

**TO:** West Linn City Council  
Major Bialostosky  
Council President Baumgardner  
Councilor Erwin  
Councilor Groner



**FROM:** Harper Houf Peterson Righellis, Inc.  
Hillary Harris, Planner  
Alex Simpson, PE

**DATE:** July 17, 2023

**RE:** AP-23-03 - Additional Information for the Public Record

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The applicant and property owner appreciate the opportunity to provide additional information to the City Council and public record to address the concerns and questions raised at the City Council hearing on July 10, 2023.

As explained in the application materials and at the July 10<sup>th</sup> City Council hearing, the project site has several factors that make development of the site difficult. These include the natural topography of the site, as well as the lot size dimensions. The property owner and consultant team have spent significant time working with the City of West Linn Planning and Engineering departments and service providers to provide a design that allows for practical development of the site with limited disruption to adjacent property owners. Request of this variance to allow the private driveway to serve 6 as opposed to only 4 lots eliminates the need for multiple variances as each lot is built out. This request constitutes the minimum relief necessary from the development code to develop the pre-existing legal lots of record.

All six lots included with this application will be developed with a permitted residential use allowed by the West Linn Development Code. Rather than requesting several variances to develop each lot individually, the property owner is requesting a single variance to allow for a more logical development pattern that provides for a single driveway cut as opposed to multiple driveways off of Marylhurst Drive.

Providing a shared driveway will allow the property owner to provide off-street parking for each of the lots, which is not required by the City code but a preference of the property owner. They realize that parking is an issue in small suburban communities and believe that this will help address the concerns of the neighbors, while providing a benefit for the future residents. If this variance is not approved, it will be expensive and physically difficult to provide individual driveways suitable for off-street parking in addition to the future dwellings on site.

The City of West Linn Engineering Department and Tualatin Valley Fire and Rescue have reviewed the plans and do not have any concerns with the proposed design or access to the properties.

After hearing the Council's concerns as well as those from members of the public, the engineer and property owner have worked to redesign the private access and provide a turnaround on the project site. This revised design will provide for the addition of a turn around on one of the lots to prevent cars from having to back onto Marylhurst Drive and provide easier access for future residents, emergency

service providers and deliveries. Additionally, adjacent to the turnaround area is an area for garbage cans and a space large enough for the waste provider to pull in, pick up garbage and recycling, and turnaround outside of the public right-of-way.

Another concern raised at the City Council hearing was the width of the shared private driveway. Although it was meeting the minimum standards, the property owner understands a 14 to 20 foot wide driveway could still be difficult to maneuver for future residents. In response, the engineer has redesigned the driveway to be 18 to 20 feet wide, allowing for two cars to pass side-by-side on the shared driveway and prevent any individual from having to back down the driveway to Marylhurst Drive.

Professional and licensed engineers, fire officials, City staff, and the property owner believe this is the best option to exercise the development of the property with minimum disturbance to the current residents. Traffic and density are common arguments against new development, but the property owner would only be allowed to propose a use that is allowed under the current zoning of the property along with having to meet the minimum dimensional standards such as height, setbacks, and lot coverage. There is no evidence within the record from any qualified individual before you that the proposed development would create an unsafe development. There are in fact other commercial and residential properties that have direct access along Marylhurst Drive. Including two existing curb cuts that will be consolidated to one with this application.

Included with this memo is an exhibit showing the newly proposed driveway and turnaround on site.

MARYLHURST DRIVE

POTENTIAL FENCED ENCLOSURE FOR GARBAGE, RECYCLING, YARD DEBRIS CONTAINERS. (NOT REQUIRED BY WASTE HAULER)

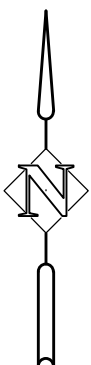
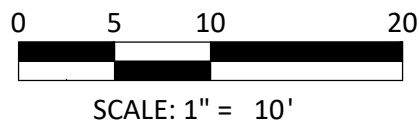
TURNAROUND SPACE FOR DELIVERY VEHICLES AND GARBAGE TRUCK

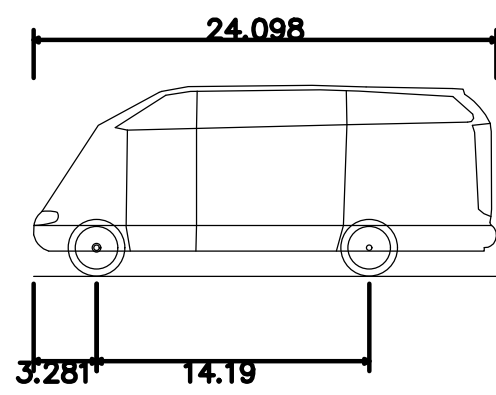
SIGNED AND STRIPED "NO PARKING"

MIDHILL CIRCLE

**EX-1**

**REVISED DRIVE AISLE (20' WIDTH, TO 18' WIDTH WITH TURNAROUND)**





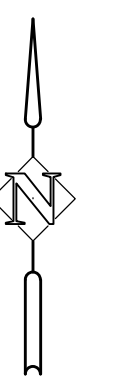
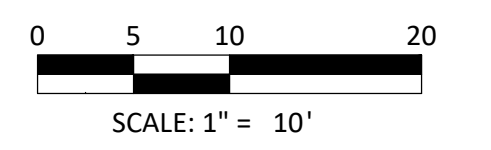
Mercedes Sprinter Panel Van 518CDI Extra Long Super High Roof  
 Overall Length 24.098ft  
 Overall Width 6.539ft  
 Overall Body Height 9.942ft  
 Min Body Ground Clearance 1.312ft  
 Track Width 6.539ft  
 Lock-to-lock time 5.00s  
 Wall to Wall Turning Radius 25.591ft

MARYLHURST DRIVE

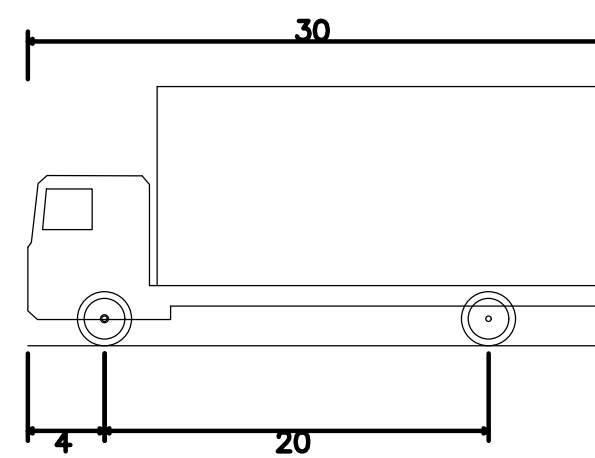
EDGE OF PROPOSED  
 TURNAROUND STALL. SIGNED  
 AND STRIPED FOR:  
 "NO PARKING"

**EX-2**

**LARGE DELIVERY VAN (25' LONG)**

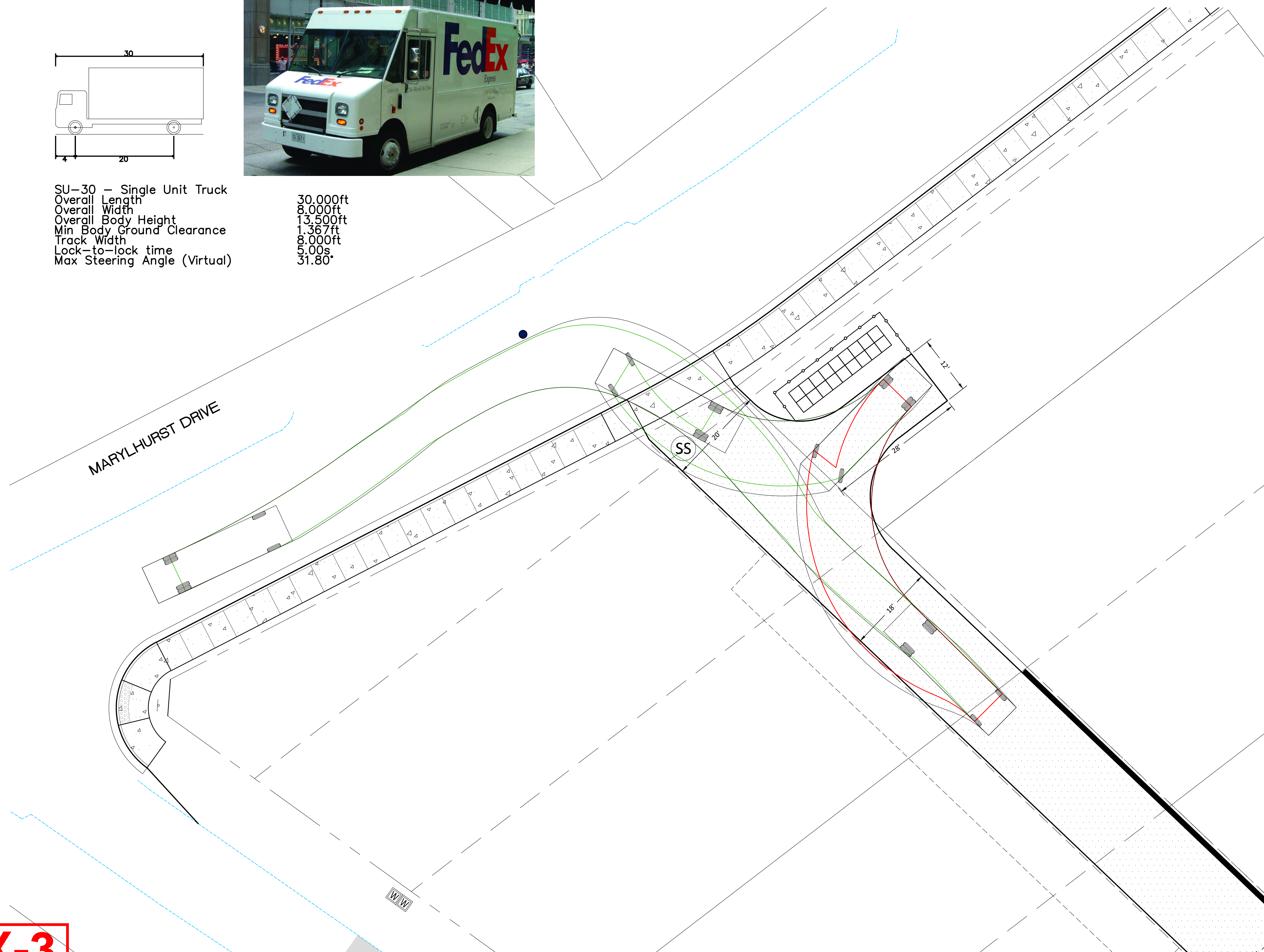






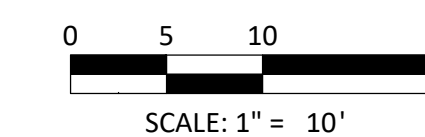
SU-30 — Single Unit Truck  
 Overall Length 30.000ft  
 Overall Width 8.000ft  
 Overall Body Height 13.500ft  
 Min Body Ground Clearance 1.367ft  
 Track Width 8.000ft  
 Lock-to-lock time 5.00s  
 Max Steering Angle (Virtual) 31.80°

30.000ft  
 8.000ft  
 13.500ft  
 1.367ft  
 8.000ft  
 5.00s  
 31.80°

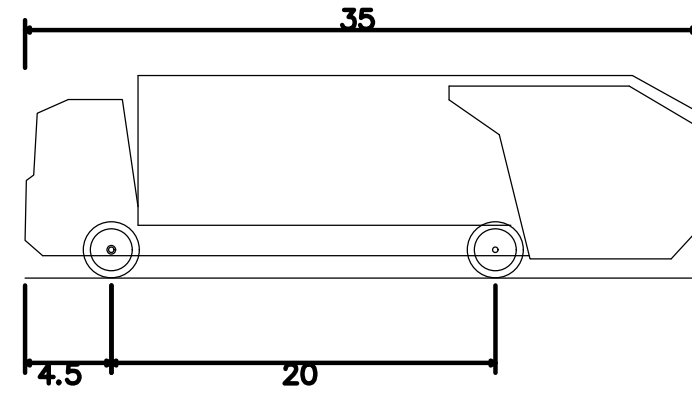


**EX-3**

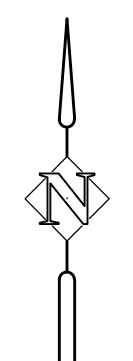
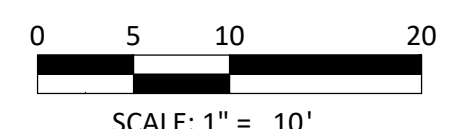
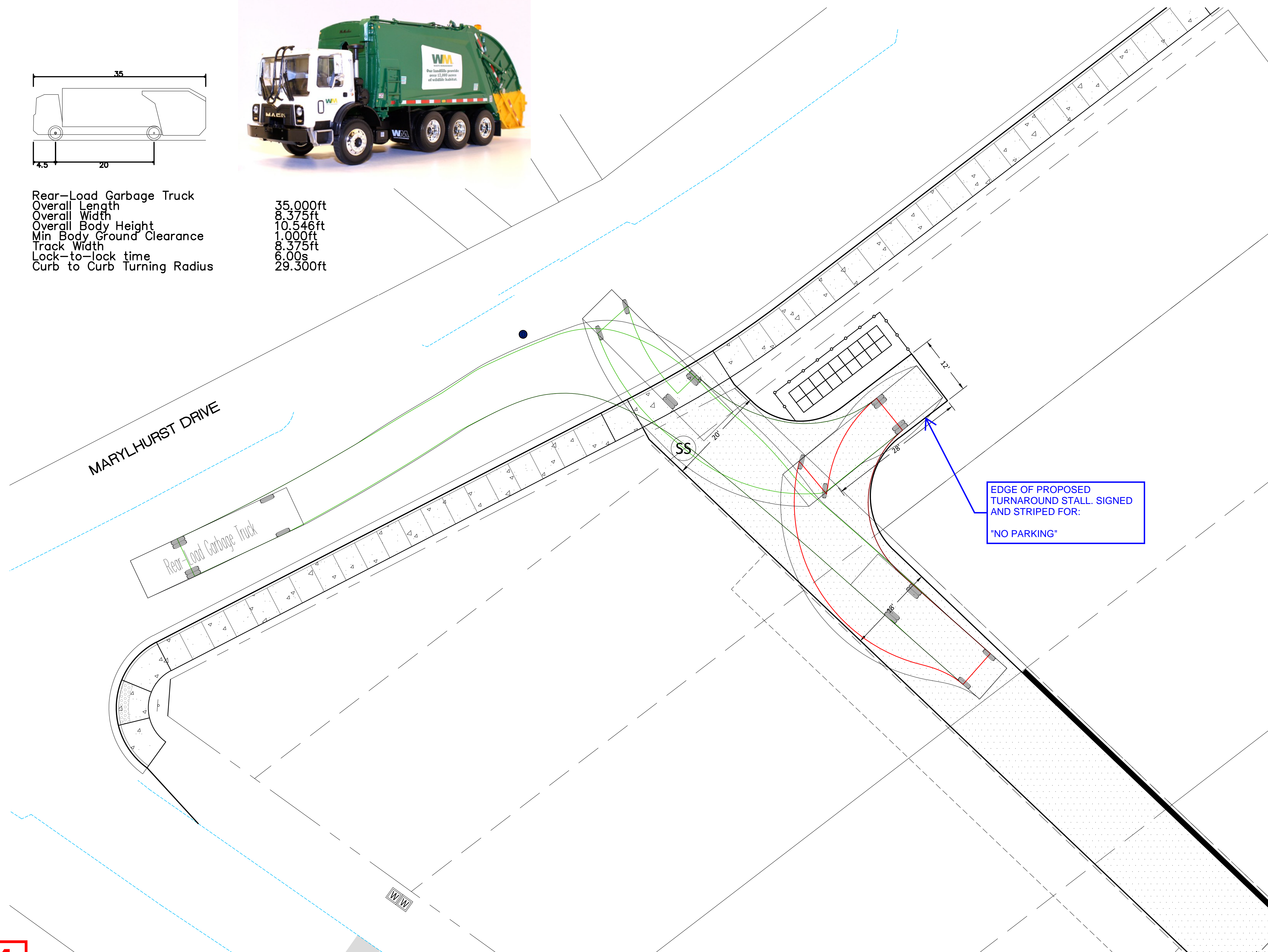
**BOX TRUCK (30' LONG)**







Rear-Load Garbage Truck  
 Overall Length 35.000ft  
 Overall Width 8.375ft  
 Overall Body Height 10.546ft  
 Min Body Ground Clearance 1.000ft  
 Track Width 8.375ft  
 Lock-to-lock time 6.00s  
 Curb to Curb Turning Radius 29.300ft



**EX-4**

**GARBAGE TRUCK (35' LONG)**