



DEVELOPMENT REVIEW APPLICATION

For Office Use Only		
STAFF CONTACT	PROJECT NO(S): MIP-23-03	PRE-APPLICATION NO. PA-22-12
NON-REFUNDABLE FEE(S)	REFUNDABLE DEPOSIT(S) \$2,800	TOTAL \$2,800

Type of Review (Please check all that apply):

- | | | |
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| <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"/> Code Interpretation | <input type="checkbox"/> Lot Line Adjustment (LLA) | <input type="checkbox"/> Time Extension |
| <input type="checkbox"/> Conditional Use (CUP) | <input checked="" type="checkbox"/> Minor Partition (MIP) (Preliminary Plat or Plan) | <input type="checkbox"/> Variance (VAR) |
| <input type="checkbox"/> Design Review (DR) | <input type="checkbox"/> Modification of Approval | <input type="checkbox"/> Water Resource Area Protection/Single Lot (WAP) |
| <input type="checkbox"/> Tree Easement Vacation | <input type="checkbox"/> Non-Conforming Lots, Uses & Structures | <input type="checkbox"/> Water Resource Area Protection/Wetland (WAP) |
| <input type="checkbox"/> Final Plat or Plan (FP) | <input type="checkbox"/> Planned Unit Development (PUD) | <input type="checkbox"/> Willamette & Tualatin River Greenway (WRG) |
| <input type="checkbox"/> Flood Management Area | <input type="checkbox"/> Street Vacation | <input type="checkbox"/> Zone Change |

Pre-Application, Home Occupation, Sidewalk Use, Addressing, and Sign applications require different forms, available on the City website.

Site Location/Address: 5435 Summit Street West Linn, OR 97068	Assessor's Map No.: 21E25BA13700
	Tax Lot(s): 05036007
	Total Land Area: .62 acre

Brief Description of Proposal:
 Requesting partition of the existing site located at 5435 Summit Street, West Linn into two building lots. The proposed new lot will have access from Randall Street.

Applicant Name: F. Dale Lumpkin <small>(please print)</small> Address: 1611 Arran Court West Linn, OR 97068 City State Zip:	Phone: 503-780-0100 Email: dalelumpkin@icloud.com
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Owner Name (required): F. Dale and Peggy Lumpkin <small>(please print)</small> Address: 1611 Arran Court West Linn, OR 97068 City State Zip:	Phone: 503-780-0100 Email: dalelumpkin@icloud.com
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Consultant Name: Harry Salo, Surveyor, Andy Paris & Associates <small>(please print)</small> Address: 16057 Boones Ferry Road Lake Oswego, OR 97035 City State Zip:	Phone: 503-636-3341 Email: hsalo@andyparis.com
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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 decision may be reversed on appeal. The permit approval will not be effective until the appeal period has expired.
4. Submit this form and supporting documents through the [Submit a Land Use Application](https://westlinnoregon.gov/planning/submit-land-use-application) web page:
<https://westlinnoregon.gov/planning/submit-land-use-application>

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	2/13/23 Date	Owner's signature (required)	2/13/23 Date
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**Narrative for Proposed Development at:
5435 Summit Street
West Linn, OR 97068**

Proposed Lot Partition (Minor Partition)

Description of Proposal:

Minor Partition to divide the existing 26,916 square foot site at 5435 Summit Street into two lots. The frontage at 5435 Summit Street will be one lot with 13,990 square feet, and the newly created lot will be 12,926 square feet with frontage on Randall Street. Per the City of West Linn, a 8' public utility easement dedication will be required along the frontages of the entire property. Sewer is available on the Summit Street lot and on the Randall Street lot. Water is available only on Summit Street for both lots. Storm water for both lots will be through StormTech and will flow to the Randall Street trash rack storm water system.

Site Information:

Site address: 5435 Summit Street, West Linn, OR 97068
Tax Lot Number: 21E25BA13700
Site Area: 26,916 square feet +/-
Neighborhood: Rosemont
Comp. Plan: Low Density Residential
Zoning: Single-Family Residential Attached, R-10
Zoning Overlays: N/A

Applicable CDC Chapters:

Chapter 11: Single-Family Residential Attached, R-10

11:030 Permitted Uses: The proposal will be to create a new site for a Single-Family detached residential unit. Response: The proposal complies.

11.070 Dimensional Requirements:

- Minimum Lot Size: 10,000 SF. The proposed lot size is 12,926 square feet, and the existing lot will be reduced to 13,990 square feet. Response: The proposal complies.
- Minimum Lot Width at Front Lot Line: 35FT. The Summit Street front lot line is 65.08 FT, and the front lot line of the the proposed new Randall Street lot is 189.6 FT. Response: The proposal complies.
- Average Minimum Lot Width: 50 FT. The Summit Street average width is 85.11 FT and the Randall Street average width is 90 FT. Response: The proposal complies.
- Minimum Building Setbacks:
 - Front Yard: 20 FT. Response: The proposal complies
 - Interior Side Yard: 7.5 FT. Response: The proposal complies
 - Rear Yard: 20 FT. Response: The proposal complies

Chapter 48: Access, Egress, and Circulation:

48.020

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. (See also CDC 55.125, Transportation Impact Analysis.).

Response: The City of West Linn has not required a Traffic Study for this proposal.

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.

Response: The City of West Linn is requiring an 8 FT Right of Way Dedication on the existing Summit Street lot and an 8 FT Right of Way Dedication on the proposed new Randall Street lot.

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.

Response: There is no alley or mid-block lane. Access will be from public streets. Option 1 does not apply.

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. Response: Access will be from public streets. Option 2 does not apply.

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 streets for access to 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 the section.

Response: Option 3 applies. Access will be from Summit Street, which is adjacent to the existing lot, and from Randall Street, which is adjacent to the proposed lot.

4. Subdivisions front 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: This development is not a subdivision. This section does 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 material 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: In the proposed partition, each lot has access from only one local street, so this section does not apply.

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 TSO See b. below.

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

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 section (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 operations of the street(s) and sidewalk(s) for all users. Shared access may be required, in conformance with subsections (B)(8) of this section, in order to maintain the required access spacing, and minimize the number of access points.

Response: One access is proposed per lot.

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 street 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).

Response: A shared driveway is not required.

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 sited development approval.

Response: Shared driveways are not proposed, and therefore access easements are not proposed.

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: Shared driveways are not required or 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.

Response: This section does not apply because a large subdivision or formation of blocks are not proposed.

2. Street standards. Public and private streets shall also conform to Chapter 92 CDC, Required Improvements, and to any other application sections of the West Linn Community Development Code and approved TSP.

Response: This section does not apply because a large subdivision or formation of blocks are not proposed.

3. Exception. Exceptions to the above standards may be granted when blocks are divided by one or more pathways(s), in conformance with the provisions of CDC 85/200©, 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; Ord. 1650 § 1 (Exhibit. A), 2016; Ord. 1675 § 40, 2018).

Response: This section does not apply because a large subdivision or formation of blocks are not proposed.

48.030

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 stub-outs 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.

Response: Summit Street is a minor arterial street and Randall Street is a local street. This section does not apply because the subject lots do not have any alternative access other than on Summit Street for the existing lot and Randall Street for the proposed lot.

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 proposed partition for an additional lot is a low traffic volume development and access for the existing lot is Summit Street and access for the proposed new lot is on Randall Street. A shared driveway is not proposed.

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. Response: Driveways will comply with the standards set forth by the City of West Linn at the time of the building permits.

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. Response: Driveways will comply with the standards of the City of West Linn at time of building permit submittal.

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.

Response: The approval of the partition will not require a driveway with a slope greater than 15%.

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.

Response: Front setbacks for the existing house will be met with the proposed partition 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.

Response: This section does not apply because the existing lot driveway would be less than 150' from Summit Street, and the proposed new lot driveway would be less than 150' from Randall Street.

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.

Response: This section does not apply because five or more single-family homes is not being proposed.

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.

Response: This section does not apply because the proposed partition does not include multi-family dwellings.

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.

Response: Access drives are not required or proposed.

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.

Response: One driveway per lot is proposed.

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.

Response: a multi-family site is not being proposed.

I. Gated access-ways 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)

Response: Multi-family homes are not being proposed.

48.040

Access, egress, and circulation system for all non-residential uses shall not be less than the following:

A. Service drives for non-residential uses 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. Meet the requirements of CDC 48.030(E)(3) through (6).
4. Pickup window driveways may be 12 feet wide unless the Fire Chief determines additional width is required.

Response: Non-residential uses are not proposed.

B. All non-residential uses shall be served by one or more service drives as determined necessary to provide convenient and safe access to the property and designed according to CDC 48.030(A). In no case shall the design of the service drive or drives require or facilitate the backward movement or other maneuvering of a vehicle within a street, other than an alley.

Response: Non-residential uses are not proposed.

C. All on-site maneuvering and/or access drives shall be maintained pursuant to CDC 46.130.

Response: Non-residential uses are not proposed.

D. Gated accessways to non-residential uses are prohibited unless required for public safety or security. (Ord. 1408, 1998, Ord. 1463, 2000).

Response: Non-residential uses are not proposed.

48.050

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.

Response: Parking facilities are not being proposed.

48.060

A. Minimum curb cut width shall be 16 feet.

Response: Driveway width and curb cuts will be at least 16' wide.

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.

Response: The maximum curb cut will not exceed 36'.

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.

Response: Does not apply, Summit Street and Randall Street are local streets.

2. On an arterial when intersected by a collector, 100 feet.

Response: Does not apply. Summit Street and Randall Street are local streets.

3. On an arterial when intersected by a local street, 100 feet.

Response: Does not apply. Summit Street and Randall Street are local streets.

4. On a collector when intersecting an arterial street, 100 feet.

Response: Does not apply. Summit Street and Randall Street are local streets.

5. On a collector when intersected by another collector or local street, 35 feet.

Response: Does not apply. Summit Street and Randall Street are local streets.

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

Response: There are no intersecting streets within 35' of either Summit Street or Randall Street.

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.

Response: Does not apply. Summit Street and Randall Street are local streets.

2. On a collector street, 75 feet.

Response: Does not apply. Summit Street and Randall Street are local streets.

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

Response: There will be one curb cut on Summit Street.

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

Response: Randall Street will have no curb.

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.

Response: One curb cut is being proposed on Summit Street.

G. Adequate line of sight pursuant to engineering standards should be afforded at each driveway or accessway. (Ord. 1270, 1990; Ord. 1584, 2008; Ord. 1636 § 35, 2014}.

Response: Site distance will be met for each lot.

48.070

A. In order to provide for increased traffic movement on congested streets and eliminate turning movement problems, the Planning Director and the City Engineer, or their designee, may restrict the location of driveways on said street and require the location of driveways on adjacent streets upon the finding that the proposed access would:

1. Provide inadequate access for emergency vehicles; or

2. Cause or increase hazardous conditions to exist which would constitute a clear and present danger to the public health safety and general welfare.

Response: The proposed partition will not generate any access issues, hazardous conditions, or inadequate access for emergency vehicles.

B. A decision by the Planning Director may be appealed to the Planning Commission as provided by CDC 99.240(B).

48.080

A. Within all multi-family developments (except two-family/duplex dwellings), each residential dwelling shall be connected to vehicular parking stalls, common open space, and recreation facilities by a pedestrian pathway system having a minimum width of six feet and constructed of an all-weather material. The pathway material shall be of a different color or composition from the driveway. (Bicycle routes adjacent to the travel lanes do not have to be of different color or composition.)

Response: This section does not apply because the proposed is not a multi-family development.

B. Bicycle and pedestrian ways within a subdivision shall be constructed according to the provisions in CDC 85.200(A)(3).

Response: This section does not apply because the proposed development is not a subdivision.

C. Bicycle and pedestrian ways at commercial or industrial sites shall be provided according to the provisions of Chapter 55 CDC, Design Review.

Response: This section does not apply because the proposed development is not commercial or industrial.

Chapter 75: Variances and Special Waivers

75.020

The purpose of this chapter is to provide standards for granting variances and special waivers from the applicable requirements of this code. However, this chapter may not be used to allow a use that is not a specified use in the zone where the land is located or to modify density provisions. (Ord. 1442, 1999; Ord. 1622 § 9, 2014)

Response: No variances are being requested. However, the Randall Street lot driveway will be 14' because the existing house adjacent at 2664 Randall Street is encroaching 16' into Randall Street. Discussions with Associate Planner indicate City Planning is agreeable to this solution.

Chapter 85: Land Division, General Provision

85.200

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: An 8' Right-of-Way exists for Summit Street and does not apply on Randall Street.

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 continuation of the existing sidewalk of the existing Summit Street lot will be continued along the entire frontage per City of West Linn standards. The proposed Randall Street lot is a dead-end where the entire frontage will be taken up by the driveway, so there is not space for a sidewalk.

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 curb-line. 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 continuation of the existing planter strip on Summit Street will be continued along the entire frontage of the subject site per City of West Linn standards.

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

Response: An 8' Right-of-Way exists on Summit Street without reservations or restrictions and does not apply on Randall Street.

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 access-ways in Chapter 48 CDC.

Response: The existing lot generated by this partition will have direct access to Summit Street, and the proposed lot will have direct access to Randall Street.

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: There is an existing water main in Summit Street which is adequate to serve the existing and newly created lots with public water.

Sewer.

1. A plan prepared by a licensed engineer shall show how the proposal is consistent with the current Sanitary Sewer Master Plan and subsequent updates and amendments applicable at the time the proposal is submitted. 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 drainage-ways. 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 drainage-way 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: There is an existing sewer to the the existing lot on Summit Street. The newly created lot can obtain sewer from Randall Street.

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: StormTech water facilities will be installed on site for each lot and its proposed structures.

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: Utility easement will be provided on each lot for the required service providers as determined by the City Engineer.

Supplemental Provisions.

1. Wetland and natural drainage-ways. Wetlands and natural drainage-ways 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: There are no wetlands or natural drainage-ways present on the site.

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: The site is not part of the Willamette and Tualatin River Greenways Protection.

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

Response: Street trees will be planted as required on Summit Street. Does not apply to Randall Street.

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

Response: Does not apply.

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

Response: An 8' public utility easement exists along the frontage of Summit Street and does not apply on Randall Street.

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: Proposed utilities will all be 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.

Response: The proposal is for the partition of an existing site for one additional site so the two lots would be exempt from this requirement.

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: The site is located in the R-10 zone.

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 their direction. All non-heritage trees and clusters of trees (three or more trees with overlapping drip-line; however, native oaks need not have an overlapping drip-line) that are considered significant by virtue of their size, type, location, health, or numbers shall be saved pursuant to CDC 55.100(B)(2). Trees are defined per the municipal code as having a trunk six inches in diameter or 19 inches in circumference at a point five feet above the mean ground level at the base of the trunk. (Ord. 1377, 1995; Ord. 1382, 1995; Ord. 1401, 1997; Ord. 1403, 1997; Ord. 1408, 1998; Ord. 1425, 1998; Ord. 1442, 1999; Ord. 1463, 2000; Ord. 1526, 2005; Ord. 1544, 2007; Ord. 1584, 2008; Ord. 1590 § 1,

2009; Ord. 1604 § 64, 2011; Ord. 1613 § 20, 2013; amended during July 2014 supplement; Ord. 1635 § 34, 2014; Ord. 1636 § 56, 2014; Ord. 1647 § 8, 2016; Ord. 1650 § 1 (Exh. A), 2016; Ord. 1662 § 16, 2017; Ord. 1675 § 53, 2018; Ord. 1695 § 4, 2019; Ord. 1713 § 1, 2020)

Response: There are no heritage trees present on the subject site.

Chapter 92: Required Improvements

92.020

The same improvements shall be installed to serve each parcel of a partition as are required of a subdivision. However, if the approval authority finds that the nature of development in the vicinity of the partition makes installation of some improvements unreasonable, at the written request of the applicant those improvements may be waived. If the street improvement requirements are waived, the applicant shall pay an in-lieu fee for off-site street improvements, pursuant to the provisions of CDC 85.200(A)(l).

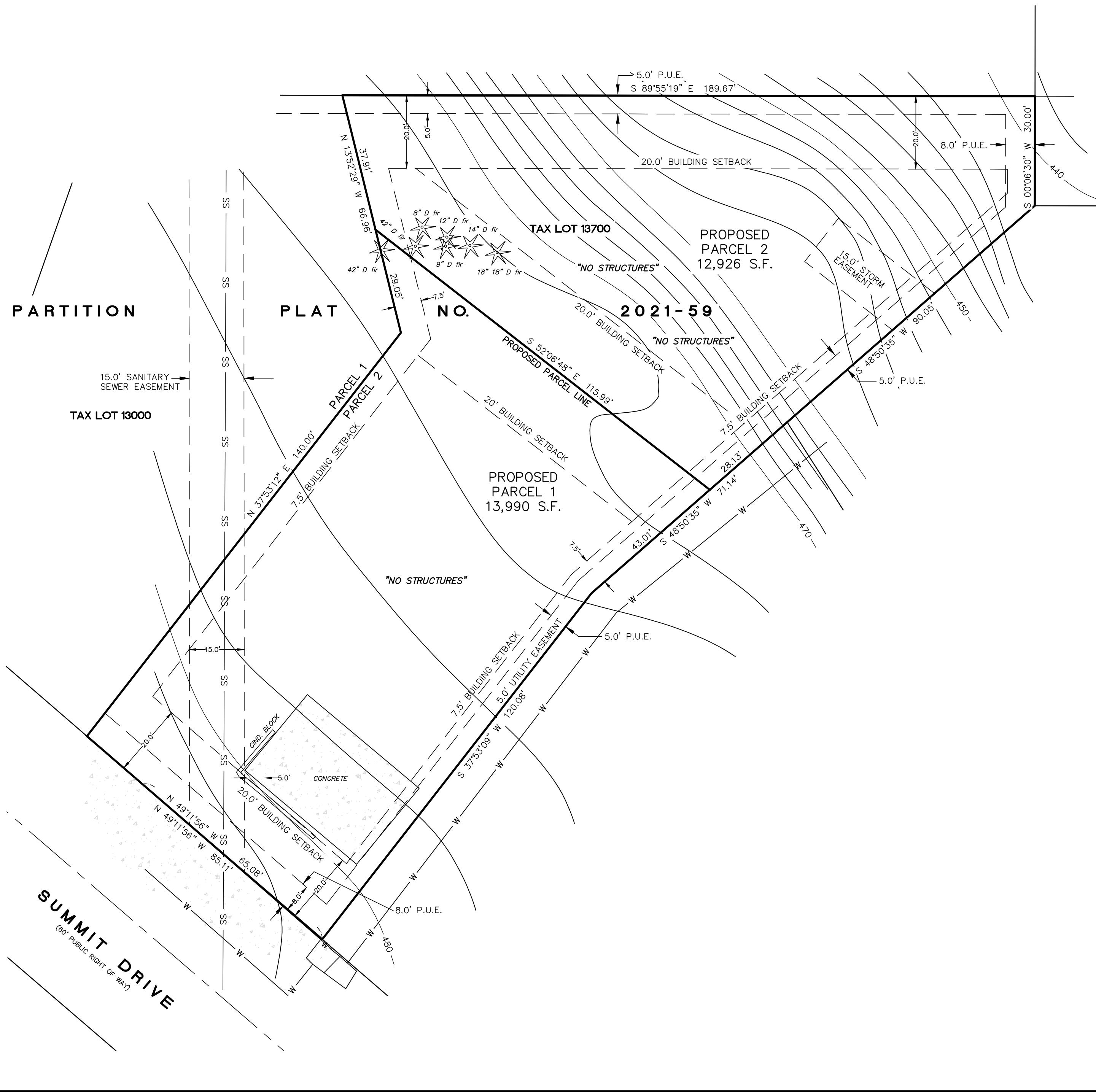
In lieu of accepting an improvement, the Planning Director may recommend to the City Council that the improvement be installed in the area under special assessment financing or other facility extension policies of the City. (Ord. 1192, 1987; Ord. 1287, 1990; Ord. 1442, 1999; Ord. 1544, 2007; Ord. 1636 § 59, 2014)

Response: Half street improvements are not required. Frontage includes an existing 8' public utility easement on the Summit Street sidewalk and planter strip.

PRELIMINARY PARTITION PLAN
 FOR:
DALE LUMPKIN
 BEING PARCEL 2
 "PARTITION PLAT NO. 2021-59"
 IN THE NW 1/4 OF SECTION 25
 T.2S, R.1E, W.M.
 CLACKAMAS COUNTY COUNTY, OREGON

TAX MAP 2 1 E 25BA

DECEMBER 05, 2022
 UPDATE: FEBRUARY 13, 2023

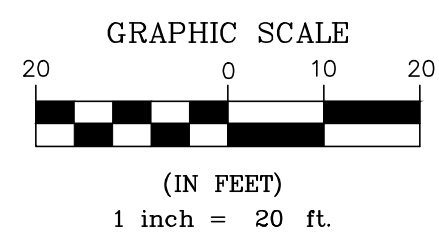


NOTES:

- ELEVATIONS ARE BASED ON AN ASSUMED VALUE OF 200.00' ASSIGNED TO SELECTED SURVEY CONTROL. NO CITY BENCHMARK HAS BEEN REFERENCED IN THIS SURVEY.
- THE BOUNDARIES AS SHOWN ON THIS MAP ARE BASED ON FOUND MONUMENTS, AND RECORD SURVEY AND DEED INFORMATION. THIS MAP DOES NOT REPRESENT A SURVEY TO BE RECORDED, BUT WAS DONE FOR SITE/TOPO INFORMATION ONLY.
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**REGISTERED
 PROFESSIONAL
 LAND SURVEYOR**

Harold P. Salo
OREGON
 JANUARY 15, 1987
 HAROLD P. SALO
 2264
 EXPIRES: JUNE 30, 2024



(SINCE 1952)

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 DRAFTED: RC 02/13/23

SUMMIT DRIVE
 (60' PUBLIC RIGHT OF WAY)