



CITY OF West Linn

22500 Salamo Road
West Linn, OR 97068

STAFF REPORT FOR THE PLANNING COMMISSION

FILE NUMBER: SUB-18-04/WAP-18-05
HEARING DATE: August 21, 2019
REQUEST: 12-lot Subdivision at 22870 Weatherhill Road

APPROVAL CRITERIA: Community Development Code (CDC) Chapter 12, Single-Family Residential Detached and Attached, R-7; Chapter 32, Water Resource Area Protection; Chapter 48, Access, Egress and Circulation; Chapter 55, Design Review; Chapter 85 Land Division General Provisions; Chapter 92, Required Improvements.

STAFF REPORT PREPARED BY: Jennifer Arnold, Associate Planner

Planning Manager's Initials JAB Development Review Engineer's Initials EL

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GENERAL INFORMATION

**APPLICANT/
CONSULTANT:**

Emerio Design, LLC
6445 SW Fallbrook PL. STE 100
Beaverton, OR 97008

OWNER:

22870 Weatherhill, LLC
12870 SW Morningstar DR.
Tigard, OR 97223

SITE LOCATION:

22870 Weatherhill Road West Linn, OR 97068

**LEGAL
DESCRIPTION:**

Tax lot 405 Assessor's Map 21E 35B

SITE SIZE:

111,537 square feet (2.56 acres)

ZONING:

R-7, Single-Family Residential Detached and Attached. (7,000 square foot minimum lot size for single family detached homes)

**COMP PLAN
DESIGNATION:**

Low-Density Residential

120-DAY PERIOD:

This application became complete on June 12, 2019. The 120-day maximum application-processing period ends on September 21, 2019.

PUBLIC NOTICE:

Public notice was mailed to the all neighborhood associations and affected property owners on August 1, 2019. The property was posted with a notice sign on August 9, 2019. The notice was published in the West Linn Tidings on August 8, 2019. The notice requirements of CDC Chapter 99 have been met. In addition, the application was posted on the City's website.

EXECUTIVE SUMMARY

The applicant seeks approval of a 12-lot Subdivision Preliminary Plat the 111,537 square foot site. All lots will exceed 7,000 square feet in size per the underlying R-7 zone. Access will be to a public street either directly off of Weatherhill Road or via the Satter Street extension. Proposed lot 6 is the only proposed flag lot proposed with this subdivision.

The applicable approval criteria include:

- Chapter 12, Single-Family Residential Detached and Attached, R-7;
- Chapter 48, Access, Egress and Circulation;
- Chapter 85, Land Division General Provisions;
- Chapter 92, Required Improvements

Site Conditions: The property initially has a gradual slope towards the rear of the property but the steepness increases to an average slope of 16%. There is a grove of trees near the rear property line and an ephemeral stream begins on the parcel. The existing single family home on the property will be removed.

Public comments:

See Planning Commission Exhibit PC-4 for Public Testimony

RECOMMENDATION

Staff recommends approval of application SUB-18-04/WAP-18-05, based on: 1) the findings submitted by the applicant, which are incorporated by this reference, 2) supplementary staff findings included in the Addendum below, and 3) the addition of conditions of approval below. With these findings, the applicable approval criteria are met. The conditions are as follows:

1. **Site Plan.** With the exception of modifications required by these conditions, the final plat shall conform to the submitted Preliminary Plat and Preliminary Site Plan, (Sheets 6/13 and 7/13).
2. **Engineering Standards.** All public improvements and facilities including street improvements, utilities, grading, onsite storm water design, driveway placement and construction, pavement mitigation, street lighting, street trees, easements, and easement locations are subject to the City Engineer's review, modification,

and approval per the City adopted Public Works standards. All improvements must be designed, constructed, and completed prior to final plat approval. The Director of Public Works may allow a waiver of improvements as allowed by Code. (See Staff Findings: 6, 12, 13, 14, 19, 20, 23, 29, 32, 33, 35, 39, & 40-44)

3. **Sewer Easement.**The Applicant shall record a sewer easement to utilize a City owned tract for the proposed sewer extension to the subject property. This easement shall be shown on the face of the plat. Alternatively, the easement may be recorded separately and the recorded number shall be referenced on the face of the plat. (See Staff finding: 30 & 32)
4. **Mitigation and Re-Vegetation.** Prior to recording of the final plat, all on-site mitigation and revegetation shall be completed per the Schott and Associates "Natural Resource Assessment" dated February 2019. (See Staff Findings: 2 & 3)
5. **Water Quality Tract.** The applicant shall dedicate the water quality tract to the City of West Linn and reference this dedication on the face of the plat.

ADDENDUM
PLANNING COMMISSION STAFF REPORT
August 21, 2019

**STAFF EVALUATION OF THE PROPOSAL'S COMPLIANCE
WITH APPLICABLE CODE CRITERIA**

**I. CHAPTER 12, SINGLE-FAMILY RESIDENTIAL DETACHED AND ATTACHED, R-7
12.030 PERMITTED USES**

The following uses are permitted outright in this zone.

1. *Single-family detached residential unit.*

(...)

**12.070 DIMENSIONAL REQUIREMENTS, USES PERMITTED OUTRIGHT AND USES PERMITTED
UNDER PRESCRIBED CONDITIONS**

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

- A. *The minimum lot size shall be:*
 1. *For a single-family detached unit, 7,000 square feet.*
 2. *For each attached single-family unit, 5,500 square feet. No yard shall be required between the units.*
- B. *The minimum front lot line length or the minimum lot width at the front lot line shall be 35 feet.*
- C. *The average minimum lot width shall be 35 feet.*
- D. *Repealed by Ord. 1622.*
- E. *The minimum yard dimensions or minimum building setback areas from the lot line shall be:*
 1. *For the front yard, 20 feet, except for steeply sloped lots where the provisions of CDC 41.010 shall apply.*
 2. *For an interior side yard, seven and one-half feet.*
 3. *For a side yard abutting a street, 15 feet.*
 4. *For a rear yard, 20 feet.*
- F. *The maximum building height shall be 35 feet, except for steeply sloped lots in which case the provisions of CDC 41.010 shall apply.*
- G. *The maximum lot coverage shall be 35 percent.*
- H. *The minimum width of an accessway to a lot which does not abut a street or a flag lot shall be 15 feet.*
- I. *The maximum floor area ratio shall be 0.45. Type I and II lands shall not be counted toward lot area when determining allowable floor area ratio, except that a minimum floor area ratio of 0.30 shall be allowed regardless of the classification of lands within the property. That 30 percent shall be based upon the entire property including Type I and II lands. Existing residences*

in excess of this standard may be replaced to their prior dimensions when damaged without the requirement that the homeowner obtain a non-conforming structures permit under Chapter 66 CDC.

J. The sidewall provisions of Chapter 43 CDC shall apply. (Ord. 1226, 1988; Ord. 1308, 1991; Ord. 1377, 1995; Ord. 1538, 2006; Ord. 1622 § 24, 2014; Ord. 1675 § 11, 2018)

Staff Response 1: The applicant proposes single-family detached residential units. All other standards cited above have been reviewed and exceeded by each lot. At the time that building permits are applied for the construction of a house, the front, side and rear setbacks, building height, lot coverage, FAR, sidewall transition requirements, off-street parking, fencing, and clear vision provisions on corner lots will be reviewed for compliance. The existing house on the property is proposed to be removed. See sheet 2/13 of the applicant's submitted plans. Staff determines the criterion is met.

CHAPTER 32: WATER RESOURCE AREA PROTECTION

32.060 APPROVAL CRITERIA (STANDARD PROCESS)

(...)

D. WRA width.

Ephemeral Stream – 15 feet

Staff Finding 2: The West Linn adopted Water Resource Area (WRA) Map shows a stream on this property. The applicant submitted a Natural Resource Assessment by Schott and Associates which identifies this stream type as ephemeral. The applicant shows the ephemeral stream near the southern property line (see sheet 11/13 'Composite Utility Plan' of the applicant's submittal). The applicant has proposed to install a sewer line and water line within the 15 foot ephemeral stream protection area, but not within the resource itself. This will result in an approximately 100 square feet of temporarily disturbed area. No utilities are proposed to cross the ephemeral stream. No structures or permanent disturbances are proposed within the 15 foot protection area. Per condition of approval 4, the applicant shall complete all mitigation and re-vegetation for the temporarily disturbed area within the water resource protection area as identified by Schott and Associates. Subject to the conditions of approval, the criteria is met.

(...)

F. Roads, driveways and utilities.

1. New roads, driveways, or utilities shall avoid WRAs unless the applicant demonstrates that no other practical alternative exists. In that case, road design and construction techniques shall minimize impacts and disturbance to the WRA by the following methods:

a. New roads and utilities crossing riparian habitat areas or streams shall be aligned as close to perpendicular to the channel as possible.

b. Roads and driveways traversing WRAs shall be of the minimum width possible to comply with applicable road standards and protect public safety. The footprint of grading and site clearing to accommodate the road shall be minimized.

c. Road and utility crossings shall avoid, where possible:

- 1) *Salmonid spawning or rearing areas;*
- 2) *Stands of mature conifer trees in riparian areas;*
- 3) *Highly erodible soils;*

- 4) *Landslide prone areas;*
- 5) *Damage to, and fragmentation of, habitat; and*
- 6) *Wetlands identified on the WRA Map.*

(...)

Staff Finding 3: The applicant has proposed a minor and temporary impact from the installation of the water and sewer line in the water resource protection area. See Staff finding 2. The applicant has not proposed any roadways or homes within the protected area. The applicant has submitted a “Natural Resource Assessment” dated February 2019 by Schott and Associates (dated February 2019). Subject to the conditions of approval, the criteria is met.

CHAPTER 48, ACCESS CONTROL

48.025 ACCESS CONTROL

B. Access Control Standards

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

Staff Finding 4: No traffic impact analysis (TIA) is required since none of the criteria of 85.170(B) (2) are met. For example, an Average Daily Trip count (ADT) of 250 is required before a TIA is needed. The addition of 12 additional/new homes should only generate an ADT of 114.84 new trips per day according to the Institute of Traffic Engineers (ITE) trip generation tables at 9.57 trips per household. See Memorandum dated February 14, 2019 for preliminary trip generation in the applicant’s submittal dated 2/20/19. This criterion is met.

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

Staff Finding 5: Access to this site will be via the existing public streets or via the extension of Satter Street. Lots 1, 2, and 3 will take access via Weatherhill Road and all other lots will take access via the extension of Satter Street. Lots 6 and 7 are accessed via a shared driveway from Satter Street with lot 6 shown as a flag lot. All proposed driveways will be reviewed by the City Engineer at the time of building permit review. This criterion is met.

3. *Access options. When vehicle access is required for development (i.e., for off-street parking, delivery, service, drive-through facilities, etc.), access shall be provided by one of the following methods (planned access shall be consistent with adopted public works standards and TSP). These methods are "options" to the developer/subdivider.*

a) *Option 1. Access is from an existing or proposed alley or mid-block lane. If a property has access to an alley or lane, direct access to a public street is not permitted.*

b) *Option 2. Access is from a private street or driveway connected to an adjoining property that has direct access to a public street (i.e., "shared driveway"). A public access easement covering the driveway shall be recorded in this case to assure access to the closest public street for all users of the private street/drive.*

c) *Option 3. Access is from a public street adjacent to the development lot or parcel. If practicable, the owner/developer may be required to close or consolidate an existing access point as a condition of approving a new access. Street accesses shall comply with the access spacing standards in subsection (B) (6) of this section.*

Staff Finding 6: The applicant proposes access to all lots by use of Option 3, however lot 6 is shown to be a flag lot with only the pole fronting a public street. All access points will be made from within the subdivision directly from Weatherhill Road or the proposed extension of Satter Street. Lots 6 and 7 are accessed via a shared driveway onto the proposed extension of Satter Street. Weatherhill Road and Satter Street are designated local streets. These criteria are met.

4. *Subdivisions fronting onto an arterial street.*

(...)

5. *Double-frontage lots.*

(...)

Staff Finding 7 This subdivision does not front on an arterial, as Weatherhill Road and Satter Street extension are local streets. Access of these lots will be via Weatherhill Road (proposed lots 1, 2, & 3) or the extension of Satter Street (all remaining lots). See Staff Findings 14 and 15. These criteria are satisfied.

6. *Access spacing.*

(...)

7. *Number of access points.*

8. *Shared driveways.*

Staff Finding 8: All access points will be made from within the subdivision directly from Weatherhill Road or the proposed extension of Satter Street. Lots 6 and 7 are accessed via a shared driveway onto the proposed extension of Satter Street (lot 6 is shown as a flag lot). Weatherhill Road and Satter Street are designated local streets. Subject to condition of approval 2, the criteria is met.

C. *Street connectivity and formation of blocks required.*

In order to promote efficient vehicular and pedestrian circulation throughout the City, land divisions and large site developments shall produce complete blocks bounded by a connecting network of public and/or private streets, in accordance with the following standards:

1. *Block length and perimeter.*

The maximum block length shall not exceed 800 feet or 1,800 feet along an arterial.

Staff Finding 9: The applicant proposes to extend the stubbed-out section of Satter Street to the west of the subject property through this proposed subdivision to the eastern property line. The applicant has proposed a 52 foot right of way which allows for parking on one side. This is wider than the existing sections of Satter Street. The proposed subdivision is following the previous block development pattern by extending Satter Street. Staff adopts the applicant's findings found on page 7 of the applicant's supplemental submittal dated 5/23/19. This criterion is met.

48.030 MINIMUM VEHICULAR REQUIREMENTS FOR RESIDENTIAL USES

A. *Direct individual access from single-family dwellings and duplex lots to an arterial street*
(...)

B. *When any portion of any house is less than 150 feet from the adjacent right-of-way, access to the home is as follows:*

1. *One single-family residence, including residences with an accessory dwelling unit as defined in CDC 02.030, shall provide 10 feet of unobstructed horizontal clearance. Dual-track or other driveway designs that minimize the total area of impervious driveway surface are encouraged.*
2. *Two to four single-family residential homes equals a 14- to 20-foot-wide paved or all-weather surface. Width shall depend upon adequacy of line of sight and number of homes.*

Staff Finding 10: Staff incorporates applicant findings on pages 8 and 9 of the applicant's submittal. These criteria are met.

3. *Maximum driveway grade shall be 15 percent. The 15 percent shall be measured along the centerline of the driveway only. Variations require approval of a Class II variance by the Planning Commission pursuant to Chapter 75 CDC. Regardless, the last 18 feet in front of the garage shall be under 12 percent grade as measured along the centerline of the driveway only. Grades elsewhere along the driveway shall not apply.*

Staff Finding 11: The applicant shall comply with maximum driveway grades during construction of the homes. The proposed grading plan shown on sheet 10/13 of the applicant's submittal does not identify grades above 15% at driveway locations. This criterion is met.

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

Staff Finding 12: The applicant shall comply with driveway length requirements during the construction of the homes. These criteria are met.

C. When any portion of one or more homes is more than 150 feet from the adjacent right-of-way, the provisions of subsection B of this section shall apply in addition to the following provisions.

- 1. A turnaround may be required as prescribed by the Fire Chief.*
- 2. Minimum vertical clearance for the driveway shall be 13 feet, six inches.*
- 3. A minimum centerline turning radius of 45 feet is required unless waived by the Fire Chief.*
- 4. There shall be sufficient horizontal clearance on either side of the driveway so that the total horizontal clearance is 20 feet*

Staff Finding 13: Staff incorporates applicant findings on page 9 of the applicant's submittal. The applicant has proposed a fire turnaround located on the flag pole of lot 6. The criteria are met

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

- 1. With a minimum of 24-foot width when accommodating two-way traffic; or*
- 2. With a minimum of 15-foot width when accommodating one-way traffic. Horizontal clearance shall be two and one-half feet wide on either side of the driveway.*
- 3. Minimum vertical clearance of 13 feet, six inches.*
- 4. Appropriate turnaround facilities per Fire Chief's standards for emergency vehicles when the drive is over 150 feet long. Fire Department turnaround areas shall not exceed seven percent grade unless waived by the Fire Chief.*
- 5. The grade shall not exceed 10 percent on average, with a maximum of 15 percent.*
- 6. A minimum centerline turning radius of 45 feet for the curve.*

F. Where on-site maneuvering and/or access drives are necessary to accommodate required parking, in no case shall said maneuvering and/or access drives be less than that required in Chapters 46 and 48 CDC.

G. The number of driveways or curb cuts shall be minimized on arterials or collectors. Consolidation or joint use of existing driveways shall be required when feasible.

H. In order to facilitate through traffic and improve neighborhood connections, it may be necessary to construct a public street through a multi-family site.

I. Gated accessways to residential development other than a single-family home are prohibited.

Staff Finding 14: The applicant proposal is for single-family homes less than 150 feet from public right of way, driveways less than 15% grade and no gated access points. No arterial roadways are proposed with this application. All driveways shall meet the engineering standards of Condition of Approval number 2. These criteria are met.

48.060 WIDTH AND LOCATION OF CURB CUTS AND ACCESS SEPARATION REQUIREMENTS

A. Minimum curb cut width shall be 16 feet.

B. *Maximum curb cut width shall be 36 feet, except along Highway 43 in which case the maximum curb cut shall be 40 feet. For emergency service providers, including fire stations, the maximum shall be 50 feet.*

C. *No curb cuts shall be allowed any closer to an intersecting street right-of-way line than the following:*

1. *On an arterial when intersected by another arterial, 150 feet.*

(...)

6. *On a local street when intersecting any other street, 35 feet.*

Staff Finding 15: All driveways and curb cuts shall meet the engineering standards of Condition of Approval number 2. Satter Street and Weatherhill Road are both local streets. These criteria are met.

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

1. *On an arterial street, 150 feet.*

2. *On a collector street, 75 feet.*

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

(...)

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

Staff Finding 16: See Staff Finding 14-15. These criteria are met.

F. *Curb cuts shall be kept to the minimum, particularly on Highway 43. Consolidation of driveways is preferred. The standard on Highway 43 is one curb cut per business if consolidation of driveways is not possible.*

Staff Finding 17: The applicant proposes to provide access to Weatherhill Road (lots 1, 2, and 3) and Satter Street (lots 4-12). The applicant shows a shared curb cut for lots 6 and 7 on sheet 7/13. Proposed lot 6 is a flag lot with 19.8 feet of street frontage on Satter Street. This criterion is met.

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

Staff Finding 18: The City Engineer has verified compliance with Chapter 48 requirements. This criterion is met.

CHAPTER 85, GENERAL PROVISIONS (LAND DIVISION)

85.200 APPROVAL CRITERIA

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

A. Streets.

1. General. The location, width and grade of streets shall be considered in their relation to existing and planned streets (...) Internal streets are the responsibility of the developer. All streets bordering the development site are to be developed by the developer with, typically, half-street improvements or to City standards prescribed by the Public Works Director. (...)

Staff Finding 19: The applicant has proposed to extend Satter Street, currently stubbed to the western property boundary, through the subject property and stub it to the eastern property boundary. Eventually, Satter Street will connect with an existing section when the property at 22864 Weatherhill Road redevelops. Satter Street is designated as a local street and the applicant proposes a right-of-way width of 52 feet to allow for parking on one side. The applicant is also proposing to dedicate 13 feet to right-of-way for Weatherhill Road widening and improvements. This criteria is met.

2. Right-of-way and roadway widths.

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

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

Staff Finding 20: See Staff Finding 19. The applicant proposes a 52 foot right-of-way to allow for parking on one side of Satter Street. This criteria is met.

(...)

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

(...)

Staff Finding 21: The applicant is proposing to construct sidewalks and planter strip along both sides of the Satter Street extension and along this property's frontage on Weatherhill Road per condition of approval 2. The applicant is proposing to dedicate 13 feet to right-of-way improvements along Weatherhill Road. Subject to conditions of approval the criteria is met.

(...)

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

Staff Finding 22: All lots will access a public street (Satter Street or Weatherhill Road) via individual driveways and a shared driveway between proposed lots 6 and 7 as lot 6 is shown as a flag lot. See condition of approval 2 and staff finding 3. Subject to conditions of approval, the criteria is met.

(...)

22. Based upon the determination of the City Manager or the Manager's designee, the applicant shall construct or cause to be constructed, or contribute a proportionate share of the costs, for all necessary off-site improvements identified by the transportation analysis commissioned to address CDC 85.170(B)(2) that are required to mitigate impacts from the proposed subdivision.

Staff Finding 23: No offsite improvements are required with this subdivision. The criteria is met.

B. Blocks and lots.

1. General

(...)

2. Sizes

(...)

3. Lot size and shape

Staff Finding 24: The applicant proposes to extend Satter Street through the subject property and continue the existing development pattern. Each lot has access to a public street and no lots will take access via an arterial road. Each lot exceeds the 7,000 square foot minimum lot size. These criteria are met.

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

Staff Finding 25: Please see staff findings 4 to 18. The criterion is met.

5. Double frontage lots and parcels.

(...)

6. Lot and parcel side lines

Staff Finding 26: No double frontage lots are proposed with this application. The applicant has proposed the lot lines for each lot to meet the public right-of-way at right angles as far as practical. This criteria is met.

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

a. Setbacks applicable to the underlying zone shall apply to the flag lot.

(...)

e. As per CDC 48.030, the accessway shall have a minimum paved width of 12 feet.

Staff Finding 27: The applicant proposes one flag lot (lot 6) with 19.8 feet of street frontage for access. Staff adopts the applicant's findings on page 25 of the applicant's submittal dated 12/27/18.

8. Large lots or parcels.

Staff Finding 28: Staff incorporates applicant findings on page 25 of the applicant's submittal dated 12/27/18. This criterion is met.

C. Pedestrian and bicycle trails.

(...)

D. Transit Facilities.

(...)

Staff Finding 29: The TSP does not identify Satter Street or Weatherhill Road in the Bike Plan or Pedestrian Plan improvement projects (See tables 4 and 6 of the TSP). The applicant proposes to construct a sidewalk along the frontage of the subject property on Weatherhill Road and along both sides of the extension of Satter Street (see sheet 7/13 of the applicant's submittal). The applicant does not propose any additional bike or pedestrian trails with this application. The criteria is met.

E. Grading.

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

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

a. Cut slopes shall not exceed one and one-half feet horizontally to one foot vertically (i.e., 67 percent grade).

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

2. *The character of soil for fill and the characteristics of lot and parcels made usable by fill shall be suitable for the purpose intended.*
3. *If areas are to be graded (more than any four-foot cut or fill), compliance with CDC 85.170(C) is required.*
4. *The proposed grading shall be the minimum grading necessary to meet roadway standards, and to create appropriate building sites, considering maximum allowed driveway grades.*
5. *Type I lands shall require a report submitted by an engineering geologist, and Type I and Type II lands shall require a geologic hazard report.*
6. *Repealed by Ord. 1635.*
7. *On land with slopes in excess of 12 percent, cuts and fills shall be regulated as follows:*
 - a. *Toes of cuts and fills shall be set back from the boundaries of separate private ownerships at least three feet, plus one-fifth of the vertical height of the cut or fill. Where an exception is required from that requirement, slope easements shall be provided.*
 - b. *Cuts shall not remove the toe of any slope where a severe landslide or erosion hazard exists (as described in subsection (G)(5) of this section).*
 - c. *Any structural fill shall be designed by a registered engineer in a manner consistent with the intent of this code and standard engineering practices, and certified by that engineer that the fill was constructed as designed.*
 - d. *Retaining walls shall be constructed pursuant to Section 2308(b) of the Oregon State Structural Specialty Code.*
 - e. *Roads shall be the minimum width necessary to provide safe vehicle access, minimize cut and fill, and provide positive drainage control.*
8. *Land over 50 percent slope shall be developed only where density transfer is not feasible. The development will provide that:*
 - a. *At least 70 percent of the site will remain free of structures or impervious surfaces.*
 - b. *Emergency access can be provided.*
 - c. *Design and construction of the project will not cause erosion or land slippage.*
 - d. *Grading, stripping of vegetation, and changes in terrain are the minimum necessary to construct the development in accordance with subsection J of this section.*

Staff Finding 30: All grading and erosion control plans will be reviewed by the City Engineer at the time the applicant applies for building permits. A geotechnical report was submitted with this subdivision application (see applicant's submitted geotechnical report dated November 9, 2018). The criteria is met.

F. Water.

1. *A plan for domestic water supply lines or related water service facilities shall be prepared consistent with the adopted Comprehensive Water System Plan, plan update, March 1987, and subsequent superseding revisions or updates.*
2. *Adequate location and sizing of the water lines.*
3. *Adequate looping system of water lines to enhance water quality.*
4. *For all non-single-family developments, there shall be a demonstration of adequate fire flow to serve the site.*

5. *A written statement, signed by the City Engineer, that water service can be made available to the site by the construction of on-site and off-site improvements and that such water service has sufficient volume and pressure to serve the proposed development's domestic, commercial, industrial, and fire flows.*

Staff Finding 31: The applicant proposes to extend the water line currently stubbed out in the Satter Street right-of way through the subject site to serve the proposed lots. The extension shall be reviewed and approved by the City Engineer per condition of approval 2. The applicant may also utilize the existing water line in the Weatherhill Road right-of-way (see 'Composite Utility Plan' sheet 11/13 of the applicant's submittal). Subject to conditions of approval, the criteria is met.

G. Sewer.

1. *A plan prepared by a licensed engineer shall show how the proposal is consistent with the Sanitary Sewer Master Plan (July 1989). Agreement with that plan must demonstrate how the sanitary sewer proposal will be accomplished and how it is gravity-efficient. The sewer system must be in the correct basin and should allow for full gravity service.*
2. *Sanitary sewer information will include plan view of the sanitary sewer lines, including manhole locations and depth or invert elevations.*
3. *Sanitary sewer lines shall be located in the public right-of-way, particularly the street, unless the applicant can demonstrate why the alternative location is necessary and meets accepted engineering standards.*
4. *Sanitary sewer line should be at a depth that can facilitate connection with down-system properties in an efficient manner.*
5. *The sanitary sewer line should be designed to minimize the amount of lineal feet in the system.*
6. *The sanitary sewer line shall avoid disturbance of wetland and drainageways. In those cases where that is unavoidable, disturbance shall be mitigated pursuant to Chapter 32 CDC, Water Resource Area Protection, all trees replaced, and proper permits obtained. Dual sewer lines may be required so the drainageway is not disturbed.*
7. *Sanitary sewer shall be extended or stubbed out to the next developable subdivision or a point in the street that allows for reasonable connection with adjacent or nearby properties.*
8. *The sanitary sewer system shall be built pursuant to DEQ, City, and Tri-City Service District sewer standards. The design of the sewer system should be prepared by a licensed engineer, and the applicant must be able to demonstrate the ability to satisfy these submittal requirements or standards at the pre-construction phase.*
9. *A written statement, signed by the City Engineer, that sanitary sewers with sufficient capacity to serve the proposed development and that adequate sewage treatment plant capacity is available to the City to serve the proposed development*

Staff Finding 32: The Sewer Master Plan has confirmed that there is sufficient sanitary system and sewage treatment facility capacity. The applicant proposes to connect with the existing sewer line in the Crestview Drive right-of-way to serve all proposed lots (See 'Composite Utility Plan' sheet 11/13 of the applicant's submittal). The applicant shall record a

sewer easement to utilize an existing City owned tract for the sewer extension per condition of approval 3. Subject to conditions of approval, the criteria is met.

H. Storm detention and treatment. All proposed storm detention and treatment facilities comply with the standards for the improvement of public and private drainage systems located in the West Linn Public Works Design Standards, there will be no adverse off-site impacts caused by the development (including impacts from increased intensity of runoff downstream or constrictions causing ponding upstream), and there is sufficient factual data to support the conclusions of the submitted plan.

Staff Finding 33: The applicant has proposed a stormwater detention and treatment facility on the east/southeastern portion of the subject site adjacent to proposed lot 7. In addition to this facility, the applicant has proposed LIDA planters on each lot. All treated overflow is proposed to be directed into the existing stormwater infrastructure located in a City owned tract south of the subject property. This criteria is met.

I. Utility easements.

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

Staff Finding 34: An 8 foot public utility easement shall be recorded on the face of the plat per condition of approval 2 along all lot frontages. The applicant shows these easements on sheet 11/13 'Composite Utility Plan'. In addition, the applicant shall record a sewer easement to extend the existing sewer line in the Crestview Drive right-of-way through a City owned tract to serve the proposed subdivision per condition of approval 3. Subject to conditions of approval, this criteria is met.

J. Supplemental provisions.

(...)

3. Street trees.

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

4. Lighting.

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

Staff Finding 35: The applicant will provide street trees and street lighting on Weatherhill Road and Satter Street, as required by the Public Works standards and Condition of Approval 2. The criteria is met.

5. *Dedications and exactions.*

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

Staff Finding 36: The subject property fronts Weatherhill Road and Satter Street is stubbed to the western property boundary. The applicant proposes to extend the stubbed section of Satter Street on the western property boundary through the subject property and dedicate it as public right-of-way. In addition, the applicant is required to dedicate 13 feet of property to the Weatherhill Road right-of-way for street improvements. These dedications are shown on sheet 6/13 'Preliminary Plat' of the applicant's submittal. This criterion is met.

6. *Underground utilities.*

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

Staff Finding 38: The subject property has site frontage of 279.57 feet and is 2.56 acres, thus not qualifying for the exception. The applicant shall place all overhead utilities underground or if approved by the Public Works Director, pay fee-in-lieu as part of the development per condition of approval 2. Subject to the conditions of approval, the criteria is met.

7. *Density requirement.*

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

Staff Finding 39: The subject property is 2.11 acres (92,276 sq. ft.) after the right-of-way dedications. The subject property contains 77,545 square feet of land sloped 25% or less (See applicant's submittal sheet 5/13 'Slope Analysis Plan'). No lots are considered oversized and staff adopts the applicant's findings on page 30 of the applicant's supplemental submittal dated 5/23/19. This criterion is met.

8. *Mix requirement.*

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

Staff Finding 40: The property is zoned R-7, so this criteria does not apply.

9. *Heritage trees/significant tree and tree cluster protection.*

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

Staff Finding 41: The applicant has inventoried all 120 trees onsite and 4 offsite trees. Of the 124 total trees, 45 are considered significant. The applicant proposes to retain 7 of the 45 significant trees and 9 of the nonsignificant onsite trees. All 4 offsite trees are considered nonsignificant and the applicant proposes to retain 2 of the 4 offsite trees. No heritage trees are identified on this property (See applicant's submittal Sheet 3/13 'Tree Preservation Plan'). No significant trees are identified in Type I or II lands on the subject site. The existing significant tree canopy is 50,265 square feet and the proposed tree canopy retained by the applicant is 10,687 square feet (21.3% retention). This criterion is met.

CHAPTER 92, REQUIRED IMPROVEMENTS

92.010 PUBLIC IMPROVEMENTS FOR ALL DEVELOPMENT

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

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

Staff Finding 42: The applicant shall install improvements to meet the West Linn Public Works Design Standards per Condition of Approval 2. Subject to the Conditions of Approval, these criteria are met.

E. Storm detention and treatment. For Type I, II and III lands (refer to definitions in Chapter 02 CDC), a registered civil engineer must prepare a storm detention and treatment plan, at a scale sufficient to evaluate all aspects of the proposal, and a statement that demonstrates:

1. *The location and extent to which grading will take place indicating general contour lines, slope ratios, slope stabilization proposals, and location and height of retaining walls, if proposed.*
2. *All proposed storm detention and treatment facilities comply with the standards for the improvement of public and private drainage systems located in the West Linn Public Works Design Standards.*
3. *There will be no adverse off-site impacts, including impacts from increased intensity of runoff downstream or constrictions causing ponding upstream.*
4. *There is sufficient factual data to support the conclusions of the plan.*
5. *Per CDC [99.035](#), the Planning Director may require the information in subsections (E)(1), (2), (3) and (4) of this section for Type IV lands if the information is needed to properly evaluate the proposed site plan.*

Staff Finding 43: The applicant has submitted a Preliminary Storm Report, prepared by a licensed engineer, which complies with the West Linn Public Works Design Standards, shows no adverse off-site impacts, and provides sufficient factual data to support the conclusions of the plan. The applicant shall comply with the requirements and install improvements to meet the West Linn Public Works Design Standards Condition of Approval 2. Subject to the Conditions of Approval, these criteria are met.

F. Sanitary sewers

(...)

G. Water system

(...)

H. Sidewalks.

(...)

Staff Finding 44: The applicant has designed the sanitary sewer, water system, and sidewalks to comply with City of West Linn Public Works Design Standards. The applicant shall install all improvements to meet the Standards per Condition of Approval 2. Subject to the Conditions of Approval, these criteria are met.

I. Bicycle routes.

J. Street name signs.

K. Dead-end street signs.

L. Signs indicating future use.

M. Street lights.

Staff Finding 45: The applicant shall comply with the requirements and install improvements to meet the West Linn Public Works Design Standards per Condition of Approval 2. Subject to the Conditions of Approval, these criteria are met.

N. Utilities.

O. Curb cuts and driveways.

P. Street trees.

Q. Joint mailbox facilities

Staff Finding 46: The applicant shall comply with the requirements and install improvements to meet the West Linn Public Works Design Standards per Condition of Approval 2. Subject to the Conditions of Approval, these criteria are met.

92.030 IMPROVEMENT PROCEDURES

(...)

Staff Finding 47: The applicant shall comply with the requirements and install improvements to meet the West Linn Public Works Standards. Subject to condition of approval 2, these criteria are met.

PC-1 AFFIDAVIT AND NOTICE PACKET

PC-1 AFFIDAVIT AND NOTICE PACKET

AFFIDAVIT OF NOTICE

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

GENERAL

File No. SUB-18-04 Applicant's Name Steve Miller : Emerio Design
Development Name -
Scheduled Meeting/Decision Date August 21, 2019

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

TYPE A

- A. The applicant (date) 8/1/19 (signed) Jenit Auld
B. Affected property owners (date) 8/1/19 (signed) Jenit Auld
C. School District/ Board (date) _____ (signed) _____
D. Other affected gov't. agencies (date) _____ (signed) _____
E. Affected neighborhood assns. (date) 8/1/19 (signed) Jenit Auld
F. All parties to an appeal or review (date) _____ (signed) _____

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

Tidings (published date) 8/8/19 (signed) Jenit Auld
City's website (posted date) 8/1/19 (signed) Jenit Auld

SIGN

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

(date) 8/9/19 (signed) Jenit Auld

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

TYPE B _____

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

Notice was posted on the City's website at least 10 days prior to the scheduled hearing or meeting.
Date: _____ (signed) _____

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

(date) 8/9/19 (signed) Jenit Auld

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

(date) _____ (signed) _____

**CITY OF WEST LINN PLANNING COMMISSION
PUBLIC HEARING NOTICE
FILE NO. SUB-18-04/WAP-18-05**

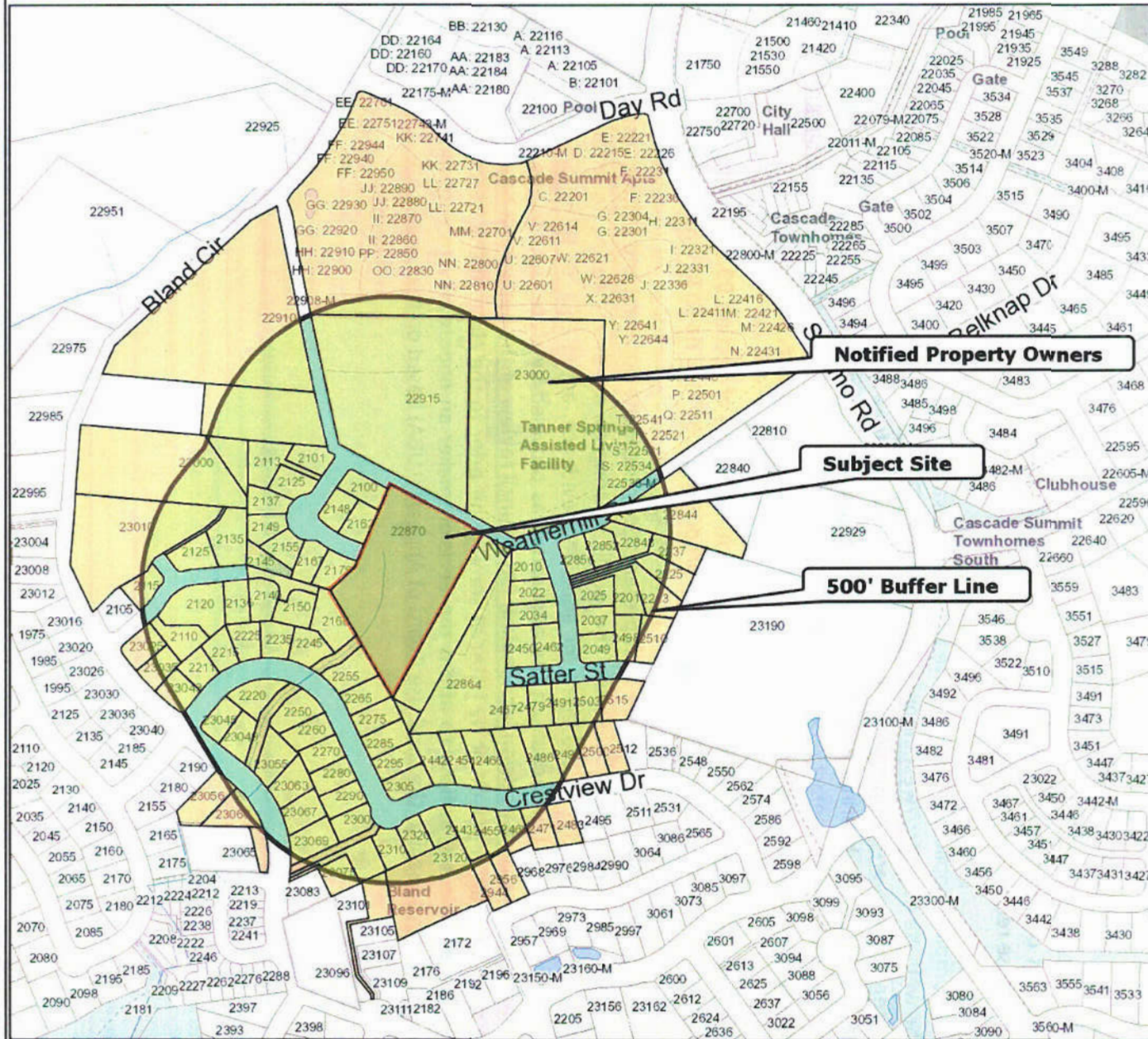
The West Linn Planning Commission will hold a public hearing on **Wednesday, August 21, 2019, starting at 6:30 p.m.** in the Council Chambers of City Hall, 22500 Salamo Road, West Linn, to consider a request for a 12-Lot Subdivision and Water Resource Area Permit at 22870 Weatherhill Road.

The decision by the Planning Commission to approve or deny this request will be based upon the applicable criteria found in Chapters 12, 32, 48, 85, 92, and 99 of the West Linn Community Development Code. At the hearing, it is important that comments relate specifically to the applicable criteria.

You have been notified of this proposal because County records indicate that you own property within 500 feet of the subject property (Clackamas County Assessor's Map 2S-1E-35B, Tax Lot 405), or as otherwise required by Chapter 99 of the CDC.

The complete application in the above noted file is available for inspection at no cost at City Hall or via the web site at <https://westlinnoregon.gov/planning/22870-weatherhill-drive-12-lot-subdivision-and-water-resource-area-protection> or copies can be obtained for a minimal charge per page. At least ten days prior to the hearing, a copy of the staff report will be available for inspection. For further information, please contact Associate Planner Jennifer Arnold at jarnold@westlinnoregon.gov or 503-742-6057. Alternately, visit City Hall, 22500 Salamo Road, West Linn, OR 97068.

The hearing will be conducted in accordance with the rules of Section 99.170 of the CDC. Anyone wishing to present written testimony on this proposed action may do so in writing prior to, or at the public hearing. Oral testimony may be presented at the public hearing. At the public hearing, the Planning Commission will receive a staff presentation, and invite both oral and written testimony. The Planning Commission may continue the public hearing to another meeting to obtain additional information, leave the record open for additional evidence, arguments, or testimony, or close the public hearing and take action on the application as provided by state law. **In the event that the Planning Commission decision is appealed, City Council review of the appeal will be de novo.** Failure to raise an issue in person or by letter at some point prior to the close of the hearing, or failure to provide sufficient specificity to afford the decision maker an opportunity to respond to the issue, precludes an appeal to the Land Use Board of Appeals (LUBA) based on that issue.



Notified Property Owners

Subject Site

500' Buffer Line



Feet
0 200

Scale 1:4,800 - 1 in = 400 ft
Scale is based on 8-1/2 x 11 paper size



Map created by: JARNOLD
Date Created: 31-Jul-19 05:06 PM

WEST LINN GIS

DISCLAIMER: This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information. Map scale is approximate. Source: West Linn GIS (Geographic Information System) MapOptix.



**NOTICE OF UPCOMING
PLANNING COMMISSION DECISION**

**PROJECT # SUB-18-04
MAIL: 8/1/2019 TIDINGS: 8/8/2019**

CITIZEN CONTACT INFORMATION

To lessen the bulk of agenda packets and land use application notice, and to address the concerns of some City residents about testimony contact information and online application packets containing their names and addresses as a reflection of the mailing notice area, this sheet substitutes for the photocopy of the testimony forms and/or mailing labels. A copy is available upon request.

PC-2 COMPLETENESS LETTER



CITY OF
West Linn

June 12, 2019

Emerio Design, LLC
ATTN: Steve Miller
6445 SW Fallbrook Place, STE: 100
Beaverton, OR 97008

SUBJECT: SUB-18-04 application for 12-lot Subdivision at 22870 Weatherhill Road

Greetings:

You submitted this application on December 27, 2018. The Planning and Engineering Departments found the application incomplete on January 23, 2019. Additional information was provided but the application was deemed incomplete a second time on March 28, 2019. All required information was subsequently provided on May 23, 2019. The application has now been deemed **complete**. The city has 120 days to exhaust all local review; that period ends September 21, 2019.

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

A 20-day public notice will be prepared and mailed. This notice will identify the Planning Commission hearing date.

Please contact me at 503-742-6057, or by email at jarnold@westlinnoregon.gov if you have any questions or comments.

Sincerely,

Jennifer Arnold
Associate Planner

PC-3

Applicant's Submittal 12/27/18

DEVELOPMENT REVIEW APPLICATION

For Office Use Only		
STAFF CONTACT <i>Jennifer Arnold</i>	PROJECT NO(S) <i>SUB-18-04/WAP-18-06</i>	
NON-REFUNDABLE FEE(S) <i>3350</i>	REFUNDABLE DEPOSIT(S) <i>6600</i>	TOTAL <i>9,950</i>

Type of Review (Please check all that apply):

- | | | |
|--|---|---|
| <input type="checkbox"/> Annexation (ANX) | <input type="checkbox"/> Historic Review | <input checked="" type="checkbox"/> Subdivision (SUB) |
| <input type="checkbox"/> Appeal and Review (AP) * | <input type="checkbox"/> Legislative Plan or Change | <input type="checkbox"/> Temporary Uses * |
| <input type="checkbox"/> Conditional Use (CUP) | <input type="checkbox"/> Lot Line Adjustment (LLA) */** | <input type="checkbox"/> Time Extension * |
| <input type="checkbox"/> Design Review (DR) | <input type="checkbox"/> Minor Partition (MIP) (Preliminary Plat or Plan) | <input type="checkbox"/> Variance (VAR) |
| <input type="checkbox"/> Easement Vacation | <input type="checkbox"/> Non-Conforming Lots, Uses & Structures | <input checked="" 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.

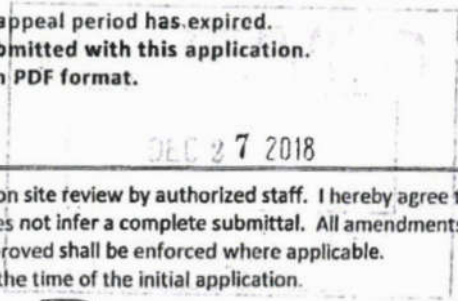
Site Location/Address: 22870 WEATHERHILL RD.	Assessor's Map No.: 21E35B
	Tax Lot(s): 405
	Total Land Area: 2.57 Acres

Brief Description of Proposal: APPLICANT PROPOSES TO SUBDIVIDE 2.57 ACRES INTO A 12-LOT RESIDENTIAL SUBDIVISION IN THE R-7 ZONE.

Applicant Name: EMERIO DESIGN, LLC / ATTN: STEVE MILLER <small>(please print)</small>	Phone: (541) 318-7487
Address: 6445 SW FALLBROOK PL., STE 100	Email: STEVEM@EMERIODESIGN.COM
City State Zip: BEAVERTON, OR 97008	
Owner Name (required): 22870 WEATHERHILL, LLC/ROD FRIESEN <small>(please print)</small>	Phone: (971) 235-3314
Address: 22870 WEATHERHILL RD	Email: rod.friesen@frontier.com
City State Zip: WEST LINN, OR 97068	
Consultant Name: EMERIO DESIGN, LLC - ATTN: STEVE MILLER <small>(please print)</small>	Phone: (541) 318-7487
Address: 6445 SW FALLBROOK PL., SUITE 100	Email: stevem@emeriodesign.com
City State Zip: BEAVERTON, OR 97008	

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

* No CD required / ** Only one 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.

Steve Miller _____ Date _____ *Rod Friesen* _____ Date _____
Applicant's signature Owner's signature (required)

EMERIO *Design*

CIVIL ENGINEERS & PLANNERS

DATE: 12-27-2018

**PROPERTY OWNER/
DEVELOPER:**

22870 Weatherhill, LLC
%Partnership Administrator: Rod Friesen
12810 SW Morningstar Dr.
Tigard, OR 97223
Ph.: (971) 235-3314
E-mail: rod.friesen@frontier.com

**CIVIL ENGINEER,
PLANNING &
SURVEYOR:**

Emerio Design, LLC
Attn: Steve Miller
6445 SW Fallbrook Pl., Suite 100
Beaverton, OR 97008
(541) 318-7487
E-mail: stevem@emeriodesign.com

REQUEST: Approval of 24-Lot Subdivision in the R-7 zone.

SITE

LOCATION: 22870 Weatherhill Rd.

ZONING: Single-Family Residential Detached and attached (R-7), City of West Linn, Oregon

SITE SIZE: 2.57 Acres

LEGAL DESCRIPTION: Tax Map 2S1E35B, Tax Lot 405

LIST OF EXHIBITS:

- 1 - Detailed Plan Set
- 2 – Pre-Application Notes
- 3 – Neighborhood Meeting Notice
- 4 – Phase I Environmental Report
- 5 – Geotechnical Report

6 – Stormwater Management Report

7 – Arborist Report

WEST LINN APPLICABLE COMMUNITY DEVELOPMENT CODE (CDC) SECTIONS

CDC Chapter 12: (R-7 Zone)

CDC Chapter 32: Water Resource Area Protection

CDC Chapter 48: Access, Egress and Circulation

CDC Chapter 85: Land Division

CDC Chapter 92: Required Improvements

I. INTRODUCTION

The applicant is applying to subdivide an approximately 2.57 – acre property in a manner that allows the applicant to provide a variety of lot sizes and housing types. The subject property was recently annexed into the City of West Linn pursuant to File No. ANX-17-01 and Ordinance #1671. A pre-application conference was held with the City to discuss the subdivision of this property on September 6, 2018 by the Applicant.

The subject property is located on the south side of Weatherhill Road approximately 180-feet east Satter Street. The property is located on a hill and the site slopes gently downward to the south/southeast. There is one existing single-family residential home on the property, as well as the presence of a headwater to a small ephemeral stream on the southern edge of the property. The home will be removed with the development of the subdivision. There are trees, planted fields and grass, and a defined garden area on the property.

Adjacent properties to the south, east and west are within the West Linn City limits and are zoned R-7. These properties are developed with residential dwellings. There are two (2) properties located immediately to the north and across Weatherhill Road. One is located within the City and is developed with the Tanner Springs Assisted Living facility, while the other is located in unincorporated Clackamas County and is developed with a single-family residence.

II. CONFORMANCE WITH CITY OF WEST LINN CODE APPROVAL CRITERIA

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

12.030 PERMITTED USES

The following uses are permitted outright in this zone.

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

RESPONSE: The proposed use is single-family detached residential units, a use permitted outright in the R-7 zone. The applicant’s proposal satisfies the requirements of this section.

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

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

- A. The minimum lot size shall be:**
 - 1. For a single-family detached unit, 7,000 square feet.**
- B. The minimum front lot line length or the minimum lot width at the front lot line shall be 35 feet.**
- C. The average minimum lot width shall be 35 feet.**

RESPONSE: The sizes of the twelve (12) lots proposed in the subdivision are between 7,004 square feet, and 9,744 square feet, with an average lot size of 7,490 square feet. As such, all twelve (12) lots meet or exceed the 7,000-square foot minimum lot size. All proposed front lot lines will meet or exceed the 35-foot minimum front lot line length, as well as the minimum average lot width of 35 feet. Therefore, all twelve (12) lots comply with the above criteria.

- E. The minimum yard dimensions or minimum building setback areas from the lot line shall be:**
 - 1. For the front yard, 20 feet, except for steeply sloped lots where the provisions of CDC [41.010](#) shall apply.**
 - 2. For an interior side yard, seven and one-half feet.**
 - 3. For a side yard abutting a street, 15 feet.**
 - 4. For a rear yard, 20 feet.**
- F. The maximum building height shall be 35 feet, except for steeply sloped lots in which case the provisions of CDC [41.010](#) shall apply.**
- G. The maximum lot coverage shall be 35 percent.**
- H. The minimum width of an accessway to a lot which does not abut a street or a flag lot shall be 15 feet.**
- I. The maximum floor area ratio shall be 0.45. Type I and II lands shall not be counted toward lot area when determining allowable floor area ratio, except that a minimum floor area ratio of 0.30 shall be allowed regardless of the classification of lands within the property. That 30 percent shall be based upon the entire property including Type I and II lands. Existing residences in excess of this standard may be replaced to their prior dimensions when damaged without the requirement that the homeowner obtain a non-conforming structures permit under Chapter [66](#) CDC.**
- J. The sidewall provisions of Chapter [43](#) CDC shall apply.**

RESPONSE: No homes are being proposed at this time. All Yard dimensions, building height, lot coverage, floor area ratios and sidewall provisions will be verified at time of building permit submittal.

CHAPTER 48 – ACCESS, EGRESS AND CIRCULATION

48.025 ACCESS CONTROL

- A. Purpose. The following access control standards apply to public, industrial, commercial and residential developments including land divisions. Access shall be managed to maintain an adequate level of service and to maintain the functional classification of roadways as required by the West Linn Transportation System Plan.**
- B. Access control standards.**
- 1. Traffic impact analysis requirements. The City or other agency with access jurisdiction may require a traffic study prepared by a qualified professional to determine access, circulation and other transportation requirements.**

RESPONSE: The City has not required a traffic impact analysis due to the small size and low impacts of the proposed development.

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

RESPONSE: Each lot on the property will include a driveway to provide access to/from either Weahterhill Rd. and/or Satter St., which are both public streets adjacent to the site with a local designation. The City's spacing standards for driveways along residential streets has been maintained for all new driveway access locations. The proposed configuration will create a safe and efficient access configuration for each new driveway.

- 3. Access options. When vehicle access is required for development (i.e., for off-street parking, delivery, service, drive-through facilities, etc.), access shall be provided by one of the following methods (planned access shall be consistent with adopted public works standards and TSP). These methods are "options" as approved by the City Engineer.**
 - a) Option 1. Access is from an existing or proposed alley or mid-block lane. If a property has access to an alley or lane, direct access to a public street is not permitted.**
 - b) Option 2. Access is from a private street or driveway connected to an adjoining property that has direct access to a public street (i.e., "shared driveway"). A public access easement covering the driveway shall be recorded in this case to assure access to the closest public street for all users of the private street/drive.**

- c) Option 3. Access is from a public street adjacent to the development lot or parcel. If practicable, the owner/developer may be required to close or consolidate an existing access point as a condition of approving a new access. Street accesses shall comply with the access spacing standards in subsection (B)(6) of this section.**

RESPONSE: The Applicant is proposing access to the site via Option 3. The proposed design limits curb cuts for access to the new lots proposed within this development. Each lot will take access to either Weatherhill Rd. or Satter St. via individual driveways. The City's spacing standards for driveways along residential streets has been maintained for all new driveway access locations. The proposed configuration will create a safe and efficient access configuration for each new driveway.

- 4. Subdivisions fronting onto an arterial street. New residential land divisions fronting onto an arterial street shall be required to provide alleys or secondary (local or collector) streets for access to individual lots. When alleys or secondary streets cannot be constructed due to topographic or other physical constraints, access may be provided by consolidating driveways for clusters of two or more lots (e.g., includes flag lots and mid-block lanes).**

RESPONSE: The proposed development does not front onto an arterial street. The requirements of this section do not apply.

- 5. Double-frontage lots. When a lot or parcel has frontage onto two or more streets, access shall be provided first from the street with the lowest classification. For example, access shall be provided from a local street before a collector or arterial street. When a lot or parcel has frontage opposite that of the adjacent lots or parcels, access shall be provided from the street with the lowest classification.**

RESPONSE: No double fronted lots will be created as part of this subdivision.

- 6. Access spacing.**

- a. The access spacing standards found in the adopted Transportation System Plan (TSP) shall be applicable to all newly established public street intersections and non-traversable medians. Deviation from the access spacing standards may be granted by the City Engineer if conditions are met as described in the access spacing variances section in the adopted TSP.**

- b. Private drives and other access ways are subject to the requirements of CDC 48.060.**

RESPONSE: The Applicant's proposed driveway locations are shown on the site plan (see Sheet 7). The City's access spacing requirements for new driveways onto a residential local street have been maintained.

- 7. Number of access points. For single-family (detached and attached), two-family, and duplex housing types, one street access point is permitted per lot or parcel, when alley access cannot otherwise be provided; except that two access points may be permitted corner lots (i.e., no more than one access per street), subject to the access spacing standards in subsection (B)(6) of this section. The number of street access points for multiple family, commercial, industrial, and public/institutional**

developments shall be minimized to protect the function, safety and operation of the street(s) and sidewalk(s) for all users. Shared access may be required, in conformance with subsection (B)(8) of this section, in order to maintain the required access spacing, and minimize the number of access points.

RESPONSE: The Applicant is proposing only one access point for each single-family lot. New driveways will be created for all 12 lots.

8. Shared driveways. *The number of driveway and private street intersections with public streets shall be minimized by the use of shared driveways with adjoining lots where feasible. The City shall require shared driveways as a condition of land division or site design review, as applicable, for traffic safety and access management purposes in accordance with the following standards:*

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

RESPONSE: The Applicant is not proposing any shared driveways for the development.

C. Street connectivity and formation of blocks required. *In order to promote efficient vehicular and pedestrian circulation throughout the City, land divisions and large site developments shall produce complete blocks bounded by a connecting network of public and/or private streets, in accordance with the following standards:*

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

implementation, not just inconveniences or design challenges.

RESPONSE: No new roads are being proposed as part of the subdivision. Satter Street is currently stubbed at the western boundary of the site. With this proposal the applicant will be extending Satter Street through the site from west to east and stubbing the street at the eastern boundary of the site for future extension.

The existing block length along Weatherhill Rd. between the center-line of Satter Street and De Vries Way is 584 feet. With the extension of Satter Street through the site, it will allow for the future extension of the street through the neighbor's property where it will be connected with the existing Satter Street stub located in the Weatherhill Estates subdivision. Once Satter Street is connected between the Weatherhill Subdivision and the Weatherhill Estates Subdivision, a block length will be established that is 926 feet in length. When the property to the east of the subject property redevelops, there will be an opportunity to establish a new block length of 800-feet by creating a new street connection with Weatherhill Road.

Existing development patterns and topographic conditions preclude the extension of any new roadways through the site or within close proximity which could logically provide for future connectivity. Furthermore, Figure 12 of the West Linn Transportation System Plan – Recommended Local Street Connectivity Projects – does not identify a new street connection within or adjacent to this site. All street standards will be met as shown in the submitted plan set.

48.030 MINIMUM VEHICULAR REQUIREMENTS FOR RESIDENTIAL USES

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

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

- 1. Topography.***
- 2. Traffic volume to be generated by development (i.e., trips per day).***
- 3. Traffic volume presently carried by the street to be accessed.***
- 4. Projected traffic volumes.***
- 5. Safety considerations such as line of sight, number of accidents at that location, emergency vehicle access, and ability of vehicles to exit the site without backing into traffic.***

6. *The ability to consolidate access through the use of a joint driveway.*
7. *Additional review and access permits may be required by State or County agencies.*

RESPONSE: The Applicant is not proposing new access to any arterials; therefore, this subsection does not apply.

- B. *When any portion of any house is less than 150 feet from the adjacent right-of-way, access to the home is as follows:*
 1. *One single-family residence, including residences with an accessory dwelling unit as defined in CDC 02.030, shall provide 10 feet of unobstructed horizontal clearance. Dual-track or other driveway designs that minimize the total area of impervious driveway surface are encouraged.*
 2. *Two to four single-family residential homes equals a 14- to 20-foot-wide paved or all weather surface. Width shall depend upon adequacy of line of sight and number of homes.*
 3. *Maximum driveway grade shall be 15 percent. The 15 percent shall be measured along the centerline of the driveway only. Variations require approval of a Class II variance by the Planning Commission pursuant to Chapter 75 CDC. Regardless, the last 18 feet in front of the garage shall be under 12 percent grade as measured along the centerline of the driveway only. Grades elsewhere along the driveway shall not apply.*
 4. *The driveway shall include a minimum of 20 feet in length between the garage door and the back of sidewalk, or, if no sidewalk is proposed, to the paved portion of the right-of-way.*
- C. *When any portion of one or more homes is more than 150 feet from the adjacent right-of-way, the provisions of subsection B of this section shall apply in addition to the following provisions.*
 1. *A turnaround may be required as prescribed by the Fire Chief.*
 2. *Minimum vertical clearance for the driveway shall be 13 feet, six inches.*
 3. *A minimum centerline turning radius of 45 feet is required unless waived by the Fire Chief.*
 4. *There shall be sufficient horizontal clearance on either side of the driveway so that the total horizontal clearance is 20 feet.*
- D. *Access to five or more single-family homes shall be by a street built to full construction code standards. All streets shall be public. This full street provision may only be waived by variance.*
- E. *Access and/or service drives for multi-family dwellings shall be fully improved with hard surface pavement:*
 1. *With a minimum of 24-foot width when accommodating two-way traffic; or*

2. *With a minimum of 15-foot width when accommodating one-way traffic. Horizontal clearance shall be two and one-half feet wide on either side of the driveway.*
 3. *Minimum vertical clearance of 13 feet, six inches.*
 4. *Appropriate turnaround facilities per Fire Chief's standards for emergency vehicles when the drive is over 150 feet long. Fire Department turnaround areas shall not exceed seven percent grade unless waived by the Fire Chief.*
 5. *The grade shall not exceed 10 percent on average, with a maximum of 15 percent.*
 6. *A minimum centerline turning radius of 45 feet for the curve.*
- F. *Where on-site maneuvering and/or access drives are necessary to accommodate required parking, in no case shall said maneuvering and/or access drives be less than that required in Chapters 46 and 48 CDC.*
 - G. *The number of driveways or curb cuts shall be minimized on arterials or collectors. Consolidation or joint use of existing driveways shall be required when feasible.*
 - H. *In order to facilitate through traffic and improve neighborhood connections, it may be necessary to construct a public street through a multi-family site.*
 - I. *Gated accessways to residential development other than a single-family home are prohibited.*

RESPONSE: Access to each lot will be provided to/from either Weatherhill Rd. or Satter St., which are both local residential streets, and will meet the minimum vehicular requirements of this subsection.

48.060 WIDTH AND LOCATION OF CURB CUTS AND ACCESS SEPARATION REQUIREMENTS

- A. *Minimum curb cut width shall be 16 feet.*
- B. *Maximum curb cut width shall be 36 feet, except along Highway 43 in which case the maximum curb cut shall be 40 feet. For emergency service providers, including fire stations, the maximum shall be 50 feet.*
- C. *No curb cuts shall be allowed any closer to an intersecting street right-of-way line than the following:*
 1. *On an arterial when intersected by another arterial, 150 feet.*
 2. *On an arterial when intersected by a collector, 100 feet.*
 3. *On an arterial when intersected by a local street, 100 feet.*
 4. *On a collector when intersecting an arterial street, 100 feet.*

5. *On a collector when intersected by another collector or local street, 35 feet.*
 6. *On a local street when intersecting any other street, 35 feet.*
- D.** *There shall be a minimum distance between any two adjacent curb cuts on the same side of a public street, except for one-way entrances and exits, as follows:*
1. *On an arterial street, 150 feet.*
 2. *On a collector street, 75 feet.*
 3. *Between any two curb cuts on the same lot or parcel on a local street, 30 feet.*
- E.** *A rolled curb may be installed in lieu of curb cuts and access separation requirements.*
- F.** *Curb cuts shall be kept to the minimum, particularly on Highway 43. Consolidation of driveways is preferred. The standard on Highway 43 is one curb cut per business if consolidation of driveways is not possible.*
- G.** *Adequate line of sight pursuant to engineering standards should be afforded at each driveway or accessway.*

RESPONSE: All streets serving the subdivision are local residential streets. All proposed curb cuts will meet the spacing requirements of this section and will be confirmed during the construction plan review prior to commencing construction of the subdivision.

CHAPTER 85 GENERAL PROVISIONS

85.170 SUPPLEMENTAL SUBMITTAL REQUIREMENTS FOR TENTATIVE SUBDIVISION OR PARTITION PLAN

- B. Transportation.**
1. *Centerline profiles with extensions shall be provided beyond the limits of the proposed subdivision to the point where grades meet, showing the finished grade of streets and the nature and extent of street construction. Where street connections are not proposed within or beyond the limits of the proposed subdivision on blocks exceeding 330 feet, or for cul-de-sacs, the tentative plat or partition shall indicate the location of easements that provide connectivity for bicycle and pedestrian use to accessible public rights-of-way.*
 2. **Traffic Impact Analysis (TIA).**
 - a. **Purpose.** *The purpose of this section of the code is to implement Section 660-012-0045(2)(e) of the State Transportation Planning Rule that requires the City to adopt a process to apply conditions to development proposals in order to minimize adverse impacts to and protect transportation facilities. This section establishes the standards for when a proposal must be reviewed for potential traffic impacts; when a Traffic Impact Analysis must be submitted with a development application in order to*

determine whether conditions are needed to minimize impacts to and protect transportation facilities; what must be in a Traffic Impact Study; and who is qualified to prepare the study.

- b. Typical average daily trips. The latest edition of the Trip Generation manual, published by the Institute of Transportation Engineers (ITE) shall be used as the standards by which to gauge average daily vehicle trips.*
- c. Traffic impact analysis requirements.*
 - 1) Preparation. A Traffic Impact Analysis shall be prepared by a professional engineer qualified under OAR 734-051-0040. The City shall commission the traffic analysis and it will be paid for by the applicant.*
 - 2) Transportation Planning Rule compliance. See CDC 105.050(D), Transportation Planning Rule Compliance.*
 - 3) Pre-application conference. The applicant will meet with West Linn Public Works prior to submitting an application that requires a traffic impact application. This meeting will determine the required elements of the TIA and the level of analysis expected.*

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

C. Grading.

- 1. If areas are to be graded, a plan showing the location of cuts, fill, and retaining walls, and information on the character of soils shall be provided. The grading plan shall show proposed and existing contours at intervals per CDC 85.160(E)(2).*
- 2. The grading plan shall demonstrate that the proposed grading to accommodate roadway standards and create appropriate building sites is the minimum amount necessary.*
- 3. The grading plan must identify proposed building sites and include tables and maps identifying acreage, location and type of development constraints due to site characteristics such as slope, drainage and geologic hazards. For Type I, II, and III lands (refer to definitions in Chapter 02 CDC), the applicant must provide a geologic report, with text, figures and attachments as needed to meet the industry standard of practice, prepared by a certified engineering geologist and/or a geotechnical professional engineer, that includes:*
 - a. Site characteristics, geologic descriptions and a summary of the site investigation conducted;*
 - b. Assessment of engineering geological conditions and factors;*

- c. ***Review of the City of West Linn’s Natural Hazard Mitigation Plan and applicability to the site; and***
- d. ***Conclusions and recommendations focused on geologic constraints for the proposed land use or development activity, limitations and potential risks of development, recommendations for mitigation approaches and additional work needed at future development stages including further testing and monitoring.***

RESPONSE: As part of the application materials, the applicant has provided a grading and erosion control plan (see Sheet 10) showing the locations of cuts, fills, and retaining walls. The Applicant has also provided a detailed Geotechnical report that provides information on the character of the soils. Together, these documents demonstrate that the proposed grading plan to accommodate roadway standards and create appropriate building sites is the minimum amount necessary given the sites topographic and soil conditions. The Applicant’s proposal satisfies the above criteria and will be further reviewed with the civil plans prior to commencing any construction.

D. Water.

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

RESPONSE: A utility plan has been submitted by the Applicant as part of the overall application materials. The utility plan shows the location and sizing of the water lines, as well as on-site water line extensions in street stubouts to the edge of the site, or as needed to complete a loop in the system. All proposed water improvements are included on the utility plan (see Sheet 11) of the land use application.

E. Sewer.

- 1. ***A plan prepared by a licensed engineer shall show how the proposal is consistent with the Sanitary Sewer Master Plan and subsequent updates and amendments. Agreement with that plan must demonstrate how the sanitary sewer proposal will be accomplished and how it is efficient. The sewer system must be in the correct zone.***
- 2. ***Sanitary sewer information will include plan view of the sanitary sewer lines, including manhole locations and depths. Show how each lot or parcel would be sewerred.***

3. ***Sanitary sewer lines shall be located in the public right-of-way, particularly the street, unless the applicant can demonstrate why the alternative location is necessary and meets accepted engineering standards.***
4. ***Sanitary sewer line should be at a depth that can facilitate connection with downsystem properties in an efficient manner.***
5. ***The sanitary sewer line should be designed to minimize the amount of lineal feet in the system.***
6. ***The sanitary sewer line shall minimize disturbance of natural areas and, in those cases where that is unavoidable, disturbance shall be mitigated pursuant to the appropriate chapters (e.g., Chapter 32 CDC, Water Resource Area Protection).***
7. ***Sanitary sewer shall be extended or stubbed out to the next developable subdivision or a point in the street that allows for reasonable connection with adjacent or nearby properties.***
8. ***The sanitary sewer system shall be built pursuant to Department of Environmental Quality (DEQ), City, and Tri-City Service District sewer standards. This report should be prepared by a licensed engineer, and the applicant must be able to demonstrate the ability to satisfy these submittal requirements or standards at the pre-construction phase.***

RESPONSE: A utility plan has been submitted by the Applicant as part of the overall application materials. The utility plan shows the location and sizing of the sewer lines. Sanitary sewer will be extended or stubbed out to the next developable subdivision or to a point in the street that allows for reasonable connection with adjacent or nearby properties. The proposed sanitary sewer lines will be located to minimize disturbance of natural areas; however, in those cases where that is unavoidable, disturbances will be kept to a minimum and mitigated pursuant to Chapter 32 of the Community Development Code (CDC), Water Resource Area Protection.

All proposed sewer improvements will be built pursuant to DEQ, City, and Tri-City Service District standards, and those improvements are included on the utility plan (see Sheet 11) of the land use application.

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

RESPONSE: A utility plan has been submitted by the Applicant as part of the overall application materials. The utility plan shows the location and sizing of the stormwater lines. The public stormwater plan will include LIDA storm planters in the right-of-way for treatment and detention for the street. Individual LIDA planters will also be located on each lot for the treatment/detention of the future homes according to City requirements. All proposed storm drainage improvements are included on the utility plan (see Sheet 11) of the land use application.

85.180 REDIVISION PLAN REQUIREMENT

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

RESPONSE: The property is being developed at the highest density allowed under applicable zoning, therefore a redivision plan is not required.

85.200 APPROVAL CRITERIA

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

A. Streets.

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

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

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

An applicant may submit a written request for a waiver of abutting street improvements if the TSP prohibits the street improvement for which the waiver is requested. Those areas with numerous (particularly contiguous) under-developed or undeveloped tracts will be required to install street improvements. When an applicant requests a waiver of street improvements and the waiver is granted, the applicant shall pay an in-lieu fee equal to the estimated cost, accepted by the City Engineer, of the otherwise required street improvements. As a basis for this determination, the City Engineer shall consider the cost of similar improvements in recent development projects and may require up to three estimates from the applicant. The amount of the fee shall be established prior to the Planning Commission's decision on the associated application. The in-lieu fee shall be used for in kind or related improvements.

Streets shall also be laid out to avoid and protect tree clusters and significant trees, but not to the extent that it would compromise connectivity requirements per this subsection (A)(1), or bring the density below 70 percent of the maximum density for the developable net area. The developable net area is calculated by taking the total site acreage and deducting Type I and II lands; then up to 20 percent of the remaining land may be excluded as necessary for the purpose of protecting significant tree clusters or stands as defined in CDC 55.100(B)(2).

RESPONSE: This site is located along Weatherhill Road between Satter Street to the west and De Vries Way to the east. All streets, whether existing or proposed, are designated as local streets. The development of this site will not affect the connectivity of these two streets. Aside from the extension of Satter Street through the site, Figure 12 of the West Linn Transportation System Plan – Recommended Local Street Connectivity Projects – does not identify a new street connection within or adjacent to this site.

2. Right-of-way widths shall depend upon which classification of street is proposed. The right-of-way widths are established in the adopted TSP.

RESPONSE: The site abuts Weatherhill Road along the northern property boundary. Satter Street is stubbed to the sites western property boundary. Both streets are designated as local streets. As part of the proposed development, the Applicant will be dedicating 13-feet of right-of-way for Weatherhill street to make necessary improvements along Weatherhill Road. Satter Street is a local street with a 52-foot right-of-way. In an effort to provide on-street parking on one side of Satter Street, the applicant will be widening the right-of-way for Satter Street to 58-feet. Right-of-way for both streets meet the width requirements as determined by their functional classifications.

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

The following table identifies appropriate street width (curb to curb) in feet for various street classifications. The desirable width shall be required unless the applicant or his or her engineer can demonstrate that site conditions, topography, or site design require the reduced minimum width. For local streets, a 12-foot travel lane may only be used as a shared local street when the available right of-way is too narrow to accommodate bike lanes and sidewalks.

RESPONSE: No new streets or roads are proposed with this land use application. Weatherhill Road and Satter Street will continue to meet street width requirements.

- 4. *The decision-making body shall consider the City Engineer's recommendations on the desired right-of-way width, pavement width and street geometry of the various street types within the subdivision after consideration by the City Engineer of the following criteria:***
 - a. The type of road as set forth in the Transportation Master Plan.***
 - b. The anticipated traffic generation.***
 - c. On-street parking requirements.***
 - d. Sidewalk and bikeway requirements.***
 - e. Requirements for placement of utilities.***
 - f. Street lighting.***
 - g. Drainage and slope impacts.***
 - h. Street trees.***
 - i. Planting and landscape areas.***
 - j. Existing and future driveway grades***
 - k. Street geometry.***
 - l. Street furniture needs, hydrants.***

RESPONSE: Aside from the 13-foot right-of-way dedication along Weatherhill Rd. and the associated improvements (i.e. sidewalk, planter strip and paving), the pre-application conference notes do not identify the need for any further improvements along Weatherhill Road. Satter Street has been designed to comply with all City standards and specification.

- 5. *Additionally, when determining appropriate street width, the decision-making body shall consider the following criteria:***
 - a. When a local street is the only street serving a residential area and is expected to carry more than the normal local street traffic load, the designs with two travel and one parking lane are appropriate.***
 - b. Streets intended to serve as signed but unstriped bike routes should have the travel lane widened by two feet.***

- c. *Collectors should have two travel lanes and may accommodate some parking. Bike routes are appropriate.*
- d. *Arterials should have two travel lanes. On-street parking is not allowed unless part of a Street Master Plan. Bike lanes are required as directed by the Parks Master Plan and Transportation Master Plan.*

RESPONSE: The proposed development will result in twelve (12) new homes taking access to the existing surrounding transportation system. No arterial streets are adjacent to this proposal.

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

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

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

RESPONSE: Except for extending Satter Street through the site, which will be the continuation of an existing street stub, no new streets or roads are proposed as part of this application.

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

RESPONSE: As noted above, Satter Street will be extended through the site as part of the development and stubbed to the sites eastern property boundary to permit the satisfactory subdivision of adjoining land. The Applicant's proposal satisfies this criterion.

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

RESPONSE: No new intersections are being proposed as part of the Applicant's proposal, therefore, the above criterion does not apply to the Applicant's request.

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

RESPONSE: The applicant will be dedicating 13-feet of right-of-way for Weatherhill Rd. along the sites frontage.

11. Cul-de-sacs.

- a. New cul-de-sacs and other closed-end streets (not including stub streets intended to be connected) on sites containing less than five acres, or sites accommodating uses other than residential or mixed use development, are not allowed unless the applicant demonstrates that there is no feasible alternative due to:
 - 1) Physical constraints (e.g., existing development, the size or shape of the site, steep topography, or a fish bearing stream or wetland protected by Chapter 32 CDC), or**
 - 2) Existing easements or leases.****
- b. New cul-de-sacs and other closed-end streets, consistent with subsection (A)(11)(a) of this section, shall not exceed 200 feet in length or serve more than 25 dwelling units unless the design complies with all adopted Tualatin Valley Fire and Rescue (TVFR) access standards and adequately provides for anticipated traffic, consistent with the Transportation System Plan (TSP).**
- c. New cul-de-sacs and other closed-end streets (not including stub streets intended to be connected) on sites containing five acres or more that are proposed to accommodate residential or mixed use development are prohibited unless barriers (e.g., existing development, steep topography, or a fish bearing stream or wetland protected by Chapter 32 CDC, or easements, leases or covenants established prior to May 1, 1995) prevent street extensions. In that case, the street shall not exceed 200 feet in length or serve more than 25 dwelling units, and its design shall comply with all adopted TVFR access standards and adequately provide for anticipated traffic, consistent with the TSP.**
- d. Applicants for a proposed subdivision, partition or a multifamily, commercial or industrial development accessed by an existing cul-de-sac/closed-end street shall demonstrate that the proposal is consistent with all applicable traffic standards and TVFR access standards.**
- e. All cul-de-sacs and other closed-end streets shall include direct pedestrian and bicycle accessways from the terminus of the street to an adjacent street or pedestrian and bicycle accessways unless the applicant demonstrates that such connections are precluded by physical constraints or that necessary easements cannot be obtained at a reasonable cost.**

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

RESPONSE: No cul-de-sacs are proposed as part of this land use application.

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

RESPONSE: No new streets are proposed as part of this land use application.

- 13. Grades and curves. Grades and horizontal/vertical curves shall meet the West Linn Public Works Design Standards.*

RESPONSE: Any grades and/or horizontal/vertical curves will be designed to meet West Linn Public Works Design Standards.

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

RESPONSE: The property does not abut nor contain an existing or proposed arterial street.

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

- a. The alley shall be self-contained within the subdivision. The alley shall not abut undeveloped lots or parcels which are not part of the project proposal. The alley will not stub out to abutting undeveloped parcels which are not part of the project proposal.*

- b. The alley will be designed to allow unobstructed and easy surveillance by residents and police.*
- c. The alley should be illuminated. Lighting shall meet the West Linn Public Works Design Standards.*
- d. The alley should be a semi-private space where strangers are tacitly discouraged.*
- e. Speed bumps may be installed in sufficient number to provide a safer environment for children at play and to discourage through or speeding traffic.*
- f. Alleys should be a minimum of 14 feet wide, paved with no curbs.*

RESPONSE: No alleys are proposed as part of this land use application.

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

RESPONSE: The applicant proposes to install a sidewalk along the sites Weatherhill Rd. frontage, as well as provide sidewalks along both sides of Satter St. with the extension of the street through the site.

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

RESPONSE: The applicant proposes to install a planter strip along the sites Weatherhill Rd. frontage, as well as provide planter strips along both sides of Satter St. with the extension of the street through the site.

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

RESPONSE: No reservations or restrictions are being proposed with the street dedications.

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

RESPONSE: All proposed lots created by the subdivision in this land use application will have access to a public street per City requirements.

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

RESPONSE: No gated streets are being proposed as part of this land use application.

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

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

RESPONSE: No entryway treatments are being proposed as part of this land use application; therefore, the above criteria do not apply to the applicant's request.

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

RESPONSE: The City Manager has not identified the need for any off-site improvements related to the development of this property; therefore, the above criterion does not apply to the applicant's proposal.

B. Blocks and lots.

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

RESPONSE: No new roads are proposed as part of this land use application and the block pattern is already established.

- 2. Sizes. The recommended block size is 400 feet in length to encourage greater connectivity within the subdivision. Blocks shall not exceed 800 feet in length between street lines, except for blocks adjacent to arterial streets or unless topographical conditions or the layout of adjacent streets justifies a variation. Designs of proposed intersections shall demonstrate adequate sight distances to the City Engineer's specifications. Block sizes and proposed accesses must be consistent with the adopted TSP. Subdivisions of five or more acres that involve construction of a new street shall have block lengths of no more than 530 feet. If block lengths are greater than 530 feet, accessways on public easements or right-of-way for pedestrians and cyclists shall be provided not more than 330 feet apart. Exceptions can be granted when prevented by barriers such as topography, rail lines, freeways, pre-existing development, leases, easements or covenants that existed prior to May 1, 1995, or by requirements of Titles 3 and 13 of the UGMFP. If streets must cross water features protected pursuant to Title 3 UGMFP, provide a crossing every 800 to 1,200 feet unless habitat quality or the length of the crossing prevents a full street connection.**

RESPONSE: No new roads are proposed as part of this land use application and the block pattern is already established.

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

RESPONSE: The proposed lots created through this subdivision are each a minimum of 7,000 square feet in size to accommodate single family detached dwelling units in the R-7 zone. All proposed lots meet or exceed the minimum requirements for front lot line length, lot width and lot depth.

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

RESPONSE: The applicant is proposing residential development for this site, so the above criterion is not applicable to the proposal.

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

RESPONSE: The subdivision, as proposed, conforms to the provisions of Chapter 48 CDC.

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

RESPONSE: This land use application does not include double frontage lots.

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

RESPONSE: All proposed lot lines and side parcel lines run at right angles to the street as far as is practicable.

8. ***Flag lots. Flag lots can be created where it can be shown that no other reasonable street access is possible to achieve the requested land division. A single flag lot shall have a minimum street frontage of 15 feet for its accessway. Where two to four flag lots share a common accessway, the minimum street frontage and accessway shall be eight feet in width per lot. Common accessways shall have mutual maintenance agreements and reciprocal access and utility easements. The following dimensional requirements shall apply to flag lots:***
 - a. ***Setbacks applicable to the underlying zone shall apply to the flag lot.***
 - b. ***Front yard setbacks may be based on the rear property line of the lot or parcel which substantially separates the flag lot from the street from which the flag lot gains access. Alternately, the house and its front yard may be oriented in other directions so long as some measure of privacy is ensured, or it is part of a pattern of development, or it better fits the topography of the site.***
 - c. ***The lot size shall be calculated exclusive of the accessway; the access strip may not be counted towards the area requirements.***
 - d. ***The lot depth requirement contained elsewhere in this code shall be measured from the rear property line of the lot or parcel which substantially separates the flag lot from the street from which the flag lot gains access.***
 - e. ***As per CDC 48.030, the accessway shall have a minimum paved width of 12 feet.***

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

RESPONSE: The land use application proposed one (1) flag lot as part of the subdivision. Lot 6 will be configured as a flag lot because no other reasonable street access is possible given the irregular shape of the parent parcel. The proposed flag lot will have 19.8-feet of street frontage for its accessway. As proposed the flag lot complies with all city requirements.

- 9. Large lots or parcels. In dividing tracts into large lots or parcels which, at some future time, are likely to be redivided, the approval authority may:
 - a. Require that the blocks be of such size and shape, and be so divided into building sites, and contain such easements and site restrictions as will provide for extension and opening of streets at intervals which will permit a subsequent division of any tract into lots or parcels of smaller size; or*
 - b. Alternately, in order to prevent further subdivision or partition of oversized and constrained lots or parcels, restrictions may be imposed on the subdivision or partition plat.**

RESPONSE: The proposed lots are not likely to be redivided as the density proposed and the lot sizes proposed are consistent with the maximum allowable density per the site's zoning.

C. Pedestrian and bicycle trails.

- 1. Trails or multi-use pathways shall be installed, consistent and compatible with federal ADA requirements and with the Oregon Transportation Planning Rule, between subdivisions, cul-de-sacs, and streets that would otherwise not be connected by streets due to excessive grades, significant tree(s), and other constraints natural or manmade. Trails shall also accommodate bicycle or pedestrian traffic between neighborhoods and activity areas such as schools, libraries, parks, or commercial districts. Trails shall also be required where designated by the Parks Master Plan.*
- 2. The all-weather surface (asphalt, etc.) trail should be eight feet wide at minimum for bicycle use and six feet wide at minimum for pedestrian use. Trails within 10 feet of a wetland or natural drainageway shall not have an all-weather surface, but shall have a soft surface as approved by the Parks Director. These trails shall be contained within a corridor dedicated to the City that is wide enough to provide trail users with a sense of defensible space. Corridors that are too narrow, confined, or with vegetative cover may be threatening and discourage use. Consequently, the minimum corridor width shall be 20 feet. Sharp curves, twists, and blind corners on the trail are to be avoided as much as possible to enhance defensible space. Deviations from the corridor and trail width are permitted only where topographic and ownership constraints require it.*

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

RESPONSE: Sidewalks are provided along the frontages of the property. No pedestrian or bicycle trails are required.

D. Transit facilities.

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

RESPONSE: No transit facilities have been identified by Tri-Met or the City Development Engineer adjacent to this property. The above criteria do not apply to the Applicant's proposal.

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

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

RESPONSE: A geotechnical engineering report is included with this submittal. A grading plan has been included in the submitted plans which complies with all criteria of this subsection.

F. Water.

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

RESPONSE: The Applicant proposes new water service connections for all proposed lots off of either Weatherhill Road or Sattter Street, which will be extended through the site as part of this application. This proposal is consistent with the adopted Comprehensive Water System Plan. All proposed water improvements are included on the utility plan of the land use application.

G. Sewer.

1. ***A plan prepared by a licensed engineer shall show how the proposal is consistent with the Sanitary Sewer Master Plan (July 1989). Agreement with that plan must demonstrate how the sanitary sewer proposal will be accomplished and how it is gravity-efficient. The sewer system must be in the correct basin and should allow for full gravity service.***
2. ***Sanitary sewer information will include plan view of the sanitary sewer lines, including manhole locations and depth or invert elevations.***
3. ***Sanitary sewer lines shall be located in the public right-of-way, particularly the street, unless the applicant can demonstrate why the alternative location is necessary and meets accepted engineering standards.***

4. ***Sanitary sewer line should be at a depth that can facilitate connection with downsystem properties in an efficient manner.***
5. ***The sanitary sewer line should be designed to minimize the amount of lineal feet in the system.***
6. ***The sanitary sewer line shall avoid disturbance of wetland and drainageways. In those cases where that is unavoidable, disturbance shall be mitigated pursuant to Chapter 32 CDC, Water Resource Area Protection, all trees replaced, and proper permits obtained. Dual sewer lines may be required so the drainageway is not disturbed.***
7. ***Sanitary sewer shall be extended or stubbed out to the next developable subdivision or a point in the street that allows for reasonable connection with adjacent or nearby properties.***
8. ***The sanitary sewer system shall be built pursuant to DEQ, City, and Tri-City Service District sewer standards. The design of the sewer system should be prepared by a licensed engineer, and the applicant must be able to demonstrate the ability to satisfy these submittal requirements or standards at the pre-construction phase.***
9. ***A written statement, signed by the City Engineer, that sanitary sewers with sufficient capacity to serve the proposed development and that adequate sewage treatment plant capacity is available to the City to serve the proposed development.***

RESPONSE: The Applicant proposes new sewer service connections for all proposed lots off of either Weatherhill Road or Sattter Street, which will be extended through the site as part of this application. All proposed sewer improvements are included on the utility plan of the land use application. The proposed sanitary sewer system is consistent with the Sanitary Sewer Master Plan, is in the correct basin and allows for full gravity service.

- H. Storm detention and treatment. All proposed storm detention and treatment facilities comply with the standards for the improvement of public and private drainage systems located in the West Linn Public Works Design Standards, there will be no adverse off-site impacts caused by the development (including impacts from increased intensity of runoff downstream or constrictions causing ponding upstream), and there is sufficient factual data to support the conclusions of the submitted plan.***

RESPONSE: The Applicant's proposed stormwater detention and treatment design will include a public storm treatment/detention system consisting of LIDA storm planters for treatment and detention within the Satter Street right-of-way. The Applicant is also proposing to install individual LIDA planters on each lot for the future homes according to City requirements. All proposed storm drainage improvements are included on the utility plan Sheet 11 of the land use application.

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

RESPONSE: The applicant will establish utility easements as determined by the City Engineer and shown on the preliminary plat. All required easements will be recorded with the recording of the final plat.

J. Supplemental provisions.

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

RESPONSE: The proposed subdivision does not impact any wetlands. The site does contain the presence of a headwater to a small ephemeral stream on the southern edge of the property. As part of the submitted application materials, the applicant has provided a Phase I Environmental review for the property, as well as a wetland delineation report. An electronic copy of the wetland delineation report has been sent to Oregon Department of State Lands.

As part of the proposed development, the Applicant is proposing to route some utilities (i.e. stormwater and sewer) through the protected corridor and will provide impact mitigation as required by the City.

- 2. Willamette and Tualatin Greenways. The Willamette and Tualatin River Greenways shall be protected as required by Chapter 28 CDC, Willamette and Tualatin River Protection.**

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

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

RESPONSE: There are no existing street trees along the sites frontage of Weatherhill Road. The applicant will install street trees as a component of the frontage improvements on Weatherhill Road, as well as along both sides of Satter Street with the extension of the street through the site.

- 4. Lighting. All subdivision street or alley lights shall meet West Linn Public Works Design Standards.**

RESPONSE: The applicant proposes to install new light fixtures along both the sites Weatherhill Rd. frontage, as well as along Satter St. with the extension of the street through the site. All required street lights will provide adequate lighting per current City standards. A photometric plan has been provided for review.

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

RESPONSE: As mentioned previously, the applicant will be dedicating 13-feet of right-of-way along the sites Weatherhill Rd. frontage. Additionally, right-of-way will be dedicated for the extension of Satter St. through the site in accordance with city standards and specifications.

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

RESPONSE: The Applicant's proposal complies with the above criterion because all new utility services are proposed to be located underground as part of the subdivision. With the exception of standard above-grade equipment, all services will be located underground pursuant to city standards and specifications.

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

RESPONSE: The R-7 zone permits a maximum density of 6.4 dwelling units per net acre. Net acre is defined as "the total gross acres less the public right-of-way and other acreage deductions, as applicable. The net acreage of this site after removal of dedicated right-of-way is 86,255 sq. ft. or 1.98 acres. At 6.4 dwelling units per net acre, the maximum number of dwelling units on this site is 12.32. This proposal is for a 12-lot subdivision. The proposed density for the site is within 70 percent of the maximum allowable density. The requirements of this section have been satisfied.

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

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

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

RESPONSE: The applicant has inventoried all trees on site and has consulted with the City’s arborist to determine which trees on site are significant. The applicant is proposing tree preservation consistent with these requirements, as detailed in the tree protection plan (Sheet 3). The trees identified as significant on this site will be retained with the development of the subdivision.

CHAPTER 92 REQUIRED IMPROVEMENTS FOR ALL DEVELOPMENT

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

A. Streets within subdivisions.

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

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

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

RESPONSE: No vacation proceedings are being requested by the Applicant, nor are they being required by the City for the proposed 12-lot subdivision. All proposed streets within the subdivision, will be graded for the full right-of-way width and improved to the City’s permanent improvement standards

and specifications which include sidewalks and bicycle lanes, unless the decision-making authority determines otherwise.

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

RESPONSE:

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

RESPONSE: There are not collector streets abutting the proposed subdivision, therefore, the above criterion does not apply to the Applicant's request.

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

RESPONSE: All required monuments will be installed with the development of the subdivision consistent with the City Standards and Specification pursuant to the above criterion.

- E. Storm detention and treatment. For Type I, II and III lands (refer to definitions in Chapter 02 CDC), a registered civil engineer must prepare a storm detention and treatment plan, at a scale sufficient to evaluate all aspects of the proposal, and a statement that demonstrates:**
- 1. The location and extent to which grading will take place indicating general contour lines, slope ratios, slope stabilization proposals, and location and height of retaining walls, if proposed.**
 - 2. All proposed storm detention and treatment facilities comply with the standards for the improvement of public and private drainage systems located in the West Linn Public Works Design Standards.**
 - 3. There will be no adverse off-site impacts, including impacts from increased intensity of runoff downstream or constrictions causing ponding upstream.**
 - 4. There is sufficient factual data to support the conclusions of the plan.**

5. *Per CDC 99.035, the Planning Director may require the information in subsections (E)(1), (2), (3) and (4) of this section for Type IV lands if the information is needed to properly evaluate the proposed site plan.*

RESPONSE: The subject property does not contain any Type I, II, III and/or IV lands per the City's definitions in Chapter 02 of the CDC. As such, the above criteria do not apply to the Applicant's proposal.

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

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

RESPONSE: As mentioned previously in this narrative, the sanitary sewer lines will be installed to meet all City Standards and Specifications to serve the subdivision. As part of the submitted application materials, the Applicant has provided a detailed composite utility plan on Sheet 11 of the plan set that shows the line sizing and location for the proposed sewer lines.

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

RESPONSE: As mentioned previously in this narrative, the water lines will be installed to meet all City Standards and Specifications to serve the subdivision. As part of the submitted application materials, the Applicant has provided a detailed composite utility plan on Sheet 11 of the plan set that shows the line sizing and location for the proposed water lines. Prior to starting building construction, the Applicant will work with the City's Engineering and Fire Departments to assure the design for the water

system takes into account provisions for extension beyond the subdivision and to adequately grid the City system. Hydrant spacing will also be addressed at that time to make sure they are located in an accessible area pursuant to City Standards.

H. Sidewalks.

- 1. Sidewalks shall be installed on both sides of a public street and in any special pedestrian way within the subdivision, except that in the case of primary or secondary arterials, or special type industrial districts, or special site conditions, the Planning Commission may approve a subdivision without sidewalks if alternate pedestrian routes are available. In the case of the double-frontage lots, provision of sidewalks along the frontage not used for access shall be the responsibility of the developer. Providing front and side yard sidewalks shall be the responsibility of the land owner at the time a request for a building permit is received. Additionally, deed restrictions and CC&Rs shall reflect that sidewalks are to be installed prior to occupancy and it is the responsibility of the lot or homeowner to provide the sidewalk, except as required above for double-frontage lots.**
- 2. On local streets serving only single-family dwellings, sidewalks may be constructed during home construction, but a letter of credit shall be required from the developer to ensure construction of all missing sidewalk segments within four years of final plat approval pursuant to CDC [91.010\(A\)\(2\)](#).**
- 3. The sidewalks shall measure at least six feet in width and be separated from the curb by a six-foot minimum width planter strip. Reductions in widths to preserve trees or other topographic features, inadequate right-of-way, or constraints, may be permitted if approved by the City Engineer in consultation with the Planning Director.**
- 4. Sidewalks should be buffered from the roadway on high volume arterials or collectors by landscape strip or berm of three and one-half-foot minimum width.**
- 5. The City Engineer may allow the installation of sidewalks on one side of any street only if the City Engineer finds that the presence of any of the factors listed below justifies such waiver:**
 - a. The street has, or is projected to have, very low volume traffic density;**
 - b. The street is a dead-end street;**
 - c. The housing along the street is very low density; or**
 - d. The street contains exceptional topographic conditions such as steep slopes, unstable soils, or other similar conditions making the location of a sidewalk undesirable.**

RESPONSE: The Applicant will be installing a sidewalk along the sites Weahterhill Rd. frontage, as well as along both sides of Satter Street with the extension of the street through the site. All proposed and required sidewalks will be installed pursuant to the City’s design standards and specifications. Should the developer choose to install the sidewalks with the construction of the homes, then a letter of credit

will be provided to the City to ensure construction of all missing sidewalks within four years of the final plat approval.

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

RESPONSE: Per the City's Transportation System Plan (TSP) there are no bicycle routes identified, either existing or planned, for the subject property.

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

RESPONSE: All required street signs, whether street names or traffic control signs, will be installed pursuant to the City's Standards and Specifications as outlined in the above criterion. The Applicant is agreeable to paying the installation costs associated with the installation of the required signage.

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

RESPONSE: The Applicant is proposing the terminate Weatherhill Rd. in a "stubbed" street design. A barricade will be installed at the end of the street and any required signage will be installed consistent with the City's development codes.

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

RESPONSE: No public facilities are being proposed as part of this development request, therefore, the above criterion does not apply to the Applicant's proposal.

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

RESPONSE: All required street lights will be installed and will be served from an underground source of supply. All required street lighting will meet IES lighting standards and the street light will be the "shoe-box" style light (i.e. flat lens).

- N. Utilities. The developer shall make necessary arrangements with utility companies or other persons or corporations affected for the installation of underground lines and facilities.***

Electrical lines and other wires, including but not limited to communication, street lighting, and cable television, shall be placed underground.

RESPONSE: Consistent with the above criterion, the Applicant's developer will make all necessary arrangements with the franchised utility companies or other persons or corporations affected for the installation of underground lines and facilities. Electrical lines and other wires, including but not limited to communication, street lighting, and cable television, will be placed underground as required by the City's Community Development Code (CDC).

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

RESPONSE: All curb cuts and driveway installations will be installed at the time buildings are constructed on the lots. However, should the developer decide to install some curb cuts and driveways at the time of street construction, then, if installed, they will be installed according to City standards.

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

RESPONSE: The Applicant agrees to install all required street trees pursuant to the above criterion by working with the City's Parks and Recreation Department to obtain the necessary street trees. Additionally, the Applicant is agreeable to paying the fees set by resolution of the City Council for providing and maintain the requires street trees.

Q. Joint mailbox facilities *shall be provided in all residential subdivisions, with each joint mailbox serving at least two, but no more than eight, dwelling units. Joint mailbox structures shall be placed in the street right-of-way adjacent to roadway curbs. Proposed locations of joint mailboxes shall be designated on a copy of the tentative plan of the subdivision, and shall be approved as part of the tentative plan approval. In addition, sketch plans for the joint mailbox structures to be used shall be submitted and approved by the City Engineer prior to final plat approval.*

RESPONSE: The Applicant will work with the US Postal Service (USPS) to identify a strategic location for two (2) joint mailbox facilities to serve the proposed 12-lot subdivision. The joint mailbox facilities will be installed in the street right-of-way adjacent to the roadway curbs. As part of the tentative plan approval, the Applicant requests, as a condition of any final approval, that the required sketch plans for the joint mailbox structures to be used shall be submitted and approved by the City Engineer prior to final plat approval.

92.030 IMPROVEMENT PROCEDURES

In addition to other requirements, improvements installed by the developer, either as a requirement of these regulations or at the developer's own option, shall conform to the requirements of this title and

permanent improvement standards and specifications adopted by the City and shall be installed in accordance with the following procedure:

- A. Improvement work shall not be commenced until plans have been checked for adequacy and approved by the City. To the extent necessary for evaluation of the proposal, the improvement plans may be required before approval of the tentative plan of a subdivision or partition. Plans shall be prepared in accordance with the requirements of the City.*

- B. Improvement work shall not be commenced until the City has been notified in advance, and if work has been discontinued for any reason, it shall not be resumed until the City has been notified.*

- C. Improvements shall be constructed under the Engineer. The City may require changes in typical sections and details in the public interest if unusual conditions arise during construction to warrant the change.*

- D. All underground utilities, sanitary sewers, and storm drains installed in streets by the subdivider or by any utility company shall be constructed prior to the surfacing of the streets. Stubs for service connections for underground utilities and sanitary sewers shall be placed to a length obviating the necessity for disturbing the street improvements when service connections are made.*

- E. A digital and mylar map showing all public improvements as built shall be filed with the City Engineer upon completion of the improvements.*

RESPONSE: All requirements and improvements installed by the developer, either as a requirement of the City’s CDC regulations or at the developer’s own option, will conform to the requirements of this title and permanent improvement standards and specifications adopted by the City and will be installed in accordance with the above procedures. The Applicant is agreeable, as a condition of any final approval, that all improvements be installed in accordance with all City standards and specifications adopted by the City.

SUMMARY AND CONCLUSION

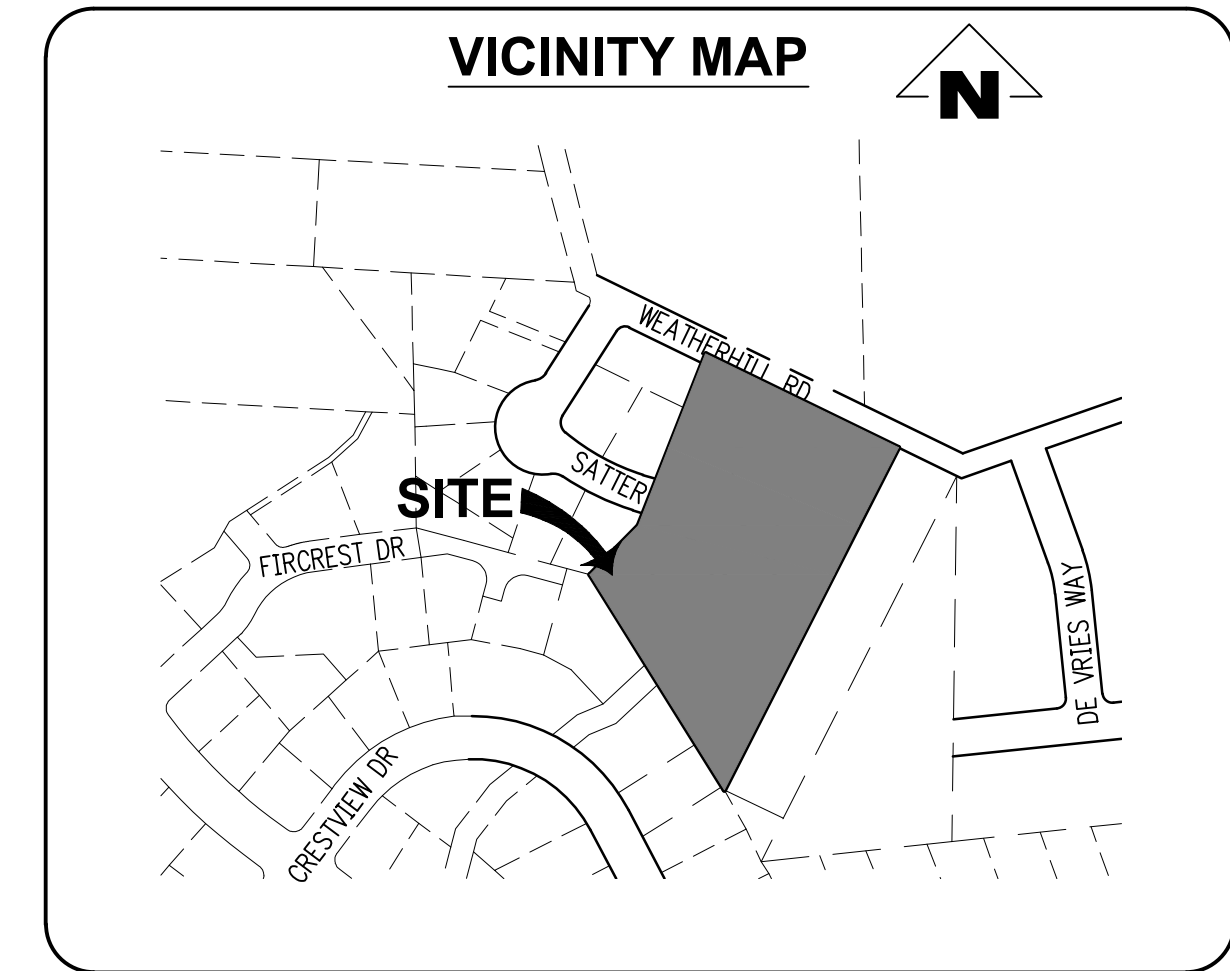
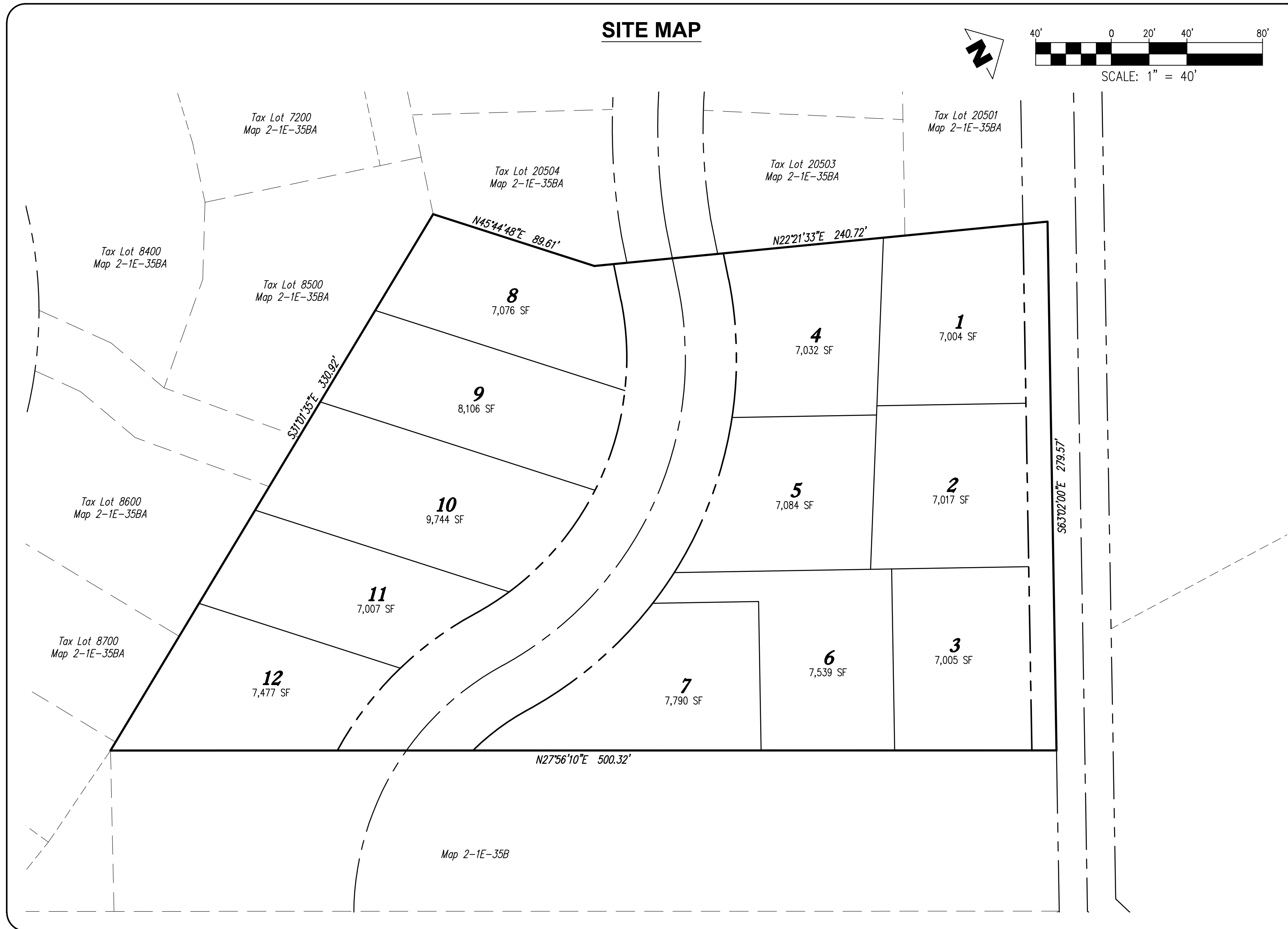
Based upon the application materials submitted herein, the Applicant respectfully requests approval from the City’s Planning Department of this application for a 12-lot residential subdivision.

WEATHERHILL ROAD SUBDIVISION

12 LOT SUBDIVISION NW 1/4 SECTION 13, T. 3S, R. 1W, W.M. CITY OF WEST LINN, OREGON

GENERAL LEGEND

	LANDSCAPE HEDGE
	FLOW LINE
	FENCE
	EXISTING MAJOR CONTOUR LINE
	EXISTING MINOR CONTOUR LINE
	PROPOSED MAJOR CONTOUR LINE
	PROPOSED MINOR CONTOUR LINE
	SIGNIFICANT RESOURCE OVERLAY ZONE (SROZ)
	SANITARY SEWER LINE
	STORM DRAIN LINE
	GAS LINE
	WATER LINE
	OVERHEAD UTILITIES LINE
	UNDERGROUND UTILITIES LINE
	COMMUNICATIONS LINE
	ELECTRIC LINE
	FIRE HYDRANT
	AIR RELEASE
	WATER BLOWOFF
	WATER METER/SERVICE
	WATER VAULT
	IRRIGATION SPRINKLER HEAD
	CULVERT / OUTFALL
	STORM DRAIN MANHOLE
	CATCH BASIN / AREA DRAIN
	SANITARY SEWER MANHOLE
	UTILITY MANHOLE
	UTILITY CLEAN OUT
	UTILITY VALVE
	UTILITY POLE
	UTILITY GUY POLE
	UTILITY GUY WIRE
	UTILITY/LIGHT POLE
	LIGHT POLE
	LIGHT POLE WITH ARM
	LIGHT SIGNAL JUNCTION BOX
	JUNCTION BOX
	ELECTRIC METER/SERVICE
	ELECTRIC PEDESTAL
	ELECTRIC VAULT
	TELEPHONE MANHOLE
	COMMUNICATIONS PEDESTAL
	COMMUNICATIONS VAULT
	GAS METER/SERVICE
	GAS PEDESTAL
	DECIDUOUS TREE
	EVERGREEN TREE
	SIGN POST
	MAILBOX
	SIDEWALK TO BE INSTALLED AT TIME OF STREET CONSTRUCTION



DRAWING INDEX

SHEET NUMBER	SHEET TITLE
1	COVER SHEET
2	EXISTING CONDITIONS, DEMOLITION, & PH 1 EROSION CONTROL PLAN
3	TREE PRESERVATION PLAN
4	TREE PRESERVATION DETAILS
5	SLOPE ANALYSIS PLAN
6	PRELIMINARY PLAT
7	PRELIMINARY SITE PLAN
8	SATTER STREET PLAN, PROFILE, AND STORM LINE
9	WEATHERHILL ROAD PLAN, PROFILE, AND STORM LINE
10	PHASE 2 GRADING & EROSION CONTROL PLAN
11	COMPOSITE UTILITY PLAN

ENGINEER'S NOTE TO CONTRACTOR

THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITIES OR STRUCTURES SHOWN ON THESE PLANS ARE OBTAINED BY A SEARCH OF AVAILABLE RECORDS. TO THE BEST OF OUR KNOWLEDGE, THERE ARE NO EXISTING UTILITIES EXCEPT THOSE SHOWN ON THESE PLANS. THE CONTRACTOR IS REQUIRED TO TAKE DUE PRECAUTIONARY MEASURES TO PROTECT THE UTILITY LINES SHOWN ON THESE DRAWINGS. THE CONTRACTOR FURTHER ASSUMES ALL LIABILITY AND RESPONSIBILITY FOR THE UTILITY PIPES, CONDUITS OR STRUCTURES SHOWN OR NOT SHOWN ON THESE DRAWINGS.

THE CONTRACTOR AGREES THAT HE SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR THE JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY; THAT THIS SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS; AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE OWNER AND THE ENGINEER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPT FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER OR THE ENGINEER.

CONTRACTOR SHALL VERIFY ALL CONDITIONS AND DIMENSIONS AND SHALL REPORT ANY DISCREPANCIES TO THE ENGINEER PRIOR TO THE COMMENCEMENT OF WORK.

BENCHMARK INFORMATION

THE DATUM FOR THIS SURVEY IS BASED UPON OREGON REAL-TIME GNSS NETWORK (ORGN).

DATUM = NAVD 88

SITE DATA

AREA:	2.57 Ac.
ZONING:	R-7
TAX MAP:	T2SR1E35B
TAX LOT:	405
NO. OF LOTS:	12

NOTICE TO EXCAVATORS:
ATTENTION: OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN OAR 952-001-0010 THROUGH OAR 952-001-0090. YOU MAY OBTAIN COPIES OF THE RULES BY CALLING THE CENTER.
(NOTE: THE TELEPHONE NUMBER FOR THE OREGON UTILITY NOTIFICATION CENTER IS (503)-232-1987.)

POTENTIAL UNDERGROUND FACILITY OWNERS

Dig Safely.

Call the Oregon One-Call Center
DIAL 811 or 1-800-332-2344

EMERGENCY TELEPHONE NUMBERS

NW NATURAL GAS	503-226-4211 Ext.4313
M-F 7am-6pm	503-226-4211
AFTER HOURS	503-226-4211
PGE	503-464-7777
CENTURY LINK	1-800-491-0118
FRONTIER	1-800-921-8101
CITY OF WEST LINN PUBLIC WORKS	503-635-0238

PROJECT CONTACTS

APPLICANT:

ROD FREISEN
22870 WEATHERHILL, LLC
WEST LINN, OR 97068
(971) 235-3314
ROD.FRIESEN@FRONTIER.COM

OWNER:

22870 WEATHERHILL, LLC
PARTNERSHIP ADMINISTRATOR:
ROD FREISEN
(971) 235-3314

LAND USE, CIVIL ENGINEER AND SURVEYOR:

EMERIO DESIGN, LLC
6445 SW FALLBROOK PL, SUITE 100
BEAVERTON, OR 97008
LAND USE CONTACT: STEVE MILLER
ENGINEER CONTACT: ERIC EVANS
SURVEYOR CONTACT: KING PHELPS
(503) 746-8812 (P)
(503) 639-9592 (F)

** LOTS 4 THROUGH 12 TO BE CONSTRUCTED WITH FIRE SPRINKLERS UNLESS SATTER STREET IS CONNECTED THROUGH FROM THE EAST PRIOR TO HOME OCCUPANCY.

22870 S WEATHERHILL ROAD

TAX MAP T2S R1E 35B
TAX LOT 405
WEST LINN, OREGON

COVER SHEET

REVISIONS

NO.	DATE	DESCRIPTION
0	7/2018	1ST SUBMITTAL

EMERIO Design

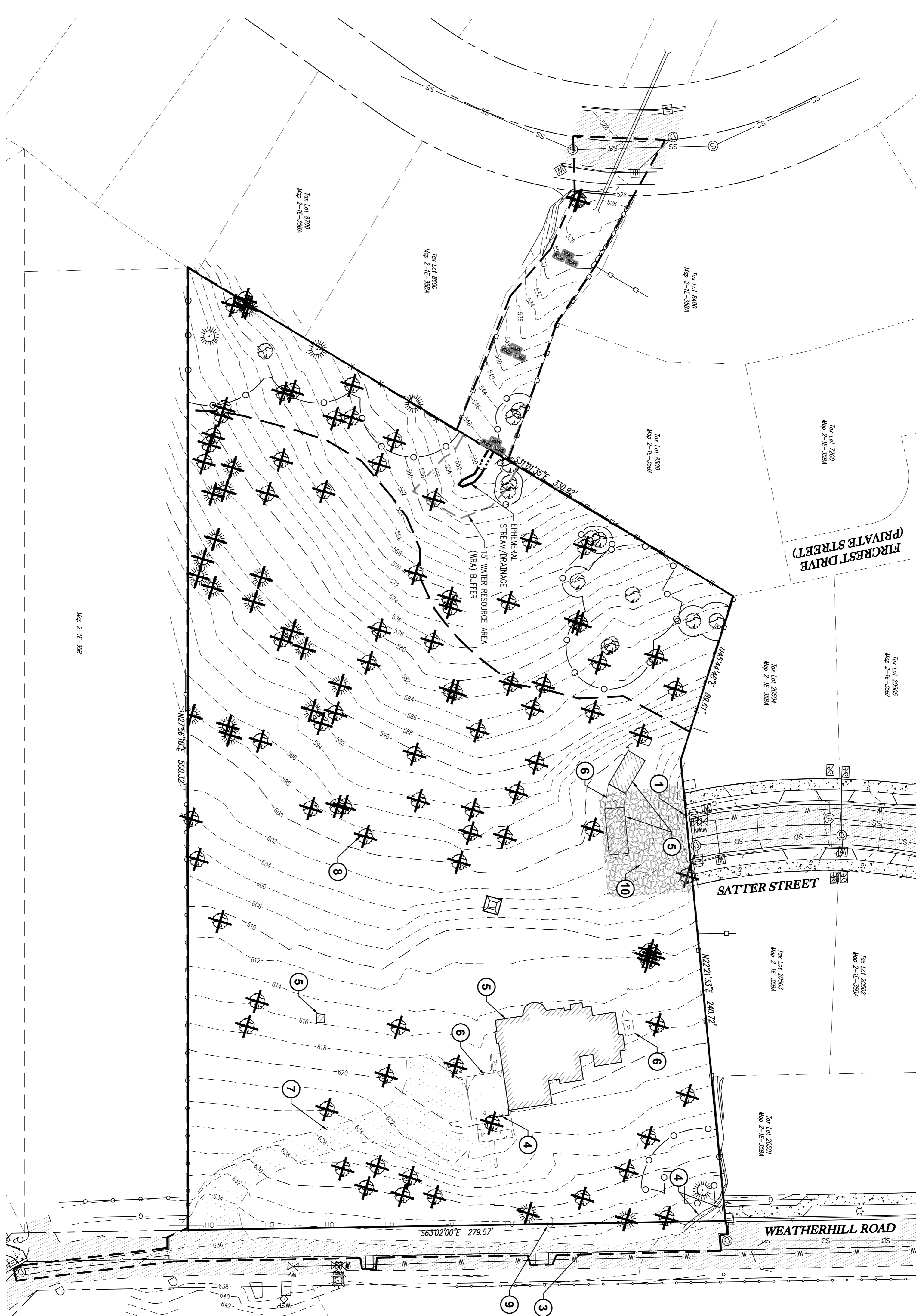
6445 SW FALLBROOK PLACE, SUITE 100
BEAVERTON, OREGON 97008
TEL: (503) 746-8812
FAX: (503) 639-9592
www.emeriodesign.com

SHEET

1

OF

11



DEMOLITION KEY NOTES

- 1 REMOVE EXISTING END OF ROAD SIGN.
- 2 REMOVE END OF SANITARY LINE AND REMOVE EXISTING PUMP. CONTRACTOR TO NOTIFY ENGINEER IF EXISTING SANITARY INVERT ELEVATION IS DIFFERENT THAN SHOWN ON THESE PLANS.
- 3 SAWCUT AND REMOVE EXISTING AC.
- 4 REMOVE EXISTING WALL.
- 5 REMOVE EXISTING BUILDING/STRUCTURE.
- 6 REMOVE EXISTING CONCRETE AREAS.
- 7 REMOVE EXISTING AC DRIVEWAY.
- 8 REMOVE EXISTING TREE (TRP.). SEE SHEET 3 & 4 FOR DETAILED TREE PLANS.
- 9 REMOVE EXISTING POWER POLE. POWER TO BE UNDERGROUND.
- 10 INSTALL CONSTRUCTION ENTRANCE.

GENERAL NOTES:

- A. SEE SHEETS 3 AND 4 FOR TREE PRESERVATION PLAN, TREE PROTECTION TO BE INSTALLED BEFORE ANY SITE DEMOLITION, GRUBBING, OR CLEARING.

LEGEND

- BOUNDARY OF SITE
- LIMITS OF CONSTRUCTION
- - - EXISTING FENCE
- - - SILT FENCE
- TREE PROTECTION FENCE

SURVEYOR'S NOTE

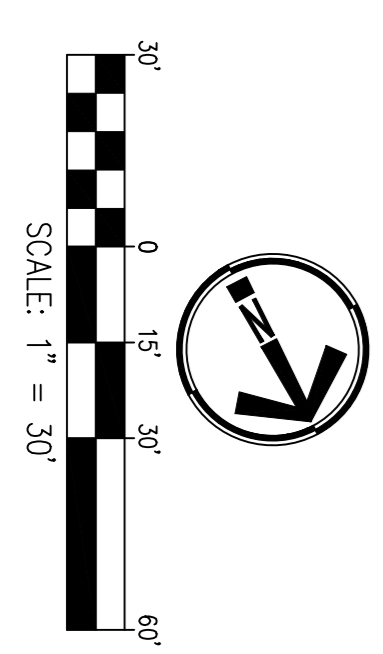
THE DATUM FOR THIS SURVEY IS BASED UPON OREGON REAL-TIME GNSS NETWORK (ORGN), NAD83. A TOPCON PS1048, TRIMBLE RS INSTRUMENTS WERE USED TO COMPLETE THIS SURVEY. BOUNDARIES WERE DRAWN PER PLAT AND MONUMENTS FOUND. NO PROPERTY CORNERS WERE SET IN THIS SURVEY. NO WARRANTIES ARE MADE AS TO MATTERS OF UNWRITTEN TITLE, SUCH AS ADVERSE POSSESSION, ESTOPPEL, ACQUESCENCE, ETC.

THE UNDERGROUND UTILITIES AS SHOWN ON THIS MAP HAVE BEEN LOCATED FROM FIELD SURVEY OF ABOVE GROUND STRUCTURES AND AS MARKED BY OTHERS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES ARE IN THE EXACT LOCATION INDICATED, ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES, SURFACE AND ENVIRONMENTAL CONDITIONS WERE NOT EXAMINED OR CONSIDERED AS A PART OF THIS SURVEY, NO STATEMENT IS MADE CONCERNING THE EXISTENCE OF UNDERGROUND OR OVERHEAD CONTAINERS OR FACILITIES THAT MAY AFFECT THE USE OR DEVELOPMENT OF THIS TRACT. THIS SURVEY DOES NOT CONSTITUTE A TITLE SEARCH BY SURVEYOR.

NO TITLE REPORT WAS SUPPLIED OR USED IN THE PREPARATION OF THIS MAP. THERE MAY EXIST EASEMENTS, CONDITIONS, OR RESTRICTIONS THAT COULD AFFECT THE TITLE OF THIS PROPERTY. NO ATTEMPT HAS BEEN MADE IN THIS SURVEY TO SHOW SUCH MATTERS THAT MAY AFFECT TITLE.

REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
JAMES A. EMERIO
EDWARD AND PHILIPS
2596



22870 S WEATHERHILL ROAD
TAX MAP T2S R1E 35B
TAX LOT 405
WEST LINN, OREGON

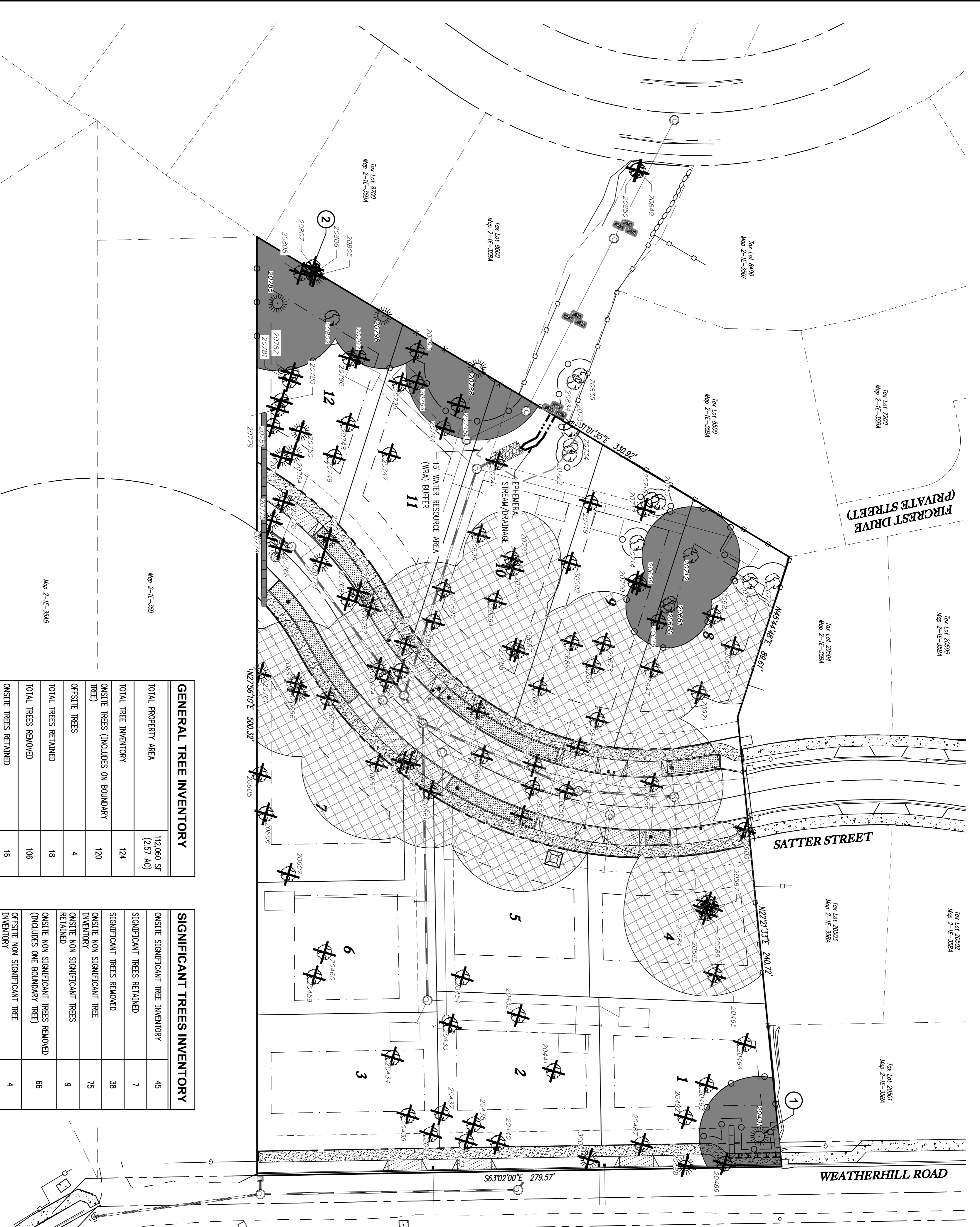
**EXISTING CONDITIONS,
DEMOLITION, & PH 1
EROSION CONTROL PLAN**

REVISIONS		
NO.	DATE	DESCRIPTION
0	7/2018	1ST SUBMITTAL

EMERIO
Design

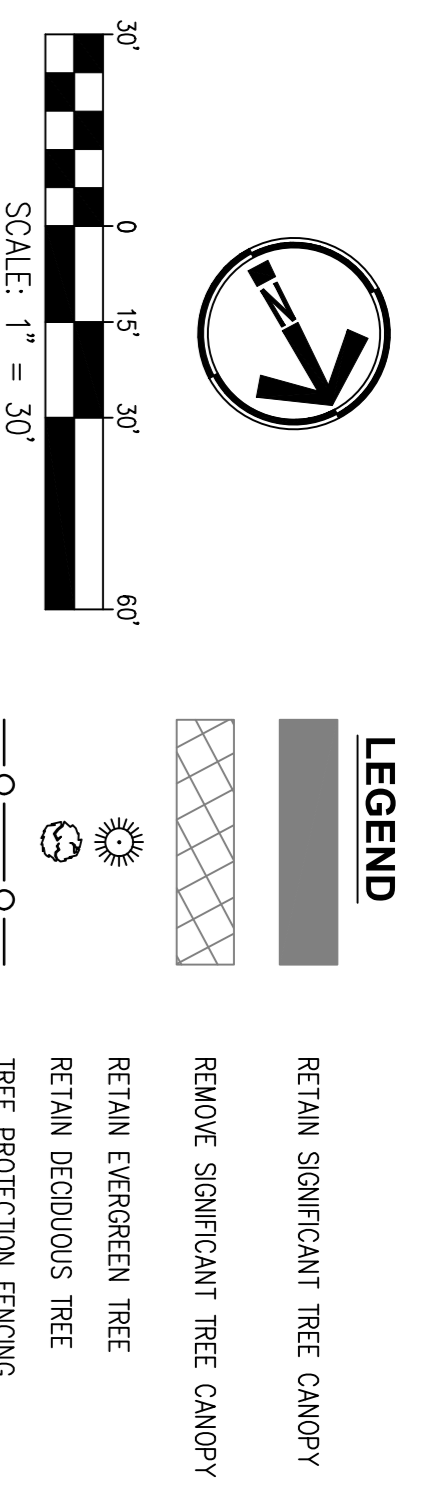
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SHEET
2
OF
11



GENERAL TREE INVENTORY	
TOTAL PROPERTY AREA	112,080 SF (2.57 AC)
TOTAL TREE INVENTORY	124
ONSITE TREES (INCLUDES ON BOUNDARY TREES)	120
OFFSITE TREES	4
TOTAL TREES RETAINED	18
TOTAL TREES REMOVED	106
ONSITE TREES RETAINED	16
OFFSITE TREES RETAINED	2

SIGNIFICANT TREES INVENTORY	
ONSITE SIGNIFICANT TREE INVENTORY	45
SIGNIFICANT TREES RETAINED	7
SIGNIFICANT TREES REMOVED	38
ONSITE NON SIGNIFICANT TREE INVENTORY	75
ONSITE NON SIGNIFICANT TREES RETAINED	9
ONSITE NON SIGNIFICANT TREES REMOVED (INCLUDES ONE BOUNDARY TREE)	66
OFFSITE NON SIGNIFICANT TREE INVENTORY	4
OFFSITE NON SIGNIFICANT TREES RETAINED	2
OFFSITE NON SIGNIFICANT TREES REMOVED	2
EXISTING SIGNIFICANT TREE CANOPY COVERAGE	50,265 SF
TREE PRESERVATION AREA PROVIDED (21.3% OF EXISTING SIGNIFICANT TREE CANOPY COVERAGE)	10,687 SF
TOTAL EXISTING SIGNIFICANT TREES IN TYPE I OR II AREA	0 SF



- GENERAL NOTES**
- REFER TO TREE PROTECTION NOTE 9 FOR SPECIAL PROTECTION NEEDED AT TREE #20491.
 - SEE ARBORIST REPORT FOR TREE #20807 REMOVAL NOTES.

- TREE PROTECTION NOTES**
- THE PROTECTION ZONE, THE STANDARD TREE PROTECTION ZONE (TPZ) FOR EACH TREE TO BE PROTECTED SHALL BE ESTABLISHED 1/2-FEET RADIUS PER INCH OF TRUNK DIAMETER FOR NON-SIGNIFICANT TREES AND AT THE DRILLPILE PLUS 10- FEET FOR SIGNIFICANT TREES. WHERE IMPASSIBLE BARRIERS (PLANTER BOX, UNDERGROUND UTILITIES AND MANHOLES, BLOCK WALL) MUST BE INSTALLED CLOSER TO THE TREES, PROTECTION FENCING MAY BE ESTABLISHED WITHIN THE TPZ IN ACCORDANCE WITH THE TREE PROTECTION PLAN.
 - PROTECTION FENCING, PROTECTION FENCING SHALL BE INSTALLED AS SPECIFIED ON THE TREE PRESERVATION PLAN BEFORE DEMOLITION, GRABBING, GRADING, OR CONSTRUCTION BEGINS. ALL TREES TO BE RETAINED SHALL BE PROTECTED BY SIX-FOOT-HIGH CHAIN LINK FENCES INSTALLED PER PLAN. PROTECTION FENCING SHALL BE SECURED BY TWO-INCH DIAMETER GALVANIZED IRON POSTS, DRIVEN TO A DEPTH OF AT LEAST TWO FEET, PLACED NO FURTHER THAN 10- FEET APART. IF FENCING IS LOCATED ON PAVEMENT, POSTS MAY BE SUPPORTED BY AN APPROPRIATE GRADE LEVEL CONCRETE BASE. PROTECTION FENCING SHALL REMAIN IN PLACE UNTIL FINAL INSPECTION OF THE PROJECT PERMIT, OR IN CONSULTATION WITH THE PROJECT ARBORIST.
 - STORAGE, AN 8X4 FT GINCH SIGN STATING, WARNING: TREE PROTECTION ZONE, SHALL BE DISPLAYED ON EACH PROTECTION FENCE AT ALL TIMES.
 - DESIGNATION OF CUT TREES, TREES TO BE REMOVED SHALL BE CLEARLY MARKED WITH CONSTRUCTION FLAGGING, TREE-MARKING PAINT, OR OTHER METHODS APPROVED IN ADVANCE BY THE PROJECT ARBORIST. TREES SHALL BE CAREFULLY REMOVED SO AS TO AVOID EITHER ABOVE OR BELOW GROUND DAMAGE TO THOSE TREES TO BE PRESERVED. ROOTS OF STUMPS THAT ARE ADJACENT TO RETAINED TREES SHALL BE CAREFULLY SEVERED PRIOR TO STUMP EXTRACTION.
 - PRECONSTRUCTION CONFERENCE, THE PROJECT ARBORIST SHALL BE ON SITE TO DISCUSS METHODS OF TREE REMOVAL AND TREE PROTECTION PRIOR TO ANY CONSTRUCTION.
 - VERIFICATION OF TREE PROTECTION MEASURES, PRIOR TO COMMENCEMENT OF CONSTRUCTION, THE PROJECT ARBORIST SHALL VERIFY IN WRITING TO THE CITY ARBORIST THAT TREE PROTECTION FENCING HAS BEEN SATISFACTORILY INSTALLED.
 - THE PROTECTION ZONE MAINTENANCE, THE PROTECTION FENCING SHALL NOT BE MOVED, REMOVED, OR ENTERED BY EQUIPMENT EXCEPT UNDER DIRECTION OF THE PROJECT ARBORIST, IN COORDINATION WITH THE CITY ARBORIST.
 - STORAGE OF MATERIAL OR EQUIPMENT, THE CONTRACTOR SHALL NOT STORE MATERIALS OR EQUIPMENT WITHIN THE TPZ.
 - ACTIVITY ADJACENT TO TREE #20491, THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH THE PROJECT ARBORIST IN A TIMELY MANNER PRIOR TO WORKING BREACH THE DRILLPILE OR THE #20491 DEMOLITION OF THE EXISTING ROCKET WALL AND EXCAVATION FOR CONSTRUCTION OF THE PROPOSED DECK. WORK SHALL BE PERFORMED UNDER THE DIRECT ON-SITE SUPERVISION OF THE PROJECT ARBORIST. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MONITORING AND DOCUMENT WORK SHALL NOT EXCEED 1-FOOT DEPTH. THE PROJECT ARBORIST SHALL MONITOR AND DOCUMENT WORK ASSESS EXPOSED ROOTS IN TERMS OF QUANTITY, SIZE, CONDITION, AND PROXIMITY TO TRUNK, DIRECT PRUNING OF NON-CRITICAL ROOTS, AND PROVIDE RECOMMENDATIONS FOR THE PROTECTION OF CRITICAL ROOTS. IF ANY ARE ENCOUNTERED, EACH SITE VISIT DURING CONSTRUCTION, SHALL BE DOCUMENTED BY THE PROJECT ARBORIST IN AN INSPECTION REPORT SUBMITTED TO THE CLIENT, CONTRACTOR AND CITY ARBORIST.
 - GROUND PRUNING, GROUND PRUNING MAY BE NEEDED TO PROVIDE OVERHEAD CLEARANCE AND REMOVED DEAD AND DETERIOR BRANCHES FOR SAFETY. PRUNING SHOULD BE PERFORMED IN ACCORDANCE WITH THE WEST LINN TREE TECHNICAL MANUAL, BEST MANAGEMENT PRACTICES FOR TREE PRUNING AND ANSI A300 STANDARDS, AND CONDUCTED BY A QUALIFIED TREE SERVICE.
 - QUALITY ASSURANCE, THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH THE PROJECT ARBORIST AS NEEDED, IN A TIMELY MANNER, PRIOR TO CONSTRUCTION ACTIVITIES THAT COULD ENDOANGOR ON PROTECTED TREES. THE PROJECT ARBORIST SHOULD MONITOR CONSTRUCTION ACTIVITIES AND PROGRESS ON-CALL AND PROVIDE WRITTEN REPORTS TO THE DEVELOPER AND THE CITY FOLLOWING EACH SITE VISIT.
 - FINAL REPORT, AFTER THE PROJECT HAS BEEN COMPLETED, THE PROJECT ARBORIST SHALL PROVIDE A FINAL REPORT TO THE CLIENT AND CITY ARBORIST. THE FINAL REPORT SHALL INCLUDE CONCERN ABOUT ANY TREES NEARLY IMPACTED DURING CONSTRUCTION AND DESCRIBE THE MEASURES NEEDED TO MAINTAIN AND PROTECT THE REMAINING TREES FOR A MINIMUM OF TWO YEARS AFTER PROJECT COMPLETION.

TREE PRESERVATION PLAN

22870 S WEATHERHILL ROAD
 TAX MAP T2S R1E 35B
 TAX LOT 405
 WEST LINN, OREGON

REVISIONS		
NO.	DATE	DESCRIPTION
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SHEET **3** OF **11**



MHA18060 22870 Weatherhill Road - Tree Data 9-26-18 Rev. 12-16-18.xlsx Page 1 of 3

Table with columns: No., Type, Common Name, Species Name, DBH*, C-Rad*, Cond*, Comments, Sig?, Treatment. Contains tree data for page 1.

Morgan Holen & Associates, LLC
Consulting Arborists and Urban Forest Management
3 Monroe Parkway, Suite P220, Lake Oswego, OR 97035
morgan.holen@comcast.net | 971.409.9354



MHA18060 22870 Weatherhill Road - Tree Data 9-26-18 Rev. 12-16-18.xlsx Page 2 of 3

Table with columns: No., Type, Common Name, Species Name, DBH*, C-Rad*, Cond*, Comments, Sig?, Treatment. Contains tree data for page 2.

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MHA18060 22870 Weatherhill Road - Tree Data 9-26-18 Rev. 12-16-18.xlsx Page 3 of 3

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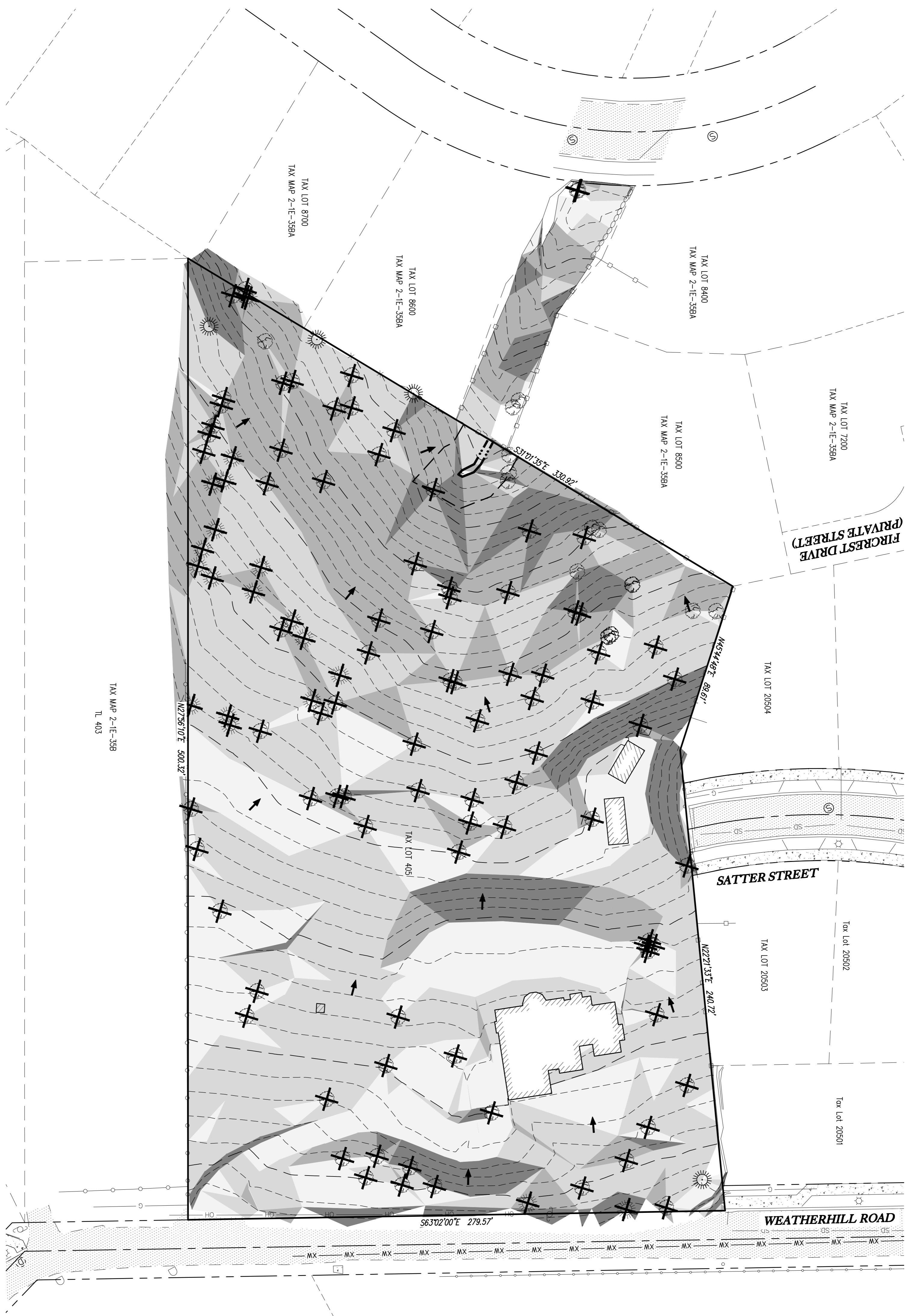
22870 S WEATHERHILL ROAD
TAX MAP T2S R1E 35B
TAX LOT 405
WEST LINN, OREGON

TREE PRESERVATION
DETAILS

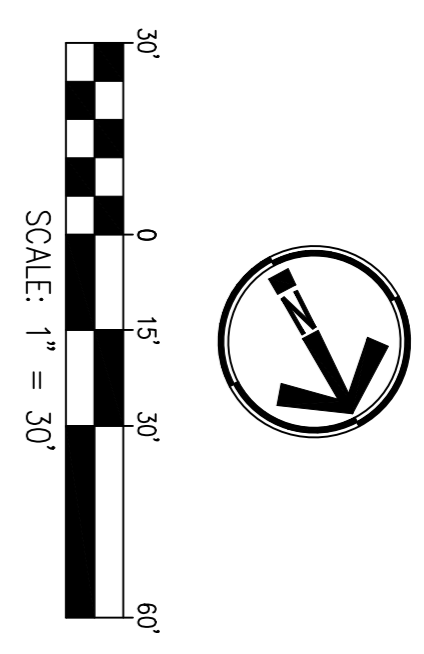
Table with columns: NO., DATE, DESCRIPTION. Contains revision information.

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FILE-P:\463-003_Weatherhill Road Phase 1\dwg\plan\463-003_04trees_Layer1 - 12/19/2018 9:03 AM, by: Jech, Jyrs



Slopes Table				
Number	Minimum Slope	Maximum Slope	Area	Color
1	0%	15%	23,980	Lightest Gray
2	15%	25%	53,565	Light Gray
3	25%	35%	26,099	Medium Gray
4	35%	-	12,308	Darkest Gray



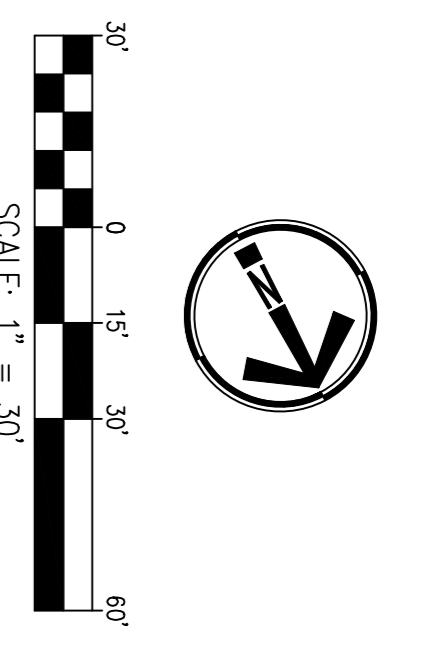
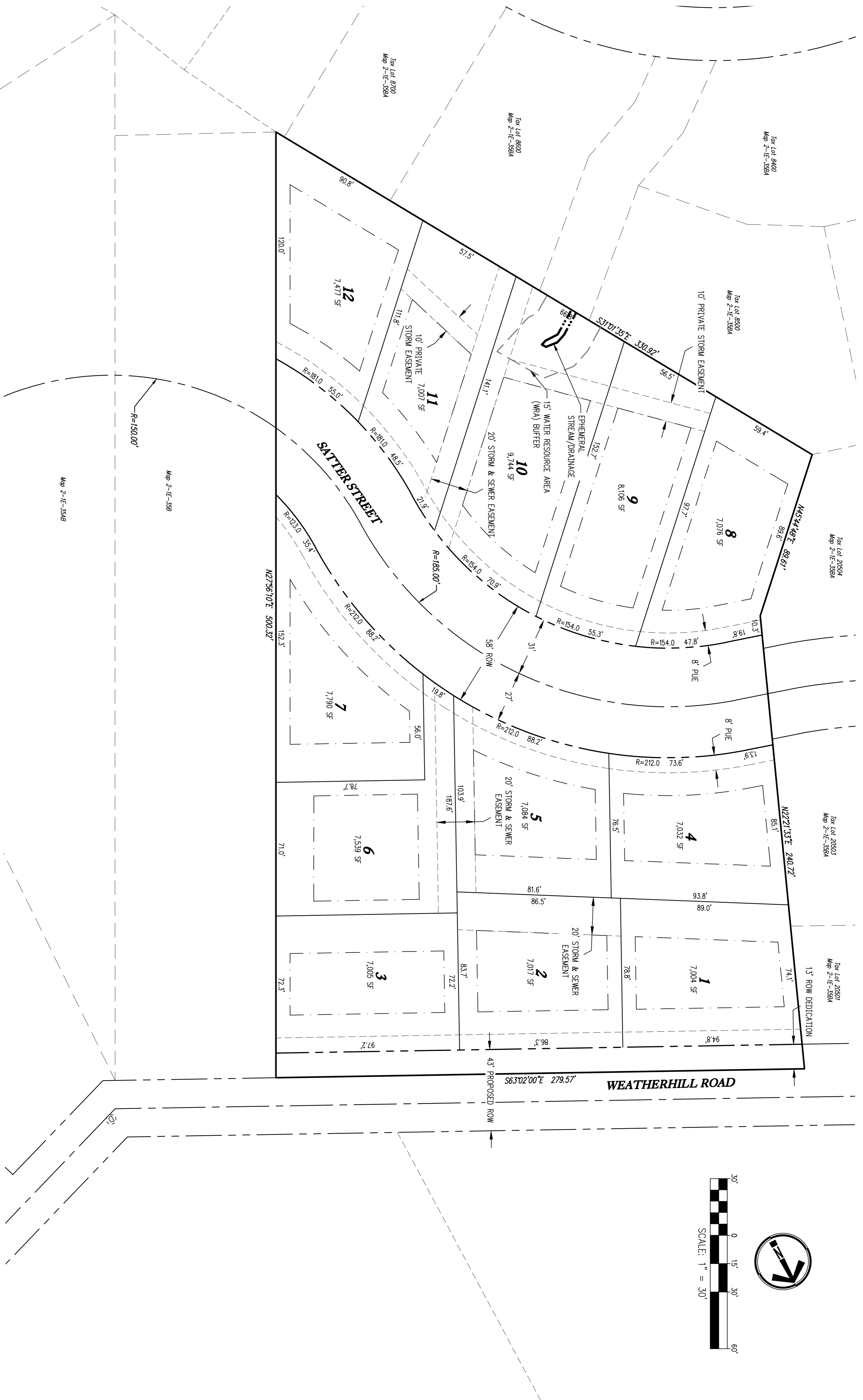
SHEET
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SLOPE ANALYSIS PLAN

22870 S WEATHERHILL ROAD
TAX MAP T2S R1E 35B
TAX LOT 405
WEST LINN, OREGON



LEGEND

- 6' P.U.E.
- SETBACK LINES
- BOUNDARY LINE
- RIGHT-OF-WAY LINE
- LOT LINE
- X-X-X- PROPOSED FENCE

PARCEL DATA

AREA:	2.57 AC.
ZONING:	R-7
TAX MAP:	251E 398
TAX LOTS:	0405
NO. OF LOTS:	12
PARCELS:	1

MINIMUM SETBACKS

FRONT:	20'
SIDE:	7.5'
STREET SIDE:	15'
GARAGE DOOR:	20'
REAR:	20'
MAX HEIGHT:	35'
MAX LOT COVERAGE:	35%
AVERAGE MIN LOT WIDTH:	35'

SITE DATA

ZONE:	R-7	TOTAL SITE AREA:	2.57 ACRES (112,090 SQ. FT.)
R.O.W. DEDICATION:	0.08 ACRES (3,626 SQ. FT.)	PUBLIC/Private STREET	0.51 ACRES (22,179 SQ. FT.)
12 LOTS/1 PARCEL		MINIMUM LOT SIZE:	7,004 SQ. FT.
		MAXIMUM LOT SIZE:	9,744 SQ. FT.
		AVG. LOT SIZE:	7,490 SQ. FT.

REVISIONS

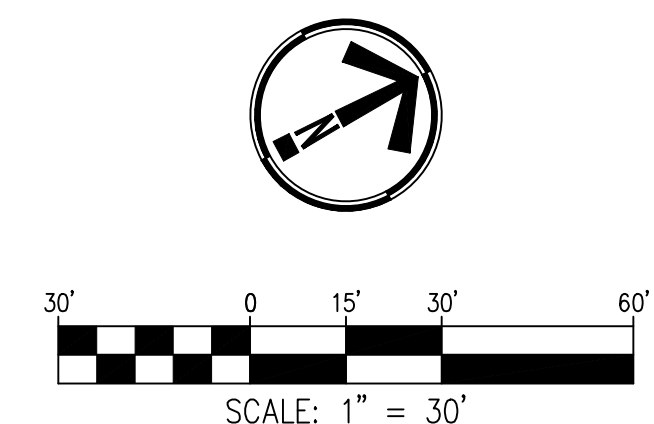
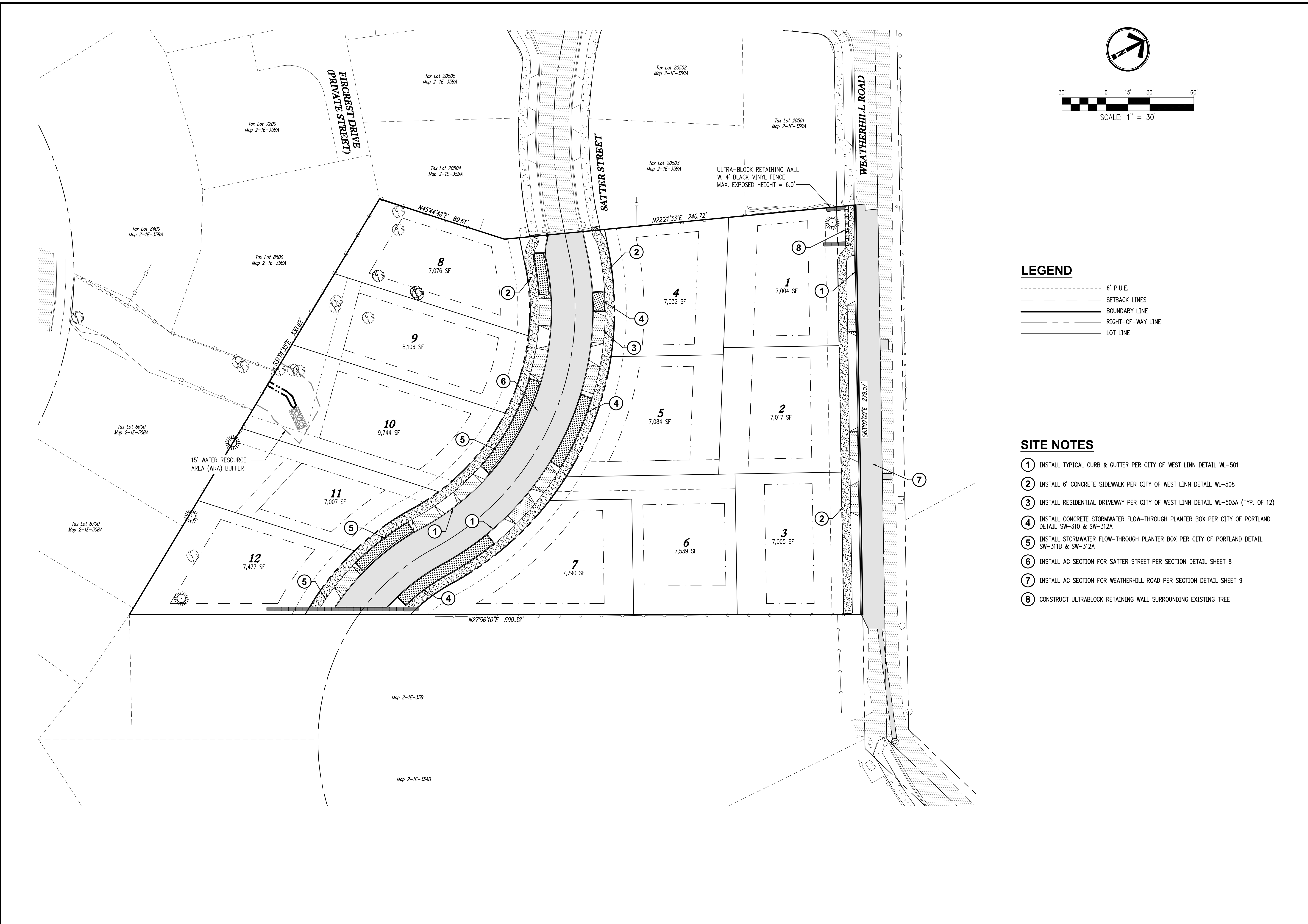
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PRELIMINARY PLAT

22870 S WEATHERHILL ROAD
TAX MAP T2S R1E 35B
TAX LOT 405
WEST LINN, OREGON

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 OF
11



LEGEND

- 6' P.U.E.
- - - - - SETBACK LINES
- BOUNDARY LINE
- RIGHT-OF-WAY LINE
- LOT LINE

SITE NOTES

- ① INSTALL TYPICAL CURB & GUTTER PER CITY OF WEST LINN DETAIL WL-501
- ② INSTALL 6" CONCRETE SIDEWALK PER CITY OF WEST LINN DETAIL WL-508
- ③ INSTALL RESIDENTIAL DRIVEWAY PER CITY OF WEST LINN DETAIL WL-503A (TYP. OF 12)
- ④ INSTALL CONCRETE STORMWATER FLOW-THROUGH PLANTER BOX PER CITY OF PORTLAND DETAIL SW-310 & SW-312A
- ⑤ INSTALL STORMWATER FLOW-THROUGH PLANTER BOX PER CITY OF PORTLAND DETAIL SW-311B & SW-312A
- ⑥ INSTALL AC SECTION FOR SATTER STREET PER SECTION DETAIL SHEET 8
- ⑦ INSTALL AC SECTION FOR WEATHERHILL ROAD PER SECTION DETAIL SHEET 9
- ⑧ CONSTRUCT ULTRABLOCK RETAINING WALL SURROUNDING EXISTING TREE

22870 S WEATHERHILL ROAD
 TAX MAP T2S R1E 35B
 TAX LOT 405
 WEST LINN, OREGON

PRELIMINARY SITE PLAN

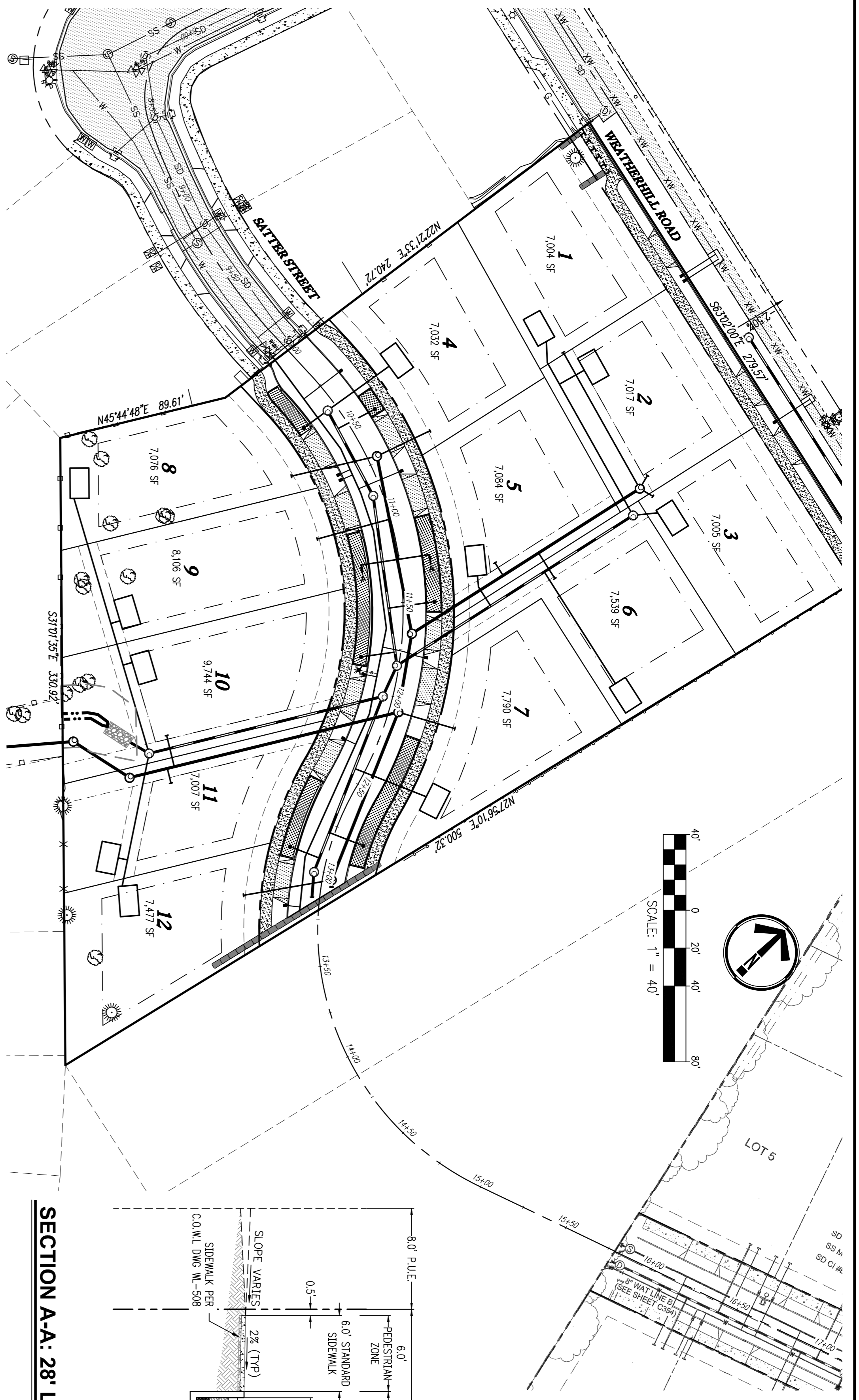
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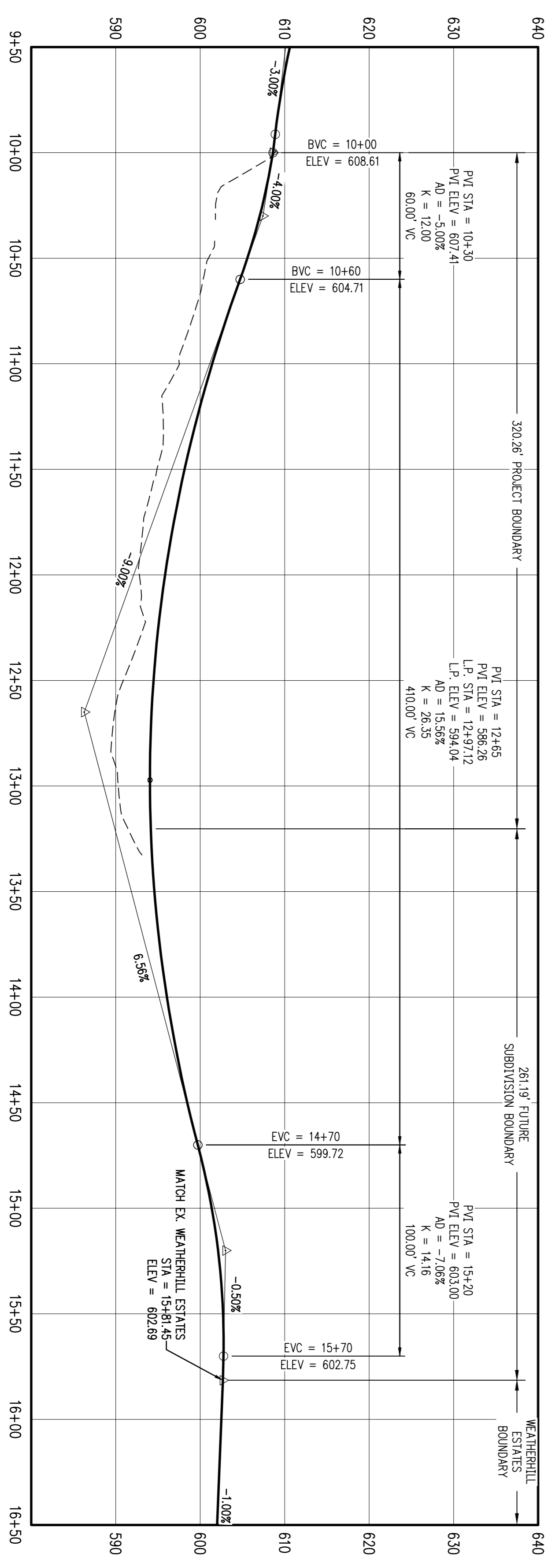
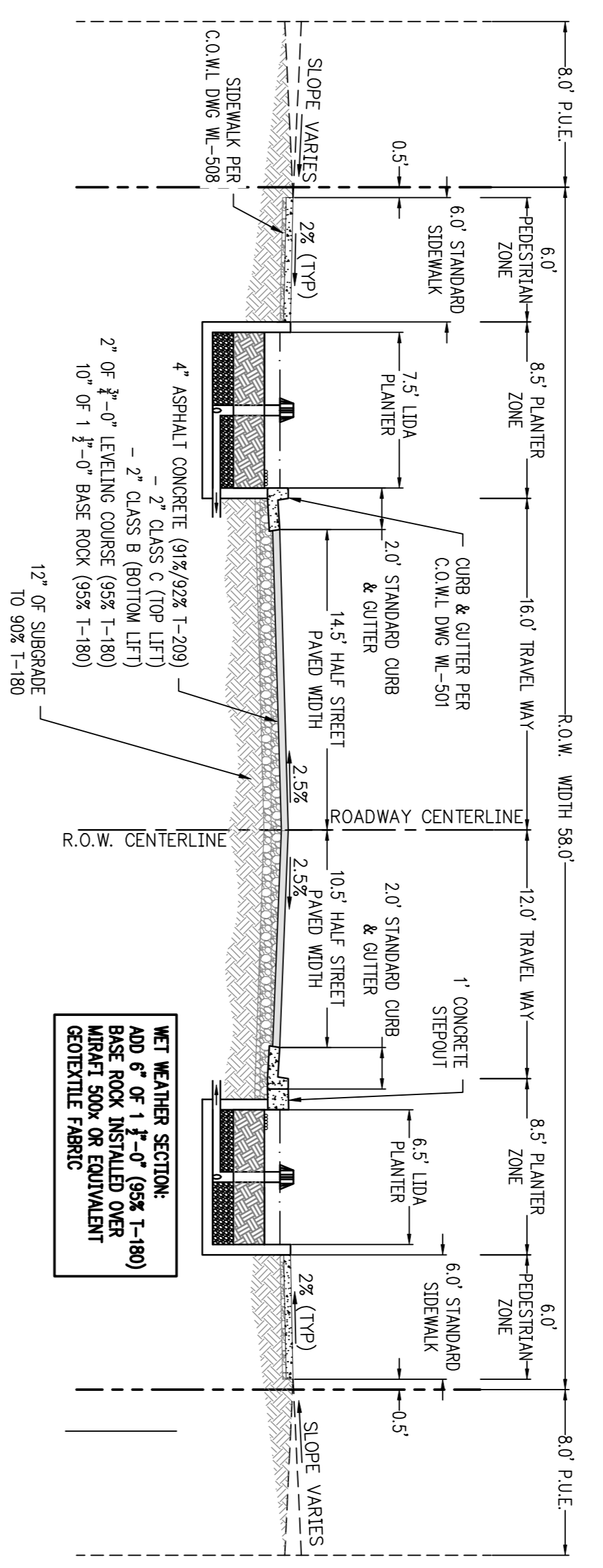
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FILE: P:\463-003 Weatherhill Road Phase 1.dwg | Jan 14 6:35 AM | 463-003_07site, Layout: 7 PRELIMINARY SITE PLAN, Plot Date: 12/19/2018 8:35 AM, by: Josh Myers



SATTER STREET PLAN
SCALE: 1"=40'

SECTION A-A: 28' LOCAL ROAD W/ DETACHED SIDEWALKS (LEFT & RIGHT) - TYPICAL SECTION
SCALE: N.T.S.



SATTER STREET PROFILE
SCALE: 1"=40' HORIZ. 1"=10' VERT.

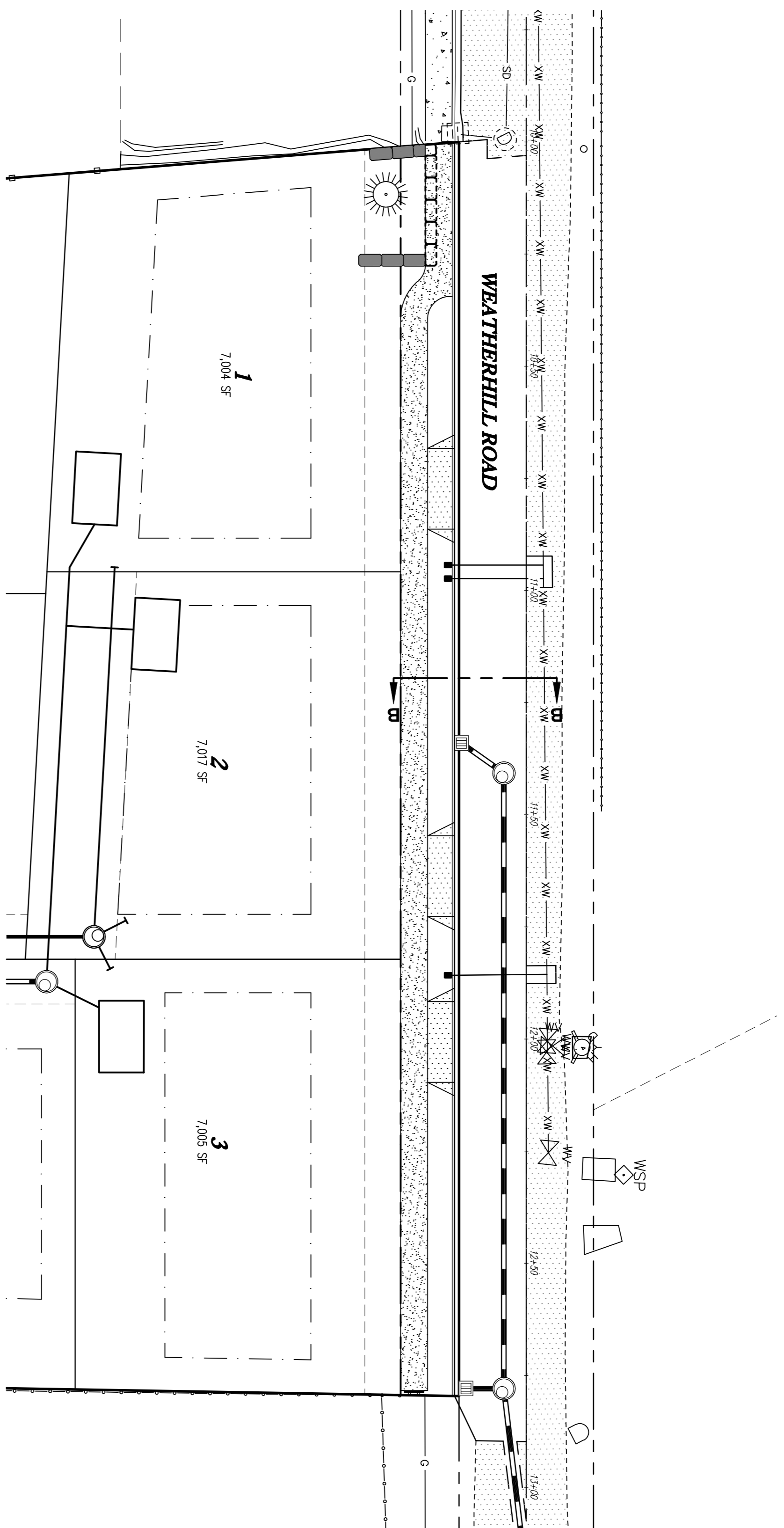
22870 S WEATHERHILL ROAD
TAX MAP T2S R1E 35B
TAX LOT 405
WEST LINN, OREGON

SATTER STREET PLAN, PROFILE, AND STORM LINE

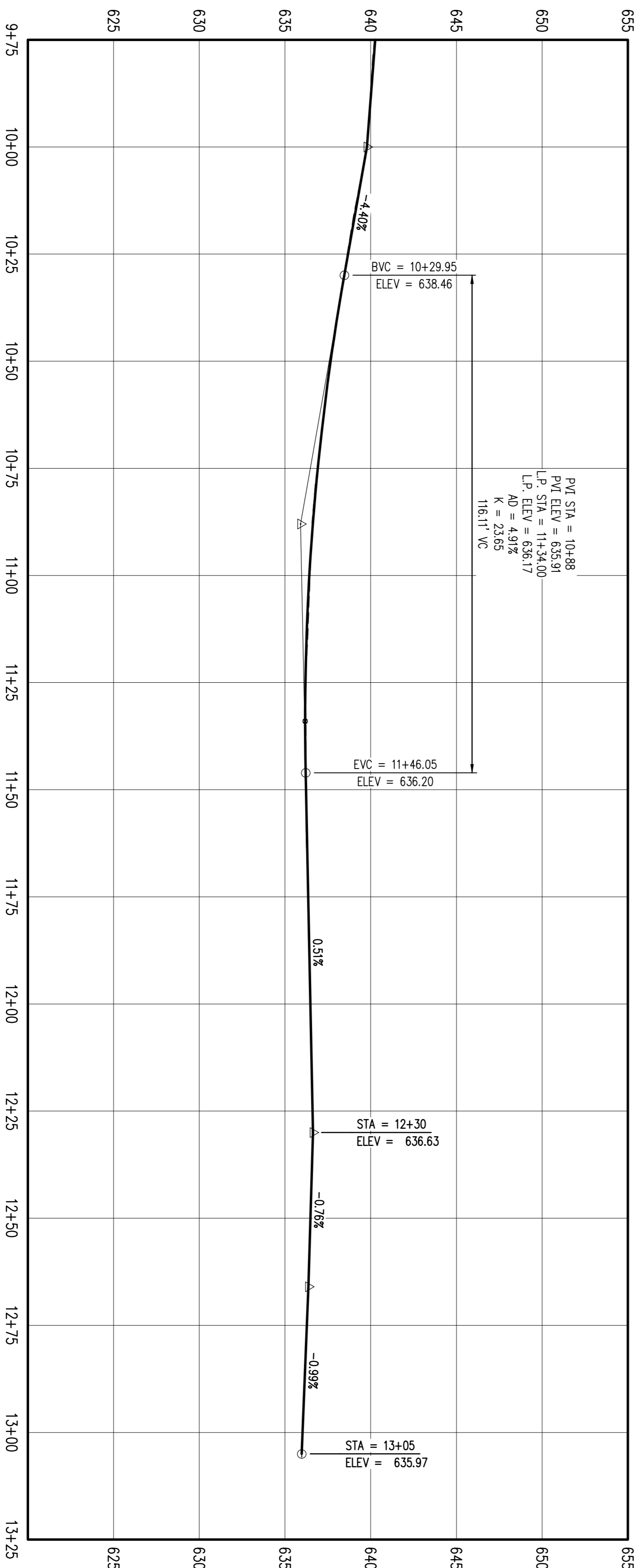
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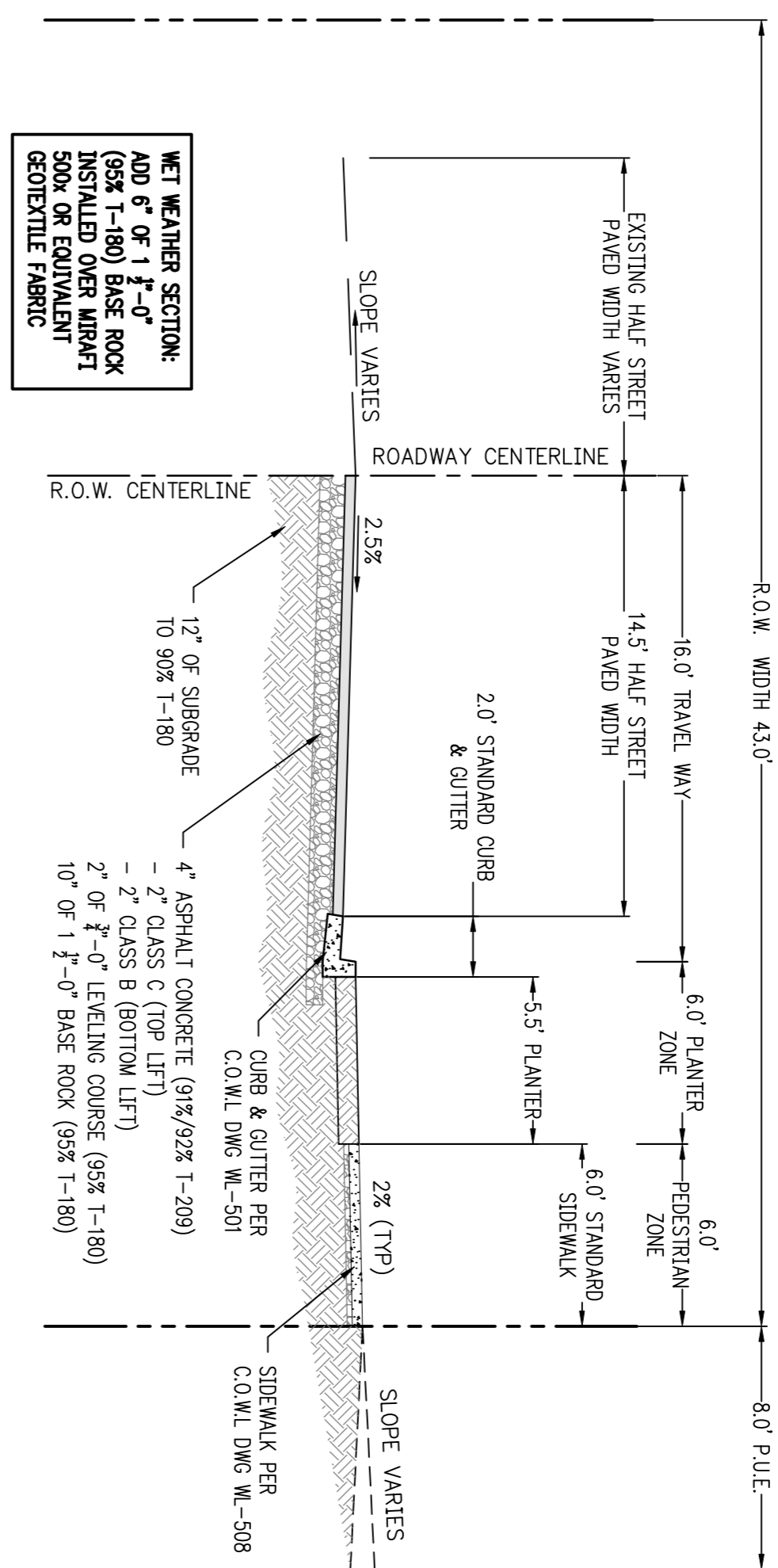
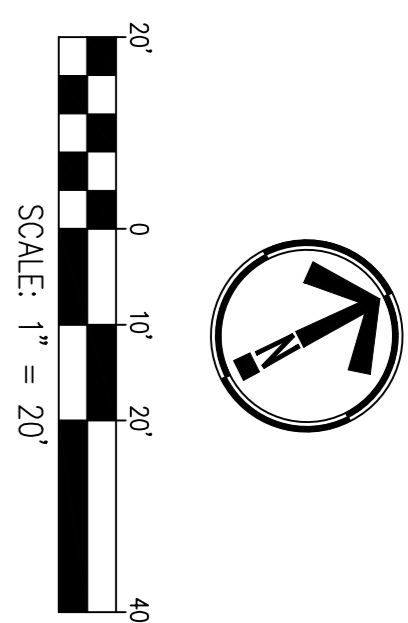
SHEET
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WEATHERHILL ROAD PLAN
SCALE: 1" = 20'

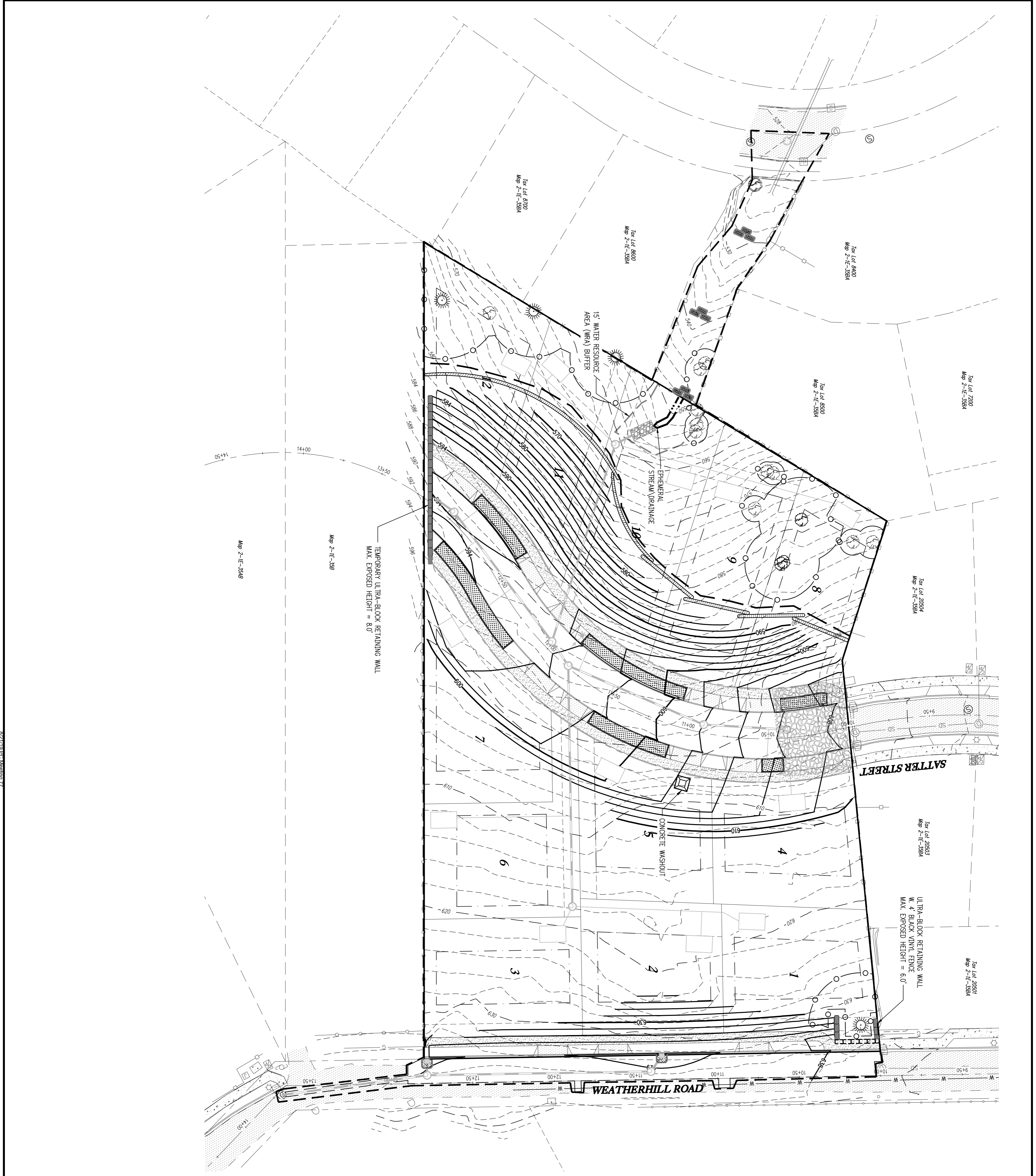


WEATHERHILL ROAD PROFILE
SCALE: 1" = 20' HORIZ. 1" = 5' VERT.



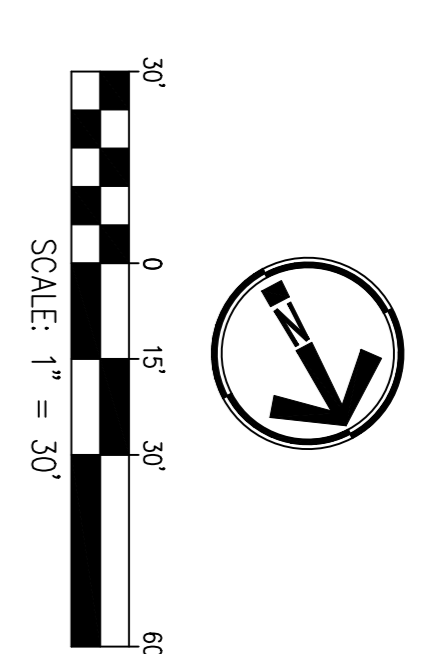
SECTION B-B: LOCAL ROAD W/ DETACHED SIDEWALK (RIGHT) - TYPICAL SECTION
SCALE: N.T.S.

SHEET 9 OF 11	<p>6445 SW FALLBROOK PLACE, SUITE 100 BEAVERTON, OREGON 97008 TEL: (503) 746-8812 FAX: (503) 639-9592 www.emeriodesign.com</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="3">REVISIONS</th> </tr> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td>0</td> <td>7/2018</td> <td>1ST SUBMITTAL</td> </tr> </tbody> </table>	REVISIONS			NO.	DATE	DESCRIPTION	0	7/2018	1ST SUBMITTAL	<p>WEATHERHILL ROAD PLAN, PROFILE, AND STORM LINE</p>	<p>22870 S WEATHERHILL ROAD TAX MAP T2S R1E 35B TAX LOT 405 WEST LINN, OREGON</p>
REVISIONS													
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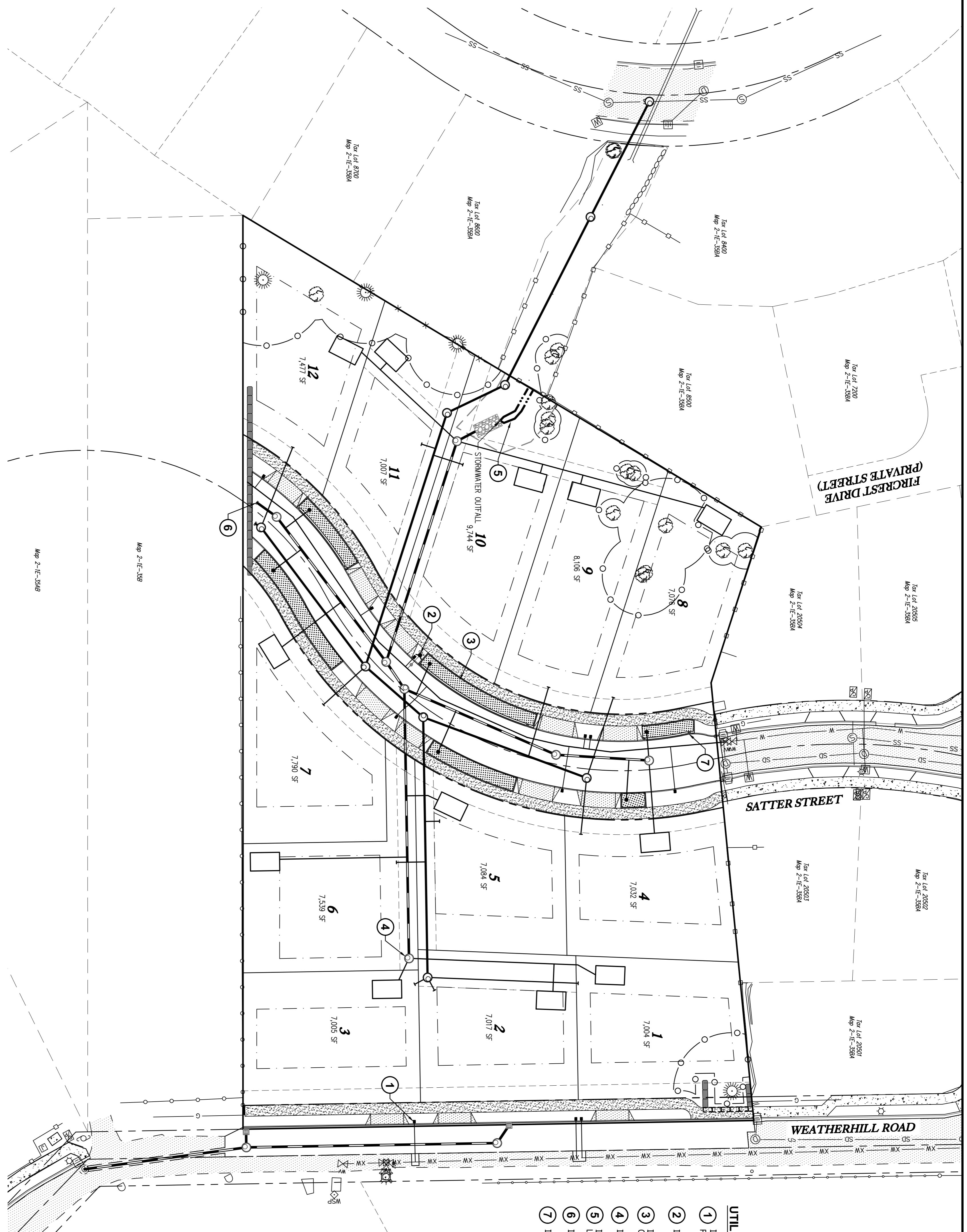


LEGEND

- 220 ————— PROPOSED MAJOR CONTOUR LINE
- 219 ————— PROPOSED MINOR CONTOUR LINE
- 195 - - - - - EXISTING MAJOR CONTOUR LINE
- 194 - - - - - EXISTING MINOR CONTOUR LINE
- PROPERTY BOUNDARY LINE
- SIGNIFICANT RESOURCE OVERLAY ZONE (SROZ)
- PROPOSED LOT LINE
- PROPOSED RIGHT-OF-WAY LINE
- PROPOSED PUE EASEMENT
- PROPOSED SANITARY SEWER LINE
- PROPOSED STORM DRAIN LINE
- PROPOSED WATER LINE
- CONSTRUCTION TREE PROTECTION FENCE (6' HIGH CHAIN LINK WITH METAL POSTS)
- PROPOSED SANITARY SEWER MANHOLE
- PROPOSED STORM DRAIN MANHOLE
- PROPOSED CURB INLET CATCH BASIN
- PROPOSED FIRE HYDRANT
- PROPOSED SIDEWALK TO BE INSTALLED AT TIME OF STREET CONSTRUCTION
- PROPOSED LIMA PLANTER

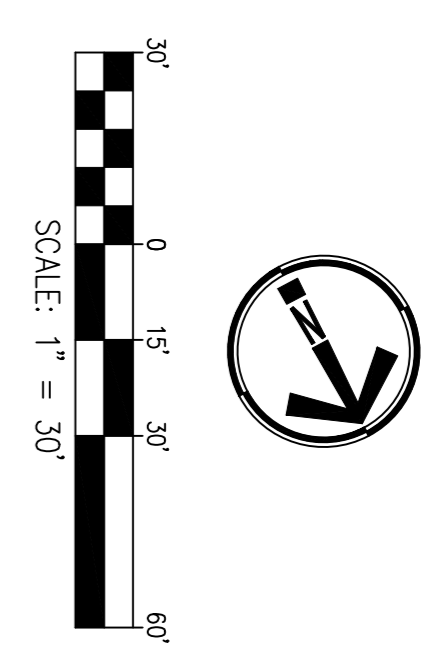


SHEET 10 OF 11	<p>6445 SW FALLBROOK PLACE, SUITE 100 BEAVERTON, OREGON 97008 TEL: (503) 746-8812 FAX: (503) 639-9592 www.emeriodesign.com</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="3">REVISIONS</th> </tr> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">7/2018</td> <td>1ST SUBMITTAL</td> </tr> </tbody> </table>	REVISIONS			NO.	DATE	DESCRIPTION	0	7/2018	1ST SUBMITTAL	<h2 style="margin: 0;">PHASE 2 GRADING & EROSION CONTROL PLAN</h2>	<p>22870 S WEATHERHILL ROAD</p> <p>TAX MAP T2S R1E 35B</p> <p>TAX LOT 405</p> <p>WEST LINN, OREGON</p>
REVISIONS													
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COMPOSITE UTILITY PLAN

SCALE: 1" = 30'



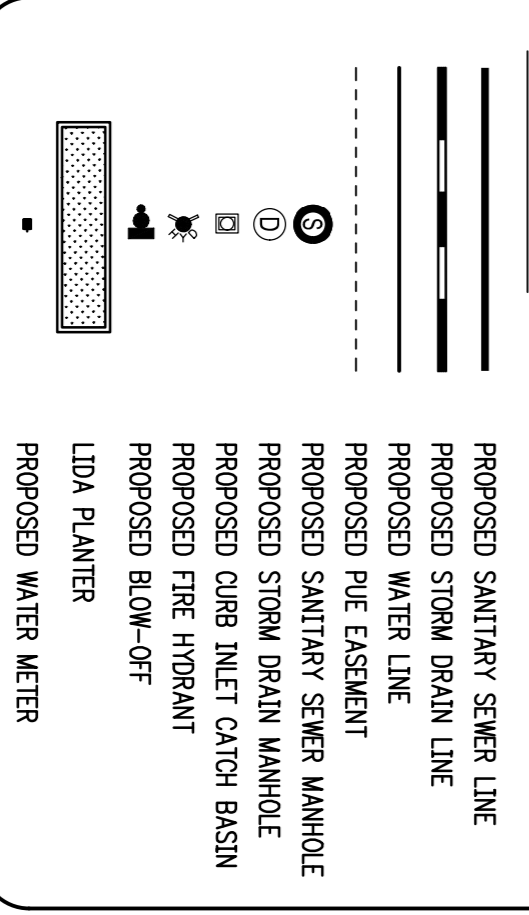
UTILITY CONSTRUCTION NOTES

1. INSTALL SINGLE WATER METER PER LOT AND EXTEND 1" SERVICE LATERAL 3' PAST POE (TYP. OF 12)
2. INSTALL FIRE HYDRANT PER CITY OF WEST LINN DETAIL M-401
3. INSTALL LDA FLOW-THROUGH PLANTER BOX WITH UNDERDRAIN & BEEHIVE OUTLET
4. INSTALL STANDARD 48" MANHOLE (TYP. OF 14)
5. INSTALL 7' X 14.5' RFP RFP PAD AT OVERLAND STORMWATER DISCHARGE LOCATION
6. INSTALL PLUG ON STORM SEWER FOR FUTURE CONNECTION TO THE EAST
7. INSTALL CURB CUT INLET FOR LDA FLOW-THROUGH PLANTER (TYP. OF 6)

LOT DRAINAGE NOTE:

1. EACH LOT SHALL HAVE AN ON SITE LDA PLANTER TO TREAT ON SITE STORM DRAINAGE.

LEGEND:



22870 S WEATHERHILL ROAD
TAX MAP T2S R1E 35B
TAX LOT 405
WEST LINN, OREGON

COMPOSITE UTILITY PLAN

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