

DEVELOPMENT REVIEW APPLICATION

For Office Use Only			
STAFF CONTACT Chris Myers	PROJECT NO(S). MIP-25-02/VAR-25-01	PRE-APPLICATION NO. PA-25-08	
NON-REFUNDABLE FEE(S) \$5,400	REFUNDABLE DEPOSIT(S)	TOTAL \$5,400	

Type of Review (Please check all that apply):

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

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

Site Location/Address: 4625 Calaroga Drive	Assessor's Map No.: 21E13CC <hr/> Tax Lot(s): 1000 <hr/> Total Land Area: 30,795 Sq. Ft.
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Brief Description of Proposal:

Three parcel partition of the existing property to allow removal of existing single-family home and construction of three new single-family homes. A Class I variance application is included in conjunction with a requested 5 percent maximum reduction of


Applicant Name*: (And shared owners with others listed below) Jacob & Kathleen Wilson Address: 4625 Calaroga Drive City State Zip: West Linn, OR 97068	Phone: (206) 718-5132 Email: jacobwilson653@gmail
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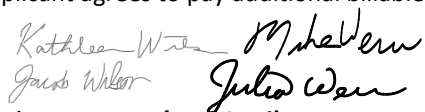
Owner Name (required): Michael & Julia Werner Address: 3955 Calaroga Circle City State Zip: West Linn, OR 97068	Phone: (503) 381-6026 Email:
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Consultant Name: Rick Givens, Planning Consultant Address: 7669 SW Emery Circle City State Zip: Wilsonville, OR 97070	Phone: (503) 351-8204 Email: rickgivens@gmail.com
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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 **March 27, 2025**


 Owner's signature (required) _____ Date **March 27, 2025**

DEVELOPMENT REVIEW CHECKLIST

The application form and supporting materials should be submitted electronically through <https://westlinnoregon.gov/planning/submit-land-use-application> as one (1) .pdf file. To create a single PDF file, go to [Adobe Acrobat Free Merge PDF](#) online tool. [Other free Acrobat PDF tools](#) like converting a file to PDF or reducing the file size are available on the Adobe website.

Supporting reports may be uploaded separately through this web form *if* the file size is too large. The separate submissions should be numbered (i.e., Submittal 1 of 2) and noted under transmittal contents. All plan set files **MUST** be flattened and reduced.

Submission requirement to upload through the web form:

- .pdf format.
- Individual file size no larger than 128 MB.
- Do not attach 'zip' files. Our server will reject all 'zip' files.
- Reduce and flatten all plan sets BEFORE uploading plan sets. The raster/vector settings should be optimized for printing.

A complete application must include the following:

- Development Review Application. Original signatures from all owners must be on the application form. **Do NOT use DocuSign.**
- A **project narrative** outlining the project's scope in detail, including the changes to the site, structure, landscaping, parking, land use, and lot consolidations.
- Complete written responses to identified approval criteria in the [Community Development Code \(CDC\)](#).
- A Service Provider Letter from Tualatin Valley Fire and Rescue - <https://www.tvfr.com/399/Service-Provider-Permit> Please contact Jason Arn at jason.arn@tvfr.com with any questions about TVF&R requirements.
- Vicinity Map showing the site within the City.
- Site Plan drawn to scale showing the:
 - Taxlot and address of the project,
 - Area of the site (acres or square feet),
 - Zoning and Neighborhood Association,
 - Location and dimensions of existing and proposed buildings, structures,
 - Location of existing and proposed on-site driveways and off-street parking,
 - Configuration and dimensions of all existing and proposed lots and tracts, including a proposed park, open space, and or drainage tracts or easements,
 - Location and width of existing and proposed easement for access, drainage, etc., and
 - Location of existing and proposed trees and other proposed landscaping.
 - Location of existing public and private utilities, easements, and 100-year floodplain,
 - Sensitive areas, including the location of on-site wetlands and riparian areas,
 - Location of existing off-site driveways across the street,
 - If applicable, internal circulation system, name, and location of existing and proposed roadways and roadway easements (private and public), and
 - Location and width of existing and proposed on-site pedestrian and bicycle facilities on-site.
- If applicable, a Utility Plan and Landscape plan, drawn to scale.
- If applicable, Building elevation drawings with exterior elevations for every side of each structure, height including building materials and floor levels, drawn to scale.
- If required, documentation of any required meeting with the respective City-recognized neighborhood association per CDC [99.038](#).
- Any other materials identified by city staff at the pre-application meeting.

For applications that the Planning Commission decides, the applicant or applicant's representative should present their proposal to the PC at the public hearing.

Proof of Ownership

Clackamas County Assessor's Property Information

Home	Other Property Data	Help	Login	
Account Number		00297529		Property Address
				4625 CALAROGA DR., WEST LINN, OR 97068
General Information				
Alternate Property #	21E13C201000			
Property Description	185 CEDARDALE PK #2 PT 05 1216 125			
Property Category	Land &/or Buildings			
State	Authn. Locally Assessed			
Tax Code Area	001-001			
Remarks				
Tax Rate				
Description	Rate			
Total Rate	19.1068			
Property Characteristics				
Neighborhood	158411 Clackamas/Cedar Oaks 100, 101			
Land Class Category	101: Residential land improved			
Building Class Category	14: Single family res. class 4			
Year Built	1957			
Change property info	100			
Related Properties:				
No Related Properties Found				
Parties				
Role	Percent	Name	Address	
Taxpayer	100	WERNER MICHAEL L TRUSTEE	3955 CALAROGA CIR, WEST LINN, OR 97068	
Owner	50	WERNER MICHAEL L TRUSTEE	3955 CALAROGA CIR, WEST LINN, OR 97068	
Owner	0	WERNER JULIA M TRUSTEE	3955 CALAROGA CIR, WEST LINN, OR 97068	
Owner	50	WILSON JACOB & KATHLEEN	NO MAILING ADDRESS, AVAILABLE.	

Partition & Class I Variance Application Narrative

4625 Calaroga Drive., West Linn

Proposal: This application requests approval of a three-lot partition for property located at 4625 Calaroga Dr., in West Linn. The property is situated on the east side of Calaroga Drive, near Calaroga Circle. The subject property is 30,795 square feet in area and is zoned R-10. The Clackamas County Assessor's description of the property is Tax Lot 21E13CC01000. A Class I variance is also proposed to allow the reduction of the lot area of Parcel 1 below the 10,000 sq. ft. minimum standard by less than five percent.



Figure 1: Vicinity Map

Existing Site Conditions:

The subject property is developed with one single-family home which takes access from Calaroga Drive. The home will be demolished to allow for development of the proposed partition.

The site is essentially level but slopes gently to the east at less than a 5% grade.



Figure 2: Aerial Photo

Sanitary sewer and City water are present in Calaroga Drive along the property frontage. There is an existing water meter and sewer lateral for the existing home. Additional sewer and water services will be provided at time of construction of the homes. There is no storm sewer in Calaroga Drive. Site soils, however, are well drained and a dry well system will be used to provide for runoff from the roofs and driveway areas of the new homes. Please refer to the Preliminary Utility Plan for more information.

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 75: Variances and Special Waivers
- 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 construction of single-family detached homes. This is an authorized use in the R-10 district.

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 conjunction with this application. If established by future residents, they would be subject to the provisions of this subsection.

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 minimum lot size in the R-10 district for lots to be used for single-family detached homes is 10,000 sq. ft. A Class 1 variance is requested for Parcel 1, which is proposed to be 9,506 sq. ft. in area. Please refer to the discussion of CDC Chapter 75, below in this narrative, for justification of the proposed variance. Parcel 2 contains 10,708 sq. ft. and Parcel 3 is 10,578 sq. ft. in area. These two parcels conform to the R-10 minimum lot size standard. The minimum lot width at the front lot line standard is 35 feet. All three parcels meet or exceed this standard (111 feet for Parcel 1 and 35 feet each for Parcels 2 and 3). The minimum average lot width standard for the R-10 district is 50 feet, respectively, are met by all three parcels. Parcel 1 is 87 feet wide at the

midpoint of the side lot lines. Parcel 3 is approximately 62 feet wide when measured at the midpoints of the side lot lines. Parcel 2 is unusually configured, being flag-shaped but not technically being a flag lot as it has 35 feet of frontage. The CDC does not address this situation so we suggest that there are two logical measurement options. The first is to measure the lot width in the middle of the buildable portion of the lot. This seems to us to make the most sense as the intent of lot width standards is to provide adequate room for the siting of homes. Using this method, the average lot width for Parcel 2 is approximately 87 feet. The second method of measurement would be to measure the width in the middles of the two sections of the lot and then average those measurements. The “pole” width of Parcel 2 is approximately 33 feet in the middle of that section. Averaging that with the 87-foot average width of the buildable section yields an overall average of 60 feet. Using either method, the overall average width of the lot exceeds the 50-foot minimum.

Setbacks for the homes future to be built on the three parcels will be reviewed for compliance at the time of building permit application. 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 also 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 Calaroga Drive 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 Calaroga Drive, a dedicated public street.

C. *No building or other permit shall be issued until scaled plans are presented to the City and approved by the City as provided by this chapter, and show how the access,*

egress, and circulation requirements are to be fulfilled. Access to State or County roads may require review, approval, and permits from the appropriate authority.

Comment: The Tentative Plan submitted with this application shows the frontage required for access consistent with these standards. A shared driveway approach is proposed for Parcels 2 and 3, as shown on the Tentative Plan.

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: As mentioned above, a shared driveway approach is proposed for Parcels 2 and 3. The final plat of the partition will establish the legal rights of both parcels.

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.

48.025 ACCESS CONTROL

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 is an existing driveway to the home on the property. A new approach will be installed for Parcel 1 and a joint approach provided for Parcels 2 and 3 onto Calaroga Drive, a local street.

- 3. Access options. When vehicle access is required for development (i.e., for off-street parking, delivery, service, drive-through facilities, etc.), access shall be provided from a public street adjacent to the development lot or parcel. Street accesses shall comply with access spacing standards in subsection (B)(6) of this section, the West Linn Public Works Design Standards, and TSP. As an alternative, the applicant may request alternative access provisions listed below as Option 1 and Option 2, subject to approval by the City Engineer through a discretionary process.*

Comment: Access is proposed to be provided to each lot 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. Curb cuts for the new driveways will be designed to meet access spacing requirements. 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 will have a new driveway access to replace the existing one. Parcels 2 and 3 will have a joint access point onto Calaroga Drive, 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: A shared driveway is proposed for Parcels 2 and 3. The City may require this as a condition of approval.

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 within the bounding limits of a block formed by Calaroga Circle. The block length is approximately 464 feet. Calaroga Drive is a local street.

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: Calaroga Drive is a local street. Compliance with Chapter 92 will be discussed below in this narrative.

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: Not applicable. No exceptions are required.

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: All three future homes will be built so that they are at least partially within 150 feet of Calaroga Drive so provisions 1 through 4 apply.

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.

Comment: Parcel 1 will have a minimum of a double-car driveway, so this standard will be met.

2. Two to four single-family residential homes shall provide a driveway with 14- to 20-foot-wide paved or all-weather surface.

Comment: Parcels 2 and 3 will share a driveway. It will be in conformance with these width requirements.

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.

Comment: The subject property is very level. Driveway grades will be under 2 percent.

4. The driveway shall include a minimum of 20 feet in length between the garage door and the back of sidewalk, or, if no sidewalk is proposed, to the paved portion of the right-of-way.

Comment: The require 20-foot length will be met and will be reviewed at the time of building permit submittal.

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: 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: No curb cuts greater than 36 feet will be proposed.

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.*
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. Calaroga Drive is a local street and 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 30-foot separation distance to other driveways on Calaroga Drive, a local street, will be met.

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

Comment: This standard is informational only. Discussions with City staff indicate a standard curb would apply, but a fee-in-lieu of construction is proposed in this instance.

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 Calaroga Drive.

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.

75.020 CLASSIFICATION OF VARIANCES

A Class I variance is requested to allow a reduction of less than 5 percent to the R-10 minimum lot size standard of 10,000 sq. ft. Parcel 1 will be reduced for the purpose of creating a more buildable building envelope on Parcel 2. The requested variance meets the approval criteria of this chapter as follows:

A. *Class I Variance. Class I variances provide minor relief from certain code provisions where it can be demonstrated that the modification will not harm adjacent properties, and it conforms with any other code requirements. Class I variances are allowed for the following code provisions:*

1. *Required Yard and Minimum Lot Dimensional Requirements. Required yards may be modified up to 20 percent, lot dimensions by up to 10 percent and lot area by up to five percent if the decision-making authority finds that the resulting approval:*

Comment: The proposed lot area of Parcel 1 will be no less than 9,500 sq. ft. This reduction conforms to the five percent standard.

a. Provides for a more efficient use of the site;

Comment: The proposed reduction in lot area creates a larger building envelope on Parcel 2. The shape of Parcel 2 would otherwise constrain building a home on that lot that is comparable in size to others commonly found in this neighborhood. This results in a more efficient use of the site by allowing development of three lots on the property.

b. Preserves and incorporates natural features into the overall design of the project;

Comment: The larger area of Parcel 2 that is allowed by this variance may aid in allowing for the removal of fewer trees in that area of the site.

c. Does not adversely affect adjoining properties in terms of light, air circulation, noise levels, privacy, and fire hazards; and

Comment: The reduction in lot size by 500 sq. ft. or less will have no measurable impact on adjoining properties. As shown on the Tentative Plan, standard R-10 building setbacks will be maintained so that there is no greater impact on adjacent properties in terms of light, air circulation, noise levels, privacy, and fire hazards than for any other R-10 lot in the City. Further, the existing homes on Calaroga Circle that abut Parcel 1 are oriented towards that street. This means that they have rear yards of at least 20 feet separating them from the proposed construction on Parcel 1 rather than a 7.5-foot side yard.

d. Provides for safe vehicular and pedestrian access to the site and safe on-site vehicular and pedestrian circulation.

Comment: Access to Parcel 1 will be unaffected by the proposed reduction in lot area. A driveway access onto Calaroga Drive is planned for the south portion of the lot frontage. This location will meet all access spacing standards and sight distance requirements for local streets. Calaroga Drive is a local street with low traffic volumes. For these reasons, vehicular and pedestrian safety will not be impacted by the reduction in lot area.

2. Repealed by Ord. 1754.

Comment: Not applicable due to repeal.

3. Dimensional sign requirements may be modified up to 10 percent if the decision-making authority finds that the proposed larger sign is:

Comment: Not applicable. No reduction to sign requirements is proposed.

4. *Landscaping requirements in the applicable zone may be modified up to 10 percent if the decision-making authority finds that the resulting approval:*

Comment: Not applicable. No changes to landscaping requirements are proposed.

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.*

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 and on the Tentative Plan.

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 5 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 Calaroga Drive would apply and they will match the existing road grade. No construction is proposed, as the project meets the criteria for payment of a fee-in-lieu of construction.

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. Trips generated for the two new homes would be less than 20 per day.

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: No grading is proposed in conjunction with the partitioning of the property. 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 prepared by the Engineers for the project, Theta Engineering, Inc. This plan and the supporting infiltration report 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. All parcels will take access from Calaroga Drive. 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.

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.

a. *Streets that are internal to the land division site are the responsibility of the developer. All streets bordering the development site are to be developed by the developer with, typically, half-street improvements to the City of West Linn Public Works Design Standards. Additional travel lanes may be required to be consistent with adjacent road widths or to be consistent with the adopted Transportation System Plan (TSP), Tables 26 through 30 and Exhibits 6 through 9.*

Comment: Per the requirements of this section, the applicant is responsible for half-street improvements along the Calaroga Drive frontage.

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. When a requested waiver is granted, the applicant shall pay an in-lieu fee equal to the estimated cost, accepted by the City Engineer, of the otherwise required street improvements. As a basis for this determination, the City Engineer shall consider the cost of similar improvements in recent development projects and may require up to three estimates from the applicant. The amount of the fee shall be established prior to the Planning Commission's decision on the associated application. The in-lieu fee shall be used for in-kind or related improvements.*

Comment: Calaroga Drive is a local street that is located in an existing neighborhood where there are no curbs, sidewalks or planter strips. The road is paved to a width of approximately 24 feet and is in good condition. Local street standards would require the installation along the property frontage of a curb, six-foot planter strip, and six-foot sidewalk. Because the property is located more than a quarter of a mile from any streets

having such improvements, a waiver to allow payment of a fee-in-lieu of construction of frontage improvements is requested.

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.*

Comment: Table 85-1 would require the following minimum half-street improvements for a local street: 12' travel lane, .5' curb, 6' landscape strip, and 6' sidewalk. These improvements will fit within the existing 25' half-street (50 feet total) right-of-way width of Calaroga Street. As discussed above, a waiver to allow a fee-in-lieu of construction is 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: The existing right-of-way conforms to the minimum requirements of Table 85-1.

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.

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: Not applicable. 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: Not applicable. The existing development pattern is well established in this area and there are no areas where significant redevelopment is likely. 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: As discussed above, the existing right-of-way of Calaroga Terrace is wide enough to provide for the minimum local street improvements established in Table 85-1.

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: Not applicable. No new street construction is proposed.

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: Sidewalks would normally be required with frontage improvements, but a waiver to allow a fee-in-lieu of construction is proposed.

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: A planter strip would normally be required with frontage improvements, a waiver to allow a fee-in-lieu of construction is proposed.

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

Comment: Not applicable. No street dedication is proposed.

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 between the two intersections of Calaroga Circle with Calaroga Drive is approximately 464 feet. This standard is met.

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 existing distance between the two intersections of Calaroga Circle with Calaroga Drive is approximately 464 feet. Since it does not exceed 530 feet, no accessways are required.

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: Not applicable. No lots large enough to redivide are proposed.

C. Pedestrian and bicycle trails.

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

D. Transit facilities.

Comment: Not applicable. No transit facilities are proposed or required as there is no TriMet service along Calaroga drive.

E. Lot grading.

Comment: The subject property is relatively flat, with grades less than 5 grade. 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: An eight-inch City water line is available in Calaroga Drive to serve the partition.

G. Sewer.

Comment: There is an existing 8-inch public sewer line in Calaroga Drive to serve the proposed partition.

H. Storm.

Comment: There is no storm sewer in Calaroga Drive or in the immediate vicinity of the subject property. Site soils, however, do infiltrate water at a rate sufficient to allow for the use of subsurface infiltration to handle water runoff from new homes and driveways. A drywell system is proposed to be used for this purpose. Please refer to the Preliminary Utility Plan and infiltration report.

I. Utility easements. Per City standards, an 8'-wide Public Utility Easements will be provided along Claroga Drive as shown on the Tentative Plan. 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 shown on the Tentative Plan demonstrate that the maximum density permitted on this site is 3 units. The proposed number of lots is three.
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, a waiver to street improvements for Calaroga Drive is requested. as specified in the pre-application conference notes.

92.030 IMPROVEMENT PROCEDURES

Comment: Other than street frontage improvements, which are requested to be waived, no public improvements are required for this project. Sewer laterals, water meters, and storm drainage features will be reviewed at the time of building permit application. A conceptual design of these improvements is shown on the Preliminary Utility Plan submitted with this application.

92.040 SPECIFICATIONS FOR IMPROVEMENTS

Comment: No public improvements are proposed.

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

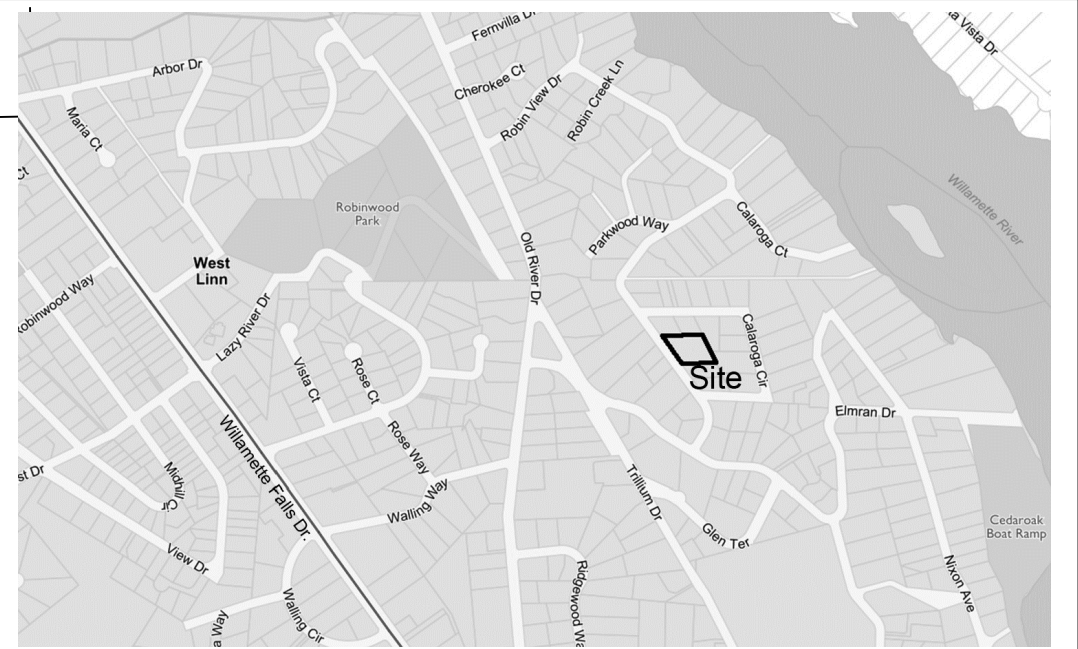
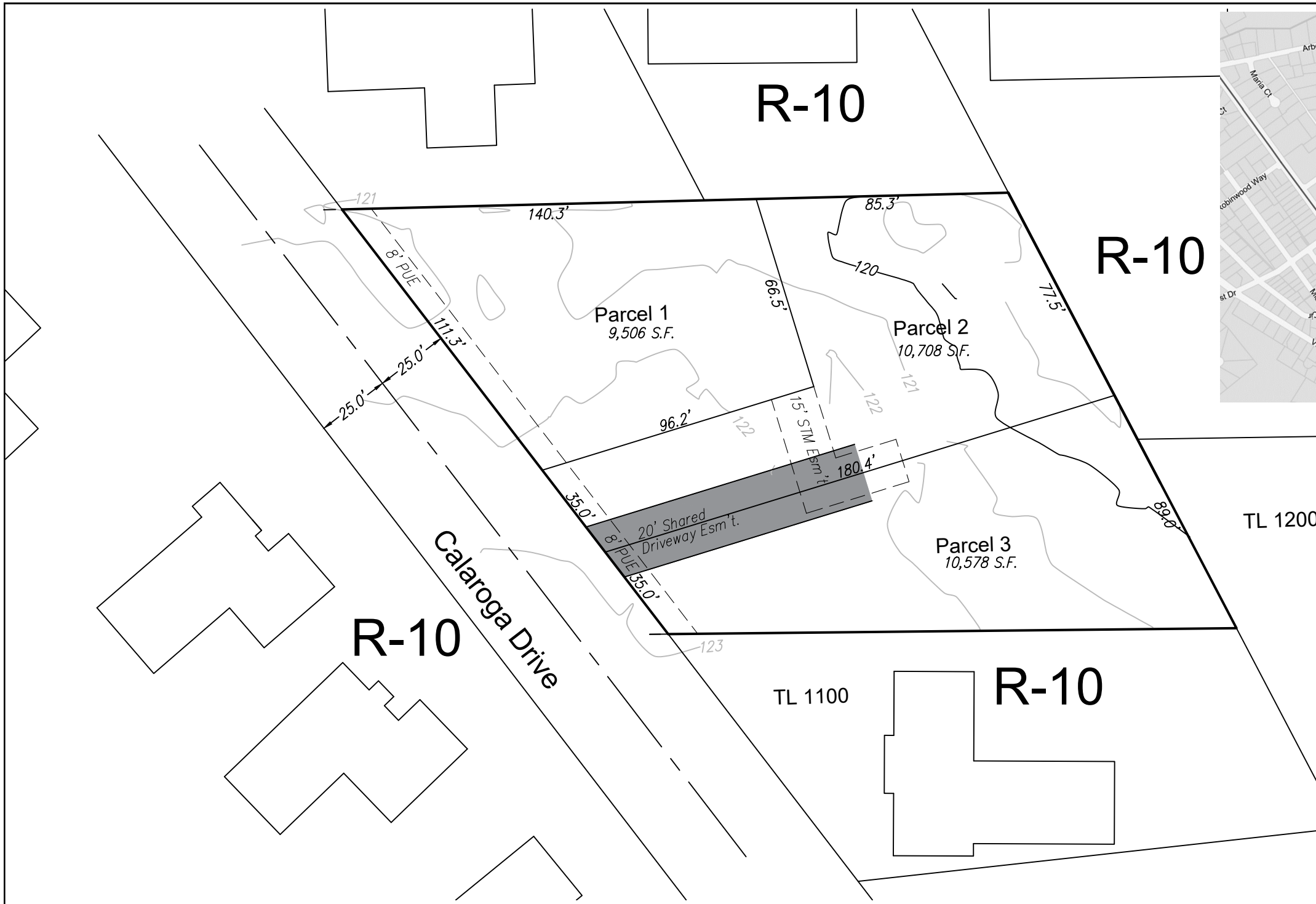
Comment: A waiver of street frontage improvements is requested. A fee-in-lieu of construction is proposed. Please refer to discussion under CDC 85.200.

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.



Vicinity Map

Owner/Applicants:
 Jacob & Kathleen Wilson
 Michael & Julia Werner
 4625 Calaroga Drive
 West Linn, OR 97068
 PH: (206) 718-5132

Legal: 21E13CC01000

Water: City of West Linn

Sewer: City of West Linn

Contours: Site Survey

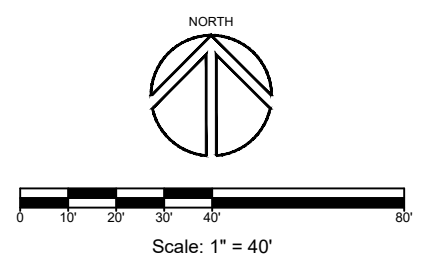
Site Area: 30,795 SF

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

Surveyor:
 Centerline Concepts, Inc.
 19376 Molalla Ave., Suite 120
 Oregon City, OR 97045
 PH: (503) 650-0188

Zoning: R-10

Density:
 Gross Site Area = 30,795 SF
 Street Dedication = None SF
 Net Site Area = 30,795 SF
 Max Density = 30,795/10,000 SF/Un = 3 Un.
 Min Density = 3 x .7 = 2 Units

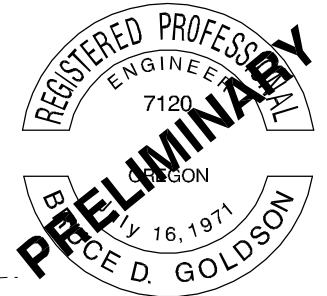
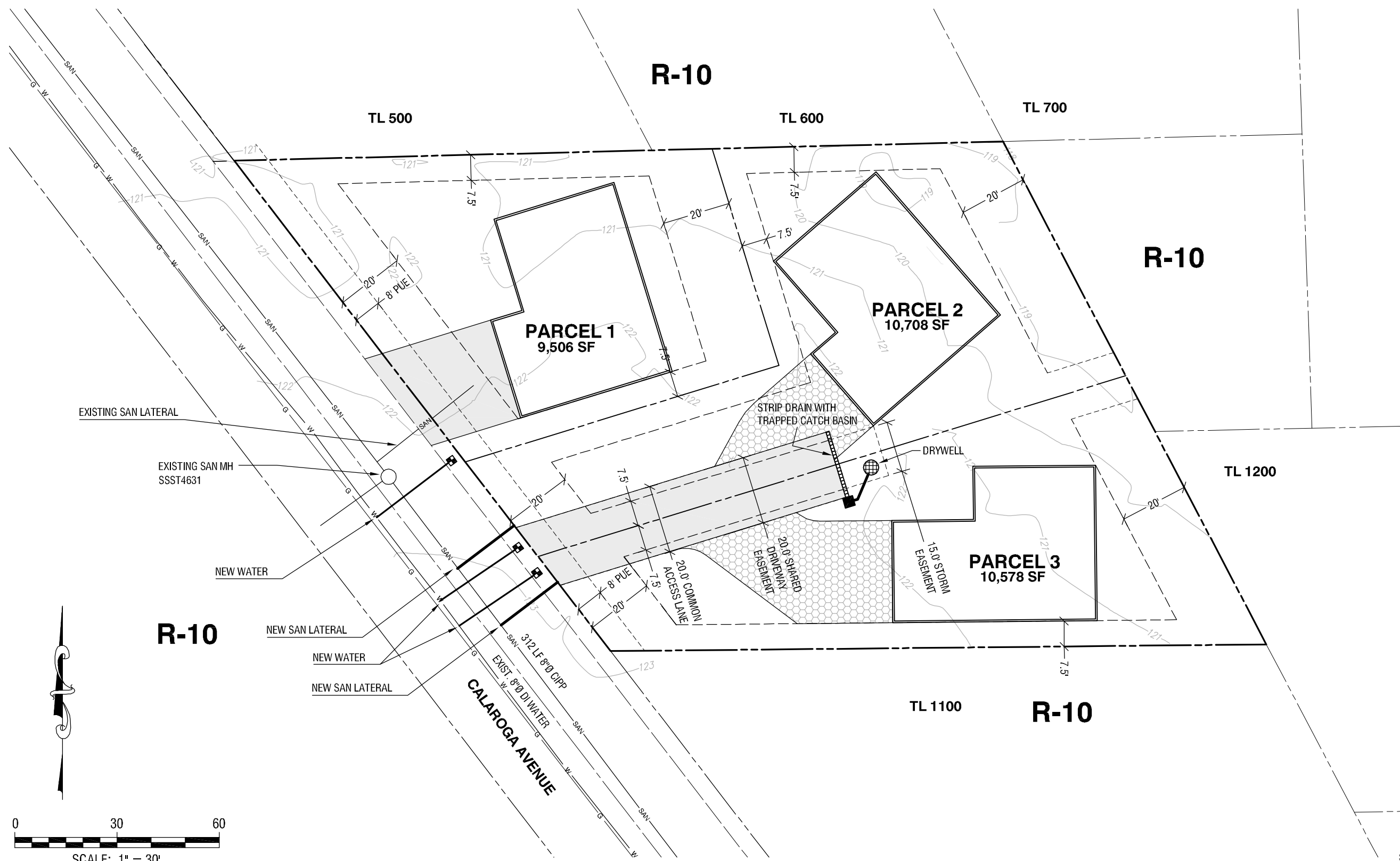


DESIGNED:	R.E.G.			
DRAWN:	R.E.G.			
SCALE:	1" = 40'			
DATE:	March 2025			
FILE:	24-WIL-100	DATE	NO.	REVISION

Richard E. Givens, Planning Consultant
 7669 SW Emery Circle
 Wilsonville, OR 97070
 PH: (503) 351-8204

APPLICANT: Jake Wilson
 4625 Calaroga Drive
 West Linn, OR 97070
 PH: (206) 718-5132

Tentative Plan
 4625 SW Calaroga Dr. Partition



EXPIRES: 06/30/2025
SIGNATURE DATE: 03/27/2025

PRELIMINARY UTILITY PLAN

2025-497

DESIGNED:	BDG
DRAWN:	BJS
SCALE:	As Noted
DATE:	March, 2025
FILE:	Calaroga Utility1

Theta, llc
ENGINEERING - SURVEYING - PLANNING
PO Box 1345
Lake Oswego, Oregon 97035
503/481-8822
email: thetaeng@comcast.net

Jake Wilson
3955 Calaroga Circle
West Linn, Oregon 97068

**4625 Calaroga Dr.
West Linn, Oregon**



PRELIMINARY STORM ANALYSIS
4625 CALAROGA DRIVE
WEST LINN, OREGON

Narrative:

This property is being redeveloped with the removal of the existing house and dividing the land into three new house sites. The final layout is still in flux, but an onsite infiltration test has been conducted showing that onsite disposal is possible. The field rate was found to be 7.25 inches per hour. The property is generally flat (approximately 2% towards the rear. No street improvements are proposed.

Approach:

Using the Portland simplified method individual drywells are proposed, to be finalized with final plans and known house impervious areas.

References:

1. Centerline Concepts
2. West Linn Storm Water design standards
3. Portland Stormwater manual
4. Rapid Soil Solutions

Design Guidelines

The City of West Linn Public Works Design Standards Section 3.0013. specifies all Water Quality facilities shall meet the design requirements of the current Portland Stormwater Manual for both quantity and quality.

Infiltration:

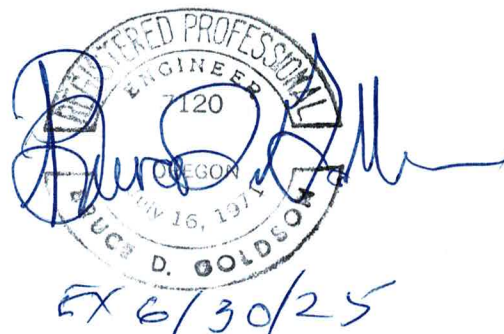
7.25 inches per hour makes an infiltration facility feasible.

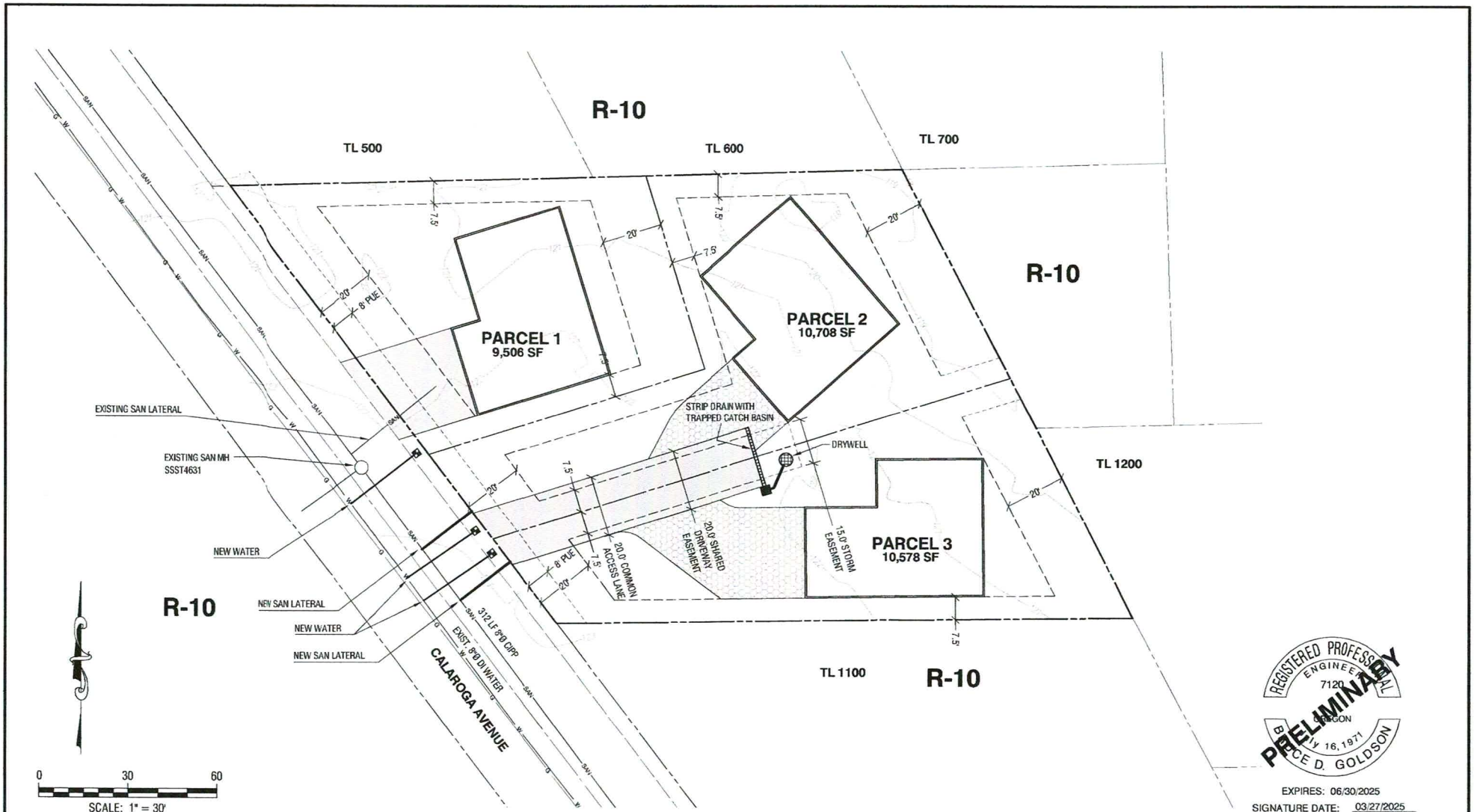
Calculations:

Sizing to be determined with final layout of the common drive and with the building permits for the new houses.

Prepared by:

Bruce D. Goldson, PE
Theta, LLC
March 31, 2025
2024-497





EXPIRES: 06/30/2025
SIGNATURE DATE: 03/27/2025

PRELIMINARY UTILITY PLAN

2025-497
DESIGNED: BDG
DRAWN: BJS
SCALE: As Noted
DATE: March, 2025
FILE: Calaroga Utility1

Theta, llc
ENGINEERING - SURVEYING - PLANNING
PO Box 1345
Lake Oswego, Oregon 97035
503/481-8822
email: thetaeng@comcast.net

Jake Wilson
3955 Calaroga Circle
West Linn, Oregon 97068

**4625 Calaroga Dr.
West Linn, Oregon**

SIMPLIFIED APPROACH FORM

PROJECT INFORMATION WORKSHEET



CITY OF PORTLAND
Stormwater
Management
Manual

Project/Permit Number: _____

Land Use Case Number: _____

Contact Name: _____

Phone: _____

Email: _____

Site Address/R Number(s) for all parcels:

Project Description: _____

Existing impervious area: _____ ft²

Total NEW impervious area: _____ ft²

SITE CHARACTERISTICS

- S.1 Do slopes exceed 25% anywhere within the project area? Yes No
- S.2 Are there springs, seeps, or a high groundwater table within the project area? Yes No
- S.3 Geotech Report? Yes No
- S.4 Infiltration Test? Yes No

See back of form for required certifications.

SIMPLE PIT INFILTRATION TEST PROCEDURE

The person performing this test does not need a professional credential.

Test instructions:

- Conduct the test in and/or near the location of the proposed infiltration facility.
- Excavate a 2' by 2' pit to a depth of: 2' below grade for facilities less than 2' deep or 3' below grade for facilities greater than 2' deep. Check for standing water or hardpan soil preventing excavation. If either is present, document conditions on this form and **do not** proceed with the test.
- Fill the pit with at least 12 inches of water and record the initial water depth and the time when the test starts. Check the water depth at regular intervals until all of the water has been absorbed or for 1 hour, whichever occurs first. Record the time and final water depth at the end of the test.
- Repeat the process two more times for a total of three rounds. Conduct the tests in succession to accurately characterize the soil's infiltration rates at different levels of saturation. The third test provides the best measure of the infiltration rate when saturated.
- Record infiltration test data in the table below and certify the results. Uncertified test results will not be accepted.

Required Infiltration Testing

Date of Test: _____

Depth of Excavation (ft): _____

Depth of Proposed Facility: _____

	TEST 1	TEST 2	TEST 3
A. Time (of day)			
B. Duration (minutes; 1 hour maximum)			
C. Initial Water Depth (inches)			
D. Final Water Depth (inches)			
E. Infiltration Rate* (inches/hour)			

*Infiltration Rate = Initial Depth (in) - Final Depth (in) / Duration of Test (hours). hours = minutes/60

Test Pit Location (site plan sketch)

Key information to include: 1) Site or parcel; 2) Adjacent road(s) or cross street(s); 3) Test pit location with dimensions



SIMPLIFIED APPROACH FORM

PROPOSED STORMWATER FACILITIES

Proposed Stormwater Facilities

Please note: Each individual tax lot is required to manage the stormwater runoff it generates on the same lot to the maximum extent feasible (for new construction or redevelopment). The following table includes accepted Simplified Approach facilities as described in Chapter 3 of the *2025 Stormwater Management Manual*. Copies of the manual are available at www.portland.gov.

STORMWATER FACILITY TYPE	AREA DRAINING TO FACILITY (SF)	FACILITY SIZING FORMULA	FACILITY SIZE (surface area of facility)
Ecoroof		Area x 1 (1:1 ratio)	
Pervious Pavement		Area x 1 (1:1 ratio)	
Rain garden		Area x 0.10	
Basin		Area x 0.09	
Planter		Area x 0.06	
Filter Strip		See sizing table in SWMM Chapter 3	
Driveway Center Strip		Min. width is 3 ft; max. length is 50 ft if slope is 10-15% (max. slope is 15%).	
Drywell		See Maximum Catchment Area Managed by a Single Drywell Table below	(Drywell diameter, depth number)
Soakage Trench		25 ft ² of trench per 500 ft ² of impervious area. (Depth = 1.5 ft; width & length vary)	
Surface Sand Filter		Area x 0.06	
TOTAL IMPERVIOUS AREA (Managed, new, and redeveloped)		Total impervious area must equal the total NEW AND REDEVELOPED impervious area being proposed.	

Maximum Catchment Area Managed by a Single Drywell (ft²)

MATERIAL Ring Diameter	PLASTIC 24 inches	CONCRETE 28 inches	CONCRETE 48 inches
2 ft deep	500 ft ²	NA	NA
5 ft deep	NA	1,000 ft ²	2,500 ft ²
10 ft deep	NA	2,500 ft ²	4,500 ft ²
15 ft deep	NA	3,500 ft ²	5,000 ft ²

No more than 2 plastic drywells allowed per catchment area.

Required Certifications

SIMPLE PIT TEST

Name of Tester

Signature of Tester

Date

PERSON RESPONSIBLE FOR APPLICATION ACCURACY

Contact Name—Printed

Signature

Date

Jacob Wilson
(206) 718-5132
Jacob.wilson653@gmail.com

24 February 2025

Re: Infiltration testing for 4625 Calaroga Drive, West Linn, OR

Dear Mr. Wilson,

Field Investigation:

Rapid Soil Solutions (RSS) has performed three (3) infiltration tests. Figure 1 below shows the project site location. Soils found on site match those in by DOGMI. RSS found very stiff fine-grained soils.

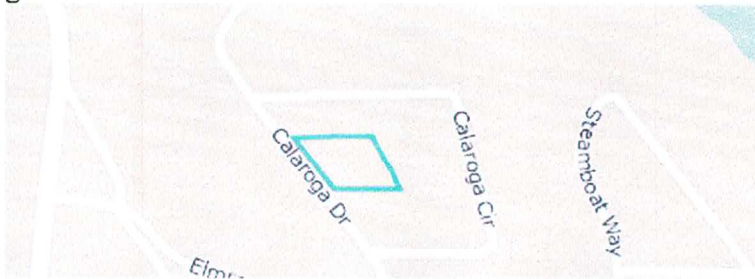


Figure 1

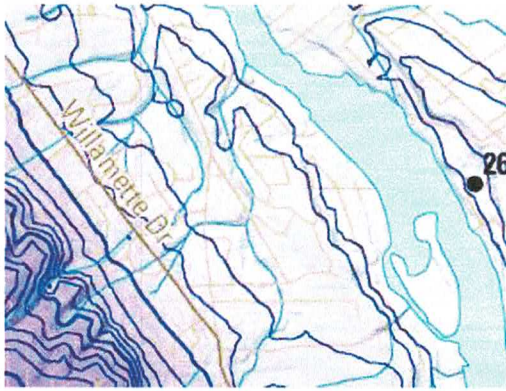
Infiltration Testing:

RSS perform three tests and the rate and results are summarized in the below table. Testing was done per the City of West Linn Storm water manual. See attached infiltration sheet for the soils found and location.

Location	Depth (ft)	Rate in/hr.
HA#1	6	7.25

Groundwater

Ground water is estimated to be greater than 20ft below the site. RSS excavated a another hole to a depth of 11ft and found no water at the site.



USGS 5059

The analysis, conclusions and recommendations contained in this report are based on site conditions as they existed at the time of explorations. Any questions regarding this report please contact me at the below number or email.

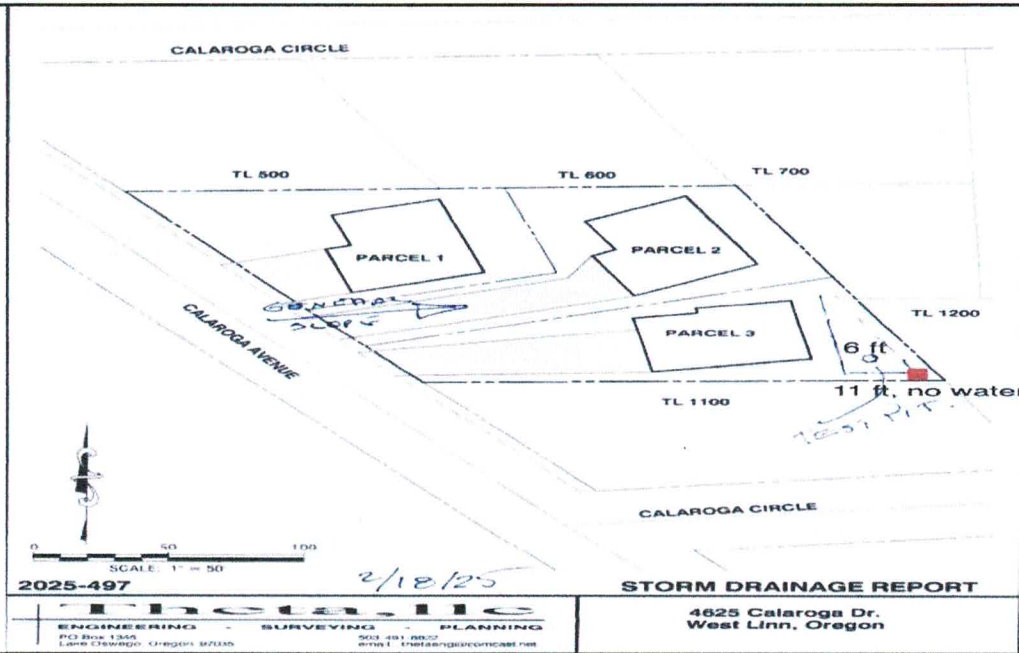
Sincerely,



EXPIRES:
12/31/2024

Mia Mahedy, PE GE.

Rapid Soil Solutions Infiltration Test Results



Preliminary Information

Location:	4625 Calaroga Dr, West Linn, OR.	Performed By: (Supervised by Mia Mahedy, PE, GE)	Rick Sands
Date & Time:	2-21-25, 12:30 pm	Instrument Used:	3-inch hand auger
Weather:	50, cloudy	Depth:	6 ft
HA # 1			
0-2 inches	Topsoil, 2 inches-2 ft, moist, tan, grey, dark orange, soft silty clay		
2-4 ft	Moist to damp, tan, grey, soft to medium stiffness, silty clay		
4-6 ft	Damp, tan, coarse, silty sand, medium stiffness. No ground water at 11 ft		
Time	Measurement (inches)	Level Refilled To (inches)	Rate (inches/hour)
1:00	14 1/8		
1:20	9.25		
1:40	5.5		
2:00	3 1/8	13.5	
2:20	10 7/8		
2:40	8 1/8		
3:00	6.5	13.5	
3:20	10 5/8		
3:40	8 3/8		
4:00	6.25		
Site Infiltration Rate (inches/hour)			7.25in/hr.

**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: Rick Givens for Jake Wilson
Address: 7669 SW Emery Circle, Wilsonville, OR 97070
Phone: 503-351-8204
Email: rickgivens@gmail.com
Site Address: 4625 SW Calaroga Dr.
City: West Linn
Map & Tax Lot #: 21E3CC01000
Business Name: Rick Givens Planning Consultant
Land Use/Building Jurisdiction: West Linn
Land Use/ Building Permit # PA-25-08

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

Three lot partition. Remove existing home for construction of three new single family detached homes.

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 # 2025-0041
Permit Type: SPP-West Linn
Submittal Date: 03-24-25
Assigned To: DFM Arn
Due Date: NA
Fees Due: \$0.
Fees Paid: \$0.

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

This section is for application approval only

[Signature] 0430 03-25-25
Fire Marshal or Designee Date

Conditions: **See approved fire service plan.**

See Attached Conditions: Yes No

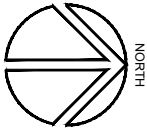
Site Inspection Required: Yes No

This section used when site inspection is required

Inspection Comments:

Final TVFR Approval Signature & Emp ID Date

Pre-application Site Plan

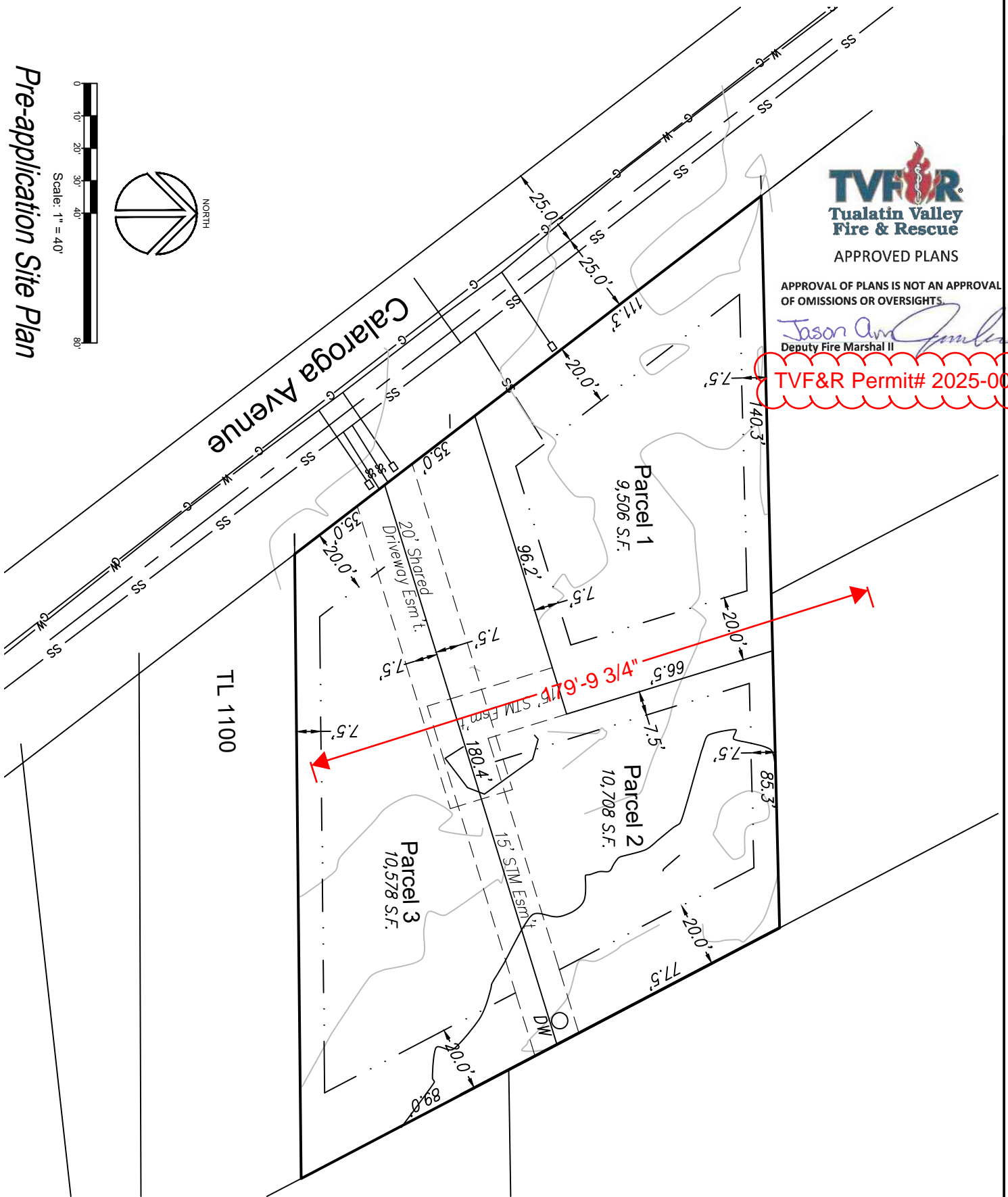


APPROVED PLANS

APPROVAL OF PLANS IS NOT AN APPROVAL OF OMISSIONS OR OVERSIGHTS.

Jason Am...
Deputy Fire Marshal II

TVF&R Permit# 2025-0041



Richard E. Givens, Planning Consultant
292 W Sunrise Vista Dr.
Green Valley, AZ 85614
PH: (503) 351-8204

SCALE 1" = 40'
DATE: 2-27-2025
PROJECT 24-WL-100

Jake Wilson
4625 Calaroga Dr., West Linn, OR
Pre-application Site Plan