



## DEVELOPMENT REVIEW APPLICATION

For Office Use Only		
STAFF CONTACT	PROJECT NO(S). <b>ELD-24-02</b>	PRE-APPLICATION NO.
NON-REFUNDABLE FEE(S) <b>\$4,900 + \$500 = \$5,400</b>	REFUNDABLE DEPOSIT(S)	TOTAL <b>\$5,400</b>

**Type of Review** (Please check all that apply):

- |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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| <input type="checkbox"/> Annexation (ANX)<br><input type="checkbox"/> Appeal (AP)<br><input type="checkbox"/> CDC Amendment (CDC)<br><input type="checkbox"/> Code Interpretation (MISC)<br><input type="checkbox"/> Conditional Use (CUP)<br><input type="checkbox"/> Design Review (DR)<br><input type="checkbox"/> Tree Easement Vacation (MISC)<br><input checked="" type="checkbox"/> Expediated Land Division (ELD)<br><input type="checkbox"/> Extension of Approval (EXT) | <input type="checkbox"/> Final Plat (FP) <span style="color: red;">Related File#</span><br><input type="checkbox"/> Flood Management Area (FMA)<br><input type="checkbox"/> Historic Review (HDR)<br><input type="checkbox"/> Lot Line Adjustment (LLA)<br><input type="checkbox"/> Minor Partition (MIP)<br><input type="checkbox"/> Modification of Approval (MOD)<br><input type="checkbox"/> Non-Conforming Lots, Uses & Structures<br><input type="checkbox"/> Planned Unit Development (PUD)<br><input type="checkbox"/> Street Vacation | <input type="checkbox"/> Subdivision (SUB)<br><input type="checkbox"/> Temporary Uses (MISC)<br><input type="checkbox"/> Time Extension (EXT)<br><input type="checkbox"/> Right of Way Vacation (VAC)<br><input type="checkbox"/> Variance (VAR)<br><input type="checkbox"/> Water Resource Area Protection/Single Lot (WAP)<br><input type="checkbox"/> Water Resource Area Protection/Wetland (WAP)<br><input type="checkbox"/> Willamette & Tualatin River Greenway (WRG)<br><input type="checkbox"/> Zone Change (ZC) |
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Pre-Application, Home Occupation, Sidewalk Use, Addressing, and Sign applications require different forms, available on the website.

<b>Site Location/Address:</b> 4092 Norfolk Street	Assessor's Map No.: 21E36AC
	Tax Lot(s): 1400
	Total Land Area: 1.05 Acres

**Brief Description of Proposal:**

The application proposes a six lot subdivision, consistent with the existing R-7 zoning.

<b>Applicant Name*:</b> Icon Construction & Development, LLC	Phone: 503-657-0406
Address: 1969 Willamette Falls Drive, Suite 260	Email: darren@iconconstruction.net
City State Zip: West Linn, OR 97068	
<b>Owner Name</b> (required): Elena Krivonogoff	Phone: (503) 557-1080
Address: 4092 Norfolk Street	Email:
City State Zip: West Linn, OR 97068	
<b>Consultant Name:</b> Rick Givens	Phone: 503-351-8204
Address: 28615 SW Paris Ave., Unit 110	Email: rickgivens@gmail.com
City State Zip: Wilsonville, OR 97070	

1. Application fees are non-refundable (excluding deposit). Applications with deposits will be billed monthly for time and materials above the initial deposit. **\*The applicant is financially responsible for all permit costs.**
2. The owner/applicant or their representative should attend all public hearings related to the propose land use.
3. A decision may be reversed on appeal. The decision will become effective once the appeal period has expired.
4. Submit this form, application narrative, and all supporting documents as a single PDF 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 authorizes the application and grants city staff the **right of entry** onto the property to review the application. Applications with deposits will be billed monthly for time and materials incurred above the initial deposit. The applicant agrees to pay additional billable charges.

Applicant's signature                      3/28/2024  
 Date

*Elena Krivonogoff*                                              03/27/2024  
 Owner's signature (required)                                              Date

# Norfolk Landing

## Six-Lot Expedited Land Division Application

Icon Construction & Development, LLC

March 2024

**Proposal:** This application requests approval of a 6-lot Expedited Land Division to be developed on property located at 4092 Norfolk St. in West Linn. The property is located on the west side of Norfolk Street, south of Sunset Avenue.

The subject property is described as Tax Lot 1400 of Assessor's Map 21E36AC. The site is 1.05 acres (94,808 square feet) in area. It is presently developed with a single-family detached home. This home will be removed to allow for the construction of the proposed subdivision. The subject property is zoned R-7.

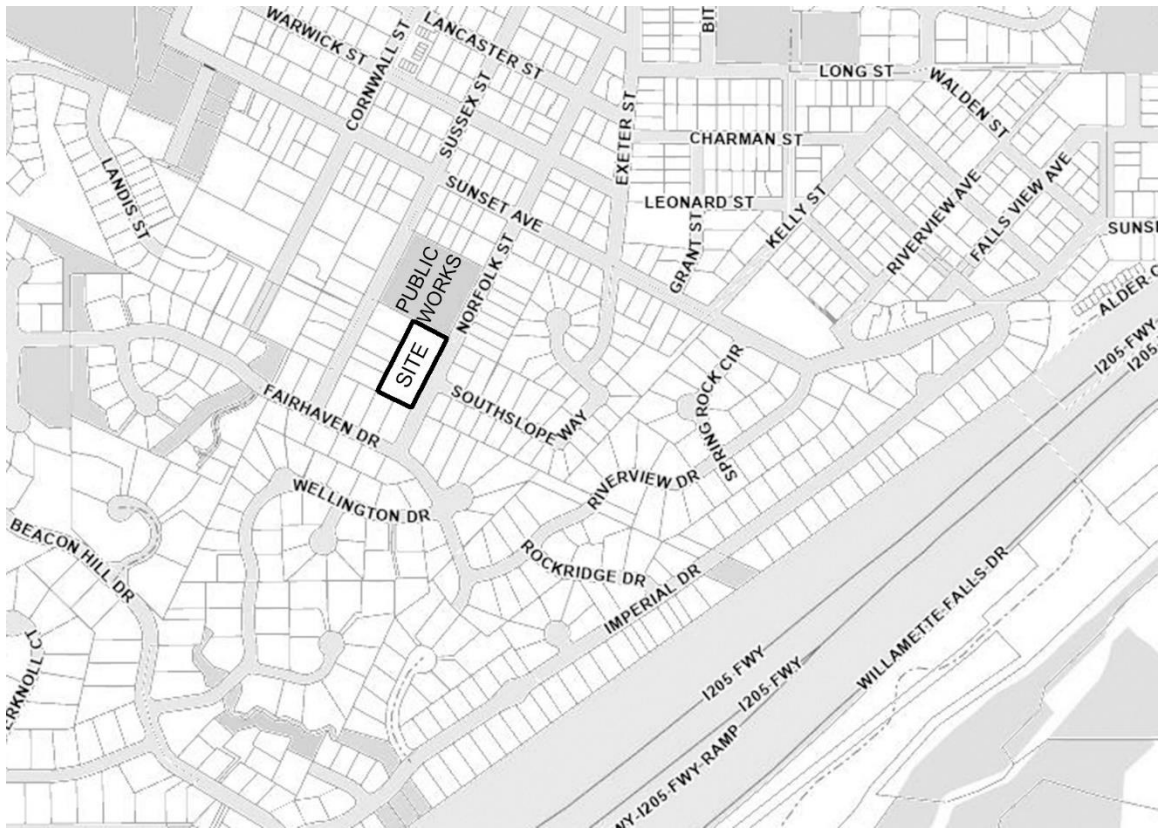


Figure 1: Vicinity Map



Figure 2: Aerial Photograph

We are requesting that this application be processed as an Expedited Land Division pursuant to ORS 197.360-197.365. The proposed subdivision satisfies the definitional requirements for and expedited land division set forth in ORS 197.360 as follows:

197.360

(1) As used in this section:

(a) "Expedited land division" means a division of land under ORS 92.010 to 92.192, 92.205 to 92.245 or 92.830 to 92.845 by a local government that:

(A) Includes only land that is zoned for residential uses and is within an urban growth boundary.

Comment: The subject property is within the Urban Growth Boundary and within the city limits of the City of West Linn. The property is zoned Single-Family Residential Detached, R-7, which allows residential uses. This criterion is met.

(B) Is solely for the purposes of residential use, including recreational or open space uses accessory to residential use.

Comment: The proposed land division will create six lots, all of which will be used for the construction of single-family homes, consistent with the R-7 zone. This criterion is met.

*(C) Does not provide for dwellings or accessory buildings to be located on land that is specifically mapped and designated in the comprehensive plan and land use regulations for full or partial protection of natural features under the statewide planning goals that protect:*

- (i) Open spaces, scenic and historic areas and natural resources;*
- (ii) The Willamette River Greenway;*
- (iii) Estuarine resources;*
- (iv) Coastal shorelands; and*
- (v) Beaches and dunes.*

Comment: The subject property is not located in any of the above resource areas and does not contain any other open spaces, scenic, historic areas, or natural resources. This criterion is met.

*(D) Satisfies minimum street or other right-of-way connectivity standards established by acknowledged land use regulations or, if such standards are not contained in the applicable regulations, as required by statewide planning goals or rules.*

Comment: The proposed subdivision is located within an area with an established street grid system. The subdivision is designed in accordance with West Linn local street standards and the Transportation Systems Plan. This criterion is met.

*(E) Will result in development that either:*

- (i) Creates enough lots or parcels to allow building residential units at 80 percent or more of the maximum net density permitted by the zoning designation of the site; or*
- (ii) Will be sold or rented to households with incomes below 120 percent of the median family income for the county in which the project is built.*

Comment: The proposed subdivision will provide six lots on the subject property. As shown in the density calculations in the table on the following page, this is the maximum density for this site. This criterion is met.

### Density Calculations

	Area (sq. ft.)	Allowable Density	Units @1 per 7,000 sq.ft.
Gross Site Area	45,825		
Land in a boundary street right-of-way, water course, or planned open space where density transfer is not requested:	0		
Area in street right-of-way:	0		
Net Site Area:	45,825		
Area within Type I or II slopes where Developed:	0	50%	0
Area within Type I or II slopes where Density Will be Transferred:	0	75%	0
Area within Water Resource Area-all development transferred.	0	50%	0
Open Space (Type III and IV Lands)	0	100%	0
Type III & IV Land Developed:	45,825	100%	6
Base Density Allowed:			6
Total Allowed Density:			6 Units

*(b) "Expedited land division" includes land divisions that create three or fewer parcels under ORS 92.010 to 92.192 and meet the criteria set forth in paragraph (a) of this subsection.*

Comment: Not applicable. The proposed land division creates more than three parcels.

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

#### **05.020 CLASSIFICATIONS OF ZONES**

*All areas within the corporate limits of the City of West Linn are hereby divided into zone districts, and the use of each tract and ownership of land within the corporate limits shall be limited to those uses permitted by the zoning classification applicable to each such tract as hereinafter designated. The zoning districts within the City of West Linn are hereby classified and designated as follows:*

<b>Zoning District</b>	<b>Zone Designation</b>	<b>Dwelling Units per Net Acre</b>	<b>Lot Size per Unit in Square Feet</b>
<i>Low Density</i>			
<i>Single-Family Residential detached</i>	<i>R-40</i>	<i>1.1</i>	<i>40,000</i>
<i>Single-Family Residential detached</i>	<i>R-20</i>	<i>2.18</i>	<i>20,000</i>
<i>Single-Family Residential detached</i>	<i>R-15</i>	<i>2.9</i>	<i>15,000</i>
<i>Single-Family Residential detached</i>	<i>R-10</i>	<i>4.35</i>	<i>10,000</i>
<i>Single-Family Residential detached</i>	<i>R-7</i>	<i>6.2</i>	<i>7,000</i>

Comment: The subject property is presently zoned Single-Family Residential detached, R-7. This zoning conflicts with the adopted and acknowledged Comprehensive Plan Designation of Medium Density Residential. The pre-application conference notes indicate that the property is eligible to apply for a quasi-judicial zone change to adopt R-4.5 or R-5 zoning consistent with the Comprehensive Plan Designation. The applicant has decided not to make this application and the subdivision and future housing to be built on the lots will continue to be subject to the standards of the R-7 zoning district.

**Chapter 12  
RESIDENTIAL, R-7**

*12.010 PURPOSE*

*The purpose of this zone is to provide for urban development at levels which relate to the site development limitations, the proximity to commercial development, and to public facilities and public transportation. This zone is intended to implement the policies and locational criteria set forth in the Comprehensive Plan. (Ord. [1745](#) § 1 (Exh. A), 2023)*

Comment: The proposed development will provide for residential development consistent with the applicable development standards of the R-7 zone (see discussion below). The site is not subject to any significant development limitations. The property has access to adequate public facilities and services as outlined in this narrative and the preliminary engineering documents submitted with it.

*12.020 PROCEDURES AND APPROVAL PROCESS*

Comment: As of this writing, the proposed use of the lots within this development is single-family detached homes. It is possible that middle housing units will be constructed on the lots, but that decision has not been made yet. Upon completion of the development of the property and recordation of the final plat of the subdivision, no land use approval will be required for the construction of single-family homes. No conditional uses are proposed. No nonconforming uses or structures are present on the property.

*12.030 PERMITTED USES*

Comment: As discussed above, the planned use of the proposed lots as of this writing is single-family detached homes. Single-family attached and detached units are listed as permitted uses in the R-7 district. Middle housing, likely in the form of attached or detached duplexes, may also be developed on the lots. These uses are also listed as being permitted in the R-7 zone.

*12.040 ACCESSORY USES*

Comment: No accessory uses are planned currently. Future development of such uses would be subject to the provisions of this section.

*12.050 USES AND DEVELOPMENT PERMITTED UNDER PRESCRIBED CONDITIONS*

Uses permitted under prescribed conditions in the R-7 zone include: Home occupations, signs, temporary uses, water-dependent uses, agriculture and horticulture, and wireless communication facilities. No such uses are proposed in this application.

*12.060 CONDITIONAL USES*

Comment: No conditional uses are proposed in conjunction with this application.

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

The homes to be built on the proposed lots will need to comply with the applicable development standards listed in the table provided in this section. The proposed lots exceed the minimum lot size standard of 7,000 sq. ft. (Lots 1-5: 7,575 sq. ft.; Lot 6: 7,950 sq. ft.). The minimum lot width at the front lot line and average lot width standards of 35 feet are met by the proposed widths of 50.5 feet. The front and rear minimum setback standards of 20 feet will be met by future home construction, as will the minimum interior 7.5' side yard. No street side yards are present. Maximum building height of 35' and maximum lot coverage of 35% will be met and will be reviewed at the time of building permit application.

*12.080 DIMENSIONAL REQUIREMENTS, CONDITIONAL USE*

Comment: Not applicable. No conditional uses are proposed.

*12.090 OTHER APPLICABLE DEVELOPMENT STANDARDS*

Comment: Other applicable development standards are addressed in this narrative.

**Chapter 34**  
**ACCESSORY STRUCTURES, ACCESSORY DWELLING UNITS, AND**  
**ACCESSORY USES**

Comment: This chapter sets the standards for accessor structures, accessory dwelling units, and accessory uses that are permitted in the R-7 zone. No such structures, ADU's or accessory uses are proposed as a part of this subdivision application. Should future residents propose such structures or uses, they will be subject to these provisions at that time.

**Chapter 48**  
**ACCESS, EGRESS AND CIRCULATION**

*48.020 APPLICABILITY AND GENERAL PROVISIONS*

*A. The provisions of this chapter do not apply where the provisions of the Transportation System Plan or land division chapter are applicable and set forth differing standards.*

Comment: The TSP does not specify any differing standards for Norfolk Street.

*B. All lots shall have access from a public street or from a platted private street approved under the land division chapter.*

Comment: All lots have direct frontage onto Norfolk Street, a dedicated public street.

*C. No building or other permit shall be issued until scaled plans are presented to the City and approved by the City as provided by this chapter, and show how the access, egress, and circulation requirements are to be fulfilled. Access to State or County roads may require review, approval, and permits from the appropriate authority.*

Comment: The required site plans will be submitted with the building permit applications for each lot.

*D. Should the owner or occupant of a lot, parcel or building enlarge or change the use to which the lot, parcel or building is put, resulting in increasing any of the requirements of this chapter, it shall be unlawful and a violation of this code to begin or maintain such altered use until the provisions of this chapter have been met, and, if required, until the appropriate approval authority under Chapter 99 CDC has approved the change.*

Comment: No changes in use are proposed as a part of this application.

*E. Owners of two or more uses, structures, lots, parcels, or units of land may agree to utilize jointly the same access and egress when the combined access and egress of both uses, structures, or parcels of land satisfies the requirements as designated in this code; provided,*



*that satisfactory legal evidence is presented to the City Attorney in the form of deeds, easements, leases, or contracts to establish joint use. Copies of said instrument shall be placed on permanent file with the City Recorder.*

Comment: No such joint accesses are proposed.

*F. Property owners with access to their property via platted stems of flag lots may request alternate access as part of a discretionary review if other driveways and easements are available and approved by the City Engineer. (Ord. [1584](#), 2008; Ord. [1636](#) § 32, 2014; Ord. [1745](#) § 1 (Exh. A), 2023)*

Comment: Not applicable. No flag lots are proposed.

*B. Access control standards.*

*1. Traffic impact analysis requirements. A traffic analysis prepared by a qualified professional may be required to determine access, circulation and other transportation requirements. The purpose, applicability and standards of this analysis are found in CDC [85.170\(B\)\(2\)](#).*

Comment: Per the provisions of CDC 85.170(B)(2)(d)(6), a traffic impact analysis is not required because the proposed subdivision will not generate more than the threshold 250 trips per day. Based on ITE standards, the six lots proposed will generate less than 60 trips per day.

*2. In order to comply with the access standards in this chapter, 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. Access to and from off-street parking areas shall not permit backing onto a public street.*

Comment: There are two existing curb cuts on the frontage of the subject property. One serves the existing home on the site and one served a home that has been demolished. Both curb cuts will be closed when the new frontage improvements are installed. Each of the six lots will have one curb cut onto Norfolk Street.

*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 from a public street adjacent to the development lot or parcel. Street accesses shall comply with access spacing standards in subsection (B)(6) of this section, the West Linn Public Works Design Standards, and TSP. As an alternative, the applicant may request*

*alternative access provisions listed below as Option 1 and Option 2, subject to approval by the City Engineer through a discretionary process.*

Comment: Access is proposed to be provided to each lot from Norfolk Street. No alleys or mid-block lanes are existing or proposed. No private streets or driveways are existing or proposed.

*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.*

Comment: Not applicable. The subdivision does not front onto an arterial street.

*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.*

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

*6. Access spacing.*

*a. The access spacing standards found in Tables 14 and 15 of the TSP and in CDC 48.060 shall be applicable to all newly established public street intersections, non-traversable medians, and curb cuts. Deviation from the access spacing standards may be granted by the City Engineer as part of a discretionary review if the applicant demonstrates that the deviation will not compromise the safe and efficient operation of the street and highway system.*

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

Comment: No new public street intersections are proposed. Individual curb cuts are proposed for each lot.

*7. Number of access points. For single-family (detached and attached) 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 CDC 48.060. The number of street access points for multiple family development is subject to the access spacing standards in CDC 48.060. The number of street access points for 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 (C)(8) of this section, in order to maintain the required access spacing, and minimize the number of access points.*

Comment: Each lot will have one access point onto Norfolk Street as permitted by this subsection.

*8. Shared driveways. For residential development, shared driveways may be required in order to meet the access spacing standards in subsection (C)(6) of this section. For non-residential development, 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:*

Comment: Not applicable. 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 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 along a collector, neighborhood route, or local street, or 1,800 feet along an arterial, unless a smaller block length is required pursuant to CDC 85.200(B)(2).*

Comment: The existing block length between Sunset Ave. and Fairhaven Dr. exceeds 800 feet. Existing homes on properties along Sussex Street abutting the subject property preclude new construction of a street or pedestrian connection from Norfolk Street to Sussex Street. See discussion under Exceptions, below.

*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.*

Comment: Norfolk Street will be improved to comply with applicable standards.

*3. Exception. Exceptions to the above standards may be granted as part of a discretionary review 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; Ord. 1650 § 1 (Exh. A), 2016; Ord. 1675 § 40, 2018; Ord. 1745 § 1 (Exh. A), 2023)*

Comment: As shown on the aerial photograph on Page 2 of this narrative, there are existing single-family homes developed on lots at 4015, 4023, 4051, and 4095 Sussex Street along the northwest side of the subject property. These homes preclude the extension of Southslope Way through the subject property to connect to Sussex Street. Similarly, these fully developed homes preclude the construction of a pedestrian way or bicycle trail through the subject property to Sussex Street. For this reason, an exception to the maximum block length standard is warranted.

#### ***48.030 MINIMUM VEHICULAR REQUIREMENTS FOR RESIDENTIAL USES***

Comment: All lots proposed in this subdivision will have direct driveway accesses onto Norfolk Street. These accesses will be installed per City standards and will satisfy the minimum vehicular requirements for residential uses.

#### ***48.040 MINIMUM VEHICLE REQUIREMENTS FOR NON-RESIDENTIAL USES***

Comment: Not applicable. No non-residential uses are proposed.

#### ***48.050 ONE-WAY VEHICULAR ACCESS POINTS***

Comment: Not applicable. No one-way vehicular access points are proposed.

#### ***48.060 WIDTH AND LOCATION OF CURB CUTS AND ACCESS SEPARATION REQUIREMENTS***

Comment: The proposed driveways will comply with the minimum 16' width and 30' separation standards. Designs for curb cuts will be provided on the final engineering plans.

#### ***48.070 PLANNING DIRECTOR'S AUTHORITY TO RESTRICT ACCESS APPEAL PROVISIONS***

Comment: No traffic congestion or other unusual conditions exist that would warrant the Planning Director limiting access onto this section of Norfolk Street.

#### ***48.080 BICYCLE AND PEDESTRIAN CIRCULATION***

Comment: No bicycle or pedestrian circulation improvements are proposed other than sidewalks for this site. Bicycle and pedestrian ways are not warranted per the provisions of CDC 85.200 due to the existing development pattern on Sussex Street that precludes a connection from Norfolk through this site.

## Chapter 55 - DESIGN REVIEW

Existing trees on the subject property are shown on the Existing Conditions Map and the Tree Plan submitted with this application. Discussions with the City Arborist indicated that the applicant was to assume that all trees 12" DBH or greater in size are to be considered significant trees. The following provisions of Chapter 55.100B relating to tree preservation are applicable to this proposal:

### 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.*

Comment: Not applicable. No heritage trees are located on the subject property.

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. In cases where there is a difference of opinion on the significance of a tree or tree cluster, the City Arborist's findings shall prevail. It is important to acknowledge that all trees are not significant and, further, that this code section will not necessarily protect all trees deemed significant.*

Comment: Not applicable. No heritage trees are located on the subject property.

a. *Non-residential and residential projects on Type I and II lands shall protect all heritage trees and all significant trees and tree clusters by either the dedication of these areas or establishing tree conservation easements. Development of Type I and II lands shall require the careful layout of streets, driveways, building pads, lots, and utilities to avoid heritage trees and significant trees and tree clusters, and other natural resources pursuant to this code. The method for delineating the protected trees or tree clusters ("dripline + 10 feet") is explained in subsection (B)(2)(b) of this section. Exemptions of subsections (B)(2)(c), (e), and (f) of this section shall apply.*

Comment: There are no Type I or II lands on the subject property so this subsection does not apply.

b. *Non-residential and residential projects on non-Type I and II lands shall set aside up to 20 percent of the area to protect trees and tree clusters that are determined to be significant, plus any heritage trees. Therefore, in the event that the City Arborist determines that a significant tree cluster exists at a development site, then up to 20 percent of the non-Type I and II lands shall be devoted to the protection of those trees, either by dedication or easement. The*

*exact percentage is determined by establishing the driplines of the trees or tree clusters that are to be protected. In order to protect the roots which typically extend further, an additional 10-foot measurement beyond the dripline shall be added. The square footage of the area inside this “dripline plus 10 feet” measurement shall be the basis for calculating the percentage (see figure below). The City Arborist will identify which tree(s) are to be protected. Development of non-Type I and II lands shall also require the careful layout of streets, driveways, building pads, lots, and utilities to avoid significant trees, tree clusters, heritage trees, and other natural resources pursuant to this code. Exemptions of subsections (B)(2)(c), (e), and (f) of this section shall apply. Please note that in the event that more than 20 percent of the non-Type I and II lands comprise significant trees or tree clusters, the developer shall not be required to save the excess trees, but is encouraged to do so.*

Comment: The Tree Plan submitted with this application shows several areas denoted with crosshatching being designated for protection of significant trees and tree clusters. The total area included within these tree protection easements is 9,329 sq. ft. The site contains 45,827 sq. ft. of non-Type I and II lands. The areas set aside for protection of significant trees amounts to 20.4% of the site area and meets the requirements of this section. A total of 46 significant trees are located on the property and its street frontage. The plan would retain 20 of these trees, or 43.5% of the total significant trees on the site.

*c. Where stubouts of streets occur on abutting properties, and the extension of those streets will mean the loss of significant trees, tree clusters, or heritage trees, it is understood that tree loss may be inevitable. In these cases, the objective shall be to minimize tree loss. These provisions shall also apply in those cases where access, per construction code standards, to a lot or parcel is blocked by a row or screen of significant trees or tree clusters.*

Comment: Not applicable. No stubouts of streets are proposed.

*d. For both non-residential and residential development, the layout shall achieve at least 70 percent of maximum density for the developable net area. The developable net area excludes all Type I and II lands and up to 20 percent of the remainder of the site for the purpose of protection of stands or clusters of trees as defined in subsection (B)(2) of this section.*

Comment: The density calculations submitted above in this narrative demonstrate that the project will achieve more than 70% of maximum density. The proposal of six lots achieves the maximum density allowed for this site under R-7 zoning.

*e. For arterial and collector street projects, including Oregon Department of Transportation street improvements, the roads and graded areas shall avoid tree clusters where possible. Significant trees, tree clusters, and heritage tree loss may occur, however, but shall be minimized.*

Comment: Not applicable. The site does not abut an arterial or collector street.

- f. *If the protection of significant tree(s) or tree clusters is to occur in an area of grading that is necessary for the development of street grades, per City construction codes, which will result in an adjustment in the grade of over or under two feet, which will then threaten the health of the tree(s), the applicant will submit evidence to the Planning Director that all reasonable alternative grading plans have been considered and cannot work. The applicant will then submit a mitigation plan to the City Arborist to compensate for the removal of the tree(s) on an "inch by inch" basis (e.g., a 48-inch Douglas fir could be replaced by 12 trees, each four-inch). The mix of tree sizes and types shall be approved by the City Arborist.*

Comment: Not applicable. No areas of significant site grading are proposed.

## **Chapter 85 GENERAL PROVISIONS**

### **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: The subject property fronts on Norfolk Street, a local street that provides access to Sunset Avenue, to the northeast, and Fairhaven Drive, to the southwest. The existing right-of-way width of Norfolk Street is 60 feet, which exceeds the typical 52 to 54-foot width for local streets. No new streets are either needed or proposed to be developed with this subdivision.

No new street names are proposed. All lots in the subdivision have access to Norfolk Street, as shown on the Tentative Plan. No gated streets or special entry designs are proposed.

B. Blocks and lots.

Comment: The existing block length between Sunset and Fairhaven Drive is approximately 970 feet, which exceeds the 800 feet maximum standard. The existing block is fully developed so there are no opportunities for a new street or pedestrian paths from Norfolk St. through to Sussex Street. The proposed lots have property lines that are perpendicular to the street; contain sufficient area to meet the requirements of the R-7 zone. Compliance with required setbacks will be reviewed at the time of building permit application.

The development conforms to the provisions of Chapter 48, as discussed in this report.

85.200(B) (5). No double frontage lots are proposed. The proposed lot lines within the development are approximately at right angles to the streets on which they front, as required by Section 85.200(B)(6). No flag lots are proposed. No large lots or parcels that are more than double the minimum area designated by the zoning district are proposed.

C. Pedestrian and bicycle trails.

Comment: No pedestrian or bicycle paths are proposed. No bicycle improvements in this area are listed on the Bicycle Master Plan.

D. Transit facilities.

Comment: Not applicable. No transit facilities are proposed or required as there is no TriMet service in this area.

E. Lot grading.

Comment: The subject property is relatively flat, with grades in the 5 to 7 percent range. Grading of the proposed building sites will conform to City standards. Compliance for individual homes will be reviewed at the time of building permit application.

F. Water.

Comment: A 6" City water line is available in Norfolk Street. It will need to be extended to the southwest to provide service to Lots 5 and 6. Please see the Preliminary Utility Plan.

G. Sewer.

Comment: As shown on the Preliminary Utility Plan, there is an existing public sewer line in Norfolk Street. It does not span the entire frontage of the property. Due to topographic constraints, a sewer line extension from the existing line at the intersection of Norfolk Street and Fairhaven Drive is proposed. Please refer to the Preliminary Utility Plan for more details.

H. Storm.

Comment: As shown on the Preliminary Utility Plan, storm sewer for the new homes will be provided from a storm line in Norfolk Street, with raingardens to be provided on each lot for detention and treatment purposes. Green street treatment and storage of water from the sidewalk will be provided in the planter strip.

I. Utility easements. An 8'-wide Public Utility Easement is required along the Norfolk Street frontage. This dedication is shown on the Tentative Plan submitted with this application.



J. Supplemental provisions.

1. Wetland and natural drainageways. Comment: There are no wetlands or natural drainageways on or abutting the subject property.
2. Willamette and Tualatin Greenways. Comment: Not applicable. The property is not in the Greenway areas and there are no Habitat Conservation Areas on the subject property.
3. Street trees. Comment: Street trees will be provided as required by the Park Department. Approximate locations for street trees are indicated on the preliminary engineering plan. For stormwater purposes, the species will need to be evergreen. Lindsey's Skyward Bald Cypress was discussed with the City Arborist, but a final selection will be made as a part of the final engineering process.
4. Lighting. Comment: The existing overhead powerlines along the frontage of Norfolk Street will
5. Dedications and exactions. Comment: No new dedications or exactions to service off-site properties are anticipated in conjunction with this application.
6. Underground utilities. Comment: All utilities within the development will be placed underground, as required by this section.
7. Density requirement. Comment: The density calculations submitted with this application demonstrate that the maximum density permitted on this site is 6 units. The proposed density of 6 units satisfies the minimum density standard.
8. Mix requirement. Comment: Not applicable. This requirement only applies in the R-2.1 and R-3 zones. The subject property is zoned R-7.
9. Heritage trees/significant tree and tree cluster protection. Comment: No heritage trees, as defined in the Municipal Code, are present on the site. Other existing trees are mapped on the Existing Conditions Map and Tree Plan. Please see discussion of Chapter 55 in this narrative.
10. Annexation and street lights. Comment: Not applicable. The subject property is within the city limits.

## **Chapter 92: REQUIRED IMPROVEMENTS**

### **92.010 PUBLIC IMPROVEMENTS FOR ALL DEVELOPMENT**

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

A. Streets within subdivisions.

1. *All streets within a subdivision, including alleys, shall be graded for the full right-of-way width and improved to the City's permanent improvement standards and*

*specifications which include sidewalks and bicycle lanes, unless the decision-making authority makes the following findings:*

Comment: As shown on the Preliminary Engineering Plan, the developer proposes to improve the frontage of Norfolk Street to full City standards. This involves a ½ street improvement for the full frontage.

2. *When the decision-making authority makes these findings, the decision-making authority may impose any of the following conditions of approval:*

Comment: Not applicable. This subsection applies only when an applicant is proposing to construct less than full standard streets.

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

Comment: Not applicable. There are no intersecting streets along the project frontage.

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

Comment: As shown on the Preliminary Engineering Plan submitted with this application, the frontage on Norfolk Street will be graded to the full right-of-way and improved to City standards.

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

Comment: Monumentation will be installed and/or reestablished at street intersections in accordance with this subsection.

E. *Surface drainage and storm sewer system. A registered civil engineer shall prepare a plan and statement which shall be supported by factual data that clearly shows that there will be no adverse impacts from increased intensity of runoff off site of a 100-year storm, or the plan and statement shall identify all off-site impacts and measures to mitigate those impacts commensurate to the particular land use application. Mitigation measures shall maintain pre-existing levels and meet buildout volumes, and meet planning and engineering requirements.*

Comment: The project engineer has prepared a storm drainage plan, as shown on the Preliminary Engineering Plan, and a storm report for this project. Please refer to those documents.

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

Comment: Sanitary sewers are available to this project from an existing line in Norfolk Street. Because the depth of this sewer is too shallow to allow service from it to Lots 5 and 6, a new sewer line will be constructed from the intersection of Norfolk with Fairhaven Drive to serve Lots 5 and 6.

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

Comment: The existing water line in Norfolk will provide for water service for the development. It will be extended to provide service to Lots 5 and 6.

- H. Sidewalks.
1. *Sidewalks shall be installed on both sides of a public street and in any special pedestrian way within the subdivision, except that in the case of primary or secondary arterials, or special type industrial districts, or special site conditions, the Planning Commission may approve a subdivision without sidewalks if alternate pedestrian routes are available. In the case of the double-frontage lots, provision of sidewalks along the frontage not used for access shall be the*

*responsibility of the developer. Providing front and side yard sidewalks shall be the responsibility of the land owner at the time a request for a building permit is received. Additionally, deed restrictions and CC&Rs shall reflect that sidewalks are to be installed prior to occupancy and it is the responsibility of the lot or homeowner to provide the sidewalk, except as required above for double-frontage lots.*

Comment: As required by this subsection, sidewalks will be installed along the Norfolk Street frontage of this development.

2. *On local streets serving only single-family dwellings, sidewalks may be constructed during home construction, but a letter of credit shall be required from the developer to ensure construction of all missing sidewalk segments within four years of final plat approval pursuant to CDC 91.010(A)(2).*

Comment: Sidewalks will be constructed during home construction on each lot. The required letter of credit will be provided.

3. *The sidewalks shall measure at least six feet in width and be separated from the curb by a six-foot minimum width planter strip. Reductions in widths to preserve trees or other topographic features, inadequate right-of-way, or constraints, may be permitted if approved by the City Engineer in consultation with the Planning Director.*

Comment: Sidewalks will be installed to City specifications.

4. *Sidewalks should be buffered from the roadway on high volume arterials or collectors by landscape strip or berm of three and one-half-foot minimum width.*

Comment: Not applicable. The site does not abut an arterial or collector street.

5. *The City Engineer may allow the installation of sidewalks on one side of any street only if the City Engineer finds that the presence of any of the factors listed below justifies such waiver:*
  - a. *The street has, or is projected to have, very low volume traffic density;*
  - b. *The street is a dead-end street;*
  - c. *The housing along the street is very low density; or*
  - d. *The street contains exceptional topographic conditions such as steep slopes, unstable soils, or other similar conditions making the location of a sidewalk undesirable.*

Comment: The subject property only has frontage on one side of Norfolk Street. A sidewalk will be constructed along all of this frontage.

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

Comment: No bicycle routes are proposed or called for on Norfolk Street by City plans.

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

Comment: Norfolk Street is existing. Street signs will be provided if required by the City.

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

Comment: Not applicable. No dead-end streets are proposed.

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

Comment: Not applicable. No public dedications are proposed.

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

Comment: Street lights will be installed by the developer, consistent with the requirements of this subsection.

N. Utilities. The developer shall make necessary arrangements with utility companies or other persons or corporations affected for the installation of underground lines and facilities. Electrical lines and other wires, including but not limited to communication, street lighting, and cable television, shall be placed underground.

Comment: The developer will coordinate with utility companies for the installation of underground facilities for electrical, cable, natural gas, telephone, and street lighting. As required by this section.

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

Comment: Curb cuts will be installed at the time of home construction and will be installed to City standards.

P. Street trees. Street trees shall be provided by the City Parks and Recreation Department in accordance with standards as adopted by the City in the Municipal

*Code. The fee charged the subdivider for providing and maintaining these trees shall be set by resolution of the City Council.*

Comment: The developer will coordinate with the City Parks and Recreation Department regarding installation of street trees and will be responsible for paying the appropriate fee.

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

Comment: The developer will coordinate with the US Postal Service and the City Engineer regarding the location of joint mailbox clusters and will install them in accordance with this section.

## **Chapter 99 PROCEDURES FOR DECISION MAKING: QUASI-JUDICIAL**

Comment: The proposed subdivision is being submitted as an Expedited Land Division, pursuant to the provisions of ORS 197.360 to 197.380. The procedural requirements for public notice and decision-making of the state statute supersede the provisions of Chapter 99 and will be used by City staff in the processing of this application.

## **Chapter 105 AMENDMENTS TO THE CODE AND MAP**

Comment: As discussed above in this report, the subject property is designated Medium Density by the West Linn Comprehensive Plan. A quasi-judicial zone change could be proposed by the applicant to change the zoning to R-4.5 or R-5. The applicant has chosen not to request such a zone change so the provisions of Chapter 105 are not applicable.

## **CONCLUSION**

The proposed Expedited Land Division has been demonstrated by this narrative and supporting plans and documents submitted with this application to comply with the applicable approval criteria of the Community Development Code and Oregon Revised Statutes. Approval of this application is requested.



Preliminary Storm Analysis  
4092 Norfolk  
West Linn, Oregon

**NARRATIVE**

Site Conditions:

This is a property on the westerly side of Norfolk Street in West Linn, containing approximately 1.05 acres. There is one residential house on the property which will be removed, and six detached houses proposed. The property slopes southerly to Norfolk. Norfolk is paved and curbed but no sidewalk along the frontage. The USDA web site finds the soil to be Saum silt loam 78B) with a hydrologic group C soil. This soil does infiltrate and will be tested with the final design. The City of Portland PAC was used to preliminary size rain gardens for the houses with an assumed 3000 SF of impervious area.

The proposed sidewalk is less than 2000 SF if not waved for Storm Water requirements could be addressed using the Tree Credit process.

Regulator:

City of Portland Stormwater Manual

**CONCLUSION:**

The purpose to this report is to demonstrate feasibility. The final design will be based on actual impervious areas and infiltration rates. Overflow storm laterals are proposed for each lot.

Prepared by:  
Bruce D. Goldson, PE  
Theta  
2014-129AA  
March 26, 2025





# TREE CREDIT WORKSHEET

Trees may be able to reduce the size of triggering impervious surface. Trees used for tree credit must be clearly labeled on the site plan.

## Tree Credit Applicability:

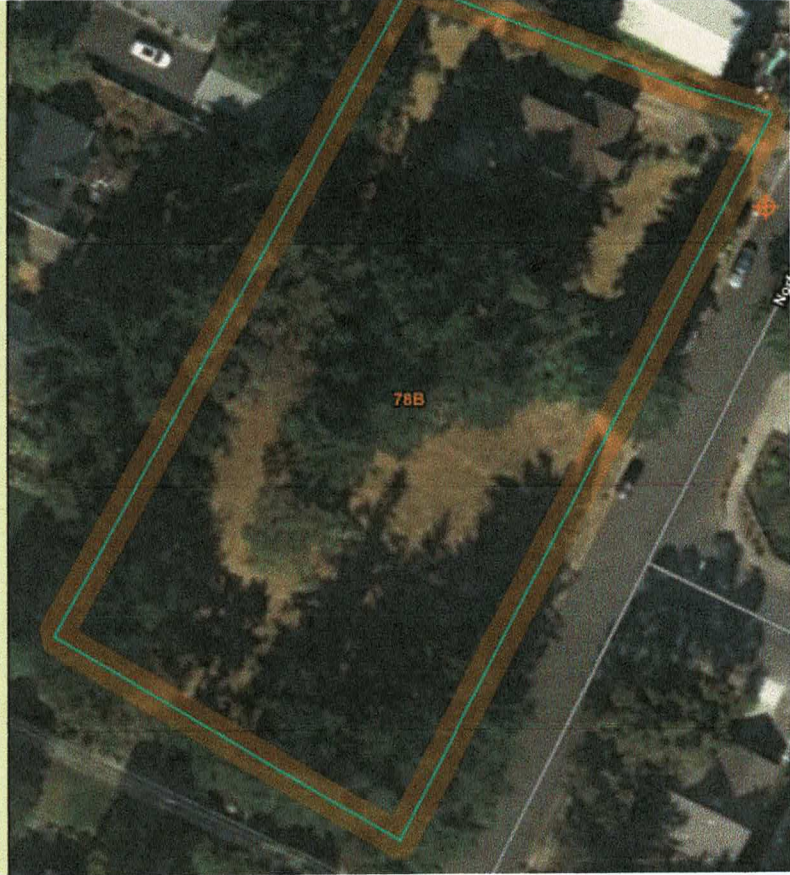
- Applies only in the right-of-way.
- The Bureau of Environmental Services may require a certified arborists' report to verify suitable tree preservation.
- Trees planted in stormwater facilities or used towards environmental zone mitigation cannot also receive tree credit.

## CALCULATE TREE CREDIT

TYPE OF TREE	NUMBER OF TREES	STORMWATER CREDIT	TREE CREDIT (SF)
<b>DECIDUOUS</b> <ul style="list-style-type: none"> <li>• New trees per Title 11</li> <li>• Existing trees 3" DBH or larger</li> </ul>		100 ft <sup>2</sup>	
<b>EVERGREEN</b> <ul style="list-style-type: none"> <li>• New trees per Title 11</li> <li>• Existing trees 3" DBH or larger</li> </ul>	10	200 ft <sup>2</sup>	
Any new or existing tree in a planting strip 8.5' and wider without overhead wires, or an existing tree equal to or larger than 12" DBH		200 ft <sup>2</sup>	
		<b>TOTAL</b>	



Clackamas County Area, Oregon (OR610)			
Clackamas County Area, Oregon (OR610)			
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
78B	Saum silt loam, 3 to 8 percent slopes	1.0	100.0%
<b>Totals for Area of Interest</b>		<b>1.0</b>	<b>100.0%</b>





**Warning: Soil Ratings Map may not be valid at this scale.**

You have zoomed in beyond the scale at which the soil map for this area is intended to be used. Mapping of soils is done at a particular scale. The soil surveys that comprise your AOI were mapped at 1:20,000. The design of map units and the level of detail shown in the resulting soil map are dependent on that map scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

**Tables — Hydrologic Soil Group — Summary By Map Unit**

**Summary by Map Unit — Clackamas County Area, Oregon (OR610)**

Summary by Map Unit — Clackamas County Area, Oregon (OR610)

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
78B	Saum silt loam, 3 to 8 percent slopes	C	1.0	100.0%

# PAC Report

## Project Details

Project Name	Permit No	Created
norfolk lots		3/26/2024 4:00:01 PM
Project Address	Designer	Last Modified
4092 Norfolk		3/26/2024 4:00:01 PM
	Company	Report Generated
		3/26/2024 9:45:43 AM

## Project Summary

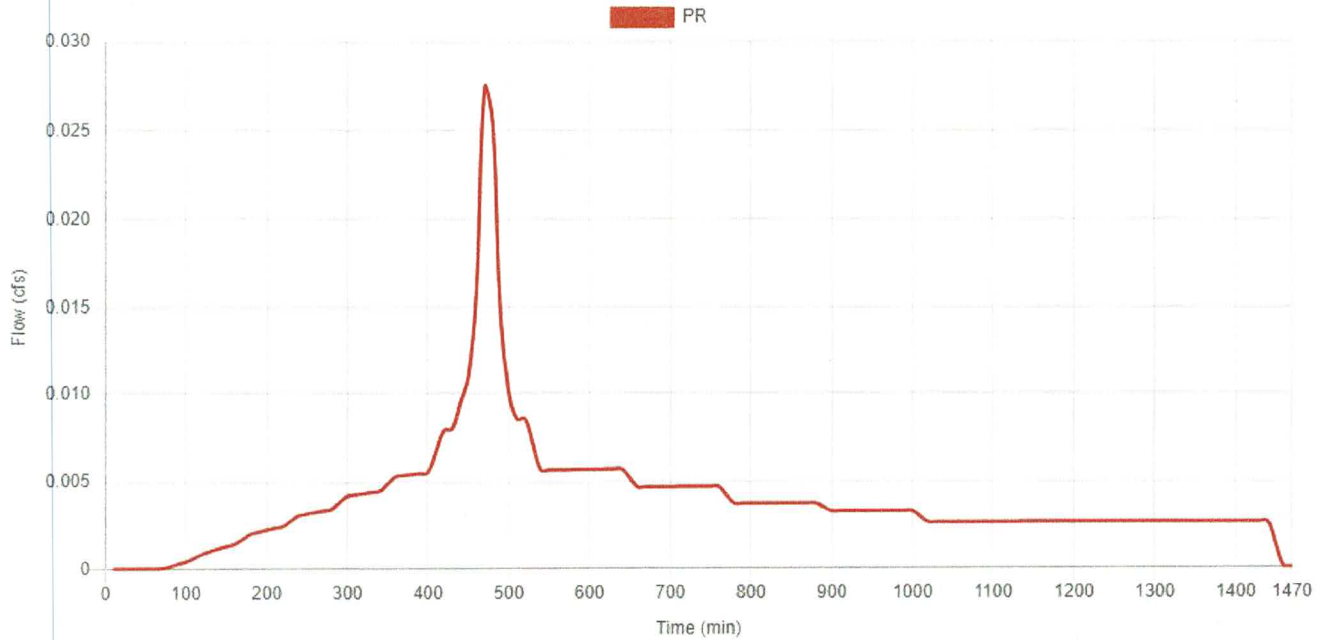
Catchment Name	Imper-vious Area (sq ft)	Native Soil Design Infiltration Rate (in/hr)	Level	Category	Config	Facility Area (excl. free board) (sq ft)	Facility Sizing Ratio (%)	PR Results	Infiltration Results	Flow Control Results
hse roof	3000	0.65	2A	FlatPlanter	A	125.00	4.17	Pass	NA	NA

## hse roof

<p><b>Site Soils &amp; Infiltration Testing</b></p>	<p><b>Infiltration Testing Procedure</b> OpenPit</p> <p><b>Tested Native Soil Infiltration Rate</b> 1.30 in/hr</p>
<p><b>Correction Factor</b></p>	<p><b>CF test</b> 2</p>
<p><b>Design Infiltration Rates</b></p>	<p><b>Native Soil</b> 0.65 in/hr</p> <p><b>Imported Blended Soil</b> 6 in/hr</p>
<p><b>Catchment Information</b></p>	<p><b>Hierarchy Level</b> 2A</p> <p><b>Hierarchy Description</b> Offsite flow to the Willamette River, Columbia River, or Columbia Slough, or discharge to a storm-only pipe system or the Multnomah County Drainage District System (with capacity) that directly discharges to one of the three waterways named above.</p> <p><b>Pollution Reduction Requirement</b> Filter the post-development stormwater runoff from the water quality storm event through the blended soil.</p> <p><b>Infiltration Requirement</b> N/A</p> <p><b>Flow Control Requirement</b> N/A</p> <p><b>Impervious Area</b> 3000 sq ft 0.069 acre</p> <p><b>Pre-Development Time of Concentration (T<sub>C pre</sub>)</b> 5 min</p> <p><b>Post-Development Time of Concentration (T<sub>C post</sub>)</b> 5 min</p> <p><b>Pre-Development Curve Number (CN<sub>pre</sub>)</b> 86</p> <p><b>Post-Development Curve Number (CN<sub>post</sub>)</b> 98</p>

# SBUH Results

## Post-Development Runoff



	Pre - Development Rate and Volume		Post - Development Rate and Volume	
	Peak Rate (cfs)	Total Volume (cf)	Peak Rate (cfs)	Total Volume (cf)
PR	0.0083	141.6	0.0274	347.1

	Overflow		Underdrain Outflow		Infiltration	
	Peak Rate (cfs)	Total Volume (cf)	Peak Rate (cfs)	Total Volume (cf)	Peak Rate (cfs)	Total Volume (cf)
PR	0	0	0	0	0.002	347.1

# Flat Planter

## Site Soils & Infiltration Testing

### Category

Flat Planter

### Shape

Null

### Location

Parcel

### Configuration

A: Infiltration

## Above Grade Storage Data

### Bottom Area

125 sq ft

### Bottom Width

10 ft

### Overflow Height

18.0 in

### Blended Soil Depth

12 in

### Surface Storage Capacity at Overflow

187.5 cu ft

### Design Infiltration Rate to Soil Underlying the Facility

0.002 cfs

### Design Infiltration Rate for Imported Blended Soil in the Facility

0.017 cfs

## Below Grade Storage Data

### Catchment is too small for flow control?

No

### Percent of Facility Base that Allows Infiltration

100 %

## Facility Facts

### Total Facility Area (excluding freeboard)

125.00 sq ft

### Sizing Ratio

4.17 %

## Pollution Reduction Results

Pollution Reduction Score

Pass

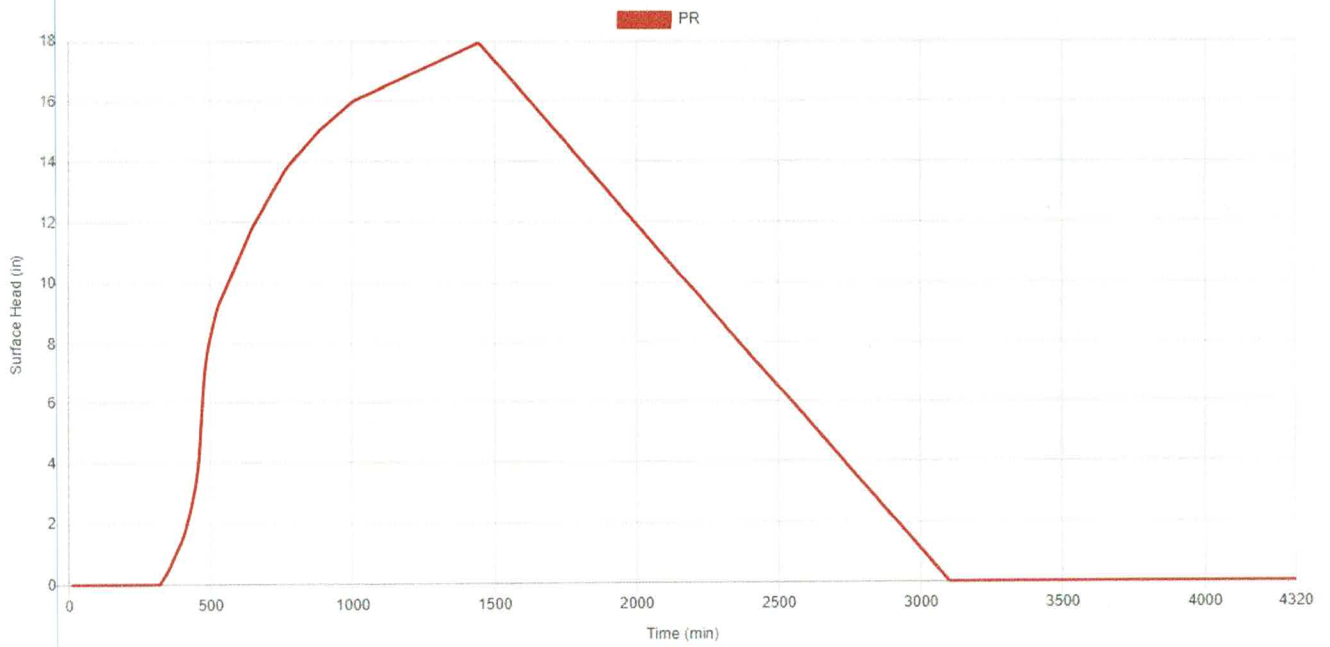
Overflow Volume

0.00 cf

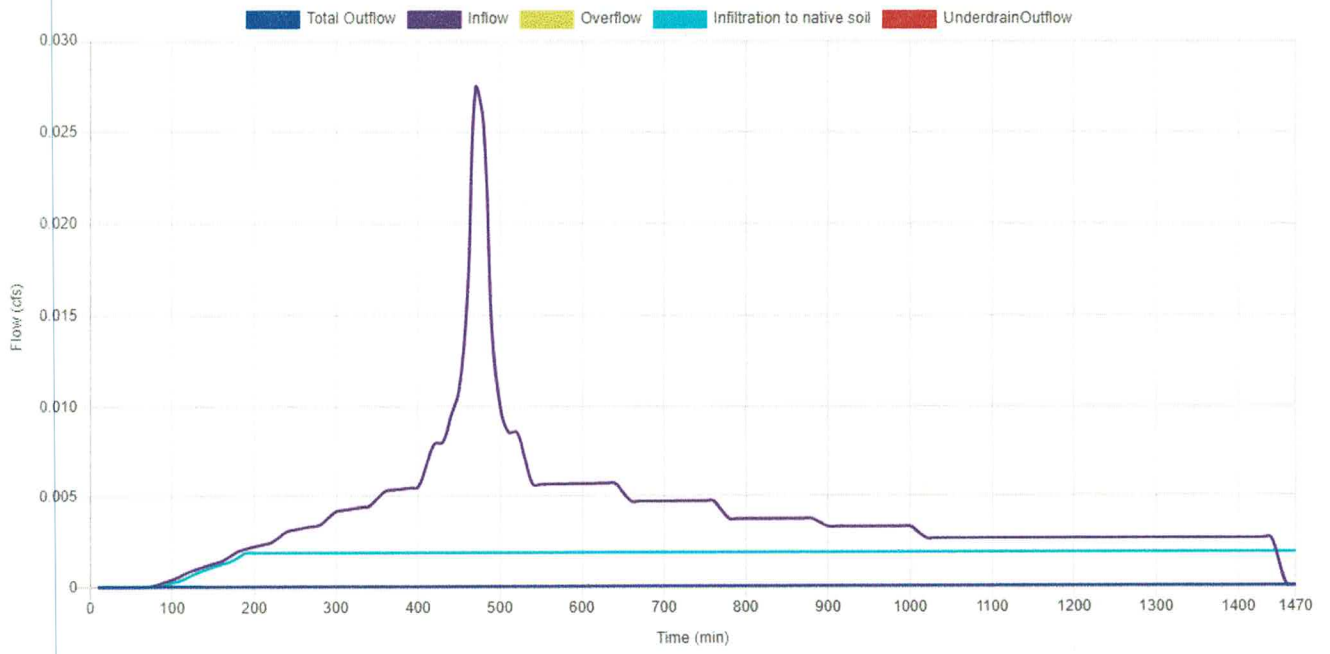
Surface Capacity Used

99.53 %

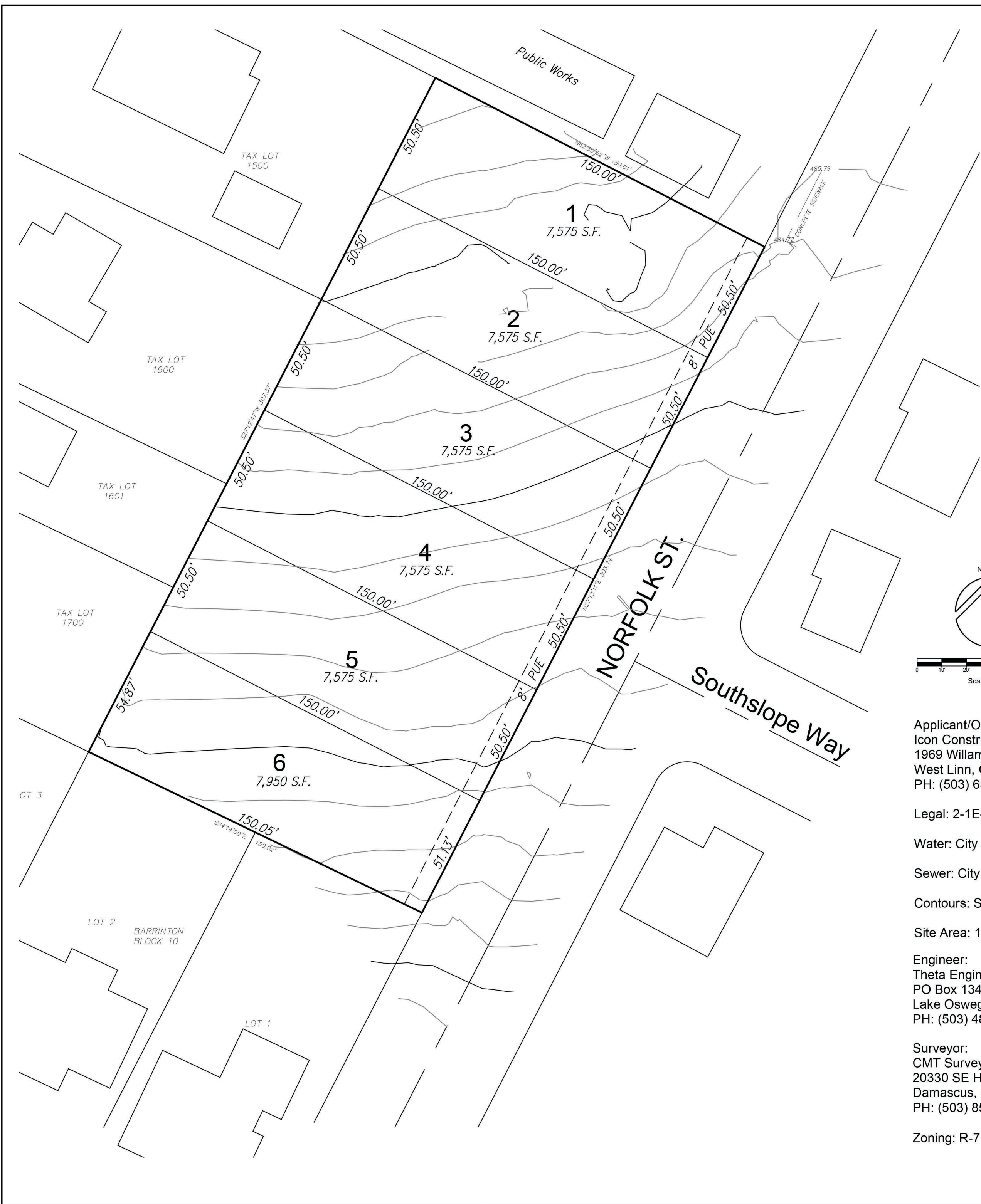
## Surface Head



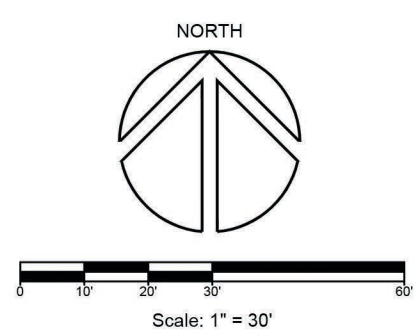
# Water Quality







REGISTERED PROFESSIONAL ENGINEER  
 7120  
 OREGON  
 PRELIMINARY  
 BEUCE D. GOLDSON  
 EXPIRES: 06/30/2025  
 SIGNATURE DATE: 03/28/2024



Applicant/Owner:  
 Icon Construction & Development, LLC  
 1969 Willamette Falls Drive, Suite 260  
 West Linn, OR 97068  
 PH: (503) 657-0406

Legal: 2-1E-36AC TL 1400

Water: City of West Linn

Sewer: City of West Linn

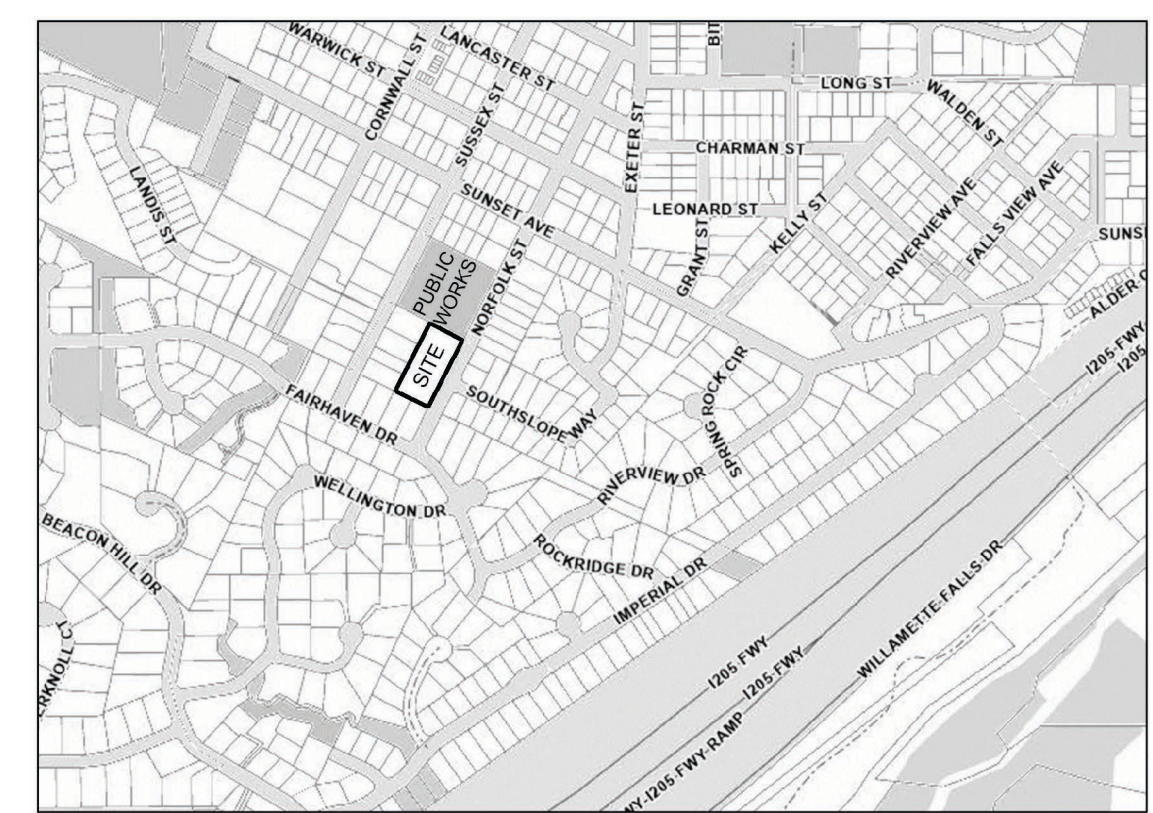
Contours: Site Survey

Site Area: 1.05 Acres

Engineer:  
 Theta Engineering, Inc.  
 PO Box 1345  
 Lake Oswego, OR 97035  
 PH: (503) 481-8822

Surveyor:  
 CMT Surveying & Consulting  
 20330 SE Hwy. 212  
 Damascus, OR 97089  
 PH: (503) 850-4672

Zoning: R-7



Vicinity Map

Density Calculations			
	Area (sq. ft.)	Allowable Density	Units @1 per 7,000 sq.ft.
Gross Site Area	45,825		
Land in a boundary street right-of-way, water course, or planned open space where density transfer is not requested:	0		
Area in street right-of-way:	0		
<b>Net Site Area:</b>	<b>45,825</b>		
Area within Type I or II slopes where Developed:	0	50%	0
Area within Type I or II slopes where Density Will be Transferred:	0	75%	0
Area within Water Resource Area-all development transferred.	0	50%	0
Open Space (Type III and IV Lands)		100%	0.00
Type III & IV Land Developed:	45,825	100%	6.5
Base Density Allowed:			6
<b>TOTAL ALLOWED DENSITY:</b>			<b>6 UNITS</b>

DESIGNED: REG			
DRAWN: REG			
SCALE: 1" = 30'			
DATE: March 2024			
FILE: 24-ICN-101	DATE	NO.	REVISION

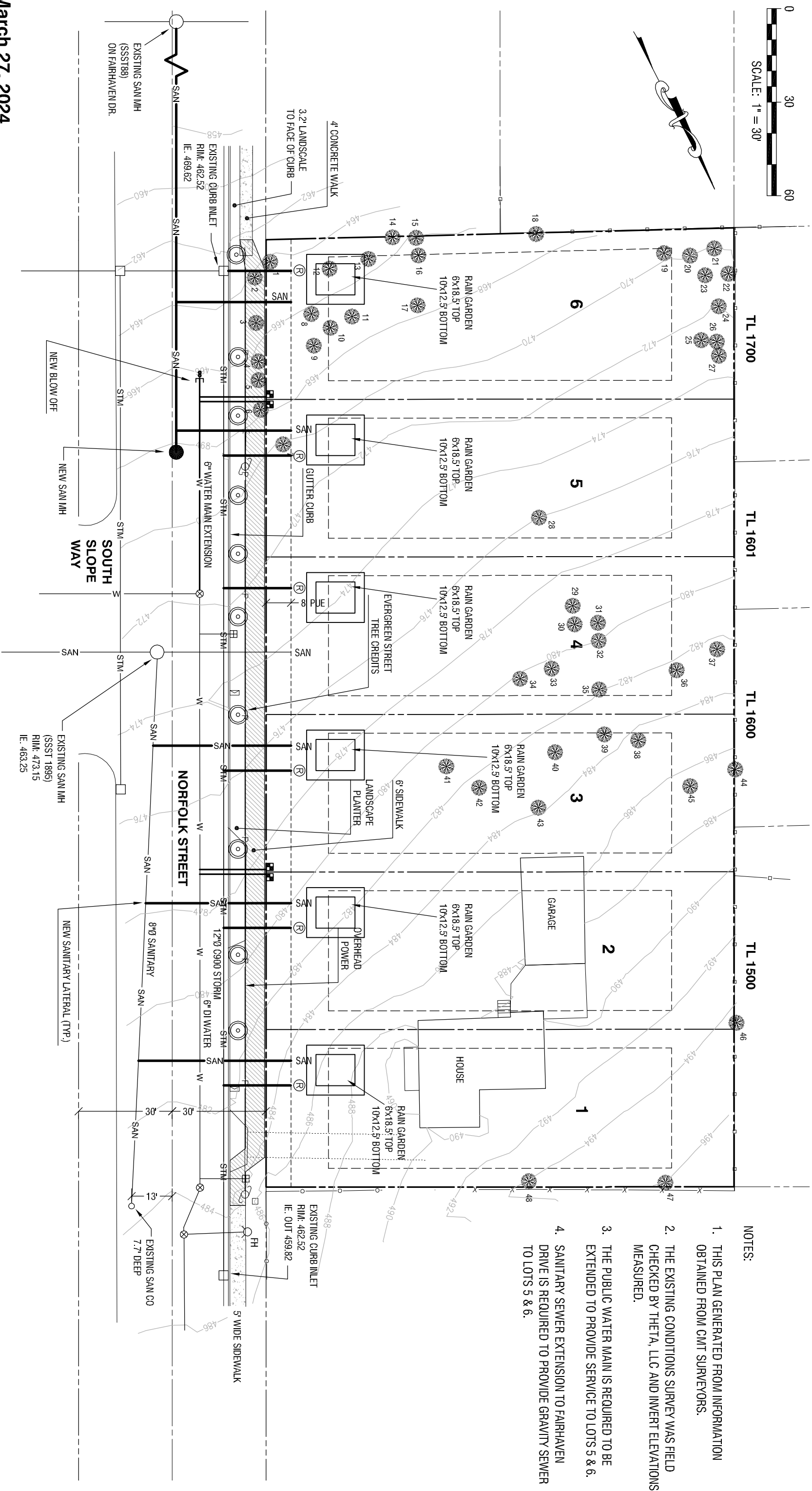
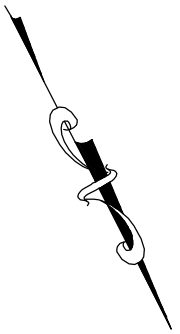
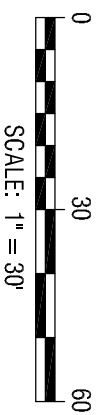
Richard E. Givens, Planning Consultant  
 28615 SW Paris Ave., Unit 110  
 Wilsonville, OR 97070  
 PH: (503) 351-8204

APPLICANT: Icon Construction & Development, LLC  
 1969 Willamette Falls Dr., Suite 260  
 West Linn, OR 97068  
 PH: (503) 657-0406

Norfolk Heights  
 Tentative Plan - ELD Land Division

SHEET:  
 1/2





- NOTES:
1. THIS PLAN GENERATED FROM INFORMATION OBTAINED FROM CMT SURVEYORS.
  2. THE EXISTING CONDITIONS SURVEY WAS FIELD CHECKED BY THETA, LLC AND INVERT ELEVATIONS MEASURED.
  3. THE PUBLIC WATER MAIN IS REQUIRED TO BE EXTENDED TO PROVIDE SERVICE TO LOTS 5 & 6.
  4. SANITARY SEWER EXTENSION TO FAIRHAVEN DRIVE IS REQUIRED TO PROVIDE GRAVITY SEWER TO LOTS 5 & 6.

March 27, 2024  
2024-129AA

**PRELIMINARY STREET AND UTILITY PLAN**

DESIGNED: BDG  
DRAWN: BJS  
SCALE: 1" = 30'  
DATE: February, 2024  
FILE: Norfolk 129AA Civi1

**THETA**  
ENGINEERING - SURVEYING - PLANNING  
PO Box 1345  
Lake Oswego, Oregon 97035  
503/481-8822  
email: thetaining@comcast.net

Icon Construction & Development, LLC  
1969 Willamette Falls Drive, Suite 260  
West Linn, Oregon 97068  
Phone: (503) 657-0406

4092 Norfolk Street  
West Linn, Oregon  
**1**



SCALE 1" = 40'

REGISTERED  
PROFESSIONAL  
LAND SURVEYOR

*DMR*  
OREGON  
SEPTEMBER 11, 2018  
DAVID ROEGER  
86811

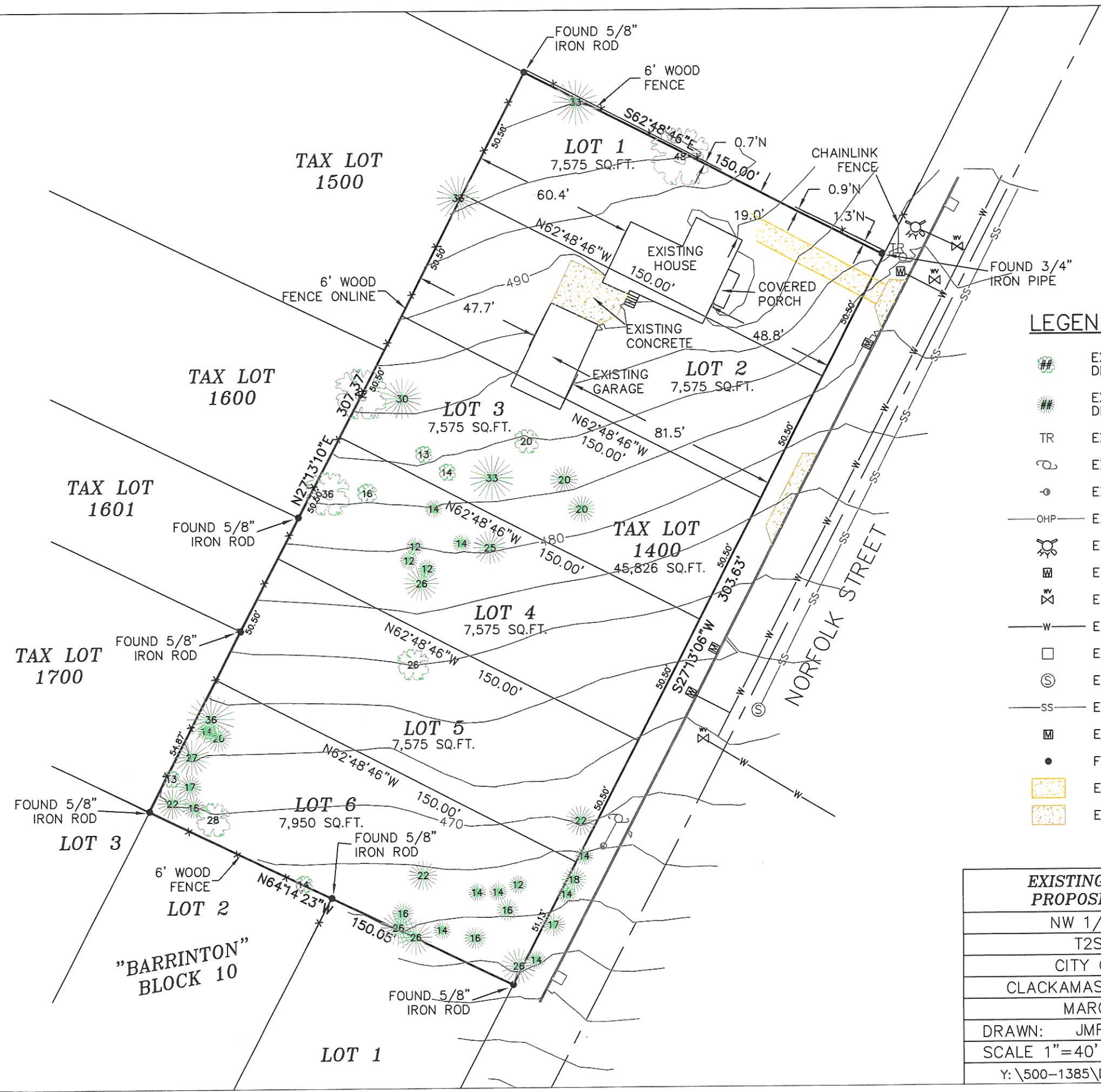
EXPIRES DECEMBER 31, 2024

**LEGEND**

- EXISTING DECIDUOUS TREE W/ TRUNK DIAMETER (INCHES)(CL=CLUSTER)
- EXISTING CONIFEROUS TREE W/ TRUNK DIAMETER (INCHES)(CL=CLUSTER)
- TR EXISTING TELEPHONE RISER
- EXISTING POWER POLE
- EXISTING GUY ANCHOR
- OHP— EXISTING OVERHEAD POWER LINES
- EXISTING FIRE HYDRANT
- EXISTING WATER METER
- EXISTING WATER VALVE
- W— EXISTING UNDERGROUND WATER
- EXISTING CATCH BASIN
- EXISTING SANITARY MANHOLE
- SS— EXISTING SANITARY SEWER LINE
- EXISTING MAILBOX
- FOUND MONUMENTS
- EXISTING GRAVEL
- EXISTING CONCRETE

<b>EXISTING CONDITIONS &amp; PROPOSED SUBDIVISION</b>
NW 1/4 OF SEC 36, T2S, R1E, W.M.
CITY OF WEST LINN
CLACKAMAS COUNTY, OREGON
MARCH 26, 2024
DRAWN: JMR CHECKED: DMR
SCALE 1"=40' ACCOUNT #500-1385
Y: \500-1385\DWG\5001385PRELIMSUBA

<b>4092 NORFOLK STREET</b>
<b>CMT SURVEYING AND CONSULTING</b>
20330 SE HIGHWAY 212 DAMASCUS, OR 97089 PHONE (503) 850-4672 FAX (503) 850-4590



"BARRINTON"  
BLOCK 10