
**STAFF REPORT
PLANNING MANAGER DECISION**

DATE: October 5, 2016
FILE NO.: MIP-16-02
REQUEST: Approval of a three-parcel minor partition at 22995 Bland Circle
PLANNER: Jennifer Arnold, Associate Planner

Planning Manager AB

Development Review Engineer KQL

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GENERAL INFORMATION

**OWNER/
APPLICANT:** Sonia & Richard Young
22995 Bland Circle
West Linn, OR 97068

CONSULTANT: Philip Martinson, P.E. PO Box 544 Marylhurst, OR 97068

SITE LOCATION: 22995 Bland Circle

SITE SIZE: 1.04 acres; 45,437 square feet

**LEGAL
DESCRIPTION:** Assessor's Map 21E 26C Tax Lot 1400

**COMP PLAN
DESIGNATION:** Low-Density Residential

ZONING: R-10, Single-Family Residential Detached (10,000 sq. ft. min. lot size)

**APPROVAL
CRITERIA:** Community Development Code (CDC) Chapter 11: Single-Family Residential Detached, R-10; Chapter 48: Access, Egress and Circulation; Chapter 85: Land Division, General Provisions; Chapter 92: Required Improvements; Chapter 99: Procedures for Decision Making: Quasi-Judicial.

120-DAY RULE: The application became complete on July 19, 2016. The 120-day period therefore ends on November 16, 2016.

PUBLIC NOTICE: Notice was mailed to property owners within 500 feet of the subject property and the Willamette neighborhood association on September 9, 2016. A sign was placed on the property on September 12, 2016. The notice was also posted on the City's website on September 9, 2016. Therefore, public notice requirements of CDC Chapter 99 have been met.

EXECUTIVE SUMMARY

The applicant seeks approval for a three-parcel partition of a 45,437 square foot parcel on the west side of Bland Circle in the Savanna Oaks Neighborhood. There is an existing detached single-family dwelling which will remain on the property.

Zoning of surrounding, privately owned properties	
North	Zoned R-10
South	Zoned R-7
East	Zoned R-7
West	Clackamas County jurisdiction

Lot A, the westernmost parcel, will comprise 11,000 square feet, Lot B, the middle parcel, will comprise 11,000 square feet, and Lot C, the easternmost parcel with the existing house, will comprise of 23,437 square feet. Redivision is not an option for Lot C due to the current location of the existing single family dwelling. The existing dwelling must be removed for future redivision possibilities. The proposed parcels meet dimensional standards of the R-10 zone. Lot A and Lot B will take access from Killarney/Alpine Drive, and Lot C will use the existing access from Bland Circle.

Public comments:

Mark R. Stevens, representing Rosemont Seven LLC, submitted a letter to the record on September 26, 2016 expressing concern about storm water run-off, building height on Lot A, and west side setback requirements for Lot A. Staff believes the concern about storm water run-off will be alleviated via standard Engineering conditions of approval. Staff also believes concerns over the west side property line setback for Lot A is moot due to a 20 foot public utility easement along that property line (see condition of approval number 7). There is no proposed construction at this time for Lot A, so no condition addressing building height has been assigned at this time.

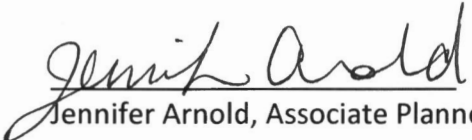
DECISION

The Planning Manager (designee) approves this application (MIP-16-02), based on: 1) the findings submitted by the applicant, which are incorporated by this reference, 2) supplementary staff findings included in the Addendum below, and 3) the addition of conditions of approval below. With these findings, the applicable approval criteria are met. The conditions are as follows:

1. **Site Plan.** With the exception of modifications required by these conditions, the final plat shall conform to the submitted Tentative Plan for a Three-Parcel Partition Plat, date stamped June 21, 2016.
2. **Engineering Standards.** All public improvements and facilities associated with public improvements including street improvements, utilities, grading, onsite storm water design, street lighting, street trees, easements, and easement locations are subject to the City Engineer's review, modification, and approval. These must be designed, constructed, and completed prior to final plat approval. (See Staff Finding 17)
3. **Street Improvements.** Prior to final plat approval, the applicant shall dedicate on the face of the plat an additional 12.5 feet of ROW and complete half street improvements including curb, planter strip and sidewalks, and street trees for the portion of Bland Circle abutting the subject property. Street improvements including curb, planter strip and sidewalks, and street trees along Killarney/Alpine Drive abutting the subject property must also be completed. (See Staff Findings 6, 7, 8, and 9)
4. **Access.** The applicant shall provide one access point from Killarney/ Alpine Drive in the form of a shared driveway to access both lots A and B. The access drive must be constructed to city standards prior to issuance of final building Certificate of Occupancy. Lot C will use the existing access via Bland Circle with no changes. (See Staff Finding 3, 4, 5, and 12)
5. **Significant tree protection.** The applicant shall coordinate with the City Arborist prior to any removal of trees identified as significant or any amendments to the submitted report (Existing Conditions Map, pg. 39-41 of applicant's submittal). (See Staff Finding 20)
6. **Underground Utilities.** The applicant shall place all existing overhead utilities and associated services along Bland Cir underground subject to review and approval from PGE and the City's Engineer. (See Staff Finding 18)

7. **Easements.** The applicant shall provide and record a 20' public utility easement along the west property line of Lot A for future utility connection. The easement shall be recorded on the face of the partition plat. (See Staff Finding 17)
8. **Utility Extensions.** The applicant shall extend the existing 8" water main located on Alpine Dr in accordance with the Public Works Standards to provide water services for the existing lot and the two newly created lots. (See Staff Finding 17)
9. **Onsite Sanitation.** The applicant shall demolish and abandon the existing onsite sanitary sewer septic system in accordance with DEQ Standards and connect to the public sanitary sewer main. The applicant shall also install sanitary sewer service connection for the two newly created lots (Lot A and Lot B). (See Staff Finding 17)

The provisions of the Community Development Code Chapter 99 have been met.


Jennifer Arnold, Associate Planner

10/5/16
Date

Appeals to this decision must be filed with the West Linn Planning Department within 14 days of mailing date. Cost is \$400. An appeal to City Council of a decision by the Planning Director shall be heard on the record. The appeal must be filed by an individual who has established standing by submitting comments prior to the decision date. Approval will lapse 3 years from effective approval date if the final plat is not recorded.

Mailed this 5th day of October, 2016.

Therefore, the 14-day appeal period ends at 5 p.m., on October 20, 2016.

ADDENDUM
APPROVAL CRITERIA AND FINDINGS
MIP-16-01

This decision adopts the findings for approval contained within the applicant's submittal, with the following exceptions and additions:

I. CHAPTER 11, SINGLE FAMILY RESIDENTIAL DETACHED, R-10

Staff Finding 1: Staff incorporates applicant findings. These criteria are satisfied.

II. CHAPTER 48, ACCESS CONTROL

48.025 ACCESS CONTROL

B. Access Control Standards

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

Staff Finding 2: No traffic impact analysis (TIA) is required since none of the criteria of 85.170(B) (2) are met. For example, an Average Daily Trip count (ADT) of 250 is required before a TIA is needed. The addition of 2 additional/new homes should only generate an ADT of 19.14 new trips per day according to the Institute of Traffic Engineers (ITE) trip generation tables at 9.57 trips per household. This criterion is satisfied.

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

Staff Finding 3: The applicant will use the existing driveway to access Lot C and construct a new shared driveway to access Lot A and Lot B. Subject to the Conditions of Approval, this criterion is satisfied.

(...)

7. Number of access points. For single-family (detached and attached), two-family, and duplex housing types, one street access point is permitted per lot or parcel, when alley access cannot otherwise be provided; except that two access points may be permitted corner lots...

Staff Finding 4: The applicant has proposed utilizing the existing driveway to access Lot C, and construct a new shared driveway to access Lot A and Lot B. Subject to the Conditions of Approval, this criterion is satisfied.

48.030 MINIMUM VEHICULAR REQUIREMENTS FOR RESIDENTIAL USES

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.

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.

Staff Finding 5: The applicant proposes one shared driveway for Lot A and Lot B, which will provide a minimum of 12 feet of unobstructed horizontal clearance. The applicant proposes to use the existing driveway off of Bland Circle which currently meets the standards of 48.030. Subject to the Conditions of Approval, this criterion is satisfied.

IV. CHAPTER 85, GENERAL PROVISIONS

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 (...) 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.

Staff Finding 6: The proposal does not include the creation of any new streets. The proposal requires half-street improvements for the portion of Bland Circle adjacent to the subject property and Killarney/ Alpine Drive also abutting the subject property. The applicant will construct half street improvements along Bland Circle and Killarney/Alpine Drive abutting the subject property per Condition of Approval 3. Subject to the Conditions of Approval, this criterion is satisfied.

2. Right-of-way and roadway widths.

Staff Finding 7: The proposal is located on Bland Circle, a collector street that has a 60-80 foot right-of-way width adjacent to the subject property. The City Engineer requires a 12.5 foot dedication on Bland Circle of right-of-way for future improvements to meet City standards and multimodal goals per Condition of Approval 3. City standards for a collector street with parking on one side is a 56 foot right-of-way (6 foot sidewalks, 6 foot planter strips, and 30 foot travel lanes with parking). The dedication along Bland Circle will reduce both Lot C by approximately 2,000 square feet, but does not impact meeting minimum lot size for the R-10 zone or future development of the property. The subject property also has street frontage along Killarney/Alpine Drive, a neighborhood route. No new dedication will be required along Killarney/Alpine Drive, but half street improvements will be required in the existing ROW.

The nexus for this dedication is found in the fact that the ROW width adjacent to the 160 foot subject property of Bland Circle is approximately 35 feet and inadequate to construct required 60 feet of street infrastructure for a collector street with parking.

The proportionality is satisfied by the fact new development on Lot C will not generate any more trips per day, because no new development will accrue on Lot C. Lot A and Lot B will only be accessed via Killarney/Alpine Drive and only generate 9.57 trips per day. Subject to the Conditions of Approval, this criterion is satisfied.

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. (...)

Staff Finding 8: The applicant will dedicate 12.5 foot of ROW per Condition of Approval 3. The dedication is required to meet the collector street standards with parking and with a shared bikeway requirements found in Chapter 8 of the TSP. The applicant will construct half street improvements along Bland Circle and Killarney/Alpine Drive abutting the subject property. Subject to the Conditions of Approval, this criterion is satisfied.

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: (...)

Staff Finding 9: The proposal is located on Bland Circle, a collector street that has a 60-80 foot right-of-way width adjacent to the subject property. The City Engineer requires a 12.5 foot dedication on Bland Circle of right-of-way for future improvements to meet City standards and multimodal goals per Condition of Approval 3. City standards for a collector street with parking on one side is a 56 foot right-of-way (6 foot sidewalks, 6 foot planter strips, and 30 foot travel lanes with parking). The dedication along Bland Circle will reduce both Lot C by approximately 2,000 square feet, but does not impact meeting minimum lot size for the R-10 zone or future development of the property. The subject property also has

street frontage along Killarney/Alpine Drive, a neighborhood route. No new dedication will be required along Killarney/Alpine Drive, but half street improvements will be required.

The nexus for this dedication is found in the fact that the ROW width adjacent to the 160 foot subject property of Bland Circle is approximately 35 feet and inadequate to construct required 60 feet of street infrastructure for a collector street with parking.

The proportionality is satisfied by the fact new development on Lot C will not generate any more trips per day, because no new development will accrue on Lot C. Lot A and Lot B will only be accessed via Killarney/Alpine Drive and only generate 9.57 trips per day. Subject to the Conditions of Approval, this criterion is satisfied.

(...)

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.*

Staff Finding 10: Please see Staff Finding 9. Subject to the Conditions of Approval, this criterion is satisfied.

(...)

16. *Sidewalks. Sidewalks shall be installed per CDC 92.010(H), Sidewalks. The residential sidewalk width is six feet plus planter strip...or to match existing sidewalks or right-of-way limitations.*

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...or in response to right-of-way limitations.*

Staff Finding 11: The applicant will dedicate 12.5 feet of ROW per Condition of Approval 3 to accommodate the required six-foot sidewalks and planter strips along Bland Circle and construct the half street improvements along Killarney/Alpine Drive in existing ROW. Subject to the Conditions of Approval, this criterion is satisfied.

(...)

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

Staff Finding 12: The applicant proposes access to both Lot A and Lot B from Killarney/Alpine Drive, which is a public street. Proposed Lot C will use the existing access via Bland Circle. Subject to the Conditions of Approval, this criterion is satisfied.

(...)

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 (...)*

Staff Finding 13: The proposal is not a subdivision. This criteria does not apply. However, the proposal will add only two additional dwelling units. The addition of the two additional dwelling units should only generate an ADT of 19.14 new trips per day according to the Institute of Traffic Engineers (ITE) trip generation tables at 9.57 trips per household per day. The City Engineer has determined the proposal is in compliance with the City's Transportation System Plan and will not create impacts to existing off-site facilities that would trigger the need for improvements. This criterion is satisfied.

B. Blocks and Lots.

(...)

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

Staff Finding 14: Please see Staff Findings 2 through 5. Proposed Lot C is of adequate size to divide, but the current location of the existing home prohibits any further division at this time. Subject to the Conditions of Approval, this criterion is satisfied.

C. Pedestrian and bicycle trails.

(...)

Staff Finding 15: The West Linn Transportation System Plan does not identify any pedestrian or bicycle facilities on or adjacent to the subject property. The applicant is not required to install any improvements outside of required street improvements. This criterion is satisfied.

J. Supplemental Provisions

(...)

1. *Wetland and natural drainageways.*

Staff Finding 16: The subject property is not in any wetland or natural drainageway, therefore this criterion does 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.

Staff Finding 17: The City Engineer has determined the proposal is in compliance with the City's Transportation System Plan and will not create impacts to existing off-site facilities that would trigger the need for improvements. The City Engineer has also determined the City's sanitary sewer and water systems have sufficient capacity to serve the site. The applicant shall extend the existing 8 inch underground water main from Alpine Drive to serve Lots A, B, and C per condition of approval number 8. The applicant shall also install sanitary sewer service connection for the two newly created lots (Lot A and Lot B). The subject property currently has a septic system, which shall be abandoned and demolished per condition of approval number 9. The applicant shall provide and record a 20' public utility easement along the west property line of Lot A for future utility connection per condition of approval 7. Subject to conditions of approval, this criteria is satisfied.

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.

Staff Finding 18: The subject property needs to meet three criteria for exemption from undergrounding existing overhead utilities. The subject property meets two of the three exemption criteria, the area is built out with adjacent properties having above-ground utilities, 160 feet of site frontage, but the subject property is 1.04 acres. The applicant shall locate overhead utilities underground. Subject to conditions of approval, this criterion is satisfied.

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.

Staff Finding 19: The subject property is 45,437 square feet. The R-10 zone requires a minimum 10,000 square foot lot size, which equates to a maximum of 4 lots for the subject property. 3 lots is consistent with the proposal as each proposed lot is 11,000 square feet, 11,000 square feet, and 23,437 square feet. This criterion is satisfied.

(...)

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.

Staff Finding 20: There are no heritage trees on the subject property. There are six significant trees according to the City Arborist. These trees have been identified (applicant's submittal page 39-41) and the applicant shall coordinate with the City Arborist for any alteration or removal of these trees per condition number 5. Subject to conditions of approval this criterion is satisfied.

V. CHAPTER 92, REQUIRED IMPROVEMENTS

92.010 PUBLIC IMPROVEMENTS FOR ALL DEVELOPMENT

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

- A. Streets within subdivisions.*
- B. Extension of streets to subdivisions*
- C. Local and minor collector streets*
- D. Monuments*

Staff Finding 21: The applicant will be required to construct half street improvements along Bland Circle and Killarney/Alpine Drive to the standards of the City Engineer. Please see Staff Findings 9 through 14. Subject to the Conditions of Approval, these criteria are satisfied.

- E. Surface drainage and storm sewer system.*
- (...)*
- Q. Joint mailbox facilities*

Staff Finding 22: The applicant shall comply with the requirements and install improvements to meet the West Linn Public Works Standards. These criteria are satisfied.

92.030 IMPROVEMENT PROCEDURES

(...)

Staff Finding 23: The applicant shall comply with the requirements and install improvements to meet the West Linn Public Works Standards. These criteria are satisfied.

PD-1 AFFADAVIT AND NOTICE PACKET

AFFIDAVIT OF NOTICE

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

GENERAL

File No. MP-16-02 Applicant's Name Richard and Sonia Young
Development Name _____
Scheduled Meeting/Decision Date 10-3-16

NOTICE: Notices were sent at least 20 days prior to the scheduled hearing, meeting, or decision date per Section 99.080 of the Community Development Code. (check below)

TYPE A ☒

A.	The applicant (date) <u>9-9-16</u>	(signed) <u>S. Shoyer</u>
B.	Affected property owners (date) <u>9-9-16</u>	(signed) <u>S. Shoyer</u>
C.	School District/ Board (date) _____	(signed) _____
D.	Other affected gov't. agencies (date) _____	(signed) _____
E.	Affected neighborhood assns. (date) <u>9-9-16 All</u>	(signed) <u>S. Shoyer</u>
F.	All parties to an appeal or review (date) _____	(signed) _____

At least 10 days prior to the scheduled hearing or meeting, notice was published/posted:

Tidings (published date) <u>N/A</u>	(signed) <u>S. Shoyer</u>
City's website (posted date) <u>9-9-16</u>	(signed) <u>S. Shoyer</u>

SIGN

At least 10 days prior to the scheduled hearing, meeting or decision date, a sign was posted on the property per Section 99.080 of the Community Development Code.

(date) 9/23/16 (signed) Janet Arnold

NOTICE: Notices were sent at least 14 days prior to the scheduled hearing, meeting, or decision date per Section 99.080 of the Community Development Code. (check below)

TYPE B ☐

A.	The applicant (date) _____	(signed) _____
B.	Affected property owners (date) _____	(signed) _____
C.	School District/ Board (date) _____	(signed) _____
D.	Other affected gov't. agencies (date) _____	(signed) _____
E.	Affected neighborhood assns. (date) _____	(signed) _____

Notice was posted on the City's website at least 10 days prior to the scheduled hearing or meeting.

Date: _____ (signed) _____

STAFF REPORT mailed to applicant, City Council/Planning Commission and any other applicable parties 10 days prior to the scheduled hearing.

(date) _____ (signed) _____

FINAL DECISION notice mailed to applicant, all other parties with standing, and, if zone change, the County surveyor's office.

(date) 10-5-16 (signed) S. Shoyer

**CITY OF WEST LINN
NOTICE OF UPCOMING
PLANNING MANAGER DECISION
FILE NO. MIP-16-02**

The West Linn Planning Manager is considering a request for a three-lot minor partition at 22995 Bland Circle.

The decision will be based on the approval criteria in chapters 11, 48, 85, 92, and 99 of the Community Development Code (CDC). The approval criteria from the CDC are available for review at City Hall, at the City Library, and at <http://www.westlinnoregon.gov/cdc>.

You have received this notice because County records indicate that you own property within 500 feet of this property (Tax Lot 1400 of Clackamas County Assessor's Map 21E 26C) or as otherwise required by Chapter 99 of the CDC.

All relevant materials in the above noted file are available for inspection at no cost at City Hall, and on the city web site <http://westlinnoregon.gov/planning/22995-bland-circle-3-lot-minor-partition> or copies may be obtained for a minimal charge per page. A public hearing will not be held on this decision. **Anyone wishing to present written testimony for consideration on this matter shall submit all material before 4:00 p.m. on October 3, 2016. Persons interested in party status should submit their letter along with any concerns related to the proposal by the comment deadline.** For further information, please contact Jennifer Arnold, Associate Planner, City Hall, 22500 Salamo Rd., West Linn, OR 97068, (503) 723-2542, jarnold@westlinnoregon.gov.

Any appeals to this decision must be filed within 14 days of the final decision date with the Planning Department. **It is important to submit all testimony in response to this notice. City Council will not accept additional evidence if there is an appeal of this proposal.** Failure to raise an issue in person or by letter, or failure to provide sufficient specificity to afford the decision-maker an opportunity to respond to the issue, precludes the raising of the issue at a subsequent time on appeal or before the Land Use Board of Appeals.

PD-2 COMPLETENESS LETTER



CITY OF West Linn

July 19, 2016

Sonia & Richard Young
22995 Bland Circle
West Linn, OR 97068

SUBJECT: MIP-16-02 application for 3-Lot Minor Partition at 22995 Bland Circle.

Dear Sonia & Richard:

You submitted this application on June 21, 2016. The Planning and Engineering Departments have deemed this application **complete**. The city has 120 days to exhaust all local review; that period ends November 16, 2016.

Please be aware that a determination of a complete application does not guarantee a recommendation of approval from staff for your proposal as submitted – it signals that staff believes you have provided the necessary information for the Planning Director to render a decision on your proposal.

A 20-day public notice will be prepared and mailed. This notice will identify the earliest potential decision date.

Please contact me at 503-723-2542, or by email at jarnold@westlinnoregon.gov if you have any questions or comments.

Sincerely,

A handwritten signature in blue ink that reads "Jennifer Arnold". The signature is fluid and cursive, with the first name "Jennifer" and last name "Arnold" clearly visible.

Jennifer Arnold
Associate Planner

PD-3 APPLICANT'S SUBMITTAL

DEVELOPMENT REVIEW APPLICATION

For Office Use Only		
STAFF CONTACT <i>Jennifer Arnold</i>	PROJECT NO(S). <i>MIP-16-02</i>	
NON-REFUNDABLE FEE(S)	REFUNDABLE DEPOSIT(S) <i>2800-</i>	TOTAL <i>2800-</i>

Type of Review (Please check all that apply):

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

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

Site Location/Address: 22995 BLAND CIRCLE, WEST LINN, OR 97068	Assessor's Map No.: 21E 26C Tax Lot(s): Tax Lot 1400 Total Land Area: 45,437 square feet
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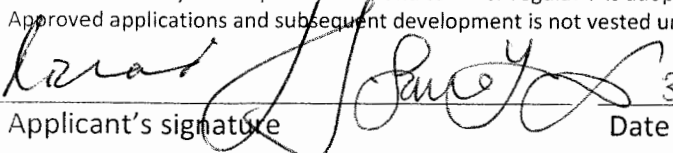
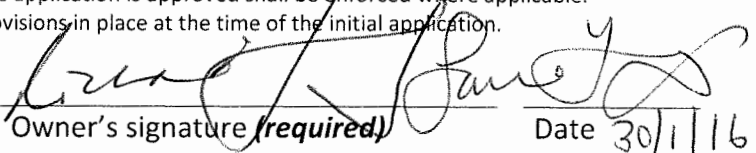
Brief Description of Proposal: THIS IS A MINOR PARTITION, WHICH WILL PROVIDE TWO NEW LOTS ON THE WEST SIDE OF THE EXISTING LOT. THE TWO NEW LOTS WILL BE ACCESSED FROM KILLARNEY/ALPINE DRIVE.

Applicant Name: SONIA & RICHARD YOUNG <small>(please print)</small> Address: 22995 BLAND CIRCLE City State Zip: WEST LINN, OR 97068	Phone: 503-697-5556 Email: soniamurphyyoung@gmail.com
Owner Name (required): SONIA & RICHARD YOUNG <small>(please print)</small> Address: 22995 BLAND CIRCLE City State Zip: WEST LINN, OR 97068	Phone: 407-473-3721 Email: ryoung@heery.com
Consultant Name: PHILIP MARTINSON, P.E. <small>(please print)</small> Address: PO BOX 544 City State Zip: MARYLHURST, OR 97068	Phone: 503-557-1555 Email: phil@pmeng.com

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	Date <i>30/1/16</i>	 Owner's signature (required)	Date <i>30/1/16</i>
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Tentative Partition Plan

Three Lot Minor Partition

This parcel currently includes one existing Single-Family Residence

The approved partition will provided two additional Single-Family Residences

22995 Bland Circle

West Linn, Oregon 97068

City of West Linn File - PA-15-39

I. Site Information Summary	Page 2
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Exhibit A – Signed Development Review Application

Exhibit B – Site Location

Exhibit C – Plan View of Partitioned Site

Exhibit D – Collector Street Detail for Bland Circle

Exhibit E – Tree Survey for 22995 Bland Circle

Exhibit F – Applicant Pre-Application Conference

Exhibit G – NOTES from the Pre-Application Conference

Exhibit H - Statement or affidavit of ownership of the tract

Exhibit I - City of West Linn - Utility Map & Design Requirements

Exhibit J -City of West Linn – Street Improvement Requirements

I. Site Information Summary

Site Address: 22995 Bland Circle
(Tax Lot 1400 map 21E-26C)

Site Area: 45,437 square feet

Neighborhood: Savanna Oaks NA

Comprehensive Plan: Low Density Residential

Zoning: R-10, Single family residential detached
10,000 square foot minimum lot size

Applicable Code: Community Development Code (CDC)
Chapter 85: Land Division
CDC Chapter 11: R-10

II. Partition Details

Slope: The property slopes down from Bland Circle at 8% to 20%
The western half steepens to slope of 12% to 24%

Existing Structures: One single family home & one detached
garage/accessory building *(Note the building falls
within the unused or dormant portion of the Killarney
Drive Right-of-Way (ROW) and would need to be
removed prior to final platting).*

Partition: Two additional 11,000 square foot lots are being created
along Alpine Drive (which connects with Killarney
Drive). This parcel currently includes one existing
Single-Family Residence. The approved partition will
provided two additional Single-Family Residences.

Submittal: Details for Section 85.160 “Submittal Requirements for
Tentative Plan”, are included in the individual Exhibits.

III. Supplemental Submittal Requirements

The West Linn Code for partitioning of land is described in “Division 8 - Land Division” of the code. These details are provided in Chapter 85 of the West Linn City Code’s General Provisions.

Specifically, the code requires the applicable Supplemental Submittal Requirement items included within “Section 85.170 Supplemental Submittal Requirements for Tentative Subdivision or Partition Plan”, of the code be addressed. Copies of the City of West Linn’s code are available on-line from the City of West Linn.

Website: <http://www.codepublishing.com/OR/WestLinn/CDC.html>

The required responses to these applicable Supplemental Submittal Requirements are summarized as follows:

Section 85.170 - Supplemental Submittal Requirements for Tentative Subdivision or Partition Plan

A. General.

1. Narrative stating how the plan meets each of the applicable approval criteria and each subsection below.

Included in Section III of this application

2. Statement or affidavit of ownership of the tract (County Assessor’s map and tax lot number).

Included as Exhibit G

3. A legal description of the tract.

22995 Bland Circle, West Linn (Tax Lot 1400 map 21E 26C)

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.

There will be no phasing of the partition.

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.

There are no contiguous or adjacent parcels owned by the Application/Land Owner

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.

This property has both Type I and Type II lands, which are defined by section 02.030 of the CDC (Community Development Plan):

Type I lands. Lands that have severe constraints that preclude the use of standard development techniques and technical criteria. Type I lands exist in one or more of the following areas:

- 1. Slope: Land that has slopes of 35 percent or more over more than 50 percent of the site, as shown on the RLIS topography GIS layer.***
- 2. Drainage: All lands within the designated floodway as shown on the appropriate FEMA flood panel.***
- 3. Geological hazard: All landslide areas shown on the City's Natural Hazard Mitigation Plan ("NHMP") and identified as "landslide potential exists" on Map 16 of the NHMP, or areas outside Map 16, but within Map 17, Landslide Vulnerable Analysis Area.***

Type II lands. Lands which have constraints that are sufficient to preclude most standard types of development. Constraints in these areas generally do not constitute a health or safety hazard, but require the use of non-standard technical design criteria. Type II lands exist in one or more of the following areas:

- 1. Slope: Land that has slopes between 25 percent to 35 percent on more than 50 percent of the site, as shown on the RLIS topography GIS layer.***
- 2. Drainage: All drainage courses identified on the water resource area maps or areas identified as protected Goal 5 Wetlands, and areas outside the floodway, but within the floodway fringe, also known as the 100-year floodplain.***

3. *Geology: All known mineral and aggregate deposits identified on the Comprehensive Plan map as protected Goal 5 resources.*

7. Table and calculations showing the allowable number of lots under the zone and how many lots are proposed.

This Property is Zoned R-10. The Proposed Preliminary Plat consists of the following lot sizes:

<u>PRELIMINARY PLAT</u>		
<u>LOT SIZES</u>		
LOT A	11,000	SF
LOT B	11,000	SF
LOT C	23,437	SF
TOTAL	45,437	SF

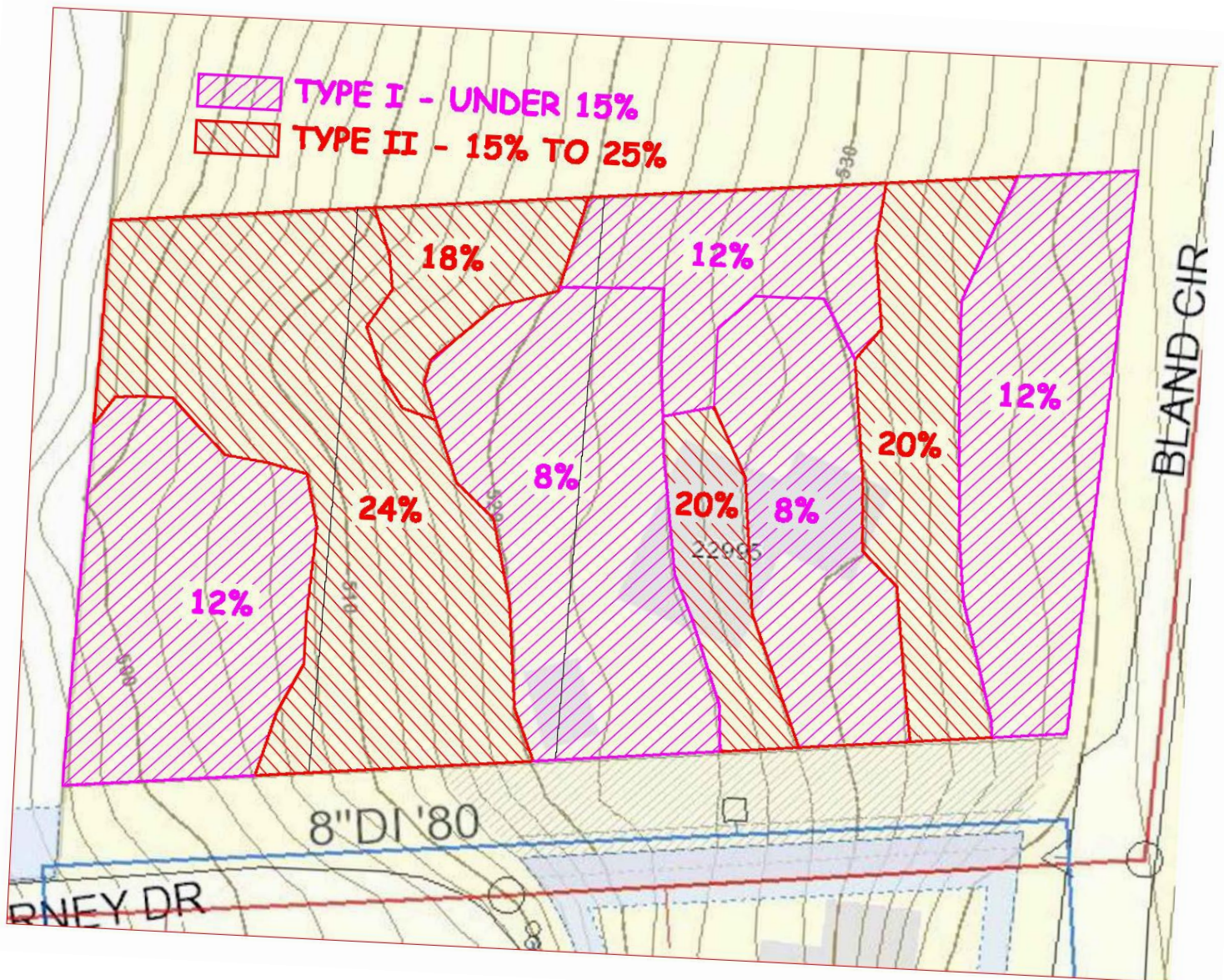
8. Map and table showing square footage of site comprising slopes by various classifications as identified in CDC 55.110(B)(3).

The slopes on the property vary from 2% to 24%. The following table and map, summarizes the site according to the slope:

<u>SLOPE CLASSIFICATIONS</u>		
SLOPE	ZONE SIZE	ZONE
12%	6,125 SF	TYPE I
24%	10,250 SF	TYPE II
18%	2,046 SF	TYPE II
8%	7,297 SF	TYPE I
12%	3,237 SF	TYPE I
20%	1,880 SF	TYPE II
8%	4,531 SF	TYPE I
20%	4,109 SF	TYPE II
12%	5,841 SF	TYPE I

Type I Zone for slopes under 15%.

Type II Zones for slopes between 15% to 25%.



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.

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.

d. Traffic impact analysis requirements.

- 1) Preparation. A Traffic Impact Analysis shall be prepared by a professional engineer qualified under OAR 734-051-0040. The City shall commission the traffic analysis and it will be paid for by the applicant.
- 2) Transportation Planning Rule compliance. See CDC 105.050(D), Transportation Planning Rule Compliance.
- 3) Pre-application conference. The applicant will meet with West Linn Public Works prior to submitting an application that requires a traffic impact application. This meeting will determine the required elements of the TIA and the level of analysis expected.

e. Approval criteria.

- 1) Criteria. When a Traffic Impact Analysis is required, approval of the development proposal requires satisfaction of the following criteria:
 - (A) The Traffic Impact Analysis was prepared by a professional traffic engineer qualified under OAR 734-051-0040; and
 - (B) If the proposed development shall cause one or more of the effects in subsection (B)(2) of this section, or other traffic hazard or negative impact to a transportation facility, the Traffic Impact Analysis includes mitigation measures that meet the City's level of service and are satisfactory to the City Engineer, and ODOT when applicable; and
 - (C) The proposed site design and traffic and circulation design and facilities, for all transportation modes, including any mitigation measures, are designed to:
 - (1) Have the least negative impact on all applicable transportation facilities; and

(2) Accommodate and encourage non-motor vehicular modes of transportation to the extent practicable; and (3) Make the most efficient use of land and public facilities as practicable; and

(4) Provide the most direct, safe and convenient routes practicable between on-site destinations, and between on-site and off-site destinations; and

(5) Otherwise comply with applicable requirements of the City of West Linn Community Development Code.

f. Conditions of approval. The City may deny, approve, or approve the proposal with appropriate conditions.

1) Dedication of land for streets, transit facilities, sidewalks, bikeways, paths, or accessways shall be required where the existing transportation system will be impacted by or is inadequate to handle the additional burden caused by the proposed use.

2) Improvements such as paving, curbing, installation or contribution to traffic signals, or construction of sidewalks, bikeways, accessways, paths, or streets that serve the proposed use where the existing transportation system may be burdened by the proposed use may be required.

There is no street construction included with this lot partition. The partition will have two Single-Family Residences, added to the existing Single-Family Residence, and will have minimal traffic impacts.

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.

There will be no grading with this lot partition.

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 offsite 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.

The existing 8-inch Ductile Iron Waterline located on Alpine Drive will be extended to the west (as shown on the drawing) by approximately 70 to 80-Feet. This partition will add two (2) new residential lots, making a total of three (3) lots. All three lots will be serviced from this extended 8-inch Ductile Iron Waterline located within the “Alpine Drive” and/or “Killarney Drive” public street and Right-of-Water (ROW). Individual metered water services will be added for the two new lots and reconfigured existing lot (Lots A, B & C).

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 sewerred.

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.

There are no public sanitary sewer line installations or sanitary sewer line extensions with this lot partition. This partition will add two (2) new residential lots, making a total of three (3) lots. All three lots will be serviced from existing City of West Linn sanitary sewer lines located within the “Alpine Drive” and/or “Killarney Drive” public street and Right-of-Water (ROW). Individual sanitary sewer services will be added for the two new lots and reconfigured existing lot (Lots A, B & C).

- 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. (Ord. 1382, 1995; Ord. 1401, 1997; Ord. 1425, 1998; Ord. 1442, 1999; Ord. 1584, 2008; Ord. 1604 § 65, 2011; Ord. 1635 § 33, 2014; Ord. 1636 § 54, 2014)

There are no public storm water line installations or storm water line extensions with this lot partition. This partition will add two (2) new residential lots, making a total of three (3) lots. All three lots will be serviced from existing City of West Linn storm water lines located within the “Alpine Drive” and/or “Killarney Drive” public street and Right-of-Water (ROW). Storm Water weep holes will be placed into the curbs for discharge into the paved areas of “Alpine Drive” and/or “Killarney Drive”.

IV. Approval Criteria

The West Linn Code for partitioning of land is described in “Division 8 - Land Division” of the code. These details are provided in Chapter 85 of the West Linn City Code’s General Provisions.

Specifically, the code requires the applicable approval criteria items included within “Section 85.200 Approval Criteria”, of the code be addressed. Copies of the City of West Linn’s code are available on-line from the City of West Linn.

Website: <http://www.codepublishing.com/OR/WestLinn/CDC.html>

The required responses to these applicable approval criteria are summarized below.

Specifically, conversations with the City of West Linn indicate there is sufficient resource capacity to provide water and sewer services, subject to the current design standards, requirements and parameters. The requirements for the engineering department for the City of West Linn are included in Exhibit H and Exhibit I, and reproduced as follows:

PROVIDE STREET IMPROVEMENT ON BOTH BLAND CIR AND KILLARNEY RD AS DEPICTED ON SITE PLAN. PAVEMENT TAPER FROM 20' TO 16'.

EXTEND EXISTING 8" DI WATER ON KILLARNEY RD TO PROVIDE SERVICE FOR NEW HOUSES. RECONNECT EXISTING WATER METER TO NEW WATER EXTENSION.

PUBLIC SANITARY SEWER MAIN IS AVAILABLE ON KILLARNEY FOR NEW SERVICE CONNECTIONS.

SIDEWALK MAY BE CONSTRUCTED ADJACENT TO CURB IF ENCOUNTERED TREES OR TOPOGRAPHIC DIFFICULTY

Mr. Ty Darby, the Deputy Fire Marshal with the Tualatin Valley Fire & Rescue, has reviewed the proposed site plan. Mr. Darby responded and indicated the “*Fire apparatus and hydrant access is acceptable. A fire flow test from the nearest fire hydrant will be required prior to construction. Please work with the City of West Linn to obtain a flow test.*”

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. **The Drawings include a layout and details conforming to the City of West Linn's Engineering Department requirements.**

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).

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:

<u>Street Classification</u>	<u>Right-of-Way</u>
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.

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.

Freeways are State or interstate facilities that provide regional travel connections. These routes have the highest capacity and the most restrictive access requirements. Two local freeway interchanges at 10th Street and at Highway 43 serve the entire City of West Linn. Interchanges are grade-separated facilities with arterial or principal arterial streets. No intermediate vehicular or pedestrian access is allowed.

Principal arterials are typically State highways that provide the high level roadway capacity to local land uses. These routes connect over the longest distance (sometimes miles long) and are less frequent than other arterials or collectors. These highways generally span several jurisdictions and often have Statewide importance (as defined in the ODOT State Highway Classification).

These facilities should provide for a high level of transit service and include transit priority measures to expedite bus travel.

Arterial streets serve to interconnect the City. These streets link major commercial, residential, industrial and institutional areas. Arterial streets are typically spaced about one mile apart to assure accessibility and reduce the incidence of traffic using collectors or local streets for through traffic in lieu of a well-placed arterial street. Access control is the key feature of an arterial route. Arterials are typically multiple miles in length.

Collector streets provide both access and circulation within and between residential and commercial/industrial areas. Collectors differ from arterials in that they provide more of a Citywide circulation function and do not require as extensive control of access and that they penetrate residential neighborhoods, distributing trips from the neighborhood and local street system. Collectors are typically greater than one-half to one mile in length.

Neighborhood routes are usually long relative to local streets and provide connectivity to collectors or arterials. Since neighborhood routes have greater connectivity, they generally have more traffic than local streets and are used by residents in the area to access the neighborhood, but do not serve Citywide/large area circulation. They are typically about one-quarter to one-half mile in total length. Traffic from cul-de-sacs and other local streets may drain onto neighborhood routes to gain access to collectors or arterials. Because traffic needs are greater than a local street, certain measures should be considered to retain the neighborhood character and livability of these streets. Neighborhood traffic management measures are often appropriate (including devices such as speed humps, traffic circles and other devices – refer to later section in this chapter). However, it should not be construed that neighborhood routes automatically get speed humps or any other measures. While these streets have special needs, neighborhood traffic management is only one means of retaining neighborhood character and vitality.

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.

City of West Linn Roadway Cross-Section Standards

Street Element	Characteristic	Width/Options
Vehicle Lane Widths (minimum widths)	Arterial	11 feet
	Collector	10 feet
	Neighborhood	10 feet
	Local	12 feet
	Turn Lane	10-14 feet
On-Street Parking	Arterials	Limited (in commercial areas)
	Collectors	Some (unstriped)
	Neighborhood	Some (8 feet)
	Local	Some (unstriped)
Bicycle Lanes (minimum widths)	New Construction	5 to 6 feet
	Reconstruction	5 to 6 feet
Sidewalks (minimum width) (See note below)	Arterial	6 feet
	Collector	6 feet
	Neighborhood/Local	6 feet
Landscape Strips	Can be included in all streets	6 feet

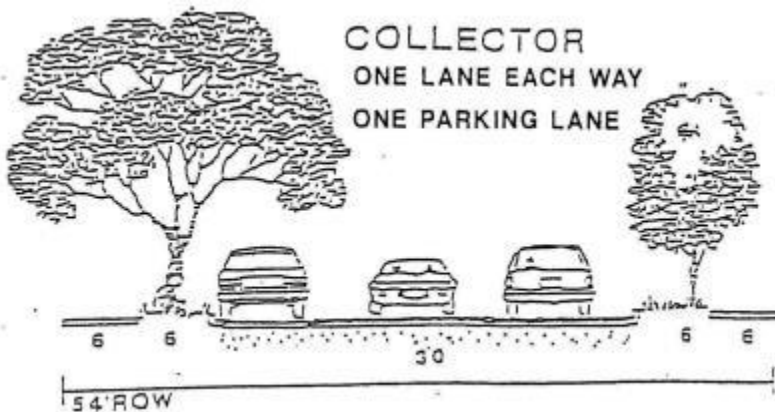
Medians	5-Lane	Optional
	3-Lane	Optional
	2-Lane	Consider if appropriate
Neighborhood Traffic Management	Arterials	Not recommended
	Collectors	Under special conditions
	Neighborhood	Should consider if appropriate
	Local	Should consider if appropriate
Transit	Arterial/Collectors	Appropriate
	Neighborhood Route	Only in special circumstances
	Local	Not recommended

NOTE: Commercial/OBC zone development on arterials requires a 12-foot-wide sidewalk which includes three feet for street trees, hydrants, street furniture, etc. Commercial/OBC zone development on local streets requires an 8-foot-wide sidewalk with no planter strip, but shall include cut-outs for street trees. In both commercial and residential areas where site constraints exist, sidewalks and planter strips may be reduced to the minimum necessary (e.g., four feet for sidewalks and no planter strip) to accommodate walking and significant natural features such as mature trees, steep embankment, grade problems, and existing structures, or to match existing sidewalks or right-of-way limitations. These natural features are to be preserved to the greatest extent possible. Requests for this configuration shall require the endorsement of the City Engineer. The City Engineer has the authority to require that street widths match adjacent street widths.

Sidewalk Location	Sidewalk Width
Arterial in GC/OBC zone	12 feet
Collector/Local in GC/OBC zone	8 feet
Storefront on arterial	12 feet

Storefront on collector/local	8 feet
Residential Development	6 feet (+ 6-foot planter strip)

(GC = General Commercial; OBC = Office Business Center)



4. The decision-making body shall consider the City Engineer's recommendations on the desired right-of-way width, pavement width and street geometry of the various street types within the subdivision after consideration by the City Engineer of the following criteria:

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

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.

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

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.

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.

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.

11. Cul-de-sacs.

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

- 1) Physical constraints (e.g., existing development, the size or shape of the site, steep topography, or a fish bearing stream or wetland protected by Chapter [32](#) CDC), or
- 2) Existing easements or leases.

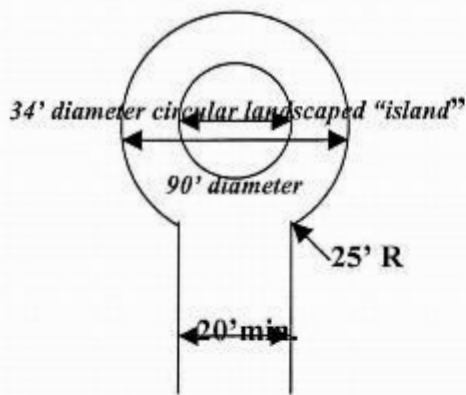
b. New cul-de-sacs and other closed-end streets, consistent with subsection (A)(11)(a) of this section, shall not exceed 200 feet in length or serve more than 25 dwelling units unless the design complies with all adopted Tualatin Valley Fire and Rescue (TVFR) access standards and adequately provides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

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

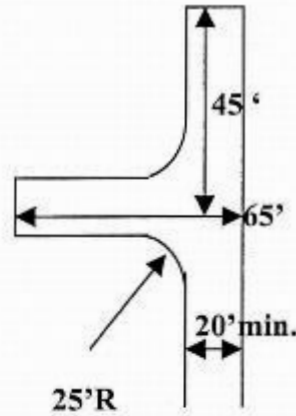
d. Applicants for a proposed subdivision, partition or a multifamily, commercial or industrial development accessed by an existing cul-de-sac/closed-end street shall demonstrate that the proposal is consistent with all applicable traffic standards and TVFR access standards.

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

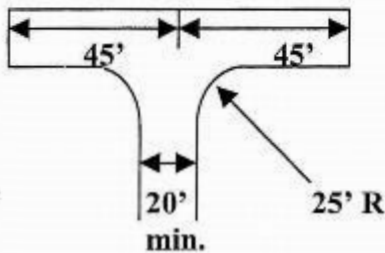
f. All cul-de-sacs/closed-end streets shall terminate with a turnaround built to one of the following specifications (measurements are for the traveled way and do not include planter strips or sidewalks).



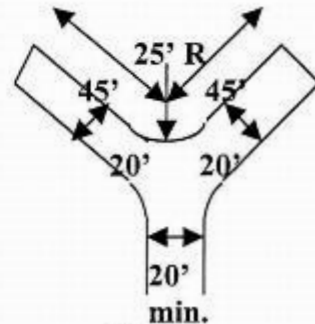
Cul-de-Sac Turnaround



Hammer Head Turnaround

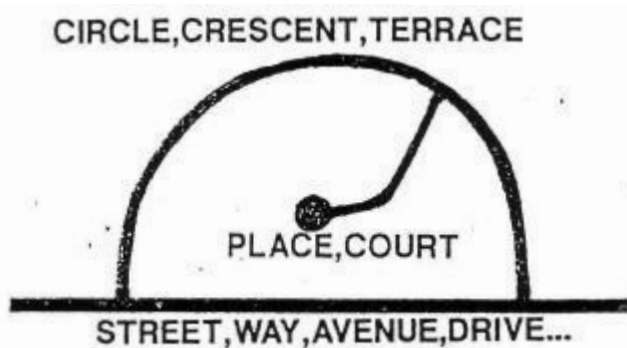


"T" Turnaround



"Y" Turnaround

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



13. Grades and curves. Grades shall not exceed 8 percent on major or secondary arterials, 10 percent on collector streets, or 15 percent on any other street unless by variance.

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

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.

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

- a. The alley shall be self-contained within the subdivision. The alley shall not abut undeveloped lots or parcels which are not part of the project proposal. The alley will not stub out to abutting undeveloped parcels which are not part of the project proposal.
- b. The alley will be designed to allow unobstructed and easy surveillance by residents and police.
- c. The alley should be illuminated. Lighting should include non-omni-directional pole mounted high or low pressure sodium lights every 100 to 200 feet.
- d. The alley should be a semi-private space where strangers are tacitly discouraged.
- e. Speed bumps may be installed in sufficient number to provide a safer environment for children at play and to discourage through or speeding traffic.
- f. Alleys should be a minimum of 14 feet wide, paved with no curbs.

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.

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

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

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.

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.

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

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

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.

B. Blocks and lots. **The Drawings include a “Tentative Partition Plat Layout” that conforms to the City of West Linn’s Code requirements and follows the City of West Linn’s Planning and Engineering Department requirements. The Final Plat will be field surveyed and platted according to these requirements.**

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.

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.

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.

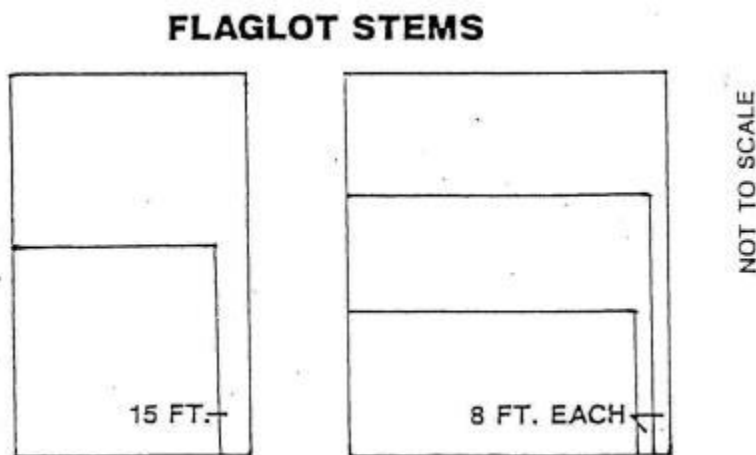
4. Access. Access to subdivisions, partitions, and lots shall conform to the provisions of Chapter 48 CDC, Access, Egress and Circulation.

5. Double frontage lots and parcels. Double frontage lots and parcels have frontage on a street at the front and rear property lines. Double frontage lots and parcels shall be avoided except where they are essential to provide separation of residential development from arterial

streets or adjacent non-residential activities, or to overcome specific disadvantages of topography and orientation. A planting screen or impact mitigation easement at least 10 feet wide, and across which there shall be no right of access, may be required along the line of building sites abutting such a traffic artery or other incompatible use.

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.

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



- a. Setbacks applicable to the underlying zone shall apply to the flag lot.
- b. Front yard setbacks may be based on the rear property line of the lot or parcel which substantially separates the flag lot from the street from which the flag lot gains access. Alternately, the house and its front yard may be oriented in other directions so long as some measure of privacy is ensured, or it is part of a pattern of development, or it better fits the topography of the site.
- c. The lot size shall be calculated exclusive of the accessway; the access strip may not be counted towards the area requirements.
- d. The lot depth requirement contained elsewhere in this code shall be measured from the rear property line of the lot or parcel which substantially separates the flag lot from the street from which the flag lot gains access.
- e. As per CDC [48.030](#), the accessway shall have a minimum paved width of 12 feet.

f. If the use of a flag lot stem to access a lot is infeasible because of a lack of adequate existing road frontage, or location of existing structures, the proposed lot(s) may be accessed from the public street by an access easement of a minimum 15-foot width across intervening property.

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.

C. Pedestrian and bicycle trails. **The Drawings follow and conform to the City of West Linn's Code requirements and are based on the City of West Linn's Planning and Engineering Department requirements for pedestrian access and public street layout requirements.**

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

2. The all-weather surface (asphalt, etc.) trail should be eight feet wide at minimum for bicycle use and six feet wide at minimum for pedestrian use. Trails within 10 feet of a wetland or natural drainageway shall not have an all-weather surface, but shall have a soft surface as approved by the Parks Director. These trails shall be contained within a corridor dedicated to the City that is wide enough to provide trail users with a sense of defensible space. Corridors that are too narrow, confined, or with vegetative cover may be threatening and discourage use. Consequently, the minimum corridor width shall be 20 feet. Sharp curves, twists, and blind corners on the trail are to be avoided as much as possible to enhance defensible space. Deviations from the corridor and trail width are permitted only where topographic and ownership constraints require it.

3. Defensible space shall also be enhanced by the provision of a three- to four-foot-high matte black chain link fence or acceptable alternative along the edge of the corridor. The fence shall help delineate the public and private spaces.

4. The bicycle or pedestrian trails that traverse multi-family and commercial sites should follow the same defensible space standards but do not need to be defined by a fence unless required by the decision-making authority.
5. Except for trails within 10 feet of a wetland or natural drainageway, soft surface or gravel trails may only be used in place of a paved, all-weather surface where it can be shown to the Planning Director that the principal users of the path will be recreational, non-destination-oriented foot traffic, and that alternate paved routes are nearby and accessible.
6. The trail grade shall not exceed 12 percent except in areas of unavoidable topography, where the trail may be up to a 15 percent grade for short sections no longer than 50 feet. In any location where topography requires steeper trail grades than permitted by this section, the trail shall incorporate a short stair section to traverse the area of steep grades.

D. Transit facilities. The Designed Layout” will enhance traffic flow and transit access for the City of West Linn community.

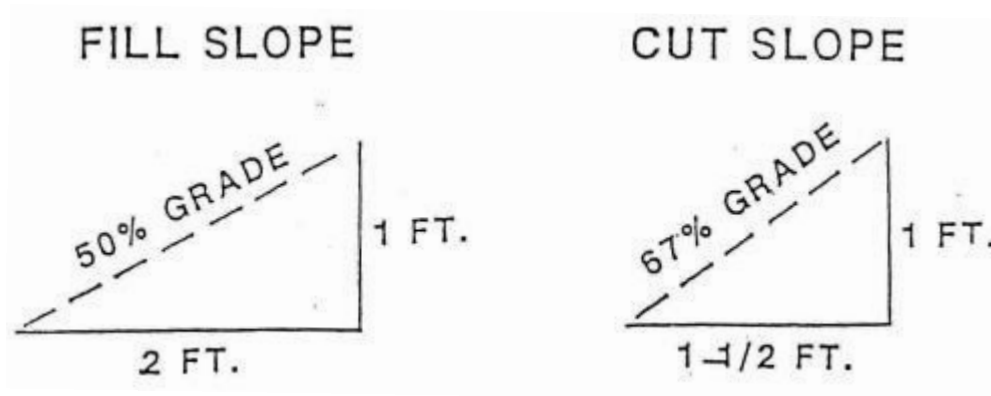
1. The applicant shall consult with Tri-Met and the City Engineer to determine the appropriate location of transit stops, bus pullouts, future bus routes, etc., contiguous to or within the development site. If transit service is planned to be provided within the next two years, then facilities such as pullouts shall be constructed per Tri-Met standards at the time of development. More elaborate facilities, like shelters, need only be built when service is existing or imminent. Additional rights-of-way may be required of developers to accommodate buses.
2. The applicant shall make all transit-related improvements in the right-of-way or in easements abutting the development site as deemed appropriate by the City Engineer.
3. Transit stops shall be served by striped and signed pedestrian crossings of the street within 150 feet of the transit stop where feasible. Illumination of the transit stop and crossing is required to enhance defensible space and safety. ODOT approval may be required.
4. Transit stops should include a shelter structure bench plus eight feet of sidewalk to accommodate transit users, non-transit-related pedestrian use, and wheelchair users. Tri-Met must approve the final configuration.

E. Grading. There is no grading associated with the Tentative Partition Plat. Construction of the Single-family Residences on the two added Lots A & B will conform to all the City of West Linn Code, Inspection, Permitting and Occupancy requirements.

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

1. All cuts and fills shall comply with the excavation and grading provisions of the Uniform Building Code and the following:

- a. Cut slopes shall not exceed one and one-half feet horizontally to one foot vertically (i.e., 67 percent grade).
- b. Fill slopes shall not exceed two feet horizontally to one foot vertically (i.e., 50 percent grade). Please see the following illustration.



2. The character of soil for fill and the characteristics of lot and parcels made usable by fill shall be suitable for the purpose intended.
3. If areas are to be graded (more than any four-foot cut or fill), compliance with CDC [85.170\(C\)](#) is required.
4. The proposed grading shall be the minimum grading necessary to meet roadway standards, and to create appropriate building sites, considering maximum allowed driveway grades.
5. Type I lands shall require a report submitted by an engineering geologist, and Type I and Type II lands shall require a geologic hazard report.
6. *Repealed by Ord. 1635.*
7. On land with slopes in excess of 12 percent, cuts and fills shall be regulated as follows:
 - a. Toes of cuts and fills shall be set back from the boundaries of separate private ownerships at least three feet, plus one-fifth of the vertical height of the cut or fill. Where an exception is required from that requirement, slope easements shall be provided.
 - b. Cuts shall not remove the toe of any slope where a severe landslide or erosion hazard exists (as described in subsection (G)(5) of this section).
 - c. Any structural fill shall be designed by a registered engineer in a manner consistent with the intent of this code and standard engineering practices, and certified by that engineer that the fill was constructed as designed.
 - d. Retaining walls shall be constructed pursuant to Section 2308(b) of the Oregon State Structural Specialty Code.

- e. Roads shall be the minimum width necessary to provide safe vehicle access, minimize cut and fill, and provide positive drainage control.
- 8. Land over 50 percent slope shall be developed only where density transfer is not feasible. The development will provide that:
 - a. At least 70 percent of the site will remain free of structures or impervious surfaces.
 - b. Emergency access can be provided.
 - c. Design and construction of the project will not cause erosion or land slippage.
 - d. Grading, stripping of vegetation, and changes in terrain are the minimum necessary to construct the development in accordance with subsection J of this section.

F. Water. **Communications and correspondence with the City of West Linn's Engineering Department indicate there is sufficient resource capacity to provide water services, subject to the current design standards, requirements and parameters. The requirements for the engineering department for the City of West Linn are included in Exhibit H and Exhibit I.**

- 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.

G. Sewer. **Communications and correspondence with the City of West Linn's Engineering Department indicate there is sufficient resource capacity to provide sewer services, subject to the current design standards, requirements and parameters. The requirements for the engineering department for the City of West Linn are included in Exhibit H and Exhibit I.**

- 1. A plan prepared by a licensed engineer shall show how the proposal is consistent with the Sanitary Sewer Master Plan (July 1989). Agreement with that plan must demonstrate how the

sanitary sewer proposal will be accomplished and how it is gravity-efficient. The sewer system must be in the correct basin and should allow for full gravity service.

2. Sanitary sewer information will include plan view of the sanitary sewer lines, including manhole locations and depth or invert elevations.
3. Sanitary sewer lines shall be located in the public right-of-way, particularly the street, unless the applicant can demonstrate why the alternative location is necessary and meets accepted engineering standards.
4. Sanitary sewer line should be at a depth that can facilitate connection with down-system properties in an efficient manner.
5. The sanitary sewer line should be designed to minimize the amount of lineal feet in the system.
6. The sanitary sewer line shall avoid disturbance of wetland and drainageways. In those cases where that is unavoidable, disturbance shall be mitigated pursuant to Chapter [32](#) CDC, Water Resource Area Protection, all trees replaced, and proper permits obtained. Dual sewer lines may be required so the drainageway is not disturbed.
7. Sanitary sewer shall be extended or stubbed out to the next developable subdivision or a point in the street that allows for reasonable connection with adjacent or nearby properties.
8. The sanitary sewer system shall be built pursuant to DEQ, City, and Tri-City Service District sewer standards. The design of the sewer system should be prepared by a licensed engineer, and the applicant must be able to demonstrate the ability to satisfy these submittal requirements or standards at the pre-construction phase.
9. A written statement, signed by the City Engineer, that sanitary sewers with sufficient capacity to serve the proposed development and that adequate sewage treatment plant capacity is available to the City to serve the proposed development.

H. *Deleted during July 2014 supplement.*

I. Utility easements. **A sewer utility easement is included in the design to accommodate the future hook up of 22995 Bland Circle.**

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.

J. Supplemental provisions. **All known needs and requirements have been addressed.**

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.
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.
3. Street trees. Street trees are required as identified in the appropriate section of the municipal code and Chapter [54](#) CDC.
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.
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.
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.
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.
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.
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. (Ord. 1377, 1995; Ord. 1382, 1995; Ord. 1401, 1997; Ord. 1403, 1997; Ord. 1408, 1998; Ord. 1425, 1998; Ord. 1442, 1999; Ord. 1463, 2000; Ord. 1526, 2005; Ord. 1544, 2007; Ord. 1584, 2008; Ord. 1590 § 1, 2009; Ord. 1604 § 64, 2011; Ord. 1613 § 20, 2013; amended during July 2014 supplement; Ord. 1635 § 34, 2014; Ord. 1636 § 56, 2014)

DEVELOPMENT REVIEW APPLICATION

For Office Use Only

STAFF CONTACT	PROJECT NO(S).	
NON-REFUNDABLE FEE(S)	REFUNDABLE DEPOSIT(S)	TOTAL

Type of Review (Please check all that apply):

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

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

Site Location/Address:
22995 BLAND CIRCLE, WEST LINN, OR 97068
Assessor's Map No.: 21E 26C
Tax Lot(s): Tax Lot 1400
Total Land Area: 45,437 square feet

Brief Description of Proposal: THIS IS A MINOR PARTITION, WHICH WILL PROVIDE TWO NEW LOTS ON THE WEST SIDE OF THE EXISTING LOT. THE TWO NEW LOTS WILL BE ACCESSED FROM KILLARNEY/ALPINE DRIVE.

Applicant Name: SONIA & RICHARD YOUNG

(please print)
Address: 22995 BLAND CIRCLE

City State Zip: WEST LINN, OR 97068

Phone: 503-697-5556

Email:
soniamurphyyoung@gmail.com

Owner Name (required): SONIA & RICHARD YOUNG

(please print)
Address: 22995 BLAND CIRCLE

City State Zip: WEST LINN, OR 97068

Phone: 407-473-3721

Email: ryoung@heery.com

Consultant Name: PHILIP MARTINSON, P.E.

(please print)
Address: PO BOX 544

City State Zip: MARYLHURST, OR 97068

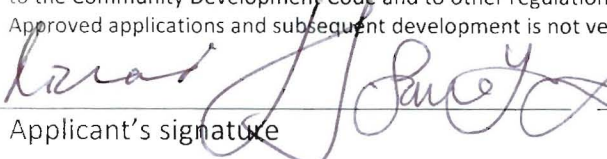
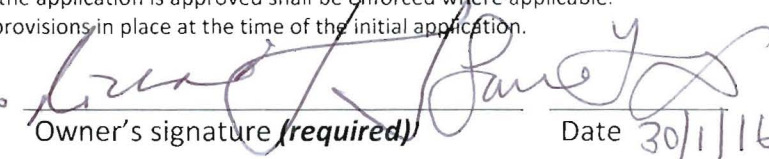
Phone: 503-557-1555

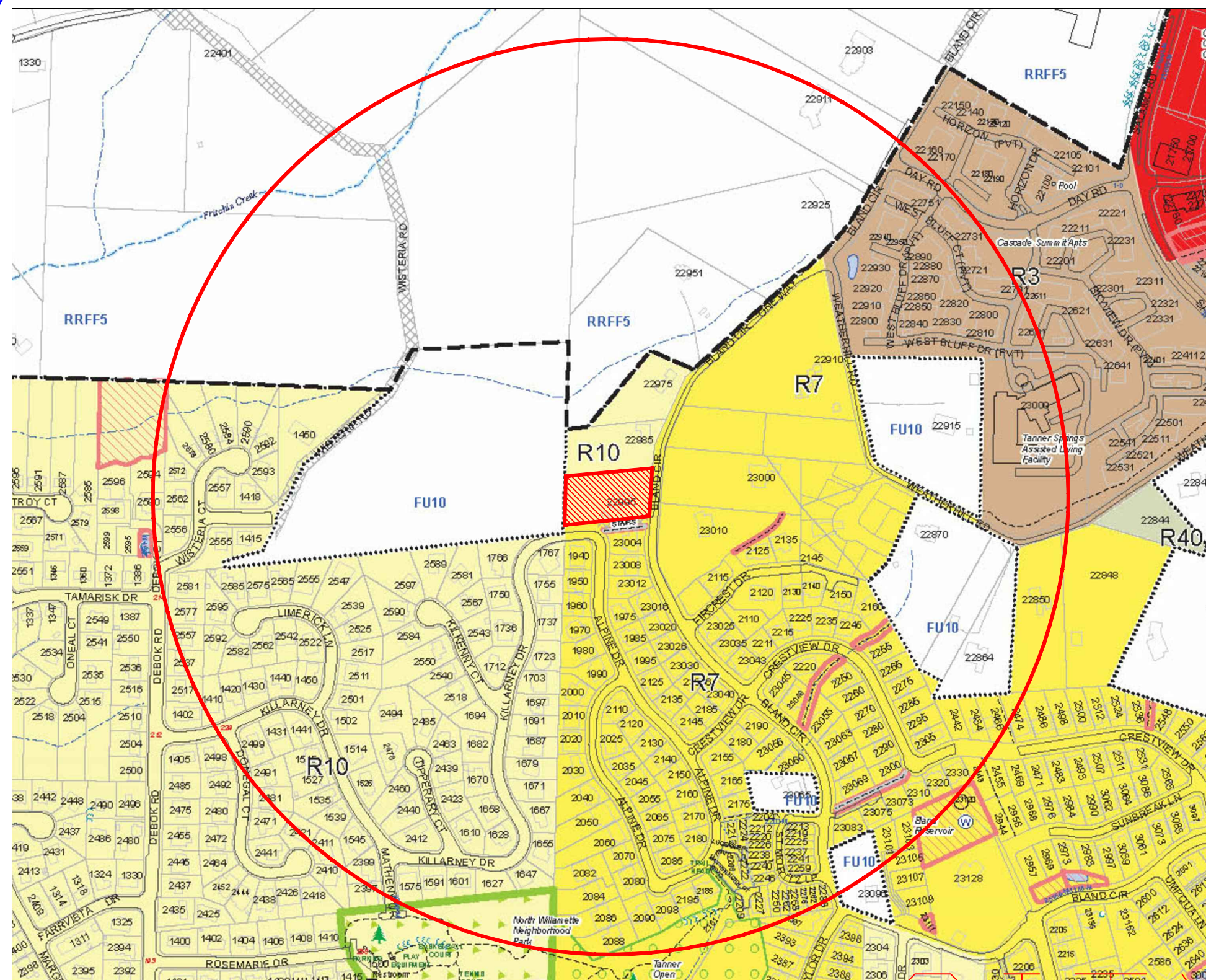
Email: phil@pmeng.com

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.

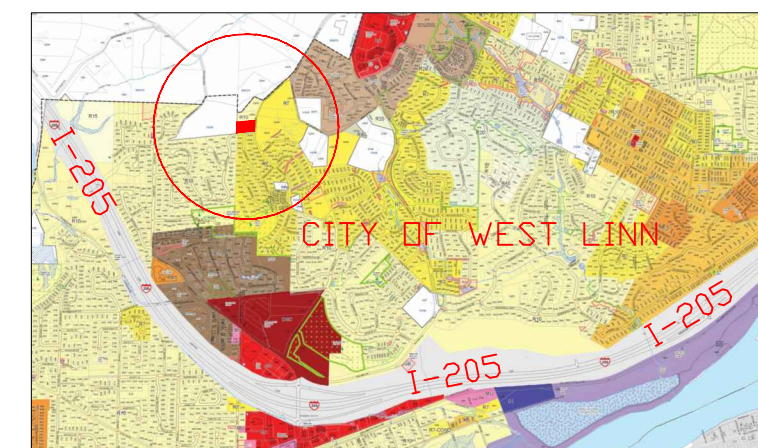
 Applicant's signature	Date 30/1/16	 Owner's signature (required)	Date 30/1/16
---	--------------	--	--------------



Vicinity Map Covering $\frac{1}{4}$ -Mile Radius from the Development Site

DESIGN NOTES:

1. THE CONCEPTUAL PLAN SHOWS TWO ADDED LOTS. LOT A & LOT B. THE EXISTING LOT WILL BE REDUCED IN SIZE & IS REFERRED TO AS LOT C.
2. THE PROPERTY ADDRESS & LEGAL DESCRIPTION IS 22995 BLAND CIRCLE, WEST LINN (TAX LOT 1400 MAP 21E 26C).
3. THE EXISTING "GROSS" LOT SIZE IS 45,437 SQUARE FEET. THE "PARTITIONED" LOT SIZES ARE LISTED AS FOLLOWS:
 LOT A = 11,000 SQUARE FEET
 LOT B = 11,000 SQUARE FEET
 LOT C = 23,437 SQUARE FEET



PROJECT LOCATION

PREPARED FOR:
 Three Lot Minor Partition
 Sonia & Richard Young
 22995 Bland Circle, West Linn, OR 97068

EXHIBIT B

PROJECT:
 Richard &
 Sonia Young

DRAWING TITLE:

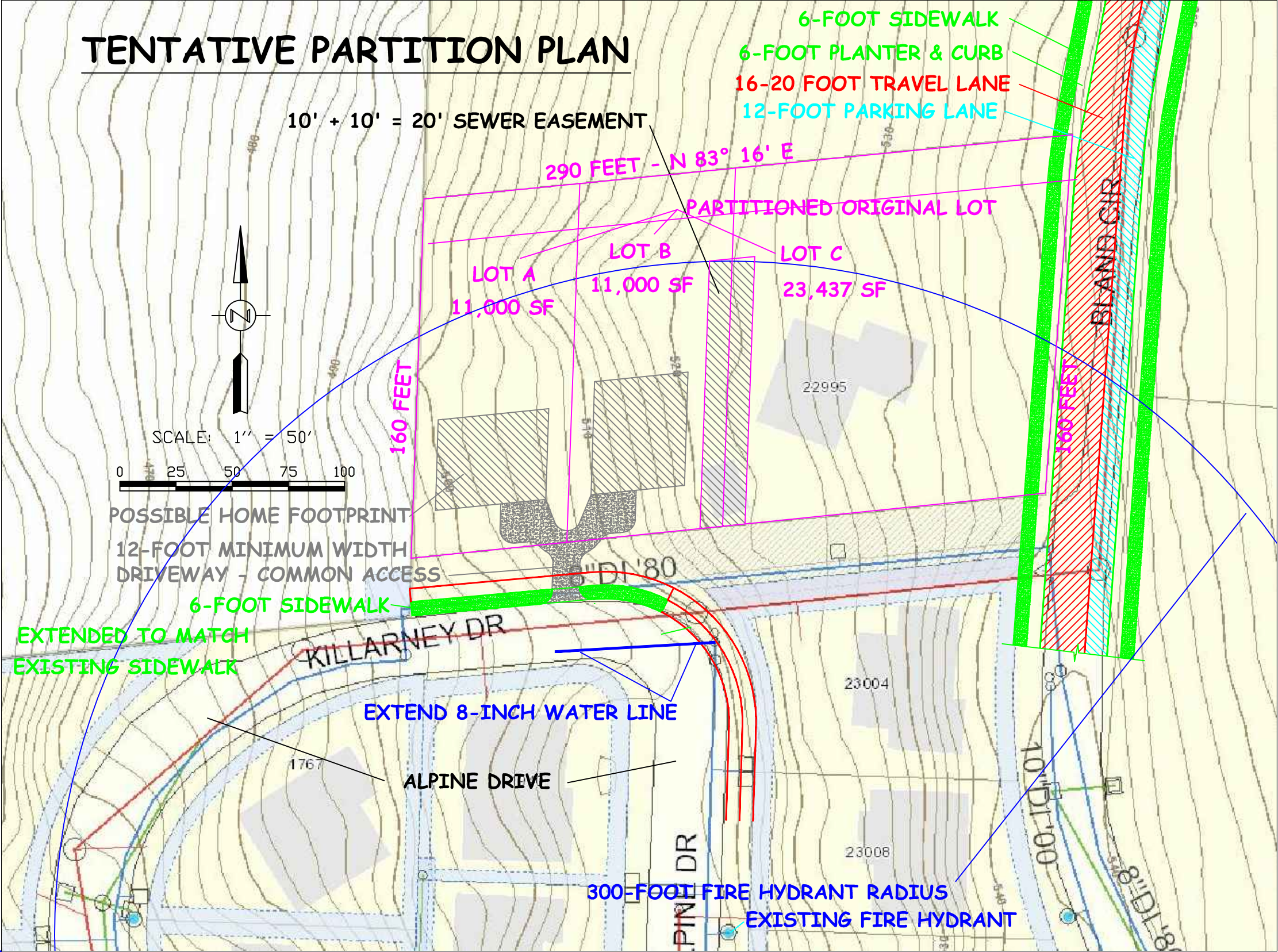
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DESIGNED:
 DRAWN:
 CHECKED:
 DATE: 01/15/2016

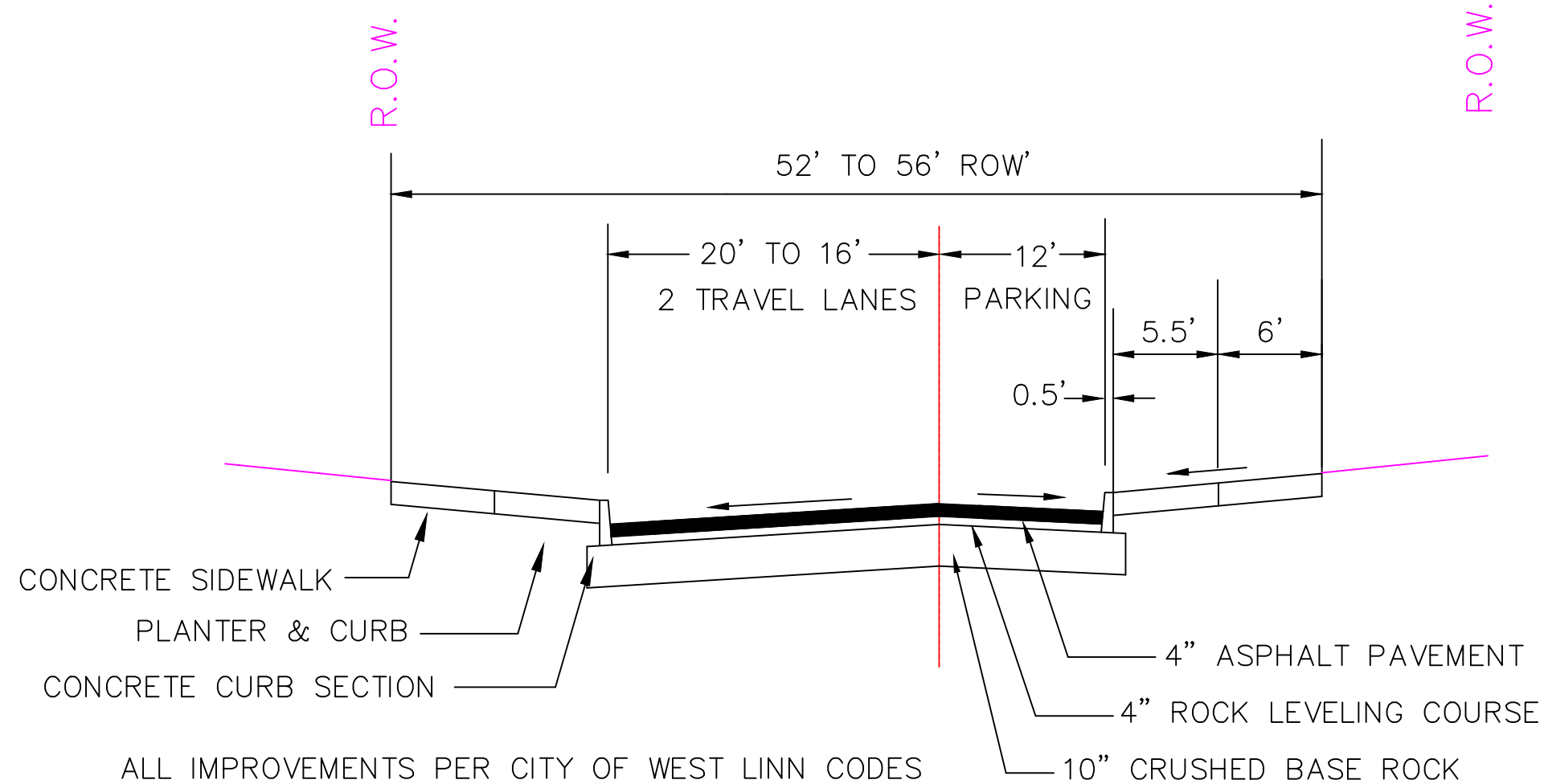
PHIL MARTINSON
 ENGINEERING, INC.
 P.O. BOX 544
 MARYLHURST, OR 97036
 503-557-1555
 FAX: 503-210-0360

JOB NO.:
 DRAWING NO.:
 SHEET
 1 OF 1

TENTATIVE PARTITION PLAN



- DESIGN NOTES:
1. A SIDEWALK AND CURB MATCHING THE EXISTING SIDEWALK AND CURB ALONG ALPINE DRIVE WILL BE EXTENDED ALONG THE KILLARNEY RIGHT-OF-WAY IF FRONT OF THE TWO PARTITIONED LOTS - LOT A AND LOT B.
 2. THE BLAND CIRCLE STREET AND RIGHT-OF-WAY IMPROVEMENTS WILL BE DELAYED UNTIL THE STREET IS IMPROVED.
 3. PROVIDE STREET IMPROVEMENT ON BOTH BLAND CIRCLE AND ALPINE DRIVE AS DEPICTED ON THE SITE PLAN.
 4. PAVEMENT TAPERS FROM 20' TO 16' & THE ROW TAPERS FROM 56' TO 52'.
 5. EXTEND THE EXISTING 8" DI WATER ON ASPEN DRIVE TO PROVIDE SERVICE FOR NEW HOUSES.
 6. RECONNECT EXISTING WATER METER TO NEW WATER EXTENSION.
 7. PUBLIC SANITARY SEWER MAIN IS AVAILABLE ON ALPINE DRIVE (KILLARNEY ROAD) FOR NEW SERVICE CONNECTIONS.
 8. SIDEWALK MAY BE CONSTRUCTED ADJACENT TO CURB IF ENCOUNTERED TREES OR TOPOGRAPHIC DIFFICULTY.
 9. THE NEWLY CREATED LOT B HAS A 10-FOOT SEWER EASEMENT ON THE EAST BOUNDARY & THE NEWLY "RESIZED" LOT C HAS A 10-FOOT SEWER EASEMENT ON THE WEST SIDE, CREATING A 20-FOOT SEWER EASEMENT FOR LOT C.
 10. ALL UTILITY, STREET & PROPERTY IMPROVEMENTS ARE TO BE BUILT TO THE CITY OF WEST LINN STANDARDS & ARE SUBJECT TO APPROVAL & INSPECTION BY THE CITY OF WEST LINN.



DESIGN NOTES:

1. THE CONCEPTUAL STREET PLAN FOR BLAND CIRCLE SHOWS TWO TRAVEL LANES. EACH TRAVEL LANE WILL BE 10-FEET TO 8-FEET WIDE, DEPENDING ON THE ROW (RIGHT-OF-WAY) WIDTH. THE ROW WIDTH WILL VARY, AND BE TAPERED FROM 52-FEET TO 56-FEET. THE TOTAL WIDTH OF BOTH TRAVEL LANES WILL VARY FROM 20-FEET TO 16-FEET. IN ADDITION THERE IS ONE 10-FOOT PARKING LANE.
2. ADJACENT TO THE STREET, AND LOCATED ON EACH SIDE, IS A 6-INCH CURB, 5.5-FOOT PLANTER STRIP AND 6-FOOT SIDEWALK.
3. ALL IMPROVEMENTS WITHIN THE ROW ARE TO BE BUILT TO THE CITY OF WEST LINN DESIGN STANDARDS.

STREET & RIGHT-OF-WAY (ROW) IMPROVEMENTS

PREPARED FOR:
Three Lot Minor Partition
Sonia & Richard Young
22995 Bland Circle, West Linn, OR 97068

APPROVALS:
EXHIBIT D

NO.	REVISIONS	DATE

PROJECT:
Richard &
Sonia Young

DRAWING TITLE:
FILE: FILEPATH

DESIGNED:
DRAWN:
CHECKED:
DATE: 01/15/2016

PHIL MARTINSON
ENGINEERING, INC.
PO BOX 544
MARYLHURST, OR 97036
503-557-1555
FAX: 503-210-0360

JOB NO.:
DRAWING NO.:
SHEET
1 OF 1

EXISTING CONDITIONS MAP

TAX LOT 1400
LOCATED IN THE S.W. 1/4 SECTION 26, T.2S., R.1E., W.M.,
CITY OF WEST LINN, CLACKAMAS COUNTY, OREGON
APRIL 27, 2016 SCALE 1"=20'

TAX LOT 1301
MAP 2S 1E 26C
DEED DOC. NO.
98-077048

22995 BLAND CIRCLE
TAX LOT 1400
MAP 2S 1E 26C
AREA = 45,199 S.F.
DEED DOC. NO.
2015-046193

TAX LOT 901
MAP 2S 1E 26C
DEED DOC. NO.
2014-061832

TAX LOT 5200
MAP 2S 1E 35BA

TAX LOT 5300
MAP 2S 1E 35BA

TAX LOT 5100
MAP 2S 1E 35BA

SURVEY NOTES:

THE VERTICAL DATUM FOR THIS SURVEY IS BASED UPON POST-PROCESSED GPS STATIC OBSERVATION OF INDEPENDENT CONTROL, PROCESSED THROUGH OPUS, DATUM IS NAVD 88.

A TRIMBLE S6-SERIES ROBOTIC INSTRUMENT WAS USED TO COMPLETE A CLOSED LOOP FIELD TRAVERSE.

THE BASIS OF BEARINGS FOR THIS SURVEY IS PER MONUMENTS FOUND AND HELD PER THE PLAT "RIDGEVIEW ESTATES PHASE 2", RECORDS OF CLACKAMAS COUNTY.

THE PURPOSE OF THIS SURVEY IS TO RESOLVE AND DETERMINE THE PERIMETER BOUNDARY OF THE SUBJECT PROPERTY, TO SHOW ALL PERTINENT BOUNDARY ISSUES AND ENCROACHMENTS. NO PROPERTY CORNERS WERE SET IN THIS SURVEY.

NO WARRANTIES ARE MADE AS TO MATTERS OF UNWRITTEN TITLE, SUCH AS ADVERSE POSSESSION, ESTOPPEL, ACQUIESCENCE, ETC.

NO TITLE REPORT WAS SUPPLIED OR USED IN THE PREPARATION OF THIS MAP.

THE UNDERGROUND UTILITIES AS SHOWN ON THIS MAP HAVE BEEN LOCATED FROM FIELD SURVEY OF ABOVE GROUND STRUCTURES AND AS MARKED BY OTHERS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES ARE IN THE EXACT LOCATION INDICATED, ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. 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. THIS SURVEY DOES NOT CONSTITUTE A TITLE SEARCH BY SURVEYOR.

LEGEND:

Some Symbols shown may not be used on map

- | | |
|----------------------------|-----------------------------------|
| DECIDUOUS TREE | UTILITY AND LIGHT POLE |
| EVERGREEN TREE | UTILITY POLE |
| STORM SEWER MANHOLE | LIGHT POLE |
| CATCH BASIN | GUY WIRE |
| SANITARY SEWER CLEANOUT | ELECTRIC BOX |
| SANITARY SEWER MANHOLE | ELECTRIC METER |
| WATER VALVE | ELECTRICAL POWER PEDESTAL |
| WATER METER | ELECTRIC RISER |
| FIRE HYDRANT | HEAT PUMP |
| GAS VALVE | OVERHEAD LINE |
| GAS METER | GAS LINE |
| BOLLARD | ELECTRICAL LINE |
| SIGN | COMMUNICATIONS LINE |
| MAILBOX | SANITARY SEWER LINE |
| COMMUNICATIONS PEDESTAL | STORM DRAIN LINE |
| COMMUNICATIONS MANHOLE | WATER LINE |
| COMMUNICATIONS BOX | FENCELINE |
| STORM OUTFALL | UTILITY RISER |
| FOUND MONUMENT | DOWN SPOUT TO SPLASH GUARD/GROUND |
| DOWN SPOUT TO STORM SYSTEM | GAS STUB |
| VAULT | WATER MANHOLE |

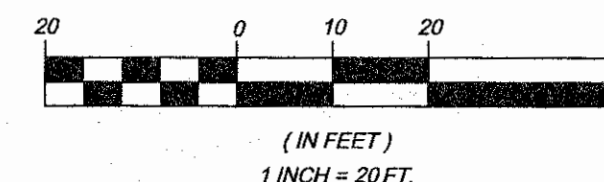
SIGNED ON: 28 APR 16

REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
JULY 13, 2004
TOBY G. BOLDEN
60377LS

RENEW: DECEMBER 31, 2017

GRAPHIC SCALE



CENTERLINE CONCEPTS
LAND SURVEYING, INC.

19376 MOLALLA AVE., SUITE 120
OREGON CITY, OREGON 97045
PHONE 503.650.0188 FAX 503.650.0189

Plotted: M:\PROJECTS\ELITE HOMES AND LANDSCAPES-BLAND CIRCLE-22995\dwg\ECM.dwg

No.	Common Name	DBH*	C-Rad^	Cond#	Comments	Sig?	Treatment
10087	bigleaf maple	11	20	G			
10088	bigleaf maple	2x8	15	F			
10089	sumac	6		D			
10090	noble fir	32	14	G	susceptible to balsam wooly adelgid		
10091	Douglas-fir	37	27	G			
10092	Douglas-fir	2x25	23	G			
10093	Douglas-fir	36	25	G			
10094	Douglas-fir	17	12	P	topped - utility lines		
10095	Douglas-fir	11	8	P	trunk damage		
10096	Douglas-fir	13	12	F			
10097	Douglas-fir	28	23	G		S	
10098	madrone	10	18	P	lean, one sided crown		
10164	sumac	6	8	F			
10359	deodar cedar	32	20	G			
10360	western redcedar	20	24	G			
10361	paper birch	3x14	20	F	susceptible to bronze birch borer		
10390	laurel	6	8	P	multi trunk		
10417	sweet cherry			D			
10418	bigleaf maple	8	15	F			
10419	Douglas-fir	15	12	F			
10420	Douglas-fir	24	20	G		S	
10421	Douglas-fir	37	22	G		S	
10428	bigleaf maple	28	30	G			
10429	Douglas-fir	34	25	G			
10433	sweet cherry			D			
10434	sweet cherry			D			
10435	sweet cherry			D			
10436	sweet cherry			D			
10437	bigleaf maple	8	12	P			
10438	Douglas-fir	34	20	G		S	
10439	sweet cherry			D			

Morgan Holen & Associates, LLC

Consulting Arborists and Urban Forest Management

3 Monroe Parkway, Suite P220, Lake Oswego, OR 97035

morgan.holen@comcast.net | 971.409.9354

No.	Common Name	DBH*	C-Rad^	Cond [#]	Comments	Sig?	Treatment
10440	sweet cherry			D			
10463	deciduous	6	10	P	root lifting		
10465	Douglas-fir	22	16	G		S	
10466	Douglas-fir	14	10	F	growing into wire fence		
10469	Douglas-fir	53	32	G		S	
10471	Douglas-fir	45	25	F	red ring rot (conks)		
10475	sweet cherry	8		D			
10508	Port-Orford-cedar	5x14	12	G	susceptible to Port-Orford-cedar root disease		
10555	laurel	5x5	12	F	lean		
10556	deciduous	4x6	12	F			
10557	deciduous	6	8	P			
10558	potr	56	26	P	excessive dead branches, branch failures		
10561	bigleaf maple	4x20	30	P	decay		
10565	laurel	14	14	F			
10568	hemlock	18	18	G			
10569	deodar cedar	27	25	G	tree house built around tree, probable damage		
10578	dogwood	8	6	P	lean		
10579	bigleaf maple	12	20	P			
10580	bigleaf maple	25	28	P	decay		
---	paulonia	12	13	G	not surveyed - see drawing for aprox. Location		

***DBH** is tree diameter measured at breast height, 4.5-feet above the ground level (inches); codominant trunks splitting below DBH are measured individually and separated by a comma, except for codominant stems of equal size are noted as

^C-Rad is the average crown radius measured in feet.

#Cond is an arborist assigned rating to generally describe the condition of individual trees as follows- Dead; Poor; Fair; or Good condition.

Sig? asks whether or not individual trees are considered potentially significant, either Yes (likely significant) or No (not considered significant).

Mike Perkins 503-723-2554; 503-557-4700; mperkins@westlinnoregon.gov

Jeff Hanson, Elite Homes & Landscapes Inc.; 503-349-1305; jeff.hanson123@gmail.com

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morgan.holen@comcast.net | 971.409.9354



LAND USE PRE-APPLICATION CONFERENCE

Thursday, October 15, 2015

City Hall
22500 Salamo Road

Willamette Conference Room

10:00 am Proposed partition to create two new lots accessed from Killarney Drive and retaining the existing dwelling on Bland Circle

Applicant: Sonia and Richard Young

Subject Property Address: 22995 Bland Circle

Neighborhood Assn: Savanna Oaks and Willamette

Planner: Peter Spir

Project #: PA-15-39



PRE-APPLICATION CONFERENCE

THIS SECTION FOR STAFF COMPLETION		
CONFERENCE DATE: <u>10/15/15</u>	TIME: <u>10AM</u>	PROJECT #: <u>PA-15-31</u>
STAFF CONTACT: <u>PETER SPIR</u>	FEE: <u>1000</u>	

Pre-application conferences occur on the first and third Thursdays of each month. In order to be scheduled for a conference, this form including property owner's signature, the pre-application fee, and accompanying materials must be submitted at least 14 days in advance of the conference date. Twenty-four hour notice is required to reschedule.

Address of Subject Property (or map/tax lot): 22995 Bland Circle, WL 97068

Brief Description of Proposal: Sub division to provide 2 new dwellings accessed from Killarney Drive, retaining the existing dwelling on Bland Circle.

Applicant's Name: Sonia & Richard Young
 Mailing Address: 22995 Bland Circle, West Linn, OR 97068
 Phone No: (503) 697-5556 Email Address: Soniamurphyyoung@gmail.com

Please attach additional materials relating to your proposal including a site plan on paper up to 11 x 17 inches in size depicting the following items: or ryoung@heery.com

- | | |
|--|--|
| <ul style="list-style-type: none"> ➤ North arrow ➤ Scale ➤ Property dimensions ➤ Streets abutting the property ➤ Conceptual layout, design and/or building elevations | <ul style="list-style-type: none"> ➤ Access to and from the site, if applicable ➤ General location of existing trees ➤ Location of creeks and/or wetlands ➤ Location of existing utilities (water, sewer, etc.) ➤ Easements (access, utility, all others) |
|--|--|

Please list any questions or issues that you may have for city staff regarding your proposal:

By my signature below, I grant city staff right of entry onto the subject property in order to prepare for the pre-application conference.

Property owner's signature

Date

Property owner's mailing address (if different from above)

DEVELOPMENT REVIEW APPLICATION

For Office Use Only		
STAFF CONTACT	PROJECT No(s).	
NON-REFUNDABLE FEE(S)	REFUNDABLE DEPOSIT(S)	TOTAL

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 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 checked="" 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.

Site Location/Address:

**22995 BLAND CIRCLE
WEST LINN OR 97068**

 Assessor's Map No.: **2s-1e-26-sw**

Tax Lot(s): 00391695

 Total Land Area: **1.04 Acres**

Brief Description of Proposal: ~~SUB-DIVISION~~ **SUB-DIVISION TO PROVIDE 2 NEW DWELLINGS ACCESSED FROM KILLARNEY DRIVE, RETAINING THE EXISTING DWELLING.**

Applicant Name: **SONIA YOUNG & RICHARD YOUNG**
(please print)

Address: **22995 BLAND CIRCLE**

City State Zip: **WEST LINN OR 97068**

Phone: **503 679 5556**

Email:

soniamurphyyoung@gmail.com

Owner Name (required): **SONIA YOUNG & RICHARD YOUNG**
(please print)

Address: **22995 BLAND CIRCLE**

City State Zip: **WEST LINN OR 97068**

Phone: **503 679 5556**

Email:

soniamurphyyoung@gmail.com

Consultant Name:
(please print)

Address:

City State Zip:

Phone:


Email:

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.

 **9/28/15**
Applicant's signature Date

 **9/28/15**
Owner's signature (required) Date

KILLARNEY DR



BLAND CIR

City of West Linn
PRE-APPLICATION CONFERENCE MEETING
SUMMARY NOTES
October 15, 2015

SUBJECT: Three lot minor partition at 22995 Bland Circle.

FILE: PA-15-39

ATTENDEES: Applicant: Sonia and Richard Young, Kathie Halicki (NA representative)
Staff: Peter Spir (Planning) Noah Brennan (Engineering)

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

Site Information

Site Address: 22995 Bland Circle (Tax Lot 1400 map 21E 26C)
Site Area: 45,437 square feet
Neighborhood: Savanna Oaks NA
Comp. Plan: Low density residential
Zoning: R-10 (Single family residential detached / 10,000 square foot minimum lot size)
Applicable code: Community Development Code (CDC) Chapter 85: Land Division; CDC Chapter 11: R-10

Project Details: The property slopes down from Bland Circle at 12% then steepens to 18% for the western half.

There is a single family home on east half of the property. The proposal would create two additional 10,000+ square foot lots west or downslope from the house with access to those lots via Killarney Drive. (An additional lot fronting on Bland Circle was also discussed. This would move the application to subdivision status.) There is a detached garage/accessory structure that was built in the undeveloped Killarney Drive right of way (ROW). This would have to be removed prior to final platting. The applicant may request a waiver of street improvements from the City Engineer for the undeveloped east 175 feet of the Killarney Drive ROW, per CDC 85.200(1), due to grades, redundancy and the fact that that portion of the ROW is already improved with stairs and a public pedestrian path.

The applicant must inventory and map all trees by location, type, size and tag them in the field. Mike Perkins, the City Arborist, will then make a determination of significance for the trees (mperkins@westlinnoregon.gov).

Engineering Division Comments

Contact Khoi Le at kle@westlinnoregon.gov or 503-722-5517 for engineering requirements. Contact Ty Darby from Tualatin Valley Fire and Rescue (TVF&R) at ty.darby@tvfr.com for their requirements.

Process

For a minor partition, address the submittal requirements and approval criteria of CDC Chapter 85. The fee is \$2,800 with a final plat fee of \$1,500 and an inspection fee of \$500. The CDC is online at <http://westlinnoregon.gov/cdc>. If four lots are proposed, the application would be for a subdivision and a neighborhood meeting with the Savanna Oaks N.A., per CDC 99.038, will be required. The approval criteria is the same as a minor partition. The deposit fees would be \$4,200 plus \$200 per lot with final plat fee of \$2,000 and an inspection fee of \$500.

N/A is not an acceptable response to the approval criteria. The submittal requirements may be waived, but the applicant must first identify the specific submittal requirement and request, in letter form, that it be waived by the Planning Manager and must identify the specific grounds for that waiver.

Once the application and deposit/fee are submitted, the City has 30 days to determine if the application is complete or not. If the application is not complete, the applicant has 180 days to make it complete or provide written notice to staff that no other information will be provided.

Once the submittal is deemed complete, staff will provide notice per CDC Chapter 99 and schedule a decision date by the Planning Manager. A decision is usually rendered within 5 weeks of the determination of completeness. Appeals of the Planning Manager's decision are heard by City Council. If a subdivision is proposed, the decision making body is the Planning Commission which requires a public hearing. Appeals of Planning Commission decisions are heard by City Council.

Pre-application notes are void after 18 months. After 18 months with no application approved or in process, a new pre-application conference is required.

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

DISCLAIMER: This summary discussion covers issues identified to date. It does not imply that these are the only issues. The burden of proof is on the applicant to demonstrate that all approval criteria have been met. These notes do not constitute an endorsement of the proposed application ***or provide any assurance of potential outcomes.*** Staff responses are based on limited material presented at this pre-application meeting. New issues, requirements, etc. could emerge as the application is developed. ***A new pre-application conference would have to be scheduled one that period lapses and these notes would no longer be valid. Any changes to the CDC standards may require a different design or submittal.***

AFFIDAVIT OF OWNERSHIP

STATE OF OREGON

COUNTY OF CLACKAMAS


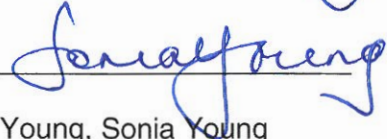
The undersigned, being first duly sworn, deposes and says that they are the owner of the following described property in *Clackamas County, Oregon State*, described as follows:

More commonly known as: 22995 Bland Circle

Tax I.D. No: 1400 map 21E-26C

DATED: June 20th 2016

SIGNED BY:

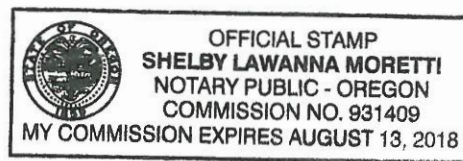
Richard Young, Sonia Young

Subscribed and sworn to before me this 20th day of JUNE, 2016

Commission Expires: 08/13/2018

Notary Public







**First American
Title Company of Oregon**

Customer Service Department
121 SW Morrison Street Suite 300 - Portland, OR 97204
Phone: 503.219.TRIO (8746) Fax: 503.790.7872
Email: cs.portland@firstam.com
Today's Date : 2/3/2016

OWNERSHIP INFORMATION

Owner : **Young Richard & Sonia**
Co Owner :
Site Address : 22995 Bland Cir West Linn 97068
Mail Address : 22995 Bland Cir West Linn Or 97068
Taxpayer : Young Richard & Sonia

Ref Parcel Number : 21E26C 01400
Parcel Number : 00391695
T: 02S R: 01E S: 26 Q: SW QQ:
County : Clackamas (OR)

PROPERTY DESCRIPTION

Map Page & Grid :
Census Tract : 205.01 Block: 2
Neighborhood : West Linn Newer
School District : 003
Subdivision/Plat : Bland Acres
Improvement Type : 142 Sgl Family,R1-4,1-Story (Basement)
Land Use : 101 Res,Residential Land,Improved
Legal : 304 BLAND AC PT LT 7
:
:

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$226,912
Mkt Structure : \$199,250
Mkt Total : \$426,162
% Improved : 47
M50AssdValue : \$321,184
Levy Code : 003002
15-16 Taxes : \$5,928.52
Millage Rate : 18.6361
Zoning :
Exempt Amount :
Exempt Type :

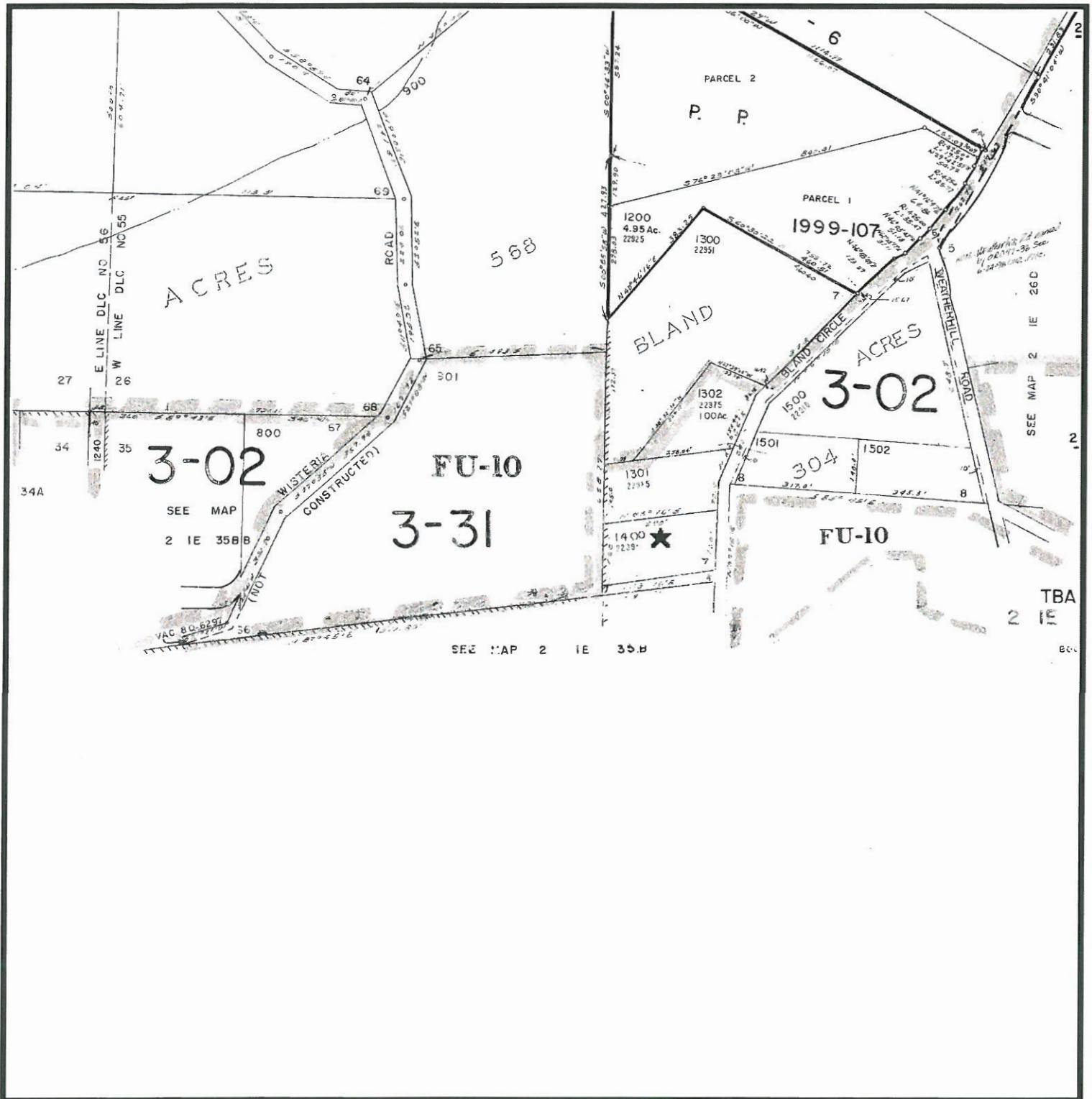
PROPERTY CHARACTERISTICS

Bedrooms	: 3	Building Living SF	: 2,860	BldgTotSqFt	: 2,441
Bathrooms	: 2.00	1st Floor SF	: 1,466	Lot Acres	: 1.04
Full Baths	: 2	Upper Finished SF	:	Lot SqFt	: 45,437
Half Baths	:	Finished SF	: 2,441	Garage SF	: 500
Fireplace	: Stacked	Above Ground SF	: 1,466	Year Built	: 1974
Heat Type	: Forced Air-Oil	Upper Total SF	:	Foundation	: Concrete
Floor Cover	: Carpet	UnFinUpperStorySF	:	Roof Type	: Composition
Stories	: 1 Story-Bsmt	Basement Fin SF	: 975	Roof Shape	: Gable
Int Finish	: Drywall	Basement Unfin SF	: 419		
Ext Finsh	: Bevel Siding	Basement Total SF	: 1,394		

TRANSFER INFORMATION

Owner Name(s)	Sale Date	Doc#	Sale Price	Deed Type	Loan Amount	Loan Type
:Young Richard;Sonia	:07/15/2015	015-046193	:\$470,000	:Warranty	:\$417,000	:Conventi
:Pepperling Kenneth L/Victoria L	:01/29/1996	0096-06651	:\$225,000	:Warranty	:\$180,000	:Conven
:	:	:	:	:	:	:
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Reference Parcel #: 21E26C 01400

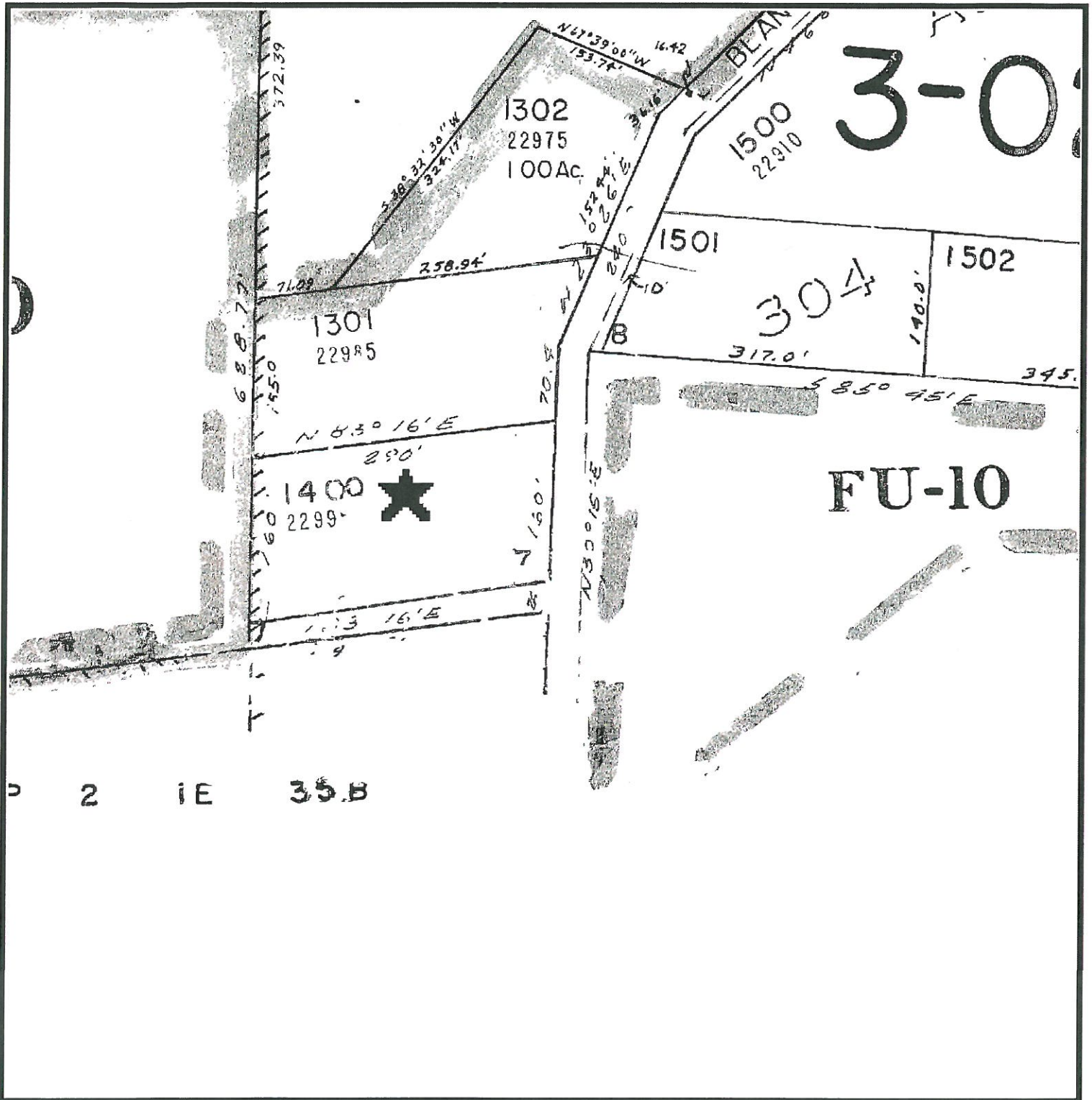


First American
Title Company of Oregon

Customer Service Department
121 SW Morrison Street Suite 300 Portland, OR 97204
Phone: 503.219.TRIO (8746) Fax: 503.790.7872
Email: cs.portland@firstam.com

THIS MAP IS PROVIDED AS A CONVENIENCE IN LOCATING PROPERTY. FIRST AMERICAN TITLE COMPANY OF OREGON ASSUMES NO LIABILITY FOR ANY VARIATIONS AS MAY BE DISCLOSED BY AN ACTUAL SURVEY

Reference Parcel #: 21E26C 01400



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Recorded Document

The Recorded Document images are displayed in the subsequent pages for the following request:

State: OR
County: Clackamas

Document Number: 2015
Document Date: 02/03/2016

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\$58.00

01915824201600020150020027

01/13/2016 11:07:28 AM

D-D Cnt=1 Stn=6 KARLYN
\$10.00 \$10.00 \$16.00 \$22.00

20
AFTER RECORDING RETURN TO:

UNTIL A CHANGE IS REQUESTED, ALL
TAX STATEMENTS SHALL BE SENT TO:

Kevin F. Kerstiens
Schwabe, Williamson & Wyatt
1211 SW Fifth Avenue, Suite 1700
Portland, OR 97204-3795

No change

STATUTORY WARRANTY DEED

Lucinda M. Leonnig, Grantor, conveys and warrants to Cindy Lucinda Marie Leonning, Trustee of the Cindy Lucinda Marie Leonnig Living Trust dated November 19, 2015, and any amendments thereto, Grantee, the following described real property:

Real property in the County of CLACKAMAS, State of Oregon, described as follows:

Lot 9 and the East 40 feet of Lot 8, Block 59, SOUTH OSWEGO, said East 40 feet of Lot 8 being cut off by a line drawn parallel to the dividing line between said Lots 8 and 9, in the city of Lake Oswego, County of Clackamas and State of Oregon.

This conveyance is made by Grantor and accepted by Grantee subject to the exceptions of record in Clackamas County, Oregon, to the extent valid and subsisting and affecting the property conveyed.

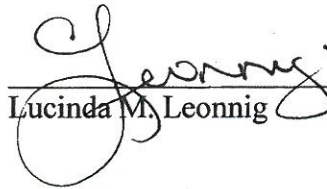
The true consideration for this conveyance consists of or includes other property or other value given or promised.

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE

APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010.

Executed this 19th day of November, 2015.

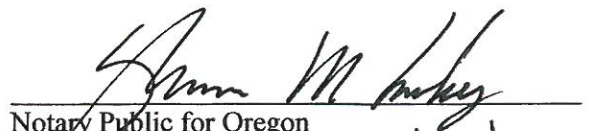
GRANTOR

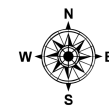
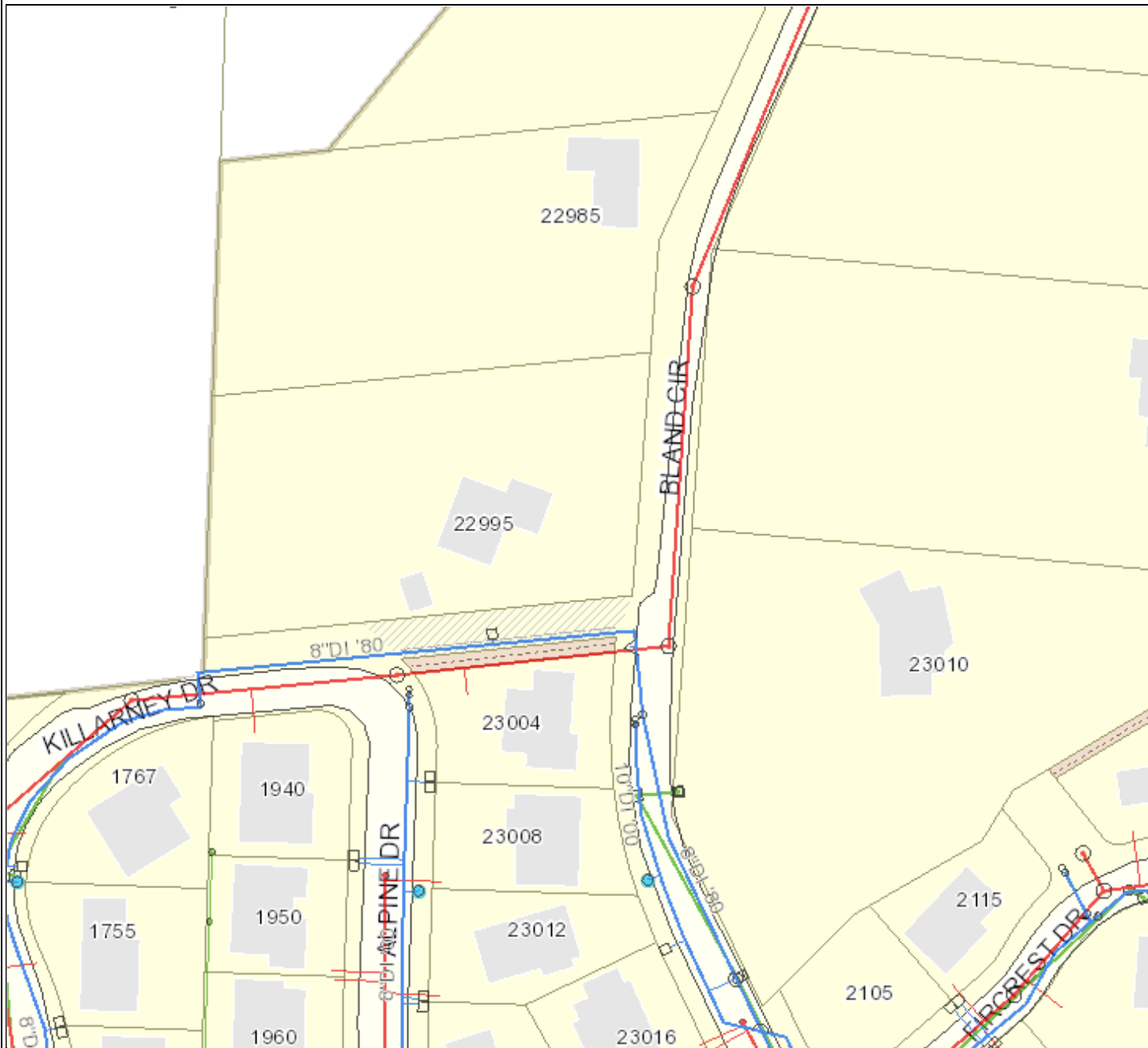

Lucinda M. Leonnig

STATE OF OREGON)
) ss.
County of Multnomah)

This instrument was acknowledged before me this 19th day of November, 2015, by Lucinda M. Leonnig.




Notary Public for Oregon
My Commission Expires: 11/30/2015



Scale 1:1,200 - 1 in = 100 ft
Scale is based on 8-1/2 x 11 paper size

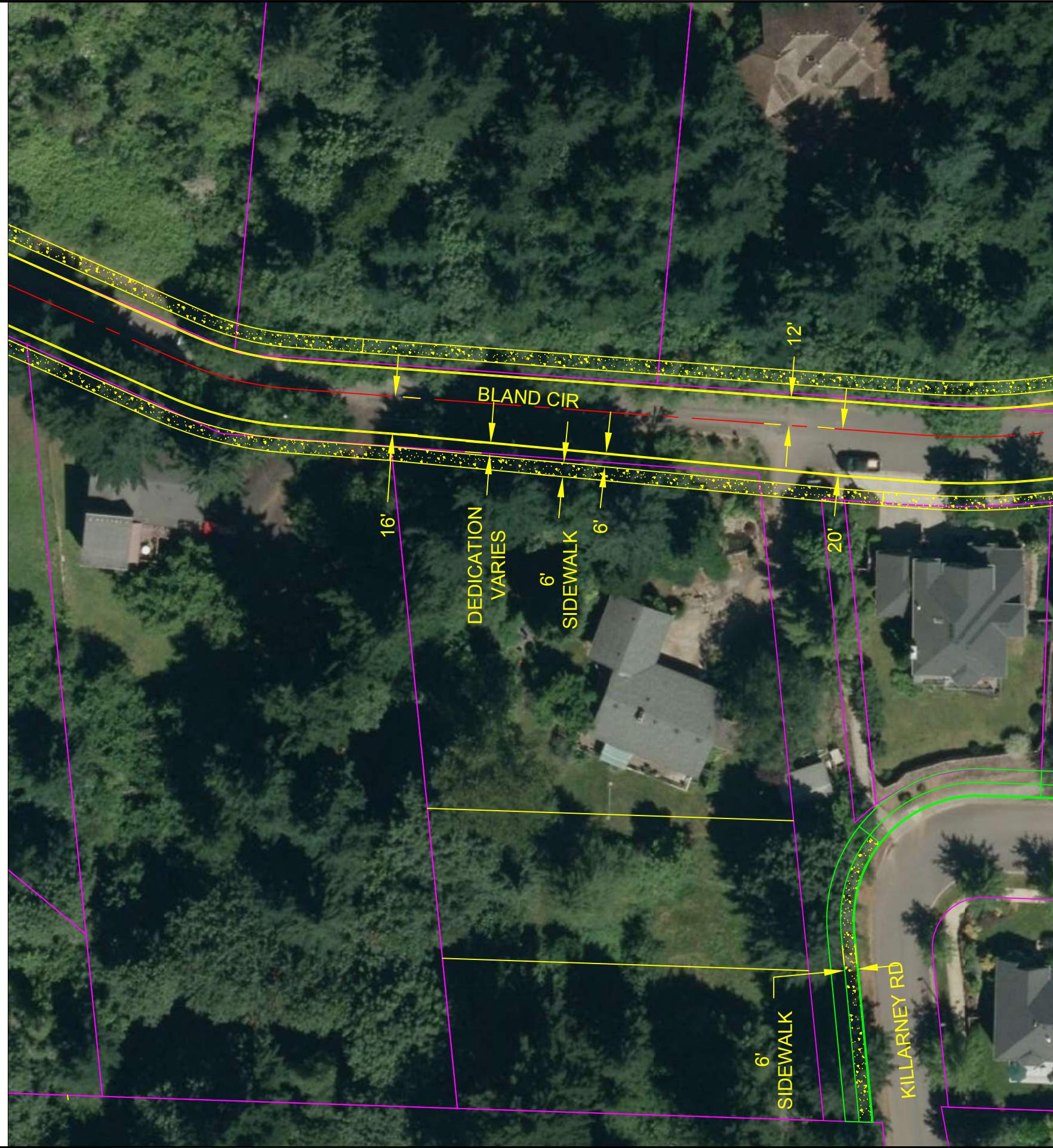


Map created by: KLE
Date Created: 28-Jan-16 08:10 AM

WEST LINN GIS

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SIDEWALK MAY BE CONSTRUCTED ADJACENT
TO CURB IF ENCOUNTERED TREES OR
TOPOGRAPHIC DIFFICULTY



GENERAL NOTE

All work within the public right-of-way shall conform to the current City of West Public Works Design Standards, Standard Construction Specifications, and Standard Drawings.

GIS BASE MAP INFORMATION

Data Source: West Linn GIS

ATTENTION

Oregon law requires you to follow rules adopted by the Oregon Utility Center. Those rules are set forth in OAR 952-001-0010 through OAR 952-001-0019. You may obtain copies of the rules by calling the center. (Note: the telephone number for the Oregon Utility Notification Center is (503) 232-1987.)



CONSULTANT OR CONTRACTOR

NAME:
ADDRESS:
PHONE:
FAX:

PROJECT NO.:
DESIGNED BY:
DRAWN BY:
CHECKED BY:
DATE:

CITY OF WEST LINN
22500 SALAMO ROAD
WEST LINN, OREGON 97068
WWW.WESTLINNOREGON.GOV
PHONE: (503) 567-0331
FAX: (503) 650-9041

REVISION	COVER SHEET E1 SHEET 1 OF 1
DATE	
DESCRIPTION	