

DEVELOPMENT REVIEW APPLICATION

For Office Use Only		
STAFF CONTACT DARREN WYSS	PROJECT NO(S): MIP-19-02	
NON-REFUNDABLE FEE(S) 2800	REFUNDABLE DEPOSIT(S)	TOTAL 2800

Type of Review (Please check all that apply):

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

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

Site Location/Address: 6223 Haverhill Ct., West Linn	Assessor's Map No.: 21E26AD
	Tax Lot(s): 3005
	Total Land Area: 34,035 sq. ft.

Brief Description of Proposal:

Two lot partition. Parcel 1 contains the existing home on the property. Parcel 2 will be used for a new single-family home.

Applicant Name: <small>(please print)</small>	Ben Roland	Phone:	425-214-3112
Address:	6223 Haverhill Ct	Email:	Bjroland@uwalumni.com
City State Zip:	West Linn, OR 97068		

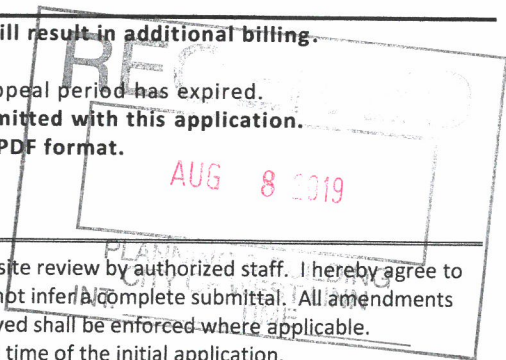
Owner Name (required): <small>(please print)</small>	Same as applicant.	Phone:	
Address:		Email:	
City State Zip:			

Consultant Name: <small>(please print)</small>	Rick Givens, Planning Consultant	Phone:	503-479-0097
Address:	18680 Sunblaze Dr.	Email:	rickgivens@gmail.com
City State Zip:	Oregon City, OR 97045		

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

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

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



Applicant's signature	Date	 Owner's signature (required)	8/8/2019 Date
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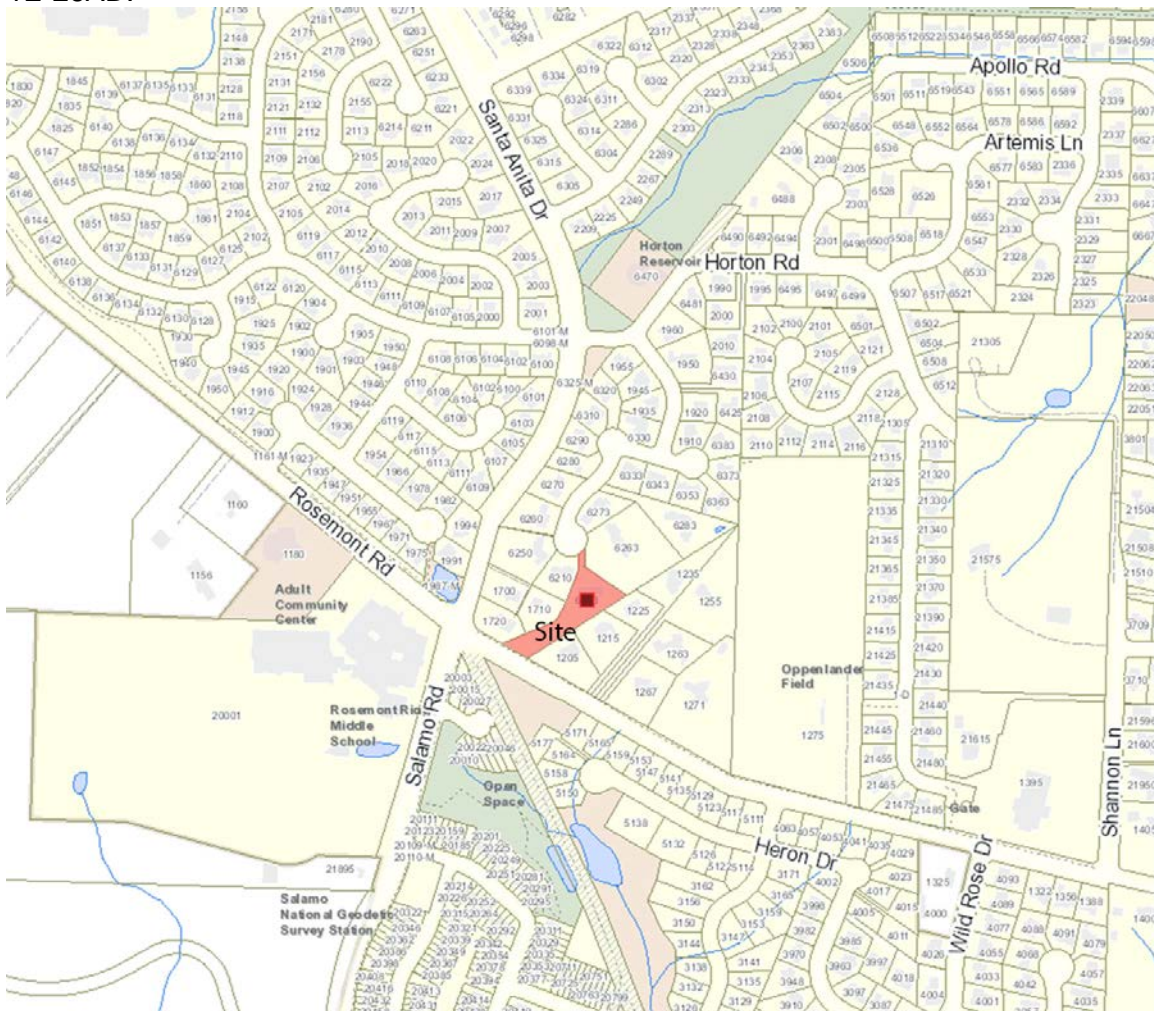
Partition Narrative

6223 Haverhill Court, West Linn

Ben Roland

Proposal: This application requests approval of a two-lot partition for property located at 6223 Haverhill Court in West Linn. There is an existing home on the property that is accessed via Haverhill Ct., but the lot extends through to Rosemont Road. The access to the existing home will remain as is, but the new parcel would be accessed via an existing curb cut on Rosemont Road.

The subject property is situated on the north side of Rosemont Road, approximately 150 feet east of the Santa Anita/Salamo Road intersection. The subject property is 34,027 square feet in area and is presently developed with a single-family home. The property is zoned R-10 and is described as Tax Lot 3005 of Clackamas County Assessor's Map 2-1E-26AD.



Vicinity Map

The proposed development conforms to the applicable provisions of the CDC as follows:

CHAPTER 11 SINGLE-FAMILY RESIDENTIAL DETACHED, R-10

11.030 PERMITTED USES

The following are uses permitted outright in this zoning district

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

Comment: The application is for the creation of two parcels to accommodate the existing home and one new single family detached residential unit. This use is permitted use by this section. The criterion is met.

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

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

1. *The minimum lot size shall be 10,000 square feet for a single-family detached unit.*

Comment: Parcel 1 contains 22,846 sq. ft., and 21,715 sq. ft. net of the access strip to Haverhill Ct. Parcel 2 is 11,189 sq. ft. in area. This criterion is met.

2. *The minimum front lot line length or the minimum lot width at the front lot line shall be 35 feet.*

Comment: Parcel 1 is approximately 130 feet wide at the front building line of the existing home. Parcel 2 has a front lot line measuring 93.05' in length. This standard is met.

3. *The average minimum lot width shall be 50 feet.*

Comment: Parcel 1 has an average lot width in excess of 100 feet. Parcel 2 measures 77 feet in width between the midpoints of the side lot lines. This standard is met.

4. *Repealed by Ord. 1622.*

5. *Except as specified in CDC 25.070(C)(1) through (4) for the Willamette Historic District, the minimum yard dimensions or minimum building setback area from the lot line shall be:*

- a. *For the front yard, 20 feet; except for steeply sloped lots where the provisions of CDC 41.010 shall apply.*
- b. *For an interior side yard, seven and one-half feet.*
- c. *For a side yard abutting a street, 15 feet.*
- d. *For a rear yard, 20 feet.*

Comment: The property is not in the Willamette Historic District. The front yard for the existing home on Parcel 1 maintains a 20.7' setback from the northwest property line, which appears to have been set as the front yard per flag lot standards. The rear yard setback, as measured to the southeast property line, is 34.3'. The minimum side setback is 17.1'. Setbacks for the home to be constructed on Parcel 2 will be reviewed at the time of building permit application, but will conform to these standards.

6. *The maximum building height shall be 35 feet, except for steeply sloped lots in which case the provisions of Chapter 41 CDC shall apply.*

Comment: The roof peak elevation shown for the home on Parcel 1 on the Existing Conditions Map is 738.4'. The surrounding ground elevation is approximately 710 feet, thus the home does not exceed the maximum 35' height standard. Building height for the new home will be reviewed with the building permit.

7. *The maximum lot coverage shall be 35 percent.*

Comment: The house footprint for the home on Parcel 1 is 3,094 sq. ft. The lot area is 22,846 sq. ft. so the lot coverage equates to 13.5 percent. Lot coverage for the home to be built on Parcel 2 will comply with this standard, as will be demonstrated at the time of building permit application.

8. *The minimum width of an accessway to a lot which does not abut a street or a flag lot shall be 15 feet.*

Comment: The accessway to Parcel 1 measures 20 feet in width. This standard is met.

9. *The floor area ratio shall be 0.45. Type I and II lands shall not be counted toward lot area when determining allowable floor area ratio, except that a minimum floor area ratio of 0.30 shall be allowed regardless of the classification of lands within the property. That 30 percent shall be based upon the entire property including Type I and II lands. Existing residences in excess of this standard may be replaced to their prior dimensions when damaged without the requirement that the homeowner obtain a non-conforming structures permit under Chapter 66 CDC.*

Comment: The floor area of the existing home on Parcel 1 is 3,396 sq. ft. per County Assessor records. Parcel 1's area is 22,846 sq. ft. There are no Type I or II lands on Parcel 1. The FAR is 0.149, which meets this standard. Compliance for Parcel 2 will be reviewed with the building permit.

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

Comment: The existing home on Parcel 1 was presumably reviewed for compliance with these provisions when the building permit was reviewed. No changes are proposed. Compliance of the new home will be reviewed with the building permit.

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.

Comment: No new streets are proposed. Parcel 1 fronts onto Haverhill Ct. and Parcel 2 fronts onto Rosemont Road. Parcel 2 will be accessed via a shared driveway with the existing home. The existing development pattern is fully developed to R-10 density surrounding the property so there is no need or opportunity for connecting streets. Both Rosemont Road and Haverhill Ct. are fully improved to City standards.

B. Blocks and lots.

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

Comment: As previously mentioned, the development pattern in this area is already established. There is no opportunity for additional local street connections between Rosemont Road, on the south, and Haverhill Ct., to the north. For this reason, no changes to the existing block pattern are proposed.

2. Sizes. The recommended block size is 400 feet in length to encourage greater connectivity within the subdivision. Blocks shall not exceed 800 feet in length between street lines, except for blocks adjacent to arterial streets or unless topographical conditions or the layout of adjacent streets justifies a variation. Designs of proposed intersections shall demonstrate adequate sight distances to

the City Engineer's specifications. Block sizes and proposed accesses must be consistent with the adopted TSP.

Comment: Same as for B1, above.

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

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

Comment: The proposed lots are consistent with the dimensional standards of the R-10 zone. Parcel 1 will contain the existing home in compliance with required yards and lot coverage standards. Parcel 2 provides a reasonable building site for a new single-family detached home. The lots are deep enough on their north-south axes to provide for the opportunity to orient the homes for solar access. The lots do not include portions of existing streets.

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

Comment: See discussion of Chapter 48, below.

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

Comment: The existing property is a double frontage lot, but following approval of this partition no double frontage lots or parcels will exist. Parcel 1 will front onto Haverhill Court and Parcel 2 will front onto Rosemont Road.

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

Comment: The proposed side lot lines are set by the existing property configuration. No changes are proposed.

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.*

Comment: The parent lot, Lot 5 of Haverhill Estates, was approved and developed as a flag lot due to the lack of street frontage on Haverhill Ct. Parcel 1, which contains the existing home, will continue to be a flag lot. Setbacks will continue to comply with zoning requirements, as discussed above under R-10 standards.

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.*

Comment: The orientation of the front yard was established at the time of building permit for the existing home on the property. The proposed partition does not impact the orientation or the setbacks for the existing home except that the rear yard will be reduced to 87.6', which exceeds the minimum setback standard of the R-10 district.

c. *The lot size shall be calculated exclusive of the accessway; the access strip may not be counted towards the area requirements.*

Comment: Parcel 1 contains a total of 22,846 sq. ft. The access strip measures 1,131 sq. ft. in area. Subtracting this from the total yields a net area of 21,715 sq. ft., which exceeds the 10,000 sq. ft. minimum lot size of the R-10 zone.

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.*

Comment: There is no minimum lot depth standard for the R-10 zone.

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

Comment: The existing paved driveway width to Parcel 1 is 12', as required per this subsection.

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.

Comment: An easement is not needed in this instance. Parcel 1 has a 20' access strip to Haverhill Ct.

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

a. *Require that the blocks be of such size and shape, and be so divided into building sites, and contain such easements and site restrictions as will provide for extension and opening of streets at intervals which will permit a subsequent division of any tract into lots or parcels of smaller size; or*

b. *Alternately, in order to prevent further subdivision or partition of oversized and constrained lots or parcels, restrictions may be imposed on the subdivision or partition plat.*

Comment: Although Parcel 1 contains enough area to allow for a future lot split, there is not enough room given the location of the existing house to allow for the creation of a lot that would meet minimum lot area requirements. The existing home is a large, well maintained residence that was built in 2002 and, therefore, is not likely to be demolished for a future lot split.

C. Pedestrian and bicycle trails.

Comment: Not applicable. No pedestrian or bicycle trails exist or are planned in this area.

D. Transit facilities.

Comment: There is no Tri-Met bus service on Rosemont Road so there is no need for transit facilities.

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.*

Comment: No grading activities are planned at this time. No new streets are proposed. Parcel 1 is fully developed and does not require any grading. A grading plan for Parcel 2 will be reviewed at the time of building permit application. That plan will conform to these standards.

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.*

Comment: No fill activities are proposed.

3. *If areas are to be graded (more than any four-foot cut or fill), compliance with CDC 85.170(C) is required.*

Comment: No grading is planned. Future grading for the home construction on Parcel 2 will comply with this requirement.

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.*

Comment: No grading is proposed.

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.*

Comment: Type I land is defined as slopes greater than 35% grade over 50% or more of a site. The subject property is 78.8% Type IV land (having slopes of less than 10% grade). There is a small area of slopes greater than 35% grade (967 sq. ft.) to the north of the existing driveway curb cut on Rosemont Road. No disturbance of that area is planned, nor will it likely be necessary for the future home construction as the existing driveway is outside of the steep area and the home will sit farther back due to setback requirements.

6. *Per the submittals required by CDC 85.170(C)(3), the applicant must demonstrate that the proposed methods of rendering known or potential hazard sites safe for development, including proposed geotechnical remediation, are feasible and adequate to prevent landslides or other damage to property and safety. The review authority may impose conditions, including limits on type or intensity of land use, which it determines are necessary to mitigate known risks of landslides or property damage.*

Comment: There are no known broad general geologic hazards in this area.

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.*

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.

Comment: The future grading plan for the construction of a home on Parcel 2 will comply with these standards and will be reviewed at the time of building permit.

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.

Comment: As noted above and as shown on the Slope Analysis drawing submitted with this application, there is a small area of steep slope (967 sq. ft.) immediately north of the existing curb cut onto Rosemont Road. No development in that area is proposed, however.

F. Water.

Comment: Water service to the new parcel will be provided from the existing 8" water line in Rosemont Road. The existing home is connected to the existing water line in Haverhill Ct. No new public water lines are proposed. A new water meter for Parcel 2 will be provided in the public right-of-way on Rosemont Road.

G. Sewer.

Comment: The existing home is served from a sewer line along the northeast property line which provides service to Haverhill Ct. Sewer service to Parcel 2 will be provided from an existing sewer line in Rosemont Road. This will require boring under the pavement.

H. (Deleted)

I. Utility easements.

There are no new public utilities proposed and, therefore, no new requirements for public utility easements.

J. Supplemental provisions.

1. Wetland and natural drainageways.

Comment: There are no wetlands or drainageways on the subject property or on adjacent parcels.

2. Willamette and Tualatin Greenways.

Comment: The subject property is not located within the Willamette or Tualatin Greenway areas. There are no Habitat Conservation Areas on the property.

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

Comment: Street trees are already in place on both Haverhill Ct. and Rosemont Road.

4. Lighting.

Comment: There is an existing street light in Haverhill Ct. that provides adequate lighting. Street lights were recently installed along Rosemont Road as a part of the improvements to that street. No additional street lights are required.

5. Dedications and exactions.

Comment: Both Rosemont Road and Haverhill Ct. have rights-of-way consistent with City standards. No other exactions are warranted.

6. Underground utilities.

Comment: Existing utilities on Rosemont Road and Haverhill Ct. are underground. Any new utilities required for the future house services to Parcel 2 will also be installed underground.

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

Comment: The proposed partition contains two lots and, therefore, is exempt from the minimum density standard.

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

Comment: The subject property is not in the R-2.1 or R-3 zones so this provision does not apply.

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

Comment: There are no heritage trees on the site. There are also no significant clusters of trees on the property.

Chapter 48 - ACCESS, EGRESS AND CIRCULATION

48.025 ACCESS CONTROL

B. Access control standards.

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

Comment: Because of the small size of this project, the City did not require a traffic impact analysis. The one new dwelling will generate approximately 10 trips per day.

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

Comment: There are no existing curb cuts that need to be closed. Parcel 1 has a driveway onto Haverhill Ct. The home to be built on Parcel 2 will utilize the existing curb cut onto Rosemont Road.

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

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

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

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

Comment: Both parcels have access to a public street. The existing home has a driveway onto Haverhill Ct. Parcel 2 will make use of an existing driveway via Rosemont Road. No consolidation of access is warranted as each driveway will serve one home.

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

Comment: No new curb cuts onto an arterial street are proposed. Rosemont is classified as a minor arterial street, but there is no alternative to access Parcel 2 other than from the existing driveway due to the placement of the existing home on Parcel 1.

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

Comment: Not applicable. No double-frontage lots are proposed.

6. Access spacing.

a. The access spacing standards found in Chapter 8 of the adopted Transportation System Plan (TSP) shall be applicable to all newly established public street intersections and non-traversable medians.

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

Comment: No new public street intersections are proposed. Existing driveway curb cuts will be used to access both parcels. No new accesses are proposed.

7. Number of access points. For single-family (detached and attached), two-family, and duplex housing types, one street access point is permitted per lot or

parcel, when alley access cannot otherwise be provided; except that two access points may be permitted corner lots (i.e., no more than one access per street), subject to the access spacing standards in subsection (B)(6) of this section. The number of street access points for multiple family, commercial, industrial, and public/institutional developments shall be minimized to protect the function, safety and operation of the street(s) and sidewalk(s) for all users. Shared access may be required, in conformance with subsection (B)(8) of this section, in order to maintain the required access spacing, and minimize the number of access points.

Comment: Only one access point per lot is proposed.

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

a. Shared driveways and frontage streets may be required to consolidate access onto a collector or arterial street. When shared driveways or frontage streets are required, they shall be stubbed to adjacent developable parcels to indicate future extension. "Stub" means that a driveway or street temporarily ends at the property line, but may be extended in the future as the adjacent lot or parcel develops. "Developable" means that a lot or parcel is either vacant or it is likely to receive additional development (i.e., due to infill or redevelopment potential).

b. Access easements (i.e., for the benefit of affected properties) shall be recorded for all shared driveways, including pathways, at the time of final plat approval or as a condition of site development approval.

c. Exception. Shared driveways are not required when existing development patterns or physical constraints (e.g., topography, lot or parcel configuration, and similar conditions) prevent extending the street/driveway in the future.

Comment: No shared driveways are proposed.

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. (Ord. 1635 § 25, 2014; Ord. 1636 § 33, 2014)

Comment: All surrounding properties are fully developed so it is not possible to extend a local street through the site to create a new block.

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.*

Comment: The TSP designates this stretch of Rosemont Road as a minor arterial street. No new driveways are proposed as the access to Parcel 2 already exists. There is no alternative to access Parcel 2 as the placement of the existing home does not allow access from Haverhill Ct.

- 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.*

Comment: The existing driveway to the home on Parcel 1 complies with all of the above standards. The driveway serving Parcel 2 is approximately 15% in grade at its maximum. At present, the driveway is roughly centered in Parcel 2. When a home is built on this lot, the driveway will need to swing to the south to align with a garage on the south side of the home. Making that swing will reduce the grade of the driveway. A grading plan for the driveway will be reviewed for compliance at the time of building permit application. .

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.*

Comment: No portion of the homes on either parcel will be farther than 150 feet from the streets serving them.

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.

Comment: Not applicable. The proposed access will not serve five or more vehicles.

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

Comment: Not applicable. No multi-family development is proposed.

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

Comment: The driveways will not require on-site maneuvering.

- 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.*

Comment: The driveway to Parcel 2 makes use of an existing curb cut onto Rosemont Road, a minor arterial street. This driveway is the only feasible access to Parcel 2 as the placement of the existing house precludes access to Haverhill Ct.

- 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.*

Comment: Not applicable. The site is not a multi-family site and there is no opportunity for a street connection due to existing development.

- I. *Gated accessways to residential development other than a single-family home are prohibited. (Ord. 1408, 1998; Ord. 1463, 2000; Ord. 1513, 2005; Ord. 1584, 2008; Ord. 1590 § 1, 2009; Ord. 1636 § 34, 2014)*

Comment: No gated accessways are proposed.

48.040 MINIMUM VEHICLE REQUIREMENTS FOR NON-RESIDENTIAL USES

Comment: No non-residential uses are proposed so this section does not apply.

48.050 ONE-WAY VEHICULAR ACCESS POINTS

Where a proposed parking facility plan indicates only one-way traffic flow on the site, it shall be accommodated by a specific driveway serving the facility, and the entrance drive shall be situated closest to oncoming traffic, and the exit drive shall be situated farthest from oncoming traffic.

Comment: No one-way traffic flow patterns are proposed.

48.060 WIDTH AND LOCATION OF CURB CUTS AND ACCESS SEPARATION REQUIREMENTS

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

Comment: The existing curb cuts comply with this minimum.

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

Comment: No new curb cuts are proposed and the existing ones do not exceed 36 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.*

Comment: No new curb cuts onto Rosemont are proposed.

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

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

Comment: The closest curb cut onto Rosemont Road, other than the existing one for the subject property, is located approximately 240 feet to the southeast. This standard is met.

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

Comment: Not proposed.

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

Comment: The proposed plan makes use of two existing curb cuts, one per home, consistent with this provision.

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

Comment: There are no obstructions to sight distance at the driveway location.

CHAPTER 55 DESIGN REVIEW

55.100 APPROVAL STANDARDS – CLASS II DESIGN REVIEW

Design Review is only applicable to significant trees as cross referenced by CDC 85.200(J) (9).

B. Relationship to the natural and physical environment.

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

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

Comment: The tree survey information was reviewed by the City's Arborist and a field visit was conducted. The City's arborist determined that there are no heritage or significant trees on the subject property, so the provisions of Chapter 55 do not apply.

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:

- E. Surface drainage and storm sewer system. A registered civil engineer shall prepare a plan and statement which shall be supported by factual data and comply with the standards for the improvement of public and private drainage systems located in the West Linn Public Works Design Standards. (...)*

Comment: The applicant proposes to provide a rain garden on Parcel 2 to accommodate runoff from the new home. The rain garden will be lined so there will be no infiltration, only treatment. Overflow will be to the existing storm sewer in Rosemont Road.

EXISTING CONDITIONS MAP

TAX LOT 3005, MAP 25, 1E, 26AD
 LOCATED IN THE N.E. 1/4 SECTION 26, T.2S., R.1E., W.M.
 CITY OF WEST LINN, CLACKAMAS COUNTY, OREGON
 APRIL 23, 2019 SCALE 1"=30'

SURVEY NOTES:

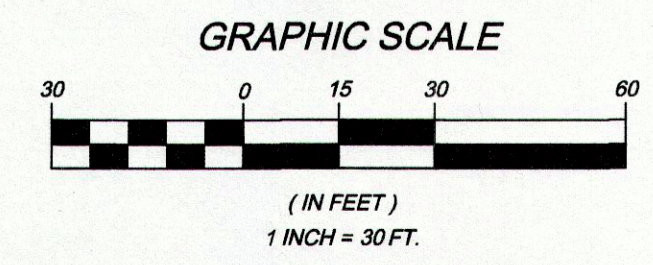
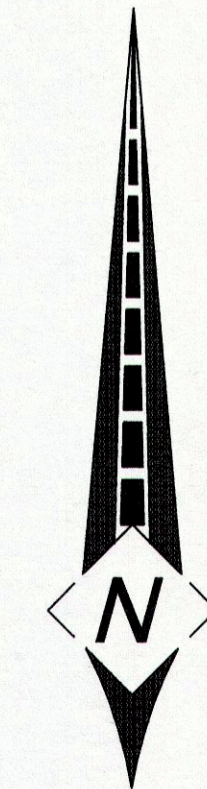
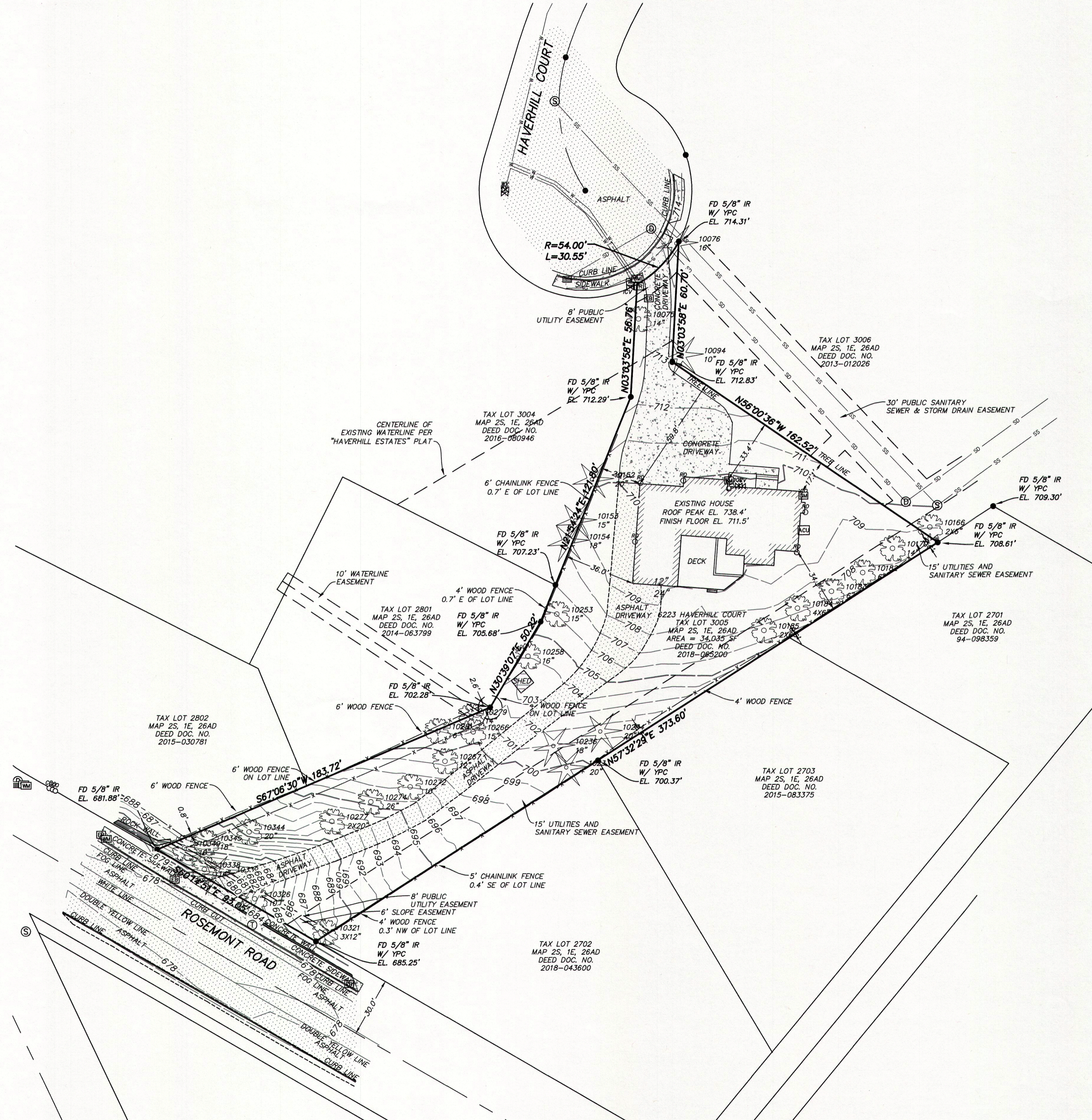
THE DATUM FOR THIS SURVEY IS BASED UPON NAVD-88, BENCH MARK "SALAMO" WITH AN IDENTIFICATION NUMBER OF PID-AJB196. THE ELEVATION OF THIS BENCH MARK IS 672.72 FEET.
 A TRIMBLE S6-SERIES ROBOTIC INSTRUMENT WAS USED TO COMPLETE A CLOSED LOOP FIELD TRAVERSE.
 THE BASIS OF BEARINGS FOR THIS SURVEY IS PER MONUMENTS FOUND AND HELD PER THE PLAT OF "TANNER RIDGE", RECORDS OF CLACKAMAS COUNTY.
 THE PURPOSE OF THIS SURVEY IS TO RESOLVE AND DETERMINE THE PERIMETER BOUNDARY OF THE SUBJECT PROPERTY, TO SHOW ALL PERTINENT BOUNDARY ISSUES AND ENCROACHMENTS. NO PROPERTY CORNERS WERE SET IN THIS SURVEY.
 NO WARRANTIES ARE MADE AS TO MATTERS OF UNWRITTEN TITLE, SUCH AS ADVERSE POSSESSION, ESTOPPEL, ACQUIESCENCE, ETC.
 NO TITLE REPORT WAS SUPPLIED OR USED IN THE PREPARATION OF THIS MAP.

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

LEGEND:

Some Symbols shown may not be used on map

- | | | | |
|--|----------------------------|--|---------------------|
| | DECIDUOUS TREE | | TRAFFIC SIGNAL POLE |
| | EVERGREEN TREE | | UTILITY POLE |
| | STORM SEWER MANHOLE | | LIGHT POLE |
| | CATCH BASIN | | GUY WIRE |
| | SANITARY SEWER CLEANOUT | | ELECTRIC BOX |
| | SANITARY SEWER MANHOLE | | ELECTRIC METER |
| | WATER MANHOLE | | TRANSFORMER |
| | WATER METER | | ELECTRIC RISER |
| | WATER VALVE | | HEAT PUMP |
| | GAS VALVE | | OVERHEAD LINE |
| | GAS METER | | GAS LINE |
| | BOLLARD | | ELECTRICAL LINE |
| | SIGN | | COMMUNICATIONS LINE |
| | MAILBOX | | SANITARY SEWER LINE |
| | UTILITY RISER | | STORM DRAIN LINE |
| | TELEPHONE MANHOLE | | WATER LINE |
| | UTILITY BOX | | FENCELINE |
| | STORM OUTFALL | | HANDRAIL |
| | FOUND MONUMENT | | |
| | DOWN SPOUT TO STORM SYSTEM | | |
| | FD = FOUND | | |
| | FI = FIR TREE | | |
| | PI = PINE TREE | | |
| | CE = CEDAR TREE | | |
| | IP = IRON PIPE | | |
| | IR = IRON ROD | | |
| | YPC = YELLOW PLASTIC CAP | | |
| | DE = DECIDUOUS TREE | | |



SIGNED ON: *[Signature]*
 REGISTERED PROFESSIONAL LAND SURVEYOR
[Signature]
 OREGON
 JULY 13, 2004
 TOBY G. GOLDEN
 80377LS
 RENEWS: DECEMBER 31, 2019

CENTERLINE CONCEPTS
 LAND SURVEYING, INC.
 19376 MOLALLA AVE., SUITE 120
 OREGON CITY, OREGON 97045
 PHONE 503.650.0188 FAX 503.650.0189

Applicant/Owner:
Ben Roland
6223 Haverhill Court
West Linn, OR 97068
PH: (425) 214-3112

Legal: 2S 1E 26AD Tax Lot 3005

Parcel 1 Lot Coverage:
3,094 sq. ft. = 13.5%

Water: City of West Linn

Sewer: City of West Linn

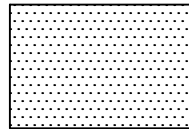
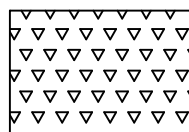
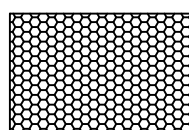
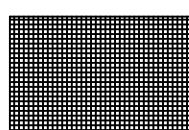
Surveyor:
Centerline Concepts
19376 Molalla Ave., Suite 120
Oregon City, Oregon 97045
PH: (503) 650-0188

Contours: Centerline Concepts, Inc.

Site Area: 34,035 sq. ft.

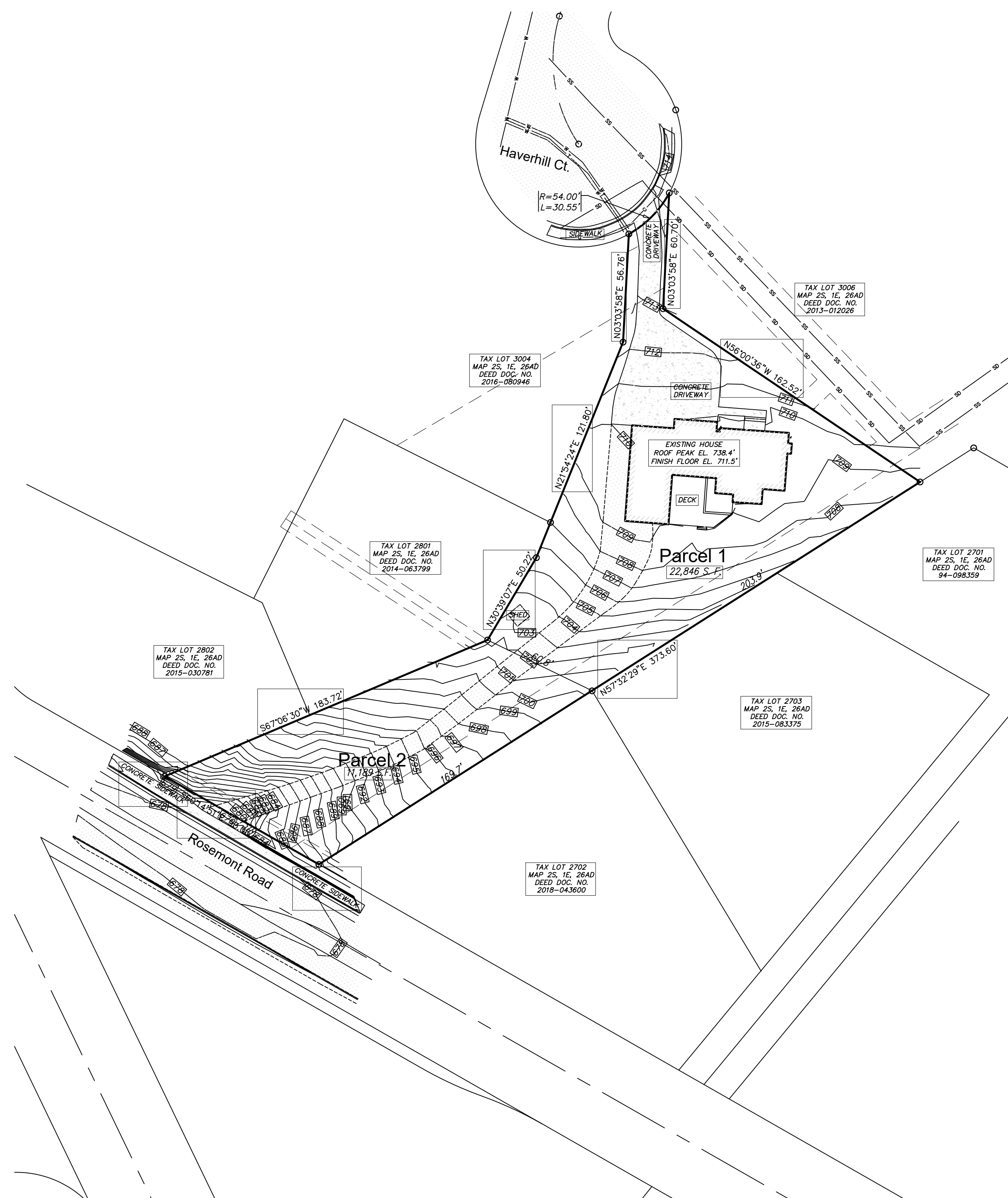
Zoning: R-10

Parcel 1 FAR:
3,123 sq. ft. = 29.7%

-  Slopes 0-9.99% Grade
26,813 sq. ft., 78.8%
-  Slopes 10-24.99% Grade
5,897 sq. ft., 17.3%
-  Slopes 25-34.99% Grade
356 sq. ft., 1%
-  Slopes 35% + Grade
967 sq. ft., 2.8%



Vicinity Map



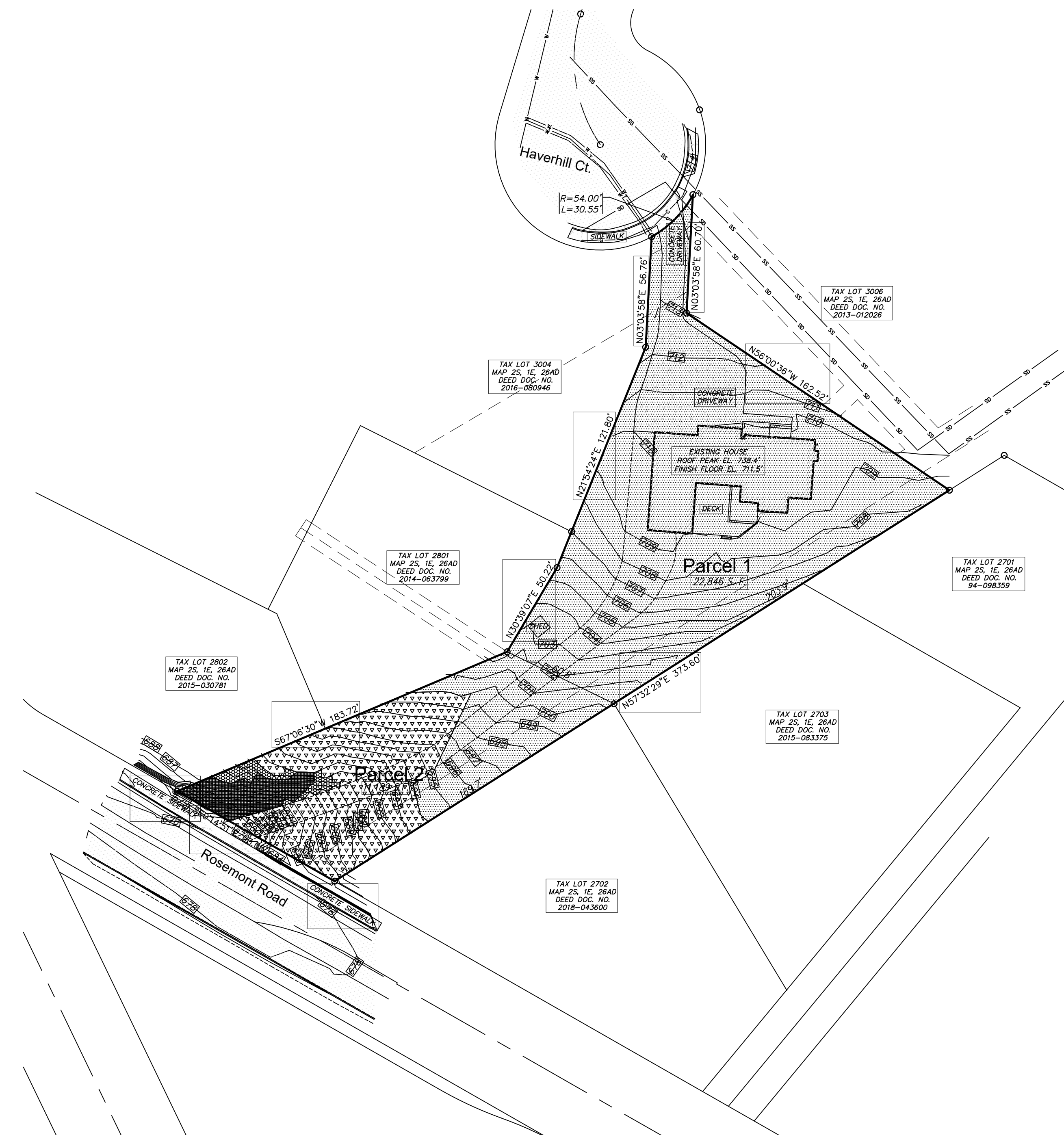
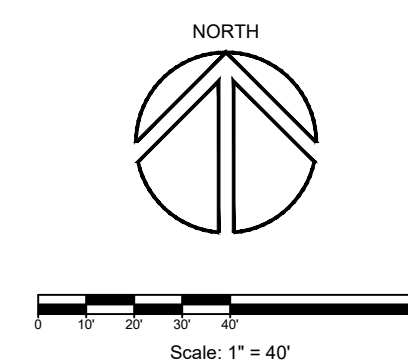
Tentative Plan

DENSITY CALCULATIONS:

Gross Site Area: 34,035 square feet.
Type I & II Lands: 0 square feet.
ROW Dedication & Flag Strip: 1,131 sq. ft.
Net Site Area: 32,904 sq. ft.
Maximum Density @ 1 Unit Per 10,000 sq. ft. = 3 lots.
Minimum Density - Not applicable for partitions.

SIGNIFICANT TREES:

None on property per City Arborist.



Slope Analysis

DESIGNED: REG			
DRAWN: REG			
SCALE: 1" = 40'			
DATE: August 2019			
FILE: 19-ROL-100	DATE	NO.	REVISION

Richard E. Givens, Planning Consultant
18680 Sunblaze Dr.
Oregon City, OR 97045
PH: (503) 479-0097

APPLICANT: Ben Roland
6223 Haverhill Court
West Linn, OR 97068
PH: (425) 214-3112

6223 Haverhill Ct. Partition
Tentative Plan

SHEET:
1/1