



PLANNING MANAGER DECISION

DATE: June 9, 2025

FILE NO.: MIP-25-01

REQUEST: A 3-Parcel Minor Partition at 1470 Rosemont Road.

PLANNER: Aaron Gudelj, Associate Planner

Planning Manager

DSW

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GENERAL INFORMATION

OWNER/ APPLICANT:	Alec Shah, Shah Housing Solutions, LLC 4399 Kenthorpe Way West Linn, OR 97068
CONSULTANT:	Rick Givens, Planning Consultant 28615 SW Paris Ave., Unit 110 Wilsonville, OR 97070
SITE LOCATION:	1470 Rosemont Road
SITE SIZE:	53,383 square feet
TAXLOT ID:	21E25CA01500
COMP PLAN DESIGNATION:	Low-Density Residential
ZONING:	R-10, Residential
APPROVAL CRITERIA:	West Linn Community Development Code (CDC) Chapter(s): Chapter 11: Residential, R-10 Chapter 48: Access, Egress and Circulation Chapter 85: Land Division, General Provisions Chapter 92: Required Improvements Chapter 99: Procedures for Decision Making: Quasi-Judicial.
120-DAY RULE:	The application became complete on March 14, 2025. The 120-day period therefore ends on July 10, 2025.
PUBLIC NOTICE:	Notice was mailed to property owners within 500 feet of the subject property and the Parker Crest Neighborhood Association on March 27, 2025. A sign was placed on the property on March 27, 2025. The notice was also posted on the City's website on March 27, 2025. Therefore, public notice requirements of CDC Chapter 99 have been met.

EXECUTIVE SUMMARY

The applicant seeks approval for a 3-parcel minor partition of a 53,383 square foot parcel at 1470 Rosemont Road. The proposed parcels are as follows:

1. Parcel 1: 15,141 square foot parcel fronting Rosemont Road, existing house to remain.
2. Parcel 2: 15,479 square foot parcel fronting Ridge Lane, existing detached outbuilding/shop to be demolished.
3. Parcel 3: 20,594 square foot parcel fronting Ridge Lane, existing shed and outbuilding/shop to be demolished.

The proposed parcels meet minimum dimensional standards of the R-10 zone. The majority of surrounding properties are zoned R-10 excluding some nearby properties to the west that are outside the City of West Linn boundaries and within Clackamas County jurisdiction. The neighboring properties within Clackamas County currently have single-family residences on each lot, are within the Metro Urban Growth Boundary, and are currently zoned FU10.

The existing Rosemont Road right-of-way in front of the subject lot is approximately 63-feet wide while portions of Rosemont Road near the subject lot are 70-feet wide. No right-of-way dedication will be required along the Rosemont Road frontage.

The existing Ridge Lane right-of way in front of the subject lot is unimproved and is approximately 30-feet wide while the improved portions of Ridge Lane adjacent to the subject lot are approximately 40-feet in width. The applicant will be required to dedicate 10-feet wide portion of right-of-way along Ridge Lane and construct half-street improvements along Ridge Lane as part of the proposed partition.

The subject property minimally slopes from north to south and no Habitat Conservation Areas or Riparian Corridors are present. The applicant has proposed to remove seven (7) trees nearest Ridge Lane on the southern half of the lot and preserve three (3) trees with this application.

Public comments:

The City received two (2) public comments prior to the closing of the public comment period. The full text of the comments can be found in Exhibit PD-4. Staff has summarized the comments and provided responses below:

Ashley Rea Email 4.16.2025

- *Requested more information to be provided regarding the proposed easement on the west side of the lot.*
- *Requested clarification on the minimum separation requirements of the driveway/curb cuts along Rosemont Road.*

- *Requested clarification on the easement on the west side of the lot thereby creating a double frontage lot*
- *Requested clarification on the half-street improvements along Ridge Lane and if Ridge Lane would continue to be a dead end street.*
- *Expressed concern for traffic volume associated with potential future development of the property.*
- *Requested a traffic study on the potential future development of the property.*
- *Requested clarification on the proposed lot lines and minimum setback requirements being met for the existing home.*
- *Requested clarification on the stormwater facilities being proposed.*

Staff Response: The original application submittal by the applicant indicated a 50-foot wide easement on the west side of the lot, however the applicant said that the original notation of an easement on the submittal was included as an error. Subsequently, the applicant re-submitted plans to the City that removed the easement. The removal of the easement is reflected in the applicant's revised submittal; please see Exhibit PD-1 of the Final decision.

The existing driveways/curb cuts along Rosemont Road will not be required to be altered as part of the proposed 3-lot minor partition. Public improvements and compliance with the minimum separation of driveway/curb cuts will be required to be remedied if future development is proposed on Parcel 1.

The applicant has removed the notation of a 50-foot wide easement along the west side of the property. No double frontage lots are proposed.

The applicant will be required to construct half-street improvements along the Ridge Lane frontage to facilitate access to the new Parcels 2 and 3 fronting Ridge Lane. The existing dead-end barrier near the SE corner of the subject property will be removed as well as the dead-end barrier near the SW corner of the subject property. The project is required to construct 22-ft of asphalt in addition to curb, planter strip, and ROW dedication in order to facilitate Ridge Lane through access.,

Pursuant to West Linn CDC Chapter 85.170(B)(2)(c)(1)(A, B, & C) a traffic study is not required. The application is not changing the zoning or a plan amendment, does not create operational or safety concerns along a State Highway, does not increase site traffic volume greater than 250 daily trips, does not increase the use of adjacent streets by vehicles exceeding 20,00 pound gross vehicle weight, does not create sight distance requirements at nearby intersections or queue vehicles on a State Highway, does not create an new access spacing standard on Rosemont Road or Ridge Lane, and does not change internal traffic patterns.

The lot layout proposes a 7.5-foot setback from the existing home to proposed Parcel 2 which meets the minimum standard of the underlying R-10 zone.

A 25' x 20' storm planter is proposed nearest the Ridge Lane frontage on Parcel 2 and a 25' x 30' storm planter nearest Ridge Lane on Parcel 3. Details of the stormwater facilities can be found in the applicant's submittal, Exhibit PD-1.

Carole Brandt and Russell Brandt's Email 4.15.2027

Expressed concern for the following:

- *Area consists of single-family homes.*
- *Safety – limited public access to Ridge Lane.*
- *Parking on Ridge Lane.*
- *Multi-family housing adding congestion.*
- *Limited property clearance on both side of the proposed Parcel 1.*
- *Proposed parcel 2 being 50-feet wide.*
- *Maintenance responsibilities between proposed Parcel 2 and Rosemont Road.*
- *Proximity of proposed Parcel's 2 and 3 to the residence on proposed Parcel 1.*

Staff Response: The subject property is zoned R-10 along with the majority of surrounding properties and allows single-family homes, detached duplexes/triplexes/quadplexes, cottage clusters, townhomes and other non-single-family homes by right. No development is proposed as a part of the application.

The applicant will be required to construct half-street improvements along the Ridge Lane frontage and access to Ridge Lane for Parcels 2 and 3..

The half-street improvements along the Ridge Lane will increase street parking on Ridge Lane.

The underlying R-10 zoning allows a lot width of a minimum of 50-feet.

Maintenance responsibilities of Parcel 1 will be the responsibility of the landowner. The existing home is proposed to be 7.5-feet and 7.9-feet from the proposed side property lines of Parcel 2 and Parcel 3 which meets the minimum 7.5-foot standard of the underlying R-10 zone. The rear of the existing home is proposed to be 20.2-feet from the proposed rear property line adjacent to Parcel 3 which meets the minimum 20-feet required by the underlying R-10 zone.

DECISION

The Planning Manager (designee) approves this application (MIP-25-01), based on: 1) the findings submitted by the applicant, which are incorporated by this reference, 2) supplementary staff findings included in the Addendum below, and 3) the addition of conditions of approval below. With these findings, the applicable approval criteria are met. The conditions are as follows:

1. **Site Plan.** With the exception of modifications required by these conditions, the final plat shall conform to the Tentative Plan dated May 2025 (Exhibit PD-1).
2. **Engineering Standards.** All public improvements and facilities associated with the approved site design, including but not limited to street improvements, driveway approaches, curb cuts, utilities, grading, onsite and offsite stormwater, street lighting, easements, easement locations, and connections for future extension of utilities are subject to conformance with the City Municipal Code and Community Development Code. These must be designed, constructed, and completed prior to final plat approval. West Linn Public Works may coordinate with the applicant to complete additional, voluntary, off-site improvements.
3. **New Private Utility Easement.** The applicant shall provide a 15-foot-wide private utility easement along the easterly property line of Parcel 3 and show it on the final plat.
4. **New Public Utility Easements.** The applicant shall provide an 8-foot-wide public utility easement along the Rosemont Road and Ridge Lane property line frontages and show it on the final plat.
5. **Ridge Lane Street Improvements.** Prior to final plat approval, the applicant shall construct half-street improvements (six-foot sidewalk, six-foot planter strip/curb, and 22-feet of asphalt road) along the street frontage of Ridge Lane. Any curb cuts shall be in conformance with access spacing requirements in the West Linn Public Works Design Standards. The Applicant shall show a 10-foot right-of-way dedication along Ridge Lane prior to final plat approval.
6. **Rosemont Road Street Improvements.** Any further development of Parcel 1 or any new dwelling units taking access from Rosemont Road will require installation of half-street improvements, including modification of the non-conforming dual access to meet West Linn Public Works Design Standards spacing requirements for a Collector Street. If the non-conforming dual access from Rosemont Road to Parcel 1 is altered, the new access shall meet West Linn Public Works Design Standards spacing requirements for a Collector Street.

7. **Shared Access and Maintenance Easement.** Shared accessways between any parcels shall record a shared access/utility and maintenance agreement with the County prior to final plat approval.
8. **Demolition of Existing Structures.** The two existing detached outbuilding(s)/garage/shed are required to be demolished prior to final plat approval.
9. **Decommission Septic Tank.** Any existing septic tanks on the property shall be decommissioned and removed prior to final plat approval. Any structures using an existing septic tank shall also be connected to the City's sanitary sewer system prior to final plat approval.

The provisions of the Community Development Code Chapter 99 have been met.

Aaron Gudelj
Aaron Gudelj, Associate Planner

June 9, 2025
Date

Appeals to this decision must be filed with the West Linn Planning Department within 14 days of mailing date. Cost is \$400. An appeal to City Council of a decision by the Planning Director shall be heard as de novo. The appeal must be filed by an individual who has established standing by submitting comments prior to the decision date. Approval will lapse 3 years from effective approval date if the final plat is not recorded.

Mailed this 9th day of June 2025.

Therefore, the 14-day appeal period ends at 5 p.m., on June 23, 2025.

ADDENDUM

APPROVAL CRITERIA AND FINDINGS

MIP-25-01

This decision adopts the findings for approval contained within the applicant's submittal, with the following exceptions and additions:

CHAPTER 11, RESIDENTIAL, R-10

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

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

<i>STANDARD</i>	<i>REQUIREMENT</i>	<i>ADDITIONAL NOTES</i>
<i>Minimum lot size Average minimum lot or parcel size for a townhouse project</i>	<i>10,000 sf 1,500 sf</i>	<i>For a single-family attached or detached unit</i>
<i>Minimum lot width at front lot line</i>	<i>35 ft</i>	<i>Does not apply to townhouses or cottage clusters</i>
<i>Average minimum lot width</i>	<i>50 ft</i>	<i>Does not apply to townhouses or cottage clusters</i>
<i>Minimum yard dimensions or minimum building setbacks</i>		<i>Except as specified in CDC 25.070(C)(1) through (4) for the Willamette Historic District. Front, rear, and side yard setbacks in a cottage cluster project are 10 ft. There are no additional setbacks for individual structures on individual lots, but minimum distance between structures shall follow applicable building code requirements.</i>
<i>Front yard</i>	<i>20 ft</i>	<i>Except for steeply sloped lots where the provisions of CDC 41.010 shall apply</i>
<i>Interior side yard</i>	<i>7.5 ft</i>	<i>Townhouse common walls that are attached may have a 0-ft side setback.</i>
<i>Street side yard</i>	<i>15 ft</i>	
<i>Rear yard</i>	<i>20 ft</i>	

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Staff Finding 1: The applicant proposes a 3-lot partition of an existing 53,383 square foot lot. Parcel 1 is proposed to be 15,141 square feet, Parcel 2 is proposed to be 15,479 square feet, and Parcel 3 is proposed to be 20,954 square feet. Parcel 1 contains an existing single-family home that will remain and a detached shop/garage that will be demolished. The existing home will be 7.5-feet from the proposed westerly side lot line, 7.9-feet from the proposed easterly side lot line, 20.2-feet from the

proposed rear property line, and 78-feet from the front property line. No development is proposed as a part of this application. The proposed width of the proposed lots are all 50-feet wide or larger. The criteria are met.

Chapter 48 ACCESS, EGRESS AND CIRCULATION

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).*

Staff Finding 2: No traffic impact analysis (TIA) is required as none of the criteria of 85.170(B) (2) are met. An Average Daily Trip count (ADT) increase of 250 is required before a TIA is needed. The partition of the existing 53,383 square foot R-10-zoned lot into three R-10 zoned lots of lesser size is anticipated to generate less than 30 daily trips at the site pursuant to Institute of Transportation Engineers (ITE) standards. The criteria are met.

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.*

Staff Finding 3: The existing, non-conforming dual curb cuts to Parcel 1 from Rosemont Road can remain. Any alteration to the non-conforming dual curb cuts will require conformance with West Linn Public Works Design Standards access spacing requirements for a Collector Street per Condition of Approval 6. Any new development proposed on Parcel 1 or any new dwelling units proposing access to Rosemont Road will require half-street improvements along the entire Rosemont Road frontage and conformance with West Linn Public Works Design Standards access spacing requirements for a Collector Street per Condition of Approval 6. Additionally, half-street improvements along the Ridge Lane frontage of the subject lot will be required, along with a 10-ft wide right-of-way dedication along the Ridge Lane per Condition of Approval 5. Additional access related findings can be found later in this report – Findings 4 – 16. Subject to the Conditions of Approval, the criteria are met.

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.

Staff Finding 4: The three proposed parcels have direct vehicle access from a public street; Parcel 1 = Rosemont Road, and Parcel 2 & 3 = Ridge Lane. The Ridge Lane half-street improvements do not show a specific curb cut location along Ridge Lane, therefore the project is conditioned to require compliance with access spacing requirements along Ridge Lane and will require recordation of an access/utility and maintenance agreement between any necessary parcels prior to final plat approval, if any shared access is proposed (Condition(s) #5 and #7)...

The existing Rosemont Road frontage contains two existing driveway access' that are not proposed to be altered as part of the project. The existing access' along Rosemont Road are less than the minimum separation distance required by West Linn CDC Chapter 48.060(C) and will be required to be brought into compliance with separation distances access' when/if Parcel 1 is developed in the future or access from Rosemont Road to the proposed parcels is altered (Condition #6). As conditioned, the criteria are met.

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.

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.

Staff Finding 5: The applicant does not propose a subdivision and no double frontage lots are proposed. The criteria are not applicable.

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.

Staff Finding 6: The applicant proposal does not include any new public street intersections or non-traversable medians. No alterations to the Rosemont Road frontage are proposed at this time. The applicant does not propose a curb cut along the Ridge Lane frontage therefore the project is conditioned to require compliance with access separation requirements when/if any curb cuts are proposed and recordation of any necessary shared access/utility/maintenance agreements between any parcels prior to Final Plat approval. As conditioned, the criteria are met.

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.

Staff Finding 7: No new access points along Rosemont Road are proposed. The two existing accessways along the Rosemont Road frontage will continue to provide access to the existing single-family home on Parcel 1 and will be required to be brought into compliance with access spacing standards if/when the access from Rosemont Road is altered or development on Parcel 1 is proposed or the single-family home on Parcel 1 is altered. The applicants proposal does not specify a curb cut location along Ridge Lane, however the applicant's right-of-way dedication, construction of half-street improvements including 22-feet of asphalt along Ridge Lane will facilitate access from Ridge Lane to Parcels 2 and 3. Since no specific curb cut location along Ridge Lane is proposed as part of the application the project is conditioned to require recordation of any necessary access/utility/maintenance agreements between any parcels prior to Final Plat approval. As conditioned, the criteria are met.

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.

Staff Finding 8: The proposed 3-lot minor partition will include half-street improvements along the Ridge Lane frontage including construction of curb, planter strip, and 22-feet of asphalt that facilitate access for Parcels 2 and 3 along Ridge Lane. . No shared driveways are proposed as part of this application. The criteria are met.

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)

Staff Finding 9: The existing Rosemont Road (collector street) block from Gregory Court to Ireland Lane is approximately 550-feet long; no changes are required or proposed. Project Number LC-27 in the City of West Linn Transportation System Plan (TSP) outlines the extension of Shannon Lane from Rosemont Road to Ridge Lane which will reduce the size of block lengths along Ridge Lane for better compliance in the future.

The Ridge Lane block length from Ireland Lane to Wild Rose Dr is greater than the 800 feet maximum and will be brought into compliance with block length standards when TSP Project Number LSC-3 -an extension of Maxfield Dr (1,000-feet south of the subject property) to connect to Ridge Lane - is completed after development of the properties to the south is concluded. The requirement for connection of Maxfield Drive to Ridge Lane is not feasible for this application however, the applicant's construction of half-street improvements along Ridge Lane will help facilitate the future connection of Maxfield Drive to Ridge Lane. The criteria are met.

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.....

Staff Finding 10: Proposed Parcels 2 and 3 will take access from Ridge Lane, a public street with a functional classification of "Local" in the West Linn Transportation System Plan. Proposed Parcel 1 will take access from Rosemont Road, a public street with a functional classification of "Collector" in the West Linn Transportation Plan. Direct access to an "arterial" street is not proposed. The criteria does not apply.

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.

.....

Staff Finding 11: Proposed Parcel 1 will contain the existing single-family residence which is currently 78ft from Rosemont Road; the existing vehicle access from Rosemont Road will be maintained as-is with a semi-circle driveway with two 20ft-wide driveways along Rosemont Road. Proposed Parcels 2 and 3 will be accessed from Ridge Lane via the new construction of half-street improvements with curb, planter strip, and 22-feet of asphalt. Driveway slope will be reverified at time of building permit review and site development permit review. The criteria are met...

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

- 1. A turnaround may be required as prescribed by the Fire Chief.*
- 2. Minimum vertical clearance for the driveway shall be 13 feet, six inches.*
- 3. A minimum centerline turning radius of 45 feet is required unless waived by the Fire Chief.*
- 4. There shall be sufficient horizontal clearance on either side of the driveway so that the total horizontal clearance is 20 feet.*

Staff Finding 12: The existing home on Parcel 1 is less than 150-feet from the Rosemont Road frontage – 78-feet. No other buildings are proposed as part of the application. The criteria are met.

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.

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

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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.

H. Gated accessways to residential development other than a single-family home are prohibited.

Staff Finding 13: The applicant proposal does not 1) propose a shared driveway access to five or more single-family homes, 2) have lands within the boundaries of an identified local street connection in the City of West Linn TSP, and 3) propose a gated accessway. The criteria do not apply.

48.060 WIDTH AND LOCATION OF CURB CUTS AND ACCESS SEPARATION REQUIREMENTS

A. Minimum curb cut width shall be 16 feet.

B. Maximum curb cut width shall be 36 feet...

(...)

C. No curb cuts shall be allowed any closer to an intersecting street right-of-way line than the following:

(...)

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

Staff Finding 14: The applicant proposes half-street improvements along Ridge Lane including construction of a curb, planter strip, and 22-feet of asphalt. Specific curb cut location along Ridge Lane is not specified as part of the application and will be verified at the time of building permit and site development review. No new curb cuts along Rosemont Road are proposed. The criteria are met.

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

Staff Finding 15: The existing Rosemont Road frontage provides a one-way vehicle access for the single-family residence on Parcel 1 and will not be altered as part of the subject application.

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

F. For non-residential development, curb cuts shall be kept to the minimum,

.....

G. Clear vision areas shall be maintained, pursuant to Chapter 42 CDC, and required line of sight shall be provided at each driveway or accessway, pursuant to the West Linn Public Works Design Standards. (Ord. 1270, 1990; Ord. 1584, 2008; Ord. 1636 § 35, 2014; Ord. 1745 § 1 (Exh. A), 2023)

Staff Finding 16: The applicant does not propose any rolled curbs or curb cuts and is not subject to the clear vision area standards since the subject lot is not a corner lot. The criteria do not apply.

III. CHAPTER 85, GENERAL PROVISIONS

85.080 SUBSTANTIAL DEVIATION FROM APPROVED PLAN PROHIBITED

A. Approval of the tentative plan shall require the final plat to be in substantial conformance...however

B. Approval of the tentative plan...shall not constitute final acceptance of the plat of the proposed subdivision or partition for recording.

Staff Finding 17: The City will ensure the final plat substantially conforms to the approved tentative plan by satisfaction of Condition of Approval 1. The criteria are met.

85.140 PRE-APPLICATION CONFERENCE REQUIRED

A. An applicant shall participate in a pre-application conference with staff prior to the submission of a complete tentative plan.

Staff Finding 18: The applicant participated in a pre-application conference for the subject application on November 16, 2024. A copy of the pre-application conference summary notes is included as an attachment to this report – PD-3. The criteria are met.

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.

1. Purpose and guiding principles. The purpose

....

a. The location, width and grade of streets shall be considered in their relation to existing and planned streets...Internal streets are the responsibility of the developer. All streets bordering the development site are to be developed by the developer with, typically, half-street improvements or to City standards prescribed by the City Engineer. Additional travel lanes may be required to be consistent with adjacent road widths or to be consistent with the adopted Transportation System Plan (TSP) and any adopted updated plans.

Staff Finding 19: The proposal does not include any internal streets. The applicant proposes a minor partition creating three total parcels. Parcel 1 will be accessed from Rosemont Road using the existing access points, and access for Parcels 2 and 3 will be from Ridge Lane via a shared driveway along the shared property line. A 10-foot wide right-of-way dedication and half-street improvements will be required along Ridge Lane to facilitate continued circulation around the subject lot and surrounding properties. The criteria are met.

2. In situations where the level-of-service or volume-to-capacity performance standard for an affected City or State roadway is currently failing or projected to fail to meet the standard at a date determined within a traffic impact analysis, and an improvement project is not programmed, the development shall avoid further degradation of the affected transportation facility. Mitigation must be provided to bring the facility performance standard to existing conditions at the time of occupancy.

Staff Finding 20: Surrounding streets and intersections have not been identified as being substandard in regards to level-of-service or volume-to-capacity performance. The proposed three parcel partition will not generate more than 250 daily trips to the site and therefore is not required to conduct a traffic impact analysis. The criteria are met.

3. Tree protection. Streets shall be laid out to avoid and protect significant trees and significant tree clusters, but not to the extent that it would compromise connectivity requirements per this subsection A, or bring the achievable density below 70 percent of the maximum density for the developable net area. The developable net area is calculated by taking the total site acreage and deducting Type I and II lands; then up to 20 percent of the remaining land may be excluded as necessary for the purpose of protecting significant trees and tree clusters as provided in CDC 55.100(B)(2) or 55.105(B)(2), as applicable.

Staff Finding 21: The applicant proposes to remove 7 trees on the subject lot, nearest the Ridge Lane frontage. Five (5) trees will remain and are primarily located on Parcel 1 with one tree being located on Parcel 3 near the easterly property line. No street connections are required as part of the application. The criteria are met.

4. Street 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.

Staff Finding 22: There are no required street connections identified in the TSP. The criteria is not applicable.

5. Street improvements.

a. *Streets that are internal to the land division site are the responsibility of the developer....*

(....)

b. Waiver of required street improvements and in-lieu fee. *An applicant may submit a written request for a waiver of abutting street improvements if the improvement would be prohibited by the TSP....*

c. *Right-of-way widths shall depend upon which classification of street is proposed. The right-of-way widths are established in the adopted TSP, Exhibits 6 through 9.*

d. Public Works Design Standards. *Street design shall conform to the standards of the applicable roadway authority; for City streets that is the West Linn Public Works Design Standards manual. Where a conflict occurs between this code and the Public Works Design Standards manual, the provisions of this code shall govern.*

6. Street widths. *Street widths shall depend upon the classification of street proposed. The classifications and required cross sections are established in the adopted TSP, Tables 26 through 30 and Exhibits 6 through 9.*

(...)

Staff Finding 23: The proposal does not include any internal streets. Rosemont Road is a “collector” street with a 60-70-foot width and does not require any right-of-way dedication. Ridge Lane is a “local” street with a prevailing 45ft width, however the Ridge Lane frontage along the subject lot is only 30ft wide and will require a 10ft wide right-of-way dedication in order to ensure consistency with the prevailing 45ft road width along Ridge Lane. Additionally, the existing Ridge Lane frontage is unimproved right-of-way and the applicant will be required to construct half-street improvements, including 22-feet of asphalt, along the Ridge Lane frontage. The project is conditioned to require the right-of-way dedication and half-street improvements along Ridge Lane. The criteria are met.

8. Reserve strips. *Reserve strips or street plugs controlling the access to streets are not permitted unless owned by the City.*

Staff Finding 24: The applicant’s proposal does not propose and reserve strips or street plugs. The criteria does not apply.

9. Alignment. *All streets other than local streets or cul-de-sacs shall be in alignment with existing streets by continuations of the centerlines thereof. The staggering of street alignments resulting in “T” intersections shall leave a minimum distance of 200 feet between the centerlines of streets having approximately the same direction and otherwise shall not be less than 100 feet. Exceptions to these requirements shall only be approved if the applicant demonstrates that compliance is not practical through a discretionary review.*

Staff Finding 25: No new streets are proposed as part of the application. The applicant will be required to construct half-street improvements along the Ridge Lane, a local street, in alignment with the existing Ridge Lane alignment. The criteria does not apply.

10. Future extension of streets. *The street system of a proposed development shall be designed to connect to existing, proposed, and planned streets adjacent to the development. Wherever a proposed development abuts unplatted land or a future development phase of an existing development, street stubs shall be provided to allow access to future abutting subdivisions and to logically extend the street system into the surrounding area. Where the stubbed street is over 100 feet long, street ends shall*

contain temporary turnarounds built to Oregon Fire Code standards and shall be designed to facilitate future extension in terms of grading, width, and temporary barricades.

Staff Finding 26: The existing unimproved portion of Ridge Lane is stubbed at the southwest corner of the subject property. No changes are proposed to the stubbed street or existing turnarounds however, the applicant is required to construct half-street improvements on Ridge Lane in order to facilitate the future extension of Ridge Lane when future development occurs on the neighboring properties. The criteria are met.

11. Intersection angles.

a. *Except as specified in subsection (A)(11)(c) of this section, street intersections shall be located and designed as follows:*

(...)

Staff Finding 27: No new intersections are proposed. The criteria does not apply.

12. Additional right-of-way for existing streets. *Wherever existing street rights-of-way adjacent to or within a tract are of inadequate widths based upon the standards of this chapter, additional right-of-way shall be dedicated at the time of subdivision or partition.*

Staff Finding 28: The existing property has frontages along Rosemont Road and Ridge Lane. The existing Rosemont Road frontage is approximately 60-70 feet wide and will not require right-of-way dedication. The Ridge Lane frontage right-of-way width is less than the prevailing road width along Ridge Lane – 45ft – and will required a 10ft wide right-of-way dedication and construction of half-street improvements. The criteria are met.

13. Cul-de-sacs.

a. *New cul-de-sacs and other closed-end streets (not including stub streets intended to be connected) are not allowed unless the applicant demonstrates as part of a discretionary review that one or more of the following criteria are met:*

(...)

14. Street names. *No street names shall be used which will duplicate or be confused with the names of existing streets within the City. Street names that involve difficult or unusual spellings are discouraged.*

15. Grades and curves. *Grades and horizontal/vertical curves shall meet the West Linn Public Works Design Standards.*

Staff Finding 29: No new streets, cul-de-sacs, or closed-end streets are proposed. The criteria is not applicable.

16. Access to local streets.

(...)

a. *Except as provided in subsection (A)(16)(c) of this section, intersection of a local residential (...)*

b. *Where a residential subdivision or partition abuts or contains an existing or proposed major arterial street, the design shall incorporate at least three of the following measures to protect residential properties from incompatible land uses, and to ensure separation of through traffic and local traffic: marginal access streets, reverse-frontage lots with lot depth of at least 100 feet, visual barriers, noise barriers, berms, no-access reservations along side and rear property lines, and/or other similar measures proposed by the applicant.*

c. *At the applicant's request, the City may consider design alternatives to subsections (A)(16)(a) and (b) of this section through a discretionary review.*

Staff Finding 30: The application does not contain an intersection of a local residential street with an arterial street and does not abut or contain a major arterial street. The criteria does not apply.

17. *Alleys. Alleys shall be provided in commercial and industrial districts unless other permanent provisions for access to off-street parking and loading facilities are made as approved by the decision-making authority. While alley intersections and sharp changes in alignment should be avoided, the corners of necessary alley intersections shall have radii of not less than 10 feet. Alleys may be provided in residential subdivisions or multifamily projects. The decision to locate alleys shall consider the relationship and impact of the alley to adjacent land uses. In determining whether it is appropriate to require alleys in a subdivision or partition, the following factors and design criteria should be considered: (...)*

Staff Finding 31: The subject lot is residentially zoned and does not contain any commercial or industrial districts. The criteria does not apply.

18. *Sidewalks. Sidewalks shall be installed per CDC 92.010(H), Sidewalks. The residential sidewalk width is six feet plus planter strip as specified below. Sidewalks in commercial zones shall be constructed per subsection (A)(6) of this section. See also subsection C of this section. If part of a discretionary review, sidewalk width may be reduced with City Engineer approval to the minimum amount (e.g., four feet wide) necessary to respond to site constraints such as grades, mature trees, rock outcroppings, etc., or to match existing sidewalks or right-of-way limitations.*

19. *Planter strip. The planter strip is between the curb and sidewalk providing space for a grassed or landscaped area and street trees. The planter strip shall be at least six feet wide to accommodate a fully matured tree without the boughs interfering with pedestrians on the sidewalk or vehicles along the curblane. If part of a discretionary review, planter strip width may be reduced or eliminated, with City Engineer approval, when it cannot be corrected by site plan, to the minimum amount necessary to respond to site constraints such as grades, mature trees, rock outcroppings, etc., or in response to right-of-way limitations.*

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

Staff Finding 32: The existing Ridge Lane frontage along the subject property is unimproved. The applicant will be required to construct half-street improvements along the Ridge Lane frontage that include a new sidewalk, planter strip, a 10ft wide right-of-way dedication, and 22-feet of asphalt along the Ridge Lane frontage. The sidewalk and subsequent street improvements will be reviewed for compliance with the Design Standards of CDC 92.010(H) at the time of permit issuance. The criteria are met.

21. *All lots in a subdivision shall have access to a public street. Lots created by partition may have access to a public street via an access easement pursuant to the standards and limitations set forth for such accessways in Chapter 48 CDC.*

Staff Finding 33: Parcel 1 will be accessed via Rosemont Road and Parcels 2 and 3 will be accessed form Ridge Lane, both of which are public streets. The criteria are met.

22. Gated streets. Gated streets are prohibited in all residential areas on both public and private streets. A driveway to an individual home may be gated.

23. Entryway treatments and street isle design. When the applicant proposes to construct certain walls, planters, and other architectural entryway treatments within a subdivision, the following standards shall apply:
(...)

Staff Finding 34: The applicant does not proposed any gated streets or walls, planters, or any other architectural entryway treatments. The criteria does not apply.

24. Based upon the determination of the City Manager or the Manager's designee, the applicant shall construct or cause to be constructed, or contribute a proportionate share of the costs, for all necessary off-site improvements identified by the traffic impact analysis commissioned to address CDC 85.170(B)(2) that are required to mitigate impacts from the proposed subdivision. The proportionate share of the costs shall be determined by the City Manager or Manager's designee, who shall assume that the proposed subdivision provides improvements in rough proportion to identified impacts of the subdivision. Off-site transportation improvements will include bicycle and pedestrian improvements as identified in the adopted City of West Linn TSP, Figures 6, 7 and 10 and Tables 4 and 6.

Staff Finding 35: No traffic impact analysis was required for the application. The existing Ridge Lane frontage of the subject lot is unimproved, and the applicant will be required to construct half-street improvements along the Ridge Lane frontage.

B. Blocks and lots.

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

2. Sizes.

a. Except as required under subsection (B)(2)(c) of this section, block lengths shall not exceed 800 feet, except for blocks adjacent to arterial streets or unless topographical conditions or the layout of adjacent streets justifies a variation as part of a discretionary review.

b. Designs of proposed intersections shall demonstrate sight distances consistent with the West Linn Public Works Design Standards.

c. Subdivisions of five or more acres that involve construction of a new street shall have block lengths of no more than 530 feet, unless an exception is granted as part of a discretionary review, based on one or more of the following:

(...)

d. If block lengths are greater than 530 feet, accessways on public easements or right-of-way for pedestrians and cyclists shall be provided not more than 330 feet apart.

e. If streets must cross water features protected pursuant to UGMFP Title 3, a crossing must be provided every 800 to 1,200 feet unless habitat quality or the length of the crossing prevents a full street connection.

Staff Finding 36: No new blocks or intersections are proposed and the subject lot is less than five acres. The criteria is not applicable.

3. Lot size and shape. Lot or parcel sizes and dimensions shall conform to the minimum standards of the CDC, unless as allowed by planned unit development (PUD). No lot or parcel shall be dimensioned to contain part of an existing or proposed street. All lots or parcels shall be buildable. "Buildable" describes lots that are free of constraints such as wetlands, drainageways, etc., that would make home construction impossible.

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

Staff Finding 37: The subject lot is in the R-10 zone, which requires a minimum lot size of 10,000 square feet. parcel 1 is proposed to be 15,141 square feet, Parcel 2 is proposed to be 15,479 square feet, and Parcel 3 is proposed to be 20,592 square feet. No parcel contains a part of an existing or proposed street and the parcels are free of constraints such as wetlands, drainageways, or other development restrictions. The criteria are met.

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

Staff Finding 38: Findings for compliance with Chapter 48 of the West Linn CDC can be found earlier in this report – Findings 2 through 16. The criteria are met.

5. Through lots and parcels. Through lots and parcels have frontage on a street at the front and rear property lines. Through lots and parcels shall be avoided except where they are necessary to avoid residential lots with frontage on arterial streets. Additional exceptions may be granted as part of a discretionary review if an applicant proposes through lots to provide separation from adjacent non-residential activities, or to overcome specific disadvantages of topography and orientation. As part of the discretionary review, a planting screen or impact mitigation easement at least 10 feet wide, and across which there shall be no right of access, may be required along the line of building sites abutting such a traffic artery or other incompatible use.

Staff Finding 39: No through lots or parcels are proposed. The criteria are not applicable.

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

Staff Finding 40: The existing lot is a double frontage lot with frontage along Rosemont Road and Ridge Lane, and the front and rear lot lines do not run parallel. Due to the existing configuration of the lot and adjacent streets the adherence to right angles for all side lot lines and the street that they face is not feasible. The proposed side lot lines run approximately at right angles to their respective street frontages – Parcel 1 = Rosemont Road, and Parcels 2 and 3 = Ridge Lane – and are consistent with traditional side lot line layouts of other similar lots. The criteria are met.

7. Flag lots. Flag lots are permitted only where it can be shown that there is adequate lot area to divide a property into two or more lots but there is not enough street frontage to meet the standard minimum requirement and where creation of a street is not necessary to meet connectivity standards.
(...)

Staff Finding 41: No flag lot are proposed. The criteria are not applicable.

8. Large lots or parcels. In dividing tracts into large lots or parcels that are more than double the minimum area designated by the zoning district:
- Those lots must be arranged so as to allow further subdivision, and must contain such easements and site restrictions as will provide for extension and opening of future streets where it would be necessary to serve potential lots; or
 - Alternately, in order to prevent further subdivision or partition of oversized and constrained lots or parcels, restrictions may be imposed on the subdivision or partition plat.

Staff Finding 42: The proposed lots are greater than the minimum 10,000 square feet required by the underlying R-10 zone – Parcel 1 = 15,141 square feet, Parcel 2 = 15,479 square feet, and Parcel 3 = 20,594 square feet. The lots are arranged to allow further division and the applicant has stated that the intent of the partition is to configure the lots to allow for development of middle housing at a future date. The criteria are met.

C. Pedestrian and bicycle trails.

- When pedestrian and bicycle accessways are required pursuant to subsection (B)(2)(d) of this section, trails or multiuse pathways shall be installed, consistent and compatible with Federal ADA requirements and with the Oregon Transportation Planning Rule. Trails shall also accommodate bicycle or pedestrian traffic between neighborhoods and activity areas such as schools, libraries, parks, or commercial districts. Trails shall also be required where designated by the Parks Master Plan.
(...)

Staff Finding 43: The West Linn TSP identifies Rosemont Road, between Shannon Lane and Summit Street, as a medium priority bike lane project. The Rosemont Road frontage of the subject lot will not be altered as a part of this application and future construction of the medium priority bike lanes along Rosemont Road will be required by the applicant when access from Rosemont Road is altered or physical development on Parcel 1 is proposed. The criteria are met.

D. Transit facilities.

- The applicant shall consult with Tri-Met and the City Engineer to determine the appropriate location of transit stops, bus pullouts, future bus routes, etc., contiguous to or within the development site. If transit service is planned to be provided within the next two years, then facilities such as pullouts shall be constructed per Tri-Met standards at the time of development. More elaborate facilities, like shelters, need only be built when service is existing. Additional rights-of-way may be required of developers to accommodate buses.
(...)

Staff Finding 44: The proposed three parcel partition will not require installation of a transit stop. The nearest transit stop is located along Rosemont Road near the Salamo Road/Rosemont Road intersection and was added as a transit route in 2024. Currently, there are no plans to add transit service along Rosemont Road. The criteria are not applicable.

E. Grading.

(...)

F. Water.

(...)

G. Sewer.

(...)

Staff Finding 45: Grading plans will be submitted and reviewed at the time of building permit application and will conform to the Uniform Building Code. The subject property is currently served by city water along Rosemont Road and Ridge Lane. The City Engineer has confirmed the system has sufficient volume and pressure to serve proposed Parcels 1, 2, and 3 - (See PD-3) - which will both be metered individually. The site is currently served by an existing sanitary sewer line on Ridge Lane at the southeast corner of the property. The existing line will need to be extended to the proposed parcels to provide sewer access to the proposed lots. – The existing home on Parcel one appears to be on a septic sewer system. If the existing home currently operates on a septic sewer system, the system will be required to be abandoned/decommissioned/removed as part of this application. The project is conditioned to require decommissioning of any septic sewer systems on the subject property prior to final plat approval. As conditioned, the criteria are met.

H. Storm detention and treatment. All proposed storm detention and treatment facilities comply with the standards for the improvement of public and private drainage systems located in the West Linn Public Works Design Standards, as demonstrated by stormwater plan and report stamped by a professional engineer.

Staff Finding 46: The applicant will ensure all storm detention and treatment facilities comply with the West Linn Public Works Design Standards, ensure there will be no adverse off-site impacts caused by development, and that there is sufficient factual data to support the conclusions of the submitted plan per Condition of Approval 2. As conditioned, the criteria are met.

I. Utility Easements. Subdivisions and partitions shall establish utility easements to accommodate the required service providers as determined by the City Engineer. The developer of the subdivision shall make accommodation for cable television wire in all utility trenches and easements so that cable can fully serve the subdivision.

Staff Finding 47: The applicant will record a 15' wide private utility easement per Condition of Approval 4 along the easterly lot line of Parcel 3 to serve Parcels 1 and 3. An 8ft wide public utility easement will also be required along the Rosemont Road and Ridge Lane frontages. All utility easements will be required to be recorded on the final plat. As conditioned, the criteria are met.

J. Supplemental Provisions

- 1. Wetland and Natural Drainage Ways.*
- 2. Willamette and Tualatin Greenways.*
- 3. Street trees. Street trees are required as identified in the appropriate section of the municipal code and Chapter 54 CDC.*
- 4. Lighting. All subdivision or alley lights shall meet West Linn Public Works Design Standards.*

Staff Finding 48: The subject property does not have a wetland and is not located in the Willamette or Tualatin River Greenway. Street trees are not required as part of this application. Streetlights are not required as part of this application. The criteria are met.

5. Dedications and exactions.

The City may require an applicant to dedicate land and/or construct a public improvement that provides a benefit to property or persons outside the property that is the subject of the application when the

exaction is roughly proportional. No exaction shall be imposed unless supported by a determination that the exaction is roughly proportional to the impact of development.

Staff Finding 49: The applicant will be required to construct half-street street improvements along the Ridge Lane frontage in addition to dedicating a 10ft wide strip of frontage along Ridge Lane to align with the existing right-of-way east of the property.

6. Underground utilities. All utilities, such as electrical, telephone, and television cable, that may at times be above ground or overhead shall be buried underground in the case of new development. Exceptions shall be permitted in those cases where adjacent properties have above-ground utilities and where the development site's frontage is under 200 feet and the site is less than one acre. High voltage transmission lines, as classified by Portland General Electric or electric service provider, are also exempted. Where adjacent future development is planned or proposed, conduits may be required at the direction of the City Engineer. All services shall be underground with the exception of standard above-grade equipment such as some meters, etc.

Staff Finding 50: The proposal must meet three criteria for an exemption from undergrounding existing overhead utilities. The proposal meets Criteria 1 as adjacent properties have above-ground utilities and Criteria 2 as the Rosemont Road frontage is less than 200-feet (160 feet) and the Ridge Lane frontage is also less than 200-feet (157 feet). The proposal does not meet Criteria 3 as it is greater than one-acre (50,683 sq. ft.). However, overhead utilities along Ridge Lane are on the southside so not the responsibility of the applicant and the City finds the impacts from a three-parcel partition are not roughly proportional to the cost of undergrounding 160 linear feet of utilities along Rosemont Road. No undergrounding of utilities is required. The applicant proposes all utility services to new dwelling units to be underground. The criteria are met.

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

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

Staff Finding 51: The subject property is 53,383 square feet and is zoned R-10, which requires a minimum of 10,000 square feet per parcel. The maximum number of parcels that can be created from the subject property is five (53,383/10,000). The proposed lot division will create three total lots, equaling less than 70% the density of the maximum density allowed. Parcel 3 could be divided in the future into two lots, thereby creating 4 total lots from the subject lot and equaling greater than the 70% of the maximum density allowed ($5 / 4 = 80\%$). The criteria are met.

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

Staff Finding 53: The property is not zoned R-2.1 or R-3; the criteria is not applicable.

9. *Heritage trees/significant tree and tree cluster protection. All heritage trees, as defined in Section 8.710 of the municipal code, shall be protected. If requested by the applicant, diseased heritage trees, as determined by the City Arborist, may be removed. Significant trees and significant tree clusters, as defined in CDC 2.030, shall be protected pursuant to CDC 55.100(B)(2) or 55.105(B)(2), as applicable.*

Staff Finding 54: There are no heritage trees on the subject site. The applicant proposes to remove seven non-significant trees at the rear property line near Ridge Lane and protect 3 other trees on the property. The criteria are met.

V. CHAPTER 92, REQUIRED IMPROVEMENTS

92.020 IMPROVEMENTS IN PARTITIONS

The same improvements shall be installed to serve each lot of a partition as are required of a subdivision. However, if the approval authority finds that the nature of development in the vicinity of the partition makes installation of some improvements unreasonable, at the written request of the applicant those improvements may be waived. If the street improvement requirements are waived, the applicant shall pay an in-lieu fee for off-site street improvements, pursuant to the provisions of CDC 85.200(A)(1).

In lieu of accepting an improvement, the Planning Director may recommend to the City Council that the improvement be installed in the area under special assessment financing or other facility extension policies of the City.

Staff Finding 55: The applicant will construct half-street improvements along the Ridge Lane frontage. Rosemont Road frontage will not be required to be improved as a part of this application, however, future development on the proposed parcels and any additional dwelling unit access or access changes to Rosemont will trigger Rosemont Road improvements that will include curb/gutter, six-foot sidewalk, six-foot planter strip, 22-foot of full depth asphalt and aggregate base. Future improvements to Rosemont Road will also require meeting the West Linn Public Works Design Standards for access spacing along a Collector Street. As conditioned, the criteria are met.

PD-1 APPLICANT SUBMITTAL

DEVELOPMENT REVIEW APPLICATION

For Office Use Only		
STAFF CONTACT Gudelj	PROJECT NO(S). MIP-25-01	PRE-APPLICATION NO. PA-24-20
NON-REFUNDABLE FEE(S) \$4,400	REFUNDABLE DEPOSIT(S)	TOTAL \$4,400

Type of Review (Please check all that apply):

- | | | |
|---------------------------------------------------------|-----------------------------------------------------------------------------------------|--------------------------------------------------------------------------|
| <input type="checkbox"/> Annexation (ANX) | <input type="checkbox"/> Final Plat (FP) Related File# | <input type="checkbox"/> Subdivision (SUB) |
| <input type="checkbox"/> Appeal (AP) | <input type="checkbox"/> Flood Management Area (FMA) | <input type="checkbox"/> Temporary Uses (MISC) |
| <input type="checkbox"/> CDC Amendment (CDC) | <input type="checkbox"/> Historic Review (HDR) | <input type="checkbox"/> Time Extension (EXT) |
| <input type="checkbox"/> Code Interpretation (MISC) | <input type="checkbox"/> Lot Line Adjustment (LLA) | <input type="checkbox"/> Right of Way Vacation (VAC) |
| <input type="checkbox"/> Conditional Use (CUP) | <input checked="" type="checkbox"/> Minor Partition (MIP) Middle Housing ELD | <input type="checkbox"/> Variance (VAR) |
| <input type="checkbox"/> Design Review (DR) | <input type="checkbox"/> Modification of Approval (MOD) | <input type="checkbox"/> Water Resource Area Protection/Single Lot (WAP) |
| <input type="checkbox"/> Tree Easement Vacation (MISC) | <input type="checkbox"/> Non-Conforming Lots, Uses & Structures | <input type="checkbox"/> Water Resource Area Protection/Wetland (WAP) |
| <input type="checkbox"/> Expediated Land Division (ELD) | <input type="checkbox"/> Planned Unit Development (PUD) | <input type="checkbox"/> Willamette & Tualatin River Greenway (WRG) |
| <input type="checkbox"/> Extension of Approval (EXT) | <input type="checkbox"/> Street Vacation | <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: 1470 Rosemont Road	Assessor's Map No.: 2S1E25CA <hr/> Tax Lot(s): 1500 <hr/> Total Land Area: 53,383 SF
---------------------------------------------------------	--------------------------------------------------------------------------------------------



Brief Description of Proposal:

Partition application to divide the property into three parcels.

Applicant Name*: Alec Shah, Shah Housing Solutions, LLC Address: 4399 Kenthorpe Way City State Zip: West Linn, OR 97068	Phone: (971) 678-1952 Email: alec@shahhousingsolutions.com
Owner Name (required): Same as applicant. Address: City State Zip:	Phone: Email:
Consultant Name: Rick Givens, Planning Consultant Address: 28615 SW Paris Ave., Unit 110 City State Zip: Wilsonville, OR 97070	Phone: (503) 351-8204 Email: rickgivens@gmail.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 application costs.**
2. All information provided with the application is considered a public record and subject to disclosure.
3. The owner/applicant or their representative should attend all public hearings related to the application.
4. A decision may be reversed on appeal. The decision will become effective once the appeal period has expired.
5. Submit this form, application narrative, and all supporting documents as a single PDF through the 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. The applicant and owner affirm that the information provided in this application is true and correct. 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	Date	 Owner's signature (required)	Date	Planning Manager Decision
-------------------------------------------------------------------------------------------------------------	------	----------------------------------------------------------------------------------------------------------------------	------	---------------------------

2/17/25



January 14, 2025

Garrett H. Stephenson
Admitted in Oregon
D: 503-796-2893
C: 503-320-3715
gstephenson@schwabe.com

VIA E-MAIL

Mr. Darren Wyss
City of West Linn
22500 Salamo Road, Suite 900
West Linn, OR 97068

RE: PA 24-20; Minimum Density Standards

Dear Mr. Wyss:

This office represents Shah Housing Solutions LLC (“Shah”) in its application for a three-lot partition at 1470 Rosemont Road. I have reviewed the pre-application notes issued by the City on November 16, 2023, in which City staff stated that “4 lots are required in order to meet the minimum of 70% density.” PA-24-20. I understand that it is your opinion that the Metro Urban Growth Functional Plan compels a requirement for four lots instead of three. On the contrary, there is no basis to deny Shah’s partition application due the density regulations in CDC 85.200(J)(7).

CDC 85.200(J)(7) provides as follows:

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

The final sentence of this provision determines the result in this case. The Application is for a partition which, under both state law and West Linn CDC, means the division of land into not more than three parcels within a calendar year.¹ A land division of “three lots or less” is by definition a partition, and vice-versa. Therefore the minimum density requirements do not apply to the Application.

This result is correct notwithstanding anything in the Metro Urban Growth Functional Plan (“Metro Plan”). By its own terms, the Metro Plan does not apply to any land use decision except a post-acknowledgement plan amendment or land use regulation amendment. *See Metro*

¹ CDC 2.030 (definition of “partition land”); ORS 92.010(9) (“Partitioning land” means dividing land to create not more than three parcels of land within a calendar year.)

Mr. Darren Wyss
January 14, 2025

Plan at §3.07.820. More importantly, the Functional Plan cannot apply to a partition as a matter of law. Under ORS 197.175, once a city’s plan and land use regulations are acknowledged, that city must make its limited land use decisions according to only that acknowledged plan and those regulations. For limited land use applications like a partition, ORS 197.195(1) provides that unless a given comprehensive plan provision is incorporated within the local government’s implementing land use regulations, it cannot apply to a limited land use decision. Stated simply, the City must stick to the language of the CDC when deciding a limited land use application and may not bring into that decision considerations from documents that have not been expressly incorporated into the CDC, including the Metro Plan.

Also, the City may not apply CDC 85.200(J)(7) in a discretionary or ambiguous manner. This is because the Application is for the development of housing and the City may only apply “clear and objective standards, conditions and procedures regulating the development of housing.” While the exclusion for “land divisions of three lots or less” seems reasonably clear and objective to the extent that it points to the maximum number of lots that can be created from a partition, the City’s use of the word “density” in CDC 85.200(J)(7) is ambiguous. This is because there is no definition of “density” in the CDC and no express density regulations in the R-10 zoning code. Without a definition of “density,” the minimum density requirements cannot be imposed in the first instance.

To the extent that the Comprehensive Plan or Metro Plan are instructive on this point, they both refer to dwelling units or household structures per unit of land, irrespective of the number of lots. *See* Comprehensive Plan at 4² ; *See also* Metro Plan at 3.07.120. In this context—and please forgive use of a colloquialism—this issue is a red herring. The ultimate goal of the partition is construct middle housing, which will result in a subsequent middle-housing land division that will create 7 new dwelling units, far more than they would be required under the City’s application of its minimum density standard in terms of lots.

While my client does not wish to escalate a dispute on this issue beyond this letter, we are confident that the City may not use CDC 85.200(J)(7) to deny the proposed three-lot partition. However, in this instance, there is a solution that does not require the City to reinterpret its density standards. The City can simply impose a condition of the Application that requires my client to submit a proposed middle-housing land division application before issuance of the first building permit on the property. This will ensure that the City gets the number of units that it believes are required without a direct dispute about the meaning of the City’s density regulations. Given the need to produce more housing at lower costs, this seems to be the correct solution for all involved.

² “Density. The number of families, individuals, dwelling units, households, or housing structures per unit of land.”

Partition Narrative

1470 Rosemont Rd., West Linn

Shah Housing Solutions, LLC

Proposal: This application requests approval of a three-lot partition for property located at 1470 Rosemont Road, West Linn in West Linn. The property is situated on the south side of Rosemont Road, to the west of Ireland Lane. It runs south from Rosemont Rd. to Ridge Lane. The subject property is 53,383 square feet in area and is zoned R-10. The Clackamas County Assessor's description of the property is Tax Lot 21E25CA01500.



Figure 1: Vicinity Map

Existing Site Conditions:

The subject property is developed with one single-family home which takes access from Rosemont Road. The home was built in 1988 and is 2,758 sq. ft. in area. It has an attached garage on the west end of the home as well as a detached garage/shop to the rear of the home. The home is planned to be retained, but the detached structure will be demolished.

The site is essentially level near Rosemont Road, but slopes gently towards Ridge Lane at approximately a 5% to 7% grade over the southerly 150 feet of the lot.

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Figure 2: Aerial Photo

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Utilities will need to be extended to service the proposed lots. Sanitary sewer presently terminates in Ridge Lane at the western border of the site and will need to be extended with construction of street improvements. Water is available from 8" lines in Rosemont and Ridge Lane. Storm sewer will be provided as shown on the preliminary utility plan.

Per the pre-application conference notes, the following Community Development Code (CDC) sections are applicable to this application:

Chapter 11: Residential, R-10
Chapter 48: Access, Egress and Circulation
Chapter 85: Land Divisions – General Provisions
Chapter 92: Required Improvements
Chapter 96: Street Improvement Construction
Chapter 99: Procedures for Decision Making: Quasi-Judicial

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

CHAPTER 11 SINGLE-FAMILY RESIDENTIAL DETACHED, R-10

11.030 PERMITTED USES

1. Single-family attached or detached residential unit.

- a. Duplex residential units.*
- b. Triplex residential units.*
- c. Quadplex residential units.*

2. Cottage clusters.

Comment: The purpose of this application is to divide the property into three parcels for uses authorized in these subsections. It is anticipated that future middle housing applications will be filed for Parcels 2 and 3.

11.040 ACCESSORY USES

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

11.050 USES AND DEVELOPMENT PERMITTED UNDER PRESCRIBED CONDITIONS

Uses permitted under prescribed conditions in the R-10 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.

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11.060 CONDITIONAL USES

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

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

Comment: 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. Parcel 1 will be 15,141 sq. ft. in area. Parcel 2 contains 15, 479 sq. ft. Parcel 3 is 20,594 sq. ft. in area. The minimum lot width at the front lot line and average lot width standards of 35 feet and 50 feet, respectively, are met by all three parcels, as shown on the Tentative Plan. 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', maximum lot coverage of 35%, and Floor Area Ratios will be met and will be reviewed at the time of building permit application.

11.080 DIMENSIONAL REQUIREMENTS, CONDITIONAL USES

Comment: Not applicable. No conditional uses are proposed.

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 Rosemont and Ridge Lane than those listed in this chapter.

- 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 Rosemont Rd. (Parcel 1) or Ridge Lane (Parcels 2 and 3). Both roadways are dedicated public streets.

- 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 Tentative Plan submitted with this application shows the frontage required for access consistent with these standards. The Existing Condition Map shows existing driveway access points for Parcel 1. No changes to the access points for Parcel 1 are proposed since the use of the parcel will not change. Building permit applications to be submitted prior to construction of homes will show driveway access locations for Parcels 2 and 3.

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 in this partition.

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 three lots proposed will generate less than 30 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 driveway approaches for Parcel 1 onto Rosemont Road, a collector street. Typically, only one approach is permitted per street frontage on a collector street. Per comments from Clark Ide of the City Engineering Dept. the existing driveway approaches may remain as they are as long as the use of Parcel 1 remains the same. Should Middle Housing be built upon that parcel, access would be required to conform to current standards. The other two parcels will front onto Ridge Lane, a local street. Each will have a single access.

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 as discussed above. 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 partition 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. Compliance with CDC 48.060 is discussed below.

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: Parcel 1 has two existing driveway approaches. Per comments by City Engineering, those existing nonconforming approaches may remain as long as the use on that parcel remains one single-family home. Parcels 2 and 3 will each have one access point onto Ridge Lane, 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 subject property is located approximately 250 feet west of Ireland Lane. The property is approximately 160 feet wide. If an additional street connection between Ridge Lane and Rosemont Road is desired by the City in order to meet the 800-foot maximum block length, it would be located well to the west of the subject property.

- 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: Ridge Lane will be improved to comply with City street standards, as described in the pre-application conference notes. Per City Engineering input, Rosemont Road will remain as it currently is with this proposed partition. Any future redevelopment of Parcel 1 would require full frontage improvements.

- 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 discussed above, if a future connection is to be provided between Ridge Lane and Rosemont Road, it would be provided well to the west of the subject property. Ireland Lane is too close to allow a through street on the subject property that would conform to minimum spacing standards.

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.*

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

- 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:*

Comment: Not applicable. All lots front directly onto public streets and all homes will be built so that no part of the home is greater than 150 feet from the street.

- 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.*

Comment: Not applicable. All lots front directly onto public streets and all homes will be built so that no part of the home is greater than 150 feet from the street.

- 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.*

Comment: All lots proposed in this partition will have direct driveway accesses onto adjacent streets, as shown on the Tentative Plan.

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

Comment: Not applicable. No multifamily dwellings are proposed.

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

Comment: All driveways will provide for typical residential driveway access per City standards. No access drives or parking lots are proposed.

- 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.*

Comment: Rosemont Road is an existing collector street that provides frontage for Parcel 1. Ridge Lane is a local street that provides frontage to Parcels 2 and 3. Frontage improvements consistent with City of West Linn standards for local streets are planned to be provided with this partition development. Per the TSP, no other local street connections exist or are planned in this area.

- H. Gated accessways to residential development other than a single-family home are prohibited.*

Comment: No gated accessways are proposed.

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

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

Comment: All driveway curb cuts will comply with the minimum 16' standard. Compliance will be reviewed at the time of building permit application.

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

Comment:

- C. No curb cuts shall be allowed any closer to an intersecting street right-of-way line than the following:*

- 1. On an arterial when intersected by another arterial, 150 feet.*
- 2. On an arterial when intersected by a collector, 100 feet.*
- 3. On an arterial when intersected by a local street, 100 feet.*

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4. *On a collector when intersecting an arterial street, 100 feet.*
5. *On a collector when intersected by another collector or local street, 35 feet.*
6. *On a local street when intersecting any other street, 35 feet.*

Comment: Not applicable. Rosemont Road is a designated collector street, but there are no intersecting streets within the project area.

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

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

Comment: The new curb cuts serving Parcels 2 and 3 from Ridge Lane, a designated local street, will be designed to conform with the minimum 30-foot separation standard. There is ample distance from adjacent driveways for the curb cuts to meet these requirements. Parcel 1 fronts onto Rosemont Road, a designated collector street. It has two pre-existing curb cuts that serve the existing single-family home on that parcel. The separation distances to adjacent driveways to the east and west do not conform to the current 75-foot minimum separation distance. Discussions with City Engineering staff indicate that this pre-existing nonconforming situation will be permitted to continue as long as the use of Parcel 1 remains one single-family home. Any intensification of the use would require a new driveway that would conform to separation standards.

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

Comment: This standard is informational only. The design of final engineering plans will determine the most appropriate curb choice.

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

Comment: Not applicable. Only residential uses are proposed.

G. Clear vision areas shall be maintained, pursuant to Chapter 42 CDC, and required line of sight shall be provided at each driveway or accessway, pursuant to the West Linn Public Works Design Standards. (Ord. 1270, 1990; Ord. 1584, 2008; Ord. 1636 § 35, 2014; Ord. 1745 § 1 (Exh. A), 2023)

Comment: Clear vision areas will be provided as required by this standard. Compliance will be reviewed at the time of building permit submission.

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 Rosemont Road or Ridge Lane.

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, as discussed below.

Chapter 85 - LAND DIVISIONS – GENERAL PROVISIONS

85.170 SUPPLEMENTAL SUBMITTAL REQUIREMENTS FOR TENTATIVE SUBDIVISION OR PARTITION PLAN

The following information shall be submitted to supplement the tentative subdivision plan:

A. General.

1. *Narrative stating how the plan meets each of the applicable approval criteria and each subsection below.*

Comment: This narrative provides the information required by this subsection.

2. *Statement or affidavit of ownership of the tract (County Assessor's map and tax lot number).*

Comment: This information is provided on the application form and on the face of the Tentative Plan submitted with this application.

3. *A legal description of the tract.*

Comment: This information is provided in this narrative and on the face of the Tentative Plan.

4. *If the project is intended to be phased, then such a proposal shall be submitted at this time with drawing and explanation as to when each phase will occur and which lots will be in each phase.*

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Comment: Not applicable. No phasing is proposed.

5. *Where the land to be subdivided or partitioned contains only a part of the contiguous land owned by the developer, the Commission or Planning Director, as applicable, shall require a master plan of the remaining portion illustrating how the remainder of the property may suitably be subdivided.*

Comment: Not applicable. The applicant does not own any other contiguous land.

6. *Where the proposed subdivision site includes hillsides, as defined in CDC 02.030 Type I and II lands, or any lands identified as a hazard site in the West Linn Comprehensive Inventory Plan Report, the requirements for erosion control as described in CDC 85.160(F)(2) shall be addressed in a narrative.*

Comment: Not applicable. The property does not contain any Type I or II lands.

7. *Table and calculations showing the allowable number of lots under the zone and how many lots are proposed.*

Comment: Density calculations are provided in this narrative.

8. *Map and table showing square footage of site comprising slopes by various classifications as identified in CDC 55.110(B)(3).*

Comment: The entire site has slopes less than 10 percent in grade. This information satisfies the intent of this requirement.

B. Transportation.

1. *Centerline profiles with extensions shall be provided beyond the limits of the proposed subdivision to the point where grades meet, showing the finished grade of streets and the nature and extent of street construction. Where street connections are not proposed within or beyond the limits of the proposed subdivision on blocks exceeding 330 feet, or for cul-de-sacs, the tentative plat or partition shall indicate the location of easements that provide connectivity for bicycle and pedestrian use to accessible public rights-of-way.*

Comment: Not applicable. No new roads are proposed. Only frontage improvements along Ridge Lane are required and they will match the existing road grade.

2. Traffic impact analysis (TIA).

a. Purpose. The purpose of this section is to implement Section 660-012-0045(2)(e) of the State Transportation Planning Rule that requires the City to adopt a process to apply conditions to development proposals in order to minimize adverse impacts to and protect transportation facilities. This section establishes the standards for when a proposal must be reviewed for potential traffic impacts; when a Traffic Impact Analysis must be submitted with a development application in order to determine whether conditions are needed to minimize impacts to and protect transportation facilities; what must be in a traffic impact analysis; and who is qualified to prepare the study.

b. Typical average daily trips. The latest edition of the Trip Generation Manual, published by the Institute of Transportation Engineers (ITE) shall be used as the standards by which to gauge average daily vehicle trips.

c. Traffic impact analysis (no dwellings). For development applications that do not propose any new dwelling units, a traffic impact analysis may be required to be submitted to the City with a land use application, when the following conditions apply:

Comment: This subsection does not apply. The proposed partition has one existing residence and would create two new parcels for residential development.

d. Traffic impact analysis (dwellings). For development applications that propose new dwelling units, an applicant must submit a traffic impact analysis unless the application is exempt from this requirement pursuant to subsection (B)(2)(d)(6) of this section. Failure to submit the analysis will result in an incomplete application. The applicant shall prepare the analysis in accordance with the following:

6) A transportation impact study is not required under this section if:

(A) The proposed development will generate no more than 250 average daily trips as determined by using the Institute of Transportation Engineers Trip Generation Manual (11th edition); or

Comment: The proposed development would provide three parcels, one of which is developed with an existing home. Two new single-family homes would generate less than 20 trips per day per the ITE manual. Staff have agreed that a TIA is not required since the threshold is not met.

e. Traffic impact analysis (dwellings – discretionary review). As an alternative to the process outlined in subsection (B)(2)(d) of this section, an applicant may choose to follow the process in subsection (B)(2)(c) of this section.

Comment: Not applicable. No TIA is required for this project.

f. Traffic impact analysis requirements.

Comment: Not applicable. No TIA is required for this project per subsection 85.170.B.2.d.6.A.

g. Approval criteria (discretionary review). The following criteria apply to development applications that do not propose any new dwelling units, or for applications that include dwellings and that elect to use the TIA process outlined in subsection (B)(2)(d) of this section:

Comment: Not applicable. No TIA is required for this project per subsection 85.170.B.2.d.6.A. and because the proposed development is residential in nature.

h. Approval criteria (dwellings). The following criteria apply to development applications that include new dwelling units, unless the applicant elects to use the TIA process outlined in subsection (B)(2)(d) of this section:

Comment: Not applicable. No TIA is required for this project per subsection 85.170.B.2.d.6.A.

i. Conditions of approval (discretionary review).

Comment: Not applicable. No TIA is required for this project per subsection 85.170.B.2.d.6.A.

j. Conditions of approval (dwellings).

Comment: Not applicable. No TIA is required for this project per subsection 85.170.B.2.d.6.A.

C. Grading.

1. If areas are to be graded, a plan showing the location of cuts, fill, and retaining walls, and information on the character of soils, shall be provided. The grading plan shall show proposed and existing contours at intervals per CDC [85.160\(E\)\(2\)](#).

Comment: Only minor grading is proposed, as shown on the preliminary grading plan submitted with this application. No walls will be required. Grading plans for future homes will be reviewed at the time of building permit application.

D. Water., E. Sewer, and F. Storm.

Comment: Please refer to the Preliminary Utility Plan and Drainage Report prepared by the Engineers for the project, DL Consulting WA Inc. These documents provide the information required by these subsections.

G. Service provider permit. A Tualatin Valley Fire and Rescue service provider permit shall be provided.

Comment: Please refer to the TVF & R service provider permit submitted with this application.

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.

General Comment: No new streets are proposed with this project. Parcel 1 of the partition fronts on Rosemont Road, a designated collector street. Ridge Lane, a designated local street, provides frontage for Parcels 2 and 3. Since no new streets are proposed, most of this subsection is not applicable. Please refer to comments below on each subsection.

1. Purpose and guiding principles. The purpose of these standards is to promote safe, efficient, and convenient options for walking, bicycling, and driving while accommodating access to individual properties, as needed, and access to transit. The following principles shall guide land division applications:

Comment: This is an informational subsection that provides general guidance to principles of street design. It contains no clear and objective standards. As the proposed development contains no new street, there is no need to discuss the provisions of this subsection.

2. *In situations where the level-of-service or volume-to-capacity performance standard for an affected City or State roadway is currently failing or projected to fail to meet the standard at a date determined within a traffic impact analysis, and an improvement project is not programmed, the development shall avoid further degradation of the affected transportation facility. Mitigation must be provided to bring the facility performance standard to existing conditions at the time of occupancy.*

Comment: This subsection does not apply. Information provided by City Engineering at the pre-application conference indicates that there is adequate capacity in the streets in this area. A TIA was not warranted based upon the minimal number of trips to be generated.

3. *Tree protection.*

Comment: No new streets are proposed. As shown on the Existing Conditions Map submitted with this application, there are several trees that fall within the required right-of-way area of Ridge Lane. These trees will have to be removed to construct improvements consistent with City standards. There are no design options that would avoid the removal of these trees.

4. *Street 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.*

Comment: No other street connections are required by the TSP.

5. *Street improvements.*

Comment: Street improvements are proposed as follows:

Rosemont Road is a collector street with full services installed in it. According to the pre-app notes:

- *Rosemont Road has approx. 64 feet of ROW along the frontage of the proposed development lot. The City would request an additional 7 feet of ROW be dedicated to align with the existing ROW width at 1490 Rosemont Rd.*

Subsequent to the above Engineering comment, an email from Clark Ide stated:

Based on the existing ROW in the area, it does not appear that a ROW dedication will be required along the Rosemont frontage of your property. The current ROW is adequate to construct the necessary public improvements. Please disregard my request for 7' of ROW dedication - it won't be required as part of the development.

The email also stated:

Public improvements on Rosemont will be required if/when you divide any of the lots further.

Ridge Lane is a local street that is unimproved along the southerly frontage of the subject property. Pre-application conference notes for this street are as follows:

- *Ridge Lane has approx. 30 feet of ROW along the frontage of the proposed development lot. The City would request an additional 10 feet of ROW be dedicated to align with the existing ROW to the east of the property.*
- *Applicant would be required to construct an approx. 32-foot-wide street cross section along the property frontage to align with the existing Ridge Lane cross section to the east. The improvements shall include curb/gutter, sidewalk, planter strip, full depth asphalt and aggregate base.*

The Tentative Plan shows the required additional right-of-way dedication. The street frontage improvements are indicated on the preliminary engineering plan. No new street names are needed. No gated streets or special entry designs are proposed.

7. The decision-making body shall consider the City Engineer's recommendations on the desired right-of-way width, pavement width and geometry for streets within or adjacent to the subdivision. To approve a street design less than the width in Table 85-1, the applicant shall demonstrate with proper documentation that one of the following applies:

Comment: Ridge Lane will be improved with right-of-way and improvements consistent with local street standards. As discussed in subsection 5., above, the City Engineer is not requiring improvements to Rosemont Road in conjunction with this application since no change of use is proposed. Parcel 1 is developed with the existing home and no change of use is proposed.

8. Reserve strips. Reserve strips or street plugs controlling the access to streets are not permitted unless owned by the City.

Comment: Not applicable. No dead-end streets are proposed. Rosemont Road and Ridge Lane are continuing public streets.

9. Alignment. All streets other than local streets or cul-de-sacs shall be in alignment with existing streets by continuations of the centerlines thereof. The staggering of street alignments resulting in "T" intersections shall leave a minimum distance of 200 feet between the centerlines of streets having approximately the same direction and otherwise shall not be less than 100 feet. Exceptions to these requirements shall only be

approved if the applicant demonstrates that compliance is not practical through a discretionary review.

Comment: Rosemont Road and Ridge Lane are both existing streets that continue in both directions beyond the boundaries of this site. Frontage improvements are proposed for Ridge Lane, consistent with local street standards. No changes are proposed to Rosemont Road. No intersections exist or would be created in the project area.

10. Future extension of streets. The street system of a proposed development shall be designed to connect to existing, proposed, and planned streets adjacent to the development.

Comment: Rosemont Road and Ridge Lane are both existing streets that continue in both directions beyond the boundaries of this site. No future street extensions are proposed or needed.

11. Intersection angles.

Comment: Not applicable. There are no intersections existing or proposed.

12. Additional right-of-way for existing streets. Wherever existing street rights-of-way adjacent to or within a tract are of inadequate widths based upon the standards of this chapter, additional right-of-way shall be dedicated at the time of subdivision or partition.

Comment: Additional right-of-way is required for the proposed frontage improvements along Ridge Lane. As shown on the Tentative Plan, this additional 10 feet width of right-of-way will be dedicated on the final plat.

13. Cul-de-sacs.

Comment: Not applicable. No cul-de-sacs are proposed.

14. Street names.

Comment: Not applicable. No new streets will be created.

15. Grades and curves. Grades and horizontal/vertical curves shall meet the West Linn Public Works Design Standards.

Comment: The only street construction will be frontage improvements on Ridge Lane. No curves are proposed. The grade of the street is gradual and will conform to City Standards.

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16. Access to local streets.

Comment: This section does not apply. It contains standards relating to potential intersections of local streets with arterial streets. There are no arterial streets in this area and on intersections of any kind are proposed.

17. Alleys.

Comment: Not applicable. No alleys are proposed and none are required for residential development by these standards.

18. Sidewalks.

Comment: As required by this subsection, sidewalks will be provided along the Ridge Lane frontage.

19. Planter strip. *The planter strip is between the curb and sidewalk providing space for a grassed or landscaped area and street trees. The planter strip shall be at least six feet wide to accommodate a fully matured tree*

Comment: As shown on the preliminary engineering plans submitted with this application, a planter strip will be provided with the Ridge Lane improvements.

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

Comment: The proposed right-of-way dedication for Ridge Lane will be dedicated on the final plat without any reservations or restrictions.

21. *All lots in a subdivision shall have access to a public street. Lots created by partition may have access to a public street via an access easement pursuant to the standards and limitations set forth for such accessways in Chapter 48 CDC.*

Comment: All lots in this partition have direct frontage on a public street.

22. Gated streets. *Gated streets are prohibited in all residential areas on both public and private streets. A driveway to an individual home may be gated.*

Comment: No gated streets are proposed.

23. Entryway treatments and street isle design. *When the applicant proposes to construct certain walls, planters, and other architectural entryway treatments within a subdivision, the following standards shall apply:*

Comment: No entry streets are proposed so these provisions are not applicable.

24. *Based upon the determination of the City Manager or the Manager's designee, the applicant shall construct or cause to be constructed, or contribute a proportionate share of the costs, for all necessary off-site improvements identified by the traffic impact analysis commissioned to address CDC 85.170(B)(2) that are required to mitigate impacts from the proposed subdivision. The proportionate share of the costs shall be determined by the City Manager or Manager's designee, who shall assume that the proposed subdivision provides improvements in rough proportion to identified impacts of the subdivision. Off-site transportation improvements will include bicycle and pedestrian improvements as identified in the adopted City of West Linn TSP, Figures 6, 7 and 10 and Tables 4 and 6.*

Comment: Per discussions with City staff at the pre-application conference, no offsite improvements are proposed that would require participation by this development in costs of their construction. The impact of this project is extremely small given that only two new parcels will be created. Transportation SDCs will be collected in conjunction with new home construction that will contribute to needed improvements to the transportation system.

B. Blocks and lots.

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

Comment: This subsection is informational only and contains no objective standards.

2. Sizes.

a. *Except as required under subsection (B)(2)(c) of this section, block lengths shall not exceed 800 feet, except for blocks adjacent to arterial streets or unless topographical conditions or the layout of adjacent streets justifies a variation as part of a discretionary review.*

Comment: The existing block currently runs between Ireland Lane on the east and Wild Rose Dr. on the west. The existing length of this block is approximately 1,650 feet, which exceeds the 800 feet maximum standard. An additional mid-block through street from Rosemont Road to Ridge Lane is needed to comply with the 800-foot maximum standard. That would occur approximately 400 to 450 feet west of the subject property, with the likely location being through Tax Lot 21E25CB00100 at such time as it is redeveloped. The distance from the western border of the subject property to Ireland Drive is less than 400 feet.

b. Designs of proposed intersections shall demonstrate sight distances consistent with the West Linn Public Works Design Standards.

Comment: Not applicable. No new intersections are proposed.

c. Subdivisions of five or more acres that involve construction of a new street shall have block lengths of no more than 530 feet, unless an exception is granted as part of a discretionary review, based on one or more of the following:

Comment: Not applicable. The proposed development is a partition and is less than 5 acres in size.

d. If block lengths are greater than 530 feet, accessways on public easements or right-of-way for pedestrians and cyclists shall be provided not more than 330 feet apart.

Comment: The subdivision plat of Livermore's Subdivision No. 1 is located along the western border of the subject property. It provides for a 20' easement along the common lot line with the subject property that could serve to satisfy the requirements of for a pedestrian/bicycle connection specified in 85.200.B.2.d.

e. If streets must cross water features protected pursuant to UGMFP Title 3, a crossing must be provided every 800 to 1,200 feet unless habitat quality or the length of the crossing prevents a full street connection.

Comment: Not applicable. No crossings of water features protected by this subsection are proposed.

3. Lot size and shape. Lot or parcel sizes and dimensions shall conform to the minimum standards of the CDC, unless as allowed by planned unit development (PUD). No lot or parcel shall be dimensioned to contain part of an existing or proposed street. All lots or parcels shall be buildable. "Buildable" describes lots that are free of constraints such as wetlands, drainageways, etc., that would make home construction impossible.

Comment: Lot or parcel sizes and dimensions of the proposed lots conform to the minimum standards of the CDC, as demonstrated in the discussion of R-10 dimensional standards, above. The proposed new lots have property lines that are approximately perpendicular to the street. There are no wetlands, drainageways or other constraints on the property that would limit the ability to build homes on the lots.

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

Comment: Please see discussion of compliance with Chapter 48 above in this narrative.

5. Through lots and parcels. *Through lots and parcels have frontage on a street at the front and rear property lines. Through lots and parcels shall be avoided except where they are necessary to avoid residential lots with frontage on arterial streets.*

Comment: No through lots are proposed.

6. Lot and parcel side lines. *The side lot lines of lots and parcels shall run at right angles to the street upon which they face, except that on curved streets they shall be radial to the curve.*

Comment: The proposed new lots have property lines that are approximately perpendicular to the street, as required by this subsection.

7. Flag lots.

Comment: Not applicable. No flag lots are proposed.

8. Large lots or parcels. *In dividing tracts into large lots or parcels that are more than double the minimum area designated by the zoning district:*

- a. Those lots must be arranged so as to allow further subdivision, and must contain such easements and site restrictions as will provide for extension and opening of future streets where it would be necessary to serve potential lots; or*
- b. Alternately, in order to prevent further subdivision or partition of oversized and constrained lots or parcels, restrictions may be imposed on the subdivision or partition plat.*

Comment: Parcel 3 is proposed to contain 20,594 sq. ft., which is slightly more than double the minimum area designated by the R-10 zoning district. As discussed at the pre-application conference, the intent of this partition is to configure the subject property to allow for the development of middle housing. A conceptual version of the proposed future development plan is included with this application and serves to demonstrate that the proposed partition will allow for development of middle housing consistent with CDC requirements. No additional public streets are needed in order to do this future development.

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 along this portion of Rosemont Road. TriMet bus line No. 153 provides service on Rosemont, but that is located northwest of Hidden Springs Road.

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: Eight-inch City water lines are available in both Rosemont Road and Ridge Lane. Please see the Preliminary Utility Plan for proposed service locations.

G. Sewer.

Comment: As shown on the Preliminary Utility Plan, there is an existing 8-inch public sewer line in Ridge Lane that terminates at the eastern edge of the subject property. This line will be extended through the site with the construction of the required street improvements. Service to the proposed parcels will be provided from the new sewer line, as shown on the Preliminary Utility Plan.

H. Storm.

Comment: As shown on the Preliminary Utility Plan, the closest storm sewer service is available in Ireland Lane, approximately 240 feet east of the subject property. Storm sewer service will be extended from this location to service the proposed street improvements and new homes. The City Engineering staff have indicated that the City will “pay for the main extension to your property frontage”.

There is virtually no infiltration available due to clayey soils in this area of West Linn. Raingardens will 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 Easements will be provided along both Rosemont Road and Ridge Lane, per City standards. No other easements are needed to service the proposed partition.

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. Locations for street trees will be indicated on the construction engineering plans. For stormwater purposes, the species will need to be evergreen. Lindey's Skyward Bald Cypress is suggested, but a final selection will be made as a part of the final engineering process.
4. Lighting. Comment: Underground utilities will be provided with the construction of Ridge Lane. Existing powerlines along the entire stretch of Rosemont Road from Summit Street to approximately Shannon Lane. Discussions with Public Works staff at the pre-application conference indicate that these lines do not need to be relocated underground.
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 new 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 5 units. The proposed number of lots is three. As discussed above, the intention is to develop middle housing on this site at a density that would far exceed minimum density standards. The provisions of CDC 85.200.J.7 exclude land divisions of three lots or less from being required to comply with minimum density standards. Please refer to the letter from the applicant's attorney, Garrett H. Stephenson, dated January 10, 2025 for a full discussion regarding this issue.
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-10.
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.

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 LAND DIVISIONS

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

A. Streets within subdivisions.

Comment: This subsection is not applicable in its entirety as the proposal is for a partition, not a subdivision.

92.020 IMPROVEMENTS IN PARTITIONS

The same improvements shall be installed to serve each parcel of a partition as are required of a subdivision, as specified in CDC 92.010. However, if the approval authority finds that the nature of development in the vicinity of the partition makes installation of some improvements unreasonable, at the written request of the applicant those improvements may be waived. If the street improvement requirements are waived, the applicant shall pay an in-lieu fee for off-site street improvements, pursuant to the provisions of CDC 85.200(A)(1).

In lieu of accepting an improvement, the Planning Director may recommend to the City Council that the improvement be installed in the area under special assessment financing or other facility extension policies of the City.

Comment: As discussed under CDC 85.200, above, street improvements to both Rosemont Road and Ridge Lane are proposed, as specified in the pre-application conference notes. These improvements, as well as other required utilities, are depicted on the preliminary utility plan.

92.030 IMPROVEMENT PROCEDURES

Comment: As required by this section, improvement work will not be commenced until plans have been checked for adequacy and approved by the City. Improvement work will not be commenced until a preconstruction meeting has been held. Improvements will be constructed under the City Engineer's supervision and authorization. All underground utilities, sanitary sewers, and storm drains installed in streets by the subdivider or by any utility company will be constructed prior to the surfacing of the streets. Stubs for service connections for underground utilities and sanitary sewers will be placed to a length obviating the necessity for disturbing the street improvements when service connections are made. A digital map showing all public improvements as built will be filed with the City Engineer upon completion of the improvements.

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92.040 SPECIFICATIONS FOR IMPROVEMENTS

Comment: Not an approval standard. This is a guide to actions of the City Engineer.

92.050 CHANGES IN SUBDIVISION PHASE NUMBERS PROHIBITED

Comment: Not applicable. The application is for a partition, not a subdivision.

Chapter 96, STREET IMPROVEMENT CONSTRUCTION

As required by Subsection 96.010.A.4, street improvements are required because the application proposes an increase in dwelling unit density on the site.

None of the exemptions to road improvement standards as set forth in 96.020 FEE-IN-LIEU, apply to this project.

96.030 STANDARDS – As required by this subsection, street improvements will be installed to City standards.

Chapter 99: Procedures for Decision Making: Quasi-Judicial

This chapter sets forth the procedures to be followed in making a decision on a quasi-judicial land use application. The proposed partition is such a quasi-judicial proposal. The application materials and fee submitted with this application constitute the applicant's responsibilities towards the fulfillment of these requirements. The City will provide public notice and will follow these procedures in the review of this application.

Conclusion:

The materials submitted in this narrative, attached plans, and application form demonstrate that the proposed development conforms to the applicable approval criteria. The applicant requests that the application be approved.

Regardless, in light of the above, we respectfully request that the City approve the partition application as currently proposed, provided it meets the other approval criteria.

Best regards,

SCHWABE, WILLIAMSON & WYATT, P.C.



Garrett H. Stephenson

GST:jmhi

cc: Mr. Alexander Shah (via email)



Drainage Report

ROSEMONT ROAD PARTITION

1470 Rosemont Road
West Linn, OR

Prepared for:

Alex Shah
Housing Solutions
225 SW Carson Street
Portland OR 97219

Prepared By:

Gary Darling
DL Consulting WA Inc.
4400 NE 77th Avenue , Suite 275
Vancouver, WA 98662



Feb. 20, 2025

Project No: SHA005

Designer's Certification and Statement

I hereby certify that this Drainage Report for the Debok Road Development, has been prepared by me or under my supervision and meets the minimum standards of the City of West Linn and normal standards of engineering practice. I hereby acknowledge and agree that the jurisdiction does not and will not assume liability for the sufficiency, suitability, or performance of drainage facilities designed by me.



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Figure 1: Vicinity Map

Project Overview and Description

The proposed project is a proposed 3 lot partition be located at 1470 Rosement Road in West Linn. The project is located in Map Number 21E25CA01500 WM – Tax Lot 01500. The proposed project will consist of 2 new parcels and the preservation of the remaining house on one parcel. The two new lots will get access from Ridge Lane on the south side of the parcel.

The purpose of this report is to analyze drainage for public improvements within the Ridge Lane improvements and the drainage for Lots 2 and 3.

The high point of the site is approximately at Elevation 656.00 and slopes from the highpoint at the house to the south at a rate of approximately 9%. The site also slopes from the house to the north to Rosemont Road.

The

The native soil is Cascade Silt Loam (3-8% slopes)13B.

This soil type belongs to soil group C and is considered somewhat poorly drained soil. According to infiltration tests conducted by Hardman Geotechnical Services, the soils are not conducive to infiltration with infiltration rates of -.36 inches per hour.

In order to manage the additional and replaced impervious areas (2,500 SF), a curbside storm planter is proposed. However, due to the locations of the proposed driveway aprons, the stormwater planter cannot be located in the downstream portion of the frontage. However, since the runoff from impervious areas upstream of the development

are currently untreated, the facility will treat an equivalent amount of untreated impervious areas.

Methodology

Due to the fact that infiltration is extremely limited (0.4 to 0.6 inches per hour) the drainage approach will be limited infiltration and detention in stormwater planters with overflow to the existing storm catch basin to the east on Ridge Lane. In order to accomplish this, a storm line will be extended approximately 200 LF to connect to the existing catch basin and will extend through the new frontage improvements across the site's Ridge Lane frontage.

Each of Lots 2 and 3 and the frontage improvements will manage its stormwater with a flow through planter (with limited infiltration).

Based on the site's low (negative) infiltration rate, infiltration is not proposed as the primary means of disposal. Using the City of Portland PAC calculator, stormwater facility was designed using hierarchy level 2C. This level indicates to treat the runoff through the facility's blended soil and to limit the 2-, 5-, and 10-year storm events to predeveloped levels. The post managed runoff will then discharge into the public storm system in Ridge Lane

The areas used for each planter are as follows:

Ridge Lane Planter: 4,396 SF
Lot 2 Impervious Surface: 5,000 SF
Lot 3 Impervious Surface: 9,000 SF

The Planter Sizes for each area are as follows:

Ridge Lane Planter: 150 SF
Lot 2: 275 SF
Lot 3: 500 SF

Appendix A

Figures and Maps

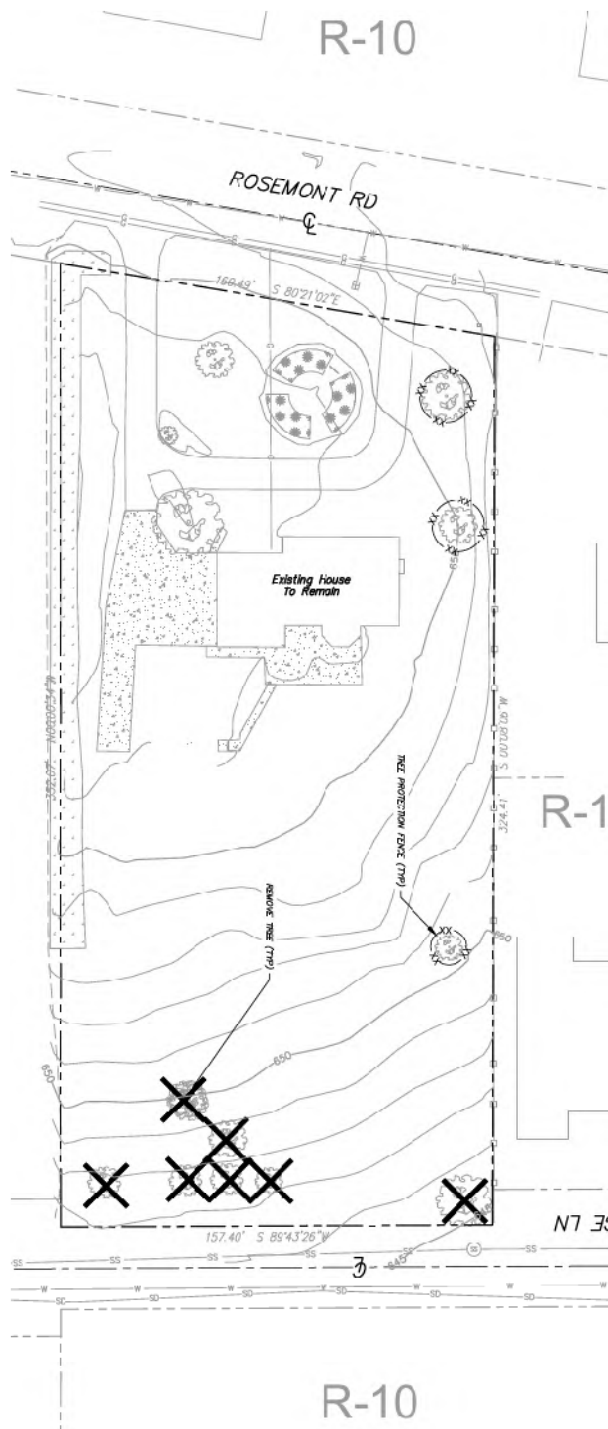


Figure 2: Existing Conditions

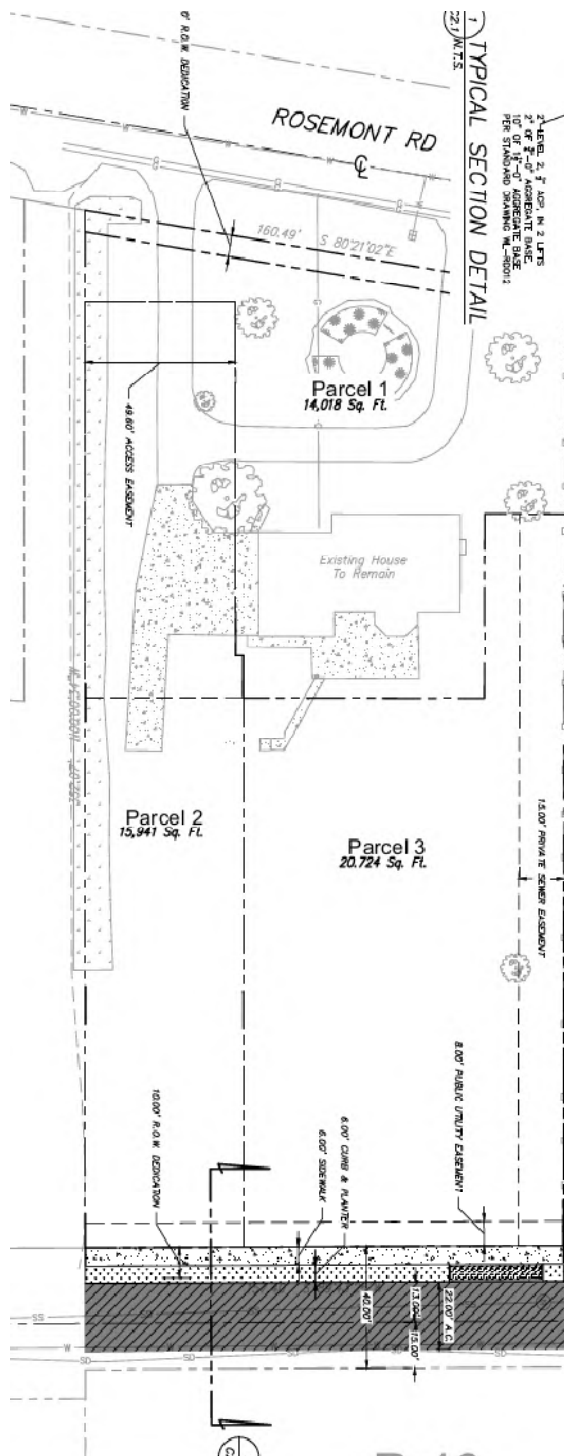


Figure 3: Site Plan

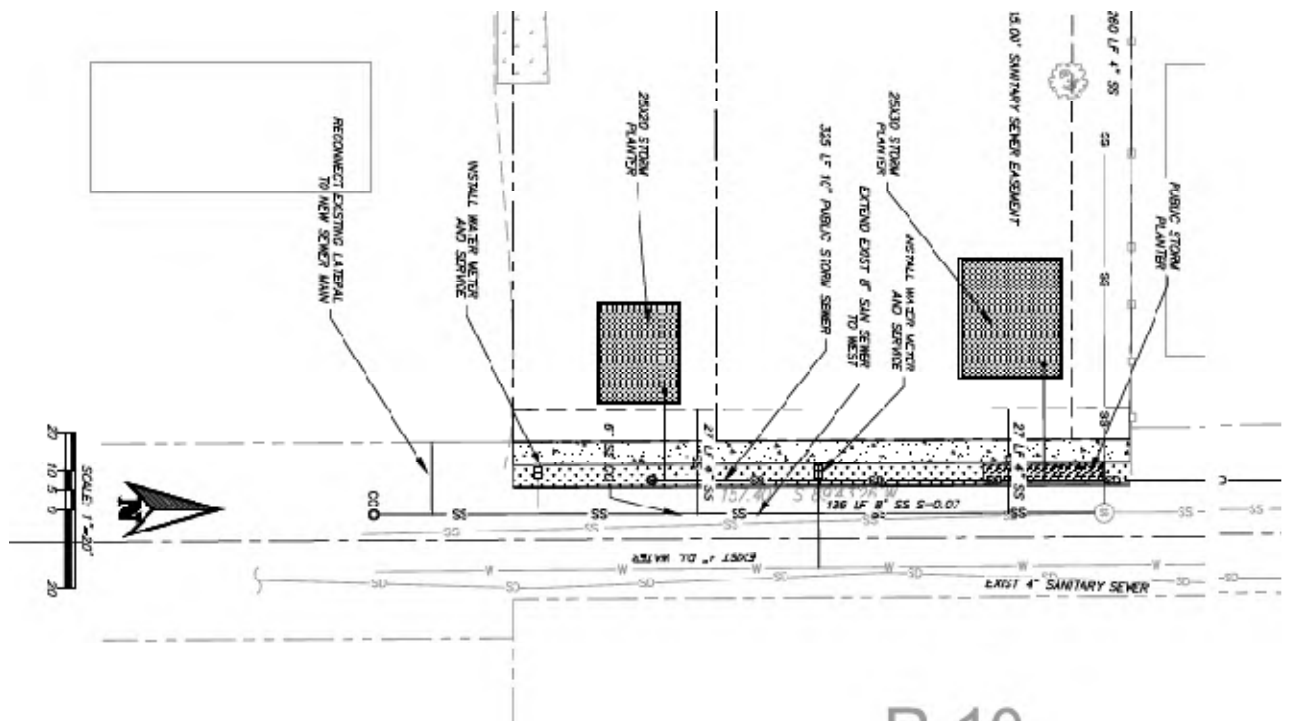
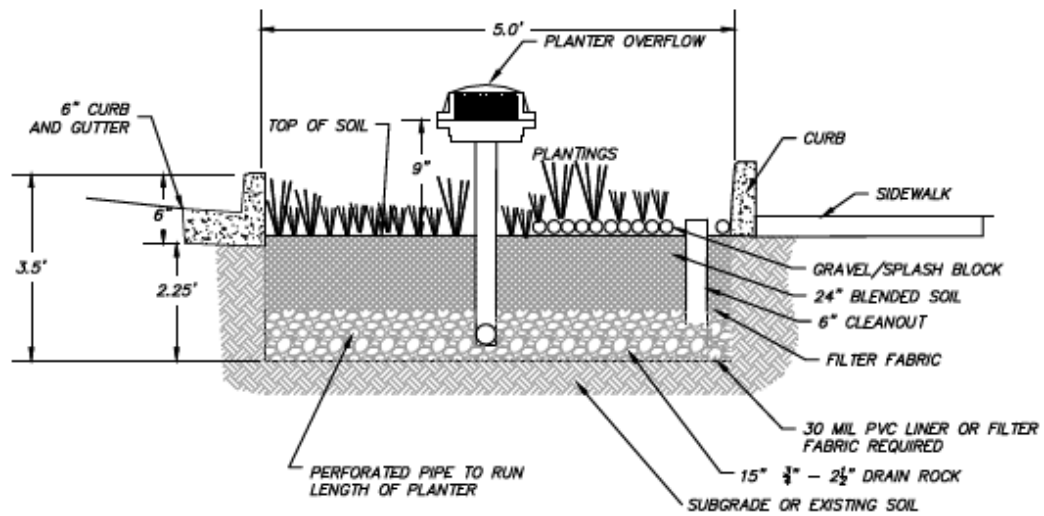


Figure 4: Drainage Plan – Frontage and 2 and 3 Lots



*SEE SHEET C5.1 FOR SOIL ELEVATIONS

5 FLOW THROUGH PLANTER SECTION
C4.2 N.T.S.

Figure 5: Typical Storm Planter Detail

Appendix B

Infiltration/Geotechnical Information

Soils Maps



10110 SW Nimbus Avenue, Suite B-5
Portland, Oregon 97223
HGSIGeotech.com
503.530.8076

February 11, 2025
HGSIGeotech Project No. 25-3320

Alec Shah
Shah Housing Solutions
225 SW Carson Street
Portland, Oregon 97219

Email: alec@shahhousingsolutions.com
Cell: (971) 678-1952

Subject: **Infiltration Testing Results
Residential Property
1470 Rosemont Road
West Linn, Oregon**

This report presents the results of soil infiltration testing conducted by Hardman Geotechnical Services Inc. (HGSIGeotech) for the proposed residential property located at 1470 Rosemont Road, West Linn, Oregon (Figure 1). The purpose of this study was to evaluate infiltration rates for subsurface disposal of stormwater. We understand that design of the stormwater infiltration system is to be completed by others. This study was performed in general accordance with HGSIGeotech Proposal No. 24-436, dated January 02, 2025 and subsequent authorization of the proposal and *General Conditions for Geotechnical Services*.

SITE DESCRIPTION AND PROPOSED DEVELOPMENT

The project area is 1.23 acres, trapezoidal in shape, and currently occupied by a residential structure and detached garage reportedly constructed in 1988. Areas surrounding the home are vegetated with lawn, landscaping shrubbery and a few trees, with the southernmost portion of the site a mowed pasture area with a few trees around the perimeter. The site is flat to gently sloping.

A general site map of excavation locations has been prepared by HGSIGeotech (Figure 2). Development plans are preliminary, with the full scope yet to be defined. Based on client discussions, the project will involve new up to 10 lots with residential structures up to three stories in height. Conventional construction materials and methods typical for the area will be utilized. Stormwater management facilities will be incorporated into the site, requiring the installation of a stormwater system (to be designed by others).

If the project scope changes significantly during the design process, HGSIGeotech should be consulted to reassess the applicability of the information provided in this report.

FIELD EXPLORATION

Exploratory Test Pits

Field exploration for this study was conducted on January 23, 2025, and included four test pits (TP-1 through TP-4), to maximum depths of 10 feet below ground surface (bgs) respectively, at the approximate locations shown on Figure 2.

Figure 6: Geotechnical Report

February 11, 2025
HIGSI Project No. 24-3320

Explorations were conducted under the full-time supervision of HIGSI personnel. Soil samples were classified in the field, and representative portions were sealed in airtight plastic bags for transport to the laboratory. Field logs recorded soil sample depths, stratigraphy, soil engineering characteristics, and groundwater conditions. Soils were classified in general accordance with the Unified Soil Classification System (USCS).

Summary exploration logs are included in this report. Stratigraphic contacts on the logs represent approximate boundaries between soil types, with actual transitions potentially more gradual. The conditions reported reflect the specific dates and locations of exploration and may not represent other areas or times.

Infiltration Testing

On January 23, 2025, HIGSI conducted falling head infiltration tests using the open-hole method in all three bore hole locations. The infiltration testing was performed by measuring the water level at ten-second intervals using HOBO™ data loggers, which record water pressure corrected for temperature and barometric pressure. See attached HOBO™ water level data logger plot. Plots of each of the figures are attached for your information only. The infiltration rate was determined based on the slope of the water depth line near the end of the test. Table 1 presents the results of the falling head infiltration tests.

Table 1. Summary of Infiltration Test Results

Hand Auger	Depth (feet)	Soil Type	Infiltration Rate (in/hr.)	Hydraulic Head Range during Testing (feet)
TP-1	10	Lean Clay (CL)	0.6	0.61 – 0.59
TP-2	5	Lean Clay (CL)	0.4	0.73 – 0.72
TP-3	7.5	Lean Clay (CL)	0.4	0.85 – 0.83

SUBSURFACE CONDITIONS

The following discussion summarizes the subsurface conditions encountered during our explorations. For more detailed information regarding subsurface conditions at specific exploration locations, refer to the attached exploration logs. Please note that subsurface conditions can vary between exploration locations, as outlined in the *Uncertainty and Limitations* section below.

Soil

On-site soils primarily consist of organic topsoil, and Missoula Flood (fine-grained) Loess deposits.

Organic Topsoil

Each test pit encountered soft to firm, highly organic, brown silt at the surface. This layer was approximately 12 to 18 inches thick and covered with grass.

Undocumented Fill/Reworked soils

In three of the four test pits (TP-1, TP-3, and TP-4), signs of reworked native soils and/or undocumented fill were found. The soils were a mix of Organic Topsoil and Native Soils with gravels, and bricks.

Native Soils

Each test pit terminated in a weathered basalt-derived soil. This soil forms through the gradual breakdown of basalt, due to chemical weathering, moisture, and biological activity. These soils are typically rich in clay minerals like montmorillonite or kaolinite, giving them a silty to highly plastic clay texture. They are commonly reddish-brown due to iron oxidation and may exhibit blocky or crumbly structures. With low permeability and potential for shrink-swell behavior, these soils can present engineering challenges, especially in foundation stability and drainage. Found in rolling hills and valleys overlying basalt bedrock, their depth and composition vary depending on the degree of weathering.

Native soils encountered on site coincide with geologic mapping and our geotechnical experience in the area. Refer to the attached test pit logs for more detailed information on soils encountered during exploration.

Groundwater

Groundwater was not encountered in any of the test pits. According to well logs in the area which are attached, the average depth to ground water is about 147 feet bgs, with a median of 133 feet bgs, and a range of 19 to 335 feet bgs. Groundwater conditions may vary depending on the season, elevation, local subsurface conditions, changes in site utilization, and other factors.

CONCLUSIONS AND RECOMMENDATIONS

Stormwater Infiltration Systems

Based on results of the soil infiltration testing, soils exhibit low infiltration rates. In our opinion, the infiltration rate of 0.4 inches/hour measured in TP-2 and TP-3 may be used to design relatively shallow infiltration facilities which extend from 5 to 10 feet below the ground surface. Systems which extend to depths greater than 10 feet deep may be designed using an infiltration rate of 0.6 inches/hour as measured in TP-1.

The designer should select an appropriate infiltration value based on our test results and the location of the proposed infiltration facility. The infiltration rates do not incorporate a factor of safety. For the design infiltration rate, the system designer should incorporate an appropriate factor of safety. Generally local agencies require a factor of safety of at least 2.0 be applied to the measured infiltration rate.

Infiltration test methods and procedures attempt to simulate the as-built conditions of the planned disposal system. However, due to natural variations in soil properties, actual infiltration rates may vary from the measured and/or recommended design rates. All systems should be constructed such that potential overflow is discharged in a controlled manner away from structures, and all systems should include an adequate factor of safety. Infiltration rates presented in this report should not be applied to inappropriate or complex hydrological models such as a closed basin without extensive further studies.

UNCERTAINTIES AND LIMITATIONS

We have prepared this report for the owner and his/her consultants for use in design of this project only. This report should not be construed as a warranty of the subsurface conditions. Experience has shown that soil and groundwater conditions can vary significantly over small distances. Inconsistent conditions can occur between explorations that may not be detected by a geotechnical study. If, during future site operations, subsurface conditions are encountered which vary appreciably from those described herein, HIGSI should be notified for review of the recommendations of this report, and revision of such if necessary.

February 11, 2025
HIGSI Project No. 24-3320

Sufficient geotechnical monitoring, testing and consultation should be provided during construction to confirm that the conditions encountered are consistent with those indicated by explorations. Recommendations for design changes will be provided should conditions revealed during construction differ from those anticipated, and to verify that the geotechnical aspects of construction comply with the contract plans and specifications.

Within the limitations of scope, schedule and budget, HIGSI executed these services in accordance with generally accepted professional principles and practices in the field of geotechnical engineering at the time the report was prepared. No warranty, expressed or implied, is made. The scope of our work did not include environmental assessments or evaluations regarding the presence or absence of hazardous or toxic substances in the soil, surface water, or groundwater at this site.



We appreciate this opportunity to be of service.

Sincerely,

HARDMAN GEOTECHNICAL SERVICES INC.



Digitally signed by
Chad S Hardman
Date: 2025.02.11
15:00:41-08'00'

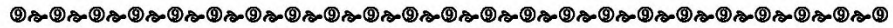
Christi Pingel

Christi Pingel
Staff Geologist

Chad S. Hardman, P.E.
Principal Professional Engineer

Attachments: References
Figure 1 – Vicinity Map
Figure 2 – Site Map
Logs of Test pits TP-1 through TP-4 (4 pages)
Infiltration Test Result Graphs (3 pages)

February 11, 2025
HIGSI Project No. 24-3320



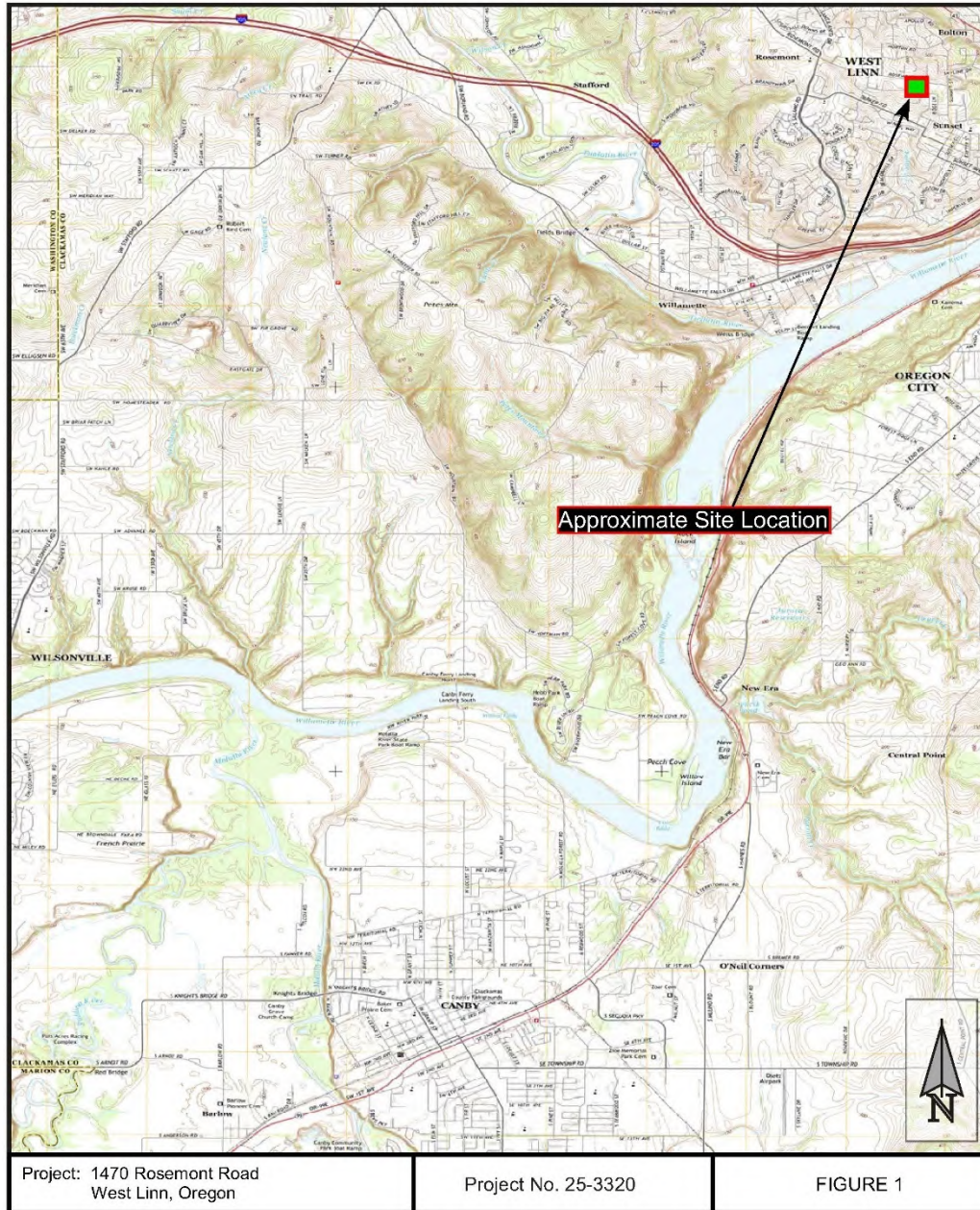
REFERENCES

- D. Mortenson, O. (n.d.). *Oregon Water Resources Department Well Report Mapping Tool*. Well Report Map Tool.
https://apps.wrd.state.or.us/apps/gw/wl_well_report_map/Default.aspx
- Oregon Water Science Center - Data & Tools | U.S. Geological Survey. (n.d.).
<https://www.usgs.gov/centers/oregon-water-science-center/data>
- Well, Ray, et al (2020). *Geologic Map of the Greater Portland Metropolitan Area and Surrounding Region, Oregon and Washington*, U.S. Geological Survey. (n.d.).



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VICINITY MAP





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SITE MAP



TEST PIT LOG						
Project: 1470 Rosemont Rd West Linn, OR				Project No.: 24-3320		Test Pit No.: TP - 1
Depth (ft)	Sample Interval	Sample Designation	Pocket Penetrometer (tons/ft ²)	Moisture Content (%)	Groundwater	Material Description
1			2			Medium stiff to stiff, moist, brown, organic SILT (OL) with some clay, rootlets and grass [Top Soil]
2	1-1		3.5			Stiff to hard, damp, dark reddish brown, SILT (ML), has plasticity, rootlets [Undocumented Fill]
3	1-2		4			Hard, moist, dark brown, Lean CLAY (CL) porous, mottling, has plasticity [Native]
4						
5						
6						Hard, moist, dark brown, Lean CLAY (CL) gray clay veins, porous, tacky, mottling, has plasticity, gravels of basaltic relic rock structures [Native]
7	1-3					Basaltic relic rock size increase with depth Stiffness increases with depth
8						
9						
10						Terminated at 10 feet to perform infiltration No caving No groundwater encountered
11						Excavator had issues between 9.25 and 10 feet. Final depth of termination is approximate
12						

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LEGEND

#-#
Soil Sample Depth
Interval and Designation

First Sign of Water

Date Excavated: 01/23/2025
Logged By: Christi P.

TEST PIT LOG						
Project: 1470 Rosemont Rd West Linn, OR				Project No.: 24-3320		Test Pit No.: TP - 2
Depth (ft)	Sample Interval	Sample Designation	Pocket Penetrometer (tons/ft²)	Moisture Content (%)	Groundwater	Material Description
1			2			Medium stiff to stiff, moist, brown, organic SILT (OL) with some clay, rootlets and grass [Top Soil]
2	X	2-1	3			Stiff to hard, moist, dark brown, Lean CLAY (CL), porous, mottling, has plasticity, rootlets [Native]
3			4			Hard, moist, gray brown, Lean CLAY (CL), gravels of basaltic relic rock structures, mottling, has plasticity [Native]
4	X	2-2				Basaltic relic rock size increase with depth Stiffness increases with depth
5			5			
6						Terminated at 5 feet due to perform infiltration No Caving No groundwater encountered.
7						
8						
9						
10						
11						
12						

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LEGEND

Soil Sample Depth
Interval and Designation

#-#

First Sign of Water

Date Excavated: 01/23/2025
Logged By: Christi P.

TEST PIT LOG						
Project: 1470 Rosemont Rd West Linn, OR				Project No.: 24-3320		Test Pit No.: TP - 3
Depth (ft)	Sample Interval	Sample Designation	Pocket Penetrometer (tons/ft ²)	Moisture Content (%)	Groundwater	Material Description
<div style="margin-bottom: 10px;">1</div> <div style="margin-bottom: 10px;">2</div> <div style="margin-bottom: 10px;">3</div> <div style="margin-bottom: 10px;">4</div> <div style="margin-bottom: 10px;">5</div> <div style="margin-bottom: 10px;">6</div> <div style="margin-bottom: 10px;">7</div> <div style="margin-bottom: 10px;">8</div> <div style="margin-bottom: 10px;">9</div> <div style="margin-bottom: 10px;">10</div> <div style="margin-bottom: 10px;">11</div> <div style="margin-bottom: 10px;">12</div>	<div style="margin-bottom: 10px;">3-1</div> <div style="margin-bottom: 10px;">3-2</div> <div style="margin-bottom: 10px;">3-3</div>					<p>Medium stiff to stiff, moist, brown, organic SILT (OL) with some clay, rootlets and grass [Top Soil]</p> <p>Stiff to hard, moist, dark brown, SILT (ML), has plasticity, rootlets Gravel and irrigation lines between 1 and 2 feet [Undocumented Fill]</p> <p>Stiff to hard, moist, dark brown, Lean CLAY (CL), porous, mottling, has plasticity, rootlets [Native]</p> <p>Hard, moist, dark brown, Lean CLAY (CL) gray clay veins, porous, tacky, mottling, has plasticity, gravels of basaltic relic rock structures [Native]</p> <p>Basaltic relic rock size increase with depth Stiffness increases with depth</p> <p>Terminated at 7 feet to perform infiltration No caving No groundwater encountered</p>

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LEGEND

#-#

Soil Sample Depth
Interval and Designation

First Sign of Water

Date Excavated: 01/23/2025

Logged By: Christi P.

TEST PIT LOG						
Project: 1470 Rosemont Rd West Linn, OR				Project No.: 24-3320		Test Pit No.: TP - 4
Depth (ft)	Sample Interval	Sample Designation	Pocket Penetrometer (tons/ft ²)	Moisture Content (%)	Groundwater	Material Description
1			2.5			Medium stiff to stiff, moist, brown, organic SILT (OL) with some clay, rootlets, grass, apple trees, and large roots [Top Soil]
2	X	4-1	2 3 4.5			Stiff to hard, damp, dark brown, SILT (ML), has plasticity, rootlets, and bricks [Undocumented Fill]
3						Hard, moist, dark brown, Lean CLAY (CL) porous, mottling, has plasticity [Native]
4						
5	X	4-2				Hard, moist, dark brown, Lean CLAY (CL) gray clay veins, porous, tacky, mottling, has plasticity, gravels of basaltic relic rock structures [Native]
6						Basaltic relic rock size increases with depth Stiffness increases with depth
7						Boulders appear
8	X	4-3				Hard, damp, dark reddish brown, sub-rounded boulders up to 8" with a matrix of Lean CLAY (CL) porous, mottling, has plasticity [Native]
9						
10						Terminated at 10 feet No caving No groundwater encountered
11						Excavator had issues between 9.25 and 10 feet. Final depth of termination is approximate
12						

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LEGEND

#-#
Soil Sample Depth
Interval and Designation

First Sign of Water

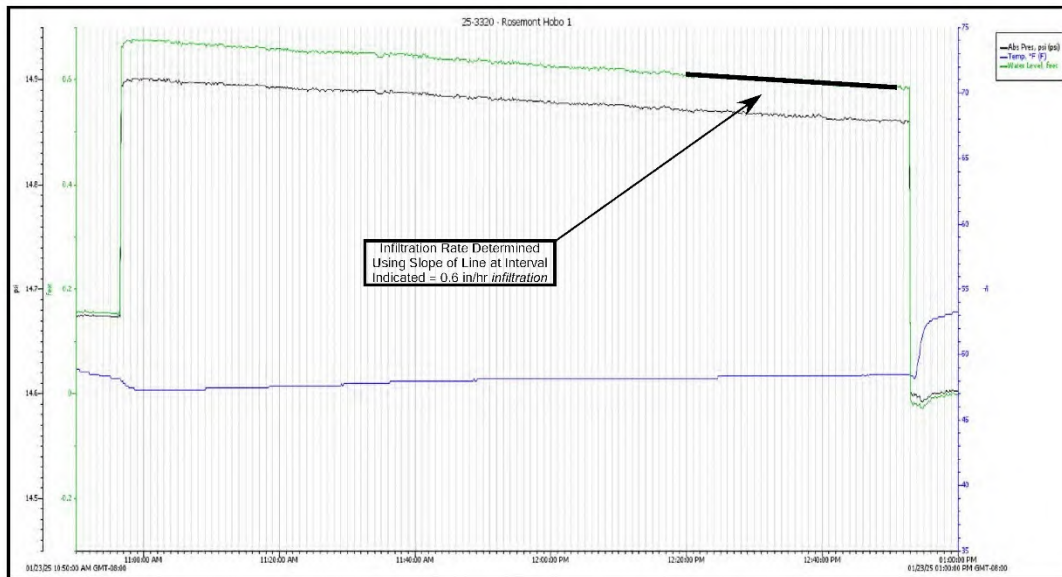
Date Excavated: 01/23/2025

Logged By: Christi P.



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INFILTRATION TEST DATA



Project:
1470 Rosemont Rd
West Linn, Oregon

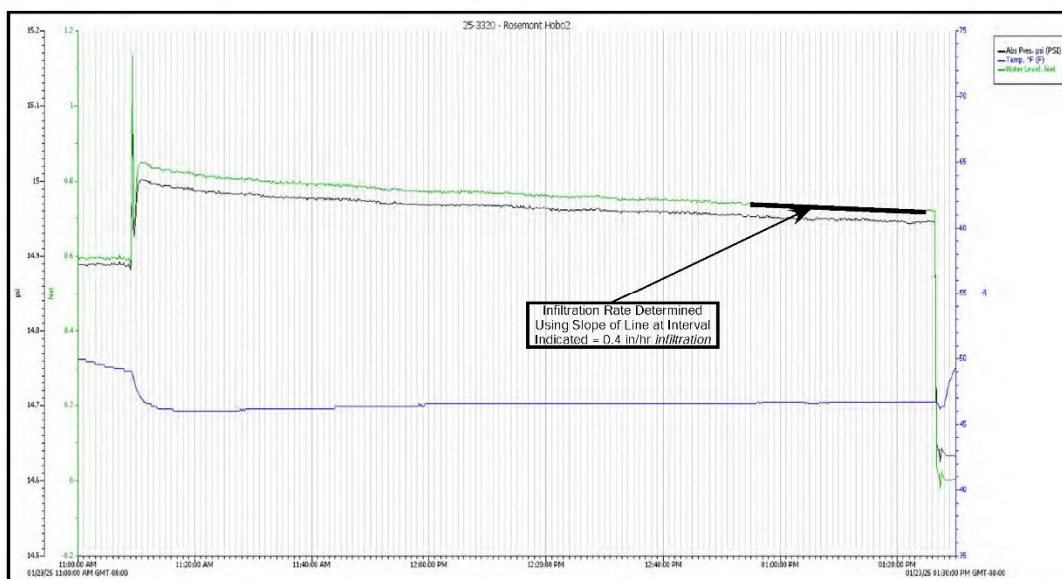
Date Tested: 01/23/2025
Tested By: Christi P
Project #: 25-3320

Test Pit: TP-1
Depth: 10 Feet
Page: 1 of 3



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INFILTRATION TEST DATA



Project:
1470 Rosemont Rd
West Linn, Oregon

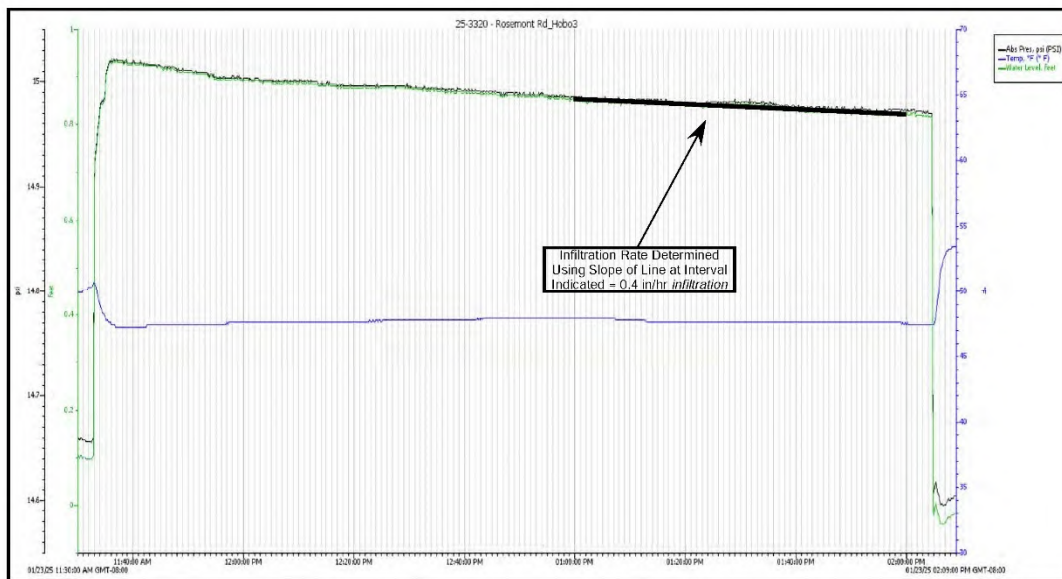
Date Tested: 01/23/2025
Tested By: Christi P
Project #: 25-3320

Test Pit: TP-2
Depth: 5 Feet
Page: 2 of 3



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INFILTRATION TEST DATA



Project:
1470 Rosemont Rd
West Linn, Oregon

Date Tested: 01/23/2025
Tested By: Christi P
Project #: 25-3320

Test Pit: TP-3
Depth: 7.5 Feet
Page: 3 of 3

Clackamas County Area, Oregon

23B—Cornelius silt loam, 3 to 8 percent slopes

Map Unit Setting

National map unit symbol: 223r
Elevation: 250 to 1,400 feet
Mean annual precipitation: 40 to 60 inches
Mean annual air temperature: 52 to 54 degrees F
Frost-free period: 165 to 210 days
Farmland classification: All areas are prime farmland

Map Unit Composition

Cornelius and similar soils: 85 percent
Minor components: 3 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Cornelius

Setting

Landform: Hillslopes
Landform position (two-dimensional): Summit
Landform position (three-dimensional): Interfluvium
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Silty material

Typical profile

H1 - 0 to 16 inches: silt loam
H2 - 16 to 34 inches: silty clay loam
H3 - 34 to 60 inches: silt loam

Properties and qualities

Slope: 3 to 8 percent
Depth to restrictive feature: 30 to 40 inches to fragipan
Drainage class: Moderately well drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately low to moderately high (0.06 to 0.20 in/hr)
Depth to water table: About 27 to 37 inches
Frequency of flooding: None
Frequency of ponding: None
Available water supply, 0 to 60 inches: Moderate (about 7.1 inches)

Interpretive groups

Land capability classification (irrigated): 2e
Land capability classification (nonirrigated): 2e
Hydrologic Soil Group: C
Ecological site: F002XB005OR - Loess Hill Group
Forage suitability group: Moderately Well Drained < 15% Slopes (G002XY004OR)



Figure 7: Soils Description – Cornelius Silt Loam 23B - NRCS

Other vegetative classification: Moderately Well Drained < 15%
Slopes (G002XY004OR)
Hydric soil rating: No

Minor Components

Delena

Percent of map unit: 3 percent
Landform: Hillslopes, terraces
Landform position (two-dimensional): Footslope
Landform position (three-dimensional): Interfluve, riser
Down-slope shape: Linear
Across-slope shape: Linear
Other vegetative classification: Poorly Drained (G002XY006OR)
Hydric soil rating: Yes

Data Source Information

Soil Survey Area: Clackamas County Area, Oregon
Survey Area Data: Version 21, Aug 30, 2024

Clackamas County Area, Oregon

23C—Cornelius silt loam, 8 to 15 percent slopes

Map Unit Setting

National map unit symbol: 223s
Elevation: 250 to 1,400 feet
Mean annual precipitation: 40 to 60 inches
Mean annual air temperature: 52 to 54 degrees F
Frost-free period: 165 to 210 days
Farmland classification: Farmland of statewide importance

Map Unit Composition

Cornelius and similar soils: 80 percent
Minor components: 4 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Cornelius

Setting

Landform: Hillslopes
Landform position (two-dimensional): Summit, footslope
Landform position (three-dimensional): Interfluve, base slope
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Silty material

Typical profile

H1 - 0 to 16 inches: silt loam
H2 - 16 to 34 inches: silty clay loam
H3 - 34 to 60 inches: silt loam

Properties and qualities

Slope: 8 to 15 percent
Depth to restrictive feature: 30 to 40 inches to fragipan
Drainage class: Moderately well drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately low to moderately high (0.06 to 0.20 in/hr)
Depth to water table: About 27 to 37 inches
Frequency of flooding: None
Frequency of ponding: None
Available water supply, 0 to 60 inches: Moderate (about 7.1 inches)

Interpretive groups

Land capability classification (irrigated): 3e
Land capability classification (nonirrigated): 3e
Hydrologic Soil Group: C
Ecological site: F002XB005OR - Loess Hill Group
Forage suitability group: Moderately Well Drained < 15% Slopes (G002XY004OR)

Figure 8: Soils Description – Cornelius Silt Loam 23C - NRCS

Other vegetative classification: Moderately Well Drained < 15%
Slopes (G002XY004OR)
Hydric soil rating: No

Minor Components

Delena

Percent of map unit: 4 percent
Landform: Hillslopes, terraces
Landform position (two-dimensional): Footslope
Landform position (three-dimensional): Interfluve, riser
Down-slope shape: Linear
Across-slope shape: Linear
Other vegetative classification: Poorly Drained (G002XY006OR)
Hydric soil rating: Yes

Data Source Information

Soil Survey Area: Clackamas County Area, Oregon
Survey Area Data: Version 21, Aug 30, 2024



Figure 9: Soils Map - NRCS

Soil Map—Clackamas County Area, Oregon
(1470 Rosemont Soil Map)

MAP LEGEND

Area of Interest (AOI)

Area of Interest (AOI)

Soils

Soil Map Unit Polygons

Soil Map Unit Lines

Soil Map Unit Points

Special Point Features

Blowout

Borrow Pit

Clay Spot

Closed Depression

Gravel Pit

Gravelly Spot

Landfill

Lava Flow

Marsh or swamp

Mine or Quarry

Miscellaneous Water

Perennial Water

Rock Outcrop

Saline Spot

Sandy Spot

Severely Eroded Spot

Sinkhole

Slide or Slip

Sodic Spot

Water Features

Streams and Canals

Transportation

Rails

Interstate Highways

US Routes

Major Roads

Local Roads

Background

Aerial Photography

Area of Interest (AOI)

Area of Interest (AOI)

Soils

Soil Map Unit Polygons

Soil Map Unit Lines

Soil Map Unit Points

Special Point Features

Blowout

Borrow Pit

Clay Spot

Closed Depression

Gravel Pit

Gravelly Spot

Landfill

Lava Flow

Marsh or swamp

Mine or Quarry

Miscellaneous Water

Perennial Water

Rock Outcrop

Saline Spot

Sandy Spot

Severely Eroded Spot

Sinkhole

Slide or Slip

Sodic Spot

Water Features

Streams and Canals

Transportation

Rails

Interstate Highways

US Routes

Major Roads

Local Roads

Background

Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

Warning: Soil Map may not be valid at this 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.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL: <https://websoilsurvey.sc.egov.usda.gov/>
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Clackamas County Area, Oregon
Survey Area Data: Version 21, Aug 30, 2024
Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Mar 1, 2024—Jul 1, 2024

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
23B	Cornelius silt loam, 3 to 8 percent slopes	1.3	81.3%
23C	Cornelius silt loam, 8 to 15 percent slopes	0.3	18.7%
Totals for Area of Interest		1.6	100.0%



Appendix C

PAC Calculator Report

PAC Report

Project Details

Project Name	Permit No	Created
Rosemont Road	1111	2/19/2025 11:39:01 PM
Project Address	Designer	Last Modified
1470 Rosemont Toad	Gary Darling	2/19/2025 11:39:01 PM
	Company	Report Generated
	DL Consulting WA, Inc.	2/19/2025 3:46:58 PM

Project Summary

Catchment Name	Imper-vous 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
Ridge Lane Planter	4396	0.2	2C	FlatPlanter	F	150.00	3.41	Pass	NA	Pass

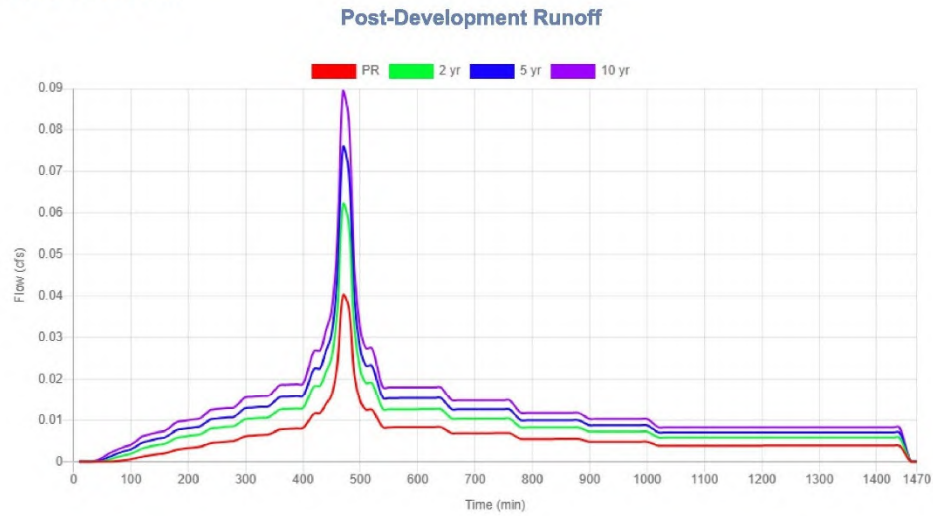
Page 1 of 8

Figure 10: Planter - Ridge Lane PAC Calculator Report

Ridge Lane Planter

Site Soils & Infiltration Testing	Infiltration Testing Procedure OpenPit Tested Native Soil Infiltration Rate 0.40 in/hr
Correction Factor	CF test 2
Design Infiltration Rates	Native Soil 0.2 in/hr Imported Blended Soil 6 in/hr
Catchment Information	Hierarchy Level 2C Hierarchy Description Base requirement for all other discharge points Pollution Reduction Requirement Filter the post-development stormwater runoff from the water quality storm event through the blended soil. Infiltration Requirement N/A Flow Control Requirement Limit the 2-yr, the 5-yr, and the 10-yr post-development peak flows to their respective pre-development peak flows. Impervious Area 4396 sq ft 0.101 acre Pre-Development Time of Concentration (T _{C pre}) 6 min Post-Development Time of Concentration (T _{C post}) 5 min Pre-Development Curve Number (CN _{pre}) 88 Post-Development Curve Number (CN _{post}) 98

SBUH Results



	Pre - Development Rate and Volume		Post - Development Rate and Volume	
	Peak Rate (cfs)	Total Volume (cf)	Peak Rate (cfs)	Total Volume (cf)
PR	0.0153	242.6	0.0402	508.7
2-Year	0.0333	474.9	0.0621	795.4
5-Year	0.0456	633.6	0.0758	977.6
10-Year	0.0583	797.8	0.0895	1160.1

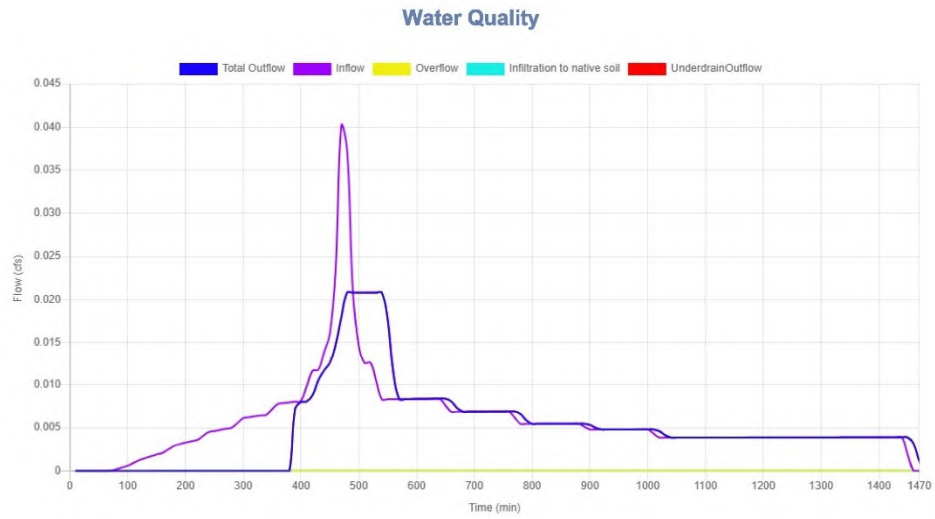
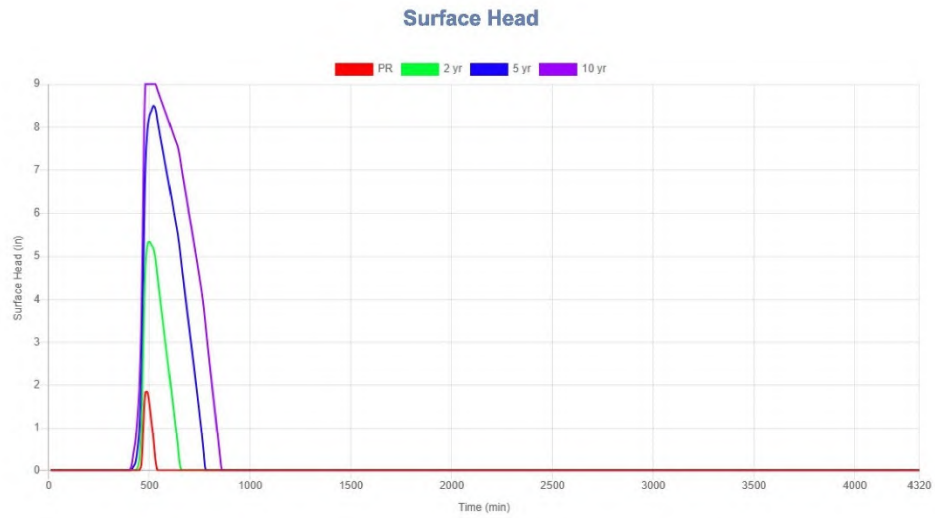
	Overflow		Underdrain Outflow		Infiltration	
	Peak Rate (cfs)	Total Volume (cf)	Peak Rate (cfs)	Total Volume (cf)	Peak Rate (cfs)	Total Volume (cf)
PR	0	0	0.021	440.6	0	1.8
2-Year	0	0	0.021	727.3	0	1.8
5-Year	0	0	0.021	909.5	0	1.8
10-Year	0.025	40	0.046	1092	0	1.8

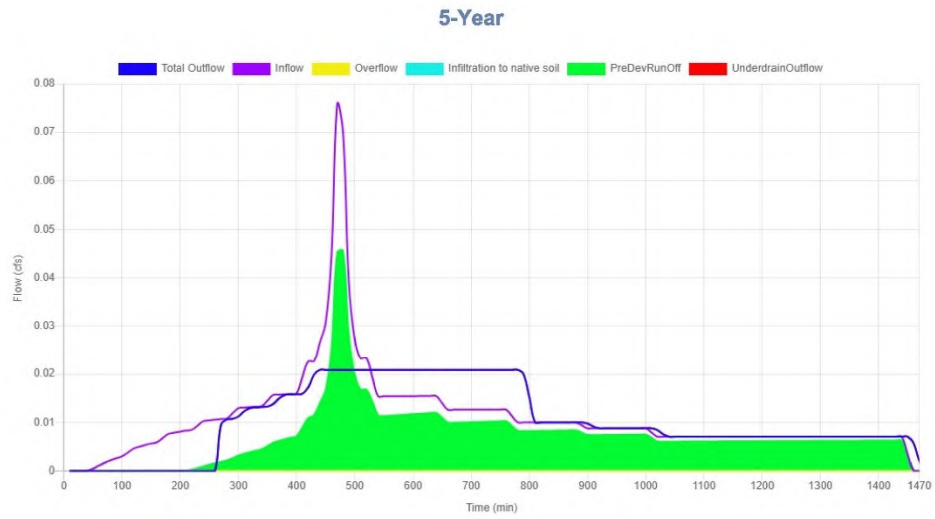
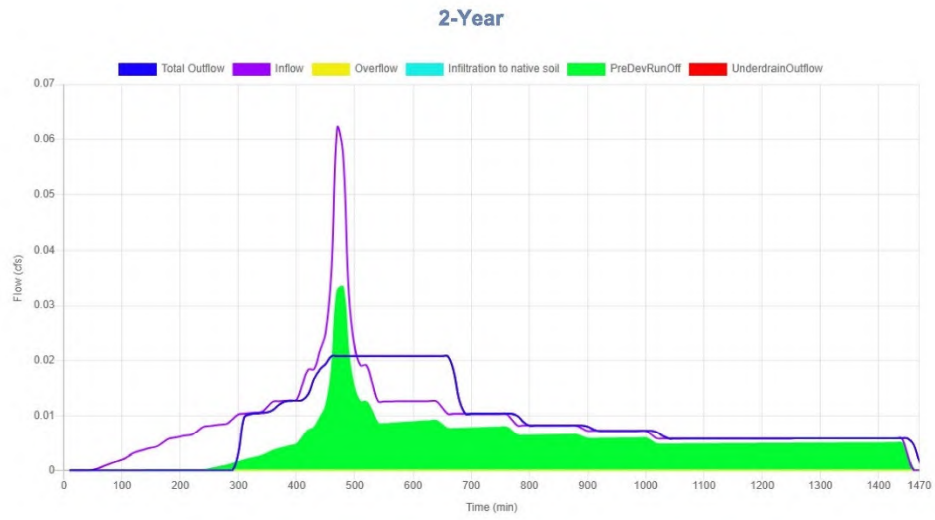
Flat Planter

Site Soils & Infiltration Testing	Category
	Flat Planter
	Shape
	Null
	Location
	Parcel
	Configuration
	F: Infiltration with Bypass to RS and Ud
	Above Grade Storage Data
	Bottom Area
	150 sq ft
	Bottom Width
	5.00 ft
	Overflow Height
	9.0 in
	Total Depth of Blended Soil plus Rock
	24 in
	Surface Storage Capacity at Overflow
	112.5 cu ft
	Design Infiltration Rate to Soil Underlying the Facility
	6.944e-006 cfs
	Design Infiltration Rate for Imported Blended Soil in the Facility
	0.021 cfs
	Below Grade Storage Data
	Catchment is too small for flow control?
	No
	Rock Area
	150.00 sq ft
	Rock Width
	5.00 ft
	Rock Storage Depth
	18 in
	Rock Porosity
	0.3
	Underdrain Height

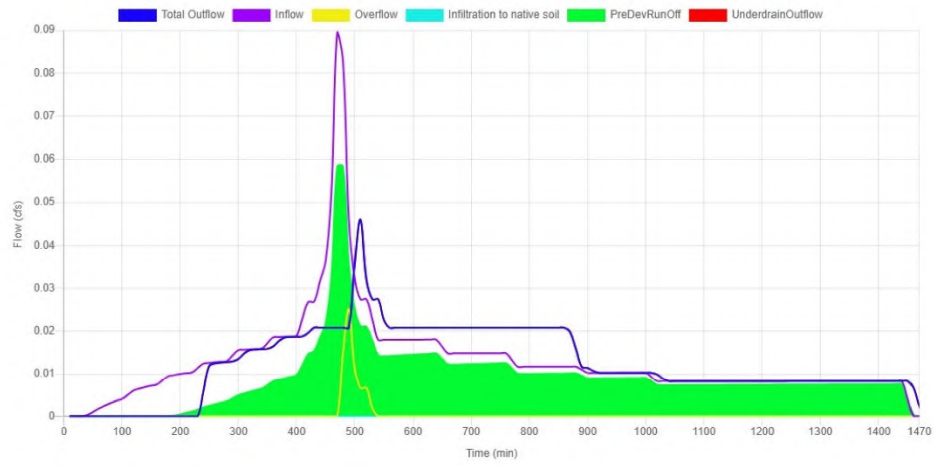
Page 4 of 8

	6.0 in Percent of Facility Base that Allows Infiltration 1 %																
Facility Facts	Total Facility Area (excluding freeboard) 150.00 sq ft Sizing Ratio 3.41 %																
Pollution Reduction Results	Pollution Reduction Score Pass Overflow Volume 0.00 cf Surface Capacity Used 20.51 %																
Flow Control Results	Flow Control Score Pass <table><tr><td></td><td>STORMWATER FACILITY OUTFLOW (CFS)</td><td></td><td>PRE-DEVELOPMENT RUNOFF (CFS)</td></tr><tr><td>2 year</td><td>0.0208</td><td><=</td><td>0.0333</td></tr><tr><td>5 year</td><td>0.0208</td><td><=</td><td>0.0456</td></tr><tr><td>10 year</td><td>0.0460</td><td><=</td><td>0.0583</td></tr></table>		STORMWATER FACILITY OUTFLOW (CFS)		PRE-DEVELOPMENT RUNOFF (CFS)	2 year	0.0208	<=	0.0333	5 year	0.0208	<=	0.0456	10 year	0.0460	<=	0.0583
	STORMWATER FACILITY OUTFLOW (CFS)		PRE-DEVELOPMENT RUNOFF (CFS)														
2 year	0.0208	<=	0.0333														
5 year	0.0208	<=	0.0456														
10 year	0.0460	<=	0.0583														





10-Year



PAC Report

Project Details

Project Name	Permit No	Created
Rosemont Road	1111	2/19/2025 11:39:01 PM
Project Address	Designer	Last Modified
1470 Rosemont Toad	Gary Darling	2/20/2025 10:23:57 PM
	Company	Report Generated
	DL Consulting WA, Inc.	2/20/2025 2:28:31 PM

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
Lot 2	5000	0.2	2C	FlatPlanter	F	275.00	5.5	Pass	NA	Pass

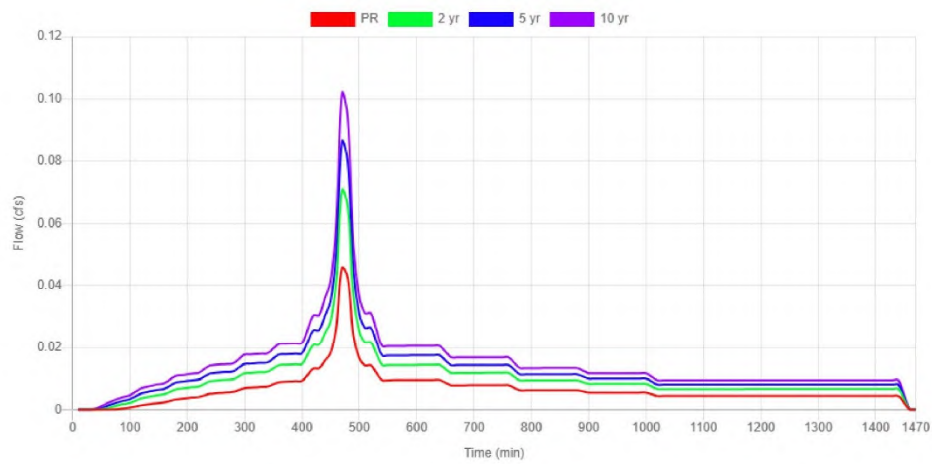
Figure 11: Planter - Lot 2 PAC Calculator Report

Lot 2

Site Soils & Infiltration Testing	Infiltration Testing Procedure OpenPit Tested Native Soil Infiltration Rate 0.40 in/hr
Correction Factor	CF test 2
Design Infiltration Rates	Native Soil 0.2 in/hr Imported Blended Soil 6 in/hr
Catchment Information	Hierarchy Level 2C Hierarchy Description Base requirement for all other discharge points Pollution Reduction Requirement Filter the post-development stormwater runoff from the water quality storm event through the blended soil. Infiltration Requirement N/A Flow Control Requirement Limit the 2-yr, the 5-yr, and the 10-yr post-development peak flows to their respective pre-development peak flows. Impervious Area 5000 sq ft 0.115 acre Pre-Development Time of Concentration (T _{c pre}) 6 min Post-Development Time of Concentration (T _{c post}) 5 min Pre-Development Curve Number (CN _{pre}) 88 Post-Development Curve Number (CN _{post}) 98

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	0.0174	275.9	0.0457	578.6
2-Year	0.0379	540.1	0.0706	904.7
5-Year	0.0519	720.7	0.0862	1112
10-Year	0.0663	907.4	0.1018	1319.5

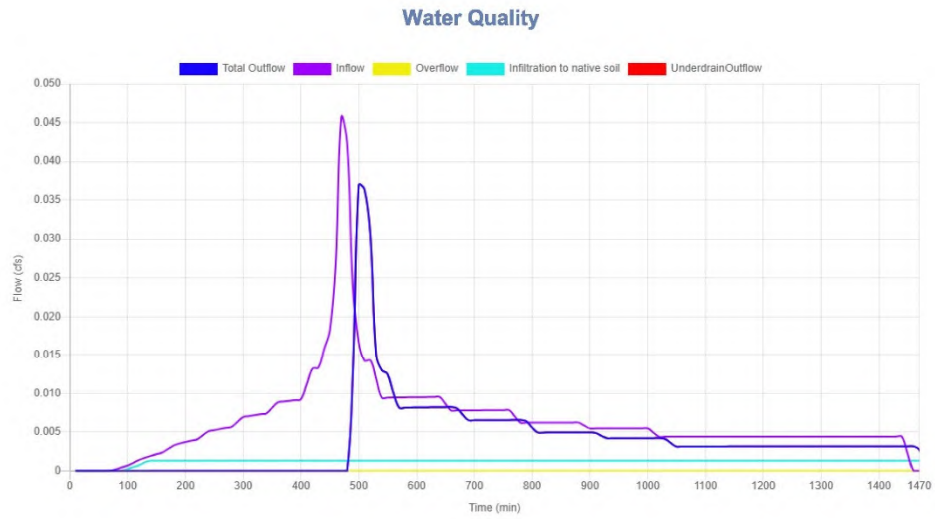
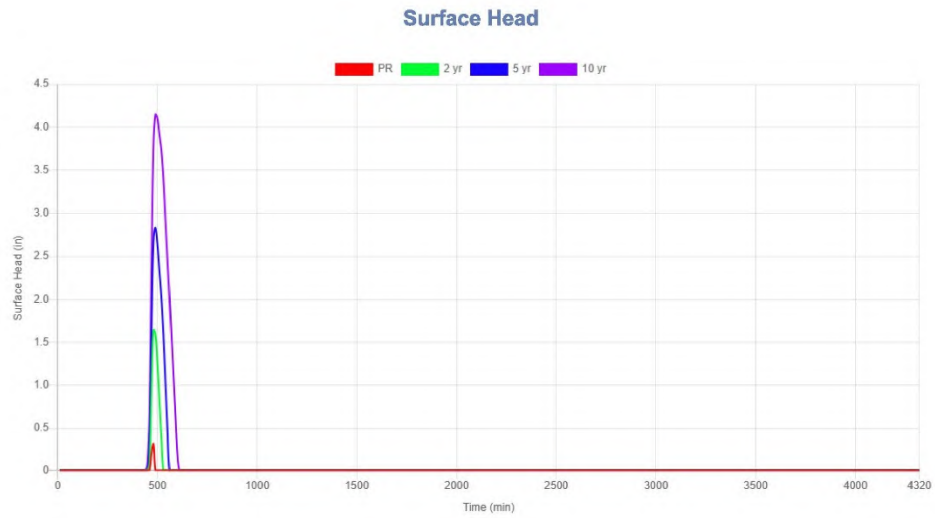
	Overflow		Underdrain Outflow		Infiltration	
	Peak Rate (cfs)	Total Volume (cf)	Peak Rate (cfs)	Total Volume (cf)	Peak Rate (cfs)	Total Volume (cf)
PR	0	0	0.037	350.9	0.001	227.7
2-Year	0	0	0.037	674.5	0.001	230.2
5-Year	0	0	0.037	880.8	0.001	231.1
10-Year	0	0	0.037	1087.7	0.001	231.8

Flat Planter

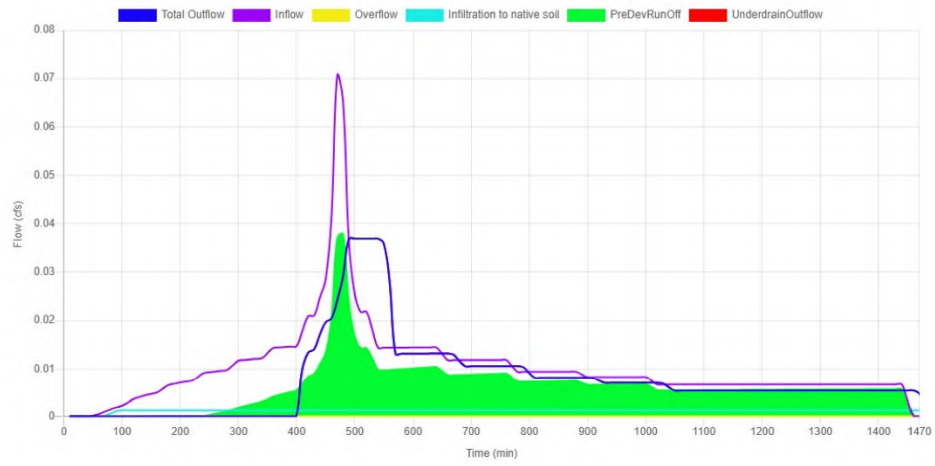
Site Soils & Infiltration Testing	Category
	Flat Planter
	Shape
	Null
	Location
	Parcel
	Configuration
	F: Infiltration with Bypass to RS and Ud
	Above Grade Storage Data
	Bottom Area
	275 sq ft
	Bottom Width
	25.00 ft
	Overflow Height
	9.0 in
	Total Depth of Blended Soil plus Rock
	36 in
	Surface Storage Capacity at Overflow
	206.25 cu ft
	Design Infiltration Rate to Soil Underlying the Facility
	0.001 cfs
	Design Infiltration Rate for Imported Blended Soil in the Facility
	0.038 cfs
	Below Grade Storage Data
	Catchment is too small for flow control?
	No
	Rock Area
	275.00 sq ft
	Rock Width
	20.00 ft
	Rock Storage Depth
	18 in
	Rock Porosity
	0.3
	Underdrain Height

Page 4 of 8

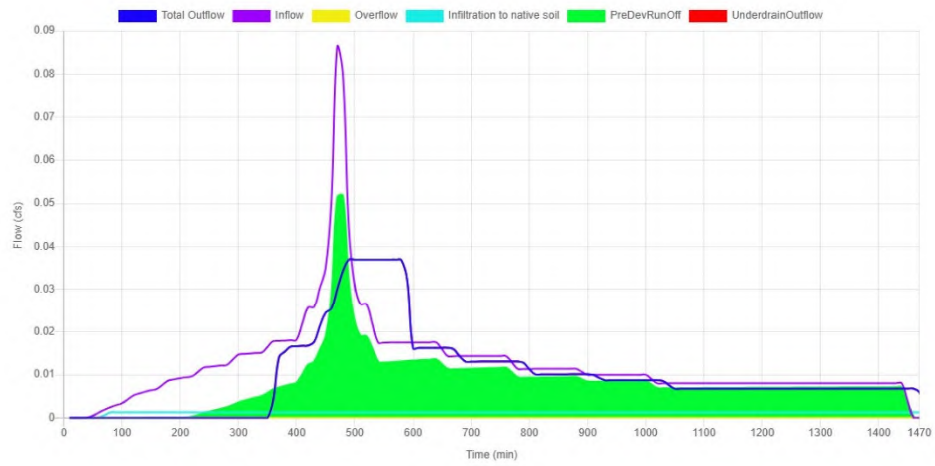
	6.0 in			
	Percent of Facility Base that Allows Infiltration			
	100 %			
Facility Facts	Total Facility Area (excluding freeboard)			
	275.00 sq ft			
	Sizing Ratio			
	5.50 %			
Pollution Reduction Results	Pollution Reduction Score			
	Pass			
	Overflow Volume			
	0.00 cf			
	Surface Capacity Used			
	3.41 %			
Flow Control Results	Flow Control Score			
	Pass			
		STORMWATER FACILITY OUTFLOW (CFS)		PRE-DEVELOPMENT RUNOFF (CFS)
	2 year	0.0369	<=	0.0379
	5 year	0.0369	<=	0.0519
	10 year	0.0369	<=	0.0663

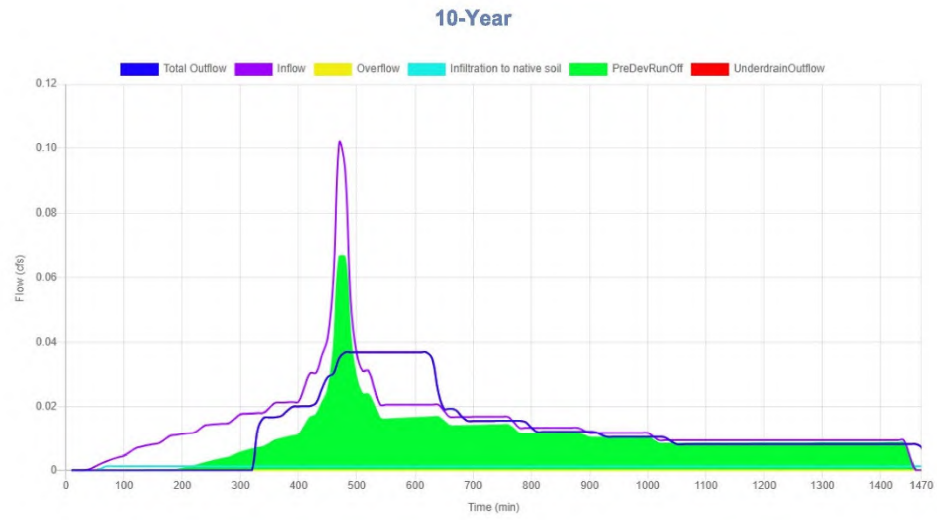


2-Year



5-Year





PAC Report

Project Details

Project Name	Permit No	Created
Rosemont Road	1111	2/19/2025 11:39:01 PM
Project Address	Designer	Last Modified
1470 Rosemont Toad	Gary Darling	2/20/2025 10:14:58 PM
	Company	Report Generated
	DL Consulting WA, Inc.	2/20/2025 2:24:05 PM

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
Lot 3	9000	0.2	2C	FlatPlanter	F	500.00	5.56	Pass	NA	Pass

Page 1 of 8

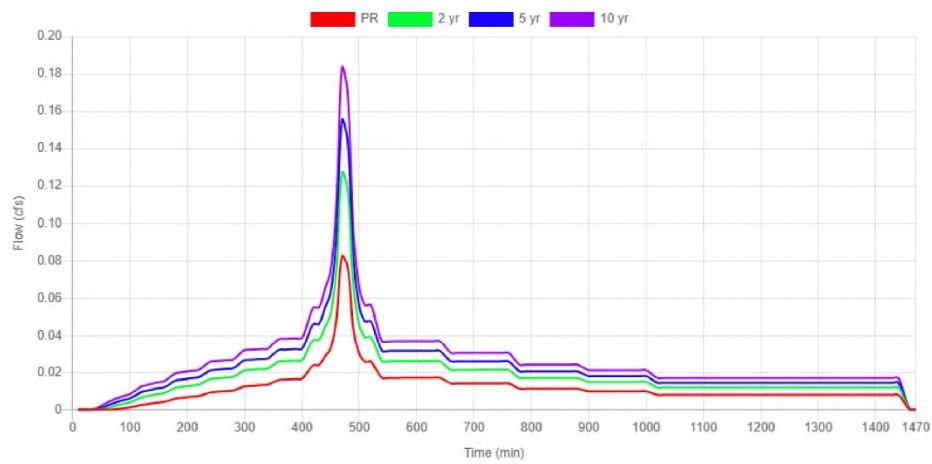
Figure 12: Planter - Lot 3 PAC Calculator Report

Lot 3

Site Soils & Infiltration Testing	Infiltration Testing Procedure OpenPit Tested Native Soil Infiltration Rate 0.40 in/hr
Correction Factor	CF test 2
Design Infiltration Rates	Native Soil 0.2 in/hr Imported Blended Soil 6 in/hr
Catchment Information	Hierarchy Level 2C Hierarchy Description Base requirement for all other discharge points Pollution Reduction Requirement Filter the post-development stormwater runoff from the water quality storm event through the blended soil. Infiltration Requirement N/A Flow Control Requirement Limit the 2-yr, the 5-yr, and the 10-yr post-development peak flows to their respective pre-development peak flows. Impervious Area 9000 sq ft 0.207 acre Pre-Development Time of Concentration (T _{c pre}) 7 min Post-Development Time of Concentration (T _{c post}) 5 min Pre-Development Curve Number (CN _{pre}) 88 Post-Development Curve Number (CN _{post}) 98

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	0.031	496.6	0.0822	1041.4
2-Year	0.0676	972.2	0.1271	1628.5
5-Year	0.0927	1297.2	0.1552	2001.5
10-Year	0.1186	1633.3	0.1832	2375.1

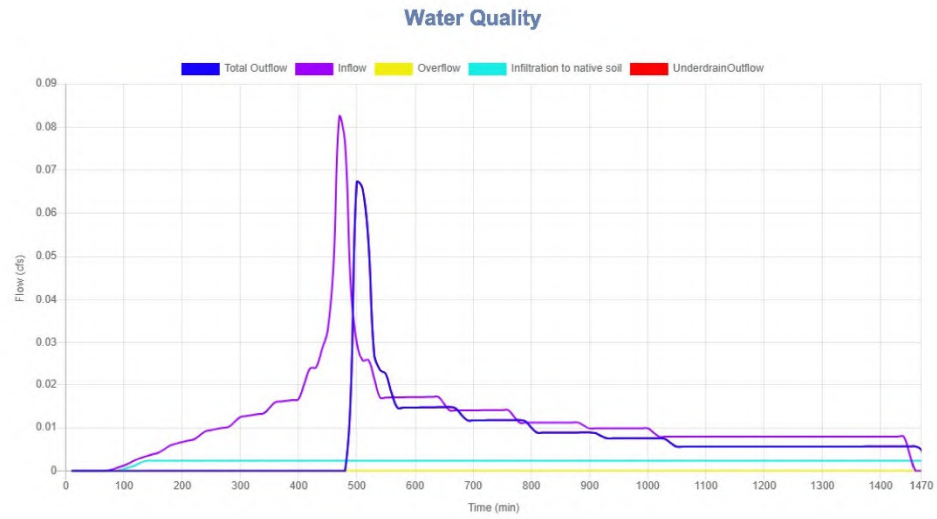
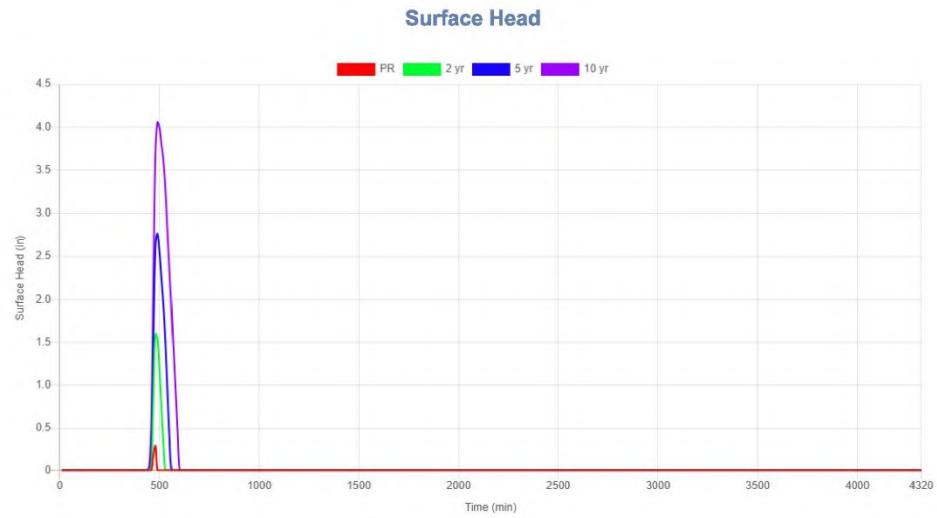
	Overflow		Underdrain Outflow		Infiltration	
	Peak Rate (cfs)	Total Volume (cf)	Peak Rate (cfs)	Total Volume (cf)	Peak Rate (cfs)	Total Volume (cf)
PR	0	0	0.067	627.5	0.002	413.9
2-Year	0	0	0.067	1209.9	0.002	418.6
5-Year	0	0	0.067	1581.3	0.002	420.3
10-Year	0	0	0.067	1953.7	0.002	421.4

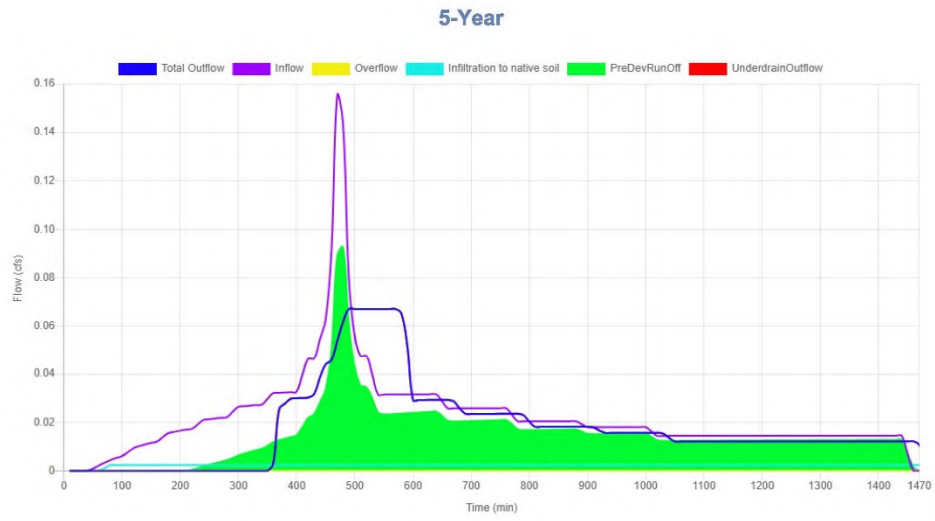
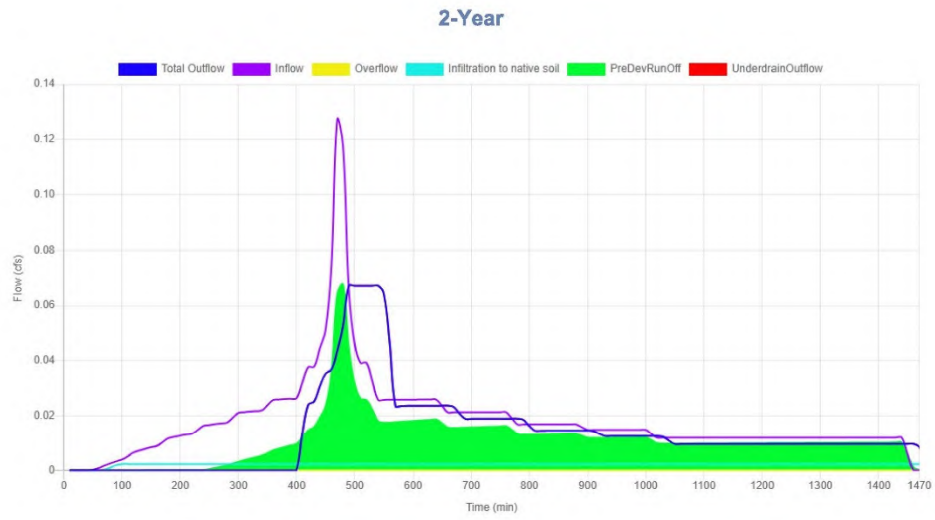
Flat Planter

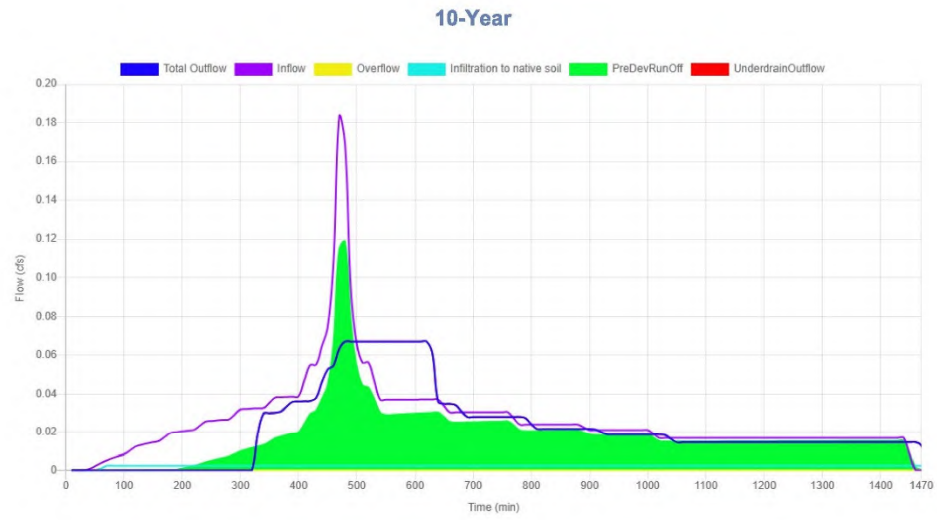
Site Soils & Infiltration Testing	Category
	Flat Planter
	Shape
	Null
	Location
	Parcel
	Configuration
	F: Infiltration with Bypass to RS and Ud
	Above Grade Storage Data
	Bottom Area
	500 sq ft
	Bottom Width
	40.00 ft
	Overflow Height
	9.0 in
	Total Depth of Blended Soil plus Rock
	36 in
	Surface Storage Capacity at Overflow
	375 cu ft
	Design Infiltration Rate to Soil Underlying the Facility
	0.002 cfs
	Design Infiltration Rate for Imported Blended Soil in the Facility
	0.069 cfs
	Below Grade Storage Data
	Catchment is too small for flow control?
	No
	Rock Area
	500.00 sq ft
	Rock Width
	25.00 ft
	Rock Storage Depth
	18 in
	Rock Porosity
	0.3
	Underdrain Height

Page 4 of 8

	6.0 in Percent of Facility Base that Allows Infiltration 100 %																			
Facility Facts	Total Facility Area (excluding freeboard) 500.00 sq ft Sizing Ratio 5.56 %																			
Pollution Reduction Results	Pollution Reduction Score Pass Overflow Volume 0.00 cf Surface Capacity Used 3.15 %																			
Flow Control Results	Flow Control Score Pass <table><tr><td></td><td>STORMWATER FACILITY OUTFLOW (CFS)</td><td></td><td>PRE-DEVELOPMENT RUNOFF (CFS)</td></tr><tr><td>2 year</td><td>0.0671</td><td><=</td><td>0.0676</td></tr><tr><td>5 year</td><td>0.0671</td><td><=</td><td>0.0927</td></tr><tr><td>10 year</td><td>0.0671</td><td><=</td><td>0.1186</td></tr></table>					STORMWATER FACILITY OUTFLOW (CFS)		PRE-DEVELOPMENT RUNOFF (CFS)	2 year	0.0671	<=	0.0676	5 year	0.0671	<=	0.0927	10 year	0.0671	<=	0.1186
	STORMWATER FACILITY OUTFLOW (CFS)		PRE-DEVELOPMENT RUNOFF (CFS)																	
2 year	0.0671	<=	0.0676																	
5 year	0.0671	<=	0.0927																	
10 year	0.0671	<=	0.1186																	







R-10

Rosemont Road

Owner/Applicant:
Alec Shah
Shah Housing Solutions, LLC
4399 Kenthorpe Way
West Linn, OR 97068
PH: (971) 678-1952

Legal: 21E25CA01500

Water: City of West Linn

Sewer: City of West Linn

Contours: Site Survey

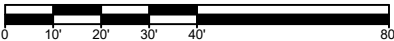
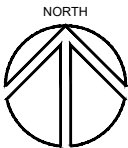
Site Area: 53,383 SF

Engineer:
DL Consulting WA, Inc.
4400 NE 77th Ave, Ste 275
Vancouver WA 98662
PH: (360) 567-6466

Surveyor:
Brass & Stone Land Surveying
1132 Heritage Loop
Stayton, OR 97383
PH: (503) 871-0030

Zoning: R-10

Density:
Gross Site Area = 53,383 SF
Street Dedication = 1,574 SF
Net Site Area = 51,809 SF
Max Density = 51,809/10,000 SF/Un = 5 Un.
Min Density = 5 x .7 = 4 Units



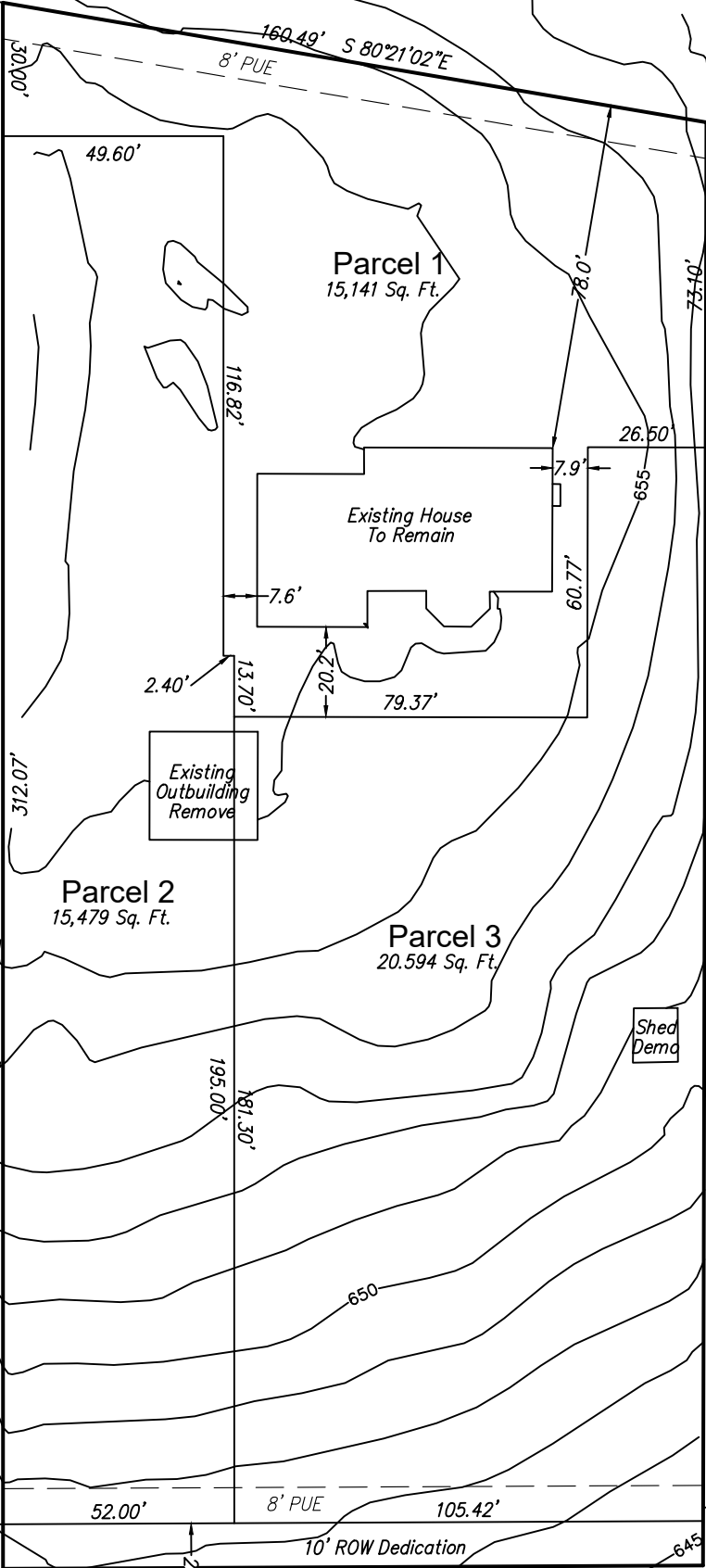
Scale: 1" = 40'

R-10

FU10

R-10

Ridge Lane



R-10

FU10



Vicinity Map
Planning Manager Decision

DESIGNED:	R.E.G.
DRAWN:	R.E.G.
SCALE:	1" = 40'
DATE:	January 2025
FILE:	25-SHA-100

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

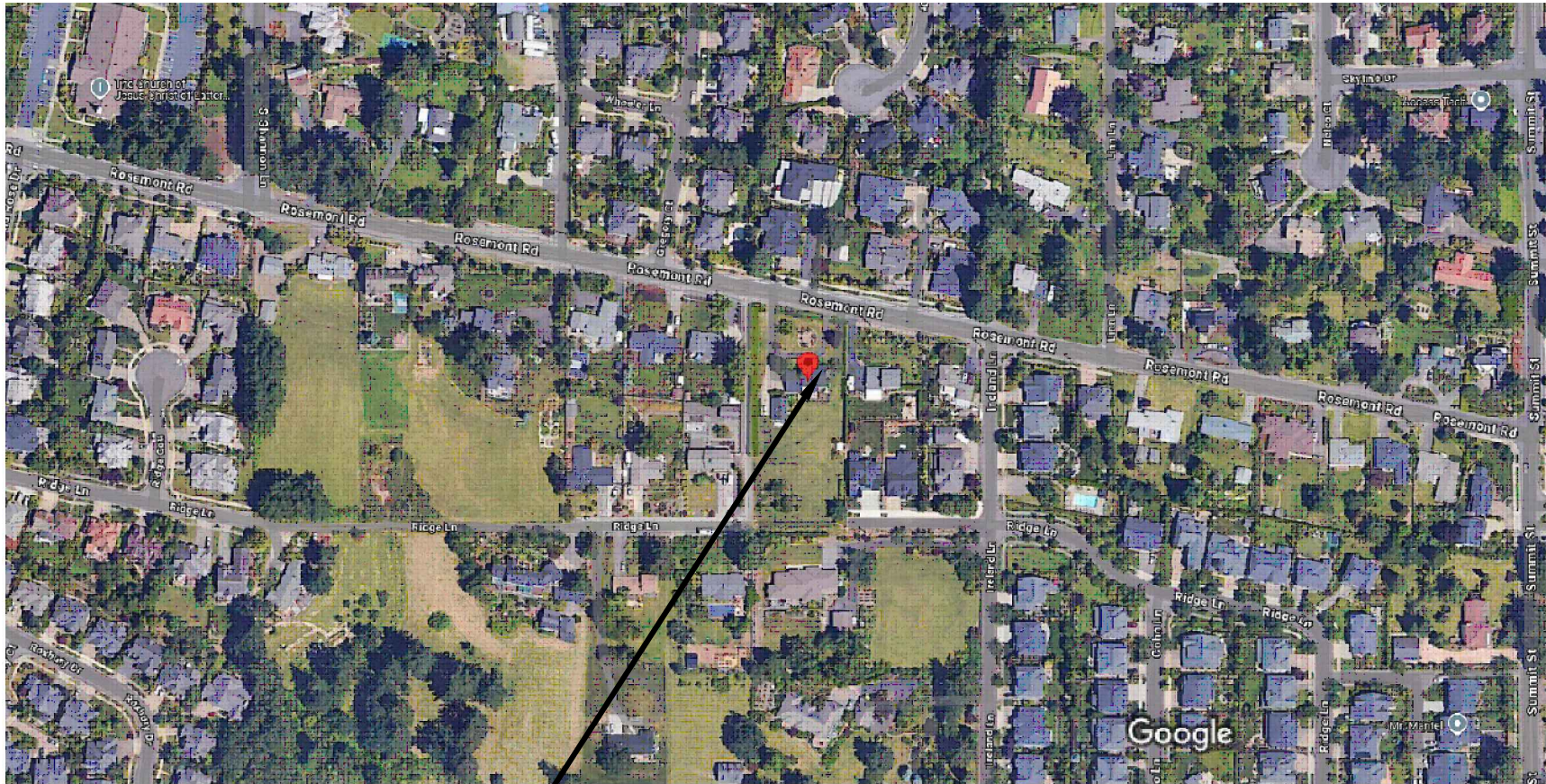
APPLICANT:
Shah Housing Solutions, LLC
4399 Kenthorpe Way
West Linn, OR 97068
PH: (971) 678-1952

Tentative Plan
1470 Rosemont Road

ROSEMONT RD DEVELOPMENT

1470 ROSEMONT RD

WEST LINN, OREGON



VIC MAP

N.T.S.

PROJECT SITE

PROJECT TEAM

OWNERS / DEVELOPERS

OWNER: ALEX SHAH – HOUSING SOLUTIONS
OWNER ADDRESS: 225 SW CARSON ST
PORTLAND OR 97219

LAND SURVEYOR

BRASS & STONE LAND SURVEYING
1132 HERITAGE LOOP
STAYTON, OR 97383

CIVIL ENGINEER

DL CONSULTING WA, LLC
4400 NE 77TH AVE, SUITE 227
VANCOUVER, WA 98662
PHONE: (360) 567-6466
CONTACT: GARY DARLING, P.E.

SITE INFORMATION

SITE ADDRESS – 1470 ROSEMONT ROAD WEST LINN, OREGON
JURISDICTION – CITY OF WEST LINN
ZONING – R10
TAX LOTS – 1500
LOCATION – 21E25CA01500
CITY OF WEST LINN, CLACKAMAS COUNTY, OREGON.
SITE AREA – 50,683 SF
DISTURBED AREA – 36,665 SF

UTILITIES / SERVICES

SITE WORK AND ROADS
CITY OF WEST LINN
22500 SALAMO ROAD
WEST LINN, OR 97068
CONTACT: JAMESON LUMPKIN
PHONE: (503) 722-4739
EMAIL: JLUMPKIN@WESTLINNOREGON.GOV

GAS
NW NATURAL
220 NW 2ND AVENUE
PORTLAND, OR 97209
PHONE: (503) 226-4211
EMERGENCY: (800) 882-3377

FIRE
TUALATIN VALLEY FIRE & RESCUE – STATION 58
6050 FAILING STREET
WEST LINN, OR 97068
PHONE: (503) 649-8577

WATER, STORM, SEWER
CITY OF WEST LINN
22500 SALAMO ROAD
WEST LINN, OR 97068
CONTACT: JAMESON LUMPKIN
PHONE: (503) 722-4739
EMAIL: JLUMPKIN@WESTLINNOREGON.GOV

POWER
PORTLAND GENERAL ELECTRIC
121 SW SALMON STREET
PORTLAND, OR 97204
CONTACT: SERVICE COORDINATOR
PHONE: (503) 323-6700

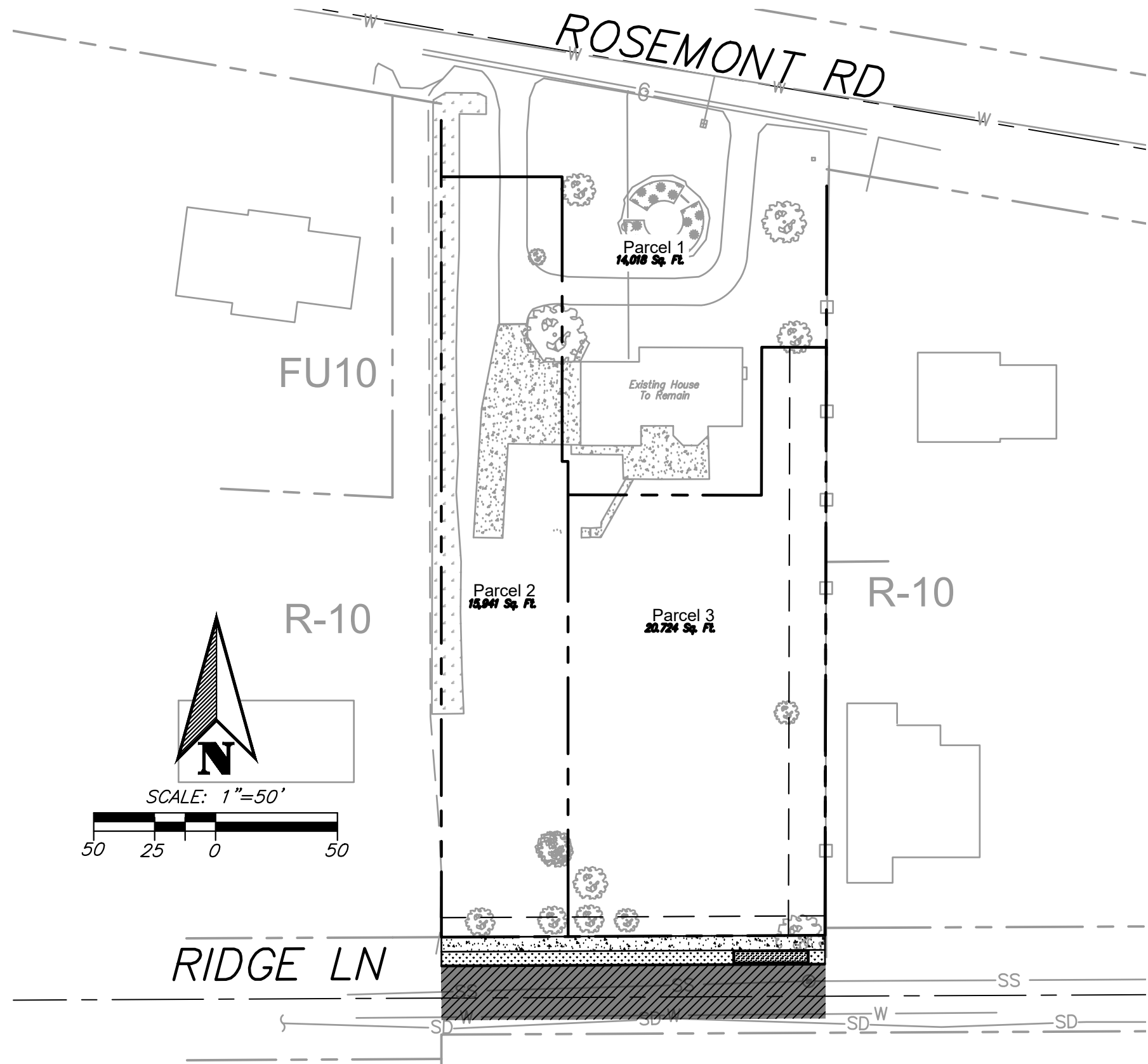
CABLE
COMCAST CABLE COMM. MNGMT, LLC
PORTLAND, OR
PHONE: (800) 934-6489

NOTES

PRIOR TO ANY CONSTRUCTION WORK AND PLAN APPROVAL, COMPLETE CONSTRUCTION PLANS, SPECIFICATION AND ALL OTHER NECESSARY SUBMITTALS SHALL BE SUBMITTED TO THE CITY ENGINEER FOR REVIEW. SUBMITTAL REQUIREMENTS CONSIST OF DESIGN PLANS (WHERE REQUIRED)M DRAINAGE CALCULATIONS, AND OTHER INFORMATION AS NECESSARY. CONDITIONS OF APPROVAL FROM THE DEVELOPMENT PLAN REVIEW PROCESS, OR AS SPECIFIED BY THE CITY COUNCIL, THE PLANNING COMMISSION, HEARING OFFICER, OR THE PLANNING DIRECTOR SHALL BE SHOWN ON THE DESIGN PLANS.

SHEET INDEX

△ C0	COVER SHEET
C1	EXISTING CONDITIONS & DEMO PLAN
△ C2.1	SITE PLAN
△ C2.2	TENTATIVE PLAT
△ C3.1	GRADING & EROSION CONTROL PLAN
C3.2	EROSION CONTROL DETAILS
△ C4	UTILITY PLAN



SITE PLAN

SCALE: 1" = 50'

THIS DESIGN COMPLIES WITH ORS 92.044 (7) IN THAT NO UTILITY INFRASTRUCTURE IS DESIGNED TO BE WITHIN ONE (1) FOOT OF A SURVEY MONUMENT LOCATION SHOWN ON A SUBDIVISION OR PARTITION PLAT. NO DESIGN EXCEPTIONS NOR FINAL FIELD LOCATION CHANGES SHALL BE PERMITTED IF THAT CHANGE WOULD CAUSE ANY UTILITY INFRASTRUCTURE TO BE PLACED WITHIN THE PROHIBITED AREA.

NOTICE TO EXCAVATORS:

ATTENTION: OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN OAR 952-001-0010 THROUGH OAR 952-001-0090. YOU MAY OBTAIN COPIES OF THE RULES BY CALLING THE CENTER.

(NOTE: THE TELEPHONE NUMBER FOR THE OREGON UTILITY NOTIFICATION CENTER IS 503-232-1987).

Dig Safely.

Call the Oregon One-Call Center
DIAL 811 or 1-800-332-2344

EMERGENCY TELEPHONE NUMBERS

NW NATURAL GAS
M-F 7am-6pm 503-226-4211 Ext.4313
AFTER HOURS 503-226-4211
PORTLAND GENERAL ELECTRIC 800-542-8818
CENTURYLINK 800-573-1311
CITY WATER & SEWER
7:30am-5:30pm 503-722-5500
AFTER HOURS 503-635-0238



PO BOX 321
WOODLAND, WA 98674
(360) 567-6466



1470 ROSEMONT RD DEVELOPMENT
WEST LINN, OREGON
COVER SHEET

REV. DATE BY

1 04/30/25 SAD

PROJECT NUMBER SHA005

Date: 02/10/2025

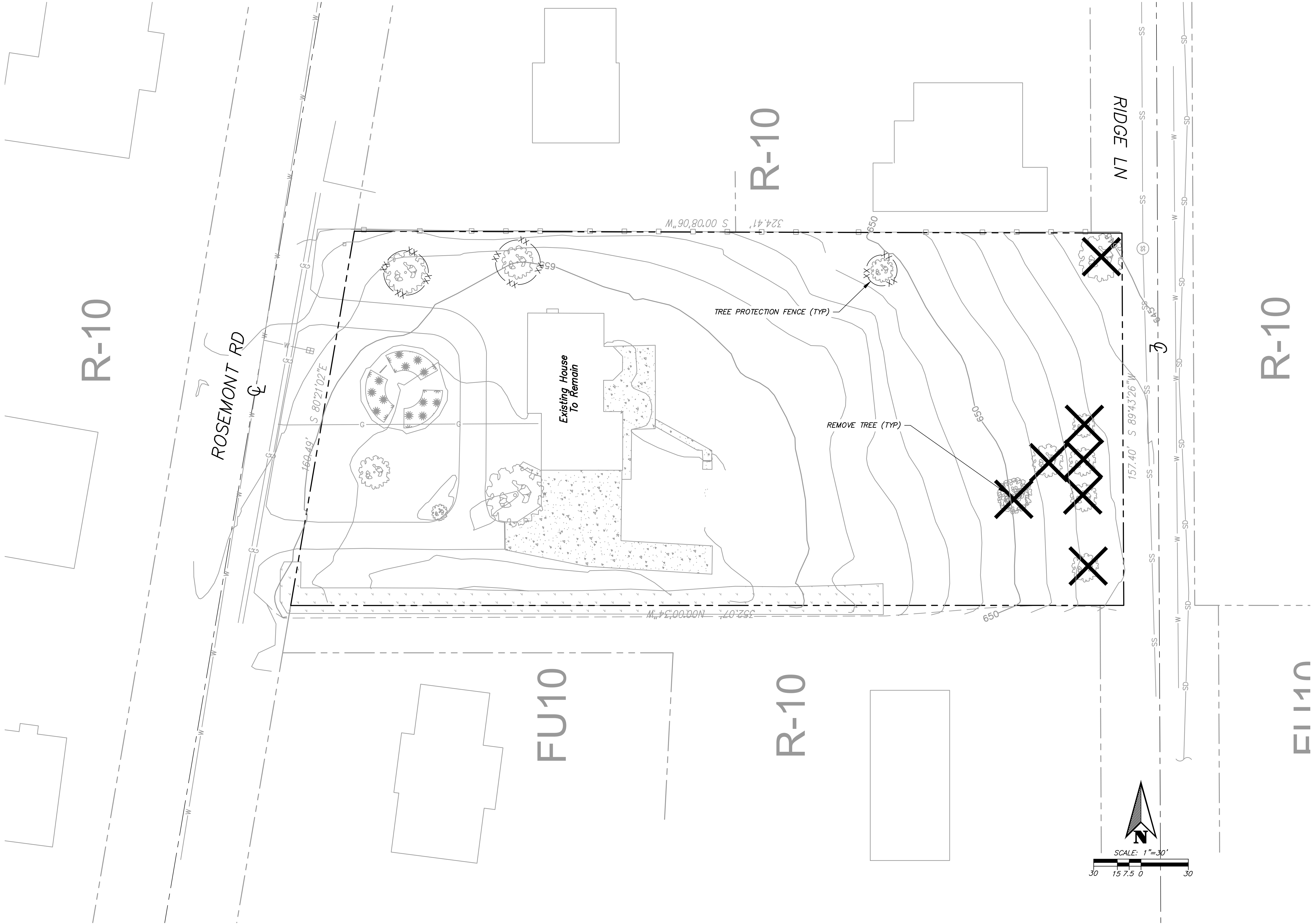
Scale: AS SHOWN

Drawn By: SAD

Designed By: GID

Checked By: GID

CO



EXISTING CONDITIONS & DEMOLITION PLAN
SCALE: 1" = 20'

DL

DL CONSULTING WA INC.

PO BOX 321

WOODLAND, WA 98674

(360) 567-6466

REGISTERED PROFESSIONAL
ENGINEER
19160
OREGON
JULY 15, 1997
GARY I. DARLING

EXPIRES 12-31-25

1470 ROSEMONT RD DEVELOPMENT
WEST LINN, OREGON
EXISTING CONDITIONS
& DEMOLITION PLAN

REV.	DATE	BY

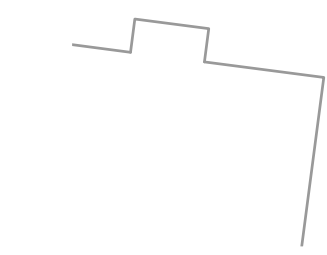
PROJECT NUMBER	SHA005
Date:	02/10/2025
Scale:	AS SHOWN
Drawn By:	SAD
Designed By:	GID
Checked By:	GID

C1

Planning Manager Decision

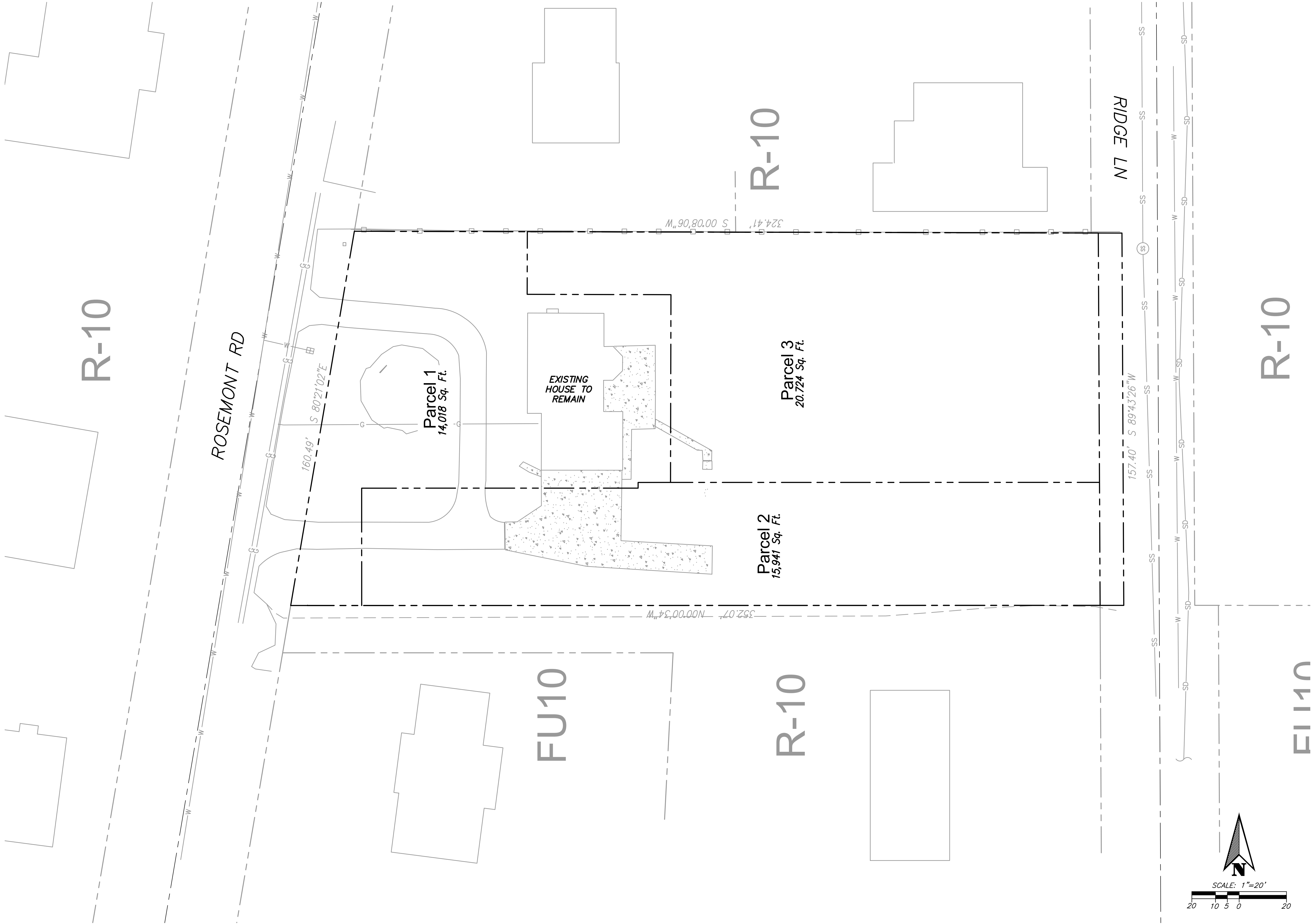
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C2.1



TENTATIVE PLAT

SCALE: 1" = 20'



DL

DL CONSULTING WA INC.

PO BOX 321
WOODLAND, WA 98674
(360) 567-6466

REGISTERED PROFESSIONAL
ENGINEER
19160
OREGON
JULY 15, 1997
GARY I. DARLING

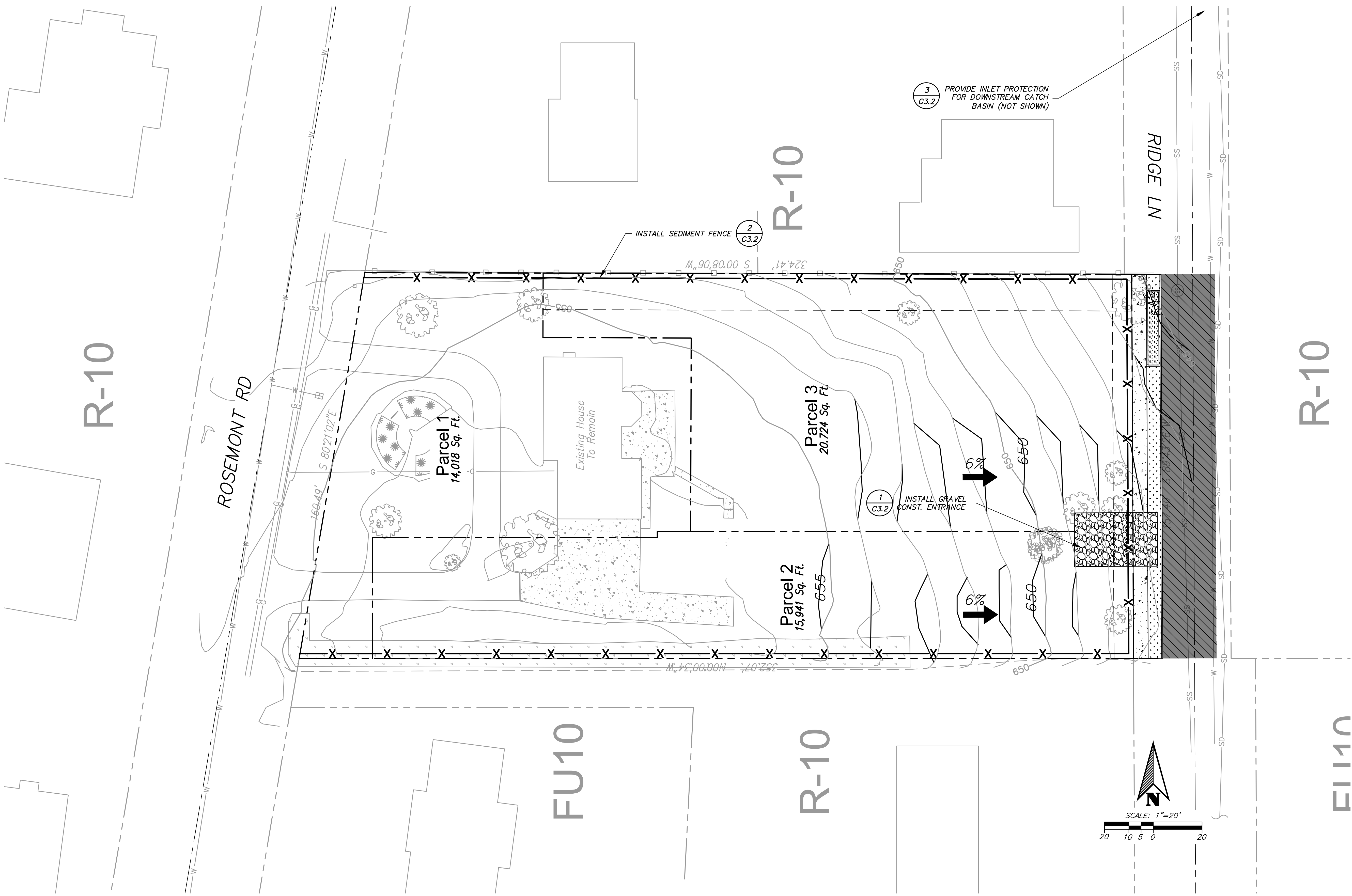
EXPIRES 12-31-25

1470 ROSEMONT RD DEVELOPMENT
WEST LINN, OREGON
TENTATIVE PLAT

REV.	DATE	BY
1	04/30/25	SAD

PROJECT NUMBER	SHA005
Date:	02/10/2025
Scale:	AS SHOWN
Drawn By:	SAD
Designed By:	GID
Checked By:	GID

C2.2



GRADING & EROSION CONTROL PLAN
SCALE: 1" = 20'

DL

DL CONSULTING WA INC.

PO BOX 321
WOODLAND, WA 98674
(360) 567-6466

REGISTERED PROFESSIONAL
ENGINEER
19160
OREGON
JULY 15, 1997
GARY I. DARLING

EXPIRES 12-31-25

1470 ROSEMONT RD DEVELOPMENT
WEST LINN, OREGON
GRADING & EROSION CONTROL PLAN

REV.	DATE	BY
1	04/30/25	SAD

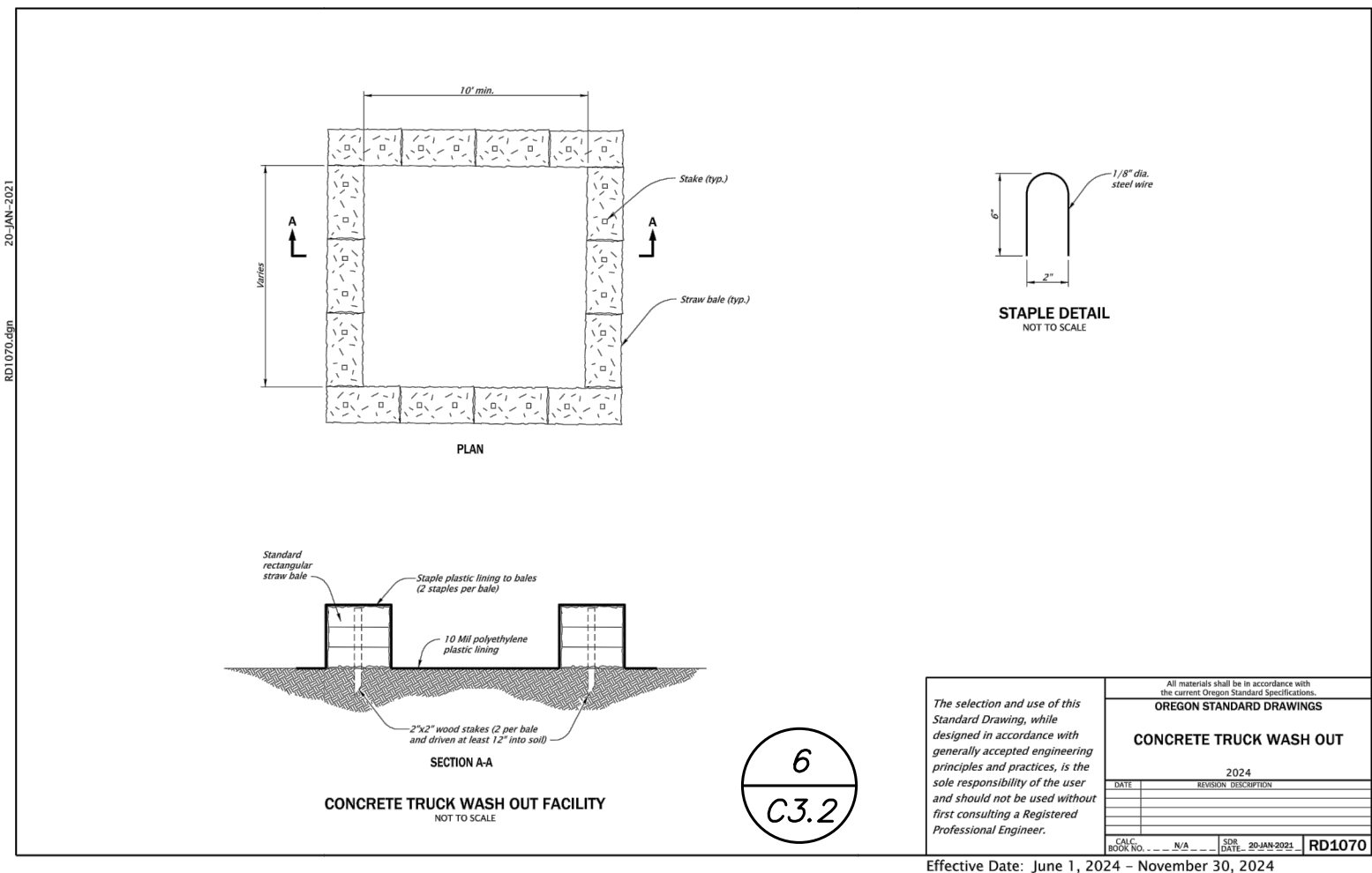
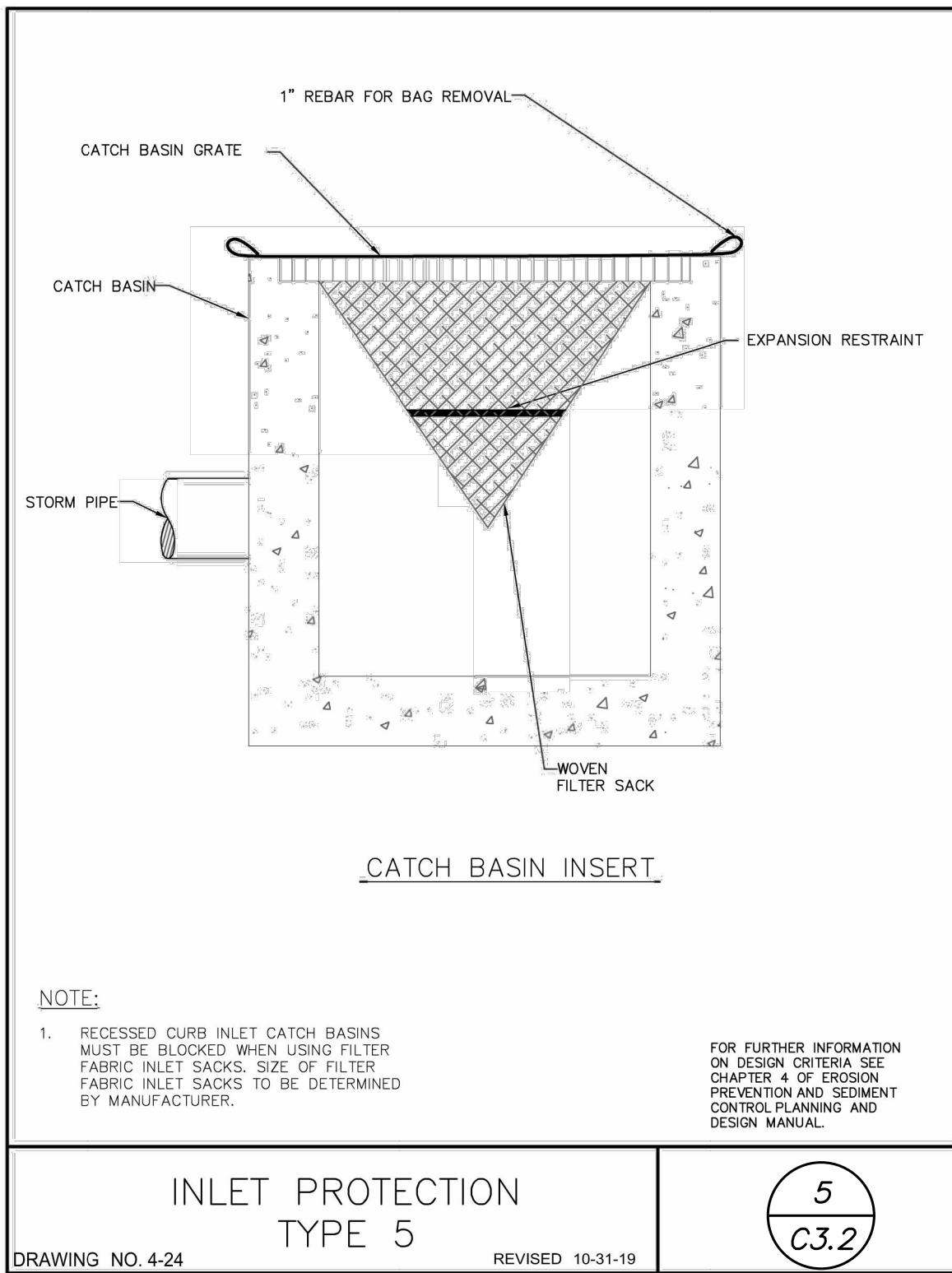
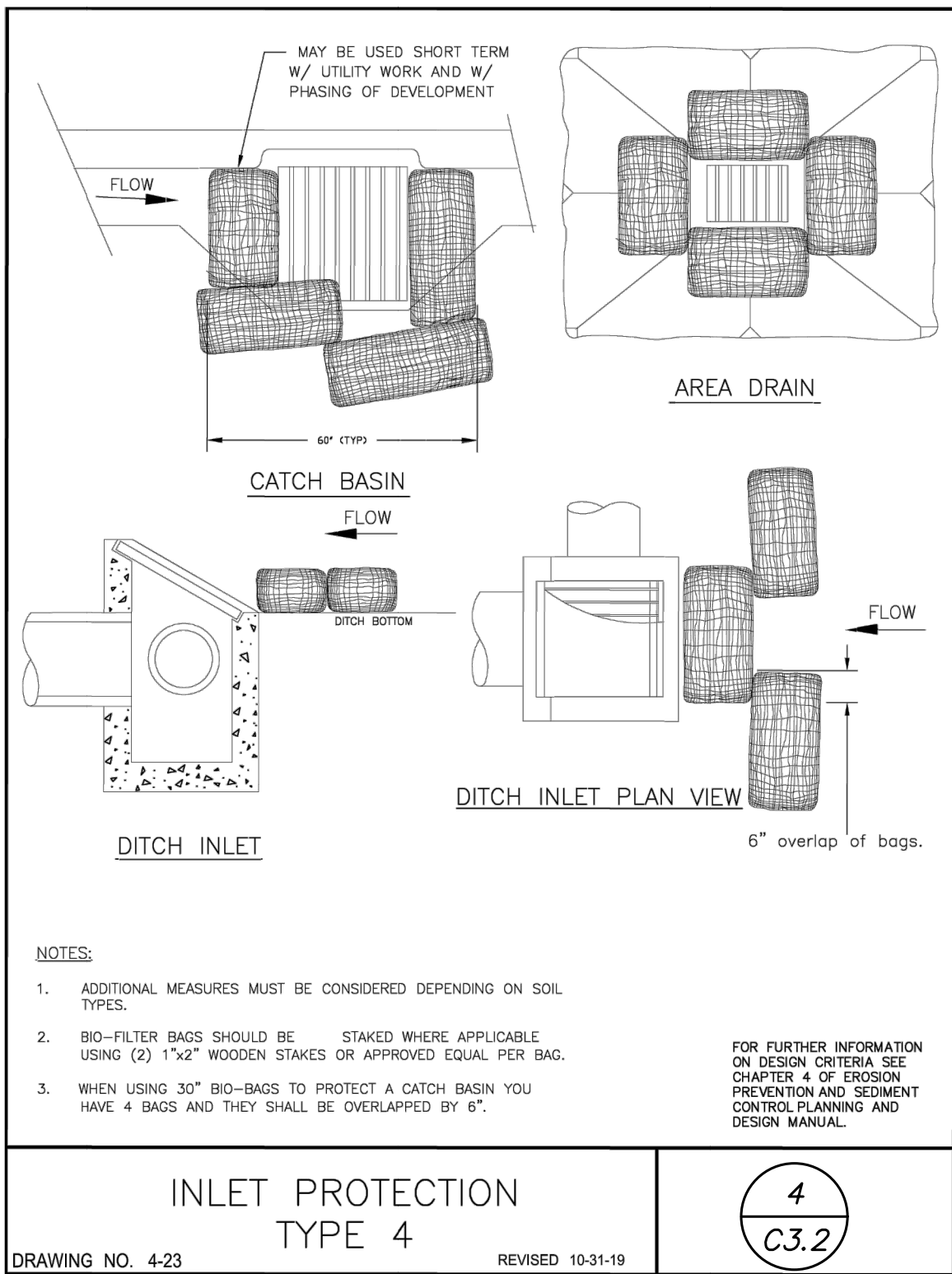
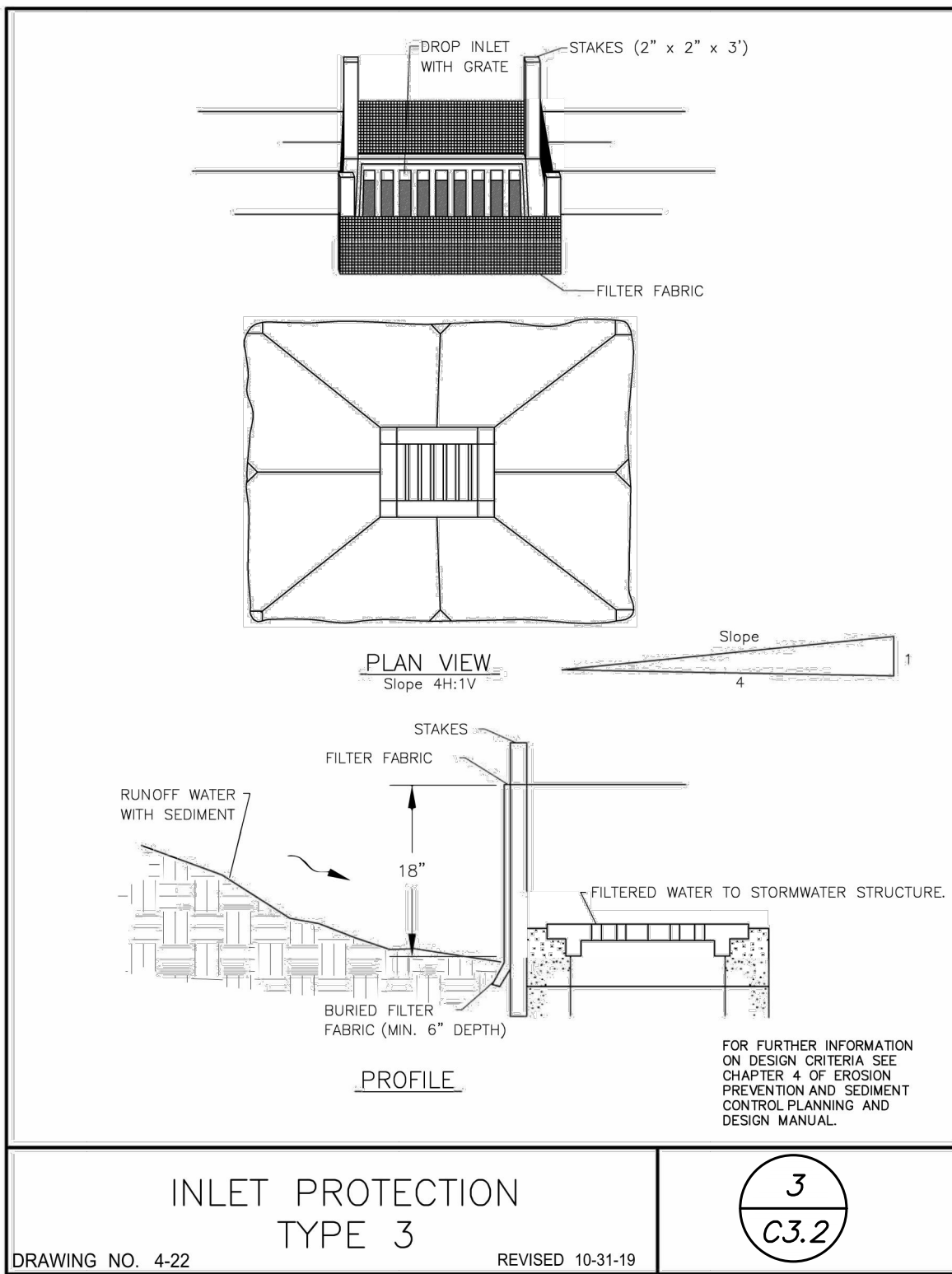
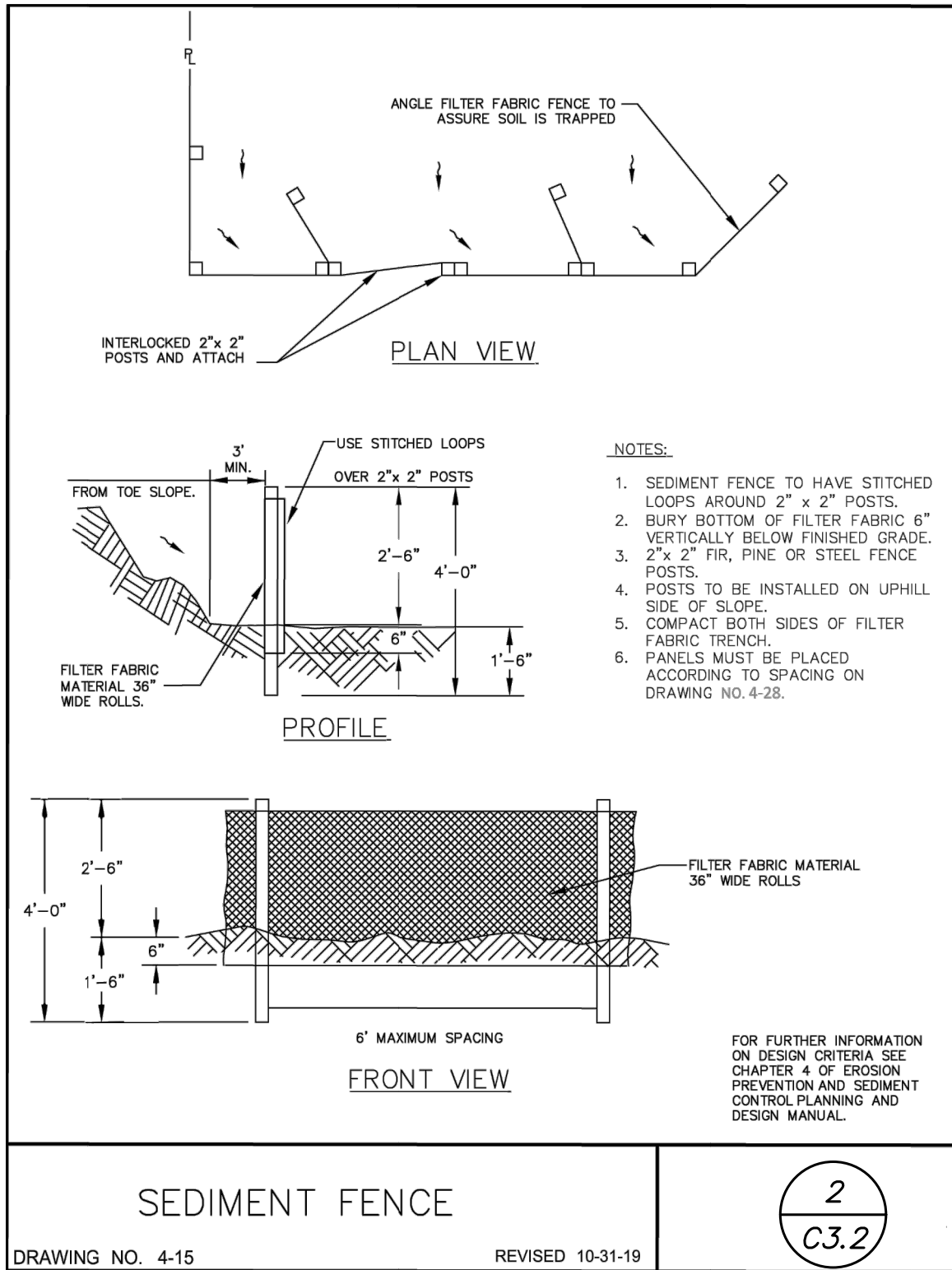
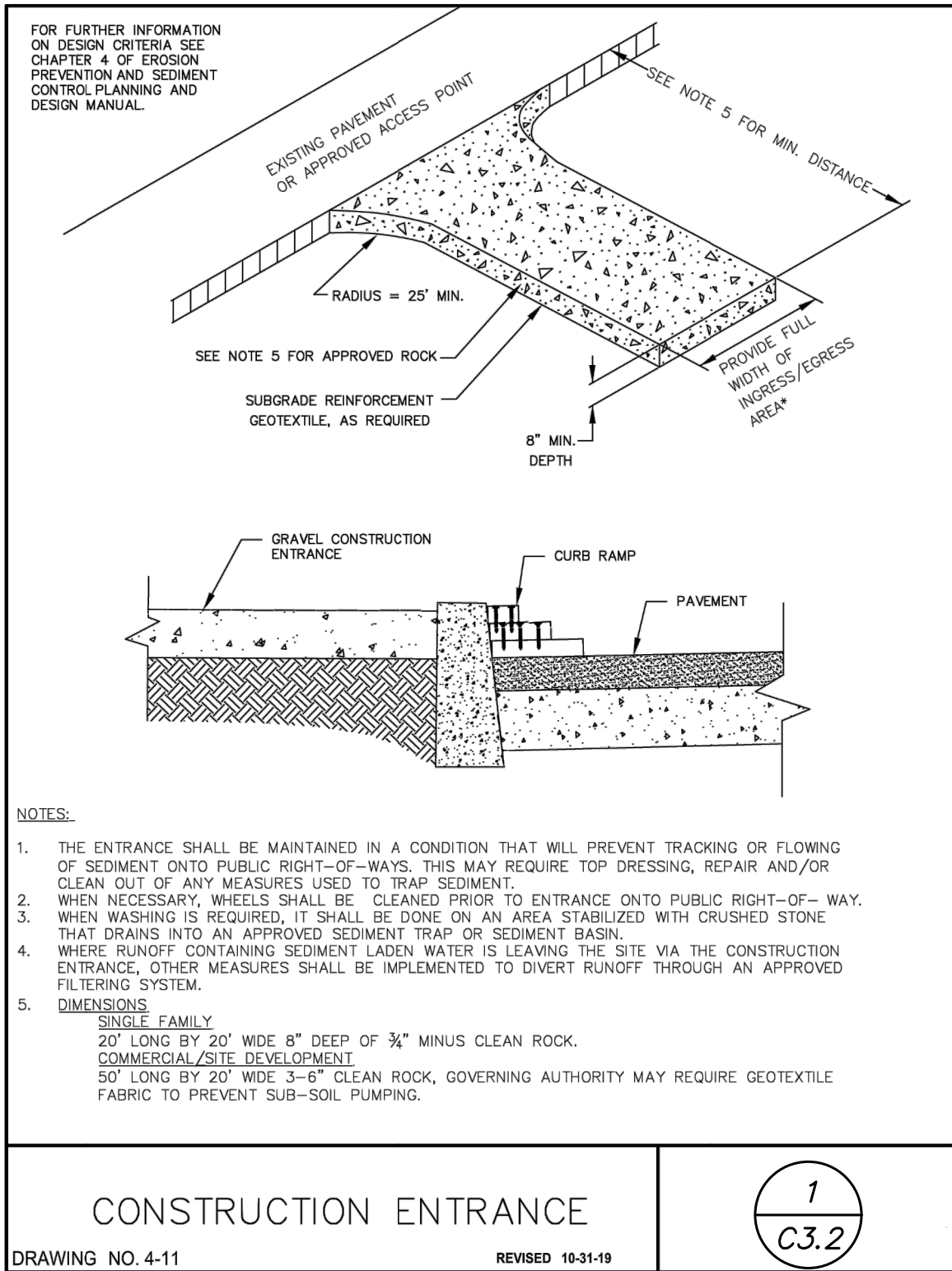
PROJECT NUMBER	SHA005
Date:	02/10/2025
Scale:	AS SHOWN
Drawn By:	GID
Designed By:	GID
Checked By:	GID

C3.1

Planning Manager Decision

STANDARD EROSION AND SEDIMENT CONTROL PLAN DRAWING NOTES:

- WHEN RAINFALL AND RUNOFF OCCURS DAILY INSPECTIONS OF THE EROSION AND SEDIMENT CONTROLS AND DISCHARGE OUTFALLS MUST BE PROVIDED BY SOME ONE KNOWLEDGEABLE AND EXPERIENCED IN THE PRINCIPLES, PRACTICES, INSTALLATION, AND MAINTENANCE OF EROSION AND SEDIMENT CONTROLS WHO WORKS FOR THE PERMITTEE.
- CONSTRUCTION ACTIVITIES MUST AVOID OR MINIMIZE EXCAVATION AND CREATION OF BARE GROUND FROM OCTOBER 1 THROUGH MAY 31 EACH YEAR.
- DURING WET WEATHER PERIOD, TEMPORARY STABILIZATION OF THE SITE MUST OCCUR AT THE END OF EACH WORK DAY.
- SEDIMENT CONTROLS MUST BE INSTALLED AND MAINTAINED ON ALL DOWN GRADIENT SIDES OF THE CONSTRUCTION SITE AT ALL TIMES DURING CONSTRUCTION. THEY MUST REMAIN IN PLACE UNTIL PERMANENT VEGETATION OR OTHER PERMANENT COVERING OF EXPOSED SOIL IS ESTABLISHED.
- ALL ACTIVE INLETS MUST HAVE SEDIMENT CONTROLS INSTALLED AND MAINTAINED AT ALL TIMES DURING CONSTRUCTION. UNLESS OTHERWISE APPROVED, A SURFACE MOUNTED AND ATTACHABLE, U-SHAPED FILTER BAG IS REQUIRED FOR ALL CURB INLET CATCH BASINS.
- SIGNIFICANT AMOUNTS OF SEDIMENT WHICH LEAVES THE SITE MUST BE CLEANED UP WITHIN 24 HOURS AND PLACED BACK ON THE SITE AND STABILIZED OR PROPERLY DISPOSED. THE CAUSE OF THE SEDIMENT RELEASE MUST BE FOUND AND PREVENTED FROM CAUSING A RECURRENCE OF THE DISCHARGE WITHIN THE SAME 24 HOURS. ANY IN-STREAM CLEAN UP OF SEDIMENT SHALL BE PERFORMED ACCORDING TO THE OREGON DEPARTMENT OF STATE LANDS REQUIRED TIME FRAME.
- SEDIMENT MUST NOT BE INTENTIONALLY WASHED INTO STORM SEWERS, DRAINAGE WAYS, OR WATER BODIES.
- SEDIMENT MUST BE REMOVED FROM BEHIND ALL SEDIMENT CONTROL MEASURES WHEN IT HAS REACHED A HEIGHT OF 1/3RD THE BARRIER HEIGHT, AND PRIOR TO THE CONTROL MEASURES REMOVAL.
- CLEANING OF ALL STRUCTURES WITH SUMPS MUST OCCUR WHEN THE SEDIMENT RETENTION CAPACITY HAS BEEN REDUCED BY 50% AND AT COMPLETION OF PROJECT.
- ANY USE OF TOXIC OR OTHER HAZARDOUS MATERIALS MUST INCLUDE PROPER STORAGE, APPLICATION, AND DISPOSAL.
- THE PERMITTEE MUST PROPERLY MANAGE HAZARDOUS WASTES, USED OILS, CONTAMINATED SOILS, CONCRETE WASTE, SANITARY WASTE, LIQUID WASTE, OR OTHER TOXIC SUBSTANCES DISCOVERED OR GENERATED DURING CONSTRUCTION.
- THE APPLICATION RATE OF FERTILIZERS USED TO REESTABLISH VEGETATION MUST FOLLOW MANUFACTURER'S RECOMMENDATIONS. NUTRIENT RELEASES FROM FERTILIZERS TO SURFACE WATERS MUST BE MINIMIZED. TIME RELEASE FERTILIZERS SHOULD BE USED AND CARE SHOULD BE MADE IN APPLICATION OF FERTILIZERS WITHIN ANY WATER WAY RIPARIAN ZONE.
- OWNER OR DESIGNATED PERSON SHALL BE RESPONSIBLE FOR PROPER INSTALLATION AND MAINTENANCE OF ALL EROSION AND SEDIMENT CONTROL MEASURES, IN ACCORDANCE WITH CURRENT CLEAN WATER SERVICES STANDARDS AND STATE, AND FEDERAL REGULATIONS.
- PRIOR TO ANY LAND DISTURBING ACTIVITIES, THE BOUNDARIES OF THE CLEARING LIMITS, VEGETATED BUFFERS, AND ANY SENSITIVE AREAS SHOWN ON THIS PLAN SHALL BE CLEARLY DELINEATED IN THE FIELD. UNLESS OTHERWISE APPROVED, NO DISTURBANCE IS PERMITTED BEYOND THE CLEARING LIMITS. THE OWNER/PERMITTEE MUST MAINTAIN THE DELINEATION FOR THE DURATION OF THE PROJECT.
NOTE: VEGETATED CORRIDORS TO BE DELINEATED WITH ORANGE CONSTRUCTION FENCE OR APPROVED EQUAL.
- PRIOR TO ANY LAND DISTURBING ACTIVITIES, THE BMPs THAT MUST BE INSTALLED ARE GRAVEL CONSTRUCTION ENTRANCE, PERIMETER SEDIMENT CONTROL, BMP (I.E. FILTER BAG).
- IF VEGETATIVE SEED MIXES ARE SPECIFIED, SEEDING MUST TAKE PLACE NO LATER THAN SEPTEMBER 1ST. THE TYPE AND PERCENTAGES OF SEED IN THE MIX ARE AS IDENTIFIED ON THE PLANS OR AS SPECIFIED BY THE DESIGN ENGINEER.
- WATER-TIGHT TRUCKS MUST BE USED TO TRANSPORT SATURATED SOILS FROM THE CONSTRUCTION SITE. AN APPROVED EQUIVALENT IS TO DRAIN THE SOIL ON SITE AT A DESIGNATED LOCATION USING APPROPRIATE BMPs. SOIL MUST BE DRAINED SUFFICIENTLY FOR MINIMAL SPILLAGE.
- ALL PUMPING OF SEDIMENT LADEN WATER MUST BE DISCHARGED OVER AN UNDISTURBED, PREFERABLY VEGETATED AREA, AND THROUGH A SEDIMENT CONTROL BMP (I.E. FILTER BAG).
- THE ESC PLAN MUST BE KEPT ON-SITE. ALL MEASURES SHOWN ON THE PLAN MUST BE INSTALLED PROPERLY TO ENSURE THAT SEDIMENT LADEN WATER DOES NOT ENTER A SURFACE WATER SYSTEM, ROADWAY, OR OTHER PROPERTIES.
- THE ESC MEASURES SHOWN ON THIS PLAN ARE THE MINIMUM REQUIREMENTS FOR ANTICIPATED SITE CONDITIONS. DURING THE CONSTRUCTION PERIOD, THESE MEASURES SHALL BE UPGRADED AS NEEDED TO MAINTAIN COMPLIANCE WITH ALL REGULATIONS.
- WRITTEN ESC LOGS ARE SUGGESTED TO BE MAINTAINED ON-SITE AND AVAILABLE TO DISTRICT INSPECTORS UPON REQUEST.
- IN AREAS SUBJECT TO WIND EROSION, APPROPRIATE BMPs MUST BE USED WHICH MAY INCLUDE THE APPLICATION OF FINE WATER SPRAYING, PLASTIC SHEETING, MULCHING, OR OTHER APPROVED MEASURES.
- ALL EXPOSED SOILS MUST BE COVERED DURING WET WEATHER PERIOD.



DL
DL CONSULTING WA INC.
PO BOX 321
WOODLAND, WA 98674
(360) 567-6466

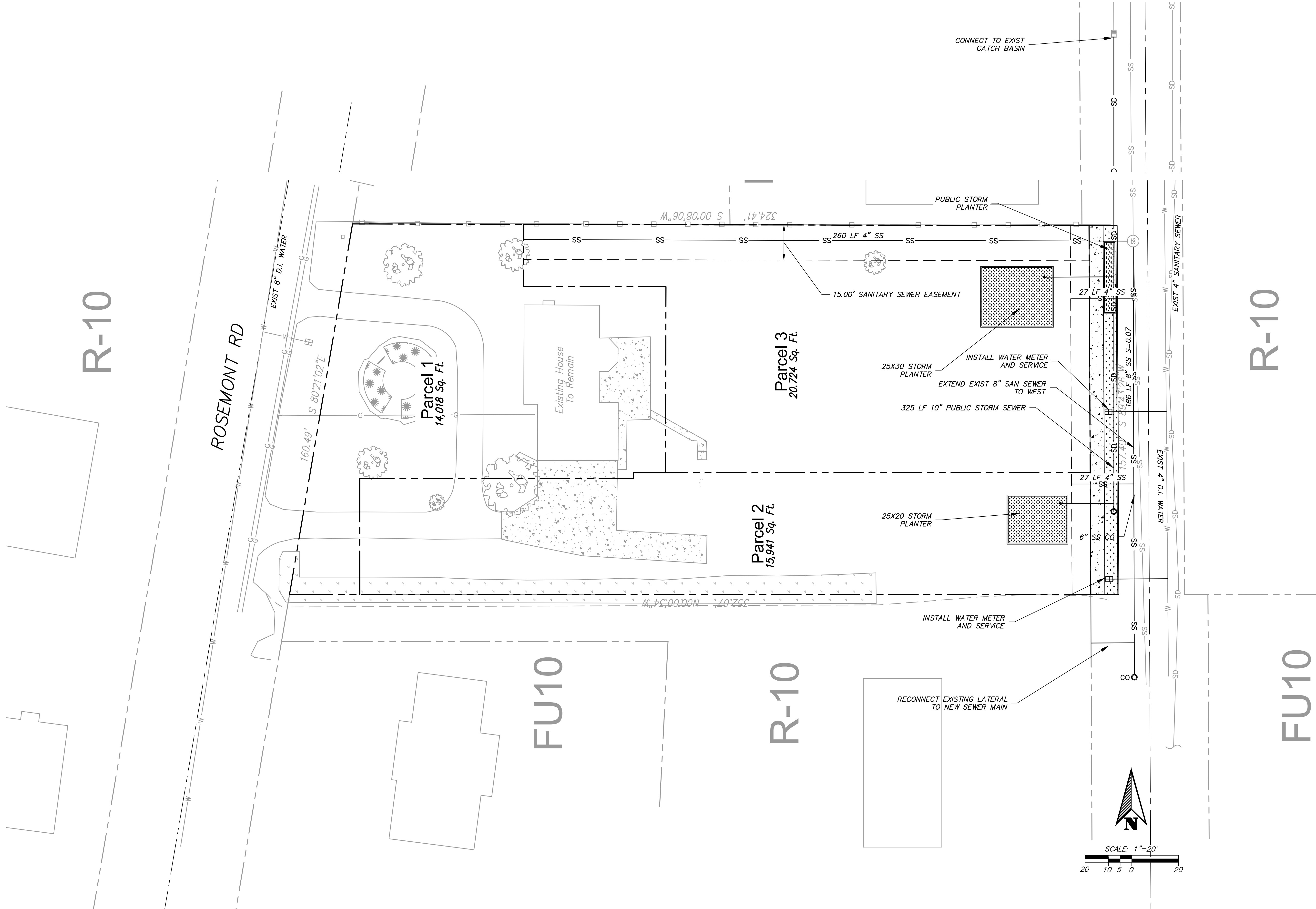
REGISTERED PROFESSIONAL
ENGINEER
19160
OREGON
JULY 15, 1997
GARY I. DARLING
EXPIRES 12-31-25

1470 ROSEMONT RD DEVELOPMENT
WEST LINN, OREGON
EROSION CONTROL DETAILS

REV.	DATE	BY

PROJECT NUMBER SHA005
Date: 02/10/2025
Scale: AS SHOWN
Drawn By: GID
Designed By: GID
Checked By: GID

C3.2



GRADING & EROSION CONTROL PLAN

SCALE: 1" = 20'
Page 120 of 149

DL

DL CONSULTING WA INC.

PO BOX 321
WOODLAND, WA 98674
(360) 567-6466

REGISTERED PROFESSIONAL
ENGINEER
19160
OREGON
JULY 15, 1997
GARY I. DARLING
EXPIRES 12-31-25

1470 ROSEMONT RD DEVELOPMENT
WEST LINN, OREGON
UTILITY PLAN

REV.	DATE	BY
1	04/30/25	SAD

PROJECT NUMBER	SHA005
Date:	02/10/2025
Scale:	AS SHOWN
Drawn By:	SAD
Designed By:	GID
Checked By:	GID

C4

Planning Manager Decision

GRADING & EROSION CONTROL PLAN

SCALE: 1" = 20'

C4

PROJECT NUMBER	SHA005
Date:	02/10/2025
Scale:	AS SHOWN
Drawn By:	SAD
Designed By:	GID
Checked By:	GID

REV.	DATE	BY

1470 ROSEMONT RD DEVELOPMENT
WEST LINN, OREGON

UTILITY PLAN

REGISTERED PROFESSIONAL
ENGINEER
19160
OREGON
CARY L. DORR
EXPIRES 12-31-25

DL CONSULTING WA INC.
4400 NE 77th Ave
Suite 227
Vancouver, WA 98662
(360) 567-6466

**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: Alec Shah
Address: 4399 kenthorpe way west linn or 97068
Phone: 9716781952
Email: Alec@shahhousingsolutions.com
Site Address: 1470 Rosemont rd west linn or 97068
City: West Linn
Map & Tax Lot #: _____
Business Name: Shah Homes LLC
Land Use/Building Jurisdiction: West Linn
Land Use/ Building Permit # not applied for yet

Choose from: Beaverton, Tigard, Newberg, Tualatin, North Plains, West Linn, Wilsonville, Sherwood, Rivergrove, Durham, King City, Washington County, Clackamas County, Multnomah County, Yamhill County

Project Description

Three lot partition in West Linn. proposed homes are not designed yet. all proposed homes will be within 200' of ROW

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 # 2025-0002
Permit Type: SPP- West Linn
Submittal Date: 1-7-25
Assigned To: DFM Ann
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]
Fire Marshal or Designee

1-8-25
Date

Conditions: See approved fire service plan.

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

LOT LAYOUT

LOCATED IN SHANNON ACRE TRACTS, IN SECTION 25, T.2S., R.1E., W.M.,
CITY OF WEST LINN, CLACKAMAS COUNTY, OREGON.
JANUARY 5, 2025



APPROVAL OF PLANS IS NOT AN APPROVAL
OF OMISSIONS OR OVERSIGHTS

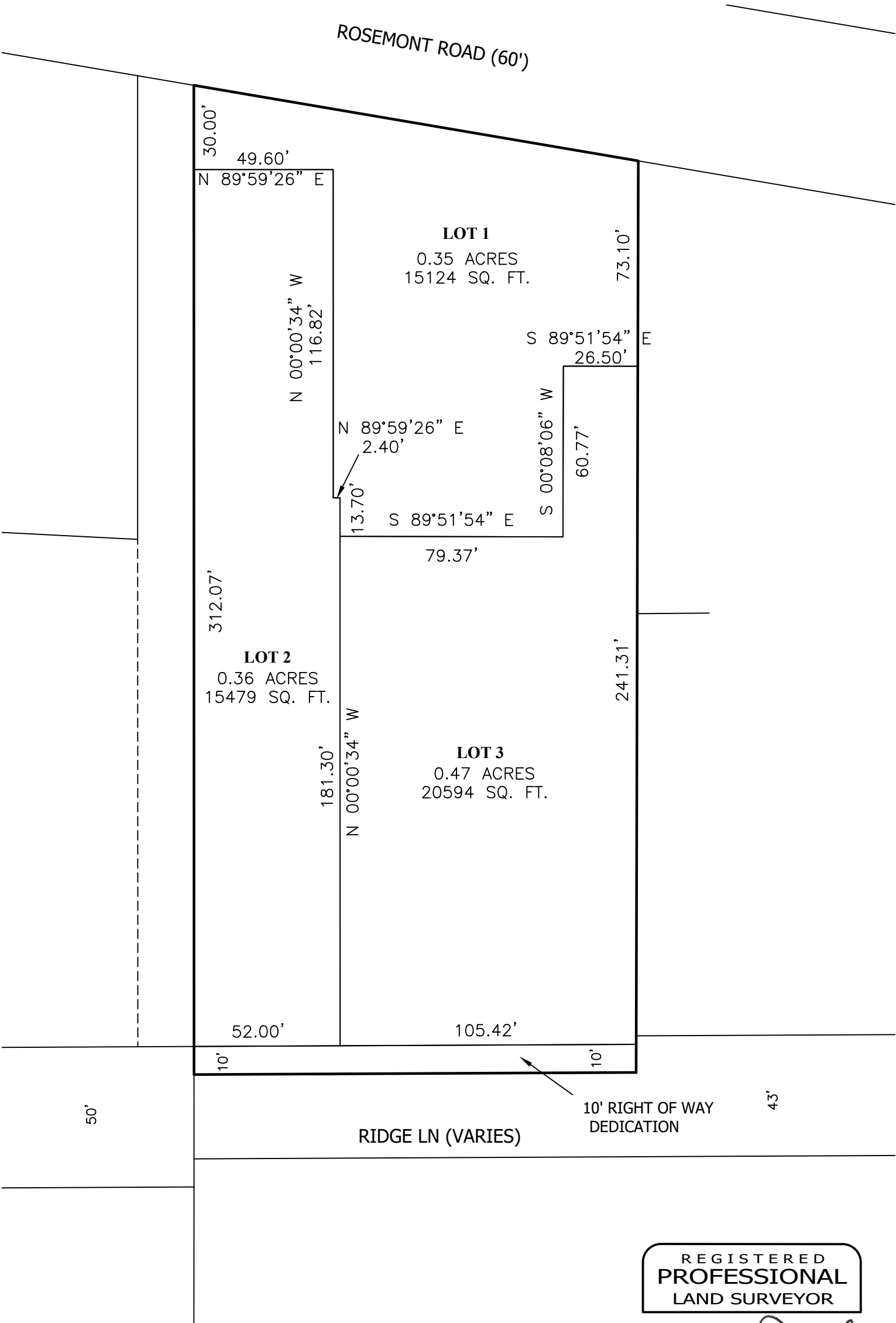
Jason Am...
Deputy Fire Marshal II

TVF&R Permit# 2025-0002

24-032

1132 HERITAGE LP.
Stayton, OR 97383

SHEET 1/3



REGISTERED
PROFESSIONAL
LAND SURVEYOR

Brian Paull

OREGON
MARCH 13, 2018
BRIAN W. PAULL
89074

Expires 12/31/2026

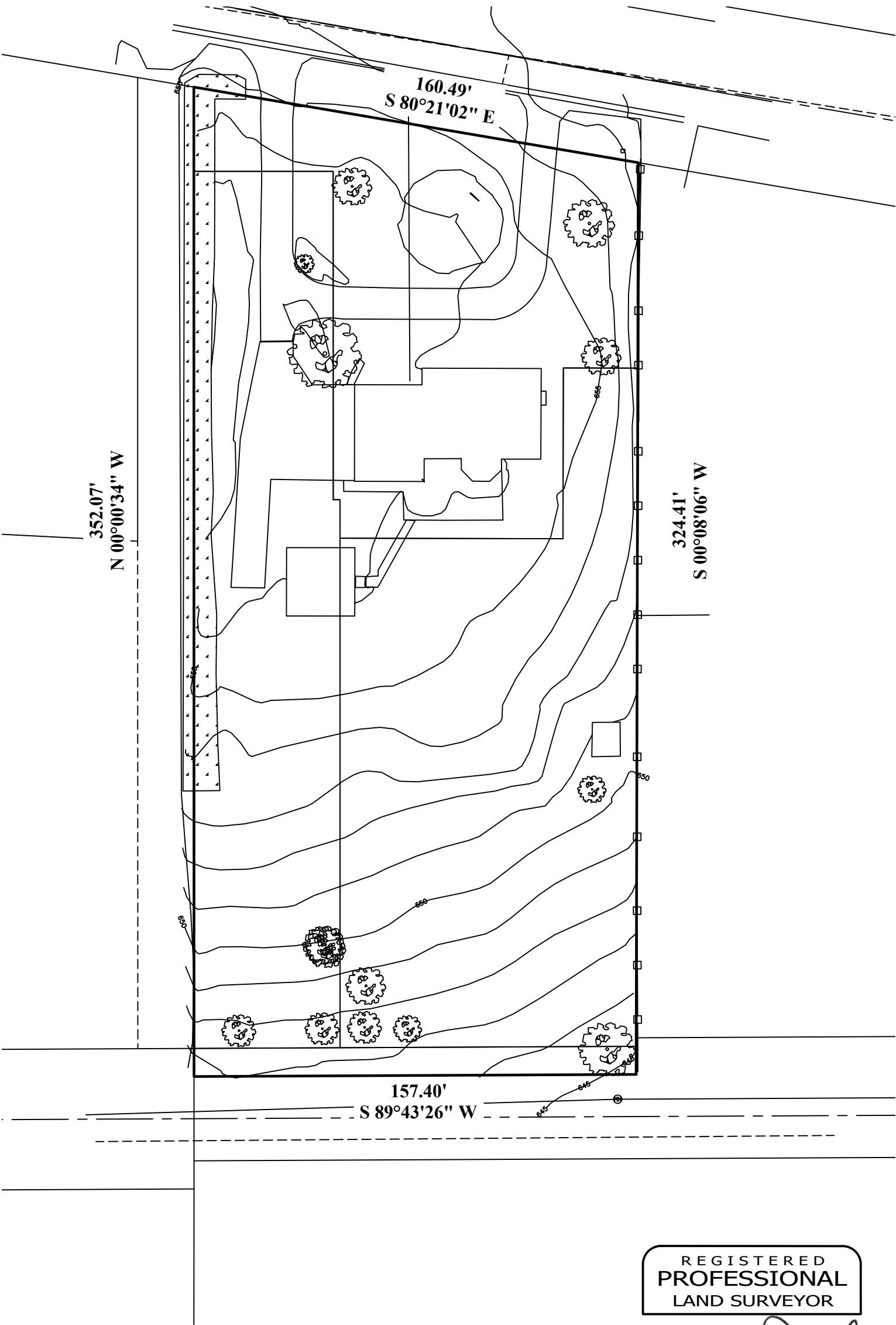


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TOPOGRAPHIC MAP

LOCATED IN SHANNON ACRE TRACTS, IN SECTION 25, T.2S., R.1E., W.M.,
CITY OF WEST LINN, CLACKAMAS COUNTY, OREGON.

JANUARY 5, 2025



BRASS & STONE
LAND SURVEYING
503-871-0030

24-032

1132 HERITAGE LP.
Stayton, OR 97383

SHEET 3/3

REGISTERED
PROFESSIONAL
LAND SURVEYOR

Brian Paull

OREGON
MARCH 13, 2018
BRIAN W. PAULL
89074

Expires 12/31/2026



Scale: 1"=40'

EXISTING CONDITIONS

LOCATED IN SHANNON ACRE TRACTS, IN SECTION 25, T.2S., R.1E., W.M.,
CITY OF WEST LINN, CLACKAMAS COUNTY, OREGON.

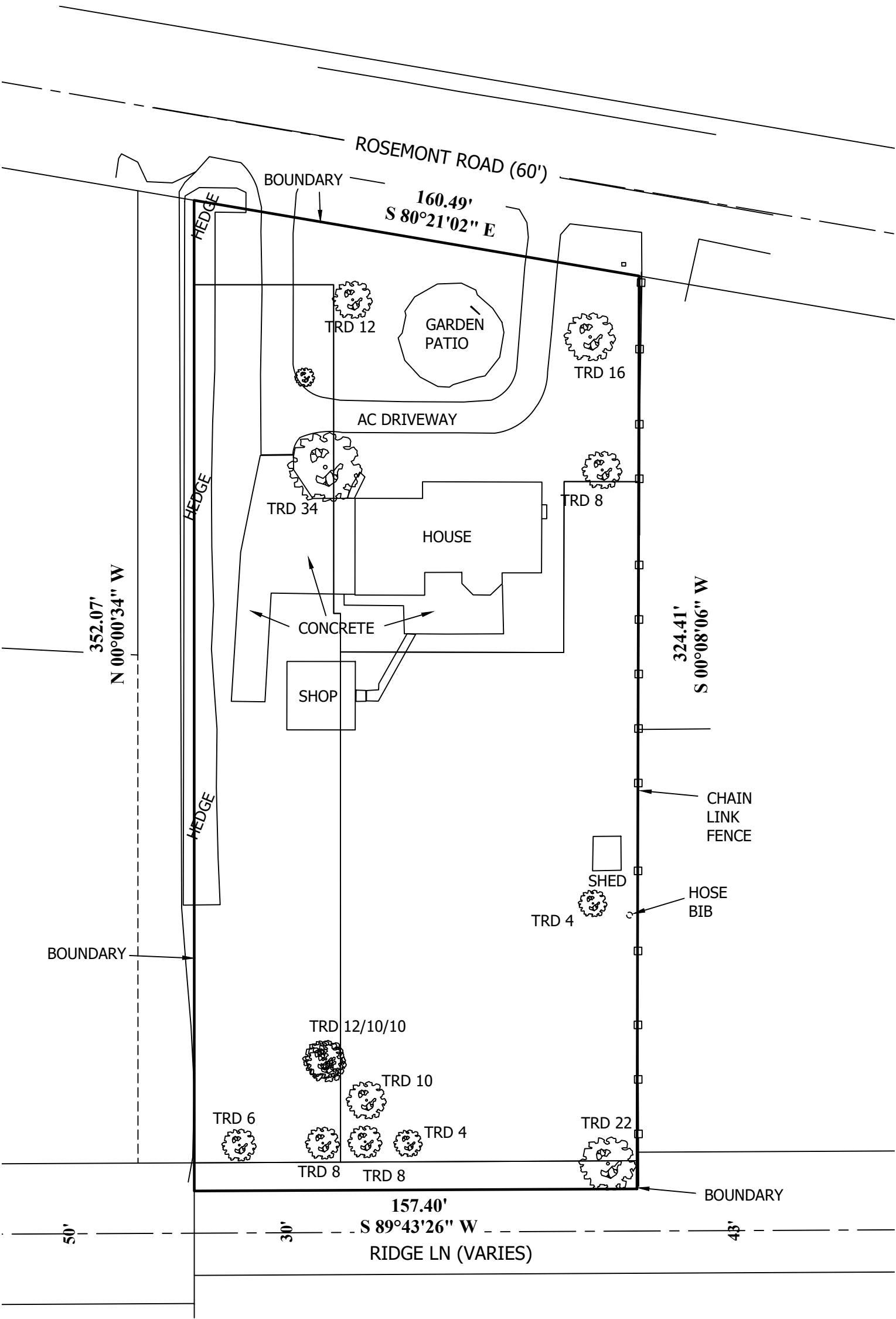
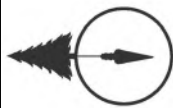
JANUARY 5, 2025

24-032

1132 HERITAGE LP.
Stayton, OR 97383

SHEET 2/3

BRASS & STONE
LAND SURVEYING
503-871-0030



REGISTERED
PROFESSIONAL
LAND SURVEYOR

Brian Paull

OREGON
MARCH 13, 2018
BRIAN W. PAULL
89074

Expires 12/31/2026



Scale: 1"=40'

PD-2 COMPLETENESS LETTER



CITY OF West Linn

March 26, 2025

Attn: Alec Shah
4399 Kenthorpe Way
West Linn, OR 97068

Subject: MIP-25-01 1470 Rosemont Road Completeness Determination

Dear Alec Shah:

The revised application submitted on 3.14.2025 for a MIP-25-01 at 1470 Rosemont Road has been reviewed by the Planning Department and deemed **complete**. The City has 120 days to review the application, with a final decision due no later than July 10, 2025.

Please note that a completeness determination does not indicate approval of your application. It simply means that the necessary information has been submitted to proceed with the application review process.

A Public Notice will be mailed to property owners within 500 feet of the property, the neighborhood association, and relevant agencies. The Notice provides a 20-day public comment period and specifies the earliest possible decision date. The City will review all comments received during this period, respond as necessary, and prepare findings to determine whether the application meets the approval criteria in the applicable sections of the Community Development Code.

The decision for this application will be made by the Planning Manager.

Please contact me at 503-742-6057, or by email at agudelj@westlinnoregon.gov if you have any questions about the process.

Sincerely,

A. Gudelj

Aaron Gudelj
Associate Planner

PD-3 PRE APPLICATION CONFERENCE NOTES

CITY OF WEST LINN
PRE-APPLICATION CONFERENCE MEETING
SUMMARY NOTES
November 16, 2023

SUBJECT: 1470 Rosemont Rd – 3-lot partition
FILE: PA-24-20
APPLICANTS PRESENT: Alec Shah (Applicant); Jennifer Arnold (Project Manager – Emerio Engineering)
STAFF PRESENT: Clarke Ide, Assistant City Engineer; Aaron Gudelj, Associate Planner
PUBLIC PRESENT: N/A

These pre-application summary notes have been prepared for the applicant to identify applicable code sections and critical issues for the proposed application and summarize the application process and fees. Pre-Application summary notes are based on preliminary information and may not include all considerations. Contact the assigned planner for additional information regarding the process, approval criteria, submittal requirements, questions, and clarifications. Pre-Application Conference summary notes are valid for eighteen months from the meeting date. Once a complete application is submitted, the final decision can take 6-10 months.*

SITE INFORMATION:

Site Address: 1470 Rosemont Rd
Tax Lots No.: 21E25CA01500
Site Area: 53,474 square feet (1.228 acres)
Neighborhood: Parker Crest Neighborhood Association
Comp. Plan: Low Density Residential
Zoning: R-10, Residential
Zoning Overlays: N/A

PROJECT DESCRIPTION:

The applicant proposes a 3-lot partition of a 53,474 square foot R-10 zoned lot. The existing lot has a single-family home with the majority of the lot consisting of grass, trees, and shrubs.

APPLICABLE COMMUNITY DEVELOPMENT CODE SECTIONS:

Approval standards and criteria in effect when an application is *received* will be applied to the proposed development. The following Community Development Code (CDC) Chapters apply to this proposal:

- [Chapter 11: Residential, R-10](#)
- [Chapter 48: Access, Egress and Circulation](#)
- [Chapter 85: Land Divisions – General Provisions](#)
- [Chapter 92: Required Improvements](#)
- [Chapter 96: Street Improvement Construction](#)
- [Chapter 99: Procedures for Decision Making: Quasi-Judicial](#)

KEY ISSUES & CONSIDERATIONS

Staff has identified the following development issues, design considerations, or procedural issues that you should be aware of as you prepare your formal application for submittal. The identification of these issues or considerations here does not preclude the future identification of additional issues or considerations:

1. Pursuant to [West Linn CDC 48.025\(B\)\(3\)](#) the proposed lots at the rear will be required to provide access from Ridge Lane.

2. Pursuant to [West Linn CDC 48.060\(D\)](#) the minimum distance between curb cuts on a collector street (Rosemont Rd) is 75 feet. The proposed curb cut and access at the east end of the property along Rosemont Rd would not comply with this requirement given the location of the neighboring properties curb cuts.
3. The proposed multiple right angles for the northern most proposed lot do not comply with West Linn CDC 85.200(B)(3) for “buildable”. A compliant lot line would be a straight line running east → west along the lot at a minimum of 20’ from the rear of the existing house.

RESPONSE TO APPLICANT QUESTIONS:

Applicant Question: How much right-of-way dedication, if any will be required for Rosemont?

Answer: The City will require approx. 7 feet of right-of-way dedication on Rosemont Road.

Applicant Question: Will the City require the overhead power lines along Rosemont to be placed underground?

Answer: No. The existing overhead utilities can remain.

Applicant Question: What type of frontage improvements will be required?

Answer: The City will require full half-street frontage improvements on Rosemont Road. This will include curb/gutter, sidewalk, planter strip, full depth asphalt and aggregate base. The City will also require a 32-foot-wide street cross section be constructed along the Ridge Lane frontage to align with the existing cross section to the east of the property. The improvements shall include curb/gutter, sidewalk, planter strip, full depth asphalt and aggregate base.

Applicant Question: Is a TVFR service provider letter the only one required or are there others?

Answer: A TVF&R Service Provider Permit will be required with the submittal. No other permits from TVF&R would be required at the time of submittal for the proposed partition.

PUBLIC COMMENT: None.

ENGINEERING:

The Engineering department comments are attached. For further details, contact Clark Ide at 503-722-3437 or CIde@westlinnoregon.gov.

BUILDING:

For building code and ADA questions, contact Adam Bernert at abernert@westlinnoregon.gov or 503-742-6054 or Alisha Bloomfield at abloomfield@westlinnoregon.gov or 503-742-6053.

TUALATIN VALLEY FIRE & RESCUE:

A Service Provider Permit must be provided with this application - <https://www.tvfr.com/399/Service-Provider-Permit>. Contact Jason Arn at jason.arn@tvfr.com or 503-259-1510 with any questions.

TREES:

For information on the tree requirements for this proposal, contact the Michael Perkins, City Arborist at mperkins@westlinnoregon.gov or 503-742-4726.

PROCESS:

A Minor Partition is a Planning Director’s decision, no public hearing is required. Once the application is declared complete, staff will review the application, send a 20-day public comment notice, and post a notice sign on the property. When the public comment period closes, the Planning Director will prepare a decision. A Final Decision can take 4-6 months.

There is a 14-day appeal period after the Final Decision. If the Final Decision is not appealed, the applicant may proceed with the building related permits and subsequent development.

NEIGHBORHOOD MEETING:

Minor Partitions are not required to complete a neighborhood meeting.

HOW TO SUBMIT AN APPLICATION:

Submit a complete application in a single PDF document through the [Submit a Land Use Application](#) web portal. A complete application should include:

1. A [development application](#);
2. Application materials identified in the [Development Review Checklist](#).

COMPLIANCE NARRATIVE:

Written responses supported by substantial evidence must address all applicable approval standards and criteria. Written materials must explain how and why the proposed application will meet each applicable approval criteria. "Not Applicable" is not an acceptable response to the approval criteria.

Submittal requirements may be waived, but the applicant must first identify the specific submittal requirement and request, in writing, that the Planning Manager waive the requirement. The applicant must identify the specific grounds for the waiver. The Planning Manager will respond with a written determination about the waiver request before applying.

APPLICATION FEES & DEPOSITS:

The Planning Division Fee Schedule can be found on our website: <https://westlinnoregon.gov/finance/current-fee-schedule>

- Fee for a Minor Partition = \$4,400

Applications with deposits will be billed monthly for time and materials. Please provide the name and address of the party responsible for the final invoice in your application.

Timelines:

Once the application and payment are received, the City has 30 days to determine if the application is complete. If the application is incomplete, the applicant has 180 days to complete it or provide written notice to staff that no other information will be provided. Once complete, the City has 120 days from the completeness determination to make a final decision on the application. Typical land use applications can take 6-10 months from beginning to end.

*** DISCLAIMER:** *These pre-application notes have been prepared per [CDC Section 99.030.B.7](#). The information provided is an overview of the proposal considerations and requirements. Staff responses are based on limited material presented at the pre-application conference. New issues and requirements can emerge as the application is developed. Failure to provide information does not constitute a waiver of the applicable standards or requirements. The applicant has the burden of proof to demonstrate that all approval criteria have been satisfied. These notes do not constitute an endorsement of the proposed application or assure project approval.*

Project Description: 3-Lot Minor Partition

Pre-application meeting date: November 21, 2024

The comments provided below are based upon material provided as part of the pre-application packet and are intended to identify potential design challenges associated with the development. Comments are not intended to be exhaustive and do not preclude the engineering department from making additional comments as part of the formal land use application process.

TRANSPORTATION

Minimum Required Improvement:

- Rosemont Road
 - Rosemont Road is classified as a collector street.
 - Rosemont Road has approx. 64 feet of ROW along the frontage of the proposed development lot. The City would request an additional 7 feet of ROW be dedicated to align with the existing ROW width at 1490 Rosemont Rd.
 - Frontage Improvements would be required including curb/gutter, sidewalk, planter strip, full depth asphalt and aggregate base.
 - Only one driveway approach per frontage is permitted. Driveway approaches need to meet distance standards for a collector street. Please refer to the City of West Linn Design Standards for additional information.
- Ridge Lane
 - Ridge Lane is classified as a local street.
 - Ridge Lane has approx. 30 feet of ROW along the frontage of the proposed development lot. The City would request an additional 10 feet of ROW be dedicated to align with the existing ROW to the east of the property.
 - Applicant would be required to construct an approx. 32-foot-wide street cross section along the property frontage to align with the existing Ridge Lane cross section to the east. The improvements shall include curb/gutter, sidewalk, planter strip, full depth asphalt and aggregate base.

SANITARY SEWER

Minimum Required Improvement:

- There are currently no mains constructed that provide direct access to the proposed site. An existing 8" main terminates in the Ridge Lane ROW at the east property line. This main would need to be extended with the construction of the Ridge Lane improvements to provide sewer access to the proposed development.

- The development may run a new sanitary main from Ridge Lane on to the property to serve future dwellings. A 15' public utility easement would be required for any sanitary main within property boundaries.
- It appears that the current property has a septic system. This will need to be properly abandoned/decommissioned/removed as part of the development and the applicant will need to supply the City with approved documentation from the respective regulatory authority.

DOMESTIC WATER

Minimum Required Improvement:

- There is an existing 8" DI water main in Rosemont Road and an existing 8" DI water main in Ridge Lane. Both of these mains have adequate capacity to serve their respective areas of the proposed development.

SURFACE WATER (STORM SEWER)

Minimum Required Improvement:

- Onsite run-off generated from new impervious areas of greater than 1000 square feet must be captured, treated, detained and conveyed to the nearest public stormwater system in accordance with the *Portland Stormwater Management Manual*, the Uniform Plumbing Code, and *City of West Linn Public Works Standards*.
- Preferred stormwater management would be to capture, treat, and infiltrate on site. If infiltration is not feasible, conveyance to the City system would be required.
- All Stormwater facilities must be designed and accepted by a licensed engineer.
- There is currently no City system directly connected to the property. The nearest City system is located on Ireland Lane. Applicant's engineer will need to determine if this system has capacity to serve the stormwater requirements of the proposed development. If capacity exists, Applicant will be responsible for constructing the necessary storm infrastructure to tie into the system from the property.
- Development may run a new storm main from Ridge Lane on to property. 15' public utility easement would be required for any main within property boundaries.

OTHER

- Please refer to Planning's summary notes for answers to specific questions requested in the Pre-Application Conference Meeting application.
- All required improvements shall be constructed to meet current City of West Linn Design Standards.
- An 8' PUE will be required along the Rosemont Road and Ridge Lane frontages.
- Any laterals crossing property lines shall be located in an easement.

- Any required public improvements shall be constructed, inspected and accepted by the City.
- Development shall pay all applicable System Development Charges (SDC) fees at the time of home construction for newly created lots. Existing home will need to pay all applicable SDC fee at the time of connection to the City system (water meter, sewer).
- The proposed development will disturb less than 5 acre, therefore a West Linn Erosion Control Permit Application, as outlined in Section 2.0065 of the *City of West Linn Public Works Standards*, will be required prior to the commencement of construction.

PD-4 PUBLIC COMMENTS

From: [Carole Brandt](#)
To: [Gudelj, Aaron](#)
Subject: FILE NO. MIP-25-01
Date: Tuesday, April 15, 2025 9:05:06 AM

You don't often get email from russcar1971@gmail.com. [Learn why this is important](#)

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The following are our concerns regarding 3-lot minor partition at 1470 Rosemont Road:

1. Area consists of single family homes
2. Safety - Public access is limited. Ridge Lane provides one car access,
3. Parking on Ridge Lane inhibits two way traffic.
4. Multi-family housing will only add to the congestion .
- 5, Limited property clearance on both sides of existing home on Parcel 1.
6. Parcel 2 is only 50 foot wide.
7. Question regarding responsibility for the maintenance of property between Parcel 2 and Rosemont?
8. Property would be better suited with 2 single family units behind Parcel 1.
9. Parcel 2 and 3 are too close to Parcel 1 residence.

Russell Brandt
4090 Ireland Lane
West Linn OR 97068

From: [Wyss, Darren](#)
To: [Gudelj, Aaron](#)
Cc: [Schroder, Lynn](#)
Subject: FW: 1470 Rosemont - MIP-25-01
Date: Wednesday, April 16, 2025 9:00:26 AM
Attachments: [Summary.pdf](#)
[1470RosemontResponse4.13.25.docx.pdf](#)

Aaron,
Comments for the partition on Rosemont

From: Ashley Rhea <ashley@barnardcommercial.com>
Sent: Wednesday, April 16, 2025 8:00 AM
To: Wyss, Darren <dwyss@westlinnoregon.gov>
Cc: Will Huffman <willh@iecon.us>; Bird <dwhuffmans@msn.com>; bambi.daley@live.com; Kelly Pyrch <kellypyrch4@gmail.com>; Rick Saito <rs-insite@comcast.net>; Bob Saito <drsaito@saitoortho.com>; Jerry Rhea <jdrhea2@gmail.com>; Paul Daley <paul-daley@live.com>; Yoshihara, Colleen <cyoshihara@comcast.net>; Yoshihara, Grant <gmyosh@comcast.net>
Subject: 1470 Rosemont - MIP-25-01


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Good Morning Darren,

In response to the letter we received about the application for the 3 parcel partition of the property located at 1470 Rosemont, please see attached. On behalf of the neighborhood, we look forward to hearing from you.

Sincerely,

Barnard Commercial Real Estate
Ashley Rhea
Vice President


Click for: [Agency Disclosure](#)

Phone: 503.616.2942 D | 503.675.0900 O | Fax: 503.675.0948 | Mail: 5200 Meadows Road, Suite 150, Lake Oswego, OR 97035 | Email: ashley@barnardcommercial.com | Website: barnardcommercial.com

Darren Wyss
Planning Manager
Planning

[#6064](#)



Please consider the impact on the environment before printing a paper copy of this email.
This e-mail is subject to the State Retention Schedule and may be made available to the public

Attn:Darren Wyss
City of West Linn
22500 Salamo Road, Suite 900
West Linn, OR 97068

REGARDING: File Number MIP-25-01

It is our understanding that the proposed 3 lot partition of 1470 Rosemont is intended for the future development of middle housing which will increase the density of housing from the single-family dwelling that currently exists. As such, we have several concerns and follow-up questions as outlined below.

First off, there is a proposed access easement that runs along the west side of the existing dwelling structure at 1470 Rosemont. We request more information be provided regarding this proposed easement. It is unclear whether, or not, this access easement is intended to connect to Rosemont either via the existing driveway on the west side of the property or by eventually connecting the entire 49' wide access easement through to Rosemont? As is it being proposed, this access easement appears to connect to the western portion of the existing driveway. The size of the proposed access easement is concerning, and the desire to have such a large access easement seems to indicate substantial future intentions for higher density development, with connections to local roads, in addition to a collector street. Because of this access easement we do not agree to the comment on section 48.020 (C), since the existing attached and detached garages on the single family dwelling appear to be removed on the partition plan to allow for the access easement, which would be a permitted change to the existing structure in addition to the change of the flow of vehicular traffic to and from the parcel.

Second, The existing driveway/curb cuts at 1470 Rosemont are not in compliance with CDC 48.060 (D.2) which states that access points need to be 75' apart on collector streets. There is currently a pull through driveway on 1470 Rosemont in which both access points are too close to the driveway's located at 1480 Rosemont, 1460 Rosemont AND the existing access easement that currently connects Ridge Lane and Rosemont that belongs to 4020 Ridge Lane. Please advise as to how this is going to be corrected to enforce current code in relation to the other existing adjacent driveways and the easement that 4020 Ridge Lane has.

Third, If the proposed access easement is intended to connect to Rosemont then this would also create a double frontage lot. Per section 48.025 (B.5) of the CDC this would

force Ridge Lane as the priority access street. The width of the proposed access easement appears to be the size of a full street width however the portion of Ridge Lane where the access easement would connect to is currently the size of a half street. Ridge Lane was not built to accommodate higher density traffic. Funneling traffic from a full street onto a half street is not functional for the flow of traffic and the anticipated traffic volume warranted by a whole street. In addition, If the access easement does not connect Ridge Lane to Rosemont Road, would this access then be considered a shared driveway? And, is there a need to connect Ridge Lane to Rosemont for fire life safety in order to increase the density of the neighborhood?

The fourth concern is the extension of Ridge Lane. Is it intended for the extension of Ridge Lane at the rear of 1470 Rosemont to remain a half street AND will it be barricaded as a dead end or pushed through to the unimproved portion of Ridge Lane? Increasing the amount of proposed traffic on Ridge Lane poses numerous fire life and safety concerns in pushing a half street that is currently a dead end into a through street. Pushing Ridge Lane through to the unimproved portion on the west compounds the existing concerns about connecting Ridge Lane to higher density development.

The fifth issue is traffic volume. In looking through the associated documentation for the 3 lot partition there are several discrepancies stating what kind of future middle housing will be built here. Depending on what is going to be built the potential for large traffic volume concerns need to be addressed. For example, one document alludes to 30 additional daily vehicle trips however it also states the land owner intends to build 7 or more housing units. Per the ITE Manual, there are an average estimated daily vehicle trips of 10 per dwelling unit. If 7 units are built that's an additional 70 vehicle trips, if it's 10 units then that's 100 vehicle trips and if Ridge Lane is pushed through to the neighborhoods to the west that's an insurmountable additional number of trips per day that would come from the surrounding dwellings.

Considering that the proposed access easement potentially also connects a collector street, Rosemont, to a local road, Ridge Lane, and connects Ridge Lane through to Wild Rose, with future dwelling development as the purpose, we would like to see a traffic study completed showing whether this new access would result in 250+ additional vehicle trips per day. This is especially important due to the additional development that other landowners who abut the currently unimproved portion of Ridge Lane are anticipating in the not-so-distant future. The same goes for the projected additional pedestrian traffic that higher density development in this area is bound to create. Connecting sidewalks and curbs along the access easement's future road ought to be a mandatory addition to connecting Ridge Lane and Rosemont Road as well.

Finally, as it relates to traffic concerns, the extension of Ridge Lane creates a domino effect of other existing issues in the immediate area that need to be addressed. One

such area is the east side of Ridge Lane, where it connects to Ireland. As it is now, the left-hand turn from Ridge Lane onto Ireland is a dangerous blind turn due to overgrown vegetation blocking the line of sight. We have first-hand experience with this issue because this is currently the location of two bus stops for WLWV school district schools. This intersection is a liability waiting to happen. Additionally, there is often an issue turning left from Ireland onto Rosemont during peak travel times and increasing traffic along these streets is bound to inflate these preexisting issues. In addition, if Ridge Lane is pushed through there is also a concern over the line of sight from the western flow of traffic given that the unimproved portion of Ridge Lane to the west of 1470 Rosemont is at the crest of a gully. What is going to be done to prevent traffic accidents where Ridge Lane crests the hill from the unimproved portion of the street?

Aside from traffic concerns we'd like to address the proposed property lines. The proposed lot lines on the north side of both parcels 2 and 3 do not appear to adhere to current setbacks of 20' from the existing dwelling structure's to the rear on parcel 1 or 7.5' for the side yards. Will you please confirm that the lot lines are in compliance with current zoning setbacks per CDC 11.070? In addition, one condition that we were asked to adhere to when the two lots on Ridge Lane were built was to straighten out the rear lot line on the property at 1480 Rosemont, which we did. The proposed lot line on parcel 3 does not adhere to the same standards that we were asked to adhere to. We are requesting that parcel 3's lot line also conform to the same straight lot line that the City enforced upon us. Lastly, Section 85.200 (B.8) discusses lot size in relation to future streets. The size of Parcel 2 does warrant extension, opening and/or expansion of existing and future streets, contrary to the comment in this section that states otherwise, particularly when increasing traffic volumes.

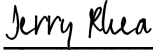

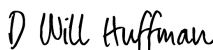


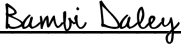


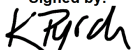

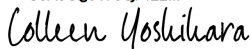
Beyond the 3-lot parcel division and the items outlined above there are several items that we would like to see as this development progresses to permit applications because of the discrepancies throughout the packet of information submitted that allude to a varying number of future dwelling units. The attorney letter indicates 7 units, and yet page 31 of the geo-tech survey indicates 10 units that are 3 stories high. We don't know if this is simply because they haven't decided what to build here yet OR if their intentions are to avoid larger expenses for improvements that would typically be included for higher density development such as streets, sidewalks, lighting, water retention containers...etc. We will also be paying close attention to the proposed development's dwelling locations in terms of setbacks and height restrictions, and we expect to receive additional material that outlines the full scope of the proposed future development. Another area of question is regarding stormwater retention. The current documentation indicates retention facilities of a certain size however how can this be pre-determined prior to knowing what will be built here? We'd like to know what the plan is for storm water retention once they have a building plan in place and how that may

change from what is currently proposed. Both properties at 4040 Ridge Lane and 4046 Ridge Lane were required to have separate on-site detention facilities. What are the requirements for stormwater retention for higher density middle housing developments?

In summary, the proposal for a 3-parcel development with corresponding easements tied in poses more questions than answers. We look forward to hearing back from the City in response to our concerns and how this development will adhere to empirical partition and development standards and requirements that remain pertinent to middle housing development, prior to the City's final consideration of the 3-parcel division application.

Signed, the neighbors of 1470 Rosemont Road:

April 14, 2025

Jerry Rhea:	<div>Signed by:  DocuSigned by: 9351F1425475472...</div>	Address: 1480 Rosemont Road
Ashley Rhea:	<div> 9351F1425475472...</div>	Address: 1480 Rosemont Road
Will Huffman:	<div>Signed by:  DocuSigned by: 6DCE031DA12E459</div>	Address: 4046 Ridge Lane
Tiffany Huffman:	<div> B88982DF492342F...</div>	Address: 4046 Ridge Lane
Paul Daley:	<div>Signed by:  DocuSigned by: 396DF174E4584F7...</div>	Address: 4040 Ridge Lane
Bambi Daley:	<div> 39DAC94476C04CD...</div>	Address: 4040 Ridge Lane
Tim Murphy:	<div>DocuSigned by:  Signed by: 9B52A1BE4C7...</div>	Address: 4960 Ireland Lane
Amy Murphy:	<div> 516BF44850B4480...</div>	Address: 4960 Ireland Lane
Kelly Pyrch:	<div>Signed by:  434C2C46C0AA4BD...</div>	Address: 1485 Rosemont Road
Karen Pyrch:	<div>signed in solidarity with her husband above.</div>	Address: 1485 Rosemont Road
Grant Yoshihara:	<div>Signed by:  DocuSigned by: D0A5B0E007422...</div>	Address: 1473 Rosemont Road
Colleen Yoshihara:	<div> EA60E24E5497405...</div>	Address: 1473 Rosemont Road

Bob Saito:

Signed by:

Bob Saito

~~BC45A3AD2F374BD...~~

Linda Saito:

Linda Saito

E786260957DA452...

Address: 1489 Rosemont Road

Address: 1489 Rosemont Road

Rick Saito:

Signed by:

Eric Saito

BC45A3AD2F374BD...

Karen Saito:

Signed with her husband
above.

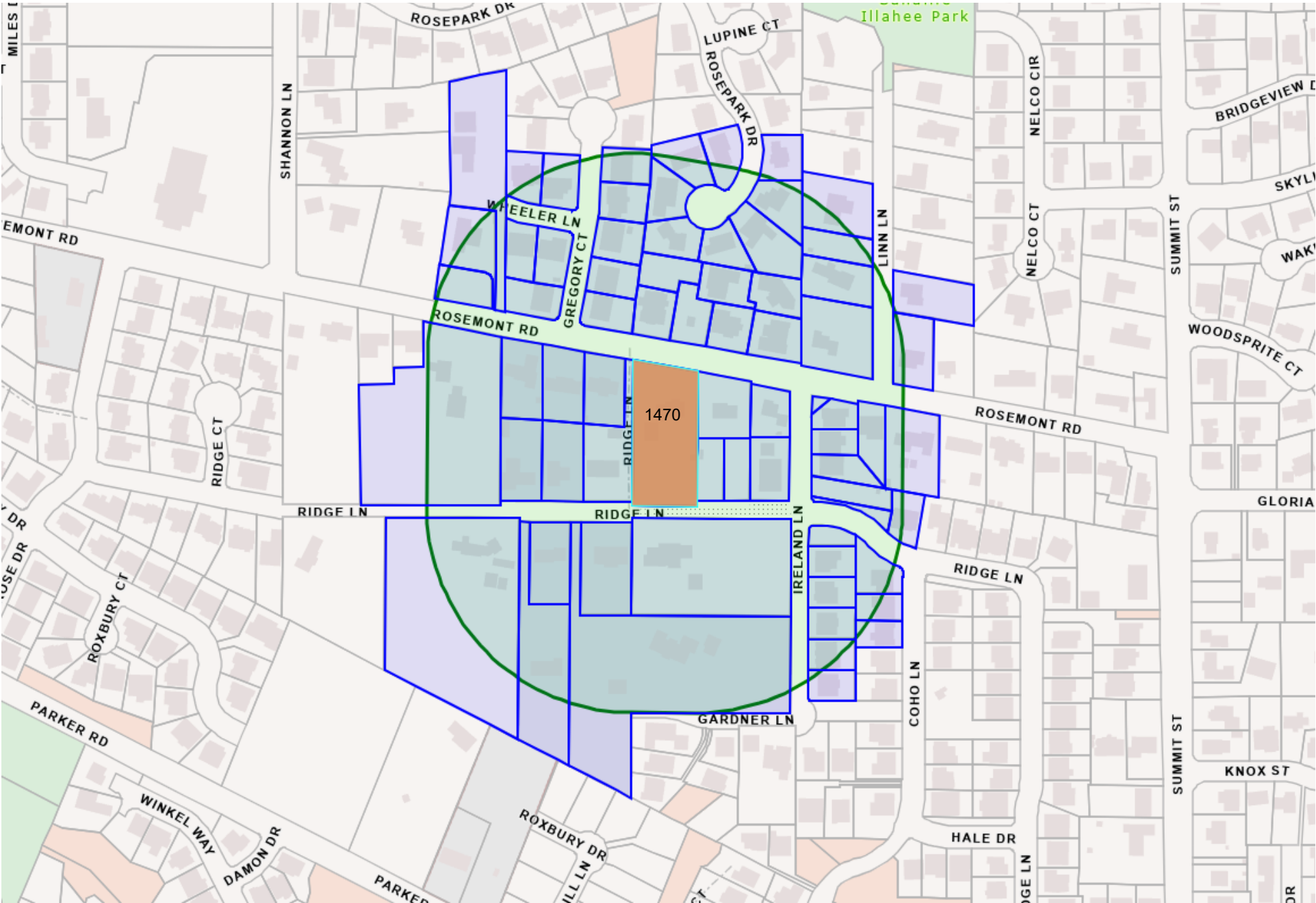
Address: 1495 Rosemont Road

Address: 1495 Rosemont Road

PD-5 CITY OF WEST LINN TRANSPORTATION PLAN (HYPERLINK)

https://westlinnoregon.gov/sites/default/files/fileattachments/public_works/page/5402/ord_1646_2016_transportation_system_plan.pdf

PD-6 AFFIDAVIT AND PUBLIC NOTICE





**AFFIDAVIT OF NOTICE
PLANNING MANAGER DECISION**

We, the undersigned, certify that, in the interest of the party (parties) initiating a proposed land use, the following took place on the dates indicated below:

PROJECT

File No.: **MIP-25-01** Applicant's Name: **Alec Shah**
Development Address: 1470 Rosemont Road
Planning Manager Decision no earlier than July 10, 2025

MAILED NOTICE

Notice of Upcoming Planning Manager Decision was mailed at least 20 days before the decision, per Section 99.080 of the CDC to:

Rick Givens, applicant representative	03/27/25	<i>Lynn Schroder</i>
Alec Shah, property owner	03/27/25	<i>Lynn Schroder</i>
Property owners within 500ft of the site perimeter	03/27/25	<i>Lynn Schroder</i>
Parker Crest Neighborhood Association	03/27/25	<i>Lynn Schroder</i>

EMAILED NOTICE

Notice of Upcoming Planning Manager Decision was emailed at least 14 days before the decision to:

Neighborhood Association	03/27/25	<i>Lynn Schroder</i>
Alec Shah, applicant	03/27/25	<i>Lynn Schroder</i>
Metro land use notifications	03/27/25	<i>Lynn Schroder</i>

WEBSITE

Notice of Upcoming Planning Manager Decision was posted on the City's website at least 14 days before the decision.

03/27/25	<i>Lynn Schroder</i>
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SIGN

A sign for Upcoming Planning Manager Decision was posted on the property at least 10 days before the decision, per Section 99.080 of the CDC.

03/27/2025	<i>Aaron Gudely</i>
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FINAL DECISION

Notice of Final Decision was mailed to the applicant, all parties with standing, and posted on the City's website, per Section 99.040 of the CDC.

	<i>Lynn Schroder</i>
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**NOTICE OF UPCOMING
PLANNING MANAGER DECISION**

**PROJECT # MIP-25-01
MAIL: 5/29/25 TIDINGS: N/A**

CITIZEN CONTACT INFORMATION

To lessen the bulk of agenda packets and land use application notice, and to address the concerns of some City residents about testimony contact information and online application packets containing their names and addresses as a reflection of the mailing notice area, this sheet substitutes for the photocopy of the testimony forms and/or mailing labels. A copy is available upon request.

**CITY OF WEST LINN
NOTICE OF UPCOMING PLANNING MANAGER DECISION
FILE NO. MIP-25-01**

The West Linn Planning Manager is considering MIP-25-01. The applicant is requesting approval for a 3-lot Minor Partition at 1470 Rosemont Road.

The Planning Manager will decide the application based on criteria in Chapters 11, 48, 85, 92, 96, and 99 of the Community Development Code (CDC). The CDC approval criteria are available for review on the City website <http://www.westlinnoregon.gov/cdc> or at City Hall and the City Library.

The application is posted on the City's website, <https://westlinnoregon.gov/projects>. The application, all documents or evidence relied upon by the applicant and applicable criteria are available for inspection at City Hall at no cost. Copies may be obtained at reasonable cost.

A public hearing will not be held for this decision. **Anyone wishing to submit comments for consideration must submit all material before 4:00 p.m. on April 16, 2025 to agudelj@westlinnoregon.gov or mail them to City Hall. All comments must be received by the deadline.**

It is important to submit all testimony in response to this notice. All comments submitted for consideration of this application should relate specifically to the applicable criteria. Failure to raise an issue in a hearing, in person, or by letter, or failure to provide sufficient specificity to afford the decision-maker an opportunity to respond to the issue, precludes appeal to the Oregon Land Use Board of Appeals based on that issue (CDC Section 99.090).

The final decision will be posted on the website and available at City Hall. Persons with party status may appeal the decision by submitting an appeal application to the Planning Department within 14 days of mailing the notice of the final decision pursuant to CDC [99.240](#).

For additional information, please contact Aaron Gudelj Associate Planner, City Hall, 22500 Salamo Rd., West Linn, OR 97068, 503-742-6057.

Scan this QR Code to go to Project Web Page:



Mailed: March 27, 2025