

DEVELOPMENT REVIEW APPLICATION

For Office Use Only

| | | |
|--|------------------------------------|--|
| STAFF CONTACT Chris Myers | PROJECT NO(S). MIP-24-01 | PRE-APPLICATION NO. PA-24-05 |
| NON-REFUNDABLE FEE(S) \$4,400.00 | REFUNDABLE DEPOSIT(S) | TOTAL \$4,400.00 |

Type of Review (Please check all that apply):

- | | | |
|--|--|---|
| <input type="checkbox"/> Annexation (ANX) <input type="checkbox"/> Appeal (AP) <input type="checkbox"/> CDC Amendment (CDC) <input type="checkbox"/> Code Interpretation (MISC) <input type="checkbox"/> Conditional Use (CUP) <input type="checkbox"/> Design Review (DR) <input type="checkbox"/> Tree Easement Vacation (MISC) <input type="checkbox"/> Expediated Land Division (ELD) <input type="checkbox"/> Extension of Approval (EXT) | <input type="checkbox"/> Final Plat (FP) Related File # _____ <input type="checkbox"/> Flood Management Area (FMA) <input type="checkbox"/> Historic Review (HDR) <input type="checkbox"/> Lot Line Adjustment (LLA) <input checked="" type="checkbox"/> Minor Partition (MIP) <input type="checkbox"/> Modification of Approval (MOD) <input type="checkbox"/> Non-Conforming Lots, Uses & Structures <input type="checkbox"/> Planned Unit Development (PUD) <input type="checkbox"/> Street Vacation | <input type="checkbox"/> Subdivision (SUB) <input type="checkbox"/> Temporary Uses (MISC) <input type="checkbox"/> Time Extension (EXT) <input type="checkbox"/> Right of Way Vacation (VAC) <input type="checkbox"/> Variance (VAR) <input type="checkbox"/> Water Resource Area Protection/Single Lot (WAP) <input type="checkbox"/> Water Resource Area Protection/Wetland (WAP) <input type="checkbox"/> Willamette & Tualatin River Greenway (WRG) <input type="checkbox"/> Zone Change (ZC) |
|--|--|---|

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

Site Location/Address: **2700 UNDERHILL LANE**
WEST LINN, OREGON

Assessor's Map **NO. 21E24CD07400**

Tax Lot(s): **TAX LOT 07400. NO. 21E24CD07400**

Total Land Area: **~23,225 SF**

Brief Description of Proposal:

Request to partition the existing lot at 2700 Underhill Lane into two buildable lots.
 Both lots will be accessed from Underhill Lane.

Applicant Name*: **LUAY ALJAMAL**
 Address: **1124 SE RIVER FOREST ROAD**
 City State Zip: **MILWAUKIE, OREGON, 97267**

Phone: **406-612-2808**
 Email: **Zodiac5958@gmail.com**

Owner Name (required): **LUAY ALJAMAL**
 Address: **1124 SE RIVER FOREST ROAD**
 City State Zip: **MILWAUKIE, OREGON, 97267**

Phone: **406-612-2808**
 Email: **Zodiac5958@gmail.com**

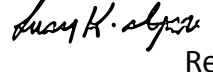
Consultant Name: **RICHARD POTESIO**
 Address: **2211 SW PARK PLACE, NO. 502**
 City State Zip: **PORTLAND, OREGON, 97205**

Phone: **503-381-9719**
 Email: **rick@potestiostudio.com**

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.
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.

Richard Potestio  **07/01/2024**
 Applicant's signature Date **Rev. 07/23/2024**

Luay Aljamal  **07-09-2024**
 Owner's signature (required) Date **Rev. 07/23/2024**

July 23, 2024

2700 UNDERHILL PAGE 1

To:
The Planning Department
City of West Linn, Oregon

NARRATIVE:

For the request of a minor partition of the existing lot at 2700 Underhill Lane.

The existing lot at 2700 Underhill Lane has ~ 23,225 SF and is zoned R10. It has a Riparian Corridor Overlay on the majority of the lot, with a steep ravine and Mary S. Young Creek crossing at its south end. A minor partition is requested to divide the lot into two lots: LOT A, ~12,539 SF with an existing residential structure, and LOT B, ~10,685 SF.

Access to both lots is from Underhill Lane. Access to LOT A will be by easement across LOT B.

An existing sewer line crosses both lots. Utilities access is from Underhill Lane.

SITE INFORMATION:

Site Address : 2700 Underhill Land, West Linn, OR

Tax Lot No. : 21E24CD07400

Site Area : ~23,225 SF

Neighborhood: Bolton

Comp. Plan : Low Density Residential

Zoning : Single Family Residential, R10

Overlay : WRA /Riparian Corridor; Habitat Conservation Area; Steep Slopes

APPLICABLE CDC CHAPTERS:

CHAPTER 11: SINGLE-FAMILY RESIDENTIAL R-10

11:030 PERMITTED USES. The proposal to create two lots for one Single-Family Residential detached unit on each.

11:070 DIMENSIONAL REQUIREMENTS.

| | |
|--------------------------------|--|
| MIN. LOT SIZE = 10,000 SF. | Proposed: LOT A = ~12,539SF. LOT B = ~10,685SF |
| MIN. LOT DIM. -WIDTH FRONT 35' | Proposed: LOT A = 80.65'. LOT B = 45.0' |
| AVE. LOT DIM. – WIDTH 50' | Proposed: LOT A = 62.15'. LOT B = 50.0' |
| FRONT SET BACK - 20' | Proposed: LOT A = 20' LOT B = 20' |
| SIDE YARD – 7.5' | Proposed: LOT A = 7.5' LOT B = 7.5' |
| REAR YARD – 20' | Proposed: LOT A = 20' LOT B = 20' |

Chapter 48 ACCESS, EGRESS AND CIRCULATION

Sections:

48.010 PURPOSE

48.020 APPLICABILITY AND GENERAL PROVISIONS

48.025 ACCESS CONTROL

48.030 MINIMUM VEHICULAR REQUIREMENTS FOR RESIDENTIAL USES

48.040 MINIMUM VEHICLE REQUIREMENTS FOR NON-RESIDENTIAL USES

48.050 ONE-WAY VEHICULAR ACCESS POINTS

48.060 WIDTH AND LOCATION OF CURB CUTS AND ACCESS SEPARATION REQUIREMENTS

48.070 PLANNING DIRECTOR'S AUTHORITY TO RESTRICT ACCESS APPEAL PROVISIONS

48.080 BICYCLE AND PEDESTRIAN CIRCULATION

48.010 PURPOSE

The purpose of this chapter is to ensure that efficient, safe, and well-directed vehicular, bicycle, and pedestrian access, circulation, and egress are designed into development proposals. Access management seeks to balance mobility, the need to provide efficient, safe and timely travel with the ability to allow access to individual properties. Proper implementation of access management techniques should guarantee reduced congestion, reduced accident rates, less need for roadway widening, conservation of energy, and reduced air pollution. (Ord. [1584](#), 2008; Ord. [1745](#) § 1 (Exh. A), 2023)

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

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.

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.

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.

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)

48.025 ACCESS CONTROL

A. Purpose. The following access control standards apply to public, industrial, commercial and residential developments including land divisions. Access shall be managed to maintain an adequate level of service and to maintain the functional classification of roadways as required by the West Linn Transportation System Plan.

B. Access control standards.

1. Traffic impact analysis requirements. 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).

RESPONSE: NO TRAFFIC IMPACT ANALYSIS HAS BEEN REQUIRED

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.

RESPONSE: NA.

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.

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. For the purpose of this subsection, a mid-block lane is a narrow private drive providing lot frontage and access for rear lot development.

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 ensure access to the closest public street for all users of the private street/drive.

RESPONSE. OPTION 2 IS APPLICABLE; A DRIVEWAY CONNECTING BOTH LOTS A & B WILL CONNECT TO A PUBLIC STREET: UNDERHILL LANE. AN EASEMENT ACROSS LOT B TO SERVE LOT A WILL BE REQUIRED.

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.

RESPONSE: NA.

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.

RESPONSE: NA.

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.

RESPONSE: There is only one driveway – an extension from Underhill Lane.

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.

RESPONSE: NA.

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:

- a. When necessary pursuant to this subsection (C)(8), shared driveways and/or frontage streets shall be required to consolidate access onto a collector or arterial street. When shared driveways or frontage streets are required, they shall be stubbed to adjacent developable parcels to indicate future extension. "Stub" means that a driveway or street temporarily ends at the property line, but may be extended in the future as the adjacent lot or parcel develops. "Developable" means that a lot or parcel is either vacant or it is likely to receive additional development (i.e., due to infill or redevelopment potential).

- b. Access easements (i.e., for the benefit of affected properties) shall be recorded for all shared driveways, including pathways, at the time of final plat approval or as a condition of site development approval.
- c. Exception. Exceptions to the shared driveway or frontage street requirements may be granted as part of a discretionary review if the City determines that 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: An easement is required across LOT B.

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\(B\)\(2\)](#).
2. Street standards. Public and private streets shall also conform to Chapter [92](#) CDC, Required Improvements, and to any other applicable sections of the West Linn Community Development Code and approved TSP.
3. Exception. Exceptions to the above standards may be granted 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)

RESPONSE: No new blocks or streets are created by this partition.

48.030 MINIMUM VEHICULAR REQUIREMENTS FOR RESIDENTIAL USES

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

In the event that alternate access is not available, the applicant may request access onto an arterial street as part of a discretionary review, and approval may be granted by the Planning Director and City Engineer after review of the following criteria:

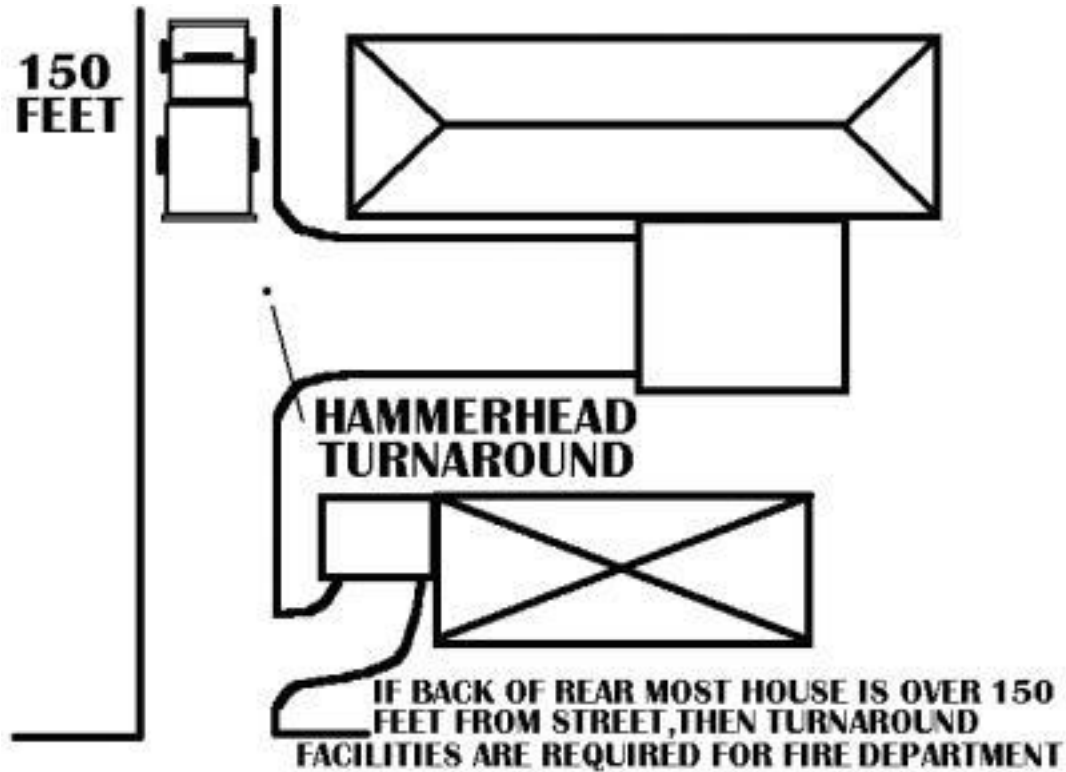
1. Topography.
2. Traffic volume to be generated by development (i.e., trips per day).
3. Traffic volume presently carried by the street to be accessed.
4. Projected traffic volumes.
5. Safety considerations such as line of sight, number of accidents at that location, emergency vehicle access, and ability 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: NA

B. Driveway standards. When any portion of any house is less than 150 feet from the adjacent right-of-way, driveway access to the home shall meet the following standards:

1. One single-family residence, including residences with an accessory dwelling unit as defined in CDC 02.030, shall provide a driveway with 10 feet of unobstructed horizontal clearance. Dual-track or other driveway designs that minimize the total area of impervious driveway surface are encouraged but not required.
2. Two to four single-family residential homes shall provide a driveway with 14- to 20-foot-wide paved or all-weather surface.
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. However, in no case shall the last 18 feet in front of the garage exceed 12 percent grade as measured along the centerline of the driveway only. Grades elsewhere along the driveway shall not apply.
4. The driveway shall include a minimum of 20 feet in length between the garage door and the back of sidewalk, or, if no sidewalk is proposed, to the paved portion of the right-of-way.

RESPONSE: The new driveway shall be 20' wide and terminate in a T Turnaround. Grade shall not exceed 15%. New development on the site will be min. 20' between garage door and paved right of way.



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

1. A turnaround shall be provided if required by Tualatin Valley Fire and Rescue (TVF&R) in order to receive a service provider permit.

RESPONSE: TVF&R has approved a T Turnaround complying with this requirement.

2. Minimum vertical clearance for the driveway shall be 13 feet, six inches.

RESPONSE: There is no obstruction in the vertical dimension.

3. A minimum centerline turning radius of 45 feet is required unless waived by TVF&R.

RESPONSE: TVF&R has approved a T Turnaround complying with this requirement.

4. There shall be sufficient horizontal clearance on either side of the driveway so that the total horizontal clearance is 20 feet.

RESPONSE: The horizontal dimension of the driveway is 20'.

D. Access to five or more single-family homes shall be by a street built to City of West Linn standards, consistent with the TSP (Tables 26 through 30 and Exhibits 6 through 9) and the Public Works Design Standards. All streets shall be public. This full street provision may only be waived by variance.

RESPONSE: NA

E. Access and/or service drives for multifamily 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. Turnaround facilities as required by TVF&R 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 TVF&R.
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: NA

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: NA

G. In order to facilitate through traffic and improve neighborhood connections, the developer shall make all local street connections identified in the Transportation System Plan, Table 17 and Figure 12, that are within the boundaries of the project, which may necessitate construction of a public street through a multifamily site.

RESPONSE: NA

H. Gated accessways to residential development other than a single-family home are prohibited. (Ord. [1408](#), 1998; Ord. [1463](#), 2000; Ord. [1513](#), 2005; Ord. [1584](#), 2008; Ord. [1590](#) § 1, 2009; Ord. [1636](#) § 34, 2014; Ord. [1745](#) § 1 (Exh. A), 2023)

CHAPTER 85.200

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 conditions of approval:

A. Streets.

RESPONSE: NA

B. Blocks

RESPONSE: NA

C. Pedestrian and bicycle trails.

RESPONSE: NA

D. Transit facilities.

RESPONSE: NA

E. Grading.

RESPONSE: NA.

F. Water.

1. A plan for domestic water supply lines or related water service facilities shall be prepared consistent with the adopted Comprehensive Water System Master Plan, updated in 2008, and subsequent superseding revisions or updates. The plan shall include:

a. Location and sizing of the water lines consistent with the Water System Master Plan and West Linn Public Works Design Standards.

RESPONSE: Water supply lines will conform to West Linn Public Words Design Standards.

b. For all non-single-family developments, there shall be a demonstration of adequate fire flow to serve the site, as demonstrated by consistency with West Linn Public Works Design Standards.

c. 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.

G. 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 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 as part of a discretionary review why the alternative location is necessary and meets accepted engineering standards.
4. Sanitary sewer line shall be at a depth that can facilitate connection with down-system properties in an efficient manner.
5. For non-residential development, the sanitary sewer line should be designed to minimize the amount of lineal feet in the system.
6. The sanitary sewer line shall avoid disturbance of wetland and drainageways. In those cases where that is unavoidable, disturbance shall be mitigated pursuant to Chapter 32 CDC, Water Resource Area Protection, all trees replaced, and proper permits obtained. Dual sewer lines may be required so the drainageway is not disturbed.
7. Sanitary sewer shall be extended or stubbed out to adjacent undeveloped land or a point in the street that allows for 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 shall be prepared by a licensed engineer, and the applicant must be able to demonstrate the ability to satisfy these submittal requirements or standards at the pre-construction phase.
9. A written statement, signed by the City Engineer, that sanitary sewers with sufficient capacity to serve the proposed development and that adequate sewage treatment plant capacity is available to the City to serve the proposed development.

RESPONSE: The new connections to the Sanitary Sewer will conform to City Engineer standards

H. Storm detention and treatment.,

RESPONSE: Storm water detention and treatment will conform to code

- I. Utility easements. Subdivisions and partitions shall establish utility easements to accommodate the required service providers as specified in the West Linn Public Works Design Standards.

RESPONSE: A utility easement will be provide for the sewer utility that crosses both LOTS A & B.

J. Supplemental provisions.

1. Wetland and natural drainageways. Wetlands and natural drainageways shall be protected as required by Chapter 32 CDC, Water Resource Area Protection.

RESPONSE. The partition complies with this requirement.

2. Willamette and Tualatin Greenways.
3. Street trees.
4. Lighting.
5. Dedications and exactions.
6. Underground utilities.
7. Density requirement.
8. Mix requirement.
9. Heritage trees/significant tree and tree cluster protection.

RESPONSE 2-9: NA.

85.210 PROPERTY LINE ADJUSTMENTS – APPROVAL STANDARDS

A. The Director shall approve or deny a request for a property line adjustment based on the criteria stated below:

1. An additional lot or parcel shall not be created by the property line adjustment.
2. The existing property shall not be reduced in size by the adjustments below the minimum lot or parcel size established by the approved zoning for that district. The property line adjustment shall not enlarge, increase or extend the non-conformity of a non-conforming lot or non-conforming structure.
3. Property line adjustments shall be either:
 - a. A straight line (see Figure 1 example);
 - b. A line with maximum of two 45- to 90-degree turns (see Figure 2 example); or
 - c. A maximum of three turns less than 45 degrees (see Figure 3 example).

RESPONSE: The new property line per partition will be a line with two 90 degree turns per Figure 2.

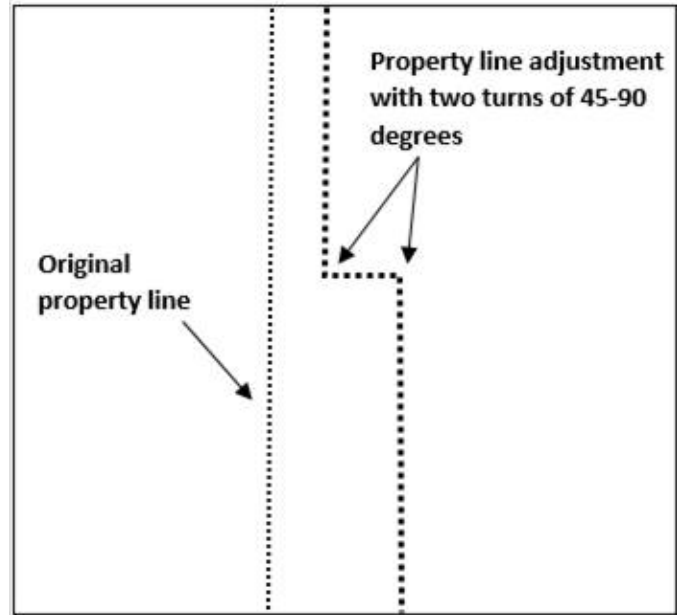


Figure 2.

4. The property line adjustment shall not create a lot or parcel that violates applicable site development regulations.

RESPONSE: Both LOT A and LOT B comply with applicable development regulations.

5. The property line adjustment will not adversely affect existing easements or existing utilities unless an easement vacation is obtained, replacement easements are established, or any required utility relocations are paid for by the applicant.

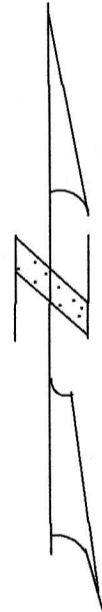
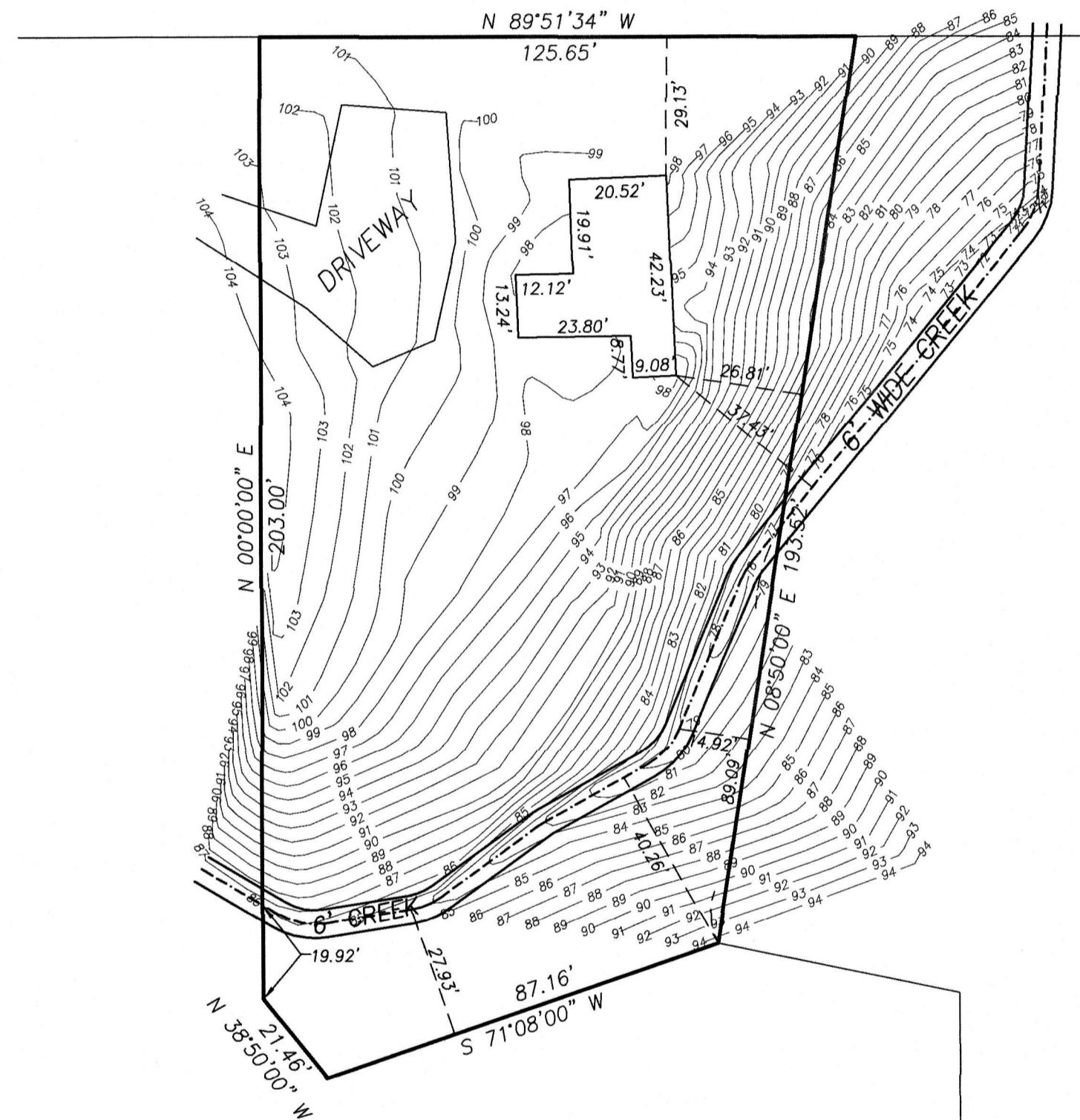
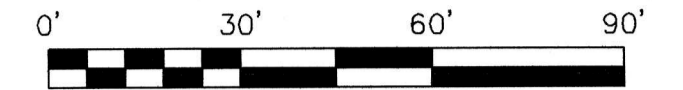
RESPONSE: The new property line will not adversely affect existing utilities.

NOTES:

THE VERTICAL DATUM IS NOT BASED UPON A BENCHMARK TIE. CONTOUR LINES ARE FOR LOCAL COMPARISAN ONLY.

CONTOUR INTERVALS ARE EVERY SINGLE FOOT.

A COMPREHENSIVE BOUNDARY SURVEY WAS NOT COMPLETED ON THIS SITE. PROPERTY BOUNDARIES ARE APPROXIMATE.

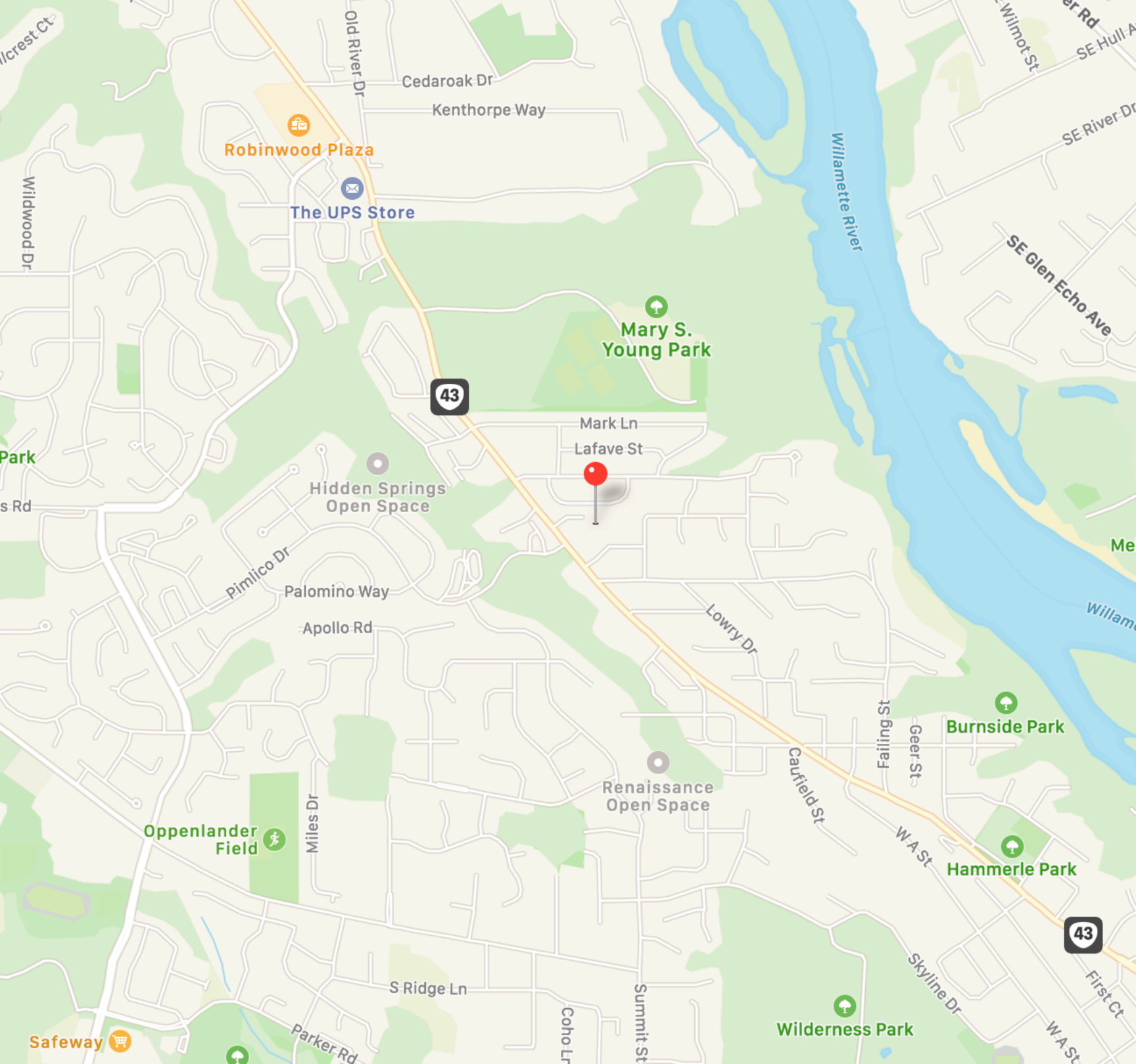


SCALE: 1" = 30'

REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
JULY 11, 2006
LEE A. SPURGEON
65603LS
EXPIRES 6/30/24

| | |
|--|---|
| PROJECT: SITE MAP WITH CREEK LOCATION | |
| LOCATION: 2700 UNDERHILL LANE SW 1/4 OF SECTION 24, T.2S., R.1E., W.M. CITY OF WEST LINN, CLACKAMAS COUNTY, OREGON | |
| CLIENT: LUAY ALJAMAL | JOB No.: 23-7792 DATE: OCTOBER 13, 2023 SCALE: 1" = 30' |
| TOWNSHIP LAND SURVEYS, LLC 1415 WASHINGTON STREET, OREGON CITY, OR 97045 (503) 656-4915 info@townshipsurveys.com | |



Robinwood Plaza

The UPS Store

Mary S. Young Park

43

Mark Ln
Lafave St

Hidden Springs
Open Space

Pimlico Dr

Palomino Way

Apollo Rd

Lowry Dr

Oppenlander Field

Miles Dr

Renaissance
Open Space

Caulfield St

Failing St

Geer St

Burnside Park

Hammerle Park

Wilderness Park

43

Safeway

S Ridge Ln

Parker Rd

Coho Ln

Summit St

Skyline Dr

W-A St

First Ct

W-A St

Willamette River

SE Glen Echo Ave

SE River Dr

Wimot St

SE Hull A

Wildwood Dr

McCrest Ct

Park

s Rd

Me

Willam

**FIRE CODE / LAND USE / BUILDING REVIEW
APPLICATION**



North Operating Center
11945 SW 70th Avenue
Tigard, OR 97223
Phone: 503-649-8577

South Operating Center
8445 SW Elligsen Rd
Wilsonville, OR 97070
Phone: 503-649-8577

REV 6-30-20

Project Information

Applicant Name: Richard Potestio _____
Address: 2211 SW Park Place, no. 502 Port. OR. 97205 _____
Phone: 503 381 9719 _____
Email: rick@potestiostudio.com _____
Site Address: 2700 Underhill Lane _____
City: West Linn, OR _____
Map & Tax Lot #: Tax Lot 07400 No. 21E24CD07400 _____
Business Name: Owner: Luay Aljamal _____
Land Use/Building Jurisdiction: NA _____
Land Use/ Building Permit # NA _____
Choose from: West Linn

Project Description

A subdivision of one lot into two lots each of +10,000 SF. Access is from an Un-improved lane and continues onto the lots with an easement on Lot B to allow for access to Lot A. A Hammerhead Turnaround is proposed to serve both lots.

Permit/Review Type (check one):

- Land Use / Building Review - Service Provider Permit
- Emergency Radio Responder Coverage Install/Test
- LPG Tank (Greater than 2,000 gallons)
- Flammable or Combustible Liquid Tank Installation (Greater than 1,000 gallons)
 - * Exception: Underground Storage Tanks (UST) are deferred to DEQ for regulation.
- Explosives Blasting (Blasting plan is required)
- Exterior Toxic, Pyrophoric or Corrosive Gas Installation (in excess of 810 cu.ft.)
- Tents or Temporary Membrane Structures (in excess of 10,000 square feet)
- Temporary Haunted House or similar
- OLCC Cannabis Extraction License Review
- Ceremonial Fire or Bonfire (For gathering, ceremony or other assembly)

For Fire Marshal's Office Use Only

TVFR Permit #2024-0086 _____
Permit Type: SPP West Linn _____
Submittal Date: 6/27/24 _____
Assigned To: DFM Arn _____
Due Date: NA _____
Fees Due: \$0 _____
Fees Paid: \$0 _____

Approval/Inspection Conditions
(For Fire Marshal's Office Use Only)

This section is for application approval only

[Signature] 6-27-24
Fire Marshal or Designee _____ Date _____

Conditions:
See approved Fire Service plans

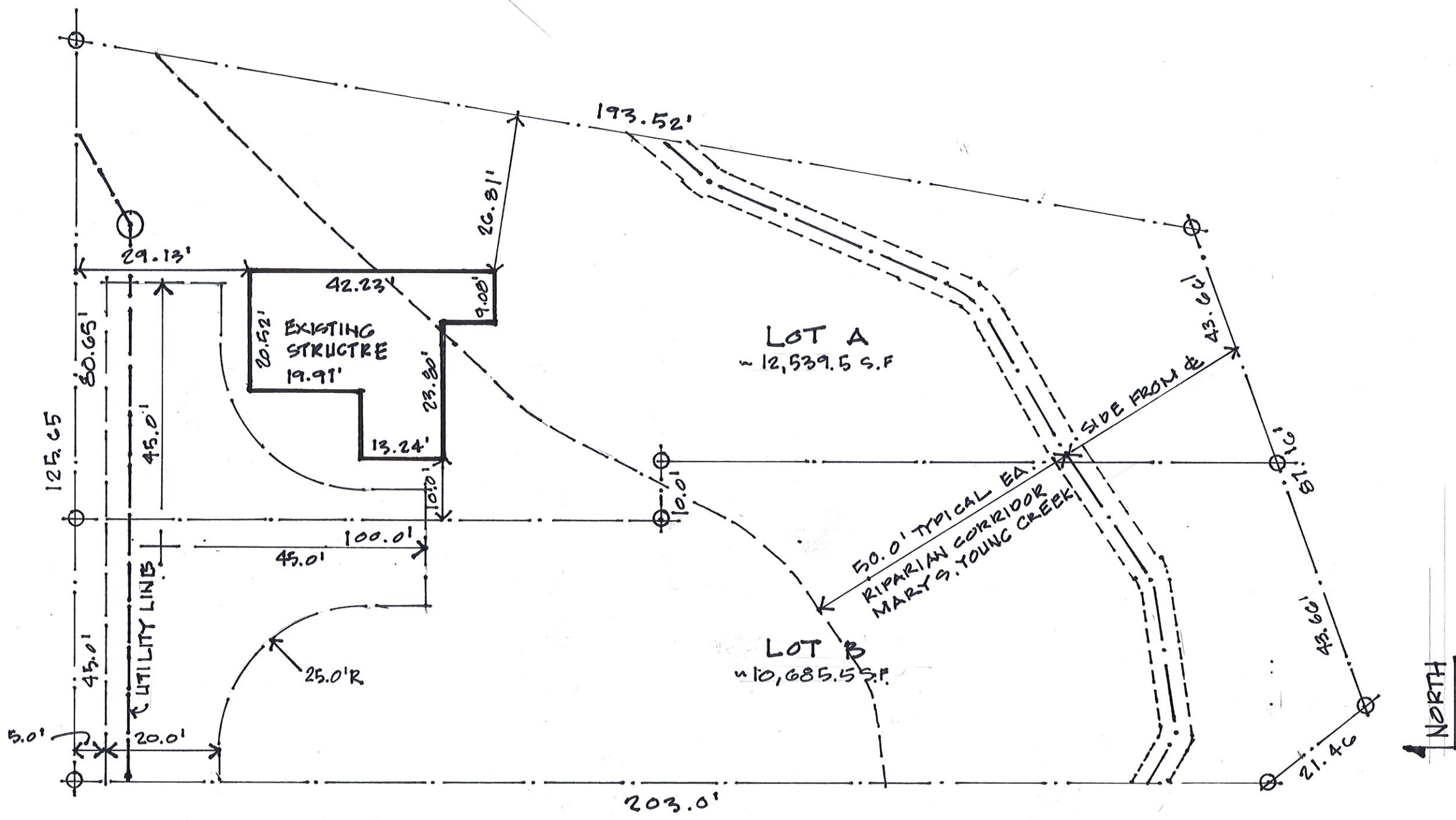
See Attached Conditions: Yes No

Site Inspection Required: Yes No

This section used when site inspection is required

Inspection Comments:

Final TVFR Approval Signature & Emp ID _____ Date _____



| | | |
|---------------------------------|-----------------------------------|------|
| 2700 UNDERHILL LANE | SECTION 24, TOWNSHIP 25, RANGE 1E | 1:20 |
| WEST LINN, OR. | TAX LOT 07400 / NO. 21E24CD07400 | |
| TOT. AREA LOT A+B ~ 23,225 S.F. | NEIGHBORHOOD ASSOC. | |
| LOT A ~ 12,539.5 S.F. | LOW DENSITY RES. / R-10 RES. | |
| LOT B ~ 10,685.5 S.F. | | |

SITE PLAN 1:20
EXHIBIT 001



www.tvfr.com

Command & Business Operations Center
and North Operating Center
11945 SW 70th Avenue
Tigard, Oregon 97223-8566
503-649-8577

South Operating Center
8445 SW Elligsen Road
Wilsonville, Oregon
97070-9641
503-649-8577

Training Center
12400 SW Tonquin Road
Sherwood, Oregon
97140-9734
503-259-1600

FIRE DEPARTMENT ACCESS AND WATER SUPPLY PERMIT CHECKLIST

| | | |
|---|---|---|
| Project Name | Address and/or Legal Description | TVF&R Permit # |
| Description of Proposed Work: | | Jurisdiction: |
| Bldg. Square Footage: | Type of Construction: Type IA | Fire Sprinklers: Y <input type="checkbox"/> N <input type="checkbox"/> |
| Fire Alarms: Y <input type="checkbox"/> N <input type="checkbox"/> | Bldg. Height: (Measured to gutter line or top of parapet) | ERRC <input type="checkbox"/> MERRC <input type="checkbox"/> N/A <input type="checkbox"/> |

Complete checklist below if the submittal involves constructing or altering a building.

| ITEM # | PROVIDED | | REQUIREMENT | CODE REF |
|--------|----------|-----|---|----------------------|
| 1 | Y | N/A | Fire service plans shall consist of a site plan and elevation views of buildings. The site plan shall be labeled as FS-1. Elevation view sheets shall be FS-2, FS-3, etc. | OFC 105.4.2 |
| 2 | Y | N/A | Access roads shall be within 150 feet of all portions of the exterior wall of the first story of the building as measured by an approved route around the exterior of the building or facility. An approved turnaround is required if the remaining distance to an approved intersecting roadway, as measured along the fire apparatus access road, is greater than 150 feet. (OFC 503.1.1) | OFC 503.1.1 |
| 3 | Y | N/A | Dead end fire apparatus access roads in excess of 150 feet in length shall be provided with an approved turnaround. Diagrams can be found in the corresponding guide located at: http://www.tvfr.com/DocumentCenter/View/1296 . | OFC 503.2.5 & D103.1 |
| 4 | Y | N/A | Buildings exceeding 30 feet in height or three stories in height shall have at least two separate means of fire apparatus access. | D104.1 |
| 5 | Y | N/A | Buildings or facilities having a gross building area of more than 62,000 square feet shall have at least two approved separate means of fire apparatus access. Exception: Projects having a gross building area of up to 124,000 square feet that have a single approved fire apparatus access road when all buildings are equipped throughout with approved automatic sprinkler systems. | OFC D104.2 |
| 6 | Y | N/A | Multifamily projects having more than 100 dwelling units shall be provided with two separate and approved fire apparatus access roads. Exception: Projects having up to 200 dwelling units may have a single approved fire apparatus access road when all buildings, including nonresidential occupancies, are equipped throughout with an approved automatic sprinkler system in accordance with section 903.3.1.1, 903.3.1.2. Projects having more than 200 dwelling units shall be provided with two separate and approved fire apparatus roads regardless of whether they are equipped with an approved automatic sprinkler system. | OFC D106 |
| 7 | Y | N/A | Buildings with a vertical distance between the grade plane and the highest roof surface that exceeds 30 feet in height shall be provided with a fire apparatus access road constructed for use by aerial apparatus with an unobstructed driving surface width of not less than 26 feet. For the purposes of this section, the highest roof surface shall be determined by | OFC D105.1, D105.2 |

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| | | | measurement to the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of the parapet walls, whichever is greater. Any portion of the building may be used for this measurement, provided that it is accessible to firefighters and is capable of supporting ground ladder placement. | |
| 8 | Y | N/A | Developments of one- or two-family dwellings, where the number of dwelling units exceeds 30, shall be provided with separate and approved fire apparatus access roads and shall meet the requirements of Section D104.3. Exception: Where there are more than 30 dwelling units on a single public or private fire apparatus access road and all dwelling units are equipped throughout with an approved automatic sprinkler system in accordance with section 903.3.1.1, 903.3.1.2, or 903.3.1.3 of the International Fire Code, access from two directions shall not be required. | OFC D107 |
| 9 | Y | N/A | At least one of the required aerial access routes shall be located within a minimum of 15 feet and a maximum of 30 feet from the building, and shall be positioned parallel to one entire side of the building. The side of the building on which the aerial access road is positioned shall be approved by the Fire Marshal. Overhead utility and power lines shall not be located over the aerial access road or between the aerial access road and the building. | OFC D105.3, D105.4 |
| 10 | Y | N/A | Where two access roads are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the area to be served (as identified by the Fire Marshal), measured in a straight line between accesses. | OFC D104.3 |
| 11 | Y | N/A | Fire apparatus access roads shall have an unobstructed driving surface width of not less than 20 feet (26 feet adjacent to fire hydrants and an unobstructed vertical clearance of not less than 13 feet 6 inches). | OFC 503.2.1 & D103.1 |
| 12 | Y | N/A | The fire district will approve access roads of 12 feet for up to three dwelling units (Group R-3) and accessory (Group U) buildings. | OFC 503.1.1 |
| 13 | Y | N/A | Where access roads are less than 20 feet and exceed 400 feet in length, turnouts 10 feet wide and 30 feet long may be required and will be determined on a case by case basis. | OFC 503.2.2 |
| 14 | Y | N/A | Where fire apparatus roadways are not of sufficient width to accommodate parked vehicles and 20 feet of unobstructed driving surface, "No Parking" signs shall be installed on one or both sides of the roadway and in turnarounds as needed. Signs shall read "NO PARKING - FIRE LANE" and shall be installed with a clear space above grade level of 7 feet. Signs shall be 12 inches wide by 18 inches high and shall have red letters on a white reflective background. | OFC D103.6 |
| 15 | Y | N/A | Where required, fire apparatus access roadway curbs shall be painted red (or as approved) and marked "NO PARKING FIRE LANE" at 25-foot intervals. Lettering shall have a stroke of not less than one inch wide by six inches high. Lettering shall be white on red background | OFC 503.3 |
| 16 | Y | N/A | Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet and shall extend 20 feet before and after the point of the hydrant. | OFC D103.1 |
| 17 | Y | N/A | Where access roads are less than 20 feet and exceed 400 feet in length, turnouts 10 feet wide and 30 feet long may be required and will be determined on a case by case basis. | OFC 503.2.2 |
| 18 | Y | N/A | Fire apparatus access roads shall be of an all-weather surface that is easily distinguishable from the surrounding area and is capable of supporting not less than 12,500 pounds point load (wheel load) and 75,000 pounds live load (gross vehicle weight). Documentation from a registered engineer that the final construction is in accordance with approved plans or the requirements of the Fire Code may be requested. | OFC 503.2.3 |
| 19 | Y | N/A | The inside turning radius and outside turning radius shall not be less than 28 feet and 48 feet respectively, measured from the same center point. | OFC 503.2.4 & D103.3 |
| 20 | Y | N/A | Fire apparatus access roadway grades shall not exceed 15%. Alternate methods and materials may be available at the discretion of the Fire Marshal (for grade exceeding 15%). | OFC D103.2 |
| 21 | Y | N/A | Approved forest dwellings (in which the structure meets all County forest dwelling fire siting, fire retardant roof, and spark arrestor requirements) are allowed up to 20% maximum grade. Access roads greater than 20% shall be considered on a case-by-case basis. Forest dwelling access roads shall be an all-weather surface capable of supporting imposed loads of not less than 37,000 pounds gross vehicle weight and be no less than 12 feet minimum width. All other access requirements, including turnarounds shall be determined upon a heavy brush unit response capability to the individual property. | OFC 503.1.1 & D102.1.1 |

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| | Y | N/A | | |
| 22 | Y | N/A | Turnarounds shall be as flat as possible and have a maximum of 5% grade with the exception of crowning for water run-off. | OFC 503.2.7 & D103.2 |
| 23 | Y | N/A | Intersections shall be level (maximum 5%) with the exception of crowning for water run-off. | OFC 503.2.7 & D103.2 |
| 24 | Y | N/A | Portions of aerial apparatus roads that will be used for aerial operations shall be as flat as possible. Front to rear and side to side maximum slope shall not exceed 10%. | OFC D103.2 |
| 25 | Y | N/A | Gates securing fire apparatus roads shall comply with all of the following: <ol style="list-style-type: none"> 1. Minimum unobstructed width shall be not less than 20 feet (or the required roadway surface width). 2. Gates shall be set back at minimum of 30 feet from the intersecting roadway or as approved. 3. Electric gates shall be equipped with a means for operation by fire department personnel. 4. Electric automatic gates shall comply with ASTM F 2200 and UL 325. | OFC D103.5, & 503.6 |
| 26 | Y | N/A | Private bridges shall be designed and constructed in accordance with the State of Oregon Department of Transportation and American Association of State Highway and Transportation Officials Standards <i>Standard Specification for Highway Bridges</i> . Vehicle load limits shall be posted at both entrances to bridges when required by the Fire Marshal. | OFC 503.2.6 |
| 27 | Y | N/A | Applicants shall provide documentation of a fire hydrant flow test or flow test modeling of water availability from the local water purveyor if the project includes a new structure or increase in the floor area of an existing structure. Tests shall be conducted from a fire hydrant within 400 feet for commercial projects, or 600 feet for residential development. Flow tests will be accepted if they were performed within 5 years as long as no adverse modifications have been made to the supply system. Water availability information may not be required to be submitted for every project. | OFC Appendix B |
| 28 | Y | N/A | Where a portion of a commercial building is more than 400 feet from a hydrant on a fire apparatus access road, as measured in an approved route around the exterior of the building, on-site fire hydrants and mains shall be provided. | OFC 507.5.1 |
| 29 | Y | N/A | Where the most remote portion of a residential structure is more than 600 feet from a hydrant on a fire apparatus access road, as measured in an approved route around the exterior of the structure(s), on-site fire hydrants and mains shall be provided. | OFC 507.5.1 |
| 30 | Y | N/A | Rural one-and-two-family dwellings, where there is no fixed and reliable water supply and there is approved access, shall not be required to provide a firefighting water supply. | OFC B103 |
| 31 | Y | N/A | Detached U occupancies, in rural areas, that are in excess of 3,600 square feet are not required to have a water supply when they have approved fire department access. | OFC D102 |
| 32 | Y | N/A | Fire hydrants shall be located not more than 15 feet from an approved fire apparatus access roadway unless approved by the Fire Marshal. | OFC C102.1 |
| 33 | Y | N/A | Where fire hydrants are subject to impact by a motor vehicle, guard posts, bollards or other approved means of protection shall be provided. | OFC 507.5.6 & OFC 312 |
| 34 | Y | N/A | FDCs shall be located within 100 feet of a fire hydrant (or as approved). Hydrants and FDC's shall be located on the same side of the fire apparatus access roadway or drive aisle, fully visible, and recognizable from the street or nearest point of the fire department vehicle access or as otherwise approved. | OFC 912.2.1 & NFPA 13 |

| ITEM # | PROVIDED | | REQUIREMENT | CODE REF |
|--------|----------|-----|---|---------------------------------|
| 35 | Y | N/A | <p>In new buildings where the design reduces the level of radio coverage for public safety communications systems below minimum performance levels, a distributed antenna system, signal booster, or other method approved by TVF&R and Washington County Consolidated Communications Agency shall be provided.</p> <p>http://www.tvfr.com/DocumentCenter/View/1296.</p> <ul style="list-style-type: none"> • Emergency responder radio system testing and/or system installation is required for this building. Please contact me (using my contact info below) for further information including an alternate means of compliance that is available. If the alternate method is preferred, it must be requested from TVF&R prior to issuance of building permit. • Testing shall take place after the installation of all roofing systems; exterior walls, glazing and siding/cladding; and all permanent interior walls, partitions, ceilings, and glazing. <p>MERRC Q&A MERRC Q&A MERRC Permit Application MERRC Permit Application</p> | OFC 510, Appendix F, & OSSC 915 |
| 36 | Y | N/A | <p>A Knox box for building access may be required for structures and gates. See Appendix B for further information and detail on required installations. Order via www.knoxbox.com or contact TVF&R for assistance and instructions regarding installation and placement.</p> | OFC 506.1 |

APPLICATIONS

Prior to submittal of an application for any subdivision, conditional use permit, multifamily project, planned unit development of four or more lots, non-residential buildings over 1,500 square feet, or a zone change that requires a Comprehensive Plan amendment, the applicant shall contact and discuss the proposed development with any affected neighborhood as provided in this section. Although not required for other or smaller projects, contact with neighbors is highly recommended. The Planning Director may require neighborhood contact pursuant to this section prior to the filing of an application for any other development permit if the Director deems neighborhood contact to be beneficial.

RESPONSE: NA. The proposed partition does not qualify as any of the above categories.