

DEVELOPMENT REVIEW APPLICATION

For Office Use Only		
STAFF CONTACT <i>Jennifer Arnold</i>	PROJECT NO(S). <i>DR-18-B VAR-18-01</i>	
NON-REFUNDABLE FEE(S) <i>\$300; 825</i>	REFUNDABLE DEPOSIT(S) <i>\$400</i>	TOTAL <i>5125</i>

Type of Review (Please check all that apply):

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

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

Site Location/Address: <i>0 NOBLE LANE, SITE IS UNADDRESSED BECAUSE IT IS VACANT.</i>	Assessor's Map No.: <i>T2S, R1E, SEC. 26D</i>
	Tax Lot(s): <i>0402</i>
	Total Land Area: <i>17,517 SF</i>

Brief Description of Proposal:
DEVELOPMENT OF FIVE (5) RESIDENTIAL UNITS IN TWO (2) BUILDINGS ON VACANT SITE.

Applicant Name: <i>ALI & NINA LAOHA, INVESTED REALTY GROUP</i>	Phone: <i>503-720-0021</i>
Address: <i>9334 SE HUNTERS BLUFF AVE.</i>	Email:
City State Zip: <i>HAPPY VALLEY, OR 97086</i>	

Owner Name (required): <i>ALI & NINA LAOHA, INVESTED REALTY GROUP</i>	Phone: <i>503-720-0021</i>
Address: <i>9334 SE HUNTERS BLUFF AVE.</i>	Email:
City State Zip: <i>HAPPY VALLEY, OR 97086</i>	

Consultant Name: <i>ROBERT PRICE</i>	Phone: <i>503-807-4009</i>
Address: <i>3935 NE 72ND AVE.</i>	Email: <i>rprice1145@gmail.com</i>
City State Zip: <i>PORTLAND, OR 97213</i>	

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

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

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

<i>Ali Laoha</i>	<i>7/30/18</i>	<i>Ali Laoha</i>	<i>7/30/18</i>
Applicant's signature	Date	Owner's signature (required)	Date

I. Introduction

Ali and Nina Ladha, doing business as Investco Realty Group, submit the accompanying application for a Class II Design Review for development of a 5-unit attached multi-family housing project located at 0 Noble Lane, adjacent to 20322 Noble Lane, and at the intersection of Noble Lane, Hoodview Avenue, and Salamo Road. Also, the applicants are applying for a Class I Variance because the subject site will be less than 15,000 net square feet after dedications, and such Variance is required to develop five (5) units on a site of less than 15,000 square feet. The legal description of the site is T2S, R1E, Section 26D, Tax Lot 0402. The site is 17,517 square feet in total area, and is in the Parker Crest Neighborhood. Zoning is R-3 (Single Family and Multiple Family Residential/3,000 square foot minimum lot size). Preliminarily, the project carries the name "Hoodview Summit", but that could change by the time of final platting.

The site is currently vacant and appears never to have been developed for any purpose. Existing vegetation is comprised of grasses, with no trees or shrubs on the site. The site is basically flat and almost level, with some minor slope to the north and east. Gross size of the subject site is 17,517 square feet. After required dedications for additional right-of-way on both Noble Lane and Hoodview Avenue, the net site size will be 14,628 square feet. There will be no dedication on Salamo Road, as the finished street is in place, including sidewalks, and no widening of the right-of-way will be required.

The applicants propose to develop five (5) units in two structures on the site. One structure will contain three (3) units, while the second structure will contain two (2) units. All five units will be approximately the same size (approximately 2,000 square feet) and configuration, with each unit having three (3) bedrooms. Each unit will provide three (3) onsite parking spaces, two in the drive-in garage and one on the driveway. There will be no common parking area, or any area where visitors might park other than curbside parking on local streets.

The local vicinity surrounding the site is almost completely developed with similar attached housing along Hoodview Avenue and Noble Lane. According to the Parker Crest Neighborhood Association, homes in the Parker Crest neighborhood are 53% owner occupied. The applicants propose that all five units will be rental units. They will be managed by the applicants, who have their own property management organization, managing several properties in West Linn and in other urban locations.

A Pre-Application Conference Meeting was held on April 6, 2017, and the Summary Notes of that meeting are included in the application package. Based on those Summary Notes, the following sections of the West Linn Community Development Code are applicable to these two applications:

- Chapter 15: R-3
- Chapter 55: Design Review, Class II
- Chapter 75: Variances and Special Waivers – Class I Variance
- Chapter 99.060(B)

As required by the Code, a neighborhood meeting was held on June 6, 2018 at the West Linn Adult Community Center. Approximately 10 persons attended that neighborhood meeting. A complete mailing list is included with this application package, plus a sign in sheet for the meeting, written meeting notes taken by the applicants, and a recording of the meeting.

A traffic study has been completed by Lancaster Engineering, the results of which are included in their report that is included with this application package. In addition, the project engineer, Bill Kehrl, P.E. of CWK2 Consultants, has prepared a complete set of preliminary engineering drawings and calculations which are also part of the application package.

A public hearing is required for these applications before the West Linn Planning Commission. The decision of the Planning Commission is final, unless an appeal of the decision is filed in a timely manner. Any appeal goes to the West Linn City Council.

The applicants request approval of these two applications from the City of West Linn. Once approved, the applicants anticipate moving forward promptly to begin site preparation and ultimate development.

II. West Linn Community Development Code

In accordance with the items listed in the Summary Notes taken at the Pre-Application Conference Meeting held on April 6, 2017, several chapters of the West Linn Community Development Code must be addressed in the application narrative to demonstrate compliance with the various requirements, criteria, standards, and guidelines set forth in the Notes. The following is an addressing of those appropriate and applicable chapters of the Code.

- **Chapter 15 – Single-Family and Multiple-Family Residential, R-3**

15.010 PURPOSE

Comment: The intent of the R-3 zoning district is “to provide for a choice in housing types and is intended to implement the policies and locational criteria in the Comprehensive Plan for high density residential housing.” The development of the subject site will complement the housing that already exists in the immediate vicinity of the local neighborhood. The subject site is one of the few sites of this character that remains undeveloped in this area of the Parker Crest Neighborhood. The development of five (5) units on the site fits the city’s purpose to see higher density residential development in this area of the city.

15.030 PERMITTED USES

Comment: Listed among the “PERMITTED USES” is “4. Single family attached residential units”. Because the applicants propose to develop five (5) single-family attached units in two (2) structures on the subject site, the proposed land use fits within the category to allow single-family attached residential units on the subject site.

15.040 ACCESSORY USES

Comment: There will be no accessory uses built on the site. As such, this standard does not apply.

15.050 USES AND DEVELOPMENT PERMITTED UNDER PRESCRIBED CONDITIONS

Comment: The proposed use of the site is for five (5) single-family attached residential units in two buildings. This use is not one of the uses listed under this section. Therefore, this section does not apply to the current application.

15.060 CONDITIONAL USES

Comment: The proposed use of the site is for five (5) single-family attached residential units in two (2) buildings. This use is not one of the uses listed under this section. Therefore, this section does not apply to the current application.

15.070 DIMENSIONAL REQUIREMENTS, USES PERMITTED
OUTRIGHT AND USES PERMITTED UNDER PRESCRIBED
CONDITIONS

Comment: The subject site, at 17,517 square feet in gross area, and 14,628 square feet in net area, after deductions.

- In accordance with A.2, this gross lot size meets the standard for minimum lot size of 3,000 square feet for each single-family unit.
- The minimum front lot line or the minimum lot width at the front lot line shall be 35 feet, and the subject site will exceed this stated minimum (B.).
- D.1. requires the front yard be 15 feet, or 20 feet for a garage. Lot depths for this project will be in excess of 30 feet for all units.
- D.2 requires interior side yards to be five (5) feet, and the site plan illustrates that the minimum side yard setback will be 5 feet at the southerly property line. The side yard area between the two buildings will be 10 feet, and the side yard at the northerly property line, adjacent to Hoodview Avenue, will be about 15 feet to the property line and approximately 25 feet to the curbface of Hoodview Avenue. If this is considered a side yard abutting a street (because Hoodview Avenue bounds the site on the north side), required setback is 15 feet according to D.3.
- In accordance with D.4, rear yards must be 15 feet. As shown on the site plan, all rear yards will be at least 20 feet, with the rear yard for Unit #1 being the least at about 20 feet.
- In E., maximum building height is to be 35 feet for attached single family units. With each unit being three stories (including the lower garage/recreation room, maximum height will be less than 35 feet.
- F. requires that maximum lot coverage be 50 percent. With a net lot size of 14,628 square feet, allowable coverage would be 7,300+ feet. Based on the site plan, lot coverage is approximately 5,000 square feet, or 2,300 square feet less than the allowable limit.
- G. requires a floor area ration of not more than 0.45, nor less than 0.30. The site is not either Type I or Type II lands. The floor area ratio (FAR) for this site is between the minimum of 0.30 and the maximum of 0.45.
- H. requires that side walls of the structures comply with the side walk requirements set forth in this description. The basic design prepared by Mascord portrays side walls that are not exempt from this Chapter (43.040.C) because all side walls are less than 20 feet from the side lot line, the site is not steeply sloped, the basic lot (site) is more than 50 feet in width, structures are not contiguous to open space, unbuildable area, or non-residentially zoned lands. As such, the design is required to meet either A or B of 43.040. A. requires that the side elevation must be divided into "distinct planes of 700 square feet or less", while B. requires that the sidewall shall be no higher than 22 feet measured from grade. While Mascord has designed the structures with sidewalls higher than 22 feet, meaning that B. will not apply, the sidewall can be separated into areas of 700 square feet or less through the placement of windows in the sidewalls. By doing

this, the design allows for separation into smaller spaces of less than 700 square feet.

15.080 DIMENSIONAL REQUIREMENTS, CONDITIONAL USES

Comment: Because the proposed development of five (5) attached single family dwellings in two buildings on the subject site is not a conditional use, this standard does not apply to this project.

15.090 OTHER APPLICABLE DEVELOPMENT STANDARDS

Comment: After review of the 11 standards listed under this particular standard, the applicant finds that the basic design either meets each of the individual sections of the appropriate and applicable Chapters set forth in 15.090.A., as addressed later in this narrative.

In 15.090.B., the requirement is that Chapter 55, Design Review, applies "to all uses except detached single-family dwellings, residential homes and residential facilities." Because this project involves five (5) single-family attached dwellings, Chapter 55, Design Review, is applicable. The requirements, standards, and criteria of Chapter 55, Design Review, is addressed later in this application narrative under 55.100.

• **Chapter 55 – Design Review, Class II**

Comment: Based on the Summary Notes from the Pre-Application Conference Meeting held on April 6, 2017, one of the requirements for this application is a Class II Design Review. Design Review is encompassed in Chapter 55 of the West Linn Community Development Code (CDC), and the appropriate and applicable portions of that Chapter are addressed as follows:

• **55.010 Purpose and Intent – General**

Comment: As stated in the opening paragraph of this section, the purpose of Design Review is "to conserve and enhance the appearance of the City and to promote functional, safe, and innovative site development." Design Review seeks to ensure compatibility between adjoining uses, the vehicular access and circulation are safe, and areas of the City are safe, attractive and welcoming. The Design Review process also seeks to reduce reliance on autos by encouraging other modes of transportation.

The proposed five (5) unit development on the subject site seeks to achieve all of the goals and objectives of Design Review and to make the development a good addition to the City's residential framework. By blending in with the other already developed areas of the City, and especially of the Parker Crest Neighborhood, this project will achieve the purposes of the Design Review process.

• **55.020 Classes of Design Review**

Comment: As noted in the Summary Notes, this project will be subject to the Class II process of Design Review. This class is set forth in 55.020.B. Because the project is a "major" multi-family construction project, the Class II Design Review process will apply.

- **55.025 Exemptions**

Comment: Exemptions to the Design Review process are listed under A. through D. of this section. This proposed project does not fit any of the exemptions listed and, therefore, is not exempt from the Design Review process.

- **55.030 Administration and Approval Process**

Comment: Under the provisions of 55.030.A., a pre-application conference is required for a project as is proposed. A Pre-Application Conference Meeting was held on April 6, 2017. The Summary Notes for PA-17-13 are included in this application package, thus fulfilling 55.030.A. 55.030.B. requires that the record owner(s) of the property or the authorized agent. Ali and Nina Ladha (Investco Realty Group) are the record owners of the site and have signed the required application. Robert Price, Consultant, is the planning and development consultant for the property owners, and is authorized to sign for the owners, and to represent the project on behalf of the owners.

- **55.060 Staged or Phased Development**

Comment: This project is not planned to be developed in stages.

- **55.070 Submittal Requirements**

Comment: As required under A., B., and C. the proper application form, signed by the applicants is included, as are the Summary Notes from the Pre-Application Conference Meeting held on April 6, 2017, and documentation from the Parker Crest Neighborhood Association. In accordance with 55.070.D.2, the application package includes a site analysis, a site plan, a grading plan, architectural drawings of the proposed two (2) structures that will contain the five (5) units, a utility plan, and addressing of the tree issues in the Tree Technical Manual, where necessary. Certainly, all of the items set forth in the section are included, except any tree issues because there are no trees on the site at the present time. In addition, samples of all exterior building materials and colors are also included.

- **55.100 Approval Standards – Class II Design Review**

Comment: As required for this section in 55.100.A., various other Chapters of the CDC must be addressed.

1. Chapter 34 – Accessory Structures, Dwelling Units, and Uses

Comment: There are no accessory structures, units, or uses planned for this site and the five (5) attached single family residential dwellings.

2. Chapter 38 – Additional Yard Area Required, etc.

Comment: There is no structure on the site at the present time, resulting in 38.020, No Yard Required not being applicable to this site. Also, 38.030, Setback from Street Centerline Required is not applicable to this site because the three streets that bound the site (i.e., Salamo Road, Hoodview Avenue, and Noble Lane) are finished streets and do not

required widening. The fourth side of the site (south) is adjacent to established dwellings.

Section 38.040, Exceptions to Yard Requirements, does not apply because the two (2) structures that will contain five (5) dwelling units are designed specifically for the subject site and in compliance with all development standards. As a result, no Exceptions are necessary.

There will be no storage in the front yard of any of the five (5) units, in accordance with 38.050, Storage in Front Yard.

As designed by Mascord, any projections into any required yards are within the limits of allowable projections. There will be no easements to allow projections into any yards.

3. Chapter 40, Building Height Limitations

Comment: This section does not apply because it has been repealed by Ordinance 1604.

4. Chapter 42, Clear Vision Areas

Comment: Clear vision areas are required at all corners of the property that is adjacent to an intersection. As illustrated by the Site Plan, the location and placement of the buildings on the site will allow for any needed and required clear vision areas at the intersection of Hoodview Avenue and Noble Lane, or the intersection of Hoodview Avenue and Salamo Road. This site is not within the Willamette area of the City, and, as such, any allowance for exceptions does not apply.

5. Chapter 44, Fences

Comment: The applicants do not plan for any fences along extended building lines between units, or around the perimeter of the site. However, any fences constructed during or after site development will meet the requirements of this section, particularly 44.030 and 44.050.

6. Chapter 46, Off-Street Parking, Loading and Reservoir Areas.

Comment: The Site Plan illustrates that there is no "parking area" within the subject site. Instead, all parking will be on the site for all residents of the five (5) units. Each unit will have two (2) off-street parking spaces, two in the garage that is within the building, and a third space on the driveway. Because each driveway is approximately 35 feet in length (garage door to street), up to two vehicles could be parked on the driveway, making for a total of four (4) vehicles parked at each unit. However, the applicants are only planning for three vehicles for each unit. There will be no loading area(s) for dwellings on this site, there are no "reservoir" area(s) on the subject site, and there are no other uses on the site other than single family attached residential.

7. Chapter 48, Access, Egress, and Circulation

Comment: The site is bounded by three (3) public streets, Salamo Road to the west, Hoodview Avenue to the north, and Noble Lane to the east. Access will be taken only from Noble Lane. Each of the five (5)

attached dwelling units will have its own access point (driveway) with Noble Lane. This will result in Option 3 being the only access option available to the site (48.025.B.3.c). Each driveway will be separate, and there will be no shared driveways. The site has no potential access points on either Salamo Road or Hoodview Avenue. Noble Lane is the only public street that will serve as access to the subject site.

8. Chapter 52, Signs

Comment: There will be no signs on the subject site, except for address signs. Depending on the requirements of the U.S. Postal Service, a gang mailbox may be placed on Noble Lane for use by all five units.

9. Chapter 54, Landscaping

Comment: At the present time, there is no landscaping on the subject site. There are no trees on the site, and the only vegetation is grasses that grow naturally. There is a line of arborvitae along the southerly property line, but those appear to be located on the adjacent property. This line of arborvitae may be useful in screening view between Unit #5 and the existing dwellings to the south.

Each unit will be landscaped by the applicants, and some individual landscaping may be done by residents of individual units after they move in. Street trees already exist along Noble Lane. With little area on the site for extended landscaping, the applicants do not believe that a landscape plan will illustrate anything more than the final construction plans for the two structures. Any nuisance plants will be removed, and no new nuisance plants will be planted on the site. The site will be planted in grass for the yard areas. There are no parking areas as part of this project that require landscaping. Overall, approximately 25% of the site (3,657 sf of the net site area of 14,628 sf) will be landscaped in that they will have grassy lawns, gardens, and some perimeter landscaping.

• 55.100.B Relationship to the natural and physical environment

Comment: Section 55.100.B. requires that a relationship be created between the proposed structures and dwelling units and the natural and physical environment. Because the site has no trees on it at the present time, there are no heritage trees that exist. There are no tree clusters or groves. As such, items B.1. and 2.(a and b) do not apply to the site. Again, because there are no trees on the site, there is no need for determination of driplines.

As stated previously, "*The site is basically flat and almost level, with some minor slope to the north and east.*" Site grading will do little to change that topographic character. Onsite drainage, and all site-based stormwater management, has been engineered by the project engineer to reflect that site and preserve the basic character (55.100.B.3)

The subject site is not one that is subject to slumping, sliding, and hazardous movement (55.100.B.4). Therefore, no specific mitigation measures need to be taken to protect the proposed development.

Because the site is vacant, separation between buildings is not an issue. When the site is developed with two (2) structures containing a total of five (5) dwelling units, separation of buildings, both on-site and off-site, has been taken into account. There will be five (5) feet between the southerly property line and the southerly property line of the site. Combined with the setback for the existing dwelling structure to the south, there will be adequate separation between buildings. Similarly, the two (2) structures to be built on the site will have 10 feet of separation between them. With the setback of over 15 feet between the second structure (containing 2 dwelling units) and the right-of-way of Hoodview Avenue, there is no issue of separation in this instance. These planned separations will serve to provide for light, air circulation, and fire protection (55.100.B.5).

Based on the preliminary design prepared by Mascord, the two structures will complement the architectural style of the existing residential structures on adjacent properties to the north, south and east. To the north is Salamo Road, and Rosemont Middle School across Salamo Road. While the design of the two structures reflects today's styles and trends, it will be both complementary and compatible with the styles that have already been established in the Parker Crest Neighborhood. The two structures reflect the "step down" transition from development around it by going from larger structures to smaller ones, and finally to the Hoodview Avenue right-of-way. The extended setback on the north side of the site promotes the transition to a more open setting. Thus, the transition between structures along Noble Lane and across Hoodview Avenue is promoted by the design of the structures.

The design of the structures is not a contrasting style of architecture, but one that is contemporary and complementary through distance between structures, screening (on the south side along the property line), and some minor grade variation. The size of these structures creates a scale in relationship between the environment and the humans who will occupy the site. The windows and the main entries reflect this scale and the attempt to make the structures more warm and welcoming. The east facing orientation of the structures will aid in capturing solar energy to aid in heating of the units earlier in the day, and to promote use of shade later in the day. Building orientation will protect from the prevalent wind direction (from the northwest in summer and from the southwest in winter), making the development sensitive to the local climatic conditions (55.100.B.6).

While this project is a single family attached residential housing development, there are no parking lots, or auxiliary parking areas. The front façade exhibits breaks in the building line by the recessed main entries and porch roofs, the second floor projections, and the minimization of the garage entry through use of a single garage door for the two indoor parking spots, lending credence to the residential nature of the front of the buildings.

The size of this project, five (5) units contained in two (2) separate buildings, is not so large that there are, or need to be accessways, courtyard type parking areas, or internal driveway and pedestrian circulation. On a site this size, these features may not even be possible. Because the site is only 14,628 square feet, or 0.34 acre, and the density is five (5) units, this is a small project that may be considered an infill project on a site that is basically surrounded by residential development. This is a site where some neighbors questioned when or if this site would be developed.

With the site being bounded on three sides by public rights-of-way, building orientation is problematic. No vehicle access is proposed on Salamo Road, for obvious reasons, meaning that access must be on either Hoodview Avenue or Noble Lane. Because the length of frontage on Hoodview Avenue is much less than the frontage on Noble Lane, trying to front on and have access to Hoodview Avenue does not make sense and would be difficult to accomplish. As such, the primary street for this development is Noble Lane. Orienting the development inward to Noble Lane, and being consistent with the existing development, is really the only practical and suitable option. The location of the project site is not conducive to public transit. Routes 35 and 154 serve the West Linn area, but neither route is close enough to the site to make transit use a practical consideration. Therefore, the project will be primarily auto oriented, as is most of the residential development in the Parker Crest Neighborhood.

The structures will be three stories in height, including the garage/recreation area on the ground level, or less than 35 feet. With front setback of about 35 feet, the height-to-width ratio is about 1:1. The ratio of the existing residential structures appears to be greater than 1:1, with two story structures and front setbacks of less than 30 feet. However, the difference between the ratio of the existing structures and that for the proposed structures is not significant and will not appear to be inappropriate or out of place (55.100.B.7).

- 55.100.C Compatibility between adjoining uses, buffering, and screening

Comment: According to 55.100.C.1, "*no buffering is required between single family homes and duplexes or single-family attached units.*" Although no buffer is required, an existing line of arborvitae along the southerly property line will serve to buffer and screen the proposed development from that existing residential development across the southerly property line. This stand of vegetation will provide some visual and noise protection between similar uses, even with a 5-foot setback. Characteristically, residential uses are not large noise generators, so this stand of vegetation combined with appropriate setbacks, should provide some degree of separation and protection for the two residential uses on different but adjoining properties in terms of visual barriers and absorption of air pollution and dust. This row of vegetation will be a good "built-in" barrier or separator.

- 55.100.D Privacy and Noise

Comment: Each of the five units will have a patio and rear yard area for outdoor recreation (both passive and active), and internal fences to separate the individual "rear yards" may be a possibility. This project area will be separated from existing development to the south by a line of vegetation that will add to the privacy of residents on both sides of the property line. Since residential uses tend to be fairly passive in terms of noise, there should be little to no conflict between the various units of this project, and between other development areas to the north, east and south. Lighting, both indoor and outdoor, for each unit will be minimized to the greatest extent possible in order to provide privacy and protection from direct lighting and glare.

- 55.100.E Private outdoor space

Comment: Each of the five units will have their own outdoor area. These are generally considered to be "back yards" that will face Salamo Road. These will not be shared outdoor recreation areas, nor will any part be indoors. These outdoor areas will be spacious and will be in areas that are fully usable in one way or another for the resident's enjoyment.

- 55.100.G Demarcation of public, semi-public and private spaces

Comment: The overall plan for the subject site will result in a very clear demarcation between public and private spaces. Being bounded by three public streets, it is in the best interests of the applicant, and the future residents, to keep a distinct separation between public areas on those three sides and the private nature of single family dwellings. Some interior fences may be constructed to separate "back yard areas", to provide an even greater demarcation between private spaces.

- 55.100.H Public transit

Comment: The subject site is not served directly by public transit. Unfortunately, the site is not that close to public transit. Lines 35 and 154 serve the West Linn area, and neither route serves this area of West Linn. As such, public transit should not be an issue for this application.

- 55.100.I Public facilities

Comment: This area of the City, and the Parker Crest Neighborhood, is mostly built out. As a result, public facilities such as streets, water, and sanitary sewer are already in place to serve the proposed development. Some dedication for additional right-of-way along Hoodview Avenue and Noble Lane may be necessary, but only for sidewalk and planter strip purposes. The streets are already in place and are constructed curb-to-curb. Water and sanitary sewer lines are in place and are of sufficient capacity to serve the project. Connections will be made on the Noble Lane side of the site. There will be no rebuild or realignment of the local streets, based on the nature of the proposed development. Storm detention and treatment has been designed by the project engineer to current City standards in order to provide for the needs of the site based on the type of development proposed. This design will not create any

adverse off-site impacts. Solid waste and recycling will be stored in the individual garages, and there will be no "common" storage areas for solid waste and recycling.

- 55.100.J Crime prevention and safety/defensible space

Comment: Windows on all exterior sides of the structures will provide good visibility in all appropriate directions. Laundry and service areas for each unit will be interior to each unit, and there will not be common areas that could require protection for crime prevention. Depending on the wishes of the U.S. Postal Service, there may be either individual mail delivery to each unit, or a "gang" mailbox structure somewhere along the frontage of the site on Noble Lane. If there is a gang mailbox situation, it will be located so as to be in an open area that is visible from all units, and from existing units across Noble Lane. Exterior lighting will be provided for and on each unit, but lighting levels, directions, and shielding will all be taken into account when considering the location of individual exterior lighting fixtures. It is not anticipated that there will be the need for security fencing for utilities because there likely will not be any "bulk" utility facilities that would be large enough for security fencing. There will be street lighting on the streets that bound the site, to provide better safety and crime prevention. The location of the street lights are illustrated on the engineer's technical plans.

- 55.100.K Provisions for persons with disabilities

Comment: The route between the main entry and the street will be provided to make access by persons with disabilities a bit easier and more convenient. This route to each unit will likely be up the driveway from the street to the front entry stairs. This hard surfaced route will make it somewhat easier for those with disabilities to access the units.

- 55.100.L Signs

Comment: There will be no signs on the site, other than address signs. No commercial activities will take place within this project site. At most, a resident might operate a home-based business, or home occupation, but no signs will be allowed to "advertise" or "identify" the home-based business. There will be no "monument" sign to announce this project, located anywhere on the site. Because the site is small, the development will largely identify itself by virtue of its unique location on three public streets.

- 55.100.M Utilities

Comment: Existing utilities in the local neighborhood are already located and sized to serve the proposed development of five (5) residential units. All utilities, whether public or private, will be buried underground.

- 55.100.N Wireless communication facilities (WCF)

Comment: There are no existing wireless communication facilities on the subject site, and it appears unlikely that there will ever be wireless communication facilities located anywhere on the subject site.

- **55.100.O Refuse and recycling standards**

Comment: Because solid waste and recycling will be managed by collection from each individual unit, receptacles will be kept in or near each garage for ease of access. The solid waste/recycling hauler for the local area will provide garbage and recycling bins or receptacles for use by the individual resident, and it will be incumbent on the residents to work within the hauler's schedule for service to provide the receptacles for collection or emptying. Keeping the receptacles "out in the open" on the driveway or in a side yard, will be prohibited by the applicant.

- **55.110 Site Analysis**

Comment: A Site Analysis map is required for each project such as this one. A Site Analysis has been prepared by the project engineer, and has all of the required elements listed in A. and B.1 through 10 included in the mapping.

- **55.120 Site Plan**

Comment: A Site Plan map is required for this project. The Site Plan map has been prepared by the project engineer and contains all of the elements listed under this subsection, from 55.120.A through H.

- **55.125 Transportation Analysis**

Comment: Referring to 48.025 of the CDC, it appears that this project may not require a formal traffic impact study. As noted previously, this project will have only one option for access control, specifically, 48.025.B.3.c. However, a Technical Memorandum, dated December 22, 2017, prepared by Lancaster Engineering has been completed for this project. Because this is a small project, only 5 units, site generated traffic should not exceed about 5+ vehicle trips per day, based on the latest edition of the ITE Manual. This will result in about 28 total daily trips. All five units will access Noble Lane via separate driveways, and no shared driveways will exist. With the exception of the occasional delivery van or truck, all vehicles associated with the proposed development will be personal vehicles. The anticipated site generated traffic volume of about 28 vehicles per day will be far beneath the threshold of 250 trips set forth in 85.170.B.2.c.1.C.1.

- **55.130 Grading and Drainage Plans**

Comment: The project engineer has prepared grading and drainage plans as part of the technical plan set for this project. These plans meet the requirements of the City of West Linn, including a sufficient scale, location and extent of grading, and the like as listed in 55.130.A. through F.

- **55.140 Architectural Drawings**

Comment: Architectural drawings for this project have been prepared by Mascord, and are included with the application. These graphic exhibits include, but may not be limited to, a Site Plan, building elevations

and sections, and material and color boards. These architectural drawings accurately illustrates what the project will look like.

- **55.150 Landscape Plan**

Comment: No site specific landscape plan has been prepared for this application because the site is a basic development involving only five units in two buildings.

- **55.170 Exceptions to Underlying Zone, Yard, Parking, Sign Provisions, and Landscaping Provisions**

Comment: The only "exception" being requested is a Class I variance to allow for five (5) units to be built on a size that is slightly less than 15,000 square feet (14,628 net square feet, after deductions). Otherwise, no exceptions are proposed to any uses in the R-3 zone, yard dimensions, signs, or landscaping provisions. While we doubt that any exception will be identified for this project under this section, it is likely that any exception will be less than 20% of any required setback, or 10% of required parking.

- **55.180 Maintenance**

Comment: Because these will be rental units, the applicant will be responsible for maintaining the site and any features, uses, etc. that are associated with it. As the owner of other rental properties in West Linn and other parts of the metro area, the applicant is fully aware of the need for maintenance and the property owner's obligation to keep up with maintenance.

- **Shared Open Space**

Comment: There will be no shared open space within this project site.

- **55.195 Annexation and Street Lights**

Comment: The subject site is already within the City of West Linn, so no new annexation activities are required. Therefore, the applicant (developer) is not required to pay expenses for street lighting energy and maintenance. In fact, street lights already exist on Hoodview Avenue and Noble Lane. Nothing more is required of the applicant as a result of this section.

- **Chapter 75, Variances and Special Waivers**

Comment: At 3,000 square feet per unit in the R-3 zone, the overall site with five (5) units should be 15,000 square feet. Although the site is currently a gross size of 17,517, in excess of 15,000 square feet, some deductions for right-of-way along Hoodview Avenue and Noble Lane will result in a net site size of 14,628 square feet, or just less than 15,000 square feet needed to avoid a Variance. This difference is only 372 square feet, or less than 2.5% square footage of the total required. The two alternatives are: 1.) reduce the number of units to 4; or, 2.) apply for a Class I Variance. The applicant has chosen to apply for a Class I Variance for the 372 square feet that is short of the required lot area of 15,000 square feet for five (5) units. Based on 75.020.A.1., the lot area

can be modified by up to 5% if the application meets certain requirements. These requirements are addressed below:

a. *Provides for a more efficient use of the site;*

Comment: The actual difference between 4 units on 14,628 square feet and 5 units as proposed on the same lot area is one where the land is better utilized, the use of public utilities and services is more efficient and those facilities are already constructed and installed, and will not be overburdened because of 1 additional unit (75.020.A.1.a). At 4 units on this site, the density would be 3,658 square feet per unit. If five (5) units are developed, the density will be 2,926 square feet per unit. It would appear that six (6) units could be accommodated on this site, but density is limited to five (5) units.

b. *Preserves and incorporates natural features into the overall design of the project;*

Comment: The site is a "left over" site that is relatively simple and featureless. There are no trees on the site, no structures, and no distinctive vegetation. Only grasses grow on the subject site at this time. While the design reflects the relatively few attributes of the site, the lack of natural features makes the site fairly bland and easy to work with (75.020.A.1.b).

c. *Does not adversely affect adjoining properties in terms of light, air circulation, noise levels, privacy, and fire hazards;*

Comment: The site is separated from the other development areas of the City and the Parker Crest Neighborhood, and needs to be made a part of the local fabric. The addition of 5 units on the subject site will not alter the lack of impacts created on adjoining properties in terms of light, air, circulation, noise levels, privacy and fire hazards. All setbacks will be satisfied, and the existence of a line of arborvitae along the southerly property line will add greatly to the privacy of the nearest adjacent dwelling, as well as air circulation, availability of light (both direct and indirect), internal circulation, and fire hazards. As long as the plan reflects the proper measures to insure fire protection, the site will be better used for 5 units than 4 units (75.020.A.1.c).

d. *Provides for safe vehicular and pedestrian access to the site and safe on-site vehicular and pedestrian circulation.*

Comment: In terms of vehicular and pedestrian circulation both on-site and off-site, there will be no difference in these access and circulation issues for either 4 units or 5. Because there will be no difference between any impacts for 4 units or 5 units, there is no reason under this requirement that the Class I Variance cannot be acceptable and approved (75.020.A.1.d). See Technical Memorandum prepared by Lancaster Engineering.

With regard to off-street parking and number of spaces, the applicant is proposing the full number of required spaces for 5 units, without adverse impact to either the site or the surrounding neighborhood. All required parking spaces will "fit" onto the subject site, resulting in no adverse

impacts on parking for 5 units. No modification of up to 10% is being requested, as allowed by this requirement (75.020.A.2).

No dimensional sign requirements are being varied or modified as a result of fitting 5 units on the subject site, as opposed to 4 units, because there will be no signs on the site other than address signage (75.020.A.3).

No landscaping plan has been prepared for the site as a whole. Rather, landscaping will be provided for each individual unit. There is relatively little space for larger scale landscaping. This "lot-by-lot" landscaping approach will continue to be useful and efficient and will have no adverse impact on adjoining property. And with regard to incorporating natural features into the overall design of the site, there are no distinctive natural features on the site that can be identified and incorporated into the site plan (75.020.A.4).

- 75.020.B Class II Variance Approval Criteria

Comment: None of this portion of the Chapter is applicable because the Variance needed is a Class I Variance, not a Class II Variance.

- 75.020.C Special Waivers

Comment: Because there are no "special waivers" required for this application, this section of the Chapter does not apply.

- 75.050 Application

Comment: In accordance with the requirements of this section as listed in A. through F., all needs have been satisfied. This variance request is filed by the applicant who is also the property owner. It should be noted that items B., D., and E. refer specifically to a Class II variance. Because this application is for a Class I Variance, these items do not apply. As required by C., a completed application form, signed by the applicant, has been prepared and includes a narrative addressing the approval criteria set forth in 75.020. The required site plan is also part of the application for the Class I Variance. This site plan is the same site plan as prepared for the Design Review application. Finally, as required by F., the applicant submits the required fee with this application.

- 75.060 Site Plans and Map

Comment: As required under this section, the site plan prepared for this project is submitted with the application. This site plan contains the information required by 75.060.B.1 and 2. 75.060.B.3 does not apply because there is no request for a variance to building height provisions.

- **Chapter 99 Procedures for Decision Making: Quasi Judicial**

Comment: Section 99.038, *Neighborhood Contact Required for Some Applications*, sets forth the applications that require a neighborhood contact. As noted in the Summary Notes of the April 6, 2017 Pre-Application Conference Meeting, "The application requires a neighborhood meeting per 99.038". A neighborhood meeting with the

Parker Crest Neighborhood Association was held on June 6, 2018. All of the requirements for this meeting (i.e., mailed notifications, sign-in sheet, notes from that meeting, etc. are included with this application.

Within this Chapter, 99.060.B specifies that the Planning Commission shall have authority "*to approve, deny or approve with conditions*" certain types of applications, including Design Review, Class II (99.060.B.2.h). The applicant is aware of this requirement, and agrees with the determination that this application must be reviewed in an advertise, noticed public hearing.

Section 99.070.A specifies that certain applications can be consolidated for review by the Planning Commission. This means that the two applications submitted by the applicant, Class II Design Review and Class I Variance, will be consolidated and heard jointly by the Planning Commission. The applicant understands this requirement, and accepts this process.

City of West Linn
PRE-APPLICATION CONFERENCE MEETING
SUMMARY NOTES
April 6, 2017

SUBJECT: Application for a 5 unit attached multi-family housing development and Class I variance for lot size at 0 Noble Lane (adjacent to 20322 Noble Lane).

FILE: PA-17-13

ATTENDEES: Applicants: Investco Realty Group: Ali & Nina Ladha
Staff: Jennifer Arnold (Planning), Amy Pepper (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: 0 Noble Lane (adjacent to 20322 Noble Lane) (21E26D tax lot 0402)
Site Area: 17,517 square feet
Neighborhood: Parker Crest NA
Comp. Plan: High density residential
Zoning: R-3 (Single Family and Multiple-Family Residential / 3,000 square foot minimum lot size)

Applicable code: CDC Chapter 15: R-3
CDC Chapter 55: Design Review- Class II
CDC Chapter 75: Variances and Special Waivers-Class I variance
CDC Chapter 99.060(B)

PROJECT DETAILS:

The proposal is to develop multi-family housing similar to the surrounding development of Hoodview Estates. Development on this lot would require dedications along Hoodview Avenue and Noble Lane. This dedication would adjust the front and side property lines behind the existing sidewalks. The applicant proposes two options for this development. Option 1: develop one structure with 5 housing units on the one unit of land. This would require a Class I variance to allow for 5 units on less than 15,000 sq. ft. of land. Option 2: would be to construct one multi-family structure with 4 units to avoid the Class I variance because the site would be over 12,000 sq. ft. This development would require extension of the existing sewer line on Noble Lane to the proposed site.

Engineering/TVFR Comments: Contact Amy Pepper at apepper@westlinnoregon.gov for Engineering comments and Ty Darby at tdarby@tvfr.com for TVFR comments.

PROCESS:

The application requires a neighborhood meeting per CDC 99.038. Please follow those requirements very carefully. Contact the Parker Crest Neighborhood Association, at ParkerCrestNA@westlinnoregon.gov

Land use applications include a Class II Design Review (Chapter 55) and a Class I Variance (Chapter 75). The CDC is online at <http://westlinnoregon.gov/cdc>.

A traffic study may be required. The applicant should verify CDC Chapter 48.025 for requirements.

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. The waiver may or may not be granted by the Planning Director. Waivers may also be subsequently overruled by the decision making body.

Submit the application to the Planning Department with an application form signed by the property owner. The Class II Design Review permit application deposit/fee is as follows: Based on construction value (CV), less than \$100,000 of CV the deposit is 4% of CV (\$2,000 minimum deposit); CV of \$100,000<\$500,000 the deposit is 4% of CV (\$8,000 Maximum deposit); CV of \$500,000+ the deposit is \$4,000 plus 4% of CV (\$20,000 maximum deposit); an inspection fee is assessed for all projects with a fee of \$300. An application fee for the Class I variance is \$825.

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. For a standard design review application, staff will schedule a public hearing with the Planning Commission. Appeals of the Planning Commission's decision on a standard subdivision application are heard by City Council.

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.***

APPLICANT NOTE:

Upon completion, submit this form with your Current Planning development application Attachment E

NEIGHBORHOOD MEETING AFFIDAVIT OF MAILING

STATE OF OREGON)
COUNTY OF CLATSOP) ss
County of CLATSOP RP)
CITY OF WEST LINN)

I, ROBERT PRICE, being duly sworn, depose and say that on the 16th day of MAY, 2018 I caused to have mailed to each of the persons on the attached list a notice of a meeting to discuss a proposed development at NOBLE LAKE HOODVIEW SUMMIT, a copy of which notice so mailed is attached hereto and made a part hereof.

I further state that said notices were enclosed in envelopes plainly addressed to said persons and were deposited on the date indicated above in the United States Post Office with postage prepaid thereon.

Signature: [Handwritten Signature]

Subscribed and sworn to, or affirmed, before me this 30th day of July, 2018.



[Handwritten Signature]
Notary Public for the State of OREGON
County of MULTNOMAH

My Commission expires: 10/28/2019

APPLICANT NOTE:

Upon completion, submit this form with your Current Planning development application

NEIGHBORHOOD MEETING AFFIDAVIT OF POSTING NOTICE

Name of Applicant ALI & NINA LADHA, dba INVESTED REALTY GROUP
Subject Property: Tax Lot(s) 0402 Tax Map(s) T2S, R15, SECTION 26D
Address or General Location: 0 NOBLE LANE

I, ALI LADHA, do swear or affirm that I am (~~represent~~) the party
initiating interest in a proposed FIVE (5) UNIT DEVELOPMENT
affecting the land located at 0 NOBLE LANE
and that pursuant to CDC 99.03B did on the 17th day of MAY, 2018
personally post the notice indicating that the site may be proposed for a CLASS II DESIGN REVIEW
AND A CLASS I VARIANCE application.

The sign was posted at ON WEST SIDE FACING SALAMO ROAD, ON NORTH SIDE FACING HODDINHEM,
AND ON THE EAST SIDE FACING NOBLE LANE

Map attached showing approximate sign notice location. (check if attached)

This July day of 30th, 2018

Ali Ladha

Signature

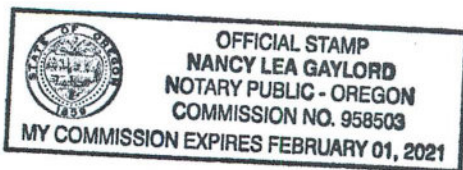
Subscribed and sworn to, or affirmed, before me this 30th day of July, 2018

Nancy Lea Gaylord

Notary Public for the State of OR

County of Clackamas

My Commission expires: 02, 01, 2021



Public Notice

This site will be the subject of as development proposal for a five unit attached housing project. Project sponsors are Ali and Nina Ladha of Investco Realty Group.

An informational meeting will be held to review the site plan and to discuss this project before an application is submitted to the City of West Linn

Date: Wednesday, June 6, 2018 at 6:00 PM

**Place: West Linn Adult Community Center
1180 Rosemont in West Linn**

For additional information please call Ali Nadha at 503-720-0021 or Robert Price at 503-807-4009

Minutes of the Meeting - Parker Crest Neighborhood

June 6, 2018 at the West Linn Adult Community Center
1180 SW Rosemont Road, West Linn

Attendance: See attached "Sign Up Sheet" – 12 people including
Ali and Nina Ladha, and Robert Price, Consultant

The meeting started at 6:00 PM on Wednesday, June 6th at the West Linn Adult Community Center. A sign-up sheet was provided and attendees were asked to sign in. The applicants, Ali and Nina Ladha, provided a 24" x 36" site plan, copies of the site survey, and renderings of the proposed design of the new residential units for review by all in attendance.

Ali Ladha explained the goal of the project, to provide 5 quality residential units in 2 structures on the site. Each unit will be approximately 2,000 square feet in floor area. Ali explained the layout of the units and the siting of the structures on the 17,500 sf (approx.) site. He also explained some of the history of the site, in which Ali and Nina are not the first to propose development of the site. For some reasons, none of the previous development proposals moved forward.

Robert Price, Consultant to Ali and Nina Ladha, explained the process in the City of West Linn for obtaining approval for the project. A public hearing will be held before the West Linn Planning Commission on this application when it is prepared, submitted, deemed complete and a hearing date is set by the city.

One of the first subjects to arise during the open discussion of the project was whether the units would be owner occupied or renter occupied. Lynne Saphir who, with her husband Bill, own and live in the property directly adjacent to the east, was concerned about renters occupying the units because she felt that renters might not be able to take care of the properties and may drive down home values. A discussion ensued about owner-occupied versus renter-occupied units. Ali pointed out that the goal is not to affect the existing community and they always look for up and coming professionals families who are looking for safe places with great schools to raise their families.

Lynne Saphir stated that she felt the site itself has not been "kept up" and she wondered if this is indicative of how the developed site would be managed. Nina Ladha provided a response, stating that they own several properties, not only in West Linn but in other locations, and she personally makes sure those rental properties are well maintained and occupied by qualified and responsible tenants.

On street parking was also an issue. Folks in general are worried about how the city dictates, manages and controls on street (curbside) parking. While the Ladha's are not able to control the on street parking, they recognize it as an issue

in the neighborhood. The current plan is for two full sized garages for each unit, plus a driveway of sufficient length to allow for parking of a third vehicle on the premises, off the street. Lynne Saphir is also worried about short term parking by contractors, workers, material suppliers, etc. and how parking would be managed during the construction period.

Angela Sullivan expressed a concern that the design of the new units, while current and contemporary in its design, may not fit with the rest of the neighborhood design. Gregg Creighton, a local resident and an architect in his own right, stated that the design reflected the current trends and styles.

Robert Price provided a brief discussion of public facilities and services to the site, and that all existing facilities and services are of adequate size, capacity, and general service levels to provide for the proposed 5 new residential units.

There were no other concerns for views expressed by others.

Nina Ladha wrapped up the meeting by stating that she would lead a short tour of local properties they owned, in order to demonstrate that the Ladha's are good, conscientious property owners and landlords. Lynne and Bill Saphir agreed that they would like to see Ali and Nina's properties.

The meeting concluded at approximately 7:10 PM.

Sign Up Sheet

Investco Realty Group

Meeting with Parker Crest Neighborhood Association

Date: Wednesday, June 3, 2018, 6:00PM -7:00PM

Where: West Linn Adult Community Center

	NAME	Address	PHONE	EMAIL
1	KEVIN SEGURA	20367 NOBLE LN, WEST LINN	503 347-0766	kevunmedia@mail.com
2	Rita Segura	" " "	503-867-2994	rita.segura@comcast.net
3	Greg Creighton	20413 S. Noble Ln.	503-635-0777	gregcreighton@comcast.net
4	LYNNE SAPHIR	20322 Noble Ln, WL	(503) 449-2944	Lpsaphir@aol.com
5	BILL SAPHIR	" "	" "	" "
6	Angela Sullivan	20213 Hoodview	503-358-8182	angela.sullivan.sip@gmail.com
7	Lois Wagner	20371 Noble Ln	503-390-7160	Loiswagner@sprintmail.com
8	Cardace Toyama	20315 Noble Ln	971-266-9172	569Kawai@gmail.com
9	Kimo Toyama	" "	" "	" "
10				
11				
12				
13				
14				
15				

ParkerCrestNA@westlinnoregon.gov

Gmail

Move to Inbox

More

COMPOSE

Inbox (3)

Starred

Sent Mail

Drafts (4)

Business

Registration

Wt. Development



INVESTCO

to me

Greetings,

I was at City Hall today to speak with the planners about the parcel of land on Hoodview Ave, that we have been discussing.

Based on our previous phone call, it's my understanding that this is the same parcel of land that the Parker Crest NA discussed different applicant. It is my understanding that if the application is substantially the same as the previous application and the 18 association meeting is sufficient and a new meeting is not needed.

The planner that I spoke with is Peter Spir.

Please let me know your thoughts on the matter.

Best regards, Bill R.

From: INVESTCO REALTY GROUP [mailto:investcorealtygroup@gmail.com]

Sent: Tuesday, October 17, 2017 11:38 AM

To: wrlyea <wrlyea@comcast.net>

Subject: Re: Parker Crest Neighborhood Association meeting



ALI LADHA <investcorealtygroup@gmail.com>

to William

Bill

Thanks for the info. I did confirm but they need documentation or written record of the previous meeting. Can you email me some

Thanks
Ali, Nina Ladha

No recent chats

Start a new one



William Relyea <wrlyea@comcast.net>

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

Roic Cascade Summit LLC
8905 Towne Centre Dr Ste 108
San Diego, CA 92122

Thomas Finn
9010 Terrace Falls Dr
Soddy Daisy, TN 37379

Willamette Christian Ch Of West Linn
3153 S Brandywine Dr
West Linn, OR 97068

Aaron Davison
18747 SW Martinazzi Ave
Tualatin, OR 97062

Dnj Properties LLC
1754 Willamette Falls Dr
West Linn, OR 97068

Jochen Moskopp
7241 Anakua St
Honolulu, HI 96825

Nicole Winters
20365 Hoodview Ave
West Linn, OR 97068

Clyde Fladwood
20377 Hoodview Ave
West Linn, OR 97068

Daniel Shockley
20407 Hoodview Ave
West Linn, OR 97068

Dinesh Jain
4782 Coho Ln
West Linn, OR 97068

Douglas Yerke
20423 Hoodview Ave
West Linn, OR 97068

Meredith Smith
20437 Hoodview Ave
West Linn, OR 97068

George Glass
20445 Hoodview Ave
West Linn, OR 97068

Thomas Morgana
4091 Ridge Ct
West Linn, OR 97068

Holzer Alan M Trustee
20463 Hoodview Ave
West Linn, OR 97068

Craig Tiffany
20635 Noble Ln
West Linn, OR 97068

Lisa Wood
2860 White Salmon Ct
West Linn, OR 97068

Kathleen Sweeney
20653 Noble Ln
West Linn, OR 97068

Todd Hammans
20665 Noble Ln
West Linn, OR 97068

Joshua Anderson
20667 Noble Ln
West Linn, OR 97068

Kara Jacobs
20671 Noble Ln
West Linn, OR 97068

David Durocher
20677 Noble Ln
West Linn, OR 97068

Valerie MacDonald
20683 Noble Ln
West Linn, OR 97068

Daniel Killam
20687 Noble Ln
West Linn, OR 97068

Rene Duboise
20691 Noble Ln
West Linn, OR 97068

Steven Devault
20697 Noble Ln
West Linn, OR 97068

Diane Glanville
81823 Prism Dr
Laquinta, CA 92253

Marius Muresan
20652 Noble Ln
West Linn, OR 97068

Jennifer Harmon
20642 Noble Ln
West Linn, OR 97068

David Dunne
20636 Noble Ln
West Linn, OR 97068

Shane Weston
20624 Noble Ln
West Linn, OR 97068

Allison Pennell
20616 Noble Ln
West Linn, OR 97068

Jeffrey Marston
Psc 559 Box 5143
Fpo Ap, 96377

Pamela Ohare
PO Box 365
West Linn, OR 97068

Lawrence Ash
801 S Winchester Blvd #5102
San Jose, CA 95128

Prime Rental Properties LLC
9334 SE Hunters Bluff Ave
Happy Valley, OR 97086

Prime Rental Properties LLC
9334 SE Hunters Bluff Ave
Happy Valley, OR 97086

Meston Dianne L Trustee
20576 Noble Ln
West Linn, OR 97068

Lisa Wood
2860 White Salmon Ct
West Linn, OR 97068

William Kammerer
20568 Noble Ln
West Linn, OR 97068

Caesar Malvar
20556 Noble Ln
West Linn, OR 97068

Kevin Fode
PO Box 3751
Tualatin, OR 97062

Karen Carnay
20528 Noble Ln
West Linn, OR 97068

Robert Savelich
20524 Noble Ln
West Linn, OR 97068

Juan Quintero
PO Box 361372
Los Angeles, CA 90036

Crawford Rita R Trustee
20512 Noble Ln
West Linn, OR 97068

Mark Thompson
PO Box 247
Marylhurst, OR 97036

Joanne Hatch
20504 Noble Ln
West Linn, OR 97068

Richard Heath
20502 Noble Ln
West Linn, OR 97068

Barbara Fast
20496 Noble Ln
West Linn, OR 97068

Juan Quintero
PO Box 361372
Los Angeles, CA 90036

Ali Ladha
9334 SE Hunters Bluff Ave
Happy Valley, OR 97086

Ali Ladha
9334 SE Hunters Bluff Ave
Happy Valley, OR 97086

Brandon Bourbonais
20458 Noble Ln
West Linn, OR 97068

Mathew Prentice
20444 Noble Ln
West Linn, OR 97068

Ali Ladha
9334 SE Hunters Bluff Ave
Happy Valley, OR 97086

Stephen Laidlaw
20420 Noble Ln
West Linn, OR 97068

Alexander Dong
20416 Noble Ln
West Linn, OR 97068

David Blakeslee
20408 Noble Ln
West Linn, OR 97068

Kelly Sina
20398 Noble Ln
West Linn, OR 97068

Susan Kelly
2550 Kensington Ct
West Linn, OR 97068

Sambath Chao
20386 Noble Ln
West Linn, OR 97068

Thomas Morgana
4091 Ridge Ct
West Linn, OR 97068

Lawrence Heinrichs
20362 Noble Ln
West Linn, OR 97068

Lewis Dean
20350 Noble Ln
West Linn, OR 97068

John Moede III
4019 SW Stephenson
Portland, OR 97219

Bkr Investment Group LLC
17933 NW Evergreen Pkwy Ste 300
Beaverton, OR 97006

William Saphir
20322 Noble Ln
West Linn, OR 97068

Candace Hamilton
20315 Noble Ln
West Linn, OR 97068

Amy Cook
20321 Noble Ln
West Linn, OR 97068

Stephen Heinsch
20327 Noble Ln
West Linn, OR 97068

James Caliva
20339 Noble Ln
West Linn, OR 97068

Mollie Giles
20343 Noble Ln
West Linn, OR 97068

Scott Brandt
20349 Noble Ln
West Linn, OR 97068

Elizabeth Lampson
20355 Noble Ln
West Linn, OR 97068

Kevin Segura
20367 Noble Ln
West Linn, OR 97068

Robert Wagner
20371 Noble Ln
West Linn, OR 97068

Joshua Tschirgi
20385 Noble Ln
West Linn, OR 97068

Neelam Jain
20393 Noble Ln
West Linn, OR 97068

Gregg Creighton
20413 Noble Ln
West Linn, OR 97068

Mary Jo Cartasegna
20425 Noble Ln
West Linn, OR 97068

Jennifer Moore
20431 Noble Ln
West Linn, OR 97068

Braden Wheeler
20447 Noble Ln
West Linn, OR 97068

Elizabeth Crawford
5800 SE Aldercrest Rd
Milwaukie, OR 97267

Rainer Schmueckle
Bopserwaldstrasse 34
Stuttgart, 70184

Antonio Fernandez
20559 Noble Ln
West Linn, OR 97068

Kenneth Graap
PO Box 386
Marylhurst, OR 97036

Double S Investment Properties LLC
20569 Noble Ln
West Linn, OR 97068

Julian Garcia
20573 Noble Ln
West Linn, OR 97068

Randi King
20575 Noble Ln
West Linn, OR 97068

Peter Storli
20579 Noble Ln
West Linn, OR 97068

Patricia Kool
20581 Noble Ln
West Linn, OR 97068

Susan Molnar
20589 Noble Ln
West Linn, OR 97068

Willem Beltman
20593 Noble Ln
West Linn, OR 97068

Kleth Miller
20595 Noble Ln
West Linn, OR 97068

B Garber
20464 Hoodview Ave
West Linn, OR 97068

Burton Levin
11989 SW Lausanne St
Wilsonville, OR 97070

Ball Jocelyn Jean Trustee
20440 Hoodview Ave
West Linn, OR 97068

Abolfazi Shahbazi
20438 Hoodview Ave
West Linn, OR 97068

Timothy Ferguson
20426 Hoodview Ave
West Linn, OR 97068

Tath Rautio
20414 Hoodview Ave
West Linn, OR 97068

Alexa Johnson
20406 Hoodview Ave
West Linn, OR 97068

Lori Pankratz
20394 Hoodview Ave
West Linn, OR 97068

Maureen Darrow
8427 SW Lafayette Way
Wilsonville, OR 97070

Tribou Thomas R Trustee
352 S Dubois Rd
Ariel, WA 98603

Gregg McElhinney
2425 SW Gregory Dr
West Linn, OR 97068

Jared Smith
3097 W 2nd St
Washougal, WA 98671

Cindy Self
1563 Highland Dr
Lake Oswego, OR 97034

Doug Gavrich
761 Fairwood Crescent Dr
Woodburn, OR 97071

Min Lu
2020 NW Northrup St Apt 215
Portland, OR 97209

Pamela Dalmolin
20288 Hoodview Ave
West Linn, OR 97068

Cunha Marlene L Trustee
20282 Hoodview Ave
West Linn, OR 97068

Matthew Eriksen
20276 Hoodview Ave
West Linn, OR 97068

Salamo Terrace Homeowners Assn

Hoodview Estates LLC
3563 Vista Ridge
West Linn, OR 97068

Hoodview Estates LLC
3563 Vista Ridge
West Linn, OR 97068

Hoodview Estates LLC
3563 Vista Ridge
West Linn, OR 97068

Hoodview Estates LLC
3563 Vista Ridge
West Linn, OR 97068

Salamo Terrace Homeowners Assn

Retail Opportunity Investments Corp
8895 Towne Centre Dr Ste 113
San Diego, CA 92122

Kenneth Kuntz
20763 Viewpoint Rd
West Linn, OR 97068

Heather Bengtson
20751 Viewpoint Rd
West Linn, OR 97068

Jillian Smith
20749 Viewpoint Rd
West Linn, OR 97068

Chidi Odiah
PO Box 1967
Lake Oswego, OR 97035

Ying Zhang
15 Masaryk St
Lake Oswego, OR 97035

David Lavares
20711 Viewpoint Rd
West Linn, OR 97068

Uzuegbunam Uju Miriam Trustee
413 Dewey St
Oregon City, OR 97045

Lindsey Phelps
20724 Viewpoint Rd
West Linn, OR 97068

Ralph Prelligera
20736 Viewpoint Rd
West Linn, OR 97068

Chidi Odiah
PO Box 1967
Lake Oswego, OR 97035

Jeffrey Maiden
12690 SE Crest Dr
Happy Valley, OR 97086

Jeffrey Maiden
12690 SE Crest Dr
Happy Valley, OR 97086

Eric Ludwig
20774 Viewpoint Rd
West Linn, OR 97068

Jordan Marona
20786 Viewpoint Rd
West Linn, OR 97068

Cameron McMinn
20790 Viewpoint Rd
West Linn, OR 97068

Suzanne Anderson
20798 Viewpoint Rd
West Linn, OR 97068

Hoodview Townhomes Owners Assn
PO Box 130
Lake Oswego, OR 97034

Koss Brod Goodrich & Assoc Inc
22400 Salamo Rd #204
West Linn, OR 97068

May 16, 2018

From: Ali and Nina Ladha
Investco Realty Group

Subject: Neighborhood Review Meeting for Proposed Development at 20590 Noble Lane in West Linn (T2S, R1E, Section 26D, Tax Lot 0402)

Dear Neighbor:

Ali and Nina Ladha of Investco Realty Group, owners of the property located at 20590 Noble Lane, in the R-3 District (Single Family Residential and Multiple Family Residential / 3,000 square foot min. lot size), are proposing to develop the property with a five (5) unit attached residential development. The existing 17,517 square foot (0.40 acre) property is currently undeveloped. The property is of a size to allow development of five (5) units in a row house configuration. This development proposal is similar to one that was previously considered by the Parker Crest Neighborhood a year or so ago. So, prior to submitting a current application to the City of West Linn, we wish to give you the opportunity to discuss this project with us.

The purpose of this meeting is to provide a forum for the applicant and surrounding property owners and local residents to review the proposal and to identify any issues that may need to be considered before the formal application is submitted to the City of West Linn. This meeting gives you the opportunity to share any special information you know about the property involved, or ask questions about the development review process. We will attempt to answer any questions which may be relevant to meeting the development standards consistent with West Linn's Community Development Code (CDC). A Variance may be necessary, depending on the final configuration and design of the proposed residential units.

Pursuant to Chapter 99.038 of the West Linn Community Development Code, you are invited to a meeting:

Date and Time: Wednesday, June 6, 2018, from 6:00 to 7:00 PM
Location: West Linn Adult Community Center
Address: 1180 Rosemont Road West Linn, OR 97068

Please note that this meeting will be an informational meeting on the preliminary development plan. This plan may ultimately be revised prior to submittal to the City. Depending on the type of land use action required for this particular application (a Type III process), you may receive official notice from the City of West Linn for you to participate with written or verbal comments provided to city staff, or a public hearing before the West Linn Planning Commission.

We look forward to more specifically discussing our proposal with you. Please feel free to call or e-mail us with any questions or comments at [503-720-0021](tel:503-720-0021), or our Planning Consultant Robert Price at [503-807-4009](tel:503-807-4009).

Sincerely,

Ali and Nina Ladha

=====
 PORTLAND AIRPORT
 7640 NE AIRPORT WAY
 PORTLAND
 OR
 97238-9099
 4067540039
 05/16/2018 (800)275-8777 3:54 PM
 =====

Product Description	Sale Qty	Final Price
First-Class Mail Letter (Domestic) (WEST LINN, OR 97068) (Weight:0 Lb 0.20 Oz) (Estimated Delivery Date) (Friday 05/18/2018) Certified Mail # (@@USPS Certified Mail #) (70180360000115189000)	1	\$0.50
First-Class Intl Letter (International) (Germany) (Weight:0 Lb 0.20 Oz)	1	\$1.15

Total \$5.10

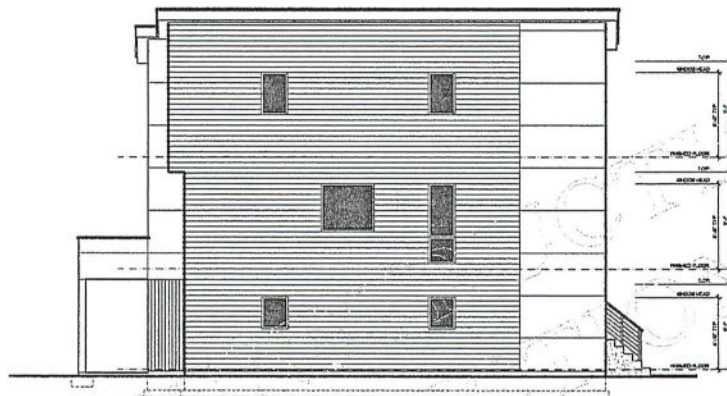
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 (TSI:6800)
 (TVR:8000048000)

Text your tracking number to 28777
 (2USPS) to get the latest status.
 Standard Message and Data rates may
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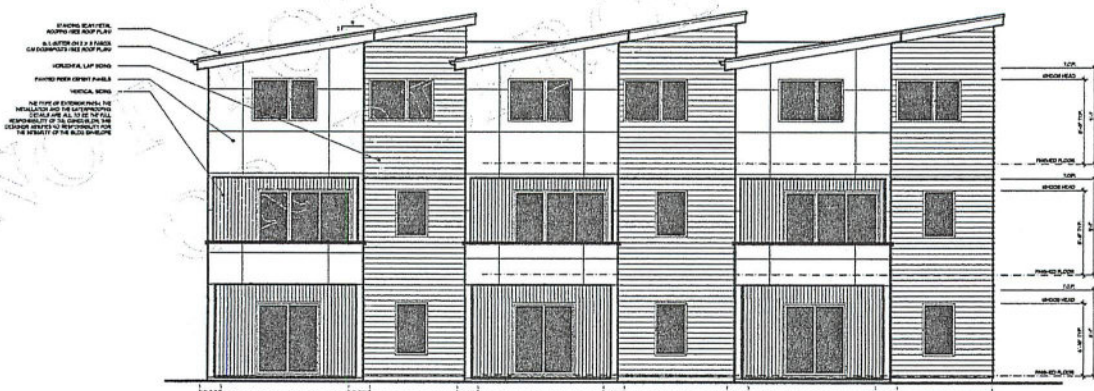
In a hurry? Self-service kiosks offer
 quick and easy check-out. Any Retail
 Associate can show you how

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For delivery information, visit our website at www.usps.com ®	
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LEFT ELEVATION
SCALE: 1/4" = 1'-0"



REAR ELEVATION
SCALE: 1/4" = 1'-0"

BRICKS CLAY/CEM.
 ADHESIVE FOR ROOF P.A.S.P.
 2" LASTER ON 1/2" GYPSUM
 OR EQUIVALENT FOR ROOF P.A.S.P.
 VERTICAL LIP SIDING
 FINISHED FLOOR FINISH PANELS
 VERTICAL SIDING
 THE TYPE OF FINISH PANELS, THE
 MATERIALS AND THE LASTER/ROOF
 FINISH SHALL BE AS PER THE FULL
 RESPONSIBILITY OF THE CONTRACTOR. THE
 DESIGN OFFICE IS NOT RESPONSIBLE FOR
 THE QUALITY OF THE BRICKS/SIDING.

THE CONTRACTOR SHALL BE RESPONSIBLE
 FOR THE CORRECT INSTALLATION OF ALL
 MATERIALS AND SUBMITTALS.
 CONTRACTOR SHALL BE RESPONSIBLE FOR
 THE QUALITY OF THE WORK.

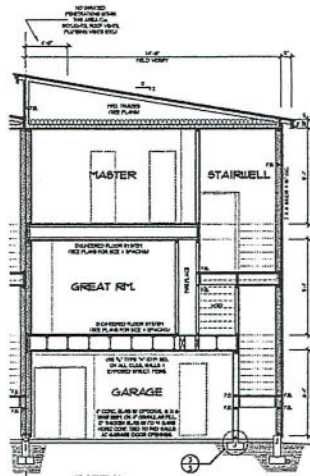
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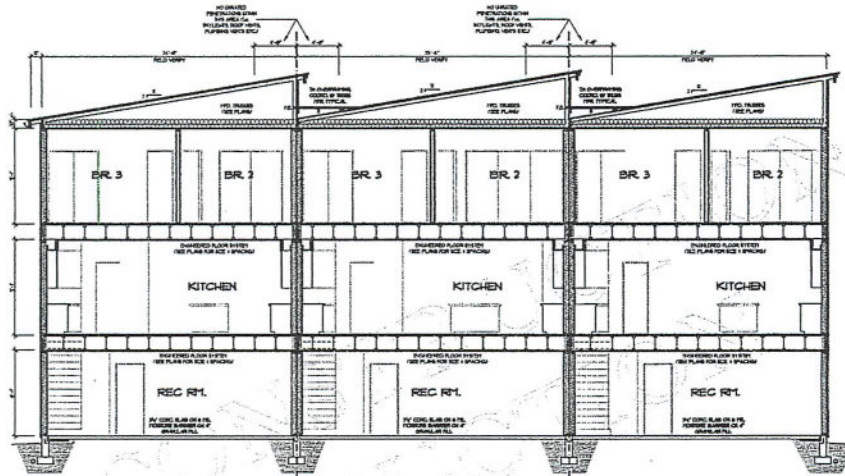
REGISTERED FOR:
INVESTCO REALTY GROUP
 10000 14TH AVENUE, SUITE 100
 DENVER, CO 80202

158 SENECA ROAD	
DATE	10/10/16
SCALE	1/4" = 1'-0"
PROJECT	158 SENECA ROAD
OWNER	INVESTCO REALTY GROUP
DESIGNER	ALVIN SPASCO DESIGN ASSOCIATES, INC.
DATE	10/10/16

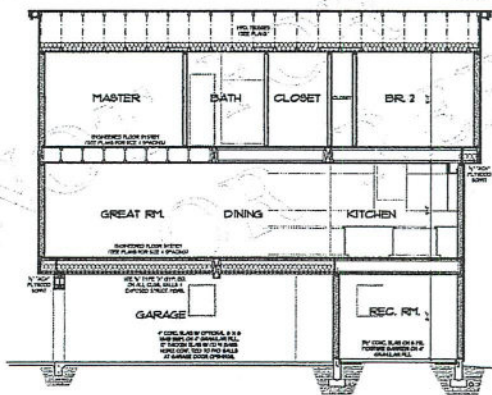
INVESTCO
2



D PARTIAL BUILDING SECTION
SCALE: 1/4" = 1'-0"

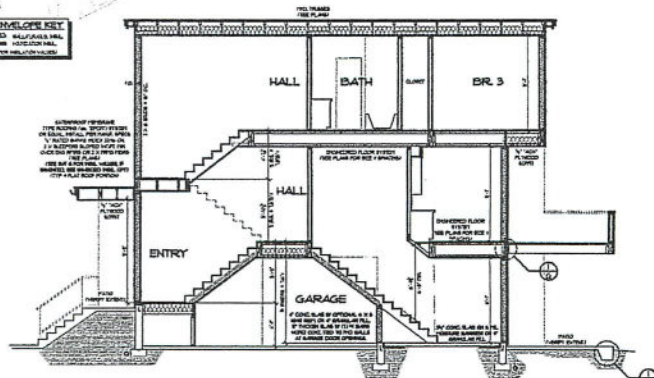


C BUILDING SECTION
SCALE: 1/4" = 1'-0"



B BUILDING SECTION
SCALE: 1/4" = 1'-0"

ENERGY ENVELOPE KEY
 UNFINISHED WALLS
 FINISHED WALLS
 UNFINISHED FLOORS
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A BUILDING SECTION
SCALE: 1/4" = 1'-0"

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HARGROVE DESIGN ARCHITECTS, PC
 1000 W. 10TH AVENUE, SUITE 100
 DENVER, CO 80202
 TEL: 303.733.1100
 FAX: 303.733.1101
 WWW.HARGROVEDSIGN.COM

Investco
 REALTY GROUP

6

Technical Memorandum

To: Ali Ladha
Investco Realty Group LLC

From: Daniel Stumpf, EI
William Farley, PE

Date: December 22, 2017

Subject: Hoodview Avenue Townhouses – Transportation Study



Introduction

This memorandum reports and evaluates the transportation impacts related to the proposed Hoodview Avenue Townhouses, located at 20110 Hoodview Avenue in West Linn, Oregon. The proposed development will include the partitioning and development of a single property into five townhomes.

The purpose of this memorandum is to examine the projected trip generation of the proposed development and assess the safety and operation of nearby intersections and vicinity roadways.

Location Description

Project Site Description

The project site is located south of Hoodview Avenue, east of Salamo Road, and west of Noble Lane in West Linn, Oregon. The site includes a single tax lot, lot 402, which encompasses an approximate total of 0.40 acres. The site is currently undeveloped; however, frontage improvements along adjacent roadway segments are in place. Access between the site and the greater transportation system will be provided via driveways along Noble Lane.

Vicinity Roadways

The proposed development is expected to predominantly impact the following four nearby vicinity roadways: Salamo Road, Parker Road, Hoodview Avenue, and Noble Lane. Table 1 provides a description of each of the vicinity roadways.

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Table 1 – Vicinity Roadway Descriptions

Roadway	Jurisdiction	Functional Classification	Cross-Section	Speed	On-street Parking	Bicycle Lanes	Curbs	Sidewalks
Salamo Road	West Linn	Minor Arterial	3 Lanes	35 mph Posted	Not Permitted	Both Sides	Both Sides	Partial Both Sides
Parker Road	West Linn	Minor Arterial	2 to 3 Lanes	35 mph Posted	Not Permitted	Partial Both Sides	Partial Both Sides	Partial Both Sides
Hoodview Avenue	West Linn	Local Street	2 Lanes	25 mph Posted	Partially Permitted	None	Both Sides	Both Sides
Noble Lane	West Linn	Local Street	2 Lanes	25 mph Posted	Partially Permitted	None	Both Sides	Both Sides

Vicinity Intersections

The intersection of Salamo Road at Hoodview Avenue is a three-legged intersection that is stop-controlled for the westbound approach of Hoodview Avenue. The northbound approach has one shared lane for all turning movements and a bicycle lane to the right of the standard travel lane. The southbound approach has one left-turn lane, one through lane, and a bicycle lane to the right of the outermost standard travel lane. The westbound approach has one shared lane for all turning movements. Crosswalks are unmarked across all three intersection legs.

The intersection of Parker Road at Noble Lane is a four-legged intersection that is stop-controlled for the northbound and southbound approaches. The northbound and southbound approaches each have one shared lane for all turning movements. The eastbound and westbound approaches of Parker Road have one left-turn lane, one shared through/right-turn lane, and a bicycle lane to the right of the outermost standard travel lane. Crosswalks are unmarked across all four intersection legs.

Figure 1 presents an aerial image of the nearby vicinity with the project site outlined in yellow.

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Figure 1: Aerial Photo of Site Vicinity (Image from Google Earth)

Trip Generation

The proposed Hoodview Avenue Townhouses includes the construction of five townhouses, each of which will have three floors. To estimate the number of trips that will be generated by the proposed development, trip rates from the *TRIP GENERATION MANUAL*¹ were used. Data from land-use code 221, *Multifamily Housing (Mid-Rise)*, was used to estimate the proposed development's trip generation of the site based on the number of dwelling units.

The trip generation calculations show that the proposed development is projected to generate 2 morning peak hour, 2 evening peak hour, and 28 average weekday site trips. The trip generation estimates are summarized in Table 2. Detailed trip generation calculations are included as an attachment to this study.

¹ Institute of Transportation Engineers (ITE), *TRIP GENERATION MANUAL*, 10th Edition, 2017.

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Table 2 – Trip Generation Summary

	ITE Code	Size	Morning Peak Hour			Evening Peak Hour			Weekday
			Enter	Exit	Total	Enter	Exit	Total	Total
Proposed Development	221	5 units	1	1	2	1	1	2	28

Safety Analysis

Using data obtained from the Oregon Department of Transportation's (ODOT) Crash Analysis and Reporting Unit, a review was performed for the most recent five years of available crash data (January 2011 through December 2015) at the nearby intersections of Salamo Road at Hoodview Avenue and Parker Road at Noble Lane, and along the nearby roadways of Hoodview Avenue and Noble Lane. The crash data was evaluated based on the number of crashes, the type of collisions, and the severity of the collisions at the nearby transportation facilities.

The intersection of Salamo Road at Hoodview Avenue had one reported crash during the analysis period. The crash was a rear-end collision involving two northbound passenger cars. The crash was classified as "Property Damage Only" (PDO).

No other crashes were reported within the immediate site vicinity. Due to the low number of crashes and the low severity of collisions, there do not appear to be any significant safety hazards at the nearby transportation facilities. Furthermore, based on site observations, no design deficiencies which would impact the safety of the area roadways and intersections were noted. Accordingly, no safety mitigation is necessary or recommended.

Detailed information about crashes and crash reports for the nearby roadways and intersection are included as an attachment to this memorandum.

Operational Analysis

Intersection Capacity

To determine if the nearby transportation facilities can adequately accommodate future trips to and from the proposed development in addition to the existing uses within the site vicinity, peak hour observations of traffic conditions were conducted. Traffic observations were conducted at the intersections of Salamo Road

December 22, 2017

Page 5 of 8

at Hoodview Avenue and at Parker Road at Noble Lane during the morning and evening peak periods on Thursday, December 7th, 2017, from 8:15 AM to 8:40 AM and from 4:30 PM to 4:55 PM, respectively.

The level of service (LOS) of an intersection can range from LOS A, which indicates little or no delay experienced by vehicles, to LOS F, which indicates a high degree of congestion and delay. The City of West Linn requires unsignalized intersections operate at LOS D or better along non-arterial facilities. Detailed LOS descriptions are included as an attachment to this memorandum.

The intersection of Salamo Road at Hoodview Avenue was observed having less than 5 vehicles enter the intersection from the minor-street approach of Hoodview Avenue over the course of approximately 15 minutes during the morning peak period and 10 minutes during the evening peak period. Observed queuing on the minor-street approach never exceeded more than 1 vehicle during either peak period. Traffic volumes along Salamo Road were observed to be at light to moderate levels and in a state of free-flow during both peak periods. Gaps to enter the major-street traffic stream from the minor-street approach were available within an average control delay of 10 to 15 seconds during either peak period. Accordingly, the intersection was estimated to currently operate at LOS C or better during both peak periods.

The intersection of Parker Road at Noble Lane was observed to have 5 or less vehicles enter the intersection from the minor-street approach of Noble Lane over the course of approximately 10 minutes during the morning and evening peak periods. It should be noted that the northbound driveway approach opposite of Noble Lane was observed to serve twice as many entering vehicles during the morning peak period and the same number of entering vehicles during the evening peak period as Noble Lane. Observed queuing on the minor-street approach of Noble Lane never exceeded more than 1 vehicle during either peak period while the northbound driveway approach was observed to have queues of up to 2 vehicles during the morning peak period and queues of 1 vehicle during the evening peak period. Traffic volumes along Parker Road were observed to be at light levels and in a state of free-flow during both peak periods. Gaps to enter the major-street traffic stream from the highest delay minor-street approach were available within an average control delay of 5 to 10 seconds during the morning peak period and 10 to 15 seconds during the evening peak period. Accordingly, the intersection was estimated to currently operate at LOS A during the morning peak period and at LOS C or better during the evening peak period.

The results of the capacity observations indicate that the intersections of Salamo Road at Hoodview Avenue and Parker Road at Noble Lane operate acceptably during the weekday morning and evening peak periods under existing conditions. Based on the low volumes of additional weekday morning and evening peak hour trips expected to be added to the transportation system, the intersection is projected to continue operating acceptably by the build-out year of the site. No mitigation is necessary or recommended with regard to intersection capacity or operation as part of the proposed development.



Roadway Capacity

To ensure the vicinity roadways of Hoodview Avenue and Noble Lane will operate acceptably upon build-out of the proposed development, an assessment of current and future roadway volumes was conducted. Typically, local residential streets are designed and expected to serve traffic volumes that are less than 1,500 vehicles per day. Volumes above this threshold can affect the safety and livability of the street and surrounding neighborhood.

Noble Lane and Hoodview Avenue currently serve approximately 81 two-story townhouses and 81 three-story townhouses. According to the *TRIP GENERATION MANUAL*, land-use code 220, *Multifamily Housing (Low-Rise)*, is described as "...apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have one or two levels (floors)" whereas land-use code 221 is described as "...apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have between three and 10 levels (floors)." Based on these land-use descriptions as well as the trip generation methodologies described in the *Trip Generation* section, the 162 existing townhouses are estimated to currently generate 1,032 weekday trips. Upon build-out of the proposed development, an additional 28 weekday trips will utilize these roadways, an increase of approximately 2.7 percent, for a total of 1060 trips. Since the total daily trips generated by the existing and proposed uses are below the desirable local street carrying capacity of approximately 1,500 vehicles per day for a single roadway, it is expected that the both roadways will operate safely, and the proposed development will not have a significant impact on the livability of the surrounding neighborhood.

Requirement of a Full Traffic Impact Analysis

Per the City of West Linn Community Code Section 85.170.B.2 – *Traffic Impact Analysis* (TIA), a TIA is required 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 observations, 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.*

Criterion A

The proposed development application does not change the zoning of the subject property or a plan amendment designation. Accordingly, Criterion A is not met.

Criterion B

The proposed development is projected to generate a low number of additional site trips and is located over a mile driving distance away from the nearest ODOT facility. Therefore, the proposed development is expected to have minimal impacts to ODOT facilities whereby Criterion B is not met.

Criterion C

Regarding Criterion C, the proposed development (1) generates less than 250 additional average daily trips, (2) is not expected to generate heavy vehicle traffic, (3) provides adequate sight distance at individual lot driveways and existing nearby public intersections, (4) meets adequate access spacing standards, (5) and will not change internal traffic patterns or the residential nature of the surrounding area. Accordingly, Criterion C is not meet.

Based on an evaluation of the City of West Linn's Community Code, a full TIA is not required for approval of the proposed development application.

Conclusions

Due to the low number of crashes and the low severity of collisions, there do not appear to be any significant safety hazards at the nearby transportation facilities. Furthermore, based on site observations, no design deficiencies which would impact the safety of the area roadways and intersections were noted. Accordingly, no safety mitigation is necessary or recommended.

The intersections of Salamo Road at Hoodview Avenue and Parker Road at Noble Lane currently operate acceptably during the weekday morning and evening peak periods. Based on the low volumes of additional weekday morning and evening peak hour trips expected to be added to the transportation system, the intersection is projected to continue operating acceptably by the build-out year of the site. No mitigation is necessary or recommended with regard to intersection capacity or operation as part of the proposed development.

The total daily trips generated by the existing and proposed uses are projected to be below the desirable local street carrying capacity of 1,500 for a single roadway. Accordingly, upon build-out of the proposed development it is expected that the two roadways of Hoodview Avenue and Noble Lane will operate safely and will not have a significant impact on the livability of the surrounding neighborhood.

Based on an evaluation of the City of West Linn's Community Code, a full Transportation Impact Analysis is not required for approval of the proposed development application.

If you have any questions regarding this technical memorandum, please don't hesitate to contact us.

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TRIP GENERATION CALCULATIONS Proposed Development

Land Use: Multifamily Housing (Mid-Rise)
Land Use Code: 221
Setting/Location: General Urban/Suburban
Variable: Dwelling Units
Variable Value: 5

AM PEAK HOUR

Trip Rate: 0.36

	Enter	Exit	Total
Directional Distribution	26%	74%	
Trip Ends	1	1	2

PM PEAK HOUR

Trip Rate: 0.44

	Enter	Exit	Total
Directional Distribution	61%	39%	
Trip Ends	1	1	2

WEEKDAY

Trip Rate: 5.44

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	14	14	28

SATURDAY

Trip Rate: 4.91

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	12	12	24

Source: TRIP GENERATION, Tenth Edition

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TRIP GENERATION CALCULATIONS
Existing Residential Uses

Land Use: Multifamily Housing (Low-Rise)
Land Use Code: 220
Setting/Location: General Urban/Suburban
Variable: Dwelling Units
Variable Value: 81

AM PEAK HOUR

Trip Rate: 0.46

	Enter	Exit	Total
Directional Distribution	23%	77%	
Trip Ends	9	28	37

PM PEAK HOUR

Trip Rate: 0.56

	Enter	Exit	Total
Directional Distribution	63%	37%	
Trip Ends	28	17	45

WEEKDAY

Trip Rate: 7.32

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	296	296	592

SATURDAY

Trip Rate: 8.14

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	330	330	660

16

TRIP GENERATION CALCULATIONS
Existing Residential Uses

Land Use: Multifamily Housing (Mid-Rise)
Land Use Code: 221
Setting/Location: General Urban/Suburban
Variable: Dwelling Units
Variable Value: 81

AM PEAK HOUR

Trip Rate: 0.36

	Enter	Exit	Total
Directional Distribution	26%	74%	
Trip Ends	8	21	29

PM PEAK HOUR

Trip Rate: 0.44

	Enter	Exit	Total
Directional Distribution	61%	39%	
Trip Ends	22	14	36

WEEKDAY

Trip Rate: 5.44

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	220	220	440

SATURDAY

Trip Rate: 4.91

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	199	199	398

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

HOODVIEW AVE at SALAMO RD, City of West Linn, Clackamas County, 01/01/2011 to 12/31/2015

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION	INTER- SECTION RELATED	OFF- ROAD
YEAR: 2011														
REAR-END	0	0	1	1	0	0	0	1	0	1	0	1	0	0
YEAR 2011 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0
FINAL TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

OREGON . DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
 TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
 URBAN NON-SYSTEM CRASH LISTING
 HOODVIEW AVE at SALAMO RD, City of West Linn, Clackamas County, 01/01/2011 to 12/31/2015
 1 - 1 of 1 Crash records shown.

SER#	P	R	S	W	DATE	CLASS	CITY STREET	INT-TYPE	RD CHAR	INT-REL	OFFRD	WTHR	CRASH	SFCL USE	MOVE	TRLR QTY	A	S	INJ	G	E	LICNS	PED	ACT	EVENT	CAUSE		
INVEST	E	A	U	C	O	DAY	DIST	FIRST STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	FRTC	INJ	G	E	LICNS	PED	ACT	EVENT	CAUSE			
RD DPT	E	L	G	H	R	TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	FRTC	INJ	G	E	LICNS	PED	ACT	EVENT	CAUSE			
UNLOC?	D	C	S	L	K	LAT	LONG	LR	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V#	TYPE	TO	PH	TYPE	SVRTY	E	X	RES	LOC	ERROR	ACT	EVENT	CAUSE
02025	N	N	N		06/08/2011	17	HOODVIEW AVE	INTER	1-LEG	N	N	CLR	S-1STOP	01 NONE	0	STRGHT									004	07		
NONE					WE	0	SALAMO RD	CN		UNKNOWN	N	DRY	REAR	PRVTE		S -N									000	00		
N					9A			02	0		N	DAY	PDO	PSNGR CAR			01	DRVR	NONE	36	F	OR-Y		026	000	07		
N					45 22	-122 38																						
					2.5727668	50.1226463																						
														01 NONE	0	STRGHT												
														PRVTE		S -N										000	00	
														PSNGR CAR			02	PSNG	NO<5	03	F				000	000	00	
														02 NONE	0	STOP												
														PRVTE		S -N										011 004	00	
														PSNGR CAR			01	DRVR	NONE	62	F	OR-Y		000	000	00		

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirement, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

CDS380
12/20/2017

OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

Page: 1

CITY OF WEST LINN, CLACKAMAS COUNTY

NOBLE LN and Intersectional Crashes at NOBLE LN, City of West Linn, Clackamas County, 01/01/2011 to 12/31/2015

SER#	P	R	S	W	DATE	CLASS	CITY STREET	RD CHAR	INT-TYPE	INT-REL	OFFRD	WTHR	CRASH	SPCL USE	MOVE	A	S	RD DPT	E	L	G	H	R	TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	FRTC	INJ	G	B	LICNS	FED	UNLOC?	D	C	S	L	K	LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V#	TYPE	TO	F#	TYPE	SVRTY	E	X	RES	LOC	ERROR	ACT	EVENT	CAUSE
------	---	---	---	---	------	-------	-------------	---------	----------	---------	-------	------	-------	----------	------	---	---	--------	---	---	---	---	---	------	------	---------------	--------	------	-------	-------	------	------	-------	------	------	-----	---	---	-------	-----	--------	---	---	---	---	---	-----	------	-----	-------	----------	-------	-------	-------	-------	----	------	----	----	------	-------	---	---	-----	-----	-------	-----	-------	-------

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirement, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

Preliminary Storm Drainage Report

**Hoodview Summit
July 17th, 2018**

Prepared For: Ali Ladha
9334 SE Hunters Bluff Ave.
Happy Valley, Oregon 97086

Prepared By: CWK2 Land Development Consultants
10700 SW Beaverton Hillsdale Hwy., Suite 533
Beaverton, Oregon 97005

Submitted To: City of West Linn



EXPIRATION DATE: 6/30/05

18



CWK2
LAND DEVELOPMENT CONSULTANTS

CWK2 Project # BRT.001

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Introduction/Project Overview.....	3
Existing Conditions.....	3
Proposed Conditions.....	3
Conclusions.....	4

PRELIMINARY STORM DRAINAGE REPORT

HOODVIEW SUMMIT

Purpose

The purpose of this analysis is to:

- Describe existing and proposed site conditions.

Introduction/Project Overview

This report addresses the storm drainage impacts associated with the Hoodview Summit development. This property occupies approximately 0.34 acres (after proposed right-of-way dedications) and resides in City of West Linn, Oregon. Private improvements are anticipated to include five attached single family residences, driveways, wet and dry utilities, and lot grading for the proposed residences.

Existing Conditions

The site is currently vacant and is covered by low quality landscaped grasses and low-lying shrubs. Well established street trees exist along Salamo Rd., and smaller street trees are present at the north and east end of the site along Hoodview Ave., and Noble Ln. The site is bordered to the north, south and east by existing single family attached residences. The site is further bordered to the west, north, and east by Salamo Rd, Hoodview Ave., and Noble Ln. which is fully built-out with sidewalks. The site currently slopes from the south to the north with an average slope of 5 percent. (See appendix A: Existing Conditions Plan). All existing storm water runoff appears to either infiltrate into the soil or runoff to Hoodview Ave. or Noble Ln.

Proposed Conditions

The proposed Hoodview Summit development consists of five new single new residences. No street frontage improvements are anticipated to be required since Salamo Rd., Hoodview Ave., and Noble Ln is fully built-out with sidewalks. Stormwater runoff associated with the new residences will be directed towards the public storm system in Noble Lane. (See appendix A: Storm Sewer Plan). Water quality will be managed via the existing storm water facility which was constructed for this neighborhood at the south end of Viewpoint Drive.

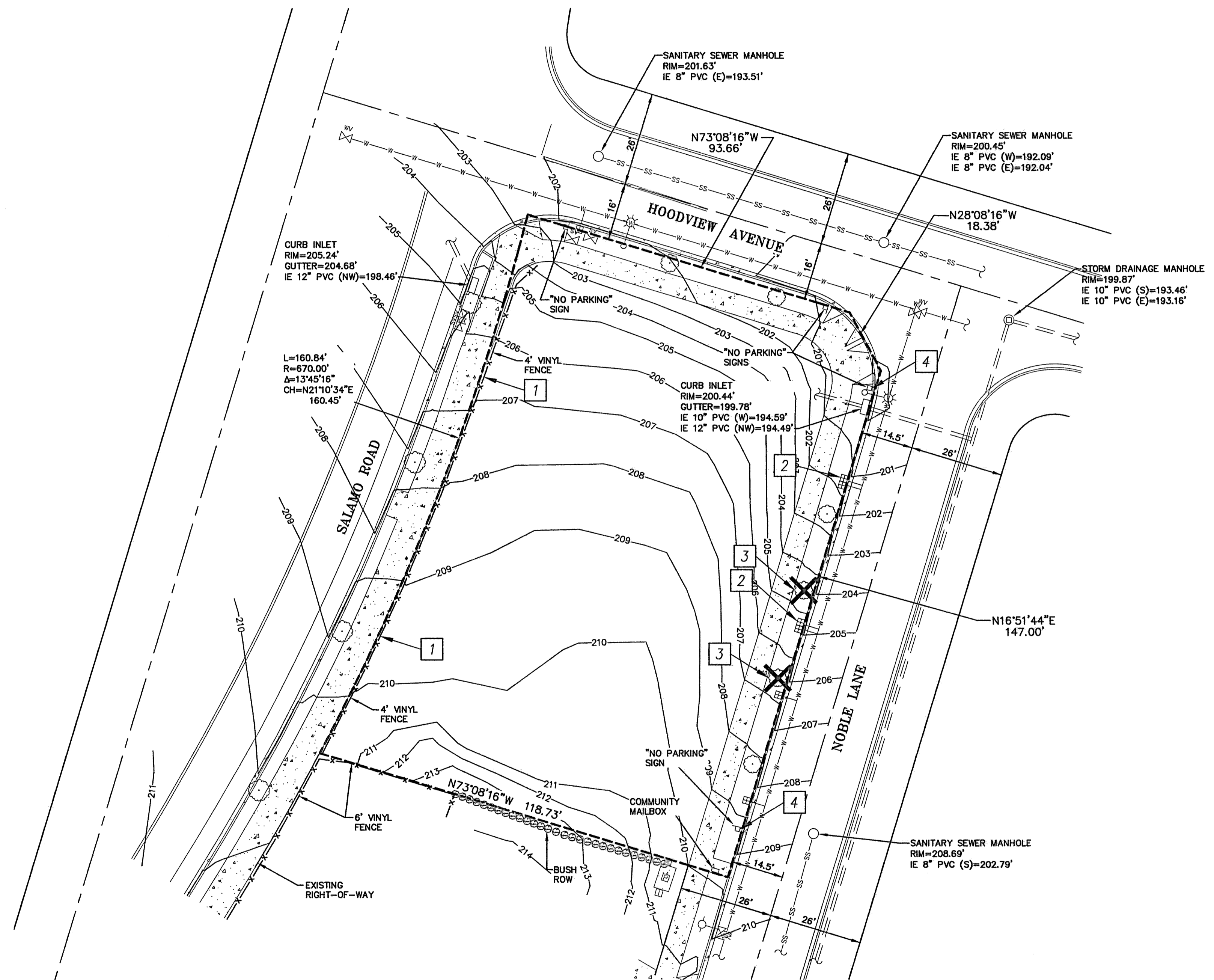
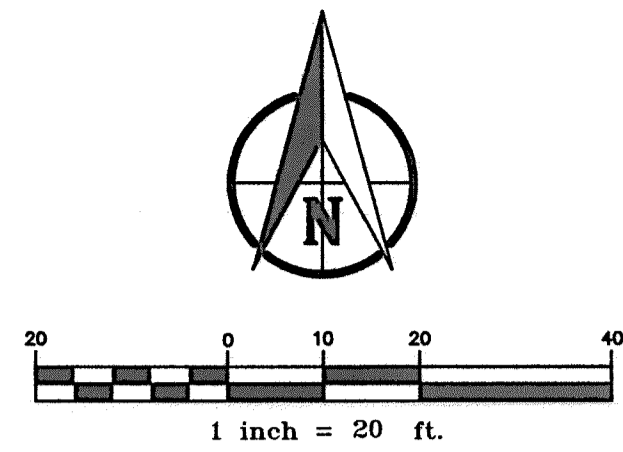
Conclusions

- Storm water will be managed per City of West Linn's storm water standards.

Appendix A:

Existing Conditions Plan

Preliminary Stormwater Plan



EXISTING CONDITIONS / DEMO PLAN
1"=20'

LEGEND

- 101--- - EXISTING 1' CONTOUR
- 105--- - EXISTING 5' CONTOUR
- TREE TO BE REMOVED
- CONIFEROUS TREE
- DECIDUOUS TREE
- EXISTING GRAVEL
- EXISTING ASPHALT
- EXISTING CONCRETE
- XSD— - EXIST STORM DRAIN LINE
- XOH— - EXIST OVERHEAD WIRE
- X— - EXIST FENCE LINE
- XSS— - EXIST SANITARY LINE
- XG— - EXIST GAS LINE
- - GUARDRAIL
- SPRINKLER VALVE
- STANDPIPE
- WATER VALVE
- FENCE POST
- TELEPHONE RISER
- POWER POLE
- GUY ANCHOR
- SIGN
- CATCH BASIN
- SANITARY MANHOLE
- POWER METER
- LIGHT POLE
- STORM MANHOLE
- WATER METER

DEMOLITION NOTES

- 1 EXISTING 4' VINYL FENCE TO BE REMOVED
- 2 EXISTING WATER METER TO BE ABANDONED
- 3 EXISTING STREET TREE TO BE REMOVED
- 4 NO PARKING SIGN TO BE REMOVED

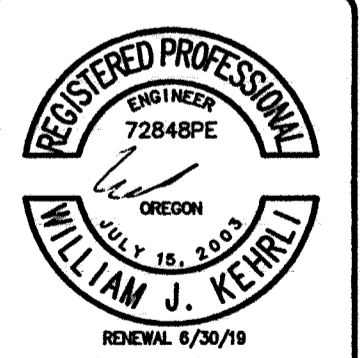
CWK2
LAND DEVELOPMENT CONSULTANTS
10700 SW BEAV. HILLSDALE HWY., SUITE 533
BEAVERTON, OR 97005
TEL: (503) 620-7182
FAX: (503) 620-7283

EXISTING CONDITIONS / DEMO PLAN

HOODVIEW SUMMIT

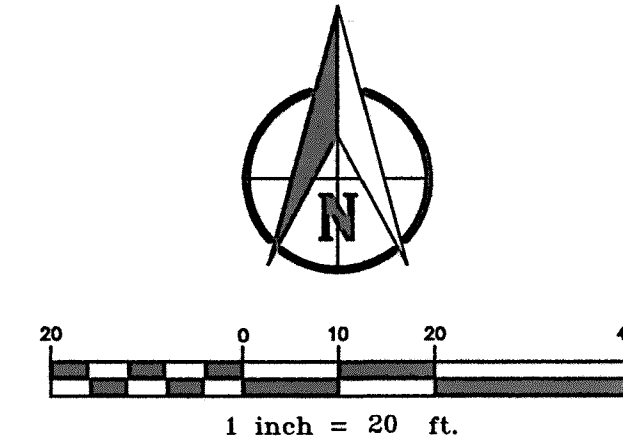
ALI LADHA

9334 SE HUNTERS BLUFF AVE. (503) 788-4401



DATE: 7/13/2018
DRAWN BY: WJK
PROJ. MGR: WJK
CHECKED BY: WJK
PROJECT NUMBER
BRT.001
CASE FILE NUMBER

SHEET NUMBER
2
OF
7

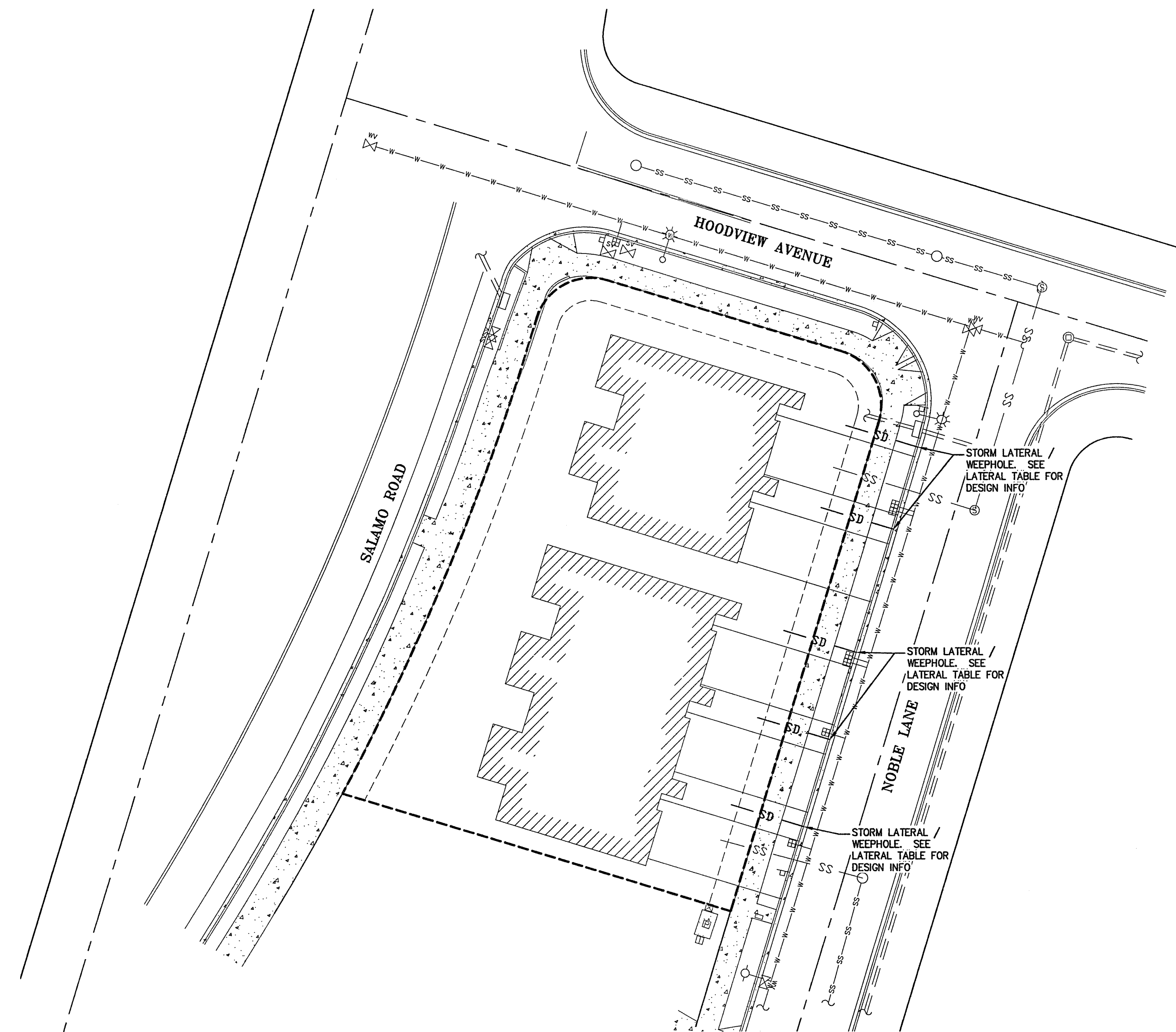


LEGEND

- PROPOSED SIDEWALK
- PROPOSED CURB
- SAWCUT LINE
- EXISTING PAVEMENT
- PROPOSED PAVEMENT

UTILITY LEGEND

- PROPOSED STORM LINE & MANHOLE
- PROPOSED STORM LINE & CLEANOUT
- PROPOSED SANITARY LINE & CLEANOUT
- PROPOSED SANITARY LINE & MANHOLE
- PROPOSED WATERLINE & VALVE
- AREA / DITCH INLET CATCH BASIN
- CG-30 STYLE CATCH BASIN



STORM SEWER PLAN
1"=20'

STORM LATERAL DATA								
LAT NO.	STREET STATION	LENGTH	SIZE	MATERIAL	INV. EL. @ CURB	INV. EL. @ PLUG	SLOPE	DEPTH @ PLUG
1	1+44.43	19.80'	4"	ASTM C-900	200.39	200.79	0.0200	2.2'
2	1+66.98	19.91'	4"	ASTM C-900	202.01	202.41	0.0200	2.1'
3	2+01.01	19.94'	4"	ASTM C-900	204.46	204.86	0.0200	2.1'
4	2+25.01	19.95'	4"	ASTM C-900	206.18	206.58	0.0200	1.9'
5	2+49.01	19.98'	4"	ASTM C-900	207.64	208.04	0.0200	1.5'

BACKFILL NOTE:
PIPES UNDER PAVED SURFACES REQUIRE GRANULAR BACKFILL. FOR PIPES OUTSIDE PAVEMENT, NATIVE BACKFILL IS PERMITTED, UNLESS OTHERWISE NOTED.

4" LATERALS ARE TO BE 4" PVC WITH A MINIMUM SLOPE OF 2% UNLESS OTHERWISE NOTED.

NOTE: ALL 2"x 4" STORM SERVICE CONNECTION MARKERS TO BE COLOR CODED WHITE

THE CONTRACTOR SHALL FIELD VERIFY THE SIZE, LOCATION & DEPTH OF EXISTING UTILITIES PRIOR TO CONSTRUCTION

STORMWATER MANAGEMENT
WATER QUALITY WILL BE MANAGED VIA THE EXISTING STORM WATER FACILITY WHICH WAS CONSTRUCTED FOR THIS NEIGHBORHOOD AT THE SOUTH END OF VIEWPOINT DRIVE.

CWK2
LAND DEVELOPMENT CONSULTANTS

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10700 SW BEAV. HILLSDALE HWY., SUITE 533
BEAVERTON, OR 97005
TEL: (503) 620-7182
FAX: (503) 620-7283

STORM SEWER PLAN
HOODVIEW SUMMIT
ALI LADHA
9334 SE HUNTERS BLUFF AVE. (503) 788-4401

REGISTERED PROFESSIONAL ENGINEER
72848PE
WILLIAM J. KEHRZ
OREGON
JULY 15, 2003
RENEWAL 9/30/19

DATE: 7/13/2018
DRAWN BY: WJK
PROJ. MGR: WJK
CHECKED BY: WJK
PROJECT NUMBER
BRT.001
CASE FILE NUMBER

SHEET NUMBER
5
OF 7