

## DEVELOPMENT REVIEW APPLICATION

For Office Use Only		
STAFF CONTACT <i>Garren Wyss</i>	PROJECT NO(S). <i>MP-1505</i>	
NON-REFUNDABLE FEE(S) <i>500-</i>	REFUNDABLE DEPOSIT(S) <i>2800-</i>	TOTAL <i>3300-</i>

**Type of Review (Please check all that apply):**

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

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

<b>Site Location/Address:</b>  <i>3340 Arbor Drive</i>	Assessor's Map No.: <i>21E 14DA</i>
	Tax Lot(s): <i>2500</i>
	Total Land Area: <i>± 46,507 SF</i>

**Brief Description of Proposal:**  
  
*2-PARCEL PARTITION*

<b>Applicant Name:</b> (please print) <i>DALE FORTUNA</i>	Phone: <i>503-699-6648</i>
Address: <i>3360 Arbor Dr.</i>	Email: <i>dalefortuna@comcast.net</i>
City State Zip: <i>West Linn, OR 97068</i>	

<b>Owner Name</b> (required): (please print) <i>DALE FORTUNA</i>	Phone: <i>503-699-6648</i>
Address: <i>3360 Arbor Dr.</i>	Email: <i>dalefortuna@comcast.net</i>
City State Zip: <i>West Linn, OR 97068</i>	

<b>Consultant Name:</b> (please print) <i>MATT NEWMAN - NW ENGINEERS</i>	Phone: <i>503 601-4401</i>
Address: <i>3409 NW JOHN OLSEN PL</i>	Email: <i>matt@nw-eng.com</i>
City State Zip: <i>HILLSBORO, OR 97124</i>	

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

\* No CD required / \*\* Only one hard-copy set needed

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

 Applicant's signature	<i>12-1-15</i> Date	 Owner's signature (required)	<i>12-1-15</i> Date
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NW Engineers, LLC  
3409 NW John Olsen Place  
Hillsboro, OR 97124  
Phone (503) 601-4401  
Fax (503) 601-4402  
Website [www.nw-eng.com](http://www.nw-eng.com)

APPLICANT'S STATEMENT  
For

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“Fortuna 2-Parcel Partition”

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REQUEST

Preliminary Plat Approval for a 2-Parcel Partition  
in the R-10 Zone

APPLICANT/OWNER

Dale Fortuna  
3360 Arbor Drive  
West Linn, Oregon 97068

APPLICANT'S REPRESENTATIVE

Matt Newman  
NW Engineers, LLC  
3409 NW John Olsen Place  
Hillsboro, OR 97124

LEGAL DESCRIPTION

Tax Map 21E 14DA  
Tax Lot 2500  
West Linn, Oregon

# “PRELIMINARY PLAT APPROVAL FOR A 2-PARCEL PARTITION IN THE R-10 ZONE”

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## DEVELOPMENT REVIEW APPLICATION

*For Office Use Only*

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NON-REFUNDABLE FEE(S)	REFUNDABLE DEPOSIT(S)	TOTAL

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3340 Arbor Drive

Assessor's Map No.: 21E 14DA

Tax Lot(s): 2500

Total Land Area: ± 46,507 SF

**Brief Description of Proposal:**

2-PARCEL PARTITION

**Applicant Name:** DALE FORTUNA  
(please print)

**Address:** 3360 Arbor Dr.

**City State Zip:** West Linn, OR 97068

Phone: 503-699-6648

Email: dalefortuna@comcast.net

**Owner Name (required):** DALE FORTUNA  
(please print)

**Address:** 3360 Arbor Dr.

**City State Zip:** West Linn, OR 97068

Phone: 503-699-6648

Email: dalefortuna@comcast.net

**Consultant Name:** MATT NEWMAN - NW ENGINEERS  
(please print)

**Address:** 3409 NW JOHN OLSEN PL

**City State Zip:** Hillsboro, OR 97124

Phone: 503 601-4401

Email: mattn@nw-eng.com

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

  
Applicant's signature

12-1-15  
Date

  
Owner's signature (required)

12-1-15  
Date



NW Engineers, LLC  
3409 NW John Olsen Place  
Hillsboro, OR 97124  
Phone (503) 601-4401  
Fax (503) 601-4402  
Website [www.nw-eng.com](http://www.nw-eng.com)

December 18, 2015

## A P P L I C A N T ' S   S T A T E M E N T

**APPLICANT/  
OWNER:**

Dale Fortuna  
3360 Arbor Drive  
West Linn, OR 97068

**APPLICANT'S  
REPRESENTATIVE:**

Matthew Newman  
NW Engineers, LLC  
3409 NW John Olsen Place  
Hillsboro, Oregon 97124

**REQUEST:**

Preliminary Plat Approval for a 2-Parcel Minor Partition  
in the R-10 District

**SITE LEGAL  
DESCRIPTION:**

Tax Lot 2500, Tax Map 21E 14DA,  
Washington County, Oregon

**SIZE:  
(DEVELOPMENT SITE)**

1.07 Acres +/-

**LOCATION:**

3340 Arbor Drive  
West Linn, OR 97068

**LAND- USE DISTRICT:**

R-10 (Residential, 4.35 Units Per Acre)

**COMMUNITY PLAN:**

Robinwood Neighborhood Plan

**I. APPLICABLE REGULATIONS**

- A. West Linn Comprehensive Plan
- B. Robinwood Neighborhood Plan
- C. West Linn Community Development Code:
  - Chapter 11                      Single-Family Residential Detached, R-10
  - Chapter 85                      General Provisions

**II. AFFECTED JURISDICTIONS**

- Domestic Water:                      City of West Linn
- Fire Protection:                      Tualatin Valley Fire and Rescue
- Electric:                                  Portland General Electric
- Police Protection:                      City of West Linn
- School District:                      West Linn-Wilsonville, 3J
- Sewer:                                      Tri-City Service District
- Streets:                                      City of West Linn

**III. BACKGROUND:**

The applicant/owner, Dale Fortuna, is requesting preliminary plat approval for a 2-parcel Minor Partition for a property designated R-10, and located in the Robinwood Neighborhood Plan area. The subject property is 1.07 acres +/- and is identified by the Washington County Assessor as Tax Lot 2500 of Tax Map 21E 14DA. The site is currently developed with a single-family detached dwelling, detached garage and detached shop.

Under the R-10 District, the subject site may be developed at a maximum density of 4.35 units/acre with a minimum lot size of 10,000 sq. ft., permitting the development of 4 units (1.07 acres x 4.35 = 4.65 or 4 units. The 2 proposed single-family lots range between 12,640 sq. ft. and 33,867 sq. ft. in area, meeting the maximum density and minimum lot size standards. The attached plans also indicate that the proposed lots meet the minimum lot width of 35-ft. at the front lot line, and meet the average lot width standard of 50-ft. (see Exhibit 5).

As indicated by the attached Existing Conditions Plan, existing utilities and transportation facilities are located in the vicinity of the site and can be extended to serve the proposed development (see Exhibit 7). The subject site fronts Arbor Drive and the existing dwelling on proposed Parcel 2 is currently connected to public utilities within the right-of-way. To serve Parcel 1, the applicant is proposing to connect to existing water and sewer main lines within Arbor Drive. Arbor Drive is classified as a Local Street and is currently improved with an asphalt surface approximately 22-ft. wide. To meet Local Street standards, the applicant is proposing to pay a fee-in-lieu of installing required street frontage improvements.

The attached plans indicated that in the northern two-thirds of the site, the parcel gently slopes down at a 4% grade from the west to the east side of the property. The southern one-third of the site slopes down towards the south property line with inclines near 50% grade. Robinwood Creek is located along the south property line and the attached plans delineate a 100-ft. development restriction to buffer this natural drainageway.

Properties to the north across Arbor Drive are fully developed single-family lots that are zoned R-10. Adjacent properties to the east and west are single-family lots which contain dwellings and are zoned R-10. Directly to the south is a large parcel that contains a single-family dwelling and is developed as Robinwood Park.

A signed copy of the development review application form, preliminary development plans, and other supporting documentation has been included with this application packet. The applicant's exhibits and narrative demonstrate that the proposed land use request meets the criteria outlined by the West Linn Community Development Code.

#### **IV. FINDINGS**

##### **A. WEST LINN COMPREHENSIVE PLAN**

###### **COMMENT:**

Except where required by the West Linn Community Development Code, this application is not required to address the city's goals and policies related to the development of land, since the West Linn Comprehensive Plan is implemented by the Code.

##### **B. ROBINWOOD NEIGHBORHOOD PLAN**

###### **COMMENT:**

Except where required by the West Linn Community Development Code, this application is not required to address the city's goals and policies related to the development of land, since the Robinwood Neighborhood Plan is implemented by the Code.

##### **C. WEST LINN COMMUNITY DEVELOPMENT CODE**

###### **Chapter 11 SINGLE-FAMILY RESIDENTIAL DETACHED, R-10**

###### **Section 11.030: PERMITTED USES**

**The following are uses permitted outright in this zoning district:**

- 1. Single-family detached residential unit.**

**COMMENT:**

The attached plans indicate that the applicant is proposing a 2-parcel Minor Partition of the subject site. Proposed Parcel 2 contains an existing single-family detached residential unit. The applicant is intending to develop an additional single-family detached dwelling on proposed Parcel 1. Therefore, both the existing and proposed uses are permitted within the R-10 District.

**Section 11.070: 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:

1. The minimum lot size shall be 10,000 square feet for a single-family detached unit.
2. The minimum front lot line length or the minimum lot width at the front lot line shall be 35 feet.
3. The average minimum lot width shall be 50 feet.
4. Repealed by Ord. 1622.

**COMMENT:**

The attached Preliminary Plat indicates that proposed Parcel 1 is 12,640-sq. ft. and Parcel 2 is 33,867 sq. ft., meeting the minimum lot size standard of 10,000 square feet. Parcel 1 provides 100-ft. of frontage on Arbor Drive and Parcel 2 provides 99.99-ft. of frontage, meeting the minimum front lot line length standard of 35-feet. The attached Preliminary Plat demonstrates that both of the proposed parcels have an average minimum lot width which exceeds the 50-ft. standard (see Exhibit 5).

5. Except as specified in CDC 25.070(C)(1) through (4) for the Willamette Historic District, the minimum yard dimensions or minimum building setback area from the lot line shall be:
  - a. For the front yard, 20 feet; except for steeply sloped lots where the provisions of CDC 41.010 shall apply.
  - b. For an interior side yard, seven and one-half feet.
  - c. For a side yard abutting a street, 15 feet.
  - d. For a rear yard, 20 feet.

**COMMENT:**

The attached Preliminary Site Plan identifies minimum setbacks for the R-10 District, including a 100-ft. development restriction buffer along Robinwood Creek (see Exhibit 6). The subject site is not located within the Willamette Historic District.



6. The maximum building height shall be 35 feet, except for steeply sloped lots in which case the provisions of Chapter 41 CDC shall apply.
7. The maximum lot coverage shall be 35 percent.
8. The minimum width of an accessway to a lot which does not abut a street or a flag lot shall be 15 feet.
9. 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.

**COMMENT:**

The attached Preliminary Site Plan demonstrates that the existing structures on Parcel 2 are non-conforming since they extend into the 100-ft. development restriction buffer along Robinwood Creek. However, the existing shop, garage, and dwelling on Parcel 2 do meet the maximum building height standard of 35 feet. The attached Preliminary Site Plan indicates that Parcel 2 also meets the required lot coverage standards. The applicant is not proposing to vary the maximum height or lot coverage standards for Parcel 1.

10. The sidewall provisions of Chapter 43 CDC shall apply.

**COMMENT:**

As required, the sidewall standards of Chapter 43 will be met when building permits are requested for a future dwelling on Parcel 1.

**Section 11.090: OTHER APPLICABLE DEVELOPMENT STANDARDS**

- A. The following standards apply to all development including permitted uses:
  1. Chapter 34 CDC, Accessory Structures, Accessory Dwelling Units, and Accessory Uses.
  2. Chapter 35 CDC, Temporary Structures and Uses.
  3. Chapter 38 CDC, Additional Yard Area Required; Exceptions to Yard Requirements; Storage in Yards; Projections into Yards.
  4. Chapter 40 CDC, Building Height Limitations, Exceptions.

5. Chapter 41 CDC, Structures on Steep Lots, Exceptions.
6. Chapter 42 CDC, Clear Vision Areas.
7. Chapter 44 CDC, Fences.
8. Chapter 46 CDC, Off-Street Parking, Loading and Reservoir Areas.
9. Chapter 48 CDC, Access, Egress and Circulation.
10. Chapter 52 CDC, Signs.
11. Chapter 54 CDC, Landscaping.

**COMMENT:**

At this time, the applicant is requesting approval of a Minor Partition land use application to divide the subject site into two parcels. When building permits are submitted for construction of a dwelling or other site improvements on proposed Parcel 1, the development will be reviewed for compliance with all applicable standards.

- B. The provisions of Chapter 55 CDC, Design Review, apply to all uses except detached single-family dwellings, residential homes and residential facilities.

**COMMENT:**

Since a detached single-family dwelling will be developed on Parcel 1, the provisions of Chapter 55 do not apply.

**Chapter 85: GENERAL PROVISIONS**

**Section 85.150: APPLICATION – TENTATIVE PLAN**

- A. The applicant shall submit a completed application which shall include:
  1. The completed application form(s).
  2. Copies of the tentative plan and supplemental drawings shall include one copy at the original scale plus one copy reduced in paper size not greater than 11 inches by 17 inches. The applicant shall also submit one copy of the complete application in a digital format acceptable to the City. When the application submittal is determined to be complete, additional copies may be required as determined by the Community Development Department.

3. A narrative explaining all aspects of land division per CDC 85.200.

B. The applicant shall pay the requisite fee.

**COMMENT:**

As required, the applicant has submitted copies of the tentative plat, supplemental drawings, and a narrative addressing applicable code criteria in accordance with the abovementioned standards.

**Section 85.160: SUBMITTAL REQUIREMENTS FOR TENTATIVE PLAN**

A. A City-wide map shall identify the site. A vicinity map covering one-quarter-mile radius from the development site shall be provided in the application showing existing subdivisions, streets, and unsubdivided land ownerships adjacent to the proposed subdivision and showing how proposed streets and utilities may be extended to connect to existing streets and utilities.

**COMMENT:**

The submitted Cover Sheet includes a Vicinity Map and Location Map meeting the standards of this section (see Exhibit 1).

B. The tentative subdivision plan shall be prepared by a registered civil engineer and/or a licensed land surveyor. A stamp and signature of the engineer or surveyor shall be included on the tentative subdivision plan. A tentative minor partition plan (three lots or less) is only required to be drawn to scale and does not have to be prepared by an engineer or surveyor.

**COMMENT:**

A Preliminary Plat has been submitted for the Minor Partition (see Exhibit 5). Although not required, the site was surveyed by a licensed surveyor and the tentative plan was prepared by a licensed engineer.

C. The tentative plan of a subdivision or partition shall be drawn at a scale not smaller than one inch equals 100 feet, or, for areas over 100 acres, one inch equals 200 feet.

D. The following general information shall be shown on the tentative plan of subdivision or partition:

1. Proposed name of the subdivision and streets; these names shall not duplicate nor resemble the name of any other subdivision or street in the City and shall be determined by the City Manager or designee. Street names should be easily spelled, pronounced, and of limited length. All new street names must, to the greatest

extent possible, respect and be representative of the surrounding geography and existing street names. Street names should consider any prominent historical City figures or neighborhood themes that exist. Subdivision street names may not reference names of the builder or developer.

2. Date, north arrow, scale of drawing, and graphic bar scale.
3. Appropriate identification clearly stating the drawing as a tentative plan.
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.
5. Names and addresses of the owner, developer, and engineer or surveyor.

**COMMENT:**

The attached Preliminary Plat and Preliminary Site Plan have been scaled to meet the requirements of this section. All of the required general information listed above has been included on the preliminary plans (see Exhibits 5 and 6).

- E. The following existing conditions shall be shown on the tentative plan of a subdivision or partition:
  1. The location, widths, and names of all existing or platted streets and rights-of-way 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.
  2. Contour lines related to the U.S. Geological Survey datum or some other established benchmark, or other datum approved by the Planning Director and having the following minimum intervals:
    - a. Two-foot contour intervals for ground slopes less than 20 percent.
    - b. Five-foot contour intervals for ground slopes exceeding 20 percent.
  3. The location of any control points that are the basis for the applicant's mapping.

4. The location, by survey, and direction of all watercourses and areas subject to periodic inundation or storm drainageway overflow or flooding, including boundaries of flood hazard areas as established by the U.S. Army Corps of Engineers or the City zoning ordinance.
5. Natural features such as rock outcroppings, wetlands tied by survey, wooded areas, heritage trees, and isolated trees (six-inch diameter at five feet above grade) identified by size, type, and location. All significant trees and tree clusters identified by the City Arborist using the criteria of CDC 55.100(B)(2), and all heritage trees, shall be delineated. Trees on non-Type I and II lands shall have their “dripline plus 10 feet” protected area calculated per CDC 55.100(B)(2) and expressed in square feet, and also as a percentage of total non-Type I and II area.
6. Existing uses of the property, including location of all existing structures. Label all structures to remain on the property after platting.
7. Identify the size and location of existing sewers, water mains, culverts, drain pipes, gas, electric, and other utility lines within the site, and in the adjoining streets and property.
8. Zoning on and adjacent to the tract.
9. Existing uses to remain on the adjoining property and their scaled location.
10. The location of any existing bicycle or pedestrian ways.
11. The location of adjacent transit stops.

**COMMENT:**

The attached Existing Conditions Plan demonstrates that the applicant has provided all of the required information listed above (see Exhibit 3).

- F. The following proposed improvements shall be shown on the tentative plan or supplemental drawings:
  1. The street – street location, proposed name, right-of-way width, and approximate radius of curves of each proposed street and street grades. Proposed street names shall comply with the street naming method explained in CDC 85.200(A)(12).

2. The type, method, and location of any erosion prevention and sediment control measures and/or facilities in accordance with the most current version of Clackamas County's Erosion/Sedimentation Control Plans Technical Guidance Handbook, which are necessary to prevent and control visible or measurable erosion as determined by the following criteria:
  - a. Deposition of soil, sand, dirt, dust, mud, rock, gravel, refuse, or any other organic or inorganic material exceeding one cubic foot in volume in a public right-of-way or public property, or into the City surface water management system either by direct deposit, dropping, discharge, or as a result of erosion; or
  - b. Flow of water over bare soils, turbid or sediment-laden flows, or evidence of on-site erosion such as rivulets or bare soil slopes, where the flow of water is not filtered or captured on the development site; or
  - c. Earth slides, mud flows, land slumping, slope failure, or other earth movement that is likely to leave the property of origin.

Additional on-site measures may later be required if original measures prove to be inadequate in meeting these attainment standards. For the purposes of this code, "one cubic foot in volume" is defined to include the volume of material, wet or dry, at the time of deposition and includes any water of a discolored or turbid nature.

**COMMENT:**

The applicant is not proposing to install street frontage improvements, remove trees, or is proposing other on-site grading activities with this Minor Partition application. As required, when building permits are requested for development of a dwelling and associated site improvements on Parcel 1, a grading plan will be submitted meeting the standards of this section.

3. Any proposed infrastructure improvements that address those identified in the City Transportation System Plan.
4. Any proposed bicycle or pedestrian paths. The location of proposed transit stops.

**COMMENT:**

The attached Preliminary Site Plan indicates that the applicant is not proposing to install frontage improvements along Arbor Drive. The applicant is proposing to provide a fee-in-lieu of installing

roadway improvements to meet City Transportation System Plan standards. The subject site is not located on a transit route, and the applicant is not proposing bicycle or pedestrian paths with the development.

5. Any easement(s) – location, width, and purpose of the easement(s).
6. The configuration including location and approximate dimensions and area of each lot or parcel, and in the case of a subdivision, the proposed lot and block number.

**COMMENT:**

As required, the attached Preliminary Plat provides dimensions and areas for each proposed parcel (see Exhibit 5). The attached plan also indicates that the applicant is proposing to establish a 15-ft. access easement over the existing driveway on Parcel 1 for the benefit of Parcel 2.

7. A street tree planting plan and schedule approved by the Parks Department.
8. Any land area to be dedicated to the City or put in common ownership.
9. Phase boundaries shall be shown.

**COMMENT:**

The applicant is proposing to provide a fee-in-lieu of installing required street frontage improvements on Arbor Drive. The applicant is not proposing to establish common ownership land, dedicate land to the City, or create a phased development.

**Section 85.170: SUPPLEMENTAL SUBMITTAL REQUIREMENTS FOR TENTATIVE SUBDIVISION OR PARTITION PLAN**

The following information shall be submitted to supplement the tentative subdivision plan:

**A. General.**

1. Narrative stating how the plan meets each of the applicable approval criteria and each subsection below.
2. Statement or affidavit of ownership of the tract (County Assessor's map and tax lot number).
3. A legal description of the tract.

**COMMENT:**

The applicant and owner of the subject site is Dale Fortuna. A property deed and legal description has been attached to this application. The applicant describes how the tentative partition plan meets all of the approval criteria in the submitted narrative.

4. If the project is intended to be phased, then such a proposal shall be submitted at this time with drawing and explanation as to when each phase will occur and which lots will be in each phase.
5. Where the land to be subdivided or partitioned contains only a part of the contiguous land owned by the developer, the Commission or Planning Director, as applicable, shall require a master plan of the remaining portion illustrating how the remainder of the property may suitably be subdivided.

**COMMENT:**

As mentioned above, the applicant is not proposing a phased development with this Minor Partition. As required, the applicant has submitted a Redivision Plan to illustrate how contiguous land under ownership of the applicant could be further partitioned (see Exhibit 8).

6. Where the proposed subdivision site includes hillsides, as defined in CDC 02.030 Type I and II lands, or any lands identified as a hazard site in the West Linn Comprehensive Inventory Plan Report, the requirements for erosion control as described in CDC 85.160(F)(2) shall be addressed in a narrative.

**COMMENT:**

As demonstrated by the Existing Conditions Plan, the subject property contains 20-50% slopes in the southern one-third of the site. The remaining two-thirds of the site, where future development will occur, contain approximately 4% slopes. Although the property does not contain Type I or II Lands, the applicant has addressed Section 85.160(F)(2) in the narrative provided above.

7. Table and calculations showing the allowable number of lots under the zone and how many lots are proposed.
8. Map and table showing square footage of site comprising slopes by various classifications as identified in CDC 55.110(B)(3).

**COMMENT:**

The applicant's Preliminary Plat includes a table and calculations showing the allowable number of lots and how many lots are proposed (see Exhibit 5). The applicant has included a Slope Analysis Plan, consistent with Section 55.110(B)(3) (see Exhibit 4).



**B. Transportation.**

1. Centerline profiles with extensions shall be provided beyond the limits of the proposed subdivision to the point where grades meet, showing the finished grade of streets and the nature and extent of street construction.

**COMMENT:**

The applicant is not proposing to develop new transportation facilities with this development. The attached plans indicate that the subject site is adjacent to Arbor Drive, an existing roadway.

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
      - (B) Any proposed development or land use action that ODOT states may have operational or safety concerns along a State highway; and
      - (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
- (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
- (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
- (4) The location of the access driveway does not meet the access spacing standard of the roadway on which the driveway is located; or
- (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.

**COMMENT:**

During the applicant's Pre-Application Conference with City, it was determined that the proposed 2-parcel Minor Partition will not create any of the abovementioned impacts to the transportation system. Therefore, this application does not require the submittal of a traffic impact analysis.

**C. Grading.**

1. If areas are to be graded, a plan showing the location of cuts, fill, and retaining walls, and information on the character of soils shall be provided. The grading plan shall

show proposed and existing contours at intervals per CDC 85.160(E)(2).

2. The grading plan shall demonstrate that the proposed grading to accommodate roadway standards and create appropriate building sites is the minimum amount necessary.

**COMMENT:**

The applicant is not proposing to install street frontage improvements, remove trees, or conduct other on-site grading operations with this Minor Partition application. When building permits are requested for the dwelling and associated site improvements on Parcel 1, a grading plan will be submitted to meet the standards of this section.

**D. Water.**

1. A plan for domestic potable water supply lines and related water service facilities, such as reservoirs, etc., shall be prepared by a licensed engineer consistent with the adopted Comprehensive Water System Plan and most recently adopted updates and amendments.
2. Location and sizing of the water lines within the development and off-site extensions. Show on-site water line extensions in street stubouts to the edge of the site, or as needed to complete a loop in the system.
3. Adequate looping system of water lines to enhance water quality.
4. For all non-single-family developments, calculate fire flow demand of the site and demonstrate to the Fire Chief. Demonstrate to the City Engineer how the system can meet the demand.

**COMMENT:**

The attached Preliminary Utility Plan indicates that the future dwelling located on Parcel 1 will connect to the existing water main line within Arbor Road. A water meter and lateral line for Parcel 1 will not be installed until building permits for the future dwelling are submitted and approved.

**E. Sewer.**

1. A plan prepared by a licensed engineer shall show how the proposal is consistent with the Sanitary Sewer Master Plan and subsequent updates and amendments. Agreement with that plan must demonstrate how the sanitary sewer proposal will be accomplished and how it is efficient. The sewer system must be in the correct zone.

2. Sanitary sewer information will include plan view of the sanitary sewer lines, including manhole locations and depths. Show how each lot or parcel would be sewered.
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 minimize disturbance of natural areas and, in those cases where that is unavoidable, disturbance shall be mitigated pursuant to the appropriate chapters (e.g., Chapter 32 CDC, Water Resource Area Protection).
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 Department of Environmental Quality (DEQ), City, and Tri-City Service District sewer standards. This report 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.

**COMMENT:**

The submitted Preliminary Utility Plan shows how the proposed development can be served by the existing sanitary service within Arbor Road (see Exhibit 7). The plan has been prepared by a licensed engineer and meets the standards of this section.

- F. **Storm.** A proposal shall be submitted for storm drainage and flood control including profiles of proposed drainageways with reference to the most recently adopted Storm Drainage Master Plan.

**COMMENT:**

The attached Preliminary Utility Plan indicates how stormwater from Parcel 1 will be managed, consistent with standards specified in the City's Stormwater Drainage Master Plan (see Exhibit 7).

**Section 85.180: REDIVISION PLAN REQUIREMENT**

A redivision plan shall be required for a partition or subdivision, where the property could be developed at a higher density, under existing/proposed zoning, if all services were available and adequate to serve the use.

- A. The redivision plan is a sketch plan. A land survey and an engineering drawing are not required except where there are unique soil, topographic, or geologic conditions. Under the provisions of CDC 99.035, administrative procedures, the Planning Director may require additional information.
- B. The applicant shall submit a topographic map based on available information and a subdivision layout in accordance with standards set forth in this chapter and the zoning district in which the property is located.
- C. A building permit issued shall be for a specified future lot or parcel and the building shall meet the setback provisions of the zoning district in which the property is located.
- D. The redivision plan is considered a guide. Its purpose is to assure the efficient use of land and orderly growth. At such time as the property owner applies to redivide the land, a different proposal may be submitted for approval provided it meets all of the requirements. The redivision plan is not binding on the applicant or the City at the time a formal application is submitted under this chapter.
- E. The Planning Director shall approve the redivision plan in the manner set forth in CDC 99.060(A)(2), except that no notice shall be given. The applicant may appeal the Planning Director's decision as provided by CDC 99.240(A).
- F. The Planning Director's decision shall be based on the following findings:
  - 1. The redivision plan complies with the applicable requirements of this chapter and zoning district in which the property is located.
  - 2. There are adequate water and sewage systems available for the proposed use.

**COMMENT:**

The applicant has submitted a Redivision Plan as Exhibit 8, meeting the standards of this section.

**Section 85.190: ADDITIONAL INFORMATION REQUIRED AND WAIVER OF REQUIREMENTS**

- A. The Planning Director may require additional information as part of the application subject to the provisions of CDC 99.035(A).
- B. The applicant may request a waiver of any requirements for the application subject to the provisions of CDC 99.035(B) and (C).

**COMMENT:**

If required by the Planning Director, the applicant will provided additional information regarding this application.

**Section 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 lots 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).

**COMMENT:**

The applicant is not proposing to develop new transportation facilities with this development. The attached plans indicate that the subject site is adjacent to Arbor Drive, which is an existing roadway that is partially improved. To meet Local Street standards, the applicant is requesting a waiver of required street improvements, and is proposing to pay a fee-in-lieu of installing those improvements.

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
Highway 43	60 – 80
Major arterial	60 – 80
Minor arterial	60 – 80
Major collector	60 – 80
Collector	60 – 80
Local street	40 – 60
Cul-de-sac	40 – 60
Radii of cul-de-sac	48 – 52
Alley	16

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.

**COMMENT:**

The Arbor Road right-of-way, adjacent to the subject site, is currently 45-ft. wide. The existing right-of-way width is consistent with the abovementioned Local Street standards.



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. Streets are classified as follows.

Local streets have the sole function of providing access to immediately adjacent land. Service to through traffic movement on local streets is deliberately discouraged by design.

The following table identifies appropriate street width (curb to curb) in feet for various street classifications. The desirable width shall be required unless the applicant or his engineer can demonstrate that site conditions, topography, or site design require the reduced minimum width.

**COMMENT:**

Arbor Road is partially improved with an asphalt surface that is approximately 22-ft. wide. As mentioned above, the applicant is proposing to pay a fee-in-lieu of installing improvements to meet the Local Street standards.

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.

**I. Street furniture needs, hydrants.**

**COMMENT:**

As required, the applicant will pay a fee-in-lieu for required street improvements, based on the City Engineer's recommendations.

- 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.**

**COMMENT:**

Arbor Road is a local street serving a residential area. As required, the proposed fee-in-lieu of the installing improvements will be based on the street's designation and intended use.

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

**COMMENT:**

The applicant is not proposing a reserve strip with this application.

- 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.**

**COMMENT:**

The demonstrated by the attached plan, the applicant is not proposing to develop a new street with this application. Access to Parcel 1 and 2 is provided from Arbor Drive, an existing roadway.

- 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.)**
  
- 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.**

**COMMENT:**

The attached Redivision Plan demonstrates that new streets are not required for full development of all contiguous properties owned by the applicant (see Exhibit 8). To the east and west of the site are single-family lots that contain existing detached dwellings. To the south is a large property that is developed as Robinwood Park. Therefore, the existing development pattern precludes the extension of streets in the vicinity of the subject site.

- 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.**

**COMMENT:**

The Arbor Road right-of-way is currently 45-ft. wide adjacent to the subject site. This width is consistent with 40-ft. to 60-ft. right-of-way width standard for Local Streets.

**11. Cul-de-sacs.**

**COMMENT:**

The applicant is not proposing to develop a cul-de-sac with this application, therefore these standards do not apply.

**12. Street names.**

**13. Grades and curves.**

**COMMENT:**

The applicant is not proposing to develop a new street with this application, therefore these standards do not apply.

**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.**

**COMMENT:**

As permitted, the proposed 2-parcel partition has direct access to Arbor Drive, a designated Local Street.

**15. Alleys.**

**COMMENT:**

The applicant is not proposing to develop an alley with this application, therefore these standards do not apply.

**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.**

**COMMENT:**

The subject site abuts Arbor Road, a Local Street which serves a residential neighborhood. Since Arbor Road is currently lacking the required 6-ft. sidewalk, the applicant is proposing to provide a fee-in-lieu of installing improvements within the road right-of-way.

- 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 curblin. 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.**

**COMMENT:**

The attached Existing Conditions Plan indicates that Arbor Drive is partially improved. To meet the planter strip standards, the applicant is requesting a waiver for installing required street improvements, and is proposing to pay a fee-in-lieu for those improvements.

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

**COMMENT:**

The applicant is not proposing to develop a new street with this application, therefore these standards do not apply.

- 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.**

**COMMENT:**

The subject site fronts Arbor Drive, a public street. The applicant is proposing shared access for Parcel 1 and Parcel 2 through an existing driveway connection to Arbor Drive. The attached Preliminary Plat indicates that an easement is proposed for the existing driveway on Parcel 1 for the benefit of Parcel 2.

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.

**COMMENT:**

The applicant is not proposing to develop a gated street or driveway with this application, therefore these standards do not apply.

21. **Entryway treatments and street isle design.**

**COMMENT:**

The applicant is not proposing to develop entryway treatments or street isles with this application, therefore these standards do not apply.

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.**

**COMMENT:**

Due to the low impact of developing one additional dwelling with the proposed 2-parcel Minor Partition, the applicant is not anticipating a requirement to contribute towards the construction of off-site transportation improvements.

**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.

**COMMENT:**

The preliminary plans demonstrate that the applicant's proposal will not impact the length, width and shape of existing blocks in the area.

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.

**COMMENT:**

The attached Location Map demonstrates that the existing development pattern precludes the applicant's ability to modify block lengths in the vicinity of the subject site (see Exhibit 1).

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.

**COMMENT:**

The attached Preliminary Site Plan demonstrates that lot lines have been laid out to retain the existing structures on Parcel 2, and maximize the buildable area for a future dwelling on Parcel 1. This plan also identifies a 100-ft. development restriction to protect steep slopes, trees and wildlife habitat along Robinwood Creek (see Exhibit 6).

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

**COMMENT:**

As demonstrated by the attached Preliminary Site Plan, access to the Parcels 1 and 2 conforms to applicable provisions of Chapter 48.

**5. Double frontage lots and parcels.**

**COMMENT:**

The attached plans demonstrate that the proposed partition will not create double frontage parcels.

- 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.**

**COMMENT:**

Given the desire to retain existing on-site structures, to the extent possible, property lines have designed to run at right angles to the street.

**7. Flag lots.**

**COMMENT:**

The applicant is not proposing to develop flag lots with this application, therefore these standards do not apply.

- 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.**

**COMMENT:**

The applicant has submitted a Redivision Plan which demonstrates how contiguous large lots owned by the applicant could be partitioned in the future. The existing development pattern prevents the development of additional streets in the vicinity of the subject site.

**C. Pedestrian and bicycle trails.**

**COMMENT:**

The applicant is not proposing to develop pedestrian or bicycle trails with this application, therefore these standards do not apply.



**D. Transit facilities.**

**COMMENT:**

Arbor Drive is not located on a transit route. Since the applicant is not proposing to develop transit facilities with this application, these standards do not apply.

**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.

**COMMENT:**

The applicant is not proposing to install street frontage improvements, remove trees, or conduct other on-site grading activities with this Minor Partition application. When building permits are requested for development of a dwelling and associated site improvements on Parcel 1, a grading plan will be submitted to meet the standards of this section.

7. On land with slopes in excess of 12 percent, cuts and fills shall be regulated as follows:
8. Land over 50 percent slope shall be developed only where density transfer is not feasible. The development will provide that:

**COMMENT:**

The applicant's Existing Conditions Plan demonstrates that the buildable portion of Parcel 1 contains grades which average 4% slope. Therefore, portions of the site exceeding 12% slope will not be developed.

**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.

**COMMENT:**

The attached Preliminary Utility Plan indicates that the future dwelling on Parcel 1 will connect to an existing water main line within Arbor Road. The water meter and lateral line for Parcel 1 will be installed when building permits for the future dwelling are submitted and approved.

**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.

**COMMENT:**

The submitted Preliminary Utility Plan shows how the proposed development can be served by the existing sanitary main line within Arbor Road (see Exhibit 7). The plan has been prepared by a licensed engineer and meets the standards of this section.

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.

**COMMENT:**

The attached Preliminary Utility Plan demonstrates that the future sanitary sewer line for Parcel 1 will not impact wetlands or drainageways. Since adjacent properties are already served with sanitary sewer, the applicant is not proposing to extend service through the subject site.

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.**

**COMMENT:**

As required, the sanitary service will be constructed in accordance with applicable standards. At the applicant's Pre-Application Conference, the City Engineer confirmed that the public sanitary sewer service within Arbor Drive has adequate capacity to serve the proposed development.

- 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.**

**COMMENT:**

The applicant has identified all required easements on the attached Preliminary Utility Plan.

- 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.**

**COMMENT:**

To protect the natural drainageway, the attached preliminary plans identify a 100-ft. development restriction buffer from Robinwood Creek.

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.**

**COMMENT:**

The subject site is not located within the vicinity of Willamette or Tualatin Greenway, therefore these standards do not apply.

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

**COMMENT:**

The applicant is proposing a fee-in-lieu of installing street frontage improvements on Arbor Drive. Therefore, these standards do not apply.

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.

**COMMENT:**

The applicant is proposing a fee-in-lieu of installing street frontage improvements on Arbor Drive. Therefore, these standards do not apply.

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.

**COMMENT:**

The applicant is not anticipating City land dedication or an exaction with the proposed 2-parcel Minor Partition.

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.

**COMMENT:**

As required, installation of electrical, telephone, and television cable service for Parcel 1 will occur as directed by the City Engineer and affected service providers.

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.**

**COMMENT:**

As demonstrated by the attached Redivision Plan, future development of contiguous parcels under ownership of the applicant can occur at 70% or more of the maximum density for the R-10 District.

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.**

**COMMENT:**

The subject site is located in the R-10 District, therefore these standards do not apply.

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.**

**COMMENT:**

The attached Existing Conditions Plan identifies the location, species, and size of all trees on the subject site. The applicant is not proposing tree removal with this application. As required, the applicant will address Section 55.100(B)(2) when future building permits are requested for Parcel 1.

**V. SUMMARY AND CONCLUSIONS**

Based upon the findings of this report and the submitted exhibits, the applicant has demonstrated compliance with the requirements of relevant sections of the West Linn Community Development Code for the requested 2-parcel Minor Partition; therefore, this request should be approved.



NW Engineers, LLC  
3409 NW John Olsen Place  
Hillsboro, OR 97124  
Phone (503) 601-4401  
Fax (503) 601-4402  
Website www.nw-eng.com

February 1, 2016

City of West Linn  
Planning and Development  
Attn: Darren Wyss  
22500 Salamo Road #1000  
West Linn, Oregon 97068

RE: File # MIP-15-05 – Arbor Drive 2-Lot Minor Partition  
Additional Information



Dear Mr. Wyss:

NW Engineers is responding to your completeness letter dated January 20, 2016 written to Mr. Fortuna. The comments and responses are as follows:

1. CDC Chapter 85.150(A)(2)

COMMENT:

The tentative plan has been revised and plotted at full scale – 22 x 34.

2. CDC Chapter 85.150(A)(3)

COMMENT:

Narrative responses to CDC 85.200(B)(4) and (J)(9) are addressed in this letter.

3. CDC Chapter 85.160(E)(5)

COMMENT:

The City Arborist did not find any significant trees or tree clusters on the site. A tree removal plan has been prepared and is attached as Exhibit 6A.

4. CDC Chapter 85.170(A)(2)

COMMENT:

The warranty deed demonstrating that the property is owned by Sherry and Dale Fortuna is attached.



5. CDC Chapter 85.170(A)(3)

**COMMENT:**

Legal description of the tract is provided on the warranty deed and has been included on the survey provided by Andy Paris & Assoc.

6. CDC Chapter 85.200(B)(4)

**COMMENT:**

Narrative responses to the applicable criteria in CDC Chapter 48 are as follows:

**Chapter 48**

**ACCESS, EGRESS AND CIRCULATION**

**48.020 APPLICABILITY AND GENERAL PROVISIONS**

- A. The provisions of this chapter do not apply where the provisions of the Transportation System Plan or land division chapter are applicable and set forth differing standards.
- B. All lots shall have access from a public street or from a platted private street approved under the land division chapter.

**COMMENT:**

The proposed minor partition currently has direct access from Arbor Drive, a public street

- C. No building or other permit shall be issued until scaled plans are presented to the City and approved by the City as provided by this chapter, and show how the access, egress, and circulation requirements are to be fulfilled. Access to State or County roads may require review, approval, and permits from the appropriate authority.
- D. Should the owner or occupant of a lot, parcel or building enlarge or change the use to which the lot, parcel or building is put, resulting in increasing any of the requirements of this chapter, it shall be unlawful and a violation of this code to begin or maintain such altered use until the provisions of this chapter have been met, and, if required, until the appropriate approval authority under Chapter 99 CDC has approved the change.
- E. Owners of two or more uses, structures, lots, parcels, or units of land may agree to utilize jointly the same access and egress when the combined access and egress of both uses, structures, or parcels of land satisfies the requirements as designated in this code; provided, that satisfactory legal evidence is presented to the City Attorney in the form of deeds, easements, leases, or contracts to establish joint use. Copies of said instrument shall be placed on permanent file with the City Recorder.
- F. Property owners shall not be compelled to access their homes via platted stems of flag lots if other driveways and easements are available and approved by the City Engineer. (Ord. 1584, 2008; Ord. 1636 § 32, 2014)

**COMMENT:**

Proposed access from Parcel 1 is shown on the attached plans. Direct access is shown on the plans but the applicant could choose to use the existing access for the home on Parcel 2 which crosses

Parcel 1 via an easement. A 15-ft. reciprocal access easement is shown on the attached preliminary plat.

**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.)

**COMMENT:**

A traffic study for this project is unnecessary since Arbor Drive is a local street with limited vehicle trips and only one additional home is proposed.

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.**

**COMMENT:**

The proposed access from Arbor Drive will operated safely since there is adequate sight distance from the proposed entrance. The city may require shared access from Arbor Drive if it is determined more appropriate than the proposed two accesses.

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.

**COMMENT:**

Direct or shared access from Arbor Drive from is proposed from the existing residence on Parcel 2 and proposed residence on Parcel 1.

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).

**COMMENT:**

This section is not applicable since only a Minor Partition is requested.

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.

**COMMENT:**

This section is not applicable since the site only has a single frontage (Arbor Drive).

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.

**COMMENT:**

This section is not applicable since no new streets or private drives are proposed.

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.

**COMMENT:**

Although the existing access for the residence on Parcel 2 is located on the west side of Parcel 1 via an easement, there is a proposed individual access to Parcel 1 as well. Although the proposed access location is safe, the applicant will use the existing shared access from Arbor Drive if determined that the proposed access is not allowed.

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.

**COMMENT:**

As noted, the existing access from the residence on Parcel 2 can be shared with the residence on Parcel 1, if required. A reciprocal access easement is shown on the preliminary plat.

- 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.

**COMMENT:**

An Exception to the street connectivity standards of this section is requested due to environmental and topographic constraints on the rear (south) portion of the site. It is not feasible to provide a street or pathway through the site.

**48.30 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.**

**COMMENT:**

This section is not applicable. Arbor Drive is a local street.

- 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.**

**COMMENT:**

The proposed driveway access is 20-ft. in width since it is likely that the proposed home on Parcel 1 will have a minimum 2-car garage.

- 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.**
- 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.**
- 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.**

**COMMENT:**

As shown on the attached exhibits, the driveway grade will be less than 15% and the length of the driveway will exceed 20-ft. from the back of a future sidewalk.

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

**COMMENT:**

These sections are not applicable. The existing residence on Parcel 2 and proposed residence on Parcel 1 are less than 150-ft. from Arbor Drive. Only one additional single family residence is proposed.

- F. Where on-site maneuvering and/or access drives are necessary to accommodate required parking, in no case shall said maneuvering and/or access drives be less than that required in Chapters 46 and 48 CDC.
- G. The number of driveways or curb cuts shall be minimized on arterials or collectors. Consolidation or joint use of existing driveways shall be required when feasible.
- H. In order to facilitate through traffic and improve neighborhood connections, it may be necessary to construct a public street through a multi-family site.
- I. Gated accessways to residential development other than a single-family home are prohibited.

**COMMENT:**

These sections are not applicable.

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

**48.050 ONE-WAY VEHICULAR ACCESS POINTS**

**COMMENT:**

These sections are not applicable.

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

- A. Minimum curb cut width shall be 16 feet.
- 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.

**COMMENT:**

Although there are no curbs on Arbor Drive, the driveway and future curb cut for Parcel 1 is 20-ft.

- 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.

**COMMENT:**

The proposed access from Parcel 1 is much greater than the minimum 35-ft. for local streets.

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

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

**COMMENT:**

Spacing between the existing and proposed access is 35-ft., exceeding the minimum 30-ft. standards for local streets.

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

**COMMENT:**

These sections are not applicable.

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

**COMMENT:**

Adequate sight distance exists from the existing and proposed accesses to Arbor Drive.

**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:
1. Provide inadequate access for emergency vehicles; or
  2. Cause or increase hazardous conditions to exist which would constitute a clear and present danger to the public health safety and general welfare.
- B. A decision by the Planning Director may be appealed to the Planning Commission as provided by CDC 99.240(B).

**COMMENT:**

Although unlikely in this instance, the Director has authority to restrict access.

**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.)

- B. Bicycle and pedestrian ways within a subdivision shall be constructed according to the provisions in CDC 85.200(A)(3).
- C. Bicycle and pedestrian ways at commercial or industrial sites shall be provided according to the provisions of Chapter 55 CDC, Design Review.

**COMMENT:**

This section is not applicable since only a single family residential Minor Partition is requested.

**7. CDC Chapter 85.200(J)(9)**

**COMMENT:**

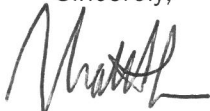
The City Arborist did not find any significant trees or tree clusters on the site.

**8. CDC Chapter 99.030**

**COMMENT:**

The applicant has written a letter in response to the requirement to attend a pre-application conference since it has been 18 months since the first one was held. The applicant acknowledges changes to CDC Chapter 32 and requests that the Planning Director waive the requirement to hold another meeting. The applicant has adequately addressed all applicable requirements of the CDC and submitted the required missing information. Therefore the applicant requests that this application be deemed complete.

Sincerely,



Matt Newman  
Manager



SHERRY ANN FORTUNA, an Individual  
3360 Arbor Drive  
West Linn, OR 97068  
From

SHERRY ANN FORTUNA and DALE L. FORTUNA, Husband and Wife  
3360 Arbor Drive  
West Linn, OR 97068  
To

AFTER RECORDING RETURN TO:  
Sherry Ann Fortuna and Dale L. Fortuna  
3360 Arbor Drive  
West Linn, OR 97068

Clackamas County Official Records  
Sherry Hall, County Clerk

2010-062178



\$47.00

01439231201000621780010017

10/04/2010 12:32:40 PM

SEND ALL TAX STATEMENTS TO:  
Sherry Ann Fortuna and Dale L. Fortuna  
3360 Arbor Drive  
West Linn, OR 97068

D-D Cnt=1 Stn=9 DIANNAW  
\$5.00 \$10.00 \$16.00 \$18.00

**WARRANTY DEED**

SHERRY ANN FORTUNA, Grantor, conveys and warrant to SHERRY ANN FORTUNA and DALE L. FORTUNA, Husband and Wife with right of survivorship, Grantees, interest in the following described real property, free of encumbrances, except as specifically set forth herein, situated in Clackamas County, Oregon, to wit:

**LEGAL DESCRIPTION:** Real property in the County of Clackamas, State of Oregon, described as follows:

Lots 16 and 22, ROBINWOOD, in the County of Clackamas and State of Oregon.

(Also known as 3340 Arbor Drive, West Linn, OR 97068)

Said premises are within the boundaries of the Robinwood Zoning District and are subject to the regulations and penalties thereof.

The true consideration for this conveyance is \$-0-: conveyance to husband and wife.

THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS, BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES AND TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30.930.

DATED this 4th day of October, 2010.

*Sherry Ann Fortuna*  
Sherry Ann Fortuna, Grantor

STATE OF OREGON            )  
  )ss.  
County of Multnomah        )

Personally appeared the above-named Sherry Ann Fortuna and acknowledged the foregoing instrument to be her voluntary act and deed.

*Carol Ann Beltz Wynn*  
Notary Public for Oregon



AT The Pre-Application WAS held  
MARCH 6, 2014, I'm Requesting A WAIVER  
AND the Acknowledge AND AWARE OF CHANGES  
IN the Water Resource Area CDC Chapter 32

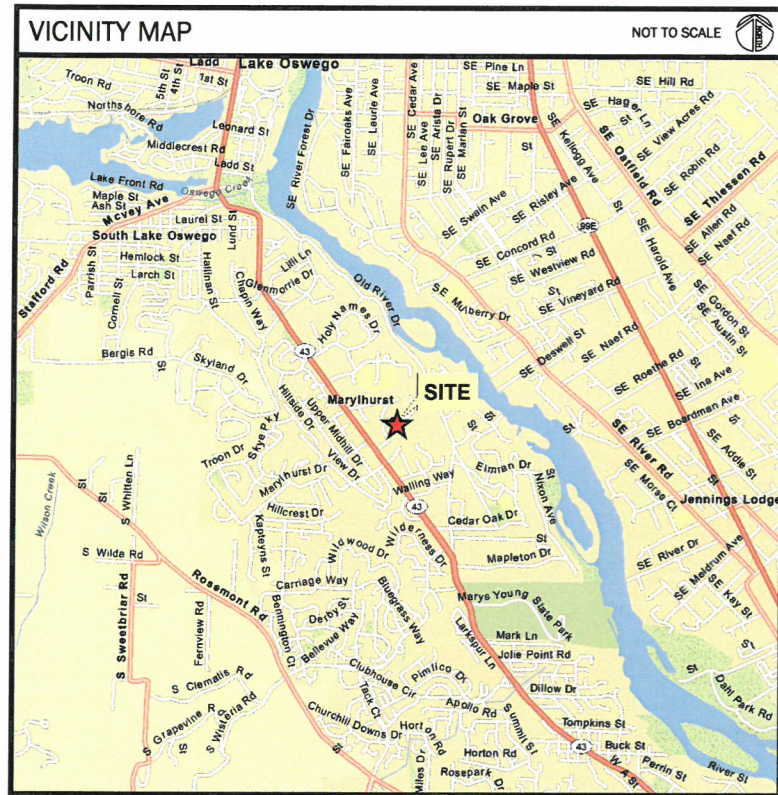
1-21-16

Dave Fortner

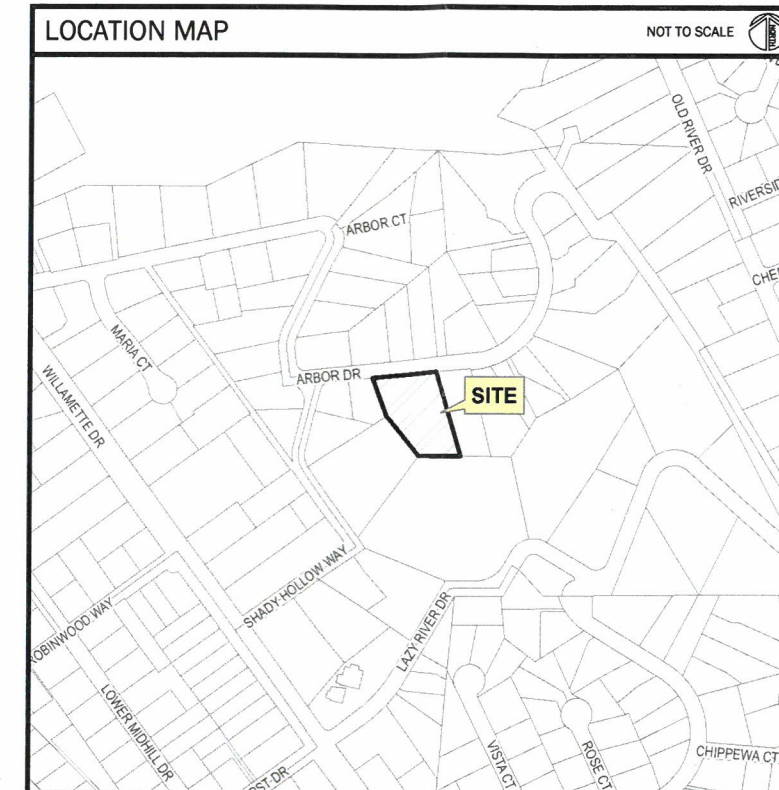
**“PRELIMINARY PLAT APPROVAL FOR A  
2-PARCEL PARTITION IN THE R-10 ZONE”**

Exhibit No.	Exhibit Title
1	Cover Sheet
2	Aerial Photograph
3	Existing Conditions Plan
4	Slope Analysis
5	Preliminary Plat
6	Preliminary Site Plan
7	Preliminary Utility Plan
8	Redivision Plan per Section 85.180
9	City of West Linn Zoning Map
10	Tax Map
11	Site Photographs

# FORTUNA 2-PARCEL PARTITION IN THE R-10 DISTRICT



INDEX OF DRAWINGS		
1.	COVR	COVER SHEET
2.	PAIR	AERIAL PHOTOGRAPH
3.	EXCD	EXISTING CONDITIONS PLAN
4.	SLPA	SLOPE ANALYSIS
5.	PPLT	PRELIMINARY PLAT
6.	PSIT	PRELIMINARY SITE PLAN
6A.	TREE	PRELIMINARY TREE RETENTION AND REMOVAL PLAN
7.	PUTL	PRELIMINARY UTILITY PLAN
8.	REDV	REDIVISION PLAN PER SECTION 85.180



## SITE INFORMATION

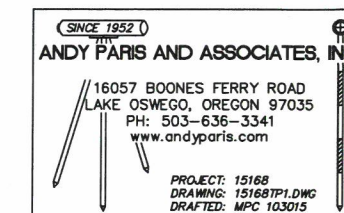
APPLICANT/OWNER:	DALE FORTUNA 3360 ARBOR DRIVE WEST LINN, OR 97068	ZONE:	R-10
APPLICANTS REPRESENTATIVE:	NW ENGINEERS, LLC CONTACT: MATT NEWMAN 3409 NW JOHN OLSEN PLACE HILLSBORO, OR 97124 PH: 503-601-4401 FAX: 503-601-4402	SEWER:	TRI-CITY SERVICE DISTRICT
SURVEYOR:	ANDY PARIS & ASSOCIATES 16057 BOONES FERRY ROAD LAKE OSWEGO, OR 97034 PH: 503-636-3341	WATER:	CITY OF WEST LINN
REQUEST:	PRELIMINARY PLAT APPROVAL FOR A 2-PARCEL PARTITION IN THE R-10 ZONE	FIRE DISTRICT:	TUALATIN VALLEY FIRE & RESCUE DISTRICT
SITE LEGAL DESCRIPTION:	TAX MAP 21E 14DA TAX LOT 2500 CLACKAMAS COUNTY, OREGON	ELECTRIC:	PORTLAND GENERAL ELECTRIC
SITE ADDRESS:	3340 ARBOR DRIVE WEST LINN OR 97068	SCHOOL DISTRICT:	WEST LINN- WILSONVILLE, 3J
SIZE PER SURVEY:	1.07 ACRES (PER SURVEY)	GARBAGE & RECYCLING:	WEST LINN REFUSE & RECYCLING, INC.

## CIVIL ENGINEER/PLANNER



NW ENGINEERS, LLC  
3409 NW JOHN OLSEN PLACE  
HILLSBORO, OREGON 97124  
PH: 503-601-4401  
FAX: 503-601-4402

## SURVEYOR



**NW ENGINEERS**  
Engineering & Planning  
3409 NW John Olsen Place  
Hillsboro, OR 97124  
503.601.4401 503.601.4402 fax

FOR: DALE FORTUNA  
3360 ARBOR DRIVE  
WEST LINN, OR 97068  
503-699-6648  
SITE: TAX MAP 21E 14DA  
TAX LOT 2500  
CLACKAMAS COUNTY, OREGON

FORTUNA 2-PARCEL  
PARTITION  
N0382  
COVER SHEET

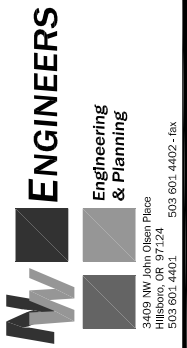
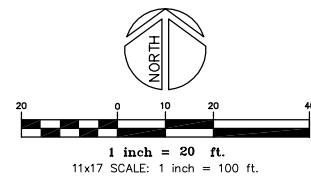
REVISION	BY	DATE
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DESIGNED	DRAWN	REVIEWED	SUBMITTAL

PCOV  
1  
of 8



NOTE:  
 1. AERIAL PHOTOGRAPH FROM GOOGLE EARTH AND BEST-FIT TO LINE WORK. IMAGERY DATE: 04/17/2015.



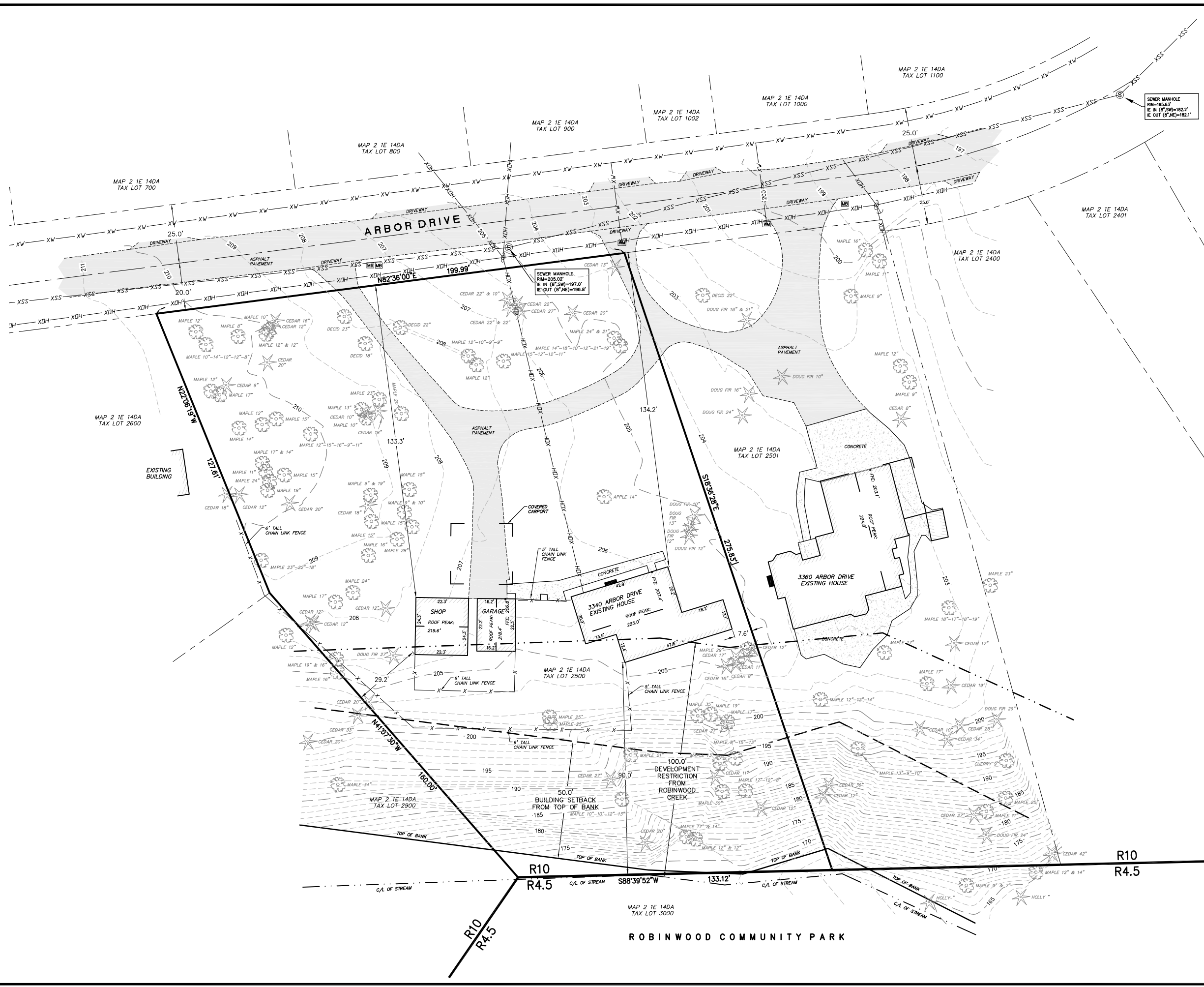
FOR: DALE FORTUNA  
 3360 ARBOR DRIVE  
 WEST LINN, OR 97068  
 503-699-6648  
 SITE: TAX MAP 21E 14DA  
 TAX LOT 2500  
 CLACKAMAS COUNTY, OREGON

FURTUNA 2-PARCEL  
 PARTITION  
 N0382  
 AERIAL PHOTOGRAPH

REVISION	BY	DATE
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DESIGNED	DRAWN	REVIEWED	SUBMITTAL

PPLT  
 2  
 of 8



LEGEND:

- FOUND SURVEY MONUMENT
- ⊙ SEWER MANHOLE
- ⊠ MAILBOX
- ⊕ UTILITY POLE
- ⊙ GUY ANCHOR
- ⊠ WATER METER
- x - FENCE AS NOTED
- ss - UNDERGROUND SEWER LINE
- w - UNDERGROUND WATER LINE
- oh - OVERHEAD UTILITY LINE

NOTES:

1. ELEVATION DATUM IS CITY OF LAKE OSWEGO, BASED ON BENCHMARK 210-1A BRASS DISK ON TOP OF CURB, E. SIDE OF HWY 43, 80' SE OF CENTERLINE OF FARVIEW WAY, AT #18740 HWY 43, WEST LINN. ELEVATION 178.817 FEET (NGVD 29).
2. THE BOUNDARIES AS SHOWN ON THIS MAP ARE BASED ON RECORD DATA AND FOUND MONUMENTS. THIS MAP DOES NOT REPRESENT A SURVEY TO BE RECORDED, BUT WAS DONE FOR SITE/TOPO INFORMATION ONLY.
3. THIS SURVEY IS MADE FOR THE ORIGINAL PURCHASER OF THE SURVEY ONLY. ANDY PARIS & ASSOCIATES, INC. ASSUMES NO LIABILITY FOR INFORMATION SHOWN HEREON TO ANY OTHER INSTITUTIONS OR SUBSEQUENT PURCHASERS OF THE PROPERTY.
4. SURVEY IS VALID ONLY IF PRINT HAS SEAL AND SIGNATURE OF SURVEYOR.
5. THE LOCATION AND OR EXISTENCE OF UTILITY SERVICE LINES AS SHOWN ON THIS MAP ARE BASED ON FIELD OBSERVATION ONLY. THERE MAY EXIST ADDITIONAL SERVICE LINES NOT SHOWN ON THIS SURVEY.
6. SUBSURFACE AND ENVIRONMENTAL CONDITIONS WERE NOT EXAMINED OR CONSIDERED AS A PART OF THIS SURVEY. NO STATEMENT IS MADE CONCERNING THE EXISTENCE OF UNDERGROUND OR OVERHEAD CONTAINERS OR FACILITIES THAT MAY AFFECT THE USE OR DEVELOPMENT OF THIS TRACT.
7. THIS SURVEY DOES NOT CONSTITUTE A TITLE SEARCH BY SURVEYOR. THERE MAY EXIST EASEMENTS, CONDITIONS, OR RESTRICTIONS THAT COULD AFFECT THE TITLE OF THIS PROPERTY. NO ATTEMPT HAS BEEN MADE IN THIS SURVEY TO SHOW SUCH MATTERS THAT MAY AFFECT TITLE.

**W ENGINEERS**  
 Engineering & Planning  
 3409 NW John Olsen Place  
 Hillsboro, OR 97124  
 503.601.4402 - fax

FOR: DALE FORTUNA  
 3360 ARBOR DRIVE  
 WEST LINN, OR 97068  
 503-699-6648  
 SITE: TAX MAP 21E 14DA  
 TAX LOT 2500  
 CLACKAMAS COUNTY, OREGON

FURTUNA 2-PARCEL  
 PARTITION  
 NO382  
 EXISTING CONDITIONS

REVISION	BY	DATE
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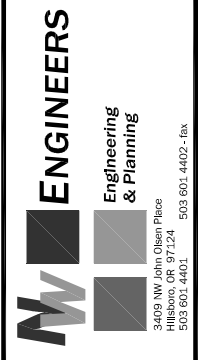
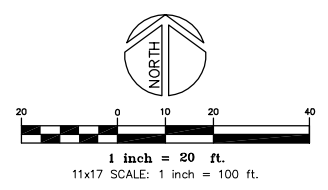
DESIGNED	DRAWN	REVIEWED	SUBMITTAL

EXCD **3** of 8



**SLOPE LEGEND**

Color	Range Beg.	Range End	Percent	Area
Yellow	0.00	15.00	74.1	34073 SF
Orange	15.00	25.00	5.0	2224 SF
Green	26.00	35.00	4.7	2087 SF
Red	35.00	100.00	16.2	7130 SF

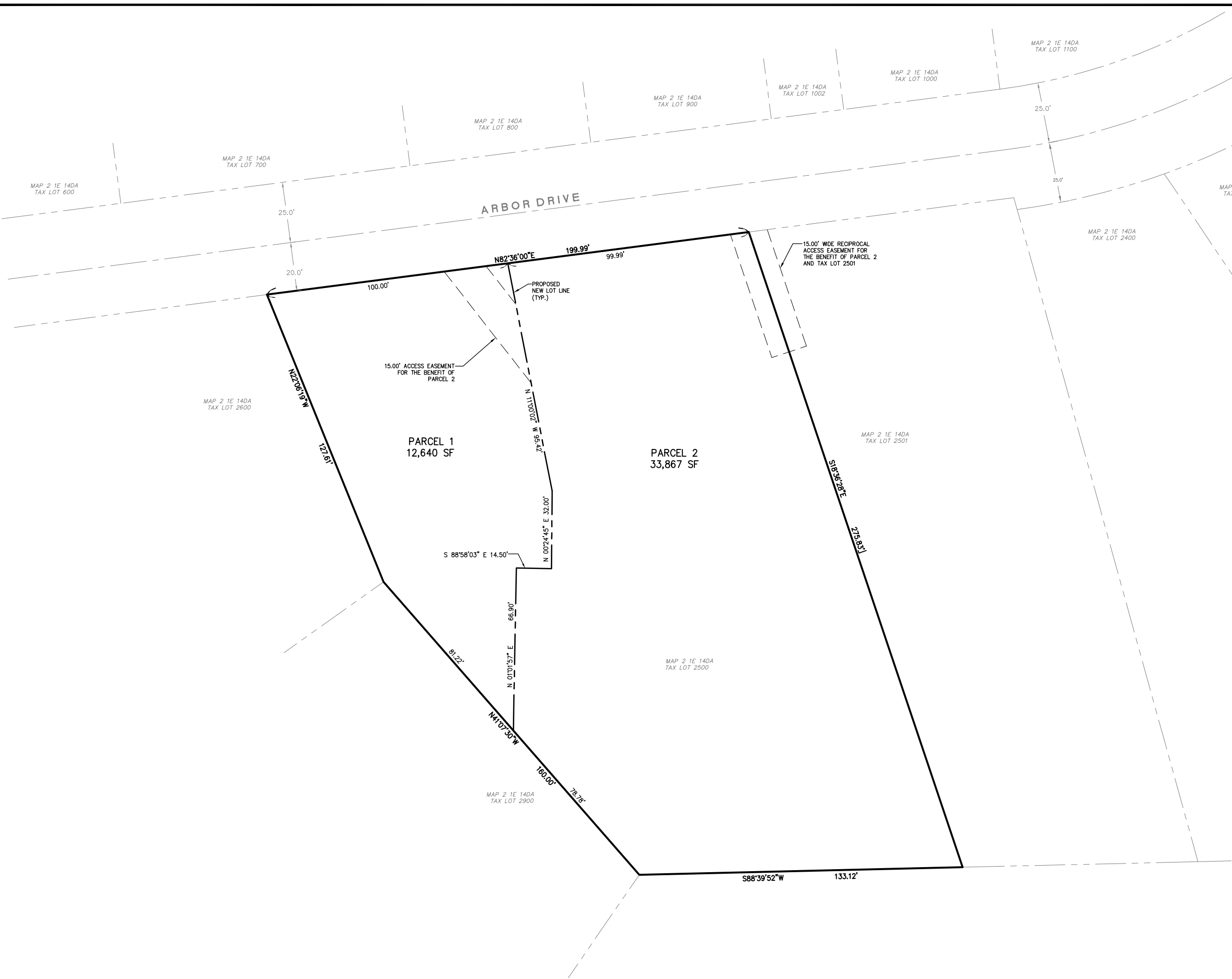


FOR: DALE FORTUNA  
3360 ARBOR DRIVE  
WEST LINN, OR 97068  
503-699-6648  
SITE: TAX MAP 21E 14DA  
TAX LOT 2500  
CLACKAMAS COUNTY, OREGON

FURTUNA 2-PARCEL  
PARTITION  
N0382  
SLOPE ANALYSIS

REVISION	BY	DATE
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DESIGNED	DRAWN	REVIEWED	SUBMITTAL



AREA TABLE (SF)		
	EXISTING	PROPOSED
TAX LOT 2500	46,507 SF	-
PARCEL 1	-	12,640 SF
PARCEL 2	-	33,867 SF

SITE SIZE = 46,507 SF  
 ALLOWED NUMBER OF LOTS = 4 LOTS (46,507 SF / 10,000 SF)  
 PROPOSED NUMBER OF LOTS = 2 LOTS

**PROPERTY INFORMATION**

SITE ADDRESS: 3340 ARBOR DRIVE  
 WEST LINN, OREGON 97068  
 TIGARD, OREGON 97225  
 TAX MAP: 21E 14DA  
 TAX LOT: 2500  
 ZONING: R-10

**OWNER/APPLICANT**

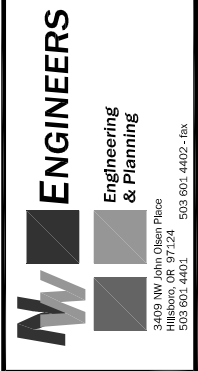
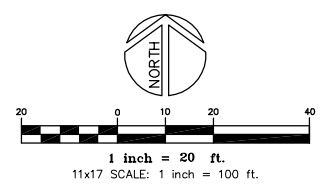
DALE FORTUNA  
 3360 ARBOR DRIVE  
 WEST LINN, OREGON 97068

**SURVEYOR**

ANDY PARIS & ASSOCIATES  
 16057 BOONES FERRY ROAD  
 LAKE OSWEGO, OREGON, 97034  
 CONTACT: MATT CLARK  
 PHONE: (503) 636-3341  
 EMAIL: matt@andyparis.com

**NOTES:**

1. THE BOUNDARIES AS SHOWN ON THIS MAP ARE BASED ON RECORD DATA AND FOUND MONUMENTS. THIS MAP DOES NOT REPRESENT A SURVEY TO BE RECORDED, BUT WAS DONE FOR SITE/TOPO INFORMATION ONLY.
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FOR: DALE FORTUNA  
 3360 ARBOR DRIVE  
 WEST LINN, OR 97068  
 503-699-6648  
 SITE: TAX MAP 21E 14DA  
 TAX LOT 2500  
 CLACKAMAS COUNTY, OREGON

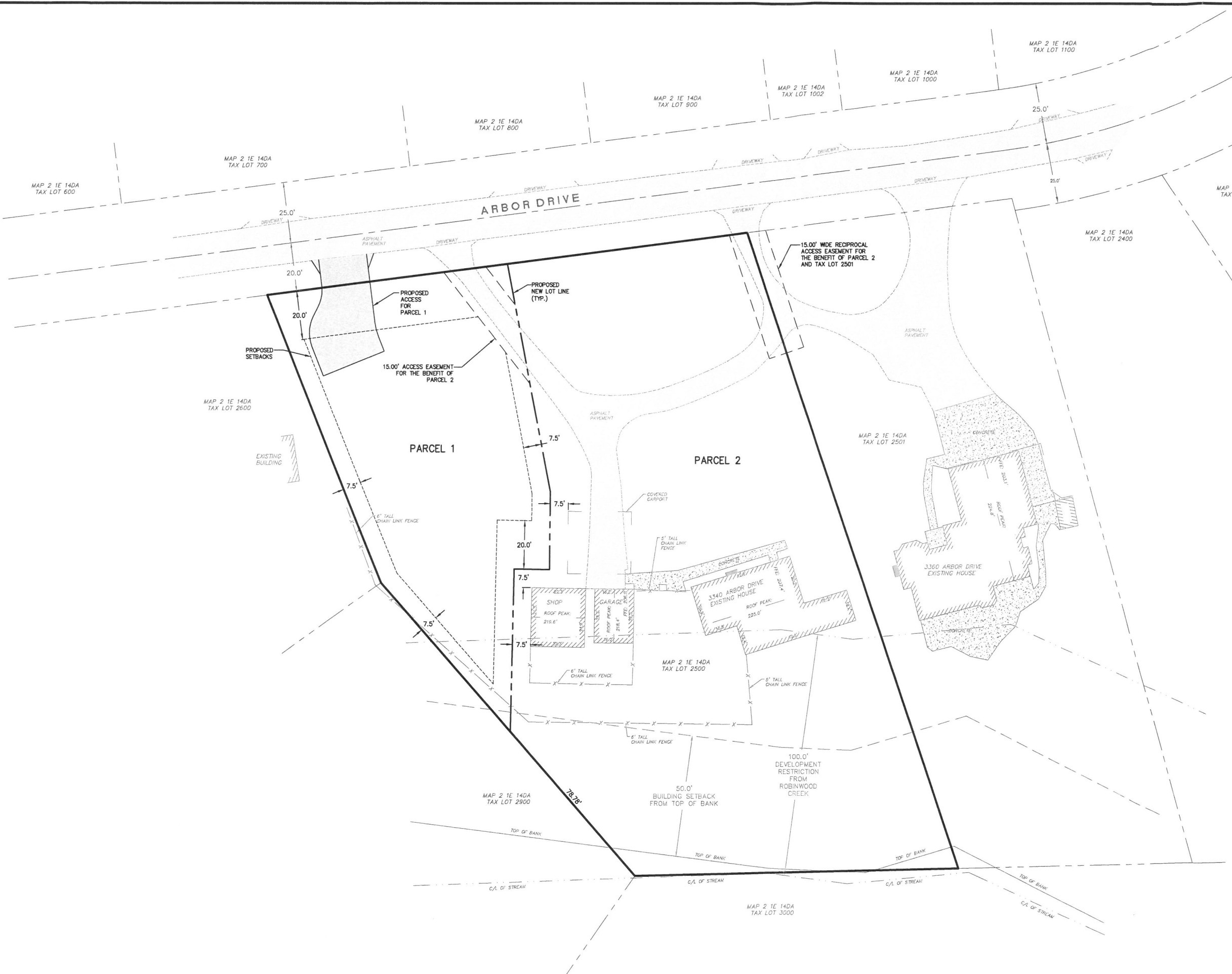
FURTUNA 2-PARCEL  
 PARTITION  
 N0382  
 PRELIMINARY PLAT

REVISION	BY	DATE
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DESIGNED	DRAWN	REVIEWED	SUBMITTAL

PPLT 5 of 8





**REQUIRED SETBACKS**  
 FRONT: 20 FEET  
 INTERIOR SIDE: 7.5 FEET  
 REAR YARD: 20 FEET

**MAXIMUM LOT COVERAGE PARCEL 1**  
 PARCEL 1 SIZE = 12,640 SF  
 MAXIMUM LOT COVERAGE = 35%  
 MAXIMUM BUILDING SIZE = 4,424 SF (12,640 x 0.35)

**ENGINEERS**  
 Engineering & Planning  
 3409 NW John Olson Place  
 Portland, OR 97224  
 503.601.4402 Fax  
 503.601.4401

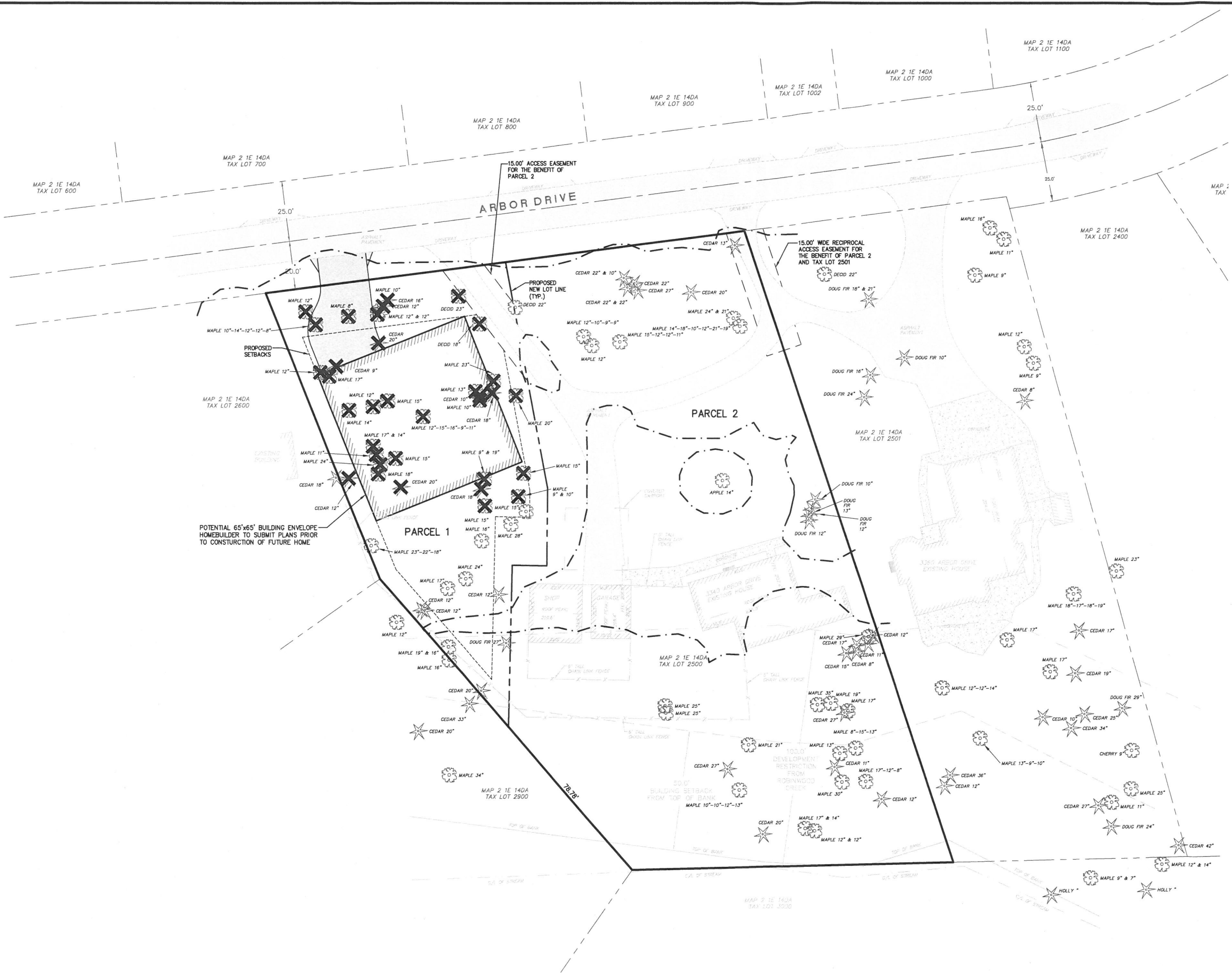
FOR: DALE FORTUNA  
 3360 ARBOR DRIVE  
 WEST LINN, OR 97068  
 503-699-6648  
 SITE: TAX MAP 21E 14DA  
 TAX LOT 2500  
 CLACKAMAS COUNTY, OREGON

FORTUNA 2-PARCEL  
 PARTITION  
 N0382  
 PRELIMINARY SITE PLAN

REVISION	BY	DATE
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DESIGNED	DRAWN	REVIEWED	SUBMITTAL

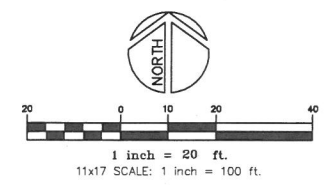
PSIT  
**6**  
 of 8



- LEGEND**
- APPROXIMATE TREE CANOPY (DIGITIZED FROM AERIAL)
  - ★ EXISTING DECIDUOUS TREE TO REMAIN
  - ★ EXISTING EVERGREEN TREE TO REMAIN
  - ✕ EXISTING DECIDUOUS TREE TO BE REMOVED
  - ✕ EXISTING EVERGREEN TREE TO BE REMOVED

NOTE:  
PROTECT EXISTING TREES TO REMAIN.  
PROTECTION AREA = DRIPLINE + 10 FEET.

POTENTIAL 65'x65' BUILDING ENVELOPE  
HOMEBUILDER TO SUBMIT PLANS PRIOR  
TO CONSTRUCTION OF FUTURE HOME



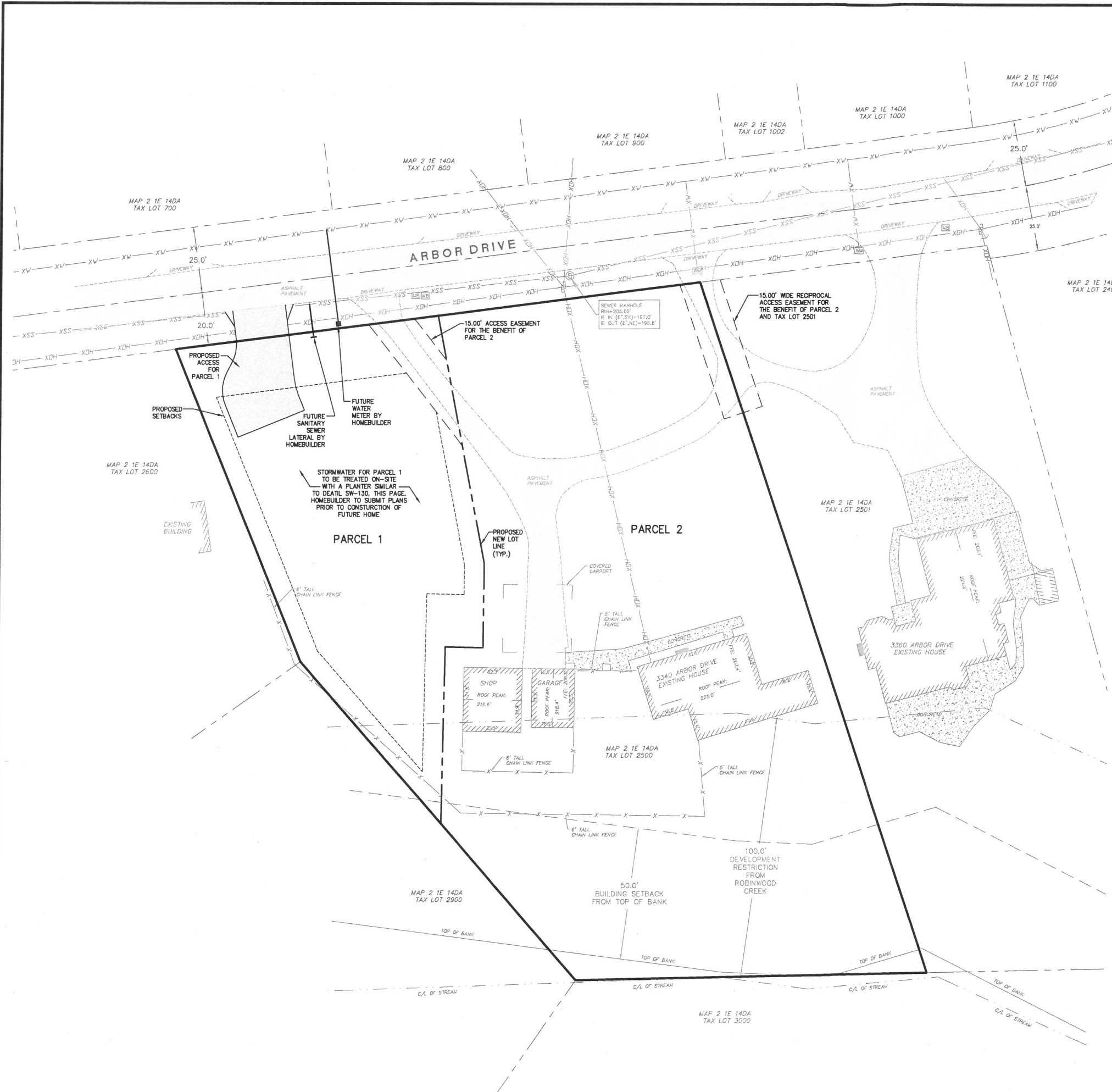
**ENGINEERS**  
Engineering & Planning  
3409 NW John Olson Place  
Hillsboro, OR 97124  
503.603.4401 503.603.4402 fax

FOR: DALE FORTUNA  
3360 ARBOR DRIVE  
WEST LINN, OR 97068  
503-699-6648  
SITE: TAX MAP 21E 14DA  
TAX LOT 2500  
CLACKAMAS COUNTY, OREGON

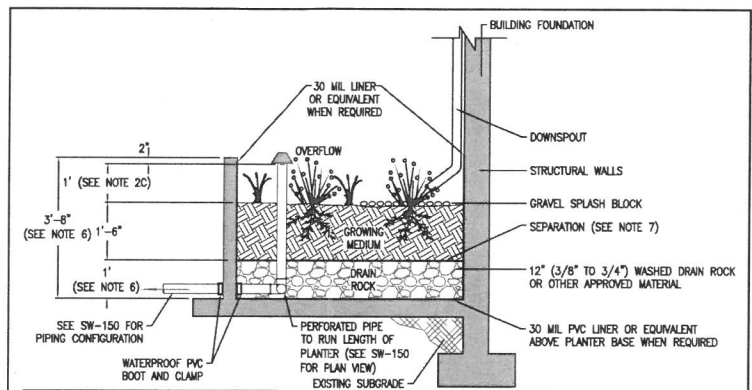
**FORTUNA 2-PARCEL  
PARTITION  
N0382  
PRELIMINARY TREE RETENTION AND  
REMOVAL PLAN**

REVISION	BY	DATE
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DESIGNED	DRAWN	REVIEWED	SUBMITTAL



- EXISTING FEATURES LEGEND:**
- ⊙ SEWER MANHOLE
  - ☐ MAILBOX
  - ⊕ UTILITY POLE
  - ⊖ GUY ANCHOR
  - ⊗ WATER METER
  - x- FENCE AS NOTED
  - SS- UNDERGROUND SEWER LINE
  - W- UNDERGROUND WATER LINE
  - OH- OVERHEAD UTILITY LINE



1. Provide protection from all vehicle traffic, equipment staging, and foot traffic in proposed infiltration areas prior to, during, and after construction.
2. Dimensions:
  - a. Width of flow-through planter: 18" minimum.
  - b. Width of infiltration planter: 30" minimum.
  - c. Depth of planter (from top of growing medium to overflow elevation); Simplified: 12", Presumptive: 18" - 18".
  - d. Longitudinal slope of planter: 0.5% or less.
3. Setbacks (from centerline of facility):
  - a. Infiltration planters must be 10' from foundations and 5' from property lines.
  - b. Flow-through planters must be less than 30' in height above surrounding area if within 5-feet of property line.
4. Overflow:
  - a. Overflow required for Simplified Approach
  - b. Inlet elevation must allow for 2" of freeboard, minimum.
  - c. Protect from debris and sediment with strainer or grate.
5. Piping: shall be AFS Sch.40, cast iron, or PVC Sch.40. 3" pipe required for up to 1,500 sq ft of impervious area, otherwise 4" min. Piping must have 1% grade and follow the Uniform Plumbing Code.
6. Drain rock:
  - a. Size for infiltration planter: 1-1/2" - 3/4" washed
  - b. Size for lined, flow-through planter: 3/4" washed
  - c. Depth for Simplified: 12"
  - d. Depth for Presumptive: 0-48", see calcs.
7. Separation between drain rock and growing medium: Use filter fabric (see SWM Exhibit 2-4 Geotextile table) or a gravel lens (3/4" - 1/4" inch washed, crushed rock 2 to 3 inches deep).
8. Growing medium:
  - a. 18" minimum
  - b. See Appendix F.3 for topsoil specification or use sand/loam/compost 3-way mix.
9. Vegetation: Follow landscape plans otherwise refer to plant list in SWM Appendix F. Minimum container size is 1 gallon. # of plantings per 100sf of facility area: Zone A (wet):
  - a. 115 herbaceous plants OR
  - b. 100 herbaceous plants and 4 small shrubs.
10. Planter walls:
  - a. Material shall be stone, brick, concrete, wood or other durable material (no chemically treated wood).
  - b. Concrete, brick, or stone walls shall be included on foundation plans.
11. Waterproof liner: Shall be 30 mil PVC or equivalent for flow-through facilities.
12. Install washed pea gravel or river rock to transition from inlets and splash pad to growing medium.
13. Inspections: Call BOS NR Inspection Line, (503) 823-7000, for appropriate inspections.

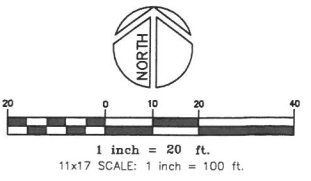
**STORMWATER MANAGEMENT TYPICAL DETAILS**

- Simplified / Presumptive Design Approach -

**Planter**

NUMBER  
**SW-130**

Bureau of Environmental Services



**ENGINEERS**  
Engineering & Planning

3405 NW John Olson Place  
Hillsboro, OR 97124  
503.601.4401

FOR: DALE FORTUNA  
3360 ARBOR DRIVE  
WEST Linn, OR 97068  
503-699-6648

SITE: TAX MAP 21E 14DA  
TAX LOT 2500  
CLACKAMAS COUNTY, OREGON

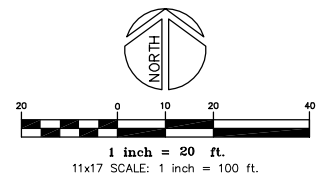
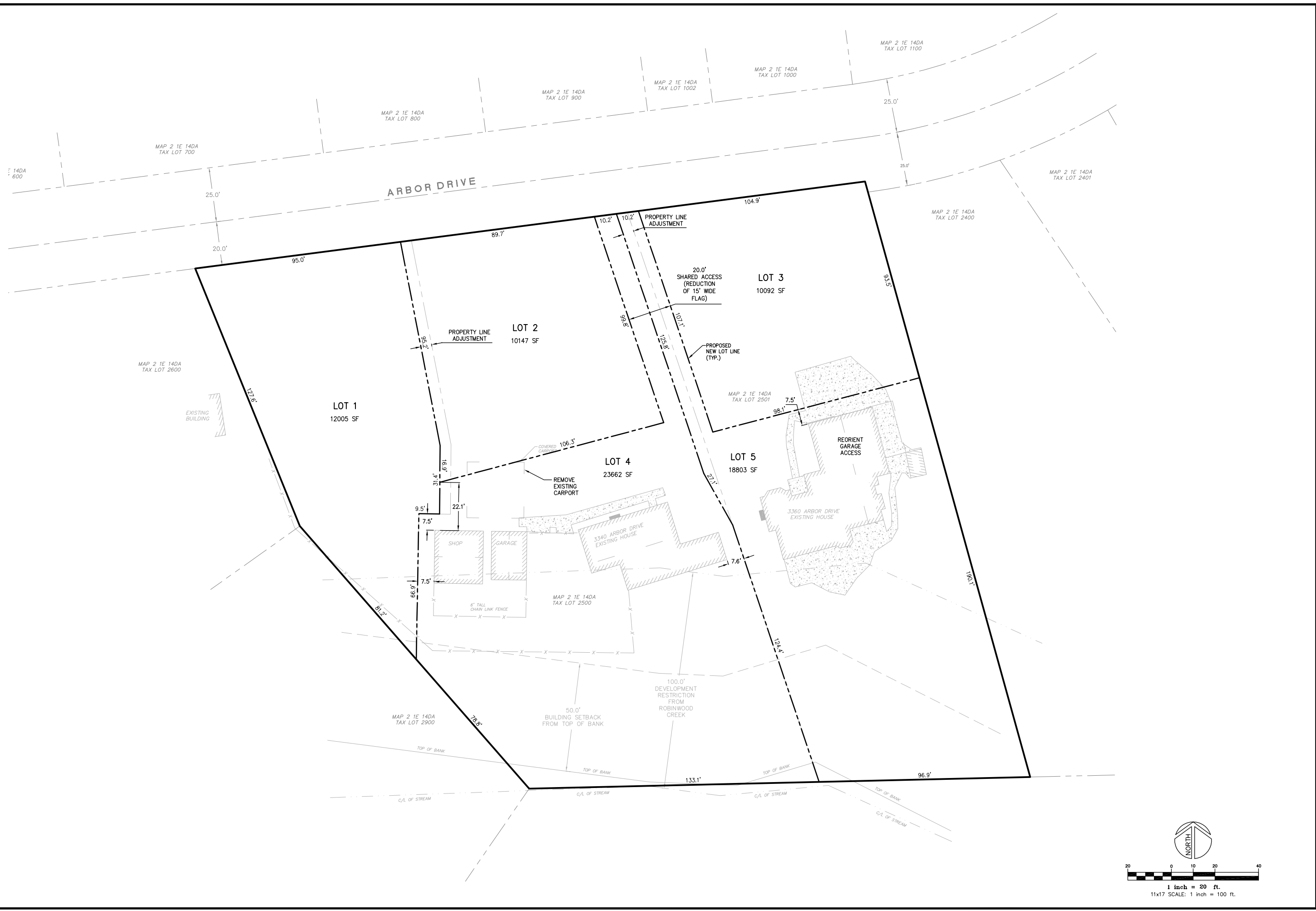
FORTUNA 2-PARCEL  
PARTITION  
N0382

**PRELIMINARY UTILITY PLAN**

REVISION	BY	DATE
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DESIGNED	DRAWN	REVIEWED	SUBMITTAL

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FOR: DALE FORTUNA  
 3360 ARBOR DRIVE  
 WEST LINN, OR 97068  
 503-699-6648  
 SITE: TAX MAP 21E 14DA  
 TAX LOT 2500  
 CLACKAMAS COUNTY, OREGON

FURTUNA 2-PARCEL  
 PARTITION  
 NO382  
 REDVISION PLAN PER  
 SECTION 85.180

REVISION	BY	DATE
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DESIGNED	DRAWN	REVIEWED	SUBMITTAL

This map was prepared for assessment purpose only.

NE.1/4 SE.1/4 SEC 14 T.2S. R.1E. W.M.  
CLACKAMAS COUNTY

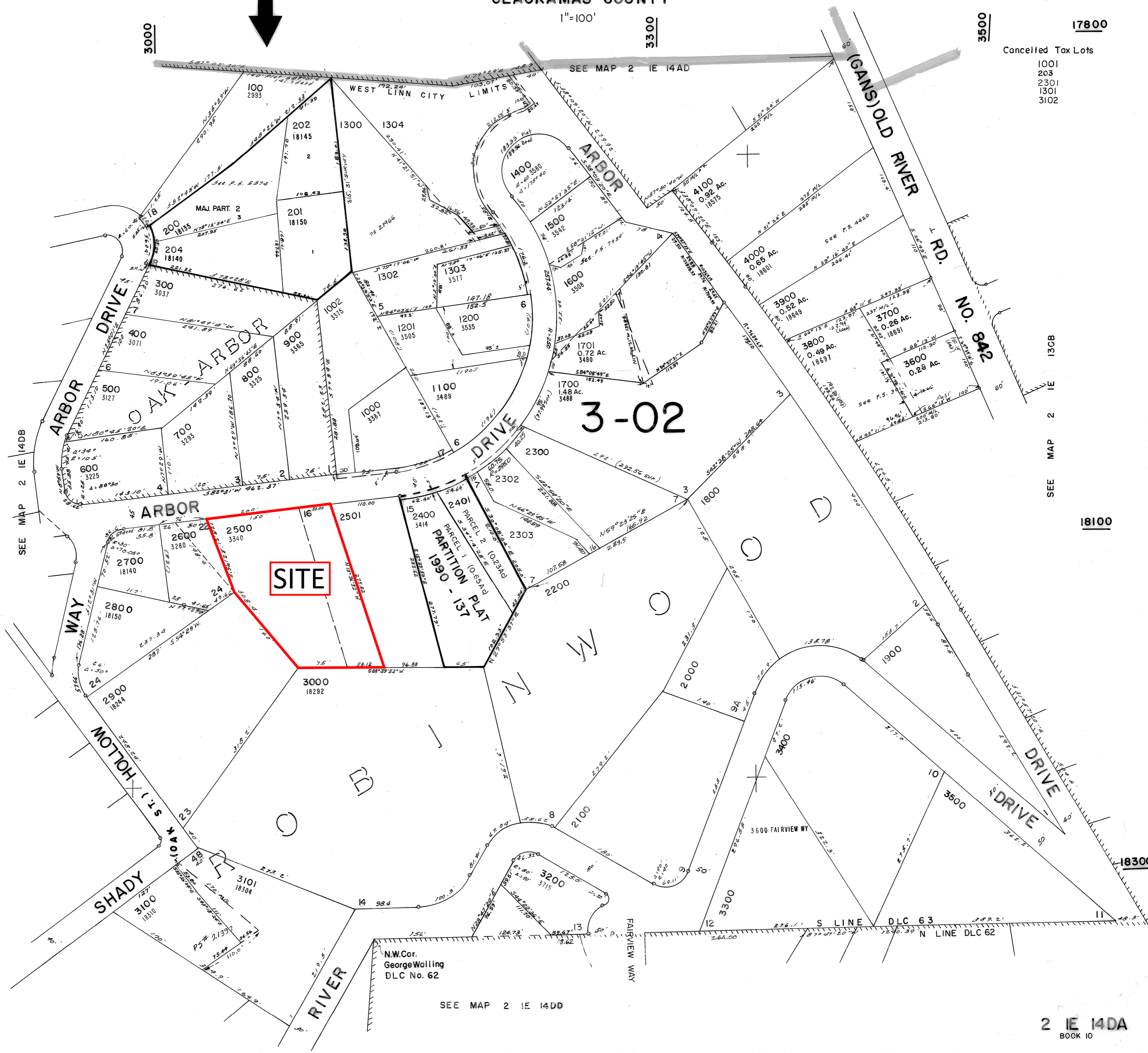
D.L.C.  
GABRIEL WALLING NO. 63

2 IE 14DA  
WEST LINN

1"=100'

17800

Cancelled Tax Lots  
1001  
203  
2301  
1301  
3102



3-02

SITE

PARTITION PLAT  
1990 - 137

SEE MAP 2 IE 13CB  
2 IE  
SEE MAP 2 IE 14DB

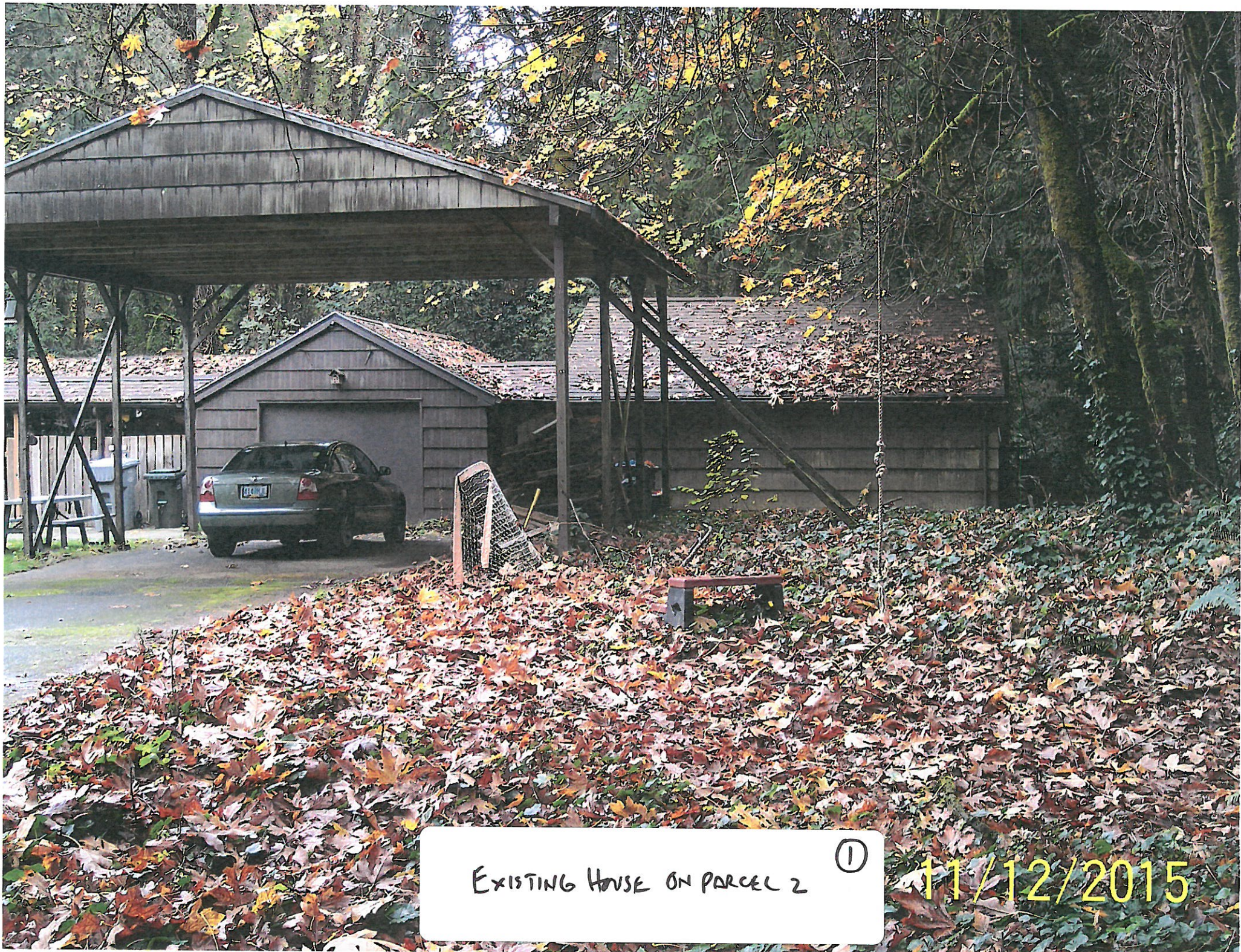
18100

18300

N.W.Cor.  
George Walling  
DLC No. 62

SEE MAP 2 IE 14DD

2 IE 14DA  
BOOK 10



EXISTING HOUSE ON PARCEL 2

①

11/12/2015



PARCEL 1

②

11/12/2015




ACCESS ROAD ON PARCEL 1

③

11/12/2015





Arbor Drive - Looking West

④

11/12/2015



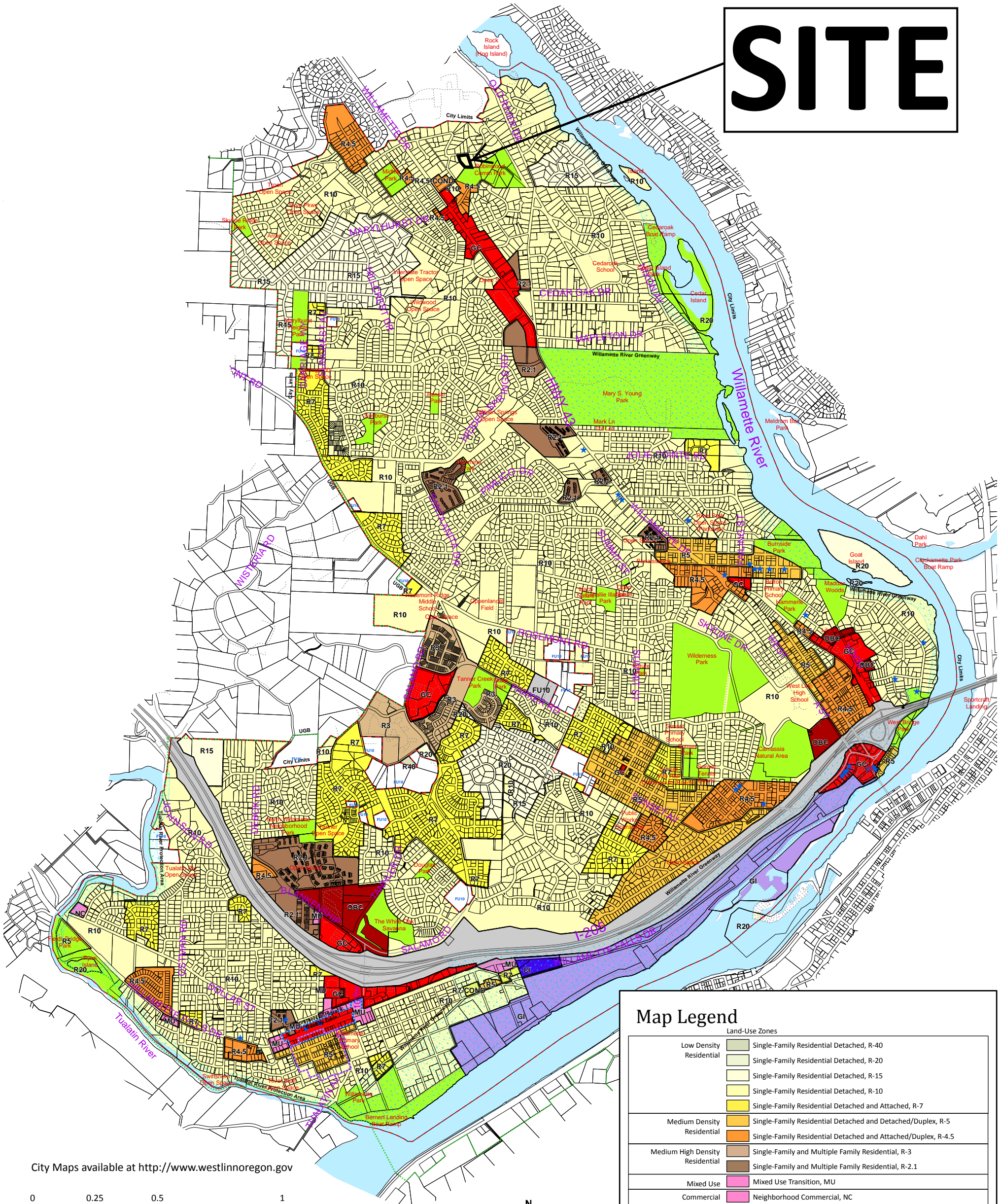
Arbor Drive - Looking East

⑤

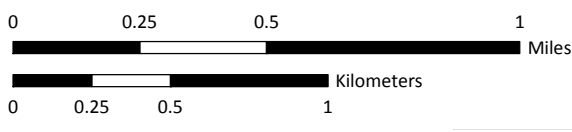
11/12/2015

# CITY OF WEST LINN Zoning Map

**SITE**



City Maps available at <http://www.westlinnoregon.gov>



Contact the West Linn Planning Department regarding information on Historic Districts, Landmarks, Wetlands and Overlay Zones.

This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.

Taxlot Base Source: Metro RLIS



ZONING/ZONING\_22x34\_2011.MXD / AHA / 1-4-2011

### Map Legend

Land-Use Zones	
Low Density Residential	Single-Family Residential Detached, R-40
	Single-Family Residential Detached, R-20
	Single-Family Residential Detached, R-15
	Single-Family Residential Detached, R-10
	Single-Family Residential Detached and Attached, R-7
Medium Density Residential	Single-Family Residential Detached and Detached/Duplex, R-5
	Single-Family Residential Detached and Attached/Duplex, R-4.5
Medium High Density Residential	Single-Family and Multiple Family Residential, R-3
	Single-Family and Multiple Family Residential, R-2.1
Mixed Use	Mixed Use Transition, MU
Commercial	Neighborhood Commercial, NC
	General Commercial, GC
	Office-Business Center, OBC
Industrial	Campus Industrial, CI
	General Industrial, GI
Other	Future Urban, FU-10
	I-205

White background areas are outside West Linn city limits  
 #10 Zoning Labels #200 Clackamas County Zoning Labels

- ★ Historic Landmarks
- WR Greenway and TR Protection Area
- Willamette Historic District
- Willamette Falls Drive Commercial District
- West Linn City Limits
- Metro's Urban Growth Boundary
- Taxlot Lines
- Parks

This map has been updated from the February 2009 publication to include recently annexed properties, a zone change at 22810 Weatherhill Road (ZC-08-02), and a conditional overlay at 1555 6th Street.