, such as backup onto the highway or traffic crashes in the approach area.

Applicant's Finding: No changes to local traffic patterns hold the potential to cause off-site safety problems.

85.200 APPROVAL CRITERIA

No tentative subdivision or partition plan shall be approved unless adequate public facilities will be available to provide service to the partition or subdivision area prior to final plat approval and the Planning Commission or Planning Director, as applicable, finds that the following standards have been satisfied, or can be satisfied by condition of approval.

A. Streets.

1. **General.** The location, width and grade of streets shall be considered in their relation to existing and planned streets, to the generalized or reasonable layout of streets on adjacent undeveloped lot or parcels, to topographical conditions, to public convenience and safety, to accommodate various types of transportation (automobile, bus, pedestrian, bicycle), and to the proposed use of land to be served by the streets. The functional class of a street aids in defining the primary function and associated design standards for the facility. The hierarchy of the facilities within the network in regard to the type of traffic served (through or local trips), balance of function (providing access and/or capacity), and the level of use (generally measured in vehicles per day) are generally dictated by the functional class. The street system shall assure an adequate traffic or circulation system with intersection angles, grades, tangents, and curves appropriate for the traffic to be carried. Streets should provide for the continuation, or the appropriate projection, of existing principal streets in surrounding areas and should not impede or adversely affect development of adjoining lands or access thereto.

To accomplish this, the emphasis should be upon a connected continuous pattern of local, collector, and arterial streets rather than discontinuous curvilinear streets and cul-de-sacs. Deviation from this pattern of connected streets should only be permitted in cases of extreme topographical challenges including excessive slopes (35 percent-plus), hazard areas, steep drainageways, wetlands, etc. In such cases, deviations may be allowed but the connected continuous pattern must be reestablished once the topographic challenge is passed. Streets should be oriented with consideration of the sun, as site conditions allow, so that over 50 percent of the front building lines of homes are oriented within 30 degrees of an east-west axis.

Internal streets are the responsibility of the developer. All streets bordering the development site are to be developed by the developer with, typically, half-street improvements or to City standards prescribed by the City Engineer. Additional travel lanes may be required to be consistent with adjacent road widths or to be consistent with the adopted Transportation System Plan (TSP) and any adopted updated plans.

An applicant may submit a written request for a waiver of abutting street improvements if the TSP prohibits the street improvement for which the waiver is requested. Those areas with numerous (particularly contiguous) under-developed or undeveloped tracts will be required to install street improvements. When an applicant requests a waiver of street improvements and the waiver is granted, the applicant shall pay an in-lieu fee equal to the estimated cost, accepted by the City Engineer, of the

otherwise required street improvements. As a basis for this determination, the City Engineer shall consider the cost of similar improvements in recent development projects and may require up to three estimates from the applicant. The amount of the fee shall be established prior to the Planning Commission's decision on the associated application. The in-lieu fee shall be used for in kind or related improvements. Streets shall also be laid out to avoid and protect tree clusters and significant trees, but not to the extent that it would compromise connectivity requirements per this subsection (A)(1), or bring the density below 70 percent of the maximum density for the developable net area. The developable net area is calculated by taking the total site acreage and deducting Type I and II lands; then up to 20 percent of the remaining land may be excluded as necessary for the purpose of protecting significant tree clusters or stands as defined in CDC 55.100(B)(2).

**Applicant's
Finding:**

This site is located north of the intersection of Tannler Drive and Bland Circle, Tannler Drive is a collector street from the south until its intersection with Bland Circle, and then it's local. Bland Circle is designated a collector, adjacent to this property. The development of this site will not affect the connectivity of these two streets. Figure 8-6 of the West Linn Transportation System Plan - Future Local Street Connectivity Improvements, does not identify a new street connection within or adjacent to this site. However, the proposed subdivision will include extension of Tannler Drive to the north from Bland Circle to Sunbreak Lane in the location of the current private driveway.

The current right-of-way widths of Bland Circle and Tannler Drive adjacent to the subject site are inadequate based on the requirements of Section 2, below. The Applicant proposes additional right-of-way along the property's frontage on these two streets, as discussed below. Sidewalks and planter strips are also proposed.

This section requires the developer to be responsible for the construction of internal streets. One internal private access drive is proposed, running generally east-west and providing access to Tannler Drive north of Bland Circle. The Applicant proposes full responsibility for construction of this internal accessway.

2. Right-of-way and roadway widths. In order to accommodate larger tree-lined boulevards and sidewalks, particularly in residential areas, the standard right-of-way widths for the different street classifications shall be within the range listed below. But instead of filling in the right-of-way with pavement, they shall accommodate the amenities (e.g., boulevards, street trees, sidewalks). The exact width of the right-of-way shall be determined by the City Engineer or the approval authority. The following ranges will apply:

Street Classification	Right-of-Way
Collector Street	48' – 72'

Additional rights-of-way for slopes may be required. Sidewalks shall not be located outside of the right-of-way unless to accommodate significant natural features or trees.

**Applicant's
Finding:**

The Applicant proposes dedication of 24 feet of right-of-way the site's eastern edge to accommodate a future right-of-way width of 48 feet for Tannler Drive north of Bland Circle. The Applicant further proposes dedication of a variable width along the site's

southern edge to accommodate a total right-of-way width of 58 to 62 feet for Bland Circle west of Tannler Drive. These dedications are consistent with the Transportation System Plan (TSP) requirements of 48'-56'ROW for a local street and 48'-72'ROW for a collector street.

3. Street widths. Street widths shall depend upon which classification of street is proposed. The classifications and required cross sections are established in Chapter 8 of the adopted TSP.

Applicant's Finding:	The width of the paved section of the extension of Tannler Drive will be 24 feet, per the TSP standard for a local street. The paved section of Bland Circle adjacent to this site will be variable but will not be less than 17 feet in width from centerline, per the TSP standard for a collector street without a center median.
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4. The decision-making body shall consider the City Engineer's recommendations on the desired right-of-way width, pavement width and street geometry of the various street types within the subdivision after consideration by the City Engineer of the following criteria:

- a. The type of road as set forth in the Transportation Master Plan.
- b. The anticipated traffic generation.
- c. On-street parking requirements.
- d. Sidewalk and bikeway requirements.
- e. Requirements for placement of utilities.
- f. Street lighting.
- g. Drainage and slope impacts.
- h. Street trees.
- i. Planting and landscape areas.
- j. Existing and future driveway grades.
- k. Street geometry.
- l. Street furniture needs, hydrants.

Applicant's Finding:	The City's Development Engineer has reviewed the proposal and made recommendations to the applicant, which are incorporated into the proposed roadway configuration.
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5. Additionally, when determining appropriate street width, the decision-making body shall consider the following criteria:

- a. When a local street is the only street serving a residential area and is expected to carry more than the normal local street traffic load, the designs with two travel and one parking lane are appropriate.
- b. Streets intended to serve as signed but unstriped bike routes should have the travel lane widened by two feet.
- c. Collectors should have two travel lanes and may accommodate some parking. Bike routes are appropriate.
- d. Arterials should have two travel lanes. On-street parking is not allowed unless part of a Street Master Plan. Bike lanes are required as directed by the Parks Master Plan and Transportation Master Plan.

Applicant's Finding: The private access drive will result in the 6 proposed homes taking access to Tannler drive at one access point, no more than a normal Local Street traffic load. Tannler will then intersect Bland Circle, a collector. The dedication of right-of-way and street improvements will result in adequate facilities on both adjacent public streets. No arterials are adjacent to this proposal.

6. Reserve strips. Reserve strips or street plugs controlling the access to streets are not permitted unless owned by the City.

Applicant's Finding: The applicant does not propose reserve strips or street plugs with this application. All rights-of-way will be dedicated to the edge of the adjoining properties.

7. Alignment. All streets other than local streets or cul-de-sacs, as far as practical, shall be in alignment with existing streets by continuations of the centerlines thereof. The staggering of street alignments resulting in "T" intersections shall, wherever practical, leave a minimum distance of 200 feet between the centerlines of streets having approximately the same direction and otherwise shall not be less than 100 feet.

Applicant's Finding: The extension of Tannler Drive north of Bland Circle will be in direct alignment. No "T" intersections are proposed.

8. Future extension of streets. Where necessary to give access to or permit a satisfactory future subdivision of adjoining land, streets shall be extended to the boundary of the subdivision and the resulting dead-end streets may be approved without turnarounds. (Temporary turnarounds built to Fire Department standards are required when the dead-end street is over 100 feet long.)

Applicant's Finding: The Applicant proposes to construct Tannler Drive to connect to Sunbreak Lane, a local public street.

9. Intersection angles. Streets shall be laid out to intersect angles as near to right angles as practical, except where topography requires lesser angles, but in no case less than 60 degrees unless a special intersection design is approved. Intersections which are not at right angles shall have minimum corner radii of 15 feet along right-of-way lines which form acute angles. Right-of-way lines at intersections with arterial streets shall have minimum curb radii of not less than 35 feet. Other street intersections shall have curb radii of not less than 25 feet. All radii shall maintain a uniform width between the roadway and the right-of-way lines. The intersection of more than two streets at any one point will not be allowed unless no alternative design exists.

Applicant's Finding: The new northern extension of Tannler Drive will intersect Bland Circle the existing location, greater than a 60 degree angle. The curb radii at the intersection will exceed 25 feet.

10. Additional right-of-way for existing streets. Wherever existing street rights-of-way adjacent to or within a tract are of inadequate widths based upon the standards of this chapter, additional right-of-way shall be provided at the time of subdivision or partition.

Applicant's Finding: Additional right-of-way on Tannler Drive and Bland Circle, as discussed above, will be dedicated at time of subdivision.

11. Cul-de-sacs.

a. New cul-de-sacs and other closed-end streets (not including stub streets intended to be connected) on sites containing less than five acres, or sites accommodating uses other than residential or mixed use development, are not allowed unless the applicant demonstrates that there is no feasible alternative due to:

1) Physical constraints (e.g., existing development, the size or shape of the site, steep topography, or a fish bearing stream or wetland protected by Chapter 32 CDC), or

Applicant's Finding: No cul-de-sacs are proposed with this subdivision as existing development patterns and the size and shape of the property preclude the placement of stub streets or cul-de-sacs.

The requirements of this section have been met.

2) Existing easements or leases.

b. New cul-de-sacs and other closed-end streets, consistent with subsection (A)(11)(a) of this section, shall not exceed 200 feet in length or serve more than 25 dwelling units unless the design complies with all adopted Tualatin Valley Fire and Rescue (TVFR) access standards and adequately provides for anticipated traffic, consistent with the Transportation System Plan (TSP).

Applicant's Finding: No cul-de-sacs are proposed with this subdivision. The requirements of this section do not apply.

c. New cul-de-sacs and other closed-end streets (not including stub streets intended to be connected) on sites containing five acres or more that are proposed to accommodate residential or mixed use development are prohibited unless barriers (e.g., existing development, steep topography, or a fish bearing stream or wetland protected by Chapter 32 CDC, or easements, leases or covenants established prior to May 1, 1995) prevent street extensions. In that case, the street shall not exceed 200 feet in length or serve more than 25 dwelling units, and its design shall comply with all adopted TVFR access standards and adequately provide for anticipated traffic, consistent with the TSP.

Applicant's Finding: No cul-de-sacs are proposed with this subdivision as the site does not require a cul-de-sac to provide access to the proposed homes. The Applicant's proposal includes the continuation and full build-out of Tannler Drive, a local street with connectivity to the east and south. The remaining portion of the site can be developed as individual lots and served by driveways. The requirements of this section do not apply.

d. Applicants for a proposed subdivision, partition or a multifamily, commercial or industrial development accessed by an existing cul-de-sac/closed-end street shall demonstrate that the proposal is consistent with all applicable traffic standards and TVFR access standards.

Applicant's No cul-de-sacs have been proposed. The requirements of this section do not apply.
Finding:

e. All cul-de-sacs and other closed-end streets shall include direct pedestrian and bicycle accessways from the terminus of the street to an adjacent street or pedestrian and bicycle accessways unless the applicant demonstrates that such connections are precluded by physical constraints or that necessary easements cannot be obtained at a reasonable cost.

Applicant's No cul-de-sacs have been proposed. The requirements of this section do not apply.
Finding:

f. All cul-de-sacs/closed-end streets shall terminate with a turnaround built to one of the following specifications (measurements are for the traveled way and do not include planter strips or sidewalks).

Applicant's No cul-de-sacs are proposed with this subdivision. The requirements of this section do
Finding: not apply.

12. **Street names.** No street names shall be used which will duplicate or be confused with the names of existing streets within the City. Street names that involve difficult or unusual spellings are discouraged. Street names shall be subject to the approval of the Planning Commission or Planning Director, as applicable. Continuations of existing streets shall have the name of the existing street. Streets, drives, avenues, ways, boulevards, and lanes shall describe through streets. Place and court shall describe cul-de-sacs. Crescent, terrace, and circle shall describe loop or arcing roads.

Applicant's The street names of Tannler Drive and Bland Circle are established. No other street names
Finding: are proposed as the internal drive is a private access drive.

13. **Grades and curves.** Grades shall not exceed 8 percent on major or secondary arterials, 10 percent on collector streets, or 15 percent on any other street unless by variance. Willamette Drive/Highway 43 shall be designed to a minimum horizontal and vertical design speed of 45 miles per hour, subject to Oregon Department of Transportation (ODOT) approval. Arterials shall be designed to a minimum horizontal and vertical design speed of 35 miles per hour. Collectors shall be designed to a minimum horizontal and vertical design speed of 30 miles per hour. All other streets shall be designed to have a minimum centerline radii of 50 feet. Super elevations (i.e., banking) shall not exceed four percent. The centerline profiles of all streets may be provided where terrain constraints (e.g., over 20 percent slopes) may result in considerable deviation from the originally proposed alignment.

Applicant's Finding: The grade of the northern extension of Tannler Drive will not exceed 15 percent, per this standard. No street will have a centerline radius of less than 50 feet.

14. Access to local streets. Intersection of a local residential street with an arterial street may be prohibited by the decision-making authority if suitable alternatives exist for providing interconnection of proposed local residential streets with other local streets. Where a subdivision or partition abuts or contains an existing or proposed major arterial street, the decision-making authority may require marginal access streets, reverse-frontage lots with suitable depth, visual barriers, noise barriers, berms, no-access reservations along side and rear property lines, and/or other measures necessary for adequate protection of residential properties from incompatible land uses, and to ensure separation of through traffic and local traffic.

Applicant's Finding: The subject property does not abut nor contain an existing or proposed Major Arterial Street, nor is an intersection of a Local Residential Street with an Arterial Street proposed.

15. Alleys. Alleys shall be provided in commercial and industrial districts unless other permanent provisions for access to off-street parking and loading facilities are made as approved by the decision-making authority. While alley intersections and sharp changes in alignment should be avoided, the corners of necessary alley intersections shall have radii of not less than 10 feet. Alleys may be provided in residential subdivisions or multi-family projects. The decision to locate alleys shall consider the relationship and impact of the alley to adjacent land uses. ***

Applicant's Finding: No alleys are proposed with this subdivision.

16. Sidewalks. Sidewalks shall be installed per CDC 92.010(H), Sidewalks. The residential sidewalk width is six feet plus planter strip as specified below. Sidewalks in commercial zones shall be constructed per subsection (A)(3) of this section. See also subsection C of this section. Sidewalk width may be reduced with City Engineer approval to the minimum amount (e.g., four feet wide) necessary to respond to site constraints such as grades, mature trees, rock outcroppings, etc., or to match existing sidewalks or right-of-way limitations.

Applicant's Finding: The applicant proposes to install a 6-foot sidewalk plus planter strip along the Tannler Drive and Bland Circle frontages of this property, per this standard.

17. Planter strip. The planter strip is between the curb and sidewalk providing space for a grassed or landscaped area and street trees. The planter strip shall be at least 6 feet wide to accommodate a fully matured tree without the boughs interfering with pedestrians on the sidewalk or vehicles along the curbline. Planter strip width may be reduced or eliminated, with City Engineer approval, when it cannot be corrected by site plan, to the minimum amount necessary to respond to site constraints such as grades, mature trees, rock outcroppings, etc., or in response to right-of-way limitations.

Applicant's Finding: The applicant proposes to install a 6-foot planter strip between all proposed sidewalks and paved street sections on Tannler Drive and Bland Circle.

18. Streets and roads shall be dedicated without any reservations or restrictions.

Applicant's No reservations or restrictions are proposed with the street dedication.
Finding:

The requirements of this section have been satisfied.

19. All lots in a subdivision shall have access to a public street. Lots created by partition may have access to a public street via an access easement pursuant to the standards and limitations set forth for such accessways in Chapter 48 CDC.

Applicant's Lots 2-5 utilize a platted private street/access drive to access the northern extension of
Finding: Tannler Drive, a public street. Section 48.020.B of this Code permits lots to utilize a platted private street for access. Lots 3 and 4 have frontage along Bland Circle; however, as this is a collector street, the lots will access the private street/access drive to reduce access points on the collector. Lots 1 and 6 will take direct access to the northern extension of Tannler Drive, a local street.

The requirements of this section have been satisfied.

20. Gated streets. Gated streets are prohibited in all residential areas on both public and private streets. A driveway to an individual home may be gated.

Applicant's Gated streets are not proposed.
Finding:

21. Entryway treatments and street isle design. When the applicant desires to construct certain walls, planters, and other architectural entryway treatments within a subdivision, the following standards shall apply:

- a. All entryway treatments except islands shall be located on private property and not in the public right-of-way.
- b. Planter islands may be allowed provided there is no structure (i.e., brick, signs, etc.) above the curbline, except for landscaping. Landscaped islands shall be set back a minimum of 24 feet from the curbline of the street to which they are perpendicular.
- c. All islands shall be in public ownership. The minimum aisle width between the curb and center island curbs shall be 14 feet. Additional width may be required as determined by the City Engineer.
- d. Brick or special material treatments are acceptable at intersections with the understanding that the City will not maintain these sections except with asphalt overlay, and that they must meet the Americans with Disabilities Act (ADA) standards. They shall be laid out to tie into existing sidewalks at intersections.
- e. Maintenance for any common areas and entryway treatments (including islands) shall be guaranteed through homeowners association agreements, CC&Rs, etc.
- f. Under Chapter 52 CDC, subdivision monument signs shall not exceed 32 square feet in area.

Applicant's Finding: The applicant does not propose to construct entryway treatments to the subdivision at this time.

22. Based upon the determination of the City Manager or the Manager's designee, the applicant shall construct or cause to be constructed, or contribute a proportionate share of the costs, for all necessary off-site improvements identified by the transportation analysis commissioned to address CDC 85.170(B)(2) that are required to mitigate impacts from the proposed subdivision. The proportionate share of the costs shall be determined by the City Manager or Manager's designee, who shall assume that the proposed subdivision provides improvements in rough proportion to identified impacts of the subdivision. Off-site transportation improvements will include bicycle and pedestrian improvements as identified in the adopted City of West Linn TSP.

Applicant's Finding: Right-of-way dedication and street improvements are proposed with this application proportionate to the construction of 6 new lots. Off-site street improvements are not necessary or proportionate to mitigate traffic impacts from this 6-lot subdivision.

B. Blocks and lots.

1. General. The length, width, and shape of blocks shall be designed with due regard for the provision of adequate building sites for the use contemplated; consideration of the need for traffic safety, convenience, access, circulation, and control; and recognition of limitations and opportunities of topography and solar access.

Applicant's Finding: The lot layout is based on due regard for the provision of adequate building sites; traffic safety, convenience, access, circulation and control; and the limitations and opportunities of topography and solar access. The lots are generously sized to accommodate homes that are similar in nature to those in surrounding subdivisions. The extension of Tannler Drive north of Bland Circle allows all traffic access from a local-classification street. The site is adjacent to the City's Bland Reservoir to the north, limiting connectivity options. The lots are all deep in the north-south direction, thus enhancing solar access on the building sites.

2. Sizes. The recommended block size is 400 feet in length to encourage greater connectivity within the subdivision. Blocks shall not exceed 800 feet in length between street lines, except for blocks adjacent to arterial streets or unless topographical conditions or the layout of adjacent streets justifies a variation. Designs of proposed intersections shall demonstrate adequate sight distances to the City Engineer's specifications. Block sizes and proposed accesses must be consistent with the adopted TSP.

Applicant's Finding: The City's TSP does not propose a specific lot or block arrangement within this part of the City. Blocks are generally recommended to be approximately 400 feet in length to allow for connectivity. The maximum allowable block length without topographic constraint, is recommended to be 800 feet. The block length pattern in this area is already determined and construction of Tannler north of Bland Circle to Sunbreak Lane will result in a block length of just over 200 feet. The location of the City's Bland Reservoir adjacent to the north of this site limits connectivity options to the north. Properties to the east and west

are developed. Bland Circle south of the site is intersected by Falcon Drive west of this site and Tannler Drive adjacent to this site, a distance of approximately 400 feet.

3. Lot size and shape. Lot or parcel size, width, shape, and orientation shall be appropriate for the location of the subdivision or partition, for the type of use contemplated, for potential utilization of solar access, and for the protection of drainageways, trees, and other natural features. No lot or parcel shall be dimensioned to contain part of an existing or proposed street. All lots or parcels shall be buildable. “Buildable” describes lots that are free of constraints such as wetlands, drainageways, etc., that would make home construction impossible. Lot or parcel sizes shall not be less than the size required by the zoning code unless as allowed by planned unit development (PUD).

Depth and width of properties reserved or laid out for commercial and industrial purposes shall be adequate to provide for the off-street parking and service facilities required by the type of use proposed.

Chapter 12- Single-Family Residential Detached and Attached, R-7 standards are as follows:

Lot Size (Detached Dwelling Units)	7,000 square feet
Lot Size (Attached Dwelling Units)	5,500 square feet
Front Lot Line Length/Minimum Lot Width at Front Lot Line	35 feet
Average Minimum Lot Width	35 feet

Applicant's Finding: All proposed lots are a minimum of 7,000 square feet in size to accommodate single-family detached dwelling units. All 6 proposed lots exceed the minimum requirements for front lot line length, lot width and lot depth.

4. Access. Access to subdivisions, partitions, and lots shall conform to the provisions of Chapter **48** CDC, Access, Egress and Circulation.

Applicant's Finding: Section 48.020.B states: “All lots shall have access from a public street or from a platted private street approved under the land division chapter.” Lots 1 and 6 will have access from Tannler Drive, a public street. Lots 2-5 will have access from a platted private drive that will then connect to Tannler Drive.

5. Double frontage lots and parcels. Double frontage lots and parcels have frontage on a street at the front and rear property lines. Double frontage lots and parcels shall be avoided except where they are essential to provide separation of residential development from arterial streets or adjacent non-residential activities, or to overcome specific disadvantages of topography and orientation. A planting screen or impact mitigation easement at least 10 feet wide, and across which there shall be no right of access, may be required along the line of building sites abutting such a traffic artery or other incompatible use.

Applicant's Finding: No through lots or double fronted lots are proposed with this application.

6. Lot and parcel side lines. The lines of lots and parcels, as far as is practicable, should run at right angles to the street upon which they face, except that on curved streets they should be radial to the curve.

Applicant's Finding: Though the shape of the subject site is somewhat irregular, all side lot lines run at approximate right angles to the streets upon which they face as far as practicable.

7. Flag lots. Flag lots can be created where it can be shown that no other reasonable street access is possible to achieve the requested land division. A single flag lot shall have a minimum street frontage of 15 feet for its accessway. Where two to four flag lots share a common accessway, the minimum street frontage and accessway shall be eight feet in width per lot. Common accessways shall have mutual maintenance agreements and reciprocal access and utility easements. ***

Applicant's Finding: Lots 2 and 5 are flag lots. A minimum street frontage of at least eight feet per lot has been provided along Tannler Drive. The common access drive proposed to service the flag lots as well as lots 3 and 4 will be provided with a mutual maintenance and reciprocal access agreement along with the final plat.

8. Large lots or parcels. In dividing tracts into large lots or parcels which, at some future time, are likely to be redivided, the approval authority may:

- a. require that the blocks be of such size and shape, and be so divided into building sites, and contain such easements and site restrictions as will provide for extension and opening of streets at intervals which will permit a subsequent division of any tract into lots or parcels of smaller size; or
- b. alternately, in order to prevent further subdivision or partition of oversized and constrained lots or parcels, restrictions may be imposed on the subdivision or partition plat.

Applicant's Finding: Lot 1 is sized such that it could be redivided in the future; however, the quality and value of the home on this lot make redivision very unlikely. Regardless, Lot 1 could easily be redivided with lots that would access the private street/access drive and be of adequate size for the R-7 zone.

C. Pedestrian and bicycle trails.

1. Trails or multi-use pathways shall be installed, consistent and compatible with federal ADA requirements and with the Oregon Transportation Planning Rule, between subdivisions, cul-de-sacs, and streets that would otherwise not be connected by streets due to excessive grades, significant tree(s), and other constraints natural or manmade. Trails shall also accommodate bicycle or pedestrian traffic between neighborhoods and activity areas such as schools, libraries, parks, or commercial districts. Trails shall also be required where designated by the Parks Master Plan.

Applicant's Finding: The proposed extension of Tannler Drive and improvements to Bland Circle include sidewalks and, therefore, additional trails or pedestrian connections are not required. There are no existing trail connections which require connection from this site. Bland Circle sidewalks to the east and west and Tannler Drive sidewalks to the north and south provide opportunities for connectivity along public streets adjacent to this site.

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.

Applicant's	Transit facilities have not been identified by Tri-Met or the City Development Engineer
Finding:	adjacent to this property.

E. Grading. Grading of building sites shall conform to the following standards unless physical conditions demonstrate the propriety of other standards:

1. All cuts and fills shall comply with the excavation and grading provisions of the Uniform Building Code and the following:
 - a. Cut slopes shall not exceed one and one-half feet horizontally to one foot vertically (i.e., 67 percent grade).
 - b. Fill slopes shall not exceed two feet horizontally to one foot vertically (i.e., 50 percent grade). Please see the following illustration.***
2. The character of soil for fill and the characteristics of lot and parcels made usable by fill shall be suitable for the purpose intended.
3. If areas are to be graded (more than any four-foot cut or fill), compliance with CDC [85.170\(C\)](#) is required.
4. The proposed grading shall be the minimum grading necessary to meet roadway standards, and to create appropriate building sites, considering maximum allowed driveway grades.
5. Type I lands shall require a report submitted by an engineering geologist, and Type I and Type II lands shall require a geologic hazard report.
6. Repealed by Ord. 1635.
7. On land with slopes in excess of 12 percent, cuts and fills shall be regulated as follows:
 - a. Toes of cuts and fills shall be set back from the boundaries of separate private ownerships at least three feet, plus one-fifth of the vertical height of the cut or fill. Where an exception is required from that requirement, slope easements shall be provided.
 - b. Cuts shall not remove the toe of any slope where a severe landslide or erosion hazard exists (as described in subsection (G)(5) of this section).
 - c. Any structural fill shall be designed by a registered engineer in a manner consistent with the intent of this code and standard engineering practices, and certified by that engineer that the fill was constructed as designed.
 - d. Retaining walls shall be constructed pursuant to Section 2308(b) of the Oregon State Structural Specialty Code.
 - e. Roads shall be the minimum width necessary to provide safe vehicle access, minimize cut and fill, and provide positive drainage control.
8. Land over 50 percent slope shall be developed only where density transfer is not feasible. The development will provide that:

- a. At least 70 percent of the site will remain free of structures or impervious surfaces.
- b. Emergency access can be provided.
- c. Design and construction of the project will not cause erosion or land slippage.
- d. Grading, stripping of vegetation, and changes in terrain are the minimum necessary to construct the development in accordance with subsection J of this section.

Applicant's Finding: A geotechnical engineering report is included with this submittal. A grading report is included in the submitted plans which complies with all criteria of this subsection.

F. Water.

1. A plan for domestic water supply lines or related water service facilities shall be prepared consistent with the adopted Comprehensive Water System Plan, plan update, March 1987, and subsequent superseding revisions or updates.
2. Adequate location and sizing of the water lines.
3. Adequate looping system of water lines to enhance water quality.
4. For all non-single-family developments, there shall be a demonstration of adequate fire flow to serve the site.
5. A written statement, signed by the City Engineer, that water service can be made available to the site by the construction of on-site and off-site improvements and that such water service has sufficient volume and pressure to serve the proposed development's domestic, commercial, industrial, and fire flows.

Applicant's Finding: The applicant will connect all lots to public water per the submitted public improvement plans. To serve this site, The Applicant will install a new water line in the private access drive to serve lots 2-5. Lots 1 and 6 will be metered at the Tannler Drive frontage. This plan is consistent with the adopted Comprehensive Water System Plan.

G. Sewer.

1. A plan prepared by a licensed engineer shall show how the proposal is consistent with the Sanitary Sewer Master Plan (July 1989). Agreement with that plan must demonstrate how the sanitary sewer proposal will be accomplished and how it is gravity-efficient. The sewer system must be in the correct basin and should allow for full gravity service.
2. Sanitary sewer information will include plan view of the sanitary sewer lines, including manhole locations and depth or invert elevations.
3. Sanitary sewer lines shall be located in the public right-of-way, particularly the street, unless the applicant can demonstrate why the alternative location is necessary and meets accepted engineering standards.
4. Sanitary sewer line should be at a depth that can facilitate connection with down-system properties in an efficient manner.
5. The sanitary sewer line should be designed to minimize the amount of lineal feet in the system.
6. The sanitary sewer line shall avoid disturbance of wetland and drainageways. In those cases where that is unavoidable, disturbance shall be mitigated pursuant to Chapter 32 CDC, Water Resource Area Protection, all trees replaced, and proper permits obtained. Dual sewer lines may be required so the drainageway is not disturbed.

7. Sanitary sewer shall be extended or stubbed out to the next developable subdivision or a point in the street that allows for reasonable connection with adjacent or nearby properties.
8. The sanitary sewer system shall be built pursuant to DEQ, City, and Tri-City Service District sewer standards. The design of the sewer system should be prepared by a licensed engineer, and the applicant must be able to demonstrate the ability to satisfy these submittal requirements or standards at the pre-construction phase.
9. A written statement, signed by the City Engineer, that sanitary sewers with sufficient capacity to serve the proposed development and that adequate sewage treatment plant capacity is available to the City to serve the proposed development.

Applicant's Finding: The applicant will connect all lots to public sanitary sewer per the submitted public improvement plans. The lots in the subdivision will be provided sanitary sewer service via a new sanitary line extension within a new public easement which will be located in the private access drive. The Applicant proposes adding manholes within the easement and one manhole within the right-of-way of Tannler Drive. The sewer system will be connected to the existing 8" public sewer main in Tannler Drive. The proposed sanitary sewer system is consistent with the Sanitary Sewer Master Plan, is in the correct basin and allows for full gravity service.

H. Storm

1. A stormwater quality and detention plan shall be submitted which complies with the submittal criteria and approval standards contained within Chapter 33 CDC. It shall include profiles of proposed drainageways with reference to the adopted Storm Drainage Master Plan.
2. Storm treatment and detention facilities shall be sized to accommodate a 25-year storm incident. A registered civil engineer shall prepare a plan and statement which shall be supported by factual data that clearly shows that there will be no adverse off-site impacts from increased intensity of runoff downstream or constriction causing ponding upstream. The plan and statement shall identify all on- or off-site impacts and measures to mitigate those impacts. The plan and statement shall, at a minimum, determine the off-site impacts from a 25-year storm.
3. Plans shall demonstrate how storm drainage will be collected from all impervious surfaces including roof drains. Storm drainage connections shall be provided to each dwelling unit/lot. The location, size, and type of material selected for the system shall correlate with the 25-year storm incident.
4. Treatment of storm runoff shall meet municipal code standards.

Applicant's Finding: The proposed stormwater treatment and detention has been designed to meet City standards, as detailed in the submitted stormwater report. The project will be served by a linear stormwater facility located at the south end of the property adjacent to Bland Circle. The lots will connect to a storm line constructed in a public utility easement within the private access drive.

- I. Utility easements. Subdivisions and partitions shall establish utility easements to accommodate the required service providers as determined by the City Engineer. The developer of the subdivision shall make accommodation for cable television wire in all utility trenches and easements so that cable can fully serve the subdivision.

Applicant's Finding: The applicant will establish utility easements as determined by the City Engineer and shown on the preliminary plat.

J. Supplemental provisions.

1. Wetland and natural drainageways. Wetlands and natural drainageways shall be protected as required by Chapter 32 CDC, Water Resource Area Protection. Utilities may be routed through the protected corridor as a last resort, but impact mitigation is required.

Applicant's Finding: The proposed subdivision does not impact any wetlands or natural drainage ways as none exist on the property.

2. Willamette and Tualatin Greenways. The approval authority may require the dedication to the City or setting aside of greenways which will be open or accessible to the public. Except for trails or paths, such greenways will usually be left in a natural condition without improvements. Refer to Chapter 28 CDC for further information on the Willamette and Tualatin River Greenways.

Applicant's Finding: No greenways exist on this site or have been identified for dedication on this property. This property is not adjacent to the Willamette or Tualatin River and, therefore, a River Greenway is not feasible on this site.

3. Street trees. Street trees are required as identified in the appropriate section of the municipal code and Chapter 54 CDC.

Applicant's Finding: Street trees will be installed as part of the public improvements with the development of this subdivision.

4. Lighting. To reduce ambient light and glare, high or low pressure sodium light bulbs shall be required for all subdivision street or alley lights. The light shall be shielded so that the light is directed downwards rather than omni-directional.

Applicant's Finding: Any street light installation within the subdivision will utilize LED fixtures.

5. Dedications and exactions. The City may require an applicant to dedicate land and/or construct a public improvement that provides a benefit to property or persons outside the property that is the subject of the application when the exaction is roughly proportional. No exaction shall be imposed unless supported by a determination that the exaction is roughly proportional to the impact of development.

Applicant's Finding: The applicant is proposing right-of-way dedication and improvements that are roughly proportional to the development of a 6-lot subdivision.

6. Underground utilities. All utilities, such as electrical, telephone, and television cable, that may at times be above ground or overhead shall be buried underground in the case of new development. The

exception would be in those cases where the area is substantially built out and adjacent properties have above-ground utilities and where the development site's frontage is under 200 feet and the site is less than one acre. High voltage transmission lines, as classified by Portland General Electric or electric service provider, would also be exempted. Where adjacent future development is expected or imminent, conduits may be required at the direction of the City Engineer. All services shall be underground with the exception of standard above-grade equipment such as some meters, etc.

Applicant's All utilities will be installed in compliance with this section.
Finding:

7. Density requirement. Density shall occur at 70 percent or more of the maximum density allowed by the underlying zoning. These provisions would not apply when density is transferred from Type I and II lands as defined in CDC 02.030. Development of Type I or II lands are exempt from these provisions. Land divisions of three lots or less would also be exempt.

Applicant's The R-7 zone permits a maximum density of 6.2 dwelling units per net acre. Net acre is
Finding: defined as "The total gross acres less the public right-of-way and other acreage deductions, as applicable". The net acreage of this site after removal of dedicated right-of way is 1.87 acres. At 6.2 dwelling units per net acre, the maximum number of dwelling units on this site is 11. This proposal is for 6 lots; however, one of the lots is sized in such a way that it could be re-divided into three parcels. The 5 standard sized lots and the 3 parcels possible from the oversized lot would result in a net site density of 8 dwelling units, or 73% of the maximum 11 lots on the site.

8. Mix requirement. The "mix" rule means that developers shall have no more than 15 percent of the R-2.1 and R-3 development as single-family residential. The intent is that the majority of the site shall be developed as medium high density multi-family housing.

Applicant's This property is zoned R-7 and, therefore, the use of the parcel as an entirely residential
Finding: development is permitted.

9. Heritage trees/significant tree and tree cluster protection. All heritage trees, as defined in the Municipal Code, shall be saved. Diseased heritage trees, as determined by the City Arborist, may be removed at his/her direction. All non-heritage trees and clusters of trees (three or more trees with overlapping dripline; however, native oaks need not have an overlapping dripline) that are considered significant by virtue of their size, type, location, health, or numbers shall be saved pursuant to CDC 55.100(B)(2). Trees are defined per the municipal code as having a trunk six inches in diameter or 19 inches in circumference at a point five feet above the mean ground level at the base of the trunk.

Applicant's No heritage trees have been identified on this site. Tree preservation is discussed further
Finding: in this report in Section 55.100.

DIVISION 3. SUPPLEMENTAL PROVISIONS AND EXCEPTIONS

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.

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. (Ord. 1192, 1987)

42.030 EXCEPTIONS

The following described area in Willamette shall be exempt from the provisions of this chapter. The parcels of land zoned General Commercial which abut Willamette Falls Drive, located between 10th and 16th Streets. Beginning at the intersection of Willamette Falls Drive and 11th Street on 7th Avenue to 16th Street; on 16th Street to 9th Avenue; on 9th Avenue to 14th Street to the Tualatin River; following the Tualatin River and Willamette River to 12th Street; on 12th Street to 4th Avenue; on 4th Avenue to 11th Street; on 11th Street to Willamette Falls Drive. This described area does not include the northerly side of Willamette Falls Drive.

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.

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.

Applicant's Finding:	All clear vision areas at the intersections of public streets with driveways or other public streets on the subject site will be free of plantings, fences, walls, structures and obstructions, meeting the requirements for clear vision areas.
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The requirements of this section have been satisfied.

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:

1. The fence is located within:

- a. A required front yard area, and it does not exceed three feet, except pillars and driveway entry features subject to the requirements of Chapter 42 CDC, Clear Vision Areas, and approval by the Planning Director;
- b. A required side yard which abuts a street and it is within that portion of the side yard which is also part of the front yard setback area and it does not exceed three feet;
- c. A required side yard which abuts a street and it is within that portion of the side yard which is not also a portion of the front yard setback area and it does not exceed six feet provided the provisions of Chapter 42 CDC are met;
- d. A required rear yard which abuts a street and it does not exceed six feet; or
- e. A required side yard area which does not abut a street or a rear yard and it does not exceed six feet.

Applicant's Finding: New fences are not indicated on the proposed plans because the exact locations have yet to be determined. All fences constructed as part of this subdivision will meet the requirements of these standards.

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:

- 1. When the retaining wall or artificial berm is 30 inches or less in height from finished grade, the maximum fence or wall height on top of the retaining wall shall be six feet.
- 2. When the retaining wall or earth berm is greater than 30 inches in height, the combined height of the retaining wall and fence or wall from finished grade shall not exceed eight and one-half feet.
- 3. Fences or walls located on top of retaining walls or earth berms in excess of 30 inches above finished grade may exceed the total allowed combined height of eight and one-half feet; provided, that the fence or wall is located a minimum of two feet from the retaining wall and the fence or wall height shall not exceed six feet.

Applicant's Finding: Any fences built on retaining walls will meet these standards.

The requirements of this section have been satisfied.

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.

Applicant's Finding: This site is residential and no service, repair, or storage activities in connection with commercial, business, or industry activities are proposed.

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.

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. (Ord. 1291, 1990

Applicant's Any fences built will meet these standards.

Finding:

The requirements of this section have been satisfied.

CHAPTER 48. ACCESS, EGRESS AND CIRCULATION

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.)

Applicant's The City has not required a traffic impact analysis due to the small size of this
Finding: development and the relatively low impacts created by the addition of the new lots proposed.

The requirements of this section have been satisfied.

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.

Applicant's The Applicant has proposed to limit curb cuts for access to the new lots proposed within
Finding: this development. No new access will be provided to Bland Circle. Four of the new lots (lots 2-5) will take access to Tannler via a new shared driveway. Lots 6 and lot 1 will take access to Tannler via individual driveways. The City's spacing standards for driveways along residential streets has been maintained for all new driveway access locations. The proposed configuration will create a safe and efficient access configuration for all of the new driveways.

The requirements of this section have been satisfied.

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 lot or 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.

Applicant's Finding:	The Applicant is proposing access to the site via Option 3. The proposed design limits curb cuts for access to the new lots proposed within this development. No new access will be provided to Bland Circle. Four of the new lots (lots 2-5) will take access to Tannler via a new shared driveway. Lots 6 and lot 1 will take access to Tannler via individual driveways. The City’s spacing standards for driveways along residential streets has been maintained for all new driveway access locations. The proposed configuration will create a safe and efficient access configuration for all of the new driveways.
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The requirements of this section have been satisfied.

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).

Applicant's Finding:	The proposed development does not front onto an arterial. The requirements of this section do not apply.
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5. Double-frontage lots. When a lot or parcel 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 or parcel has frontage opposite that of the adjacent lots or parcels, access shall be provided from the street with the lowest classification.

Applicant's Finding:	No double fronted lots will be created as part of this subdivision.
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6. Access spacing.

- a. 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 and non-traversable medians.
- b. Private drives and other access ways are subject to the requirements of CDC 48.060.

Applicant's Finding: The Applicant's proposed driveway locations are shown on Sheet C2.1. The City's access spacing requirements for new driveways onto a residential local street have been maintained.
The requirements of this section have been satisfied.

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 or parcel, 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.

Applicant's Finding: The Applicant is proposing only one access point for each new single family lot. Lot 1 currently has a looped driveway however the northern edge of the driveway also provides access to the City's Water Reservoir located on taxlot 504, to the north. The looped driveway configuration and the City's existing access point to the Reservoir will be maintained following the construction of Tannler.

The requirements of this section have been satisfied.

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:

- a. Shared driveways and frontage streets may be required to consolidate access onto a collector or arterial street. When shared driveways or frontage streets are required, they shall be stubbed to adjacent developable parcels to indicate future extension. "Stub" means that a driveway or street temporarily ends at the property line, but may be extended in the future as the adjacent lot or parcel develops. "Developable" means that a lot or parcel is either vacant or it is likely to receive additional development (i.e., due to infill or redevelopment potential).
- b. Access easements (i.e., for the benefit of affected properties) shall be recorded for all shared driveways, including pathways, at the time of final plat approval or as a condition of site development approval.
- c. Exception. Shared driveways are not required when existing development patterns or physical constraints (e.g., topography, lot or parcel configuration, and similar conditions) prevent extending the street/driveway in the future.

Applicant's Finding: The applicant has proposed a shared driveway for lots 2 through 5. The shared driveway will take access to Tannler Street, a local street. The Applicant will record a shared access

and maintenance agreement over the shared access drive at the time of final plat submission.

The requirements of this section are satisfied.

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:

- 1. Block length and perimeter.** The maximum block length shall not exceed 800 feet or 1,800 feet along an arterial.
- 2. Street standards.** Public and private streets shall also conform to Chapter 92 CDC, Required Improvements, and to any other applicable sections of the West Linn Community Development Code and approved TSP.
- 3. Exception.** Exceptions to the above standards may be granted when blocks are divided by one or more pathway(s), in conformance with the provisions of CDC 85.200(C), Pedestrian and Bicycle Trails, or cases where extreme topographic (e.g., slope, creek, wetlands, etc.) conditions or compelling functional limitations preclude implementation, not just inconveniences or design challenges.

Applicant's Finding:	The Applicant has provided a subdivision plan which meets the City's Block length and perimeter standards. The length between the area's existing streets, Falcon and Tannler is approximately 400 feet. As this project qualifies as infill development, the existing street pattern is fairly well established. Block perimeter standards do not apply to this property as there is no future land division opportunities either to the north, on the City owned property or to the west and east, where single family development patterns are already established.
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The requirements of this section are met.

48.030 MINIMUM VEHICULAR REQUIREMENTS FOR RESIDENTIAL USES

A. Direct individual access from single-family dwellings and duplex lots to an arterial street, as designated in the transportation element of the Comprehensive Plan, is prohibited for lots or parcels created after the effective date of this code where an alternate access is either available or is expected to be available by imminent development application. Evidence of alternate or future access may include temporary cul-de-sacs, dedications or stubouts on adjacent lots or parcels, or tentative street layout plans submitted at one time by adjacent property owner/developer or by the owner/developer, or previous owner/developer, of the property in question.

In the event that alternate access is not available as determined by the Planning Director and City Engineer, access may be permitted after review of the following criteria:

- 1. Topography.**
- 2. Traffic volume to be generated by development (i.e., trips per day).**
- 3. Traffic volume presently carried by the street to be accessed.**
- 4. Projected traffic volumes.**

5. **Safety considerations such as line of sight, number of accidents at that location, emergency vehicle access, and ability of vehicles to exit the site without backing into traffic.**
6. **The ability to consolidate access through the use of a joint driveway.**
7. **Additional review and access permits may be required by State or County agencies.**

Applicant's No access to any arterials has been proposed. This section does not apply.
Finding:

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:

1. **One single-family residence, including residences with an accessory dwelling unit as defined in CDC 02.030, shall provide 10 feet of unobstructed horizontal clearance. Dual-track or other driveway designs that minimize the total area of impervious driveway surface are encouraged.**

Applicant's All proposed driveways within 150 feet of the adjacent right-of-way associated with
Finding: Tannler will provide at least 10 feet of unobstructed horizontal clearance. No access has been proposed to Bland Circle.

The requirements of this section have been met.

2. **Two to four single-family residential homes equals a 14- to 20-foot-wide paved or all-weather surface. Width shall depend upon adequacy of line of sight and number of homes.**

Applicant's The proposed shared driveway that will serve lots 2-5 will have a 20 foot wide paved
Finding: surface.

The requirements of this section have been met.

3. **Maximum driveway grade shall be 15 percent. The 15 percent shall be measured along the centerline of the driveway only. 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 shall be under 12 percent grade as measured along the centerline of the driveway only. Grades elsewhere along the driveway shall not apply.**

Applicant's The proposed shared driveway that will serve lots 2-5 has been proposed at less than 50
Finding: percent.

The requirements of this section have been met.

4. **The driveway shall include a minimum of 20 feet in length between the garage door and the back of sidewalk, or, if no sidewalk is proposed, to the paved portion of the right-of-way.**

Applicant's All proposed homes will have individual driveway areas of at least 20 feet to allow for
Finding: parking of vehicles off of the common access ways or public roads.

The requirements of this section have been met.

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.

- 1. A turnaround may be required as prescribed by the Fire Chief.**
- 2. Minimum vertical clearance for the driveway shall be 13 feet, six inches.**
- 3. A minimum centerline turning radius of 45 feet is required unless waived by the Fire Chief.**

Applicant's The Applicant has proposed a design for access to the proposed home sites which has
Finding: been preliminarily approved by the Fire Chief.

The requirements of this section have been met.

4. There shall be sufficient horizontal clearance on either side of the driveway so that the total horizontal clearance is 20 feet.

Applicant's All proposed driveway will have a horizontal clearance of at least 20 feet.
Finding:

The requirements of this section are met.

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.

Applicant's The Applicant has proposed to provide access to all six lots created by this subdivision
Finding: through the extension of Tannler Drive, a public street.

The requirements of this section are met.

48.060 WIDTH AND LOCATION OF CURB CUTS AND ACCESS SEPARATION REQUIREMENTS

A. Minimum curb cut width shall be 16 feet.

Applicant's All proposed curb cuts exceed the minimum 16 foot standard.
Finding:

The requirements of this section are met.

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.

Applicant's The maximum width of the curb cuts provided is less than 36 feet.
Finding:

The requirements of this section are met.

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.

Applicant's Finding: The Applicant's proposed driveway spacing exceeds the minimum 35 foot spacing requirements for local streets intersecting collectors. In this case, Tannler Drive intersects Bland Circle.

The requirements of this section are met.

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:

3. Between any two curb cuts on the same lot or parcel on a local street, 30 feet.

Applicant's Finding: A minimum distance of 30 feet of spacing has been provided between curb cuts along Tannler Drive.

The requirements of this section are met.

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

Applicant's Finding: No rolled curbs have been proposed. The requirements of this section do not apply.

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.

Applicant's Finding: The requirements of this section do not apply.

G. Adequate line of sight pursuant to engineering standards should be afforded at each driveway or accessway. (Ord. 1270, 1990; Ord. 1584, 2008; Ord. 1636 § 35, 2014)

Applicant's Finding: The proposed driveways will comply with the City's engineering standards for site distance. This requirement will be verified at the time of building permit submission for each individual home site and driveway.

The requirements of this section have been met.

48.070 PLANNING DIRECTOR'S AUTHORITY TO RESTRICT ACCESS APPEAL PROVISIONS

A. In order to provide for increased traffic movement on congested streets and eliminate turning movement problems, the Planning Director and the City Engineer, or his designee, may restrict the location of driveways on said street and require the location of driveways on adjacent streets upon the finding that the proposed access would:

Applicant's Finding:

1. Provide inadequate access for emergency vehicles; or

Applicant's Finding: The proposed development continues a public street network into the site and provides a private driveway with access to multiple lots. The proposed private driveway will be constructed in accordance with the City's requirements for emergency vehicle access. Adequate access for emergency vehicles has been provided throughout the site.

The requirements of this section have been met.

2. Cause or increase hazardous conditions to exist which would constitute a clear and present danger to the public health safety and general welfare.

Applicant's Finding: The site has no hazardous conditions which would be exacerbated by the development proposal.

The requirements of this section do not apply.

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.)

Applicant's Finding:

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

Applicant's Finding: The Applicant has provided for the extension of a public street into the proposed development. The street will provide facilities for both pedestrians and cyclists, consistent with the City's standards for public streets.

The requirements of this section have been met.

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.

Applicant's Finding: This subdivision application includes a tree inventory and preservation plan focused on maintaining significant trees and clusters. Roads, utilities, and lots have been carefully placed to allow the retention of as many trees as possible.

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.

Applicant's Finding: No parking areas, aside from driveways, are required for residential subdivisions. No parking reduction is requested.

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

Applicant's Finding: The developer will comply with all municipal code requirements for tree protection.

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.

Applicant's Finding: No heritage trees have been identified on this site.
The requirements of this section have been satisfied.

E. (Not applicable to single-family residential)

F. Landscaping (trees) in new subdivision.

1. Street trees shall be planted by the City within the planting strips (minimum six-foot width) of any new subdivision in conformity with the street tree plan for the area, and in accordance with the planting specifications of the Parks and Recreation Department. All trees shall be planted during the first planting season after occupancy. In selecting types of trees, the City Arborist may determine the appropriateness of the trees to local conditions and whether that tree has been overplanted, and whether alternate species should be selected. Also see subsection (C) of this section.
2. The cost of street trees shall be paid by the developer of the subdivision.
3. The fee per street tree, as established by the City, shall be based upon the following:
 - a. The cost of the tree;
 - b. Labor and equipment for original placement;

- c. Regular maintenance necessary for tree establishment during the initial two-year period following the City schedule of maintenance; and
- d. A two-year replacement warranty based on the City's established failure rate. (Ord. 1408, 1998; Ord. 1463, 2000)

Applicant's Finding: The applicant will pay for the installation of street trees by the City and maintain the trees for the two-year establishment period.

The requirements of this section have been satisfied.

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.

Applicant's Finding: 6-foot-wide planting strips will be installed between the sidewalk and the asphalt within the right-of-way of Bland Circle and Tannler Drive.

The requirements of this section have been satisfied.

54.040 INSTALLATION

- A. All landscaping shall be installed according to accepted planting procedures.
- B. The soil and plant materials shall be of good quality.
- C. Landscaping shall be installed in accordance with the provisions of this code.
- D. Certificates of occupancy shall not be issued unless the landscaping requirements have been met or other arrangements have been made and approved by the City such as the posting of a bond.

Applicant's Finding: All landscaping installation will meet the requirements of this section.

The requirements of this section have been satisfied.

54.050 PROTECTION OF STREET TREES

Street trees may not be topped or trimmed unless approval is granted by the Parks Supervisor or, in emergency cases, when a tree imminently threatens power lines.

Applicant's Finding: There are no existing street trees adjacent to this property.

The requirements of this section have been satisfied.

54.060 MAINTENANCE

A. The owner, tenant and their agent, if any, shall be jointly and severally responsible for the maintenance of all landscaping which shall be maintained in good condition so as to present a healthy, neat, and orderly appearance and shall be kept free from refuse and debris.

B. All plant growth in interior landscaped areas shall be controlled by pruning, trimming, or otherwise so that:

- 1. It will not interfere with the maintenance or repair of any public utility;**
- 2. It will not restrict pedestrian or vehicular access; and**
- 3. It will not constitute a traffic hazard because of reduced visibility.**

Applicant's Finding: The owners of this property, including future homeowners, will be responsible for maintenance of landscaping.

The requirements of this section have been satisfied.

54.070 SPECIFICATION SUMMARY

*****25% of residential/multi-family site must be landscaped.**

Applicant's Finding: A minimum of 25% of this site will be landscaped as part of the yards of future homes.

The requirements of this section have been satisfied.

DIVISION 4. DESIGN REVIEW

CHAPTER 55. DESIGN REVIEW

55.100 APPROVAL STANDARDS - CLASS II DESIGN REVIEW

B. Relationship to the natural and physical environment.

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

Applicant's Finding: No heritage trees were identified on this site.

The requirements of this section have been satisfied.

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

findings shall prevail. It is important to acknowledge that all trees are not significant and, further, that this code section will not necessarily protect all trees deemed significant.

Applicant's Finding: The findings of subsections (B)(2)(a) through (f) are found below.

The requirements of this section have been satisfied.

a. Non-residential and residential projects on Type I and II lands shall protect all heritage trees and all significant trees and tree clusters by either the dedication of these areas or establishing tree conservation easements. Development of Type I and II lands shall require the careful layout of streets, driveways, building pads, lots, and utilities to avoid heritage trees and significant trees and tree clusters, and other natural resources pursuant to this code. The method for delineating the protected trees or tree clusters ("dripline + 10 feet") is explained in subsection (B)(2)(b) of this section. Exemptions of subsections (B)(2)(c), (e), and (f) of this section shall apply.

Applicant's Finding: This site is not classified as Type I or Type II and, therefore, this standard is not applicable.

The requirements of this section have been satisfied.

b. Non-residential and residential projects on non-Type I and II lands shall set aside up to 20 percent of the area to protect trees and tree clusters that are determined to be significant, plus any heritage trees. Therefore, in the event that the City Arborist determines that a significant tree cluster exists at a development site, then up to 20 percent of the non-Type I and II lands shall be devoted to the protection of those trees, either by dedication or easement. The exact percentage is determined by establishing the driplines of the trees or tree clusters that are to be protected. In order to protect the roots which typically extend further, an additional 10-foot measurement beyond the dripline shall be added. The square footage of the area inside this "dripline plus 10 feet" measurement shall be the basis for calculating the percentage (see figure below). The City Arborist will identify which tree(s) are to be protected. Development of non-Type I and II lands shall also require the careful layout of streets, driveways, building pads, lots, and utilities to avoid significant trees, tree clusters, heritage trees, and other natural resources pursuant to this code. Exemptions of subsections (B)(2)(c), (e), and (f) of this section shall apply. Please note that in the event that more than 20 percent of the non-Type I and II lands comprise significant trees or tree clusters, the developer shall not be required to save the excess trees, but is encouraged to do so.

Applicant's Finding: The proposed subdivision is located on non-Type I and II lands. Streets, driveways, building pads, lots and utilities have been carefully laid out so as to avoid significant trees and clusters. Every effort has been made to retain trees as they enhance the value of the properties for the developer and the future homeowners. The applicant has inventoried all trees on site and has consulted with the City's arborist to determine which trees on site are significant. The applicant is proposing tree preservation consistent with these requirements, as detailed in the tree plan.

There are a total of 19 trees identified as significant on this site, for a total of 569-inches DBH of significant trees. Of the 19 significant trees, 8 will be retained with this subdivision application, for a total of 240-inches DBH. 11 significant trees will be removed totaling 329-inches DBH, or 33.7% of the total DBH of all significant trees on site.

The requirements of this section have been satisfied.

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

Applicant's No street stubouts are proposed on abutting properties.

Finding:

The requirements of this section have been satisfied.

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

Applicant's The R-7 zone permits a maximum density of 6.2 dwelling units per net acre. Net acre is defined as "The total gross acres less the public right-of-way and other acreage deductions, as applicable". The net acreage of this site after removal of dedicated right-of way is 1.87 acres. At 6.2 dwelling units per net acre, the maximum number of dwelling units on this site is 11. This proposal is for 6 lots; however, one of the lots is sized in such a way that it could be re-divided into three parcels. The 5 standard sized lots and the 3 parcels possible from the oversized lot would result in a net site density of 8 dwelling units, or 73% of the maximum 11 lots on the site.

Finding:

The requirements of this section have been satisfied.

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

Applicant's No arterial or collector street projects are included with this development application.

Finding:

The requirements of this section have been satisfied.

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

**Applicant's
Finding:**

The Applicant's proposed access drives will result in the removal of one 39-inch DBH Douglas-fir tree (identified as Tree No. 3697 in the submitted arborist's report). This tree is not a significant tree as determined by the project arborist and City Arborist.

Construction of improvements on Bland Circle will result in the loss of ten trees for a total of 154-inches DBH. Two of the trees proposed for removal have been determined to be significant.

Construction of improvements on Tannler Drive will result in the loss of six trees for a total of 56-inches DBH, none of which are identified as significant.

Two significant trees or tree clusters with a total DBH of 70 inches are proposed for removal due to street construction. The Applicant is proposing to mitigate for the removal of 70 inches of DBH by planting 35 trees, each two inches.

The requirements of this section have been satisfied.

DIVISION 8. LAND DIVISIONS

CHAPTER 92. REQUIRED IMPROVEMENTS

92.010 PUBLIC IMPROVEMENTS FOR ALL DEVELOPMENT

The following improvements shall be installed at the expense of the developer and meet all City codes and standards:

A. Streets within subdivisions.

- 1. All streets within a subdivision, including alleys, shall be graded for the full right-of-way width and improved to the City's permanent improvement standards and specifications which include sidewalks and bicycle lanes, unless the decision-making authority makes the following findings:**
 - a. The right-of-way cannot be reasonably improved in a manner consistent with City road standards or City standards for the protection of wetlands and natural drainageways.**
 - b. The right-of-way does not provide a link in a continuous pattern of connected local streets, or, if it does provide such a link, that an alternative street link already exists or the applicant has proposed an alternative street which provides the necessary connectivity, or the applicant has proven that there is no feasible location on the property for an alternative street providing the link.**
- 2. When the decision-making authority makes these findings, the decision-making authority may impose any of the following conditions of approval:**
 - a. A condition that the applicant initiate vacation proceedings for all or part of the right-of-way.**

- b. A condition that the applicant build a trail, bicycle path, or other appropriate way.

If the applicant initiates vacation proceedings pursuant to subsection (A)(2)(a) of this section, and the right-of-way cannot be vacated because of opposition from adjacent property owners, the City Council shall consider and decide whether to process a City-initiated street vacation pursuant to Chapter [271](#) ORS.

Construction staging area shall be established and approved by the City Engineer. Clearing, grubbing, and grading for a development shall be confined to areas that have been granted approval in the land use approval process only. Clearing, grubbing, and grading outside of land use approved areas can only be approved through a land use approval modification and/or an approved Building Department grading permit for survey purposes. Catch basins shall be installed and connected to pipe lines leading to storm sewers or drainageways.

B. Extension of streets to subdivisions. The extension of subdivision streets to the intercepting paving line of existing streets with which subdivision streets intersect shall be graded for the full right-of-way width and improved to a minimum street structural section and width of 24 feet.

C. Local and minor collector streets within the rights-of-way abutting a subdivision shall be graded for the full right-of-way width and approved to the City's permanent improvement standards and specifications. The City Engineer shall review the need for street improvements and shall specify whether full street or partial street improvements shall be required. The City Engineer shall also specify the extent of storm drainage improvements required. The City Engineer shall be guided by the purpose of the City's systems development charge program in determining the extent of improvements which are the responsibility of the subdivider.

D. Monuments. Upon completion of the first pavement lift of all street improvements, monuments shall be installed and/or reestablished at every street intersection and all points of curvature and points of tangency of street centerlines with an iron survey control rod. Elevation benchmarks shall be established at each street intersection monument with a cap (in a monument box) with elevations to a U.S. Geological Survey datum that exceeds a distance of 800 feet from an existing benchmark.

E. Surface drainage and storm sewer system. A registered civil engineer shall prepare a plan and statement which shall be supported by factual data that clearly shows that there will be no adverse impacts from increased intensity of runoff off site of a 100-year storm, or the plan and statement shall identify all off-site impacts and measures to mitigate those impacts commensurate to the particular land use application. Mitigation measures shall maintain pre-existing levels and meet buildout volumes, and meet planning and engineering requirements.

F. Sanitary sewers. Sanitary sewers shall be installed to City standards to serve the subdivision and to connect the subdivision to existing mains.

1. If the area outside the subdivision to be directly served by the sewer line has reached a state of development to justify sewer installation at the time, the Planning Commission may recommend to the City Council construction as an assessment project with such arrangement with the subdivider as is desirable to assure financing his share of the construction.
2. If the installation is not made as an assessment project, the City may reimburse the subdivider an amount estimated to be a proportionate share of the cost for each connection made to the sewer by property owners outside of the subdivision for a period of 10 years from the time of

installation of the sewers. The actual amount shall be determined by the City Administrator considering current construction costs.

G. Water system. Water lines with valves and fire hydrants providing service to each building site in the subdivision and connecting the subdivision to City mains shall be installed. Prior to starting building construction, the design shall take into account provisions for extension beyond the subdivision and to adequately grid the City system. Hydrant spacing is to be based on accessible area served according to the City Engineer's recommendations and City standards. If required water mains will directly serve property outside the subdivision, the City may reimburse the developer an amount estimated to be the proportionate share of the cost for each connection made to the water mains by property owners outside the subdivision for a period of 10 years from the time of installation of the mains. If oversizing of water mains is required to areas outside the subdivision as a general improvement, but to which no new connections can be identified, the City may reimburse the developer that proportionate share of the cost for oversizing. The actual amount and reimbursement method shall be as determined by the City Administrator considering current or actual construction costs.

H. Sidewalks.

1. Sidewalks shall be installed on both sides of a public street and in any special pedestrian way within the subdivision, except that in the case of primary or secondary arterials, or special type industrial districts, or special site conditions, the Planning Commission may approve a subdivision without sidewalks if alternate pedestrian routes are available.

In the case of the double-frontage lots, provision of sidewalks along the frontage not used for access shall be the responsibility of the developer. Providing front and side yard sidewalks shall be the responsibility of the land owner at the time a request for a building permit is received. Additionally, deed restrictions and CC&Rs shall reflect that sidewalks are to be installed prior to occupancy and it is the responsibility of the lot or homeowner to provide the sidewalk, except as required above for double-frontage lots.

2. On local streets serving only single-family dwellings, sidewalks may be constructed during home construction, but a letter of credit shall be required from the developer to ensure construction of all missing sidewalk segments within four years of final plat approval pursuant to CDC 91.010(A)(2).

3. The sidewalks shall measure at least six feet in width and be separated from the curb by a six-foot minimum width planter strip. Reductions in widths to preserve trees or other topographic features, inadequate right-of-way, or constraints, may be permitted if approved by the City Engineer in consultation with the Planning Director.

4. Sidewalks should be buffered from the roadway on high volume arterials or collectors by landscape strip or berm of three and one-half-foot minimum width.

5. The City Engineer may allow the installation of sidewalks on one side of any street only if the City Engineer finds that the presence of any of the factors listed below justifies such waiver:

- a. The street has, or is projected to have, very low volume traffic density;
- b. The street is a dead-end street;
- c. The housing along the street is very low density; or

d. The street contains exceptional topographic conditions such as steep slopes, unstable soils, or other similar conditions making the location of a sidewalk undesirable.

I. Bicycle routes. If appropriate to the extension of a system of bicycle routes, existing or planned, the Planning Commission may require the installation of separate bicycle lanes within streets and separate bicycle paths.

J. Street name signs. All street name signs and traffic control devices for the initial signing of the new development shall be installed by the City with sign and installation costs paid by the developer.

K. Dead-end street signs. Signs indicating “future roadway” shall be installed at the end of all discontinued streets. Signs shall be installed by the City per City standards, with sign and installation costs paid by the developer.

L. Signs indicating future use shall be installed on land dedicated for public facilities (e.g., parks, water reservoir, fire halls, etc.). Sign and installation costs shall be paid by the developer.

M. Street lights. Street lights shall be installed and shall be served from an underground source of supply. The street lighting shall meet IES lighting standards. The street lights shall be the shoe-box style light (flat lens) with a 30-foot bronze pole in residential (non-intersection) areas. The street light shall be the cobra head style (drop lens) with an approximate 50-foot (sized for intersection width) bronze pole. The developer shall submit to the City Engineer for approval of any alternate residential, commercial, and industrial lighting, and alternate lighting fixture design. The developer and/or homeowners association is required to pay for all expenses related to street light energy and maintenance costs until annexed into the City.

N. Utilities. The developer shall make necessary arrangements with utility companies or other persons or corporations affected for the installation of underground lines and facilities. Electrical lines and other wires, including but not limited to communication, street lighting, and cable television, shall be placed underground.

O. Curb cuts and driveways. Curb cuts and driveway installations are not required of the subdivider at the time of street construction, but, if installed, shall be according to City standards. Proper curb cuts and hard-surfaced driveways shall be required at the time buildings are constructed.

P. Street trees. Street trees shall be provided by the City Parks and Recreation Department in accordance with standards as adopted by the City in the Municipal Code. The fee charged the subdivider for providing and maintaining these trees shall be set by resolution of the City Council.

Q. Joint mailbox facilities shall be provided in all residential subdivisions, with each joint mailbox serving at least two, but no more than eight, dwelling units. Joint mailbox structures shall be placed in the street right-of-way adjacent to roadway curbs. Proposed locations of joint mailboxes shall be designated on a copy of the tentative plan of the subdivision, and shall be approved as part of the tentative plan approval. In addition, sketch plans for the joint mailbox structures to be used shall be submitted and approved by the City Engineer prior to final plat approval. (Ord. 1180, 1986; Ord. 1192, 1987; Ord. 1287, 1990; Ord. 1321, 1992; Ord. 1339, 1993; Ord. 1401, 1997; Ord. 1408, 1998; Ord. 1442, 1999)

Applicant's
Finding:

All improvements will be installed per the submitted plans and in conformance with the requirements of this title.

92.030 IMPROVEMENT PROCEDURES

In addition to other requirements, improvements installed by the developer, either as a requirement of these regulations or at the developer's own option, shall conform to the requirements of this title and permanent improvement standards and specifications adopted by the City and shall be installed in accordance with the following procedure:

- A. Improvement work shall not be commenced until plans have been checked for adequacy and approved by the City. To the extent necessary for evaluation of the proposal, the improvement plans may be required before approval of the tentative plan of a subdivision or partition. Plans shall be prepared in accordance with the requirements of the City.
- B. Improvement work shall not be commenced until the City has been notified in advance, and if work has been discontinued for any reason, it shall not be resumed until the City has been notified.
- C. Improvements shall be constructed under the Engineer. The City may require changes in typical sections and details in the public interest if unusual conditions arise during construction to warrant the change.
- D. All underground utilities, sanitary sewers, and storm drains installed in streets by the subdivider or by any utility company shall be constructed prior to the surfacing of the streets. Stubs for service connections for underground utilities and sanitary sewers shall be placed to a length obviating the necessity for disturbing the street improvements when service connections are made.
- E. A digital and mylar map showing all public improvements as built shall be filed with the City Engineer upon completion of the improvements. (Ord. 1408, 1998)

Applicant's Finding: All improvements will be installed in conformance with the requirements of this title.

DIVISION 9. ADMINISTRATIVE PROCEDURES

CHAPTER 99 PROCEDURES FOR DECISION MAKING: QUASI-JUDICIAL

99.030 APPLICATION PROCESS: WHO MAY APPLY, PRE-APPLICATION CONFERENCE, REQUIREMENTS, REFUSAL OF APPLICATION, FEES

A. Who may apply.

- 1. Applications for approval required under this chapter may be initiated by:
 - a. The owner of the property that is the subject of the application or the owner's duly authorized representative;
 - b. The purchaser of such property who submits a duly executed written contract or copy thereof, which has been recorded with the Clackamas Clerk;
 - c. A lessee in possession of such property who submits written consent of the owner to make such application; or
 - d. Motion by the Planning Commission or City Council.

2. Any person authorized by this chapter to submit an application for approval may be represented by an agent who is authorized in writing by such a person to make the application.

Applicant's The owner of the property is initiating this application for approval.
Finding:

B. Pre-application conferences.

1. Subject to subsection (B)(4) of this section, a pre-application conference is required for, but not limited to, ***I. land divisions.

Applicant's A pre-application meeting was held February 5, 2015.
Finding:

C. The requirements for making an application.

1. The application shall be made on forms provided by the Director as provided by CDC 99.040(A)(1);
2. The application shall be complete and shall contain the information requested on the form, shall address the appropriate submittal requirements and approval criteria in sufficient detail for review and action, and shall be accompanied by the deposit or fee required by CDC 99.033. No application will be accepted if not accompanied by the required fee or deposit. In the event an additional deposit is required by CDC 99.033 and not provided within the time required, the application shall be rejected without further processing or deliberation and all application materials shall be returned to the applicant, notwithstanding any determination of completeness. (Ord. 1527, 2005; Ord. 1568, 2008; Ord. 1590 § 1, 2009; Ord. 1599 § 6, 2011)

Applicant's This application has been made on forms provided by the City's Planning Department.
Finding: The application contains the necessary information and the required fee.

99.033 FEES

The Council shall adopt a schedule of fees reasonably calculated to defray the expenses of the administrative process. The Council may establish either a set fee or a deposit system in which the applicant pays a deposit and the City determines the total administrative cost at the end of the process and refunds any unused amount of the deposit to the applicant. No additional deposit shall be required for additional costs that are incurred because the matter is referred to or called up by a higher decision-making authority. The Council shall charge no fees for City-initiated land use applications or appeals filed by a recognized neighborhood association pursuant to the provisions of CDC 99.240. (Ord. 1527, 2005; Ord. 1568, 2008; Ord. 1604 § 70, 2011)

Applicant's The required fee was submitted with the land use application.
Finding:

99.038 NEIGHBORHOOD CONTACT REQUIRED FOR CERTAIN APPLICATIONS

Prior to submittal of an application for any subdivision, conditional use permit, multi-family project, planned unit development of four or more lots, non-residential buildings of over 1,500 square feet, or

a zone change that requires a Comprehensive Plan amendment, the applicant shall contact and discuss the proposed development with any affected neighborhood as provided in this section. Although not required for other or smaller projects, contact with neighbors is highly recommended. The Planning Director may require neighborhood contact pursuant to this section prior to the filing of an application for any other development permit if the Director deems neighborhood contact to be beneficial.

A. Purpose. The purpose of neighborhood contact is to identify potential issues or conflicts regarding a proposed application so that they may be addressed prior to filing. This contact is intended to result in a better application and to expedite and lessen the expense of the review process by avoiding needless delays, appeals, remands, or denials. The City expects an applicant to take the reasonable concerns and recommendations of the neighborhood into consideration when preparing an application. The City expects the neighborhood association to work with the applicant to provide such input.

B. The applicant shall contact by letter all recognized neighborhood associations whose boundaries contain all or part of the site of the proposed development and all property owners within 500 feet of the site.

C. The letter shall be sent by to the president of the neighborhood association, and to one designee as submitted to the City by the neighborhood association, and shall be sent by regular mail to the other officers of the association and the property owners within 500 feet. If another neighborhood association boundary is located within the 500-foot notice radius, the letter shall be sent to that association's president, and to one designee as submitted to the City by the neighborhood association as well. The letter shall briefly describe the nature and location of the proposed development, and invite the association and interested persons to a meeting to discuss the proposal in more detail. The meeting shall be scheduled at the association's regularly scheduled monthly meeting, or at another time at the discretion of the association, and not less than 20 days from the date of mailing of the notice. If the meeting is scheduled as part of the association's regular monthly meeting, the letter shall explain that the proposal may not be the only topic of discussion on the meeting agenda. The letter shall encourage concerned citizens to contact their association president, or their association designee, with any questions that they may want to relay to the applicant.

Neighborhood contact shall be initiated by the applicant by mailing the association president, and to one designee as submitted to the City by the neighborhood association, a letter, return receipt requested, formally requesting, within 60 days, a date and location to have their required neighborhood meeting. The 60 days shall be calculated from the date that the applicant mails this letter to the association. If the neighborhood association does not want to meet within the 60-day timeframe, or if there is no neighborhood association, the applicant may hold a public meeting during the evening after 6:00 p.m., or on the weekend no less than 20 days from the date of mailing of the notice. All meetings shall be held at a location open to the public within the boundaries of the association or at a public facility within the City of West Linn. If the meeting is held at a business, it shall be posted at the time of the meeting as the meeting place and shall note that the meeting is open to the public and all interested persons may attend.

D. On the same date the letters described in subsections A through C of this section are mailed, the applicant shall provide and post notice on the property subject to the proposed application. The notice shall be posted at a location visible from the public right-of-way. If the site is not located adjacent to a through street, then an additional sign shall be posted on the nearest through street. The sign notice shall be at least 11 inches by 17 inches in size on durable material and in clear, legible writing. The notice shall state that the site may be subject to a proposed development (e.g., subdivision, variance, conditional use) and shall set forth the name of the applicant and a telephone number where the

applicant can be reached for additional information. The site shall remain posted until the conclusion of the meeting.

E. An application shall not be accepted as complete unless and until the applicant demonstrates compliance with this section by including with the application:

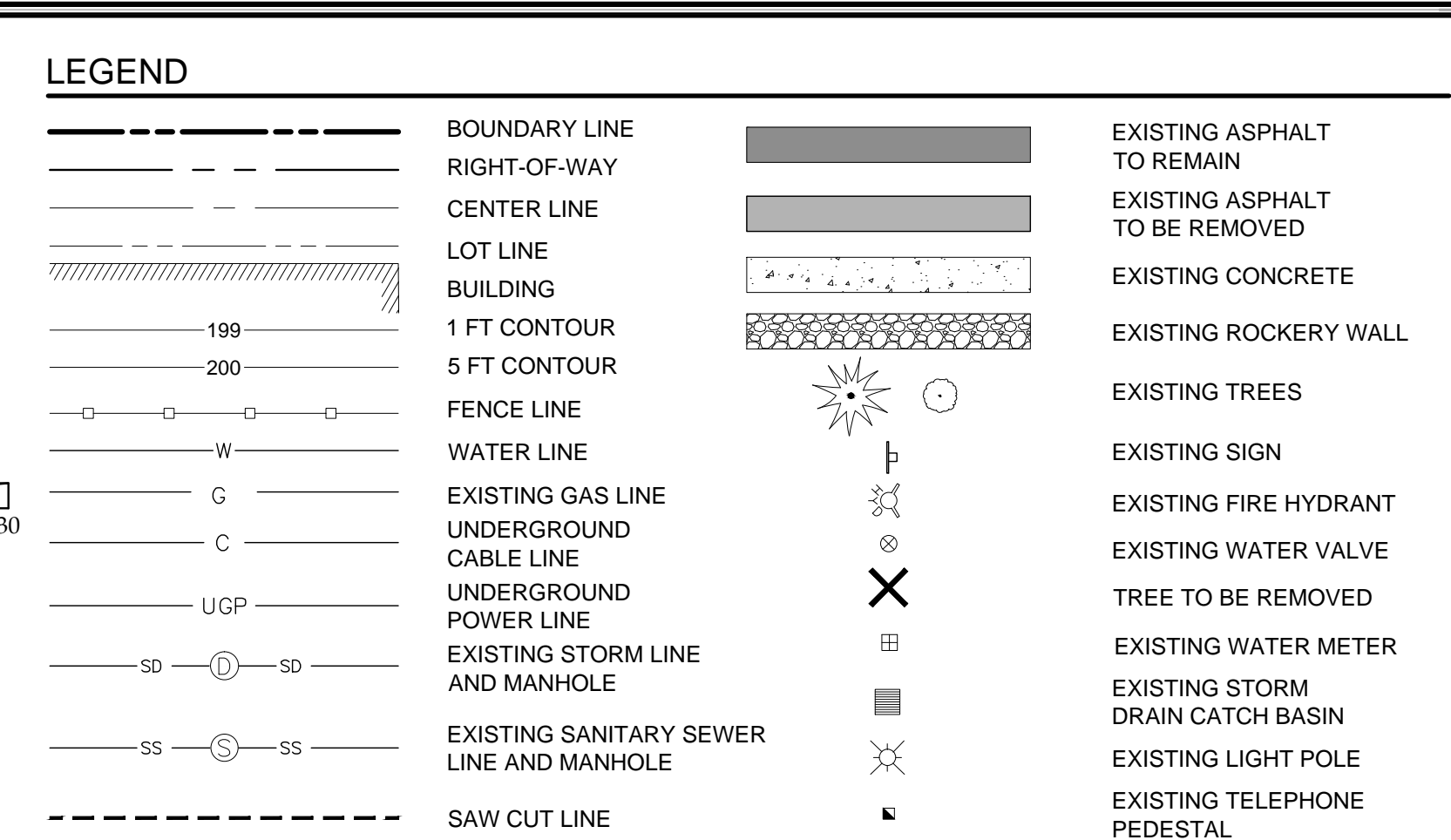
1. A copy of the certified letter to the neighborhood association with a copy of return receipt;
2. A copy of the letter to officers of the association and to property owners within 500 feet, including an affidavit of mailing and a copy of the mailing list containing the names and addresses of such owners and residents;
3. A copy of the required posted notice, along with an affidavit of posting;
4. A copy of the minutes of the meetings, produced by the neighborhood association, which shall include a record of any verbal comments received, and copies of any written comments from property owners, residents, and neighborhood association members. If there are no minutes, the applicant may provide a summary of the meeting comments. The applicant shall also send a copy of the summary to the chair of the neighborhood association. The chair shall be allowed to supplement the summary with any additional comments regarding the content of the meeting, as long as such comments are filed before the record is closed;
5. An audiotape of the meeting; and
6. In the event that it is discovered by staff that the aforementioned procedures of this section were not followed, or that a review of the audio tape and meeting minutes show the applicant has made a material misrepresentation of the project at the neighborhood meeting, the application shall be deemed incomplete until the applicant demonstrates compliance with this section. (Ord. 1425, 1998; Ord. 1474, 2001; Ord. 1568, 2008; Ord. 1590 § 1, 2009)

Applicant's Finding: This section requires the applicant to contact and discuss the proposed development with any affected neighborhood as provided in this section.

A meeting was held with the Savanna Oaks Neighborhood Association on September 1, 2015. The meeting was scheduled and noticed per the requirements of this section, and the required neighborhood meeting documentation is submitted with this application. The applicant provided renderings and information regarding the proposed subdivision and answered all questions asked by the members of the neighborhood association.

SUMMARY AND CONCLUSION

Based upon the materials submitted herein, the Applicant respectfully requests that the City's Planning Commission approve this 6-lot subdivision.

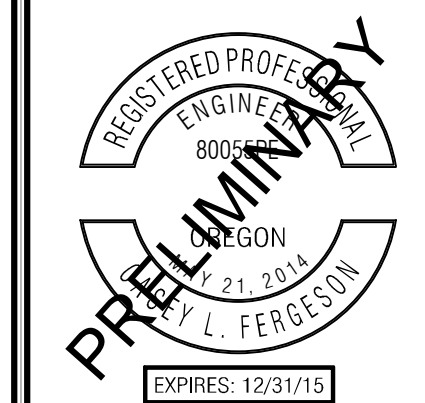


- | KEY NOTES | |
|-----------|---|
| 1 | PROTECT EXISTING FENCING TO REMAIN. |
| 2 | EXISTING STRUCTURE TO BE DEMOLISHED. DEBRIS AND REFUSE TO BE DISPOSED OFF-SITE AT AN APPROVED LOCATION. |
| 3 | REMOVE EXISTING SEPTIC TANK AND AND DECOMMISSION PER JURISDICTIONAL STANDARDS. |
| 4 | REMOVE EXISTING WELL STRUCTURE AND DECOMMISSION PER JURISDICTIONAL STANDARDS. |
| 5 | REMOVE EXISTING FENCING AND DISPOSE OF OFF-SITE. |
| 6 | REMOVE EXISTING WATER VAULT AND AND DECOMMISSION PER JURISDICTIONAL STANDARDS. |
| 7 | REMOVE EXISTING CONCRETE AND BASE ROCK. DISPOSE OF RUBBLE AND REFUSE OFF-SITE. |
| 8 | PROTECT EXISTING CONCRETE/SIDEWALK TO REMAIN. |
| 9 | EXISTING ELECTRICAL METER TO BE DISCONNECTED AND RETURNED TO POWER COMPANY. CONTRACTOR TO COORDINATE WITH UTILITY PURVEYOR. |
| 10 | REMOVE EXISTING ROCK WALL AND DISPOSE OF OFF-SITE. |
| 11 | REMOVE EXISTING TREE/LANDSCAPING NECESSARY TO INSTALL IMPROVEMENTS, SEE SHEET C2.1. |
| 12 | SAWCUT EXISTING ASPHALT PAVEMENT AS SHOWN. |
| 13 | REMOVE EXISTING ASPHALT SURFACING AND BASE ROCK. DISPOSE OF RUBBLE AND REFUSE OFF SITE. |
| 14 | REMOVE EXISTING DITCH INLET AND PIPING AND DISPOSE OF OFF-SITE. |
| 15 | PROTECT EXISTING UTILITIES TO REMAIN. |
| 16 | REMOVE AND RELOCATE EXISTING "13 TON TRUCK WEIGHT LIMIT" SIGN. |
| 17 | REMOVE EXISTING RETAINING WALL AND ASPHALT BERM. DISPOSE OF RUBBLE AND REFUSE OFFSITE. |
| 18 | PROTECT EXISTING CURB AND GUTTER TO REMAIN. |


ZONE X (UN-SHADED) THE SITE IS LOCATED WITHIN ZONE X (UN-SHADED) PER FLOOD INSURANCE RATE MAP (FIRM) COMMUNITY-PANEL NUMBER 41005C0257D. FEMA'S DEFINITION OF ZONE X (UN-SHADED) IS AN AREA OF MINIMAL FLOOD HAZARD, USUALLY DETERMINED ON FIRMS AS ABOVE THE 500-YEAR FLOOD LEVEL. ZONE X IS THE AREA DETERMINED TO BE OUTSIDE THE 500-YEAR FLOOD AND PROTECTED BY LEVEE FROM 100-YEAR FLOOD. IN COMMUNITIES THAT PARTICIPATE IN THE NFIP, FLOOD INSURANCE IS AVAILABLE TO ALL PROPERTY OWNERS AND RENTERS IN THESE ZONES.

FOR USE AS AN EXISTING CONDITIONS PLAN SHOWING THE CONDITIONS OF THE SITE PRIOR TO
 MATION SHOWN ON THIS PLAN WAS DEVELOPED FROM THE TOPOGRAPHIC SURVEY, AERIAL PHOTOS, AND
 THE ENGINEER. NOT ALL SURFACE FEATURES OR UTILITIES MAY BE SHOWN. CONTRACTOR SHALL VERIFY ALL
 PRIOR TO CONSTRUCTION TO DETERMINE WORK SPECIFIC DETAILS. TOPOGRAPHIC INFORMATION PROVIDED
 VEYORS DATED AUGUST, 2015 .

CONDITIONS AND DEMOLITION PLAN
WANNA HEIGHTS
SUBDIVISION
BLAND CIRCLE ESTATES, LLC
WEST LINN, OR



3J CONSULTING, INC.



CIVIL ENGINEERING
WATER RESOURCES
LAND USE PLANNING

5075 SW GRIFFITH DRIVE, SUITE 130, BEAVERTON, OR 97005
PHONE & FAX: (503) 946-5395

3J JOB ID #	15246
LAND USE #	_____
TAX LOT #	21E35B 00500
DESIGNED BY	CLF, JKG
CHECKED BY	AJM
SHEET TITLE	
EX COND. & DEMO	
SHEET NUMBER	

C1.0