

DEVELOPMENT REVIEW APPLICATION

For Office Use Only		
STAFF CONTACT	PROJECT NO(S). <div style="text-align: center; font-weight: bold;">ANX-25-01</div>	PRE-APPLICATION NO. <div style="text-align: center; font-weight: bold;">PA-25-11</div>
NON-REFUNDABLE FEE(S) \$8,000	REFUNDABLE DEPOSIT(S)	TOTAL \$8,000

Type of Review (Please check all that apply):

- | | | |
|---|---|---|
| <input checked="" 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 type="checkbox"/> Minor Partition (MIP)
<input type="checkbox"/> Modification of Approval (MOD)
<input type="checkbox"/> Non-Conforming Lots, Uses & Structures
<input type="checkbox"/> Planned Unit Development (PUD)
<input type="checkbox"/> Street Vacation | <input type="checkbox"/> Subdivision (SUB)
<input type="checkbox"/> Temporary Uses (MISC)
<input type="checkbox"/> Time Extension (EXT)
<input type="checkbox"/> Right of Way Vacation (VAC)
<input type="checkbox"/> Variance (VAR)
<input type="checkbox"/> Water Resource Area Protection/Single Lot (WAP)
<input type="checkbox"/> Water Resource Area Protection/Wetland (WAP)
<input type="checkbox"/> Willamette & Tualatin River Greenway (WRG)
<input type="checkbox"/> Zone Change (ZC) |
|---|---|---|

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

Site Location/Address: No address assigned. Easterly terminus of Roxbury Drive	Assessor's Map No.: 21E25CC <hr/> Tax Lot(s): 300 <hr/> Total Land Area: 1.29
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Brief Description of Proposal:
Annex property into West Linn

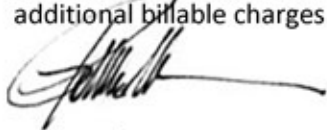
Applicant Name*: Blue Palouse Properties Address: 333 S. State Street, Suite V452 City State Zip: Lake Oswego, OR 97034	Phone: 503-936-3212 Email: robm@bluepalouse.com
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Owner Name (required): Gary Randall Address: 4201 W Bolton Road City State Zip: Eagle, ID 83616	Phone: Email:
--	--------------------------------

Consultant Name: Jeff Vanderdasson Address: Vando Development, LLC 915 SW Rimrock Way, Ste 201-230 Redmond, OR 97756 City State Zip:	Phone: 503-407-2228 Email: vandodevelopment@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

9-15-25

Date

Owner's signature (required)

Date

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NON-REFUNDABLE FEE(S)	REFUNDABLE DEPOSIT(S)	TOTAL

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| <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: No address assigned. Easterly terminus of Roxbury Drive	Assessor's Map No.: 21E25CC
	Tax Lot(s): 300
	Total Land Area: 1.29

Brief Description of Proposal:

Annex property into West Linn

Applicant Name*: Blue Palouse Properties Address: 333 S. State Street, Suite V452 City State Zip: Lake Oswego, OR 97034	Phone: 503-936-3212 Email: robm@bluepalouse.com
Owner Name (required): Gary Randall Address: 4201 W Bolton Road City State Zip: Eagle, ID 83616	Phone: 503-504-0479 Email: gtoddrandall@gmail.com
Consultant Name: Jeff Vanderdasson Address: Vando Development, LLC 915 SW Rimrock Way, Ste 201-230 Redmond, OR 97756 City State Zip:	Phone: 503-407-2228 Email: vandodevelopment@gmail.com

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Applicant's signature

Date

Owner's signature (required)

Date



9/16/25

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.

PARKER ROAD WEST LINN, OREGON

An Application for:
Annexation and Zone Change

September 15, 2025

Applicant:

Blue Palouse Properties
333 S. State Street, Suite V452
Lake Oswego OR 97034

Prepared by:

Vando Development, LLC
915 SW Rimrock Way, Ste 201-
230
Redmond, OR 97756



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GENERAL INFORMATION

Property Owner:	Gary Randall 4201 W Bolton Road Eagle, ID 83616	
Applicant:	Blue Palouse Properties 333 S. State Street, Suite V452 Lake Oswego, OR 97034	
Applicant’s Representative	Vando Development, LLC 915 SW Rimrock Way, Ste 201-230 Redmond, OR 97756 (503) 407-2228 Contact: Jeff Vanderdasson vandodevelopment@gmail.com	
Tax Lot Information:	Map	Tax Lot
	21E25CC	300
Location:	No address assigned	
Property Size:	1.29 ac	
Comprehensive Plan Designation:	Low-Density Residential	
Requested Zoning Upon Annexation:	R-7 (Single Family Residential Detached and Attached)	



General Proposal: Gary Randall is submitting this application to annex approximately 1.29 acres of land into the city of West Linn. The subject site is located immediately north of Parker Road, and west of the current terminus of Roxbury Drive. Additionally, the application seeks to replace the Clackamas County FU-10 Zoning designation with the City's R-7 Single-Family Residential Zoning District on the subject property, which is consistent with the City's Low Density Residential Comprehensive Plan Land Use designation that currently governs this property.

Site Conditions: The existing parcel slopes from north to south with slopes between 5% -15%. The area is mostly clear with large grassy areas approximately 15 pine trees and deciduous trees grouped in the middle of parcel.

Surrounding Land Uses: The properties to the north and south are in unincorporated Clackamas County and have single-family residential homes on them. The property to the west is in the West Linn city limits and is a large lot with a single-family residential home on it. Property to the east is a single-family residential subdivision with existing single family residential homes.

Why you believe the application should be approved as you propose it: We believe that project as proposed is consistent with the City's Comprehensive Plan designation, meets all Metro code criteria and satisfies all criteria from the City's Community Development Code, as outlined in the project narrative. The property to the west is zoned R-7 as well as properties further to the east but in close proximity to the site. The request for R-7 zoning, in our opinion, maximizes density and is consistent with the neighborhood. It would meet state, local and Metro goals for maximizing density within the urban growth boundary.

Description Of Surrounding Area

Area	Jurisdiction	Zoning	Land Uses
North	City of West Linn/Clackamas County	R-10/FU-10	Single-Family Residential
South	City of West Linn	R-10	Single-Family Residential
East	City of West Linn	R-10	Single-Family Residential
West	City of West Linn	R-7	Single-Family Residential

Public Utilities

Service	Provider	Size	Location	Distance from Site
Water	City of West Linn	8"	Roxbury Drive	Adjacent (E)
Sanitary Sewer	City of West Linn	8"	Roxbury Drive	Adjacent (E)
Storm Sewer	City of West Linn	Storm Facility	Roxbury Drive	Adjacent (E)

Community Development Code Findings:

81.040 PETITION

A. A petition to annex to the City of West Linn may be initiated by a property owner(s) of the area to be annexed, or the City, as set forth in Section 2.950(1) of the City Code.



Applicant's Finding: This annexation is being initiated by the owner of the subject property. The criterion is met.

B. A prerequisite to the filing of an annexation petition is a pre-application conference at which time the Director shall explain the requirements and provide the appropriate forms as specified in CDC [99.030](#)(B) and (C).

Applicant's Finding: A pre-application conference regarding this application was held with City of West Linn staff and other interested parties on May 1, 2025. The criterion is met.

C. A petition to annex shall include the completed petition form and three copies of each of the following, except for each drawing submitted, there shall be three copies at the original scale and three copies reduced to a paper size not greater than 11 inches by 17 inches.

- 1. The minimum petition requirements of Metro Code Section 3.09.040.*
- 2. A narrative which addresses the approval criteria set forth in Municipal Code Section 2.920 and Metro Code Sections 3.09.050(d) and, if applicable, (e).*
- 3. Vicinity, legal, and other descriptive maps necessary to show compliance with Municipal Code Section 2.920 and Metro Code 3.09.040.*

Applicant's Finding: This application package includes all relevant documents and responses to all applicable Sections of Metro Code Title 3.09 as well as a Vicinity Map (Exhibit D), Legal Description (Exhibit C), and a Map of the Affected Territory (Exhibit C). Additionally, this narrative includes responses to all applicable Municipal Code criteria. The criteria are met.

D. A petition of any type of boundary change, other than annexation, shall be processed as provided by State law and Metro Code Chapter 3.09.

Applicant's Finding: This application includes an annexation and zone change. Responses to applicable sections of Metro Title 3.09 are included below.

E. The applicant shall pay the requisite fee. The fee for a boundary change shall be established by resolution of the City Council. (Ord. 1442, 1999)

Applicant's Finding: The City of West Linn Master Fees and Charges Schedule includes an annexation fee (Section 9.1) of \$8,000 plus \$1,000 per acre above 1.0 acres. Zone change fees are included in the cost of the annexation (see Staff's pre-application meeting summary dated May 1, 2025). The annexation fee for this 1.29-acre site totals \$9,000. A check made payable to the City of West Linn for the abovementioned sum is included with this application. This criterion is met.

81.050 APPROVAL CRITERIA

The City Council shall approve a boundary change proposal based on findings and conclusions that the proposal complies with the criteria of Metro Code Section 3.09.050(D) and:

Applicant's Finding: The applicable Metro Code criteria are responded to below. The criterion is met.

A. West Linn Municipal Code Section 2.920, Step 1: Land Use Decision.

- 1. The application of the zoning designation shall follow the criteria in CDC [81.055](#).*

Applicant's Finding: The findings provided by the applicant within this narrative satisfies all criteria from Chapter 81 of the City's Community Development Code. The criteria in Step One are met.

B. West Linn Municipal Code Section 2.930, Step 2: Policy Decision. (Ord. 1442, 1999; Ord. 1635 § 29, 2014; Ord. 1675 § 52, 2018)

Applicant's Finding: The findings provided by the applicant within this narrative satisfies all criteria from West Linn Municipal Code Section 2.930. The criteria in Step One are met.

81.055 ZONING DESIGNATION

A decision on annexation shall also incorporate a decision on a zoning designation. The applicant may concurrently apply for a comprehensive plan amendment if desired. Any approval of an annexation shall designate the City zone to be applied if the annexation is approved by the voters.



The City zone shall be designated based upon the existing West Linn comprehensive plan/land use designation, pursuant to the following table:

COMPREHENSIVE PLAN/LAND USE DESIGNATION	ASSIGNED ZONING DISTRICT
Low Density Residential	R-40, R-20, R-15, R-10 or R-7

Where the City Council has discretion to apply zoning, the Council shall consider the following factors in making its decision:

A. *Specific site characteristics such as topography, drainage, and existing vegetation.*

Applicant's Finding: The existing parcel slopes from north to south with slopes between 5% -15%. The area is mostly clear with large grassy areas approximately 15 pine trees and deciduous trees grouped in the middle of parcel. Most of the trees lie within the future right of way extension of Roxbury Drive. Stormwater will be collected and routed to an existing stormwater facility to the east of the site.

B. *The existing zoning and development patterns of surrounding properties.*

Applicant's Finding: The City of West Linn Comprehensive Plan designates the subject site as Low Density Residential. As shown in the table above, this land use designation corresponds with residential zoning from R-7 (7,000-square foot minimum lot size) to R-40 (40,000-square foot minimum lot size). The application requests that the R-7 Single-Family District be assigned to the property. R-7 zoning is consistent with the existing pattern of development in this area as the median lot size of all properties within one-quarter mile of the subject site is approximately 8,500 square feet.

C. *The capacity of the City to provide road, sanitary sewer, storm drainage, and water service to the site. (Ord. 1442, 1999; Ord. 1528, 2005; Ord. 1590 § 1, 2009; Ord. 1635 § 30, 2014)*

Applicant's Finding: During the preapplication conference Engineering staff confirmed that adequate road, sanitary sewer, storm drainage, and water service exist to accommodate development on this site at R-7 density.

Future development of this site would include new sidewalks along both sides of Roxbury Drive and provide street stubs to provide access to homes on site and on abutting properties to the north and west. Potential future development on the site would also include the construction of new water, sanitary sewer, and stormwater facilities to serve future homes in the area. Future residential development of the site would contribute system development charge revenue to the City's water, sanitary sewer, stormwater, transportation, parks, and bicycle and pedestrian funds as a direct payment to offset long-term and ongoing impacts to City infrastructure. The criteria are met.

105.050 QUASI-JUDICIAL AMENDMENTS AND STANDARDS FOR MAKING DECISION

A decision to approve, approve with conditions, or to deny an application for a quasi-judicial amendment shall be based on all of the following standards:

A. *The standards set forth in CDC [99.110](#)(A), which provide that the decision shall be based on consideration of the following factors:*

- 1. The applicable Comprehensive Plan policies as identified in subsection C of this section and map designation.*
- 2. The applicable standards of any provision of this code or other applicable implementing ordinance.*

Applicant's Finding: All applicable zone change criteria, including all applicable Comprehensive Plan policies identified in 105.050.C. below, are responded to within this narrative. The criteria are met.



B. The standards set forth in CDC [99.110\(B\)](#), which provide that, in making the decision, consideration may also be given to the following:

1. Proof of change in the neighborhood or community or a mistake or inconsistency in the Comprehensive Plan or Zoning Map as it relates to the property which is the subject of the development application.

2. Factual oral testimony or written statements from the parties, other persons and other governmental agencies relevant to the existing conditions, other applicable standards and criteria, possible negative or positive attributes of the proposal or factors in sub-section A or (B)(1) of this section.

Applicant's Finding: The property that is the subject of this Annexation application is one of the remaining pockets in this area of West Linn that is under the jurisdiction of Clackamas County. As the remaining land within the urban growth boundary continues to slowly be developed, these types of pockets in this area have been incorporated into the City of West Linn's corporate boundary.

Today, this small island of County-zoned land relies on City transportation facilities and other services provided by the City of West Linn and Tualatin Valley Fire and Rescue. Additionally, the proximity of urbanized land makes farming and forestry uses inconsistent with surrounding residential development. Clackamas County and West Linn continue to experience residential development, creating much needed affordable housing within the urban growth boundary. Annexation and rezoning of this property will bring one of the remaining unincorporated areas into the city.

It is important to remember that the City has been actively planning for the inclusion of this land into its corporate boundary for some time. As discussed above, West Linn's adopted Comprehensive Plan designates the subject site as appropriate for Low Density Residential development. This land use designation allows for residential development at R-7 density (7,000-square foot minimum lot size). The application provides for the establishment of R-7 zoning on this site and is therefore wholly consistent with the City's Comprehensive Plan. The criteria are met.

C. The Comprehensive Plan, Plan and Ordinance Revision Process, and Specific Policy No. 4, which provides that the decision shall be based on consideration of the following criteria:

1. Conformance with the Comprehensive Plan policies and criteria.
2. There is a public need for the change or the change can be demonstrated to be in the interest of the present and future community.
3. The changes will not adversely affect the health, safety and welfare of the community.

Applicant's Finding: Responses to the applicable policies of the West Linn Comprehensive Plan are included below. The criteria are met.

D. Transportation Planning Rule compliance.

1. Review of applications for effect on transportation facilities. When a development application, whether initiated by the City or by a private interest, includes a proposed comprehensive plan amendment zone change or land use regulation change, the proposal shall be reviewed to determine whether it significantly affects a transportation facility, in accordance with Oregon Administrative Rule (OAR) 660-012-0060 (the Transportation Planning Rule: "TPR").

"Significant" means the proposal would:

- a. Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);
- b. Change standards implementing a functional classification system; or
- c. As measured at the end of the planning period identified in the adopted transportation system plan:

- 1) Allow land uses or levels of development that would result in types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

- 2) *Reduce the performance of an existing or planned transportation facility below the minimum acceptable performance standard identified in the TSP or comprehensive plan; or*
- 3) *Worsen the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the TSP or comprehensive plan.*

Applicant's Finding: The Comprehensive Plan currently designates the subject property as Low Density Residential, which corresponds to the R-7 zoning designation. This application does not request an amendment to this Comprehensive Plan land use designation, or any other regulation. These criterion do not apply.

2. *Amendments that affect transportation facilities. Amendments to the Comprehensive Plan and land use regulations that significantly affect a transportation facility shall ensure that allowed land uses are consistent with the function, capacity, and level of service of the facility identified in the TSP. This shall be accomplished by one or a combination of the following:*

- a. *Adopting measures that demonstrate allowed land uses are consistent with the planned function, capacity, and performance standards of the transportation facility.*
- b. *Amending the TSP or Comprehensive Plan to provide transportation facilities, improvements or services adequate to support the proposed land uses consistent with the requirements of OAR [660-012-0060](#) of the TPR.*
- c. *Altering land use designations, densities, or design requirements to reduce demand for automobile travel and meet travel needs through other modes of transportation.*
- d. *Amending the TSP to modify the planned function, capacity or performance standards of the transportation facility.*

Applicant's Finding: The Comprehensive Plan currently designates the subject property as Low Density Residential, which corresponds to the R-7 zoning designation. This application does not request an amendment to this Comprehensive Plan land use designation, or any other regulation. These criterion do not apply.

3. *Traffic impact analysis. A traffic impact analysis shall be submitted with a plan amendment or land use district change application. (Ord. 1584, 2008)*

Applicant's Finding: A Traffic Impact Analysis Memo dated August 18, 2025 was prepared by Ard Engineering and is included in Exhibit F.

Municipal Code Findings:

The Municipal Code can be found at: <https://www.codepublishing.com/OR/WestLinn/index.html>
Chapter 2 GOVERNMENT AND ADMINISTRATION

2.915 Annexation Purpose Statement.

(1) *The purpose of Sections [2.915](#) to [2.940](#) is to establish a two-step process for annexation applications. The first step is a land use decision. The second step is a policy decision by the City Council to determine if the annexation should be approved. The Step 1 and Step 2 decisions can occur at the same meeting. An annexation to the City shall not be effective unless it is approved by the City Council at its discretion and by Metro pursuant to its authority regarding annexations within its boundaries.*

Applicant's Finding: The applicant acknowledges that an annexation to the City shall not be effective unless it is approved by the City Council at its discretion and by Metro pursuant to its authority regarding annexations within its boundaries.

(2) *The procedures and standards established in this chapter are required for review of proposed annexations in order to:*

- (a) *Provide adequate public notice, information and sufficient time for public review before annexation hearings and elections;*
- (b) *Maximize citizen involvement in the annexation review process; and*
- (c) *Provide information to the public concerning the physical, environmental, financial and related social effects of annexation.*

Applicant's Finding: The applicant acknowledges the above requirements and provides this narrative and accompanying exhibits to demonstrate the annexation satisfies the required criteria.

2.920 Step 1: Land Use Decision.

When an annexation application has been properly initiated pursuant to ORS [222.111](#), [222.125](#), [222.170](#), or [222.840](#), Step 1 shall include review of the land use aspect of the petition pursuant to Community Development Code Chapter 81. If the application receives Council approval through the Step 1 process, the Council shall proceed to Step 2. A determination that the application meets the land use requirements does not obligate the City to approve the annexation application.

Applicant's Finding: As detailed throughout this narrative, the application satisfies all criteria from Chapter 81 of the City's Community Development Code. The criteria in Step One are met.

2.930 Step 2: Policy Decision.

(1) Step 2 of the annexation process is a policy decision and shall follow the steps in the subsections below.

(2) If the annexation is approved in the Step 1 process, the Planning Director shall prepare a report which includes the following information:

- (a) General information on the property or properties, including but not limited to location, size, access to infrastructure, recommended zone, protected resource areas and infrastructure status;*
- (b) Impact on the school district, including but not limited to impacted schools, taxes, and anticipated number of additional students;*
- (c) Cost to City of infrastructure that is not funded by SDCs; and*
- (d) Tax implications for the City.*

(3) Following delivery of the report and consideration of the report by the City Council at a public meeting, the Council may, in its discretion, decide to set a public hearing for the annexation request, delay a public hearing on the requested annexation or pass a resolution placing the annexation request on a ballot for an advisory vote, at any election. At the public meeting, any person may appear and be heard on the questions of whether the annexation should proceed and whether the request should be placed on the ballot for an advisory vote.

(4) If City Council decides to proceed to a public hearing on the requested annexation without an advisory vote, a public hearing will be scheduled. Notice of the Step 2 public hearing shall be published in accordance with State law and the Metro Code.

(5) The City Council may approve an annexation request if it finds that the annexation is in the best interest of the City based on the report prepared by the Planning Director; testimony and evidence presented at the public hearing; and any other information, evidence, or analysis the City or the Council deems relevant to the application.

(6) The City Council may deny an annexation acting in its legislative capacity even after it has approved the annexation application through the Step 1 process. A decision to deny an annexation in Step 2 shall be specifically stated in the record and noted as a legislative act separate and apart from the land use decision in Step 1.

Applicant's Finding: The applicant acknowledges step 2 of the approval process. No response is necessary.

West Linn's Comprehensive Plan Findings:

(Comprehensive Plan can be found:

https://westlinnoregon.gov/sites/default/files/fileattachments/planning/page/6526/west_linn_comprehensive_plan_-_updated_07-31-2017.pdf)

The following Goals and Policies within the City of West Linn's Comprehensive Plan are applicable and provide guidance regarding the annexation of properties into the City. The City's Comprehensive Plan provides a series of over-arching guidance for growth and development within the City. Structured as a goal setting and policy document, the guidance provided by the Comprehensive plan is meant to inform decisions and create a framework for the Community Development Code, which implements the visions, goals, and policies of the Plan.

Goal 2: Land Use Planning

Applicant's Finding: The proposed development meets the land use criterion outlined in the comprehensive plan. The proposed future development is consistent with surrounding living



environments and densities and is compatible with the residential character of the existing surrounding neighborhood and adopted neighborhood plans. As documented in other portions of this narrative, services and infrastructure are available with adequate capacity to serve the project.

Goal 11: Public Facilities and Services

Applicant's Finding: The City requires a pre-application conference prior to accepting an application for annexation. Affected public service agencies are invited to attend and/or submit feedback during the pre-application meeting. Additionally, the City provides notice to potentially affected public service agencies of the application and notice of public hearings before the Planning Commission and City Council. These opportunities for outreach encourage cooperation and coordination between the City and potentially affected public service agencies and facilitate orderly development and service provision. The Policy is met.

Goal 14: Urbanization

Applicant's Finding: The adopted Comprehensive Plan (and the public outreach and coordination between affected stakeholders and interested parties which occurs as part of that process) and the procedural requirements for an annexation and zone change application (i.e., pre-application conference, public notices, and public hearings) ensures that opportunities for input and cooperation as expressed in Goal 14 are honored. Potential future development of this property requires the full range of infrastructure improvements necessary to serve new homes. At the time of new home construction, the City will also assess SDC fees to offset impacts to facilities and services City-wide.

Metro Code Findings:

Metro Code can be found at:

<https://www.oregonmetro.gov/sites/default/files/2017/09/20/complete-Metro-Code-updated-20170920.pdf>

3.09.040 Requirements for Petitions

A. A petition for a boundary change must contain the following information:

- 1. The jurisdiction of the reviewing entity to act on the petition;*
- 2. A map and a legal description of the affected territory in the form prescribed by the reviewing entity;*
- 3. For minor boundary changes, the names and mailing addresses of all persons owning property and all electors within the affected territory as shown in the records of the tax assessor and county clerk; and*
- 4. For boundary changes under ORS 198.855(3), 198.857, 222.125 or 222.170, statements of consent to the annexation signed by the requisite number of owners or electors.*

Applicant's Finding: The Applicant seeks annexation into the incorporated limits of the City of West Linn. The City of West Linn has jurisdiction over amendments/annexations into its corporate boundary. A map and legal description of the affected territory are included in Exhibit C. The names and mailing addresses of all persons owning property and all electors within the affected territory are included in Exhibit A. Signed statements of consent to the annexation are included in Exhibit A. These criterion are met.

B. A city, county and Metro may charge a fee to recover its reasonable costs to carry out its duties and responsibilities under this chapter.

Applicant's Finding: The Applicant has enclosed a check made payable to Metro in the amount of \$250 for the annexation review fee and a check to the City of West Linn in the amount of \$9,000. The criterion is met.

3.09.045 Expedited Decisions

A. The governing body of a city or Metro may use the process set forth in this section for minor boundary changes for which the petition is accompanied by the written consents of one hundred percent of property owners and at least fifty percent of the electors, if any, within the affected territory. No public hearing is required.

Applicant's Finding: The proposed minor boundary change consists of one parcel. The petition is accompanied by the written consent of one hundred percent of property owners of that property.

B. The expedited process must provide for a minimum of 20 days' notice prior to the date set for decision to all necessary parties and other persons entitled to notice by the laws of the city or Metro. The notice shall state that the petition is subject to the expedited process unless a necessary party gives written notice of its objection to the boundary change.

Applicant's Finding: The applicant acknowledges this requirement. No response necessary.

C. At least seven days prior to the date of decision the city or Metro shall make available to the public a report that includes the following information:

- 1. The extent to which urban services are available to serve the affected territory, including any extra- territorial extensions of service;*
- 2. Whether the proposed boundary change will result in the withdrawal of the affected territory from the legal boundary of any necessary party; and*
- 3. The proposed effective date of the boundary change.*

Applicant's Finding: The applicant acknowledges this requirement. No response necessary.

D. To approve a boundary change through an expedited process, the city shall:

- 1. Find that the change is consistent with expressly applicable provisions in:*
 - a. Any applicable urban service agreement adopted pursuant to ORS 195.065;*
 - b. Any applicable annexation plan adopted pursuant to ORS 195.205;*
 - c. Any applicable cooperative planning agreement adopted pursuant to ORS 195.020(2) between the affected entity and a necessary party;*
 - d. Any applicable public facility plan adopted pursuant to a statewide planning goal on public facilities and services;*
 - e. Any applicable comprehensive plan;*
 - f. Any applicable concept plan; and*

Applicant's Finding: The City of West Linn and Clackamas County do not maintain an urban services agreement, annexation plan, or cooperative planning agreement. The City's Transportation Systems Plan shows a new east-west connection through this area, originating at Roxbury Drive. The annexation is consistent with the City of West Linn's Comprehensive Plan, which establishes a Low Density Residential Land Use designation on the subject property. Potential future development of this property will be in accordance with all applicable standards. The criteria are met.

2. Consider whether the boundary change would:

a. Promote the timely, orderly and economic provision of public facilities and services;

Applicant's Finding: The proposed boundary change will promote the timely, orderly and economic provision of public facilities and services. Once the change is adopted the property owner will immediately submit a land use application to subdivide the property.

b. Affect the quality and quantity of urban services; and

Applicant's Finding: As confirmed by staff at the May 1, 2025 pre-application conference, adequate urban services are currently available to serve future development on this property.

c. Eliminate or avoid unnecessary duplication of facilities or services.

Applicant's Finding: An 8-inch PVC sanitary sewer main and an 8-inch ductile iron water main are located in Roxbury Drive. Both will be extended thru the property to a point where they can serve future development to the west of the site. Stormwater runoff generated by future development on the site will be directed to an existing stormwater management facility east of the site.

E . A city may not annex territory that lies outside the UGB, except it may annex a lot or parcel that lies partially within and partially outside the UGB.

Applicant's Finding: The property is inside the UGB.

Summary/Conclusion

All submittal requirements have been met and the required responses have been provided for all applicable approval criteria. The provided findings serve as the basis for the City of West Linn to approve this application and are supported by substantial evidence in the application materials. Therefore, the City can rely upon this information in its approval of the application.



APPENDIX A - APPLICATION FORM & ANNEXATION PETITION



APPENDIX B— CERIFICATION OF PROPERTY OWNERSHIP



CITY OF WEST LINN

CERTIFICATION OF PROPERTY OWNERSHIP

I hereby certify that the attached petition for annexation of the territory described herein to the City of West Linn contains the names of the owners* of a majority of the land area of the territory to be annexed, as shown on the last available complete assessment roll.



NAME TERRY DONOHAN
TITLE GIS CARTOGRAPHER 3
DEPARTMENT A&T
CLACKAMAS COUNTY ASSESSOR'S OFFICE
DATE 9/9/25

* "Owner" means the owner of the title to real property or the contract purchaser of real property.

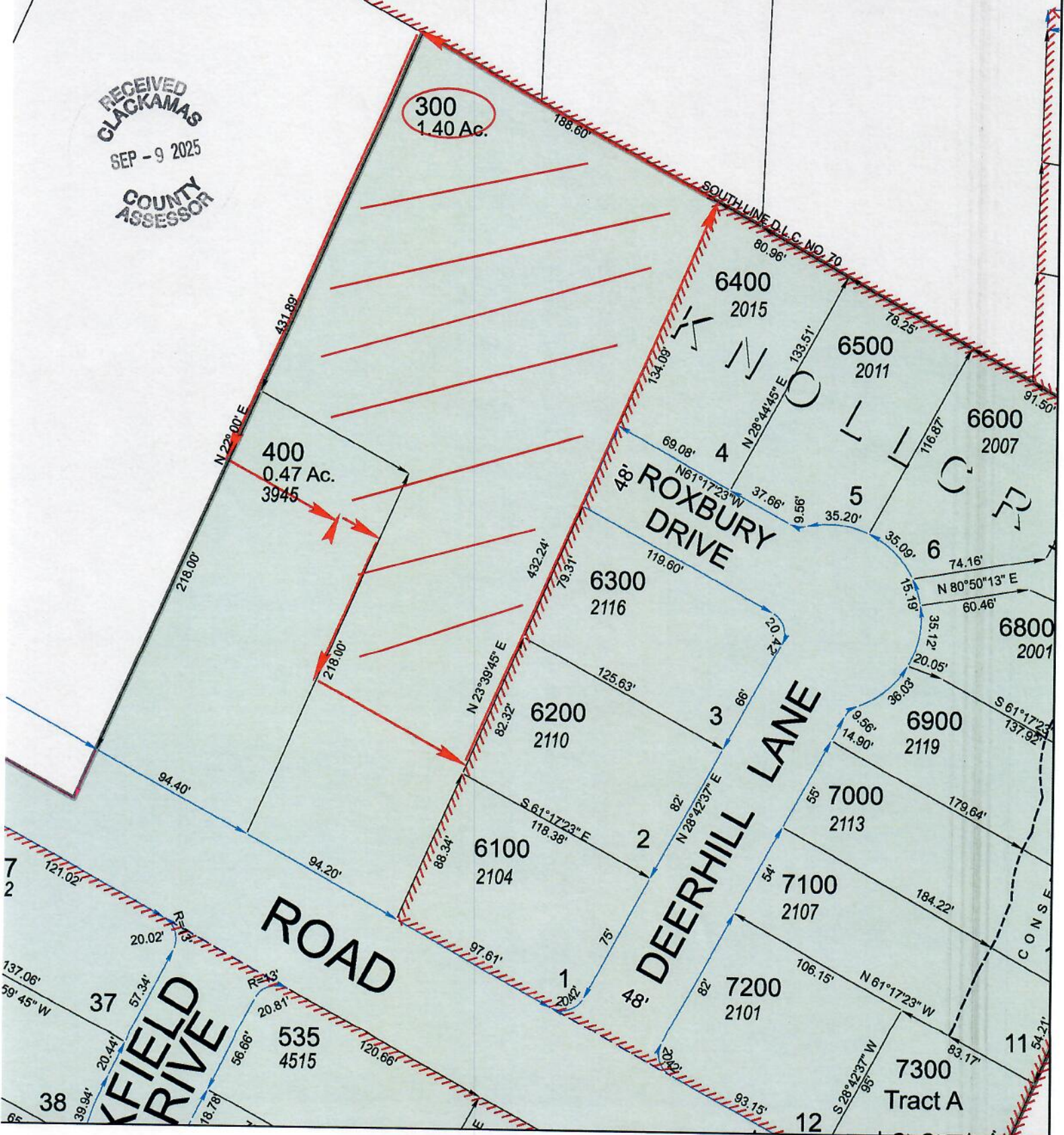
* * * * *

CERTIFICATION OF REGISTERED VOTERS

I hereby certify that the attached petition for annexation of territory described herein to the City of West Linn contains the names of at least a majority of the electors registered in the territory to be annexed.

NAME _____
TITLE _____
DEPARTMENT _____
CLACKAMAS COUNTY ASSESSOR'S OFFICE
DATE _____

RECEIVED
CLACKAMAS
SEP - 9 2025
COUNTY
ASSESSOR



APPENDIX C – CERTIFICATION OF LEGAL DESCRIPTION AND EXHIBIT MAP



CITY OF WEST LINN

CERTIFICATION OF LEGAL DESCRIPTION AND MAP

I hereby certify that the description of the property included within the attached petition
(located on Assessor's Map 251E25CC)
has been checked by me and it is a true and exact description of the property under
consideration, and the description corresponds to the attached map indicating the property
under consideration.



NAME Terri Donohue
TITLE GIS CARTOGRAPHER 3
DEPARTMENT A-T
CLACKAMAS COUNTY ASSESSOR'S OFFICE
DATE 9/1/25

AFTER RECORDING RETURN TO:

Raymond Richard Hill
3945 S Parker Rd
West Linn, OR 97068

Clackamas County Official Records
Catherine McMullen, County Clerk

2025-032739

08/22/2025 03:11:04 PM

D-D Cnt=1 Stn=76 ALICIA
\$30.00 \$16.00 \$10.00 \$62.00

\$118.00

TAX STATEMENTS TO:

Same as above

Bargain and Sale DEED for PROPERTY LINE ADJUSTMENT

Raymond Richard Hill, Grantor, conveys to, Gary T. Randall, Grantee, the following described real property shown as Exhibit "B" in the County of Clackamas and State of Oregon:

See Exhibit "A" Conveyance to Tract 2
See Exhibit "B" Conveyance to Tract 1
See Exhibit "C" Legal Description Tract 1
See Exhibit "D" Legal Description Tract 2

THIS DEED IS BEING RECORDED TO COMPLETE A PROPERTY LINE ADJUSTMENT IN
Clackamas County CASEFILE NUMBER: Z0153-25.

Subject to all encumbrances of record.

The true consideration for this conveyance is \$ 0 However the actual consideration consists of other value or property give which is the whole consideration.

The information required by ORS 92.190(4) is as follows:

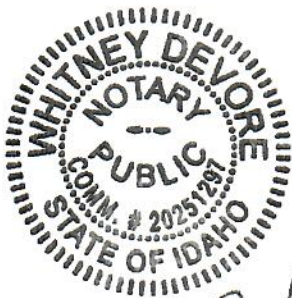
1. The names of the parties to this deed are as set forth above.
2. The description of the adjusted parcels is as follows: see exhibit A.
3. The deed where Grantor acquired title to the transferred property was recorded as 2023-006464 on February 28th, 2023 of Clackamas County Deed records.
4. The deed where Grantee acquired title to the transferred property was recorded as 2019-072494 on November 15th, 2019 of Clackamas County Deed records.

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009 AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 20

G. T. Randall
By: Gary T. Randall

Idaho Ada
STATE OF OREGON, County of Clackamas) ss.
WD WD

This instrument was acknowledged before me on August 20, 2025 by Gary T. Randall.

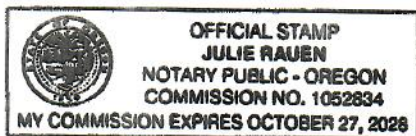


Whitney DeVore
Notary Public for Oregon ~~WD~~ Idaho
My Commission Expires: 4/4/2031

Raymond Richard Hill
By: Raymond Richard Hill

STATE OF OREGON, County of Clackamas) ss.

This instrument was acknowledged before me on August 18, 2025 by Raymond Richard Hill.



Julie Rauen
Notary Public for Oregon
My Commission Expires: 10-27-28



ANDY PARIS & ASSOCIATES, INC.
REGISTERED PROFESSIONAL LAND SURVEYORS

June 8, 2025
Project No. 25076

Page 1 of 1

EXHIBIT 'C'
LEGAL DESCRIPTION: TRACT 1

Being portions of those tracts of lands as described in Fee Numbers. 2019-072494 & 2023-006464, Clackamas County deed records, situated in the Julia Ann Lewis Donation Land Claim No. 54, in the Southwest One-Quarter of Section 25, Township 2 South, Range 1 East, of the Willamette Meridian, Clackamas County, Oregon, being more particularly described as follows:

BEGINNING AT a point on the northeasterly line of said Julia Ann Lewis Donation Land Claim (DLC) No. 54, being 3206.44 feet southeasterly of the northerly corner thereof, which point is the northeast corner of said Fee No. 2019-072494, and the northwest corner of "KNOLLCREST" (Plat No. 4627), Clackamas County plat records, which point bears S23°39'45"W 0.16 feet from a found 5/8-inch iron rod with a yellow plastic cap marked "AKS ENGR"; thence along said northeasterly DLC line, N61°15'53"W a distance of 188.71 feet to the northwest corner of said Fee No. 2019-072494, being also the northeast corner of Fee No. 2023-006357, a found 5/8-inch iron rod with a yellow plastic cap marked "LOVE LS747" bears N23°42'49"E 0.22 feet; then leaving said DLC line, and running along the common line of said Fee Numbers 2019-072494, 2023-006464, & 2023-006357, S23°42'49"W a distance of 256.67 feet to a set 5/8-inch iron rod with a yellow plastic cap marked "ANDY PARIS & ASSOC INC" on the westerly line of said Fee No. 2023-006464; thence leaving westerly line, S61°16'29"E a distance of 69.37 feet to a set 5/8-inch iron rod with a yellow plastic cap marked "ANDY PARIS & ASSOC INC"; thence N23°42'39"E a distance of 3.26 feet to a set 5/8-inch iron rod with a yellow plastic cap marked "ANDY PARIS & ASSOC INC"; thence S61°16'29"E a distance of 25.03 feet to a set 5/8-inch iron rod with a yellow plastic cap marked "ANDY PARIS & ASSOC INC" on the easterly line of said Fee No. 2023-006464; thence along the easterly line thereof, S23°42'49"W a distance of 85.39 feet to a set 5/8-inch iron rod with a yellow plastic cap marked "ANDY PARIS & ASSOC INC"; thence leaving said easterly line, S61°16'29"E a distance of 94.62 feet to the easterly line of said Fee No. 2019-072494, being coincident with the westerly line of said "KNOLLCREST", said point being marked with a set 5/8-inch iron rod with a yellow plastic cap marked "ANDY PARIS & ASSOC INC"; thence along said westerly line, N23°39'45"E a distance of 338.78 feet to the **POINT OF BEGINNING**.

Containing 55,934 square feet. (1.284 acres more or less)



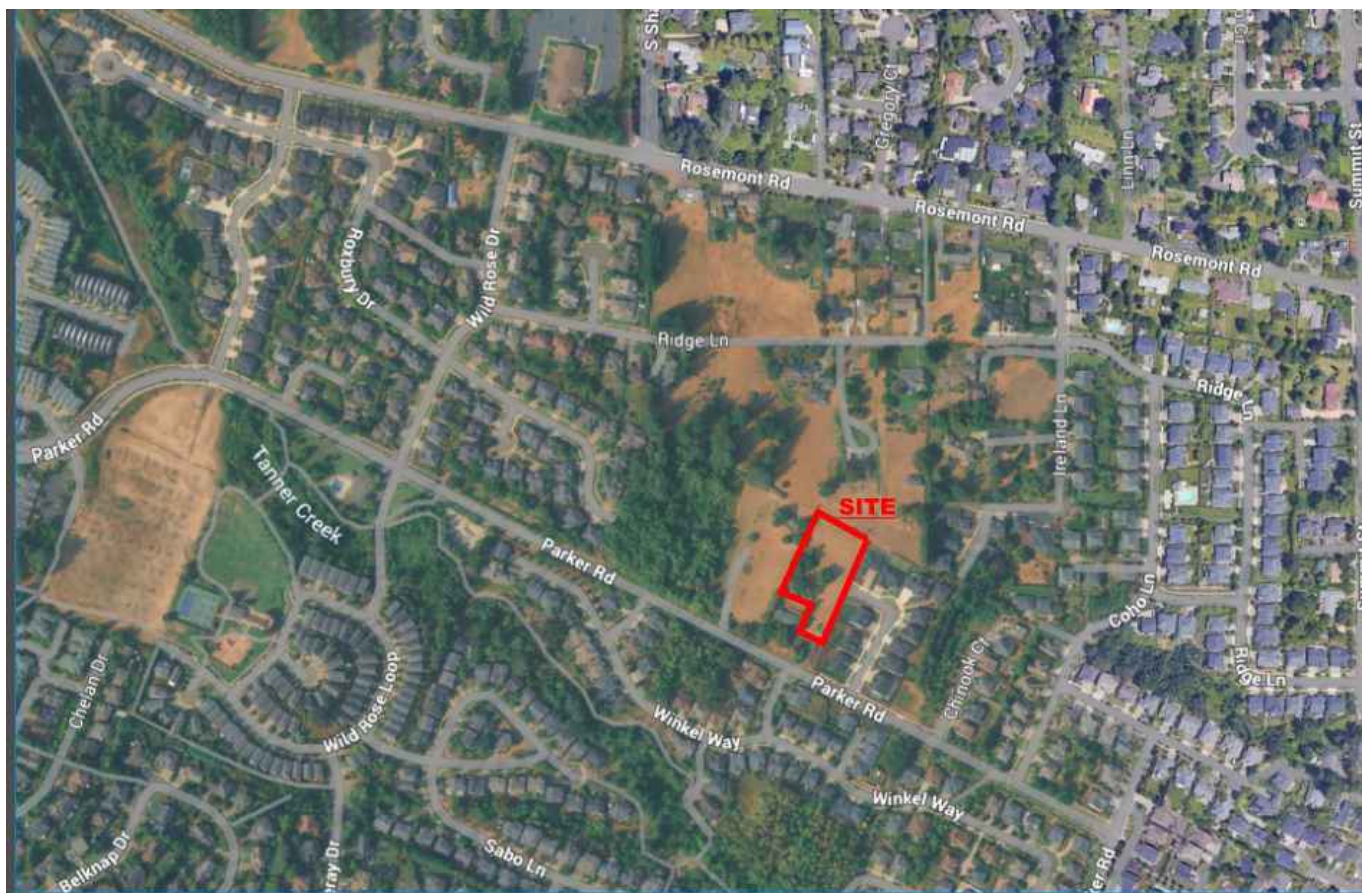
RENEWS 12/31/2026

APPENDIX D – VICINITY MAP





NTS



Vando Development LLC
915 SW Rimrock Way, Ste 201-230
Redmond, OR 97756

VICINITY MAP

DATE

FIGURE

APPENDIX E – TRAFFIC IMPACT ANALYSIS MEMO





21370 SW Langer Farms Pkwy
Suite 142, Sherwood, OR 97140

Technical Memorandum

To: Rob Matthews,
Blue Palouse Properties

From: Michael Ard, PE

Date: August 18, 2025

Re: Parker Road Annexation Traffic Impact Analysis Memo

RENEWS: 12/31/2025

This memorandum is written to provide information regarding the potential traffic impacts associated with a proposed annexation of tax lot 21E25CC00300 into the City of West Linn and an accompanying zone change from Clackamas County FU-10 zoning to City of West Linn R7 zoning.

Property Description

The subject property is located on the north side of Parker Road west of Deerhill Lane and has a gross area of approximately 1.39 acres. Although Parker Road abuts the south side of the subject property, it is anticipated that future site access will be via Deerhill Lane and an extension of Roxbury Drive, which currently stubs to the east side of the property.

To assess the potential transportation impacts of the proposed change in zoning, estimates of the trips that could be generated under the "reasonable worst case" development scenarios were prepared for both the current Clackamas County FU-10 zoning and the proposed City of West Linn R7 zoning. The resulting change in trips between the two scenarios represents the change in traffic which could result from the proposed zone change.

Background Clackamas County FU-10 Zoning Description

Currently, the property is outside the city limits of the City of West Linn and is zoned FU-10 (Future Urban 10-acre) by Clackamas County. Uses permitted in the FU-10 zone include farming- and forestry-related uses as well as government owned parks and places of worship. However, the most likely reasonable, permitted use of the property under the FU-10 zoning would be construction of a single-family home or duplex on the property.

Proposed City of West Linn R7 Zoning Description

Upon annexation into the City of West Linn, it is proposed that R7 residential zoning be applied to the subject property. This zoning allows development with single-family homes, duplex, triplex and quadplex units, cottage clusters, townhomes, and community recreation. Family day care facilities are also permitted; however, certified child-care centers require a conditional use permit in this zone.



The minimum lot sizes in the R7 zone are 7,000 square feet for single-family detached housing, 5,500 square feet per unit for single-family attached housing, and 1,500 square feet per townhouse unit.

Based on the size of the property plus the expectation that Roxbury Drive will be extended through the site and sufficient right-of-way for the eastern half of a new north/south roadway will need to be dedicated along the west side of the property consistent with the city's Transportation System Plan, the net developable area of the site is expected to be approximately 43,700 square feet or less.

When preparing a transportation analysis for a zone change, Oregon's Transportation Planning Rule requires that we analyze not just the proposed site use, but the highest intensity use which can reasonably be permitted within the zone. The City of West Linn allows development of townhomes with a minimum average lot size of 1,500 square feet. Accordingly, the 43,700 square feet of developable land area could accommodate a maximum of 29 townhome dwelling units on the subject property.

It should be noted that the actual development proposed on the subject property will consist of 6 lots, accommodating 6 single-family dwellings. To provide meaningful projections of future traffic and comply with the requirements of Oregon's Transportation Planning Rule, analysis of both the worst-case development scenario (31-townhomes) and the actual proposed development scenario (6 single-family homes) is provided herein.

Trip Generation

To determine the potential increase in traffic attributable to the change from FU-10 to R7 zoning, a trip generation analysis was prepared using data from the Institute of Transportation Engineer's Trip Generation Manual, 10th Edition. The data used was for land use code 215, *Single Family Attached Housing*, and is based on the number of dwelling units.

Based on the analysis, the proposed annexation and zone change could result in a maximum increase of 13 trips during the morning peak hour, 16 trips during the evening peak hour, and 194 daily trips. A summary of the trip generation calculations is provided in Table 1 below. Detailed trip generation worksheets are also provided in the attached technical appendix.

Table 1 - "Reasonable Worst Case" Trip Generation Calculation Summary

	Morning Peak Hour			Evening Peak Hour			Daily Trips		
	In	Out	Total	In	Out	Total	In	Out	Total
29 Townhome Dwellings	4	10	14	10	7	17	104	104	208
- 2 Duplex Dwelling Units	0	-1	-1	-1	0	-1	-7	-7	-14
Net Increase in Site Trips	4	9	13	9	7	16	97	97	194

Based on the trip generation analysis for the "reasonable worst case" development scenario, even if the site is developed with the most intense use permitted in the R7 zone the site will generate just 194 daily site trips (an increase of 201 daily trips when compared to the allowed uses in the existing Clackamas County



FU-10 zoning.) The City of West Linn requires a full traffic impact analysis when a development would generate 250 or more daily trips. As such, the transportation impacts of even the worst-case development fall below the threshold at which a detailed operational analysis is required.

It should be further noted that the actual development proposed on the subject property consists of six single-family homes. This likely development scenario was also compared to the allowed uses under the existing FU-10 zoning to determine the actual expected transportation impact of the proposed annexation, zone change, and subsequent site development.

Again, the trip generation analysis was prepared using data from the Institute of Transportation Engineer's Trip Generation Manual, 10th Edition. The data used was for land use codes 210, *Single Family Detached Housing*, and 215, *Single Family Attached Housing*. For both land use categories the trip generation estimates are based on the number of dwelling units.

Based on the analysis, the actual proposed development within the site would result in an increase of 3 trips during the morning peak hour, 5 trips during the evening peak hour, and 42 daily trips. A summary of the trip generation calculations is provided in Table 2 below. Detailed trip generation worksheets are again provided in the attached technical appendix.

Table 2 - Proposed Development Trip Generation Calculation Summary

	Morning Peak Hour			Evening Peak Hour			Daily Trips		
	In	Out	Total	In	Out	Total	In	Out	Total
6 Single-Family Homes	1	3	4	4	2	6	28	28	56
- 2 Duplex Dwelling Units	0	-1	-1	-1	0	-1	-7	-7	-14
Net Increase in Site Trips	1	2	3	3	2	5	21	21	42

Safety

To evaluate motor vehicle safety, crash data was obtained from the Oregon Department of Transportation's Crash Analysis and Reporting Unit for the intersection of Parker Road at Deerhill Lane as well as the full lengths of Deerhill Lane and Roxbury Drive. The data obtained was for the most recent five years available, from January 2019 through December 2023.

There were no reported crashes at the intersection of Parker Road and Deerhill Lane or along Deerhill Lane or Roxbury Drive during the five-year analysis period. Based on the analysis, the transportation system is currently operating safely in the site vicinity. No safety mitigations are necessary or recommended in conjunction with the proposed annexation and zone change.



Transportation Planning Rule Analysis

To approve the requested zone change on the subject property, the City of West Linn must find that the requirements of Oregon's Transportation Planning Rule (OAR 660-012-0060) are met. This rule provides guidance regarding whether and how the transportation impacts of a plan amendment must be mitigated. The relevant portions of the Transportation Planning Rule are quoted below, along with responses specific to the proposed zone change.

660-012-0060

Plan and Land Use Regulation Amendments

(1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:

(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);

No changes are proposed to the functional classification of existing or planned transportation facilities as part of this project.

(b) Change standards implementing a functional classification system; or

No changes are proposed to the standards implementing the functional classification system as part of this project.

(c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.

(A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

(B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or

(C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.

Under the reasonable worst case development scenario, the proposed annexation and zone change from FU-10 to R7 zoning would result in a net increase of just 194 daily trips, and 16 or fewer trips during the



morning and evening peak hours. Such increases fall below the level at which the City of West Linn requires a full traffic study, since the net increase will have a de minimis impact on operation of area roadways and intersections. Additionally, since the R7 zoning is for residential development, the types of vehicles that will be added are consistent with those currently traveling on Roxbury Drive, Deerhill Lane, and the surrounding street network. Accordingly, the proposed annexation and zone change will not result in any of the effects listed.

Again, it should be noted that the actual anticipated development within the site will generate fewer trips than the worst-case development scenario. As such, the requirements of the Transportation Planning Rule are met for both development scenarios. The proposed zone change will not result in a significant effect on the transportation system, and no mitigation is necessary or recommended in conjunction with the proposed change from FU-10 to R7 zoning.

Conclusions

Based on the analysis, the proposed annexation and zone change would have no significant negative safety or operational impacts on the surrounding street network and would help facilitate future local street connections anticipated in the City's Transportation System Plan. No mitigations are recommended in conjunction with the proposed annexation and zone change, and the proposal complies with the requirements of Oregon's Transportation Planning Rule.

If you have any questions regarding this analysis, please feel free to contact me at (503)537-8511 or at mike.ard@gmail.com.

Trip Generation Calculation Worksheet



Land Use Description: Single-Family Attached Housing

ITE Land Use Code: 215

Independent Variable: Dwelling Units

Quantity: 29 Dwelling Units

Setting: General Urban/Suburban and Rural

Summary of ITE Trip Generation Data

AM Peak Hour of Adjacent Street Traffic

Trip Rate: 0.48 trips per dwelling unit

Directional Distribution: 31% Entering 69% Exiting

PM Peak Hour of Adjacent Street Traffic

Trip Rate: 0.57 trips per dwelling unit

Directional Distribution: 57% Entering 43% Exiting

Total Weekday Traffic

Trip Rate: 7.2 trips per dwelling unit

Directional Distribution: 50% Entering 50% Exiting

Site Trip Generation Calculations

29 Dwelling Units

	Entering	Exiting	Total
AM Peak Hour	4	10	14
PM Peak Hour	10	7	17
Weekday	104	104	208

Trip Generation Calculation Worksheet



Land Use Description: Single-Family Attached Housing

ITE Land Use Code: 215

Independent Variable: Dwelling Units

Quantity: 2 Dwelling Units

Setting: General Urban/Suburban and Rural

Summary of ITE Trip Generation Data

AM Peak Hour of Adjacent Street Traffic

Trip Rate: 0.48 trips per dwelling unit

Directional Distribution: 31% Entering 69% Exiting

PM Peak Hour of Adjacent Street Traffic

Trip Rate: 0.57 trips per dwelling unit

Directional Distribution: 57% Entering 43% Exiting

Total Weekday Traffic

Trip Rate: 7.2 trips per dwelling unit

Directional Distribution: 50% Entering 50% Exiting

Site Trip Generation Calculations

2 Dwelling Units

	Entering	Exiting	Total
AM Peak Hour	0	1	1
PM Peak Hour	1	0	1
Weekday	7	7	14

Trip Generation Calculation Worksheet



Land Use Description: Single-Family Detached Housing

ITE Land Use Code: 210

Independent Variable: Dwelling Units

Quantity: 6 Dwelling Units

Setting: General Urban/Suburban and Rural

Summary of ITE Trip Generation Data

AM Peak Hour of Adjacent Street Traffic

Trip Rate: 0.70 trips per dwelling unit

Directional Distribution: 26% Entering 74% Exiting

PM Peak Hour of Adjacent Street Traffic

Trip Rate: 0.94 trips per dwelling unit

Directional Distribution: 63% Entering 37% Exiting

Total Weekday Traffic

Trip Rate: 9.43 trips per dwelling unit

Directional Distribution: 50% Entering 50% Exiting

Site Trip Generation Calculations

6 Dwelling Units

	Entering	Exiting	Total
AM Peak Hour	1	3	4
PM Peak Hour	4	2	6
Weekday	28	28	56

CITY OF WEST LINN, CLATSOP COUNTY
PARKER RD and Intersectional Crashes at PARKER RD, City of West Linn, Clatsop County, ALL Crashes Severity, 01/01/2015 to 12/31/2024

3 - 5 of 14 Crash records shown.

SER#	DATE	CLASS	CITY STREET	INT-TYPE	RD CHKA	INT-REL	OFFRD	WTHR	CRASH	SPEC USE	MOVE	FROM	TO	PRV	SVR	ERR	ACT	CAUSE
INVEST	FAULT	DAY	FIRST STREET	INT-TYPE	RD CHKA	INT-REL	OFFRD	WTHR	CRASH	SPEC USE	MOVE	FROM	TO	PRV	SVR	ERR	ACT	CAUSE
ENL002	ENL002	ENL002	ENL002	ENL002	ENL002	ENL002	ENL002	ENL002	ENL002	ENL002	ENL002	ENL002	ENL002	ENL002	ENL002	ENL002	ENL002	ENL002
00336	Y	N	N	N	02/09/20	17												
CITY	TH	0	PARKER RD															
N	6P	45 21 54.77	122.38															
N	45 21 54.77	122.38	31.29															
00858	N	Y	N	N	03/27/20	17												
CITY	TU	5.0	PARKER RD															
Y	7P	45 21 53	-122.38															
Y	45 21 53	-122.38	34.97															
00423	N	N	N	N	05/14/2022	17												
CITY	SA	0	PARKER RD															
N	11A	45 21 38.84	-122.38															
N	45 21 38.84	-122.38	49.4															
00508	Y	N	N	N	07/25/2023	17												
CITY	TU	0	PARKER RD															
N	6P	45 21 53.68	-122.38															
N	45 21 53.68	-122.38	49.4															
00865	N	N	N	N	03/23/2022	17												
CITY	WE	0	PARKER RD															
N	6P	45 21 54.04	-122.38															
N	45 21 54.04	-122.38	43.4															
00092	N	N	N	N	03/03/2018	17												
CITY	WE	0	PARKER RD															
N	7P	45 21 54.81	-122.38															
N	45 21 54.81	-122.38	53.4															

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because a subset of crash report forms is the responsibility of the individual driver or the City of West Linn, the City of West Linn cannot guarantee that all qualifying crashes are represented nor can it guarantee that all data is accurate. Note: Legislative changes to ORS 811.720, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

CITY OF NEST LYN, CLACKAMAS COUNTY

7-11 of 14 Crag records shown.

SR#	S	D	M	CLASS	CITY STREET	INVEST	DATE	TIME	FROM	TO	LONG	INT-REF	INT-TYPE	REF	CRASH	WTR	CRASH	TRIP	TYPE	MOV	ACT	CAUSE
SR#	S	D	M	CLASS	CITY STREET	INVEST	DATE	TIME	FROM	TO	LONG	INT-REF	INT-TYPE	REF	CRASH	WTR	CRASH	TRIP	TYPE	MOV	ACT	CAUSE
SR#	S	D	M	CLASS	CITY STREET	INVEST	DATE	TIME	FROM	TO	LONG	INT-REF	INT-TYPE	REF	CRASH	WTR	CRASH	TRIP	TYPE	MOV	ACT	CAUSE
SR#	S	D	M	CLASS	CITY STREET	INVEST	DATE	TIME	FROM	TO	LONG	INT-REF	INT-TYPE	REF	CRASH	WTR	CRASH	TRIP	TYPE	MOV	ACT	CAUSE
04903	N	N	N	0	17/19/2015	0	45:21:54.81	122.38	53.4	0	0	0	0	0	0	0	0	0	0	0	0	0
04903	N	N	N	0	17/19/2015	0	45:21:54.81	122.38	53.4	0	0	0	0	0	0	0	0	0	0	0	0	0
04903	N	N	N	0	17/19/2015	0	45:21:54.81	122.38	53.4	0	0	0	0	0	0	0	0	0	0	0	0	0
04903	N	N	N	0	17/19/2015	0	45:21:54.81	122.38	53.4	0	0	0	0	0	0	0	0	0	0	0	0	0
04903	N	N	N	0	17/19/2015	0	45:21:54.81	122.38	53.4	0	0	0	0	0	0	0	0	0	0	0	0	0
04903	N	N	N	0	17/19/2015	0	45:21:54.81	122.38	53.4	0	0	0	0	0	0	0	0	0	0	0	0	0
04903	N	N	N	0	17/19/2015	0	45:21:54.81	122.38	53.4	0	0	0	0	0	0	0	0	0	0	0	0	0
04903	N	N	N	0	17/19/2015	0	45:21:54.81	122.38	53.4	0	0	0	0	0	0	0	0	0	0	0	0	0
04903	N	N	N	0	17/19/2015	0	45:21:54.81	122.38	53.4	0	0	0	0	0	0	0	0	0	0	0	0	0
04903	N	N	N	0	17/19/2015	0	45:21:54.81	122.38	53.4	0	0	0	0	0	0	0	0	0	0	0	0	0
04903	N	N	N	0	17/19/2015	0	45:21:54.81	122.38	53.4	0	0	0	0	0	0	0	0	0	0	0	0	0
04903	N	N	N	0	17/19/2015	0	45:21:54.81	122.38	53.4	0	0	0	0	0	0	0	0	0	0	0	0	0
04903	N	N	N	0	17/19/2015	0	45:21:54.81	122.38	53.4	0	0	0	0	0	0	0	0	0	0	0	0	0
04903	N	N	N	0	17/19/2015	0	45:21:54.81	122.38	53.4	0	0	0	0	0	0	0	0	0	0	0	0	0
04903	N	N	N	0	17/19/2015	0	45:21:54.81	122.38	53.4	0	0	0	0	0	0	0	0	0	0	0	0	0
04903	N	N	N	0	17/19/2015	0	45:21:54.81	122.38	53.4	0	0	0	0	0	0	0	0	0	0	0	0	0
04903	N	N	N	0	17/19/2015	0	45:21:54.81	122.38	53.4	0	0	0	0	0	0	0	0	0	0	0	0	0
04903	N	N	N	0	17/19/2015	0	45:21:54.81	122.38	53.4	0	0	0	0	0	0	0	0	0	0	0	0	0
04903	N	N	N	0	17/19/2015	0	45:21:54.81	122.38	53.4	0	0	0	0	0	0	0	0	0	0	0	0	0
04903	N	N	N	0	17/19/2015	0	45:21:54.81	122.38	53.4	0	0	0	0	0	0	0	0	0	0	0	0	0
04903	N	N	N																			

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ROADWAY DR and Intersectional Crashes at ROADWAY DR, City of West Linn, Clackamas County, All Crashes Severity, All Crashes Circumstance, 01/01/2015 to 12/31/2024

[illegible]

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 81.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submission of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note, legislative changes to DMV's vehicle crash reporting requirement, effective 01/01/2004, may result in fewer properly damaged only crashes being eligible for inclusion in the *Statewide Crash Data*.