CITY OF
West Linn

PLANNING COMMISSION PUBLIC HEARING

DATE: NOVEMBER 4, 2009

FILE NO.: **DR-09-03/VAR-09-08/VAR-09-09**

REQUEST: **8-UNIT MULTI-FAMILY COMPLEX REQUIRING CLASS II DESIGN REVIEW, A CLASS II VARIANCE FOR THE NUMBER OF UNITS ON A CUL-DE-SAC, AND A CLASS II VARIANCE FOR PARKING LOCATION AT 2170-72 13TH STREET**

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CITY OF WEST LINN
PLANNING & DEVELOPMENT
STAFF REPORT

TO: West Linn Planning Commission (for November 4, 2009 meeting)

FROM: West Linn Planning Staff (Tom Soppe, Associate Planner)

DATE: Report completed October 21, 2009

FILE NO: DR-09-03/VAR-09-08/VAR-09-09

SUBJECT: Proposed 8-unit multi-family complex comprised two buildings, on a site containing a duplex that will remain. Requires Class II Design Review, a Class II Variance for the number of units on a cul-de-sac, and a Class II Variance for location of resident on-site parking.

Planning Director's Initials _____ City Engineer's Initials _____

SPECIFIC DATA

OWNER/: Joe Mitchoff, Sericko Resources LLC, PO Box 82697, Portland, OR 97282

APPLICANT

CONSULTANT: Steve Roper/Jeff Caines, 8196 SW Hall Blvd., Ste. 232, Beaverton, OR 97008

LOCATION: 2170-72 13th Street

SITE SIZE: 0.81 acres

LEGAL DESCRIPTION: Clackamas County Assessor's Map 2-1E-35CB, Tax Lot 2900

ZONING: R-2.1

COMP PLAN DESIGNATION: Medium-High Density Residential

APPROVAL CRITERIA: CDC Chapter 55, Design Review; Chapter 75 Variance

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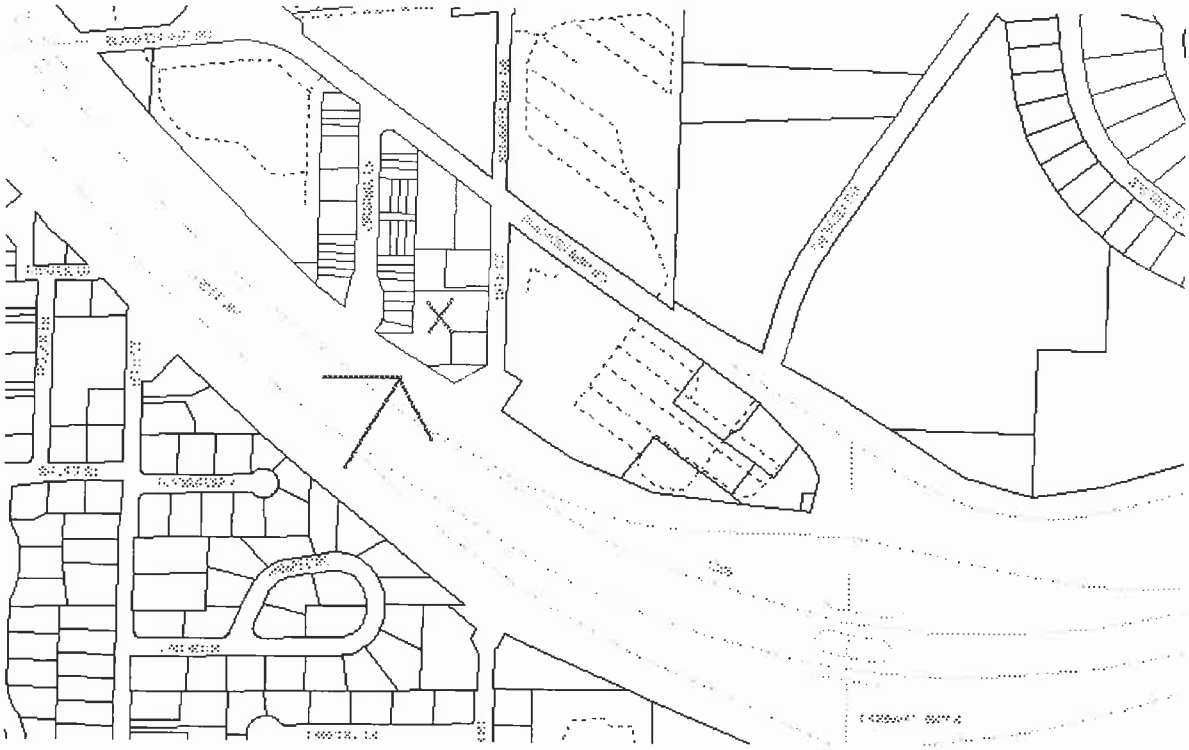
120-DAY PERIOD: The application was complete upon the submittal of materials on September 29, 2009. Therefore, the 120-day period ends on January 27, 2010.

PUBLIC NOTICE: Public notice was mailed to the Willamette Neighborhood Association and to affected property owners on October 13, 2009. The property and the nearest through street were posted with signs on October 14, 2009. The application has also been posted on the City's website. Therefore, notice requirements have been satisfied.

EXECUTIVE SUMMARY:

Site Conditions

The front of the property contains a duplex, and the next property to the south, 2150 13th Street, contains a single-family house. Both are owned by the applicant. The site, like much of this part of town, slopes gently to the south and southwest overall. See the vicinity map below, where an "X" marks the property.



Project Description

The applicant proposes 8 townhouse-style multi-family units contained in 2 buildings, each with 4 units. The proposed units would extend across the western end of the entire subject property behind both the duplex on the subject property and the single family house on 2150 (see Exhibit PC-5, Site Plan, Sheet 2 of 6 in map set). A one-way, 15-foot-wide driveway is proposed to serve the proposed units and would enter the site on the north edge of the subject property, pass by the front of every unit, and traverse back to 13th Street along the south edge of 2150 13th Street, where the applicant proposes an access easement. The proposed units are two-story with

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a front facing garage and a unit driveway that connects to the shared driveway. Shared open space is proposed west of the existing duplex and in the southwest area of the site where the parcel extends to the west (see Exhibit PC-5, Planting Plan, Sheet L1.1 of map set). Stomwater would be accommodated in a "drainage box" in a planter located on the south end of the proposed units (see Exhibit PC-5, Grading and Erosion Plan, Sheet 4 of 6 of map set, and the drainage report Exhibit PC-7).

Surrounding Land Use

The subject property and 2150 13th Street are zoned R-2.1, as is the small city-owned property south of 2150. I-205 passes south of these properties (see Exhibit PC-5 Site Plan, Sheet 2 of 6, map set). The entirety of Virginia Lane, also a cul-de-sac off Blankenship Road, is R-2.1. The Virginia Lane townhouses border the subject property to the west. Areas nearby to the north and west of Virginia Lane contain larger multi-family complexes also zoned R-2.1. Lands zoned MU immediately north of the project site contain single-family and duplex uses similar in age and size to those on the subject property and 2150. Lands north of the 13th Street area across Blankenship Road are zoned OBC; some are developed with office and commercial uses whereas others are undeveloped. The land across 13th Street from the subject property is the River Falls Plaza shopping center which includes Albertson's and several other retail outlets; it is zoned General Commercial.

The subject property is located downhill from Blankenship Road. The shopping center projects out from Blankenship Road at a relatively similar grade to Blankenship Road (but slightly lower), so the subject property is actually across the street from a large retaining wall, on top of which is the blank rear wall of Albertson's.

A drainage ditch separates this site from I-205; this is not a creek, unlike the drainage area across I-205 from here (which is Bernert Creek). As a man-made roadside drainage ditch, it is exempt from the Water Resources Area permit per 32.020(C).

Approval Criteria and Analysis

The site is zoned R-2.1. Multi-family residential is a permitted use in this zone. New multi-family residential buildings require a Class II Design Review permit, for which the approval criteria are listed in Section 55.100 in CDC Chapter 55. This proposal, with conditions of approval, can meet the criteria on site with the exception of two regulations discussed below, for which variances are needed. Both of the variances are Class II Variances; the approval criteria for these are in Section 75.060 of CDC Chapter 75.

Limit on Number of Units Accessed from a Cul-de-Sac

13th Street is a cul-de-sac from which 8 units total currently take access (one of which fronts on Blankenship but has a driveway off of 13th). The addition of 8 units would result in 16 dwelling units total. Since 85.200(A)(11) states, "Cul-de-sacs shall… serve no more than 12 dwelling units, unless authorized by variance per Chapter 75," a variance is needed for this proposal to be approved. The applicant has applied for this variance as part of this application. Although Chapter 85 land division is not part of the approval criteria for this application (which includes no proposed land division), the proposal still must be compliant with all of the CDC.

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Parking Location
CDC Section 55.100(B)(7)(b) says, "Multi-family projects shall be required to keep the parking at the side or rear of the buildings or behind the building line of the structure as it would appear from the right-of-way inside the multi-family project." The applicant proposes parking in front of the proposed buildings (but still behind the existing duplex), which are somewhat visible from the right of way. Therefore a Class II Variance was needed to approve this configuration. The applicant has applied for this variance as part of this application.

PUBLIC COMMENTS

See Exhibit PC-1, which includes comments by Lynn Fox and J. Wilberscheid, both received on October 22, 2009.

RECOMMENDATION

Based upon staff findings and findings contained in the applicant's submittal in the City record, staff finds and recommends that there are sufficient grounds to **approve** this application with the following conditions:

1. Final Site Plan. Submit a final site plan consistent with the following conditions for review and approval by the Planning and Engineering departments.

2. Fire Protection. Prior to building permit issuance, the applicant shall install sprinkler systems, fire department connections, and "no parking" signs to the satisfaction of TVFR and perform a fire flow test to the satisfaction of TVFR.

3. Streets. Half-street improvements shall be completed and the sidewalk and street trees shall be installed on 13th Street to the satisfaction of the Engineering Department.

4. Design and Finish of Units
   a. No two adjacent units shall have the same main color or trim color.
   b. All windows shall have trim that is a minimum of 4 inches wide.

5. Trees. Trees shall be planted along the sidewalk south of the existing duplex that will connect the new units to 13th Street. The intervals, locations, and the species of the trees shall be chosen to provide an eventual canopy of tree cover over the entire walkway. The applicant shall work with the City Arborist to ensure this condition is fulfilled properly.

6. Easements and Utility Agreements.
   a. Prior to building permit issuance, a shared access and utility easement for the shared driveway and storm drainage line shall be implemented across the south end of 2150 13th Street as shown on the site plan submitted October 5, 2009.
   b. All necessary utility easements shall be depicted on the final site plan.
   c. The stormwater facility and the line connecting it to the right of way shall be private, and the applicant shall enter into a maintenance agreement with the City for the facility.

7. Open Space. Areas designated as open space on the approved site plan must remain free of development with the exception of development to facilitate their use as outdoor

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shared open space (i.e. benches, paths). Open space tracts shall be identified as common open space for the occupants of the buildings on site.

8. Parking. The proposed parking space for the existing duplex unit 2172 13th Street shall be configured so a vehicle parked in the space can drive forward and access the shared one-way driveway, in the proper direction, to exit the site.

9. Lighting. The applicant shall verify that the lighting study shows that existing lighting meets city standards and install additional street lighting if it does not. The City shall approve the fixture design of any new street lighting.

10. Expiration of Approval. This approval shall expire 3 years from the effective date of this decision.

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SUPPLEMENTAL FINDINGS

DR—09-03/VAR-09-08/VAR-09-09

APPLICABLE REGULATIONS AND ASSOCIATED FINDINGS

55.100 APPROVAL STANDARDS - CLASS II DESIGN REVIEW

The approval authority shall make findings with respect to the following criteria when approving, approving with conditions, or denying a Class II design review application.

A. The provisions of the following chapters shall be met:

1. Chapter 33, Storm Water Quality and Detention.
Chapter 33 requires appropriate storm water collection, treatment, and detention, as applicable, for new developments.

FINDING NO. 1:
A stormwater treatment facility is proposed to be located south of the units and west of the driveway (see Exhibit PC-5, Grading and Erosion Plan, Sheet 4 of 6 of map set, and Exhibit PC-7 the stormwater report). The stormwater report documents how the proposed facility meets required standards. The criterion is met.

2. Chapter 34, Accessory Structures.

3. Chapter 38, Additional Yard Area Required.

4. Chapter 40, Building Height Limitations and Exceptions.

5. Chapter 42, Clear Vision Areas.

6. Chapter 44, Fences & Screening Outdoor Storage.

FINDING NO. 2:
There are no accessory structures or needs for additional yard area, and clear vision areas are not violated by the proposal. Building height is per the CDC. No fences or outdoor storage are proposed at this time.

7. Chapter 46, Off-Street Parking and Loading.
Chapter 46 delineates requirements for number of parking spaces, location of spaces, and size and configuration of spaces for each use. The minimum requirement for off-street parking for 2 bedroom multi-family units is 1.5 spaces per unit. The minimum requirement for duplex units is 1 space per unit.

FINDING NO. 3:
Two off-street spaces are proposed for each new unit, which is acceptable per 46.090(3) regardless of the number of bedrooms in each unit (see, in Exhibit PC-5, the Site Plan and Planting Plan, Sheet 2 of 6 and Sheet L1.1 respectively). The proposed "stacking" of the driveway space behind the garage

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space is also acceptable as each set of spaces belongs to its individual unit. The three required visitor spaces are allowed to be fulfilled by parking spaces on the street, since the amount of frontage the property has on the street is longer than three spaces. This should not be a problem as the east side of the street is not punctuated by driveways and therefore contains more than three spaces. Each existing unit is a duplex unit and therefore requires one space per unit per 46.090(A)(2). The south unit, 2170, will continue to employ its existing driveway for its space. See Finding No. 4 for a discussion of the parking space for 2172 and its access compliance; 2172 will continue to have 1 parking space and therefore meets the provisions of Chapter 46.

The driveways for each of the new units will be 18 feet long from the sidewalk to the garage door (see Planting Plan and Site Plan). 46.150(A)(1) says "When multi-family parking stalls back onto a main driveway, the stalls shall be 9 X 20." However 55.170(B) states:

> B. The Planning Director may grant an exception to the off-street parking dimensional and minimum number of space requirements in the applicable zone so long as the following criteria is met:
>
> 1. The minor exception is not greater than 10 percent of the required parking;
> 2. The application is for a use designed for a specific purpose which is intended to be permanent in nature (for example, a nursing home) and which has a low demand for off-street parking; or,
> 3. There is an opportunity for sharing parking and there is written evidence that the property owners are willing to enter into a legal agreement; or,
> 4. Public transportation is available to the site reducing the standards and will not adversely affect adjoining uses, and there is a community interest in the preservation of particular natural feature(s) of the site which make it in the public interest to grant an exception to parking standards.

This criterion is met (only one of 1-4 needs to be met) in that the use is designed specifically as multi-family residential and further off-street parking requirements are met by the garage for each unit.

8. Chapter 48, Access.

This chapter regards access for vehicles as well as pedestrians and bicyclists. It includes requirements for 15 foot driveways for one-way multi-family driveways such as that proposed on site. It provides for specifications for emergency vehicle turnarounds, specifications for curb cut size, and minimum distances between two-way driveways' curb cuts (30 feet on a local street such as 13th Street).

FINDING NO. 4:

A one-way 15-foot driveway will provide access from the new units to 13th Street. There will be 20 feet of horizontal clearance for this driveway. Fire trucks do not need a turnaround as the driveway loops back to 13th Street. TVFR approves of the applicant's shared driveway plan for fire access (See Exhibit PC-9 TVFR Correspondence). The driveway will exit back to 13th Street via a shared access easement across the south end of the 2150 13th Street parcel. Condition of Approval 6 ensures this access easement will be implemented.

The current driveway for the north unit, 2172, will be eliminated by the construction of the shared driveway for the new rear units. In order to meet curb cut minimum distance requirements in Chapter 48 the applicant proposes a new space for this unit alongside the

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beginning of the proposed one-way shared driveway. The resident of 2172 would pull into a space from the street; the space will be adjacent to the driveway so they can share a curb cut. Per 48.060(D) there must be 30 feet between curb cuts on local streets, but this does not apply to one-way driveways. Therefore to avoid violating 48.060(D), the parking space for 2172 must function as part of the one-way driveway, due to its closeness to the curb cut for the driveway for 2176 13th Street just north of the property. Therefore the space should be configured so the driver can drive forward onto the one-way shared driveway and around the circle of this driveway back to the street, rather than backing out onto the street. Condition of Approval 8 requires this. The criteria are met.

9. Chapter 52, Signs.

FINDING NO. 5:
There are no signs proposed. The criterion is not applicable.

10. Chapter 54, Landscaping.

This chapter requires thorough, well-defined, attractive, and ecologically sound landscaping for new developments. It includes the requirement that residential development sites have 25% of the site landscaped.

FINDING NO. 6:
Over 25% of the site is proposed to be landscaped. Parking area landscaping, parking area trees, and street trees will be provided in accordance with this section. The criterion is met.

*B. **Relationship to the natural and physical environment**.*

1. The buildings and other site elements shall be designed and located so that all heritage trees, as defined in the Municipal Code, shall be saved. Diseased heritage trees, as determined by the City Arborist, may be removed at his/her direction.

2. All heritage trees, as defined in the Municipal Code, all trees and clusters of trees (cluster is defined as three or more trees with overlapping driplines; however, native oaks need not have an overlapping dripline) that are considered significant by the City Arborist, either individually or in consultation with certified arborists or similarly qualified professionals, based on accepted arboricultural standards including consideration of their size, type, location, health, long term survivability, and/or numbers, shall be protected pursuant to the criteria of subsections 2(a-f) below. In cases where there is a difference of opinion on the significance of a tree or tree cluster, the City Arborist's findings shall prevail. It is important to acknowledge that all trees are not significant and, further, that this code section will not necessarily protect all trees deemed significant.

FINDING NO. 7:
There are no significant or heritage trees. The criteria are met.

3. The topography and natural drainage shall be preserved to the greatest degree possible. (ORD. 1408)

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FINDING NO. 8:
The natural drainage direction will be preserved for the site. There will be grading but the general lay of the topography will be preserved to the greatest extent possible.

4. The structures shall not be located in areas subject to slumping and sliding. The Comprehensive Plan Background Report's Hazard Map, or updated material as available and as deemed acceptable by the Planning Director, shall be the basis for preliminary determination.

FINDING NO. 9:
The site is not in a potential landslide area according to Map 16 of the City of West Linn Natural Hazards Mitigation Plan.

5. There shall be adequate distance between on site buildings and on site and off site buildings on adjoining properties to provide for adequate light and air circulation and for fire protection.

FINDING NO. 10:
Tualatin Valley Fire and Rescue (TVFR) approves of this layout (See Exhibit PC-9). There is adequate air and light circulation between on-site buildings and between on- and off-site buildings. TVFR's July 2, 2009 letter regarding the project proposal discusses sprinklers in the units, "No Parking" signs on the driveway, possible individual unit fire department connections, and a fire flow test (See Exhibit PC-9). Condition of Approval 2 ensures these items will be completed to the satisfaction of TVFR.

6. Architecture

a. The predominant architecture of West Linn identified in the West Linn vision process was contemporary vernacular residential designs emphasizing natural materials: wood with brick and stone detail Colors are subdued earth tones: greys, brown, off-whites, slate, and greens. Pitched roofs with overhanging eaves, decks, and details like generous multi-light windows with oversized trim are common. Also in evidence are the 1890s Queen Anne style homes of the Willamette neighborhood. Neo-traditional homes of the newer subdivisions feature large front porches with detailed porch supports, dormers, bracketed overhanging eaves, and rear parking for cars. Many of these design elements have already been incorporated in commercial and office architecture.

b. The proposed structure(s) scale shall be compatible with the existing structure(s) on site and on adjoining sites. Contextual design is required. Contextual design means respecting and incorporating prominent architectural styles, building lines, roof forms, rhythm of windows, building scale and massing, materials and colors of surrounding buildings in the proposed structure.

c. While there has been discussion in Chapter 24 about transition, it is appropriate that new buildings should architecturally transition in terms of bulk and mass to work with, or fit, adjacent existing buildings. This transition

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can be accomplished by selecting designs that "step down" or "step up" from small to big structures and vice versa (see figure below). Transitions may also take the form of carrying building patterns and lines (e.g., parapets, windows, etc.) from the existing building to the new one.

d. Contrasting architecture shall only be permitted when the design is manifestly superior to adjacent architecture in terms of creativity, design, and workmanship, and/or it is adequately separated from other buildings by distance, screening, grade variations, or is part of a development site that is large enough to set its own style of architecture.

FINDING NO. 11:

The townhouses proposed are similar to many newer townhouses found throughout the Portland metro area. They are compatible with the nearby townhouses on Virginia Lane and with the vernacular architecture of the 13th Street area. Variations in the roofline provide variety and human scale. The townhouses are broken into 2 sets of 4 units, so no one building is too massive. Garages are in front, but it would be not be practical to put them on the rear on this site as explained in findings 31 through 36; also these units do not front directly on a street. The balconies help to deemphasize the garage, and the balconies together with the recessed doors and double gables provide variety in which would otherwise be a flat façade. However since each unit does look identical, Condition of Approval 4 ensures there is color variation between the units. This condition also requires 4-inch wide trim on the windows; this way this major feature of the facades will have more aesthetic presence. The criterion is met.

e. Human scale is a term that seeks to accommodate the users of the building and the notion that buildings should be designed around the human scale (e.g., his/her size and the average range of their perception. Human sacle shall be accommodated in all designs by, for example, multi-light windows that are broken up into numerous panes, intimately scaled entryways, visual breaks (exaggerated eaves, indentations, ledges, parapets, awnings, engaged columns, etc.) in the facades of buildings both vertically and horizontally. The human scale is enhanced by bringing the building and its main entrance up to the edge of the sidewalk. It creates a more dramatic and interesting streetscape and improves the "height and width" ratio referenced in this section.

g. Variations in depth and roof line are encouraged for all elevations. To vary the otherwise blank wall of most rear elevations, continuous flat elevations of over 100 feet in length should be avoided by indents or variations in the wall. The use of decorative brick, masonry, or stone insets and/or designs is encouraged. Another way to vary or soften this elevation is through terrain variations such as an undulating grass area with trees to provide vertical relief.

h. Consideration of the micro-climate (e.g., sensitivity to wind, sun angles, shade, etc.) shall be made for building users, pedestrians, and transit users, including features like awnings.

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i. The Vision Statement identified a strong commitment to developing safe and attractive pedestrian environments with broad sidewalks, canopied with trees and awnings.

FINDING NO. 12:
Rooflines and facades are broken up appropriately. The buildings proposed are behind existing buildings and cannot be brought up to the sidewalk. Subsection (e) is met. There are no flat elevations of over 100 feet in length. The proposal appears compatible with the micro-climate criterion. Sidewalks are being provided on site. "Street" trees will be planted on the street and along the private shared driveway. Because an 8-foot sidewalk cannot fit along the east-west portion of the driveway along the north side of the site (this width would be required by 55.100[B][7][d] along a travel lane) a 6-foot sidewalk is being provided south of the duplex to provide a pedestrian connection between the street and the proposed units. Per subsection (i) above this sidewalk should have a tree canopy. Condition of Approval 4 requires this. The criteria are met.

j. Sidewalk cafes, kiosks, vendors, and street furniture are encouraged. However, at least a four foot wide pedestrian accessway must be maintained per Chapter 53, Sidewalk Use.

FINDING NO. 13:
This is an all-residential project that will not have these items. The criterion is not applicable.

7. Transportation Planning Rule (TPR) compliance. The automobile shall be shifted from a dominant role, relative to other modes of transportation by the following means:

a. Commercial and office development shall be oriented to the street...

FINDING NO. 14:
There is no commercial or office development proposed. The criterion is not applicable.

b. Multi-family projects shall be required to keep the parking at the side or rear of the buildings or behind the building line of the structure as it would appear from the right-of-way inside the multi-family project. For any garage which is located behind the building line of the structure, but still facing the front of the structure, architectural features such as patios, patio walls, trellis, porch roofs, overhangs, pergolas, etc. shall be used to downplay the visual impact of the garage, and to emphasize the rest of the house and front entry. The parking may be positioned inside small courtyard areas around which the units are built. These courtyard spaces encourage socialization, defensible space, and can provide a central location for landscaping, particularly trees, which can provide an effective canopy and softening effect on the courtyard in only a few years. Vehicular access and driveways through these courtyard areas is permitted.

FINDING NO. 15:
The applicant has applied for a variance from this criterion because the parking for the new units is located in front of these units and can therefore, at least at certain points along 13th Street, be seen from the 13th Street right-of-way. See findings 31 through 36 which regard the variance criteria.

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c. Commercial, office, and multi-family projects shall be built as close to the adjacent main right-of-way as practical to facilitate safe pedestrian and transit access. Reduced frontages by buildings on public right-of-ways (a, b, c, above) may be allowed due to extreme topographic (e.g., slope, creek, wetlands, etc.) conditions or compelling functional limitations, not just inconveniences or design challenges.

FINDING NO. 16:
The existing duplex fronts on the right-of-way, and the only developable area of the site is behind the duplex. Therefore the criterion is met as the buildings cannot be built adjacent to the right-of-way.

d. Accessways, parking lots, and internal driveways shall accommodate pedestrian circulation and access by specially textured, colored, or clearly defined foot paths at least six feet wide. Paths shall be eight feet wide when abutting parking areas or travel lanes. Paths shall be separated by parking or travel lanes by either landscaping, planters, curbs, bollards, or raised surfaces. Sidewalks in front of storefronts on the arterials and main store entrances on the arterials identified in CDC Section 85.200(A)(3)(e) shall be 12 feet wide to accommodate pedestrians, sidewalk sales, sidewalk cafes, etc. Sidewalks in front of storefronts and main store entrances in commercial/OBC zone development on local streets and collectors shall be eight feet wide.

e. Paths shall provide direct routes that pedestrians will use between buildings, adjacent rights-of-way, and adjacent commercial developments. They shall be clearly identified. They shall be laid out to attract use and to discourage people from cutting through parking lots and impacting environmentally sensitive areas. (ORD. 1425)

FINDING NO. 17:
The proposed path along the shared driveway in front of the units is 8 feet wide. This will be separated by a curb from the shared driveway. A 6 foot wide path south of the existing duplex will connect the new units to the street right-of-way. This path is allowed to be 6 feet wide instead of 8 as it is not alongside a driveway. The criterion is met.

f. At least one entrance to the building shall be on the main street, or as close as possible to the main street. The entrance shall be designed to identify itself as a main point of ingress/egress.

g. Where transit service exists, or is expected to exist, there shall be a main entrance within a safe and reasonable distance of the transit stop. A pathway shall be provided to facilitate a direct connection. (ORD. 1425)

h. Projects shall bring at least part of the project adjacent to, or near the main street right-of-way in order to enhance the height-to-width ratio along that particular street. (The height-to-width ratio is an architectural term that emphasizes height or vertical dimension of buildings adjacent to streets. The higher and closer the building is, and the narrower the width of the street, the more attractive and intimate the streetscape becomes.) For every one foot in street width, the adjacent building ideally should be one to two feet higher.

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This ratio is considered ideal in framing and defining the streetscape. (ORD. 1425)

FINDING NO. 18:
The front of the project along the street is already developed with the existing duplex, and the proposal is to develop undeveloped areas of the property away from the right-of-way, so (h) and (f) cannot apply. Transit service exists a block away on Blankenship, but the applicant cannot provide a direct path across other properties. The sidewalk along the north-south section of the shared driveway will be 8 feet wide. The applicant is providing a 6-foot wide path south of the existing duplex, connecting the proposed units to the 13th Street ROW, which fulfills subsection (g).

*C. **Compatibility between adjoining uses, buffering, and screening**.*

1. In addition to the compatibility requirements contained in Chapter 24, buffering shall be provided between different types of land uses; for example, buffering between single-family homes and apartment blocks. However, no buffering is required between single-family homes and duplexes or single-family attached units. The following factors shall be considered in determining the adequacy and type and extent of the buffer:

a. The purpose of the buffer, for example to decrease noise levels, absorb air pollution, filter dust, or to provide a visual barrier.

b. The size of the buffer required to achieve the purpose in terms of width and height.

c. The direction(s) from which buffering is needed.

d. The required density of the buffering.

e. Whether the viewer is stationary or mobile.

2. On-site screening from view from adjoining properties of such things as service areas, storage areas, and parking lots shall be provided and the following factors will be considered in determining the adequacy of the type and extent of the screening:

a. What needs to be screened?

b. The direction from which it is needed.

c. How dense the screen needs to be.

d. Whether the viewer is stationary or mobile.

e. Whether the screening needs to be year around.

3. Roof top air cooling and heating systems and other mechanical equipment shall be screened from view from adjoining properties.

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FINDING NO. 19:
The site proposed to contain the new multi-family units is already surrounded by townhouses and duplexes, except for the existing single-family house at 2150 13th Street. Considering the new units appear identical to single-family attached units (as opposed to a larger apartment block with units not distinguishable from the outside) and considering the buildings containing these new units will be over 60 feet from the existing house, no buffer or screening appears necessary.

*D. **Privacy and noise**.*

1. Structures which include residential dwelling units shall provide private outdoor areas for each ground floor unit which is screened from view by adjoining units.

2. Residential dwelling units shall be placed on the site in areas having minimal noise exposure to the extent possible. Natural appearing sound barriers shall be used to lessen noise impacts where noise levels exceed the design standards of Table 1 below.

FINDING NO. 20:
Each unit will have an approximately 96 square foot outdoor patio in the rear that is screened from other units' patios by landscaping. This is a residential townhouse use surrounded by other residential townhouses and duplexes, and a few single family homes that already border multi-family uses. No additional buffering is necessary. The site is adjacent to I-205, but the units are placed so their fronts and rears do no face the freeway. The criteria are met.

*E. **Private outdoor area**. This section only applies to multi-family projects.*

1. In addition to the requirements of residential living, unit shall have an outdoor private area (patio, terrace, porch) of not less than 48 square feet in area;

2. The outdoor space shall be oriented towards the sun where possible; and,

3. The area shall be screened or designed to provide privacy for the users of the space.

4. Where balconies are added to units, the balconies shall not be less than 48 square feet, if they are intended to be counted as private outdoor areas.

FINDING NO. 21:
As noted above, each unit will have an approximately 96 square foot outdoor patio in the rear, facing west towards the afternoon sun. Each patio will connect only to its own unit, with landscaping between it and other patios. The criterion is met.

*F. **Shared outdoor recreation areas**. This section only applies to multi-family projects and projects with 10 or more duplexes or single-family attached dwellings on lots under 4,000 square feet. In those cases, shared outdoor recreation areas are calculated on the duplexes or attached single-family dwellings only. It also applies to qualifying PUDs under the provisions of Section 24.170.*

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1. In addition to the requirements of subsection E, usable outdoor recreation space shall be provided in residential developments for the shared or common use of all the residents in the following amounts:

a. Studio up to and including two-bedroom units: 200 square feet per unit.

b. Three or more bedroom units: 300 square feet per unit.

2. The required recreation space may be provided as follows:

a. It may be all outdoor space; or,

b. It may be part outdoor space and part indoor space; for example, an outdoor tennis court and indoor recreation room; and,

c. Where some or all of the required recreation area is indoor, such as an indoor recreation room, then these indoor areas must be readily accessible to all residents of the development subject to clearly posted restrictions as to hours of operation and such regulations necessary for the safety of minors.

d. In considering the requirements of subsection F, the emphasis shall be on usable recreation space. No single area of outdoor recreational space shall encompass an area of less than 250 square feet. All common outdoor recreational space shall be clearly delineated and readily identifiable as such. Small, marginal, and incidental parcels of land are not usable recreation spaces. The location of outdoor recreation space shall be integral to the overall design concept of the site and be free of hazards or constraints that would interfere with active recreation.

3. The shared space shall be readily observable to facilitate crime prevention and safety.

FINDING NO. 22:
Staff adopts the applicant's finding that a minimum of 2,000 square feet of space is needed, that much more than this amount is provided by the applicant's proposal, which is approximately 6,000 square feet (approximately 2,500 behind the duplex and approximately 3,500 in the southwest area of the site. Staff agrees that the space is appropriately visible, and that the space is all outdoors (which is compatible with Section 2 above). Condition of Approval 7 requires that these areas must not be developed and must remain open space.

*G. **Demarcation of public, semi-public, and private spaces**. The structures and site improvements shall be designed so that public areas such as streets or public gathering places, semi-public areas, and private outdoor areas are clearly defined in order to establish persons having a right to be in the space, to provide for crime prevention, and to establish maintenance responsibility. These areas may be defined by:*

1. A deck, patio, fence, low wall, hedge, or draping vine;

2. A trellis or arbor;

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3. A change in level;

4. A change in the texture of the path material;

5. Sign; or,

6. Landscaping.

Use of gates to demarcate the boundary between a public street and a private access driveway is prohibited.

FINDING NO. 23:
See Finding No. 21 for the delineation of the individual units' private outdoor areas. Landscaping will delineate the shared open space areas as shown on the landscape plan. The criterion is met.

I. Public Facilities

An application may only be approved if public facilities will be available to provide service to the property prior to occupancy.

1. Streets. Sufficient right-of-way and slope easement shall be dedicated to accommodate all abutting streets to be improved to City's Improvement Standards and Specifications. The City Engineer shall determine the appropriate level of street and traffic control improvements to be required, including any off-site street and traffic control improvements based upon the transportation analysis submitted. The City Engineer's determination of developer obligation, the extent of road improvement and City's share, if any, of improvements and the timing of improvements shall be made based upon the City's systems development charge ordinance and capital improvement program, and the rough proportionality between the impact of the development and the street improvements.

In determining the appropriate sizing of the street in commercial, office, multi-family, and public settings, the street should be the minimum necessary to accommodate anticipated traffic load and needs and should provide substantial accommodations for pedestrians and bicyclists. Road and driveway alignment should consider and mitigate impacts on adjacent properties and in neighborhoods in terms of increased traffic loads, noise, vibrations, and glare.

The realignment or redesign of roads shall consider how the proposal meets accepted engineering standards, enhances public safety, and favorably relates to adjacent lands and land uses. Consideration should also be given to selecting an alignment or design that minimizes or avoids hazard areas and loss of significant natural features (drainageways, wetlands, heavily forested areas, etc.) unless site mitigation can clearly produce a superior landscape in terms of shape, grades, reforestation, and is fully consistent with applicable code restrictions regarding resource areas.

Streets shall be installed per Chapter 85 standards. City Engineer has the authority to require that street widths match adjacent street widths. Sidewalks shall be installed per Section 85.200(A)(3)(e) for commercial and office projects, and Sections 85.200(A)(16)

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and 92.010(H) for residential projects, and applicable provisions of Chapter 55, Design Review.

Based upon the City Manager or Manager's designee determination, the applicant shall construct or cause to be constructed, or contribute a proportionate share of the costs, for all necessary off-site improvements identified be the transportation analysis commissioned to address CDC 55.125 that are required to mitigate impacts from the proposed development. Proportionate share of the costs shall be determined by the City Manage or Manager's designee who shall assume theat the proposed development provides improvements in rough proportion to identified impacts of the development.

FINDING NO. 24:

The applicant will provide half street improvements and a 6-foot sidewalk. The sidewalk will be curbtight due to the topography at the eastern end of the site, and street trees are proposed to be planted behind the sidewalk. Condition of Approval 3 requires the public improvements and the street trees to be installed consistent with the City's development standard, as approved by the Engineering Department.

2. Drainage. A registered civil engineer shall prepare a plan and statement which shall be supported by factual data that clearly shows that there will be no adverse impacts from increased intensity of runoff off site or the plan and statement shall identify all off-site impacts and measures to mitigate those impacts. The plan and statement shall, at a minimum, determine off site impacts from a 25-year storm. The City Engineer shall adjust storm drainage facilities for applications which contain permeable parking spaces based upon a quantitative analysis of the increased water retention and water quality characteristics of the permeable parking surface

Catch basins shall be installed and connected to pipelines leading to storm sewers or drainageways.

All plans will then be reviewed by the City Engineer.

3. Municipal water. A registered civil engineer shall prepare a plan for the provision of water which demonstrates to City Engineer's satisfaction, the availability of sufficient volume, capacity, and pressure to serve the proposed development's domestic, commercial, and industrial fire flows. All plans will then be reviewed by the City Engineer.

4. Sanitary sewers. A registered civil engineer shall prepare a sewerage collection system plan which demonstrates sufficient on-site capacity to serve the proposed development. The City Engineer shall determine whether the existing City system has sufficient capacity to serve the development.

FINDING NO. 25:

Staff concurs with the applicant that the water, sanitary sewer, and storm drainage plans meet the above criteria. Condition of Approval 6 ensures that a utility easement will cover the storm drainage line planned across the south end (shared driveway access easement area) of the 2150 13th Street parcel. This condition also ensures all utility easements will be on the final site plan and that there

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will be a maintenance agreement with the City regarding the maintenance of the stormwater treatment facility.

5. Solid waste and recycling storage areas. Appropriately sized and located solid waste and recycling storage areas shall be provided. Metro standards shall be used.

J. ***Crime prevention and safety/defensible space.***

1. Windows shall be located so that areas vulnerable to crime can be surveyed by the occupants.

2. Interior laundry and service areas shall be located in a way that they can be observed by others.

3. Mail boxes, recycling, and solid waste facilities shall be located in lighted areas having vehicular or pedestrian traffic.

FINDING NO. 26:
Each unit will have its own recycling and solid waste containers to be stored at the unit itself, and to be picked up curbside on the shared loop driveway. This is acceptable as townhouse-style multi-family units can function as single-family units do in this way. Mailboxes will be located in a lighted area along 13th Street. Each unit will have its own laundry inside. The criteria are met.

4. The exterior lighting levels shall be selected and the angles shall be oriented towards areas vulnerable to crime.

5. Light fixtures shall be provided in areas having heavy pedestrian or vehicular traffic and in potentially dangerous areas such as parking lots, stairs, ramps, and abrupt grade changes.

6. Fixtures shall be placed at a height so that light patterns overlap at a height of seven feet which is sufficient to illuminate a person. All commercial, industrial, residential, and public facility projects undergoing design review shall use low or high pressure sodium bulbs and be able to demonstrate effective shielding so that the light is directed downwards rather than omni-directional. Omni-directional lights of an ornamental nature may be used in general commercial districts only.

7. Lines of sight shall be reasonably established so that the development site is visible to police and residents.

8. Security fences for utilities (e.g., power transformers, pump stations, pipeline control equipment, etc.) or wireless communication facilities may be up to eight feet tall in order to protect public safety. No variances are required regardless of location.

FINDING NO. 27:
Staff adopts the applicants findings that lighting will be satisfactory per (4-6) above, that lines of sight will be reasonably established, and that security fences are not needed.

K. ***Provisions for persons with disabilities.***

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1. The needs of a person with a disability shall be provided for. Accessible routes shall be provided between all buildings and accessible site facilities. The accessible route shall be the most practical direct route between accessible building entries, accessible site facilities, and the accessible entry to the site. An accessible route shall connect to the public right-of-way to at least one on-site or adjacent transit stop (if the area is served by transit). All facilities shall conform to, or exceed, the Americans with Disabilities Act (ADA) standards, including those included in the Uniform Building Code.

FINDING NO. 28:
There will be sidewalks connecting each unit to the right-of-way. The sidewalk for each unit will connect to the sidewalk along the shared driveway, which will connect to the sidewalk that goes to the street. While transit is available nearby on Blankenship Road, no transit stop is adjacent to the site itself on 13th Street. The criterion is met.

M. Utilities. *The developer shall make necessary arrangements with utility companies or other persons or corporations affected for the installation of underground lines and facilities. Electrical lines and other wires, including but not limited to communication, street lighting, and cable television, shall be placed underground, as practical. The design standards of Tables 1 and 2 above, and of sub-section 5.484(C)of the West Linn Municipal Code relative to existing high ambient noise levels shall apply to this section*

FINDING NO. 29:
The applicant has agreed to these provisions. Condition of Approval 6 ensures that a utility easement will cover the storm drainage line planned across the south end of the 2150 13th Street parcel. This condition also ensures all utility easements will be on the final site plan and that there will be a maintenance agreement with the City regarding the maintenance of the stormwater treatment facility. The applicant has submitted a lighting study of their street frontage area (see the sheet following sheet L1.1 in Exhibit PC-5 Applicant's Plan and Elevation Set). Condition of Approval 9 ensures that the applicant will verify that this study shows the lighting already meets City standards. This condition also provides that if the study does not show the lighting already meets City standards, the applicant will install new lighting with a light fixture design approved by the City.

O. ***Refuse and Recycling Standards***

1. All commercial, industrial and multifamily developments over five units requiring Class II Design Review shall comply with the standards set forth in these provisions. Modifications to these provisions may be permitted if the Planning Commission determines that the changes are consistent with the purpose of these provisions and the City receives written evidence from the local franchised solid waste and recycling firm that they are in agreement with the proposed modifications.

2. Compactors, containers, and drop boxes shall be located on a level Portland Cement concrete pad, a minimum of four (4) inches thick, at ground elevation or other location compatible with the local franchise collection firm's equipment at the time of construction. The pad shall be designed to discharge surface water runoff to avoid ponding.

3. Recycling and solid waste service areas:

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a. Recycling receptacles shall be designed and located to serve the collection requirements for the specific type of material.

b. The recycling area shall be located in close proximity to the garbage container areas and be accessible to the local franchised collection firm's equipment.

c. Recycling receptacles or shelters located outside a structure shall have lids and be covered by a roof constructed of water and insect resistive material. The maintenance of enclosures, receptacles and shelters is the responsibility of the property owner.

d. The location of the recycling area and method of storage shall be approved by the local fire marshal.

e. Recycling and solid waste service areas shall be at ground level and/or otherwise accessible to the franchised solid waste and recycling collection firm.

f. Recycling and solid waste service areas shall be used only for purposes of storing solid waste and recyclable materials and shall not be a general storage area to store personal belongings of tenants, lessees, property management or owners of the development or premises.

g. Recyclable material service areas shall be maintained in a clean and safe condition.

4. Special Wastes or Recyclable materials

a. Environmentally hazardous wastes defined in ORS 466.005 shall be located, prepared, stored, maintained, collected, transported, and disposed in a manner acceptable to the Oregon Department of Environmental Quality.

b. Containers used to store cooking oils, grease or animal renderings for recycling or disposal shall not be located in the principal recyclable materials or solid waste storage areas. These materials shall be stored in a separate storage area designed for such purpose.

5. Screening and Buffering

a. Enclosures shall include a curbed landscape area at least three (3) feet in width on the sides and rear. Landscaping shall include, at a minimum, a continuous hedge maintained at a height of 36 inches.

b. Placement of enclosures adjacent to residentially zoned property and along street frontages is strongly discouraged. They shall be located so as to conceal them from public view to the maximum extent possible.

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c. All dumpsters and other trash containers shall be completely screened on all four sides with an enclosure that is comprised of a durable material such as masonry with a finish that is architecturally compatible with the project. Chain link fencing, with or without slats, will not be allowed.

6. Litter receptacles.

a. Location. Litter receptacles may not encroach upon the minimum required walkway widths.

b. Litter receptacles may not be located within public right-of-ways except as permitted through an agreement with the City in a manner acceptable to the City Attorney or his/her designee.

c. Number. The number and location of proposed litter receptacles shall be based on the type and size of the proposed uses. However, at a minimum, for non-residential uses, at least one (1) external litter receptacle shall be provided for every 25 parking spaces for first 100 spaces, plus one (1) receptacle for every additional 100 spaces.

FINDING NO. 30:
Staff adopts the applicant's findings that each unit will have its own containers that will be kept inside the garage, therefore the criteria regarding separate refuse and recycling areas are not applicable.

CHAPTER 75- VARIANCE

As discussed in the Executive Summary, the applicant is requesting one Class II Variance for the number of units on a cul-de-sac and another Class II Variance to place the parking in front of the new units. CDC 85.200(A)(12) restricts cul-de-sac streets such as 13th Street to 12 dwelling units. The applicant's proposal to add 8 units to the site would increase the number of units served by 13th Street from 8 to 16 (counting 1791 Blankenship Road as one of the 8 existing units, as it has a driveway that accesses from 13th Street). The applicant's proposal also places the driveways at the front of the townhouse units, whereas 85.200(B)(7)(b) requires multi-family buildings to have the parking at the side or rear.

75.060 THE APPROVAL CRITERIA

The appropriate approval authority shall approve a variance request if all the following criteria are met and corresponding findings of fact prepared. The approval authority may impose appropriate conditions to ensure compliance with the criteria. The approval authority shall deny the variance if any of the criteria are not met.

75.060.1. Exceptional or extraordinary circumstances apply to the property which do not apply generally to other properties in the same zone or vicinity, and result from lot size or shape, legally existing prior to the date of this ordinance, topography, or other circumstances over which the applicant has no control.

FINDING NO. 31:
Staff adopts the applicant's findings regarding the variance to add units resulting in more than 12 units total on the 13th Street cul-de-sac. Unlike most properties, this is a property that has much

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development potential that is currently unfulfilled per the maximums allowed in its zone, but that is located on a cul-de-sac that already has 8 other units access from it. Since 8 units already take access from 13th Street, the applicant would only be able to add 4 units instead of the proposed 8 without this variance. The street has been a cul-de-sac for decades due to the location of I-205 to the south. The criterion is met for this variance.

Staff adopts the applicant's findings regarding the parking location variance, for which the criterion is met.

> *75.060.2. The variance is necessary for the preservation of a property right of the applicant, which is substantially the same as a right possessed by owners of other property in the same zone or vicinity.*

FINDING NO. 32:
This is a 0.81 acre site in the R-2.1 zone that currently contains just one duplex. Unlike many properties in this zone, and unlike many properties across the city with this much remaining development potential, this property is on a cul-de-sac that already contains several dwelling units. The variance for the number of units on the cul-de-sac is therefore necessary to allow this property to develop within reasonable range of its allowed potential, and to allow this property owner to exercise his right to develop his property the way most others in this zone and vicinity are allowed to do. The criterion is met for this variance.

Staff adopts the applicant's findings regarding the parking location variance (see applicant's response to 75.060.2 in Exhibit PC-4, which is on Page 61 of the applicant's numbering system). Also, the units would not have private or usable backyards if the parking was located behind them. The criterion is met for this variance.

> *75.060.3. The authorization of the variance will not be materially detrimental to the purposes and standards of this Code, will not be inconsistent with all other regulatory requirements, and will not conflict with the goals and policies of the West Linn Comprehensive Plan.*

FINDING NO. 33:
Goal 2 Land Use Planning Goal 1 states:

> Maintain land use and zoning policies that continue to provide for a variety of living environments and densities within the city limits.

Allowing these two variances allows for a variety of living environments and allows for one of the few areas of West Linn zoned for a relatively high density to provide for a denser living environment.

Goal 2 Land Use Planning Goal 4 states:

> Encourage energy-efficient housing (e.g. housing with solar energy, adequate insulation, weatherproofing, etc.)

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As attached housing, this housing is more energy efficient than detached single-family housing due to the attached walls. Most housing in West Linn consists of detached single-family housing, so this development would increase the small percentage of housing in the city that consists of more energy-efficient housing forms.

Goal 10 Housing Goal 3 states:

> Encourage the development of affordable housing for West Linn residents of all income levels.

Allowing more units to be built on this cul-de-sac increases the amount of affordable housing in this apartment-based zone. Allowing these attached townhouse units, in a city that mainly consists of detached single-family housing, increases the amount of this more affordable housing type. Allowing all 8 units instead of just 4 would better help to fulfill this policy.

Goal 10 Housing Policy 2 states:

> Provide the opportunity for development of detached and attached single-family units, duplexes, garden apartments, town houses, row houses, multiplex units and boarding houses, lodging and rooming houses, and manufactured housing.

This application proposes townhouse apartments and therefore helps to fulfill this policy of providing a greater variety of housing types and more affordable housing. Allowing all 8 units instead of just 4 would better help to fulfill this policy.

Goal 10 Housing Policy 5 states:

> Allow for flexibility in lot design, size, and building placement to promote housing variety and protection of natural resources.

Allowing the parking location variance would allow flexibility in building placement that fits the particular confines of this site.

Goal 10 Housing Policy 9 states:

> Encourage new housing to incorporate the following design elements (except in the case of infill lots, where existing patterns shall take precedence):
>
> a. Location of garages behind the primary building line of a house, side-loading garages, or garages in the rear; and,
>
> b. Provisions for front porches.

This is an infill parcel, so per this Comprehensive Plan policy it is acceptable to have the garages and/or parking at the front of the units, as this is the case at the nearby Virginia Lane townhouses as well as for some of the units along 13th Street. The variance is allowing for the existing pattern of the neighborhood to take precedence.

Goal 10 Housing Policy 10 states:

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Encourage use of energy-efficient building materials and practices in the design, construction, and remodeling of housing.

As discussed above in this finding under the analysis for Goal 2 Land Use Planning Goal 4, this attached style of housing is more energy efficient than the detached single-family housing that is most common in West Linn.

There are no policies or goals in the Comprehensive Plan to which these variances would be detrimental. The criterion is met for both variances.

75.060.4. The variance request is the minimum variance, which would alleviate the exceptional and extraordinary circumstance.

FINDING NO. 34:
This is not a land division application but if it were it would be subjected to the 70% minimum density requirement. Under this scenario, 12 units would be required for a parcel this size in this zoning district. If this can be used as a proxy for reasonable density of development on this site, than this is definitely the minimum variance as only 10 units total are requested (8 new in addition to 2 existing). For the variance regarding the number of units on a cul-de-sac, the criterion is met.

The parking placement requirement is requested for all the units. Due to the layout of the site, this variance can only work for all the units, not some. The criterion is met for this variance.

75.060.5. The exceptional and extraordinary circumstance does not arise from the violation of this ordinance.

FINDING NO. 35:
The circumstances that have caused the need for the variances have not arisen from the violation of this ordinance. The criterion is met.

75.060.6 The variance will not impose physical limitations on other properties or uses in the area, and will not impose physical limitations on future use of neighboring vacant or underdeveloped properties as authorized by the underlying zoning classification.

FINDING NO. 36:
Staff adopts the applicant's findings concluding that this criterion is met, as the development of this property does not impose limitations on surrounding properties.

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J. Wilberscheid
P.O. Box 1524
Hood River, Oregon 97031

October 20, 2009

City of West Linn
Attn: Planning Commission
22500 Salamo Rd.
West Linn, Oregon 97068

Re: Public Hearing Notice File no. DR-09-03/VAR-09-08/VAR-09-09

Dear Planning Commission,

Upon speaking with everyone on the one block long dead end cul-de-sac street, 13th street, south of Blankenship, I have not found one person who is open to new buildings behind the existing duplex located at 2170 – 72 13th street in West Linn. We believe this would simply be too many dwellings on a cul-de-sac, and will add unnecessary and unsafe traffic to the street itself and neighborhood.

Further, the proposed buildings and parking will cause additional light and noise annoyances during the evening hours when existing neighbors are trying to sleep. The addition of two town homes with 4 units each is simply too dense of a population increase that would cause existing occupants undue stress in our homes and living environments. We ask relief from this by disallowing the variances as they are not in good will for the neighborhoods current residents.

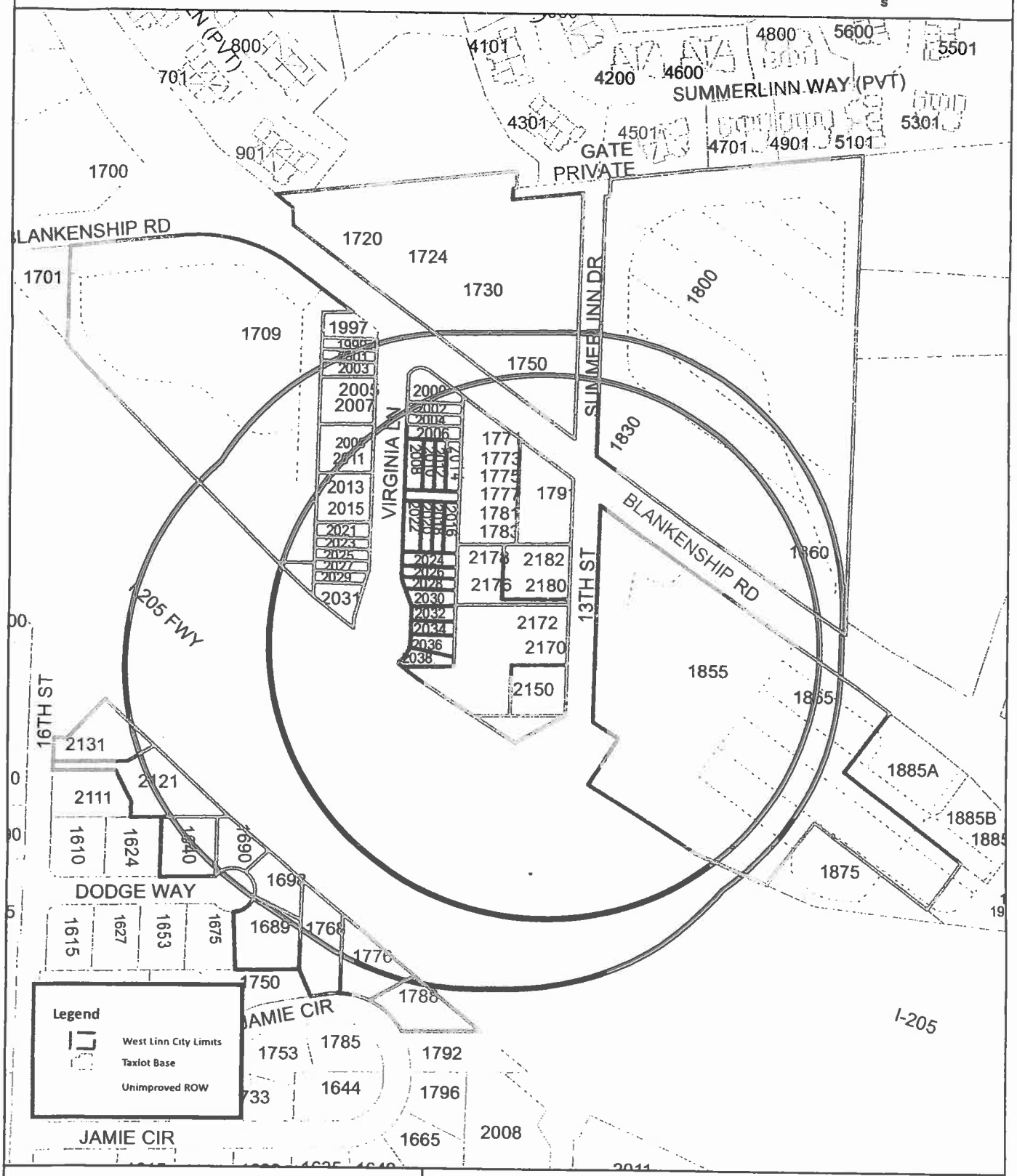
We would like to request the developer consider land elsewhere more suitable to both their profit motives and the consideration of existing residents in a given neighborhood.

Sincerely,

J. Wilberscheid

RECEIVED
OCT 22 2009

West Linn Notification Map



This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.

Taxlot Base Source: Metro RLIS

NOT TO SCALE

SNAPNOTIFY.MXD / AHA APP 6-16-09

West Linn GIS GEOGRAPHIC INFORMATION SYSTEMS

User Name: 2170

Map Creation Date: Oct 13, 2009

submitted as part of J. Wilberscheid's submission above

Soppe, Tom

From: Hidden Springs Neighborhood Assoc. [wlhsna@msn.com]
Sent: Wednesday, October 21, 2009 5:05 PM
To: Soppe, Tom
Subject: Fw: Notices for DR-09-03 et al, and DR-09-06 BLANKENSHIP APARTMENTS and WILLAMETTE SCHOOL
Attachments: notice-DR-09-06.doc; notice-DR-09-03.doc

RECEIVED
OCT 22 2009

Hello Tom,

Thank you or the attached information and for sending it so quickly.

I requested that you email me copies of the official public notices that are sent to the Neighborhood Association Presidents by mail that constitute the official notice to ALL MEMBERS OF THE NEIGHBORHOOD ASSOCIATION regarding land use issues and public hearings. There is no City process in place to allow the presidents to provide these notices to all residents of the neighborhood.

The documents you sent me are incomplete. They do not have copies of the map which is part of the official notice. Would you please provide a complete copy of the official notices.

I note that there has been a change in procedure and the name of the impacted Neighborhood Association is no longer provided in the official notice. This makes it very difficult to ascertain which NA is the impacted NA and makes it difficult for the NA president to inform the appropriate parties. I respectfully request that you advise me regarding the process necessary to include the name of the impacted Neighborhood Association in the official notice to the President.

It is my understanding that File No. DR-09-03/VAR-09-08/VAR-09-09 involves a request to construct two apartment buildings behind the duplex at 2170-72 13th Street. The map on the notice that was mailed to the HSNA President indicates this property is near Blankenship but there nothing in the email you sent me that indicates that the application is near Blankenship. Please email a complete version of the notice that was mailed to the HSNA President, including a copy of the map that is missing from the attached email notice.

Please email a map of the Planning Director Decision File No. DR-09-06 which was not included with your previous email.

Thank you for your assistance.

Cordially,

RECEIVED
OCT 22 2009

----- Original Message -----
From: Soppe, Tom
To: Hidden Springs Neighborhood Assoc.
Sent: Wednesday, October 21, 2009 4:01 PM
Subject: Notices for DR-09-03 et al, and DR-09-06

Lynn,

Here are the two notices you requested.

Thanks

Tom Soppe
tsoppe@westlinnoregon.gov
Associate Planner
22500 Salamo Rd
West Linn, OR, 97068
P: (503) 742-8660
F: (503) 656-4106
Web: westlinnoregon.gov

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

CITY OF WEST LINN
PLANNING COMMISSION
PUBLIC HEARING NOTICE
FILE NO. DR-09-03/VAR-09-08/VAR-09-09

The West Linn Planning Commission is scheduled to hold a public hearing, on Wednesday November 4, 2009, **starting at 7:00 p.m.** in the Council Chambers of City Hall (located at 22500 Salamo Road, West Linn, OR,) to consider the request of Sericko Resources LLC to construct two 4-unit townhouse-style apartment buildings behind the existing duplex at 2170-72 13th Street. The applicant's proposal requires a Class II Design Review permit and two separate Class II Variance permits. One of the variances is for the number of dwelling units on a cul-de-sac, and the other is to have the new units' parking in front of the buildings rather than on the side or behind. The base zone on site is R-2.5. Design Review criteria are found in Chapter 55 of the Community Development Code (CDC), and Variance criteria are found in Chapter 75 of CDC. Approval or disapproval of the request by the Planning Commission will be based upon these criteria and these criteria only. At the hearing, it is important that comments relate specifically to the applicable criteria listed.

You have been notified of this proposal because County records indicate that you own property within 500 feet of the proposed site located at tax lot 2900 of Clackamas County Assessor's Map 2-1E-35CB and/or as required by Chapter 99 of the West Linn Community Development Code.

The complete application in the above noted file is available for inspection at no cost at City hall or via the web site http://westlinnoregon.gov/planning/2150-2170-13th-street-2-town-homes-4-units-each, or copies can be obtained for a minimal charge per page. At least ten days prior to the hearing, a copy of the staff report will be available for inspection. For further information, please contact Tom Soppe, Associate Planner, at City Hall, 22500 Salamo Road, West Linn, OR 97068, tsoppe@westlinnoregon.gov, or 503-742-8660.

The hearing will be conducted in accordance with the rules of Section 99.170 of the Community Development Code, adopted December 14, 1987, Ordinance 1129. Anyone wishing to present written testimony on this proposed action may do so in writing prior to, or at the public hearing. Oral testimony may be presented at the public hearing. At the public hearing, the Planning Commission will receive a staff report presentation from the City Planner; and invite both oral and written testimony. The Planning Commission may continue the public hearing to another meeting to obtain additional information, or close the public hearing and take action on the application. If a person submits evidence in support of the application, any party is entitled to request a continuance of the hearing. If there is no continuance granted at the hearing, any participant in the hearing may request that the record remain open for at least seven days after the hearing. Failure to raise an issue in person or by letter at some point prior to the close of the hearing, or failure to provide sufficient specificity to afford the decision maker an opportunity to respond to the issue, precludes an appeal to the Land Use Board of Appeals (LUBA) based on that issue.

(submitted as part of Lynn Fox's email)

TERESA ZAK
Planning Administrative Assistant

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CITY OF WEST LINN
PLANNING DIRECTOR DECISION

FILE NO. DR-09-06

The West Linn Planning Director is considering the request of the West Linn-Wilsonville School District for a Class I Design Review permit to construct a new internal sidewalk, replace a grass play area with a synthetic material outdoor play area, add a storm drainage treatment facility, reconfigure an emergency access driveway, remove two trees, and adding drainage and paving structures to another existing outdoor play area at the Willamette Primary School site at 1403 12th Street. The decision will be based on the approval criteria in Chapter 55 of the Community Development Code (CDC). The approval criteria from the Community Development Code (Zoning Code) are available for review at City Hall, at the City Library, and on the Planning Department's page of the City's website under Documents/CDC.

Site located at Tax Lot 6300, Clackamas County Assessor's Map 3-1E-02BA.

All relevant materials in the above noted file are available for inspection at no cost, or copies may be obtained for a minimal charge per page. Although there is no public hearing, your comments and ideas can definitely influence the final decision of the Planning Director. Planning staff looks forward to discussing the application with you. **The final decision is expected to be made on, and no earlier than, November 6, 2009**, so please contact us prior to this date if you have questions or comments. For further information, please contact Tom Soppe, Associate Planner, at City Hall, 22500 Salamo Rd., West Linn, OR 97068, telephone (503) 742-8660, or e-mail to tsoppe@westlinnoregon.gov

Any appeals to this decision must be filed within 14 days of the final decision date with the Planning Department. Failure to raise an issue in person or by letter, or failure to provide sufficient specificity to afford the decision-maker an opportunity to respond to the issue, precludes the raising of the issue at a subsequent time on appeal or before the Land Use Board of Appeals. (submitted as part of Lynn Fox's email)

p:\devrvw\p.d. notices\notice-DR-09-06

AFFIDAVIT OF NOTICE

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

GENERAL
File No. DR-09-03 Applicant's Name Joe Mitchoff
Development Name 2-4 unit townhouses 2170-72-134th Street
Scheduled Meeting/Decision Date Nov 4.

NOTICE: Notices were sent at least 20 days prior to the scheduled hearing, meeting, or decision date per Section 99.080 of the Community Development Code. **(check below)**

TYPE A X

A.	The applicant (date) _____	(signed) WS 10/13
B.	Affected property owners (date) _____	(signed) WS 10/13
C.	School District/Board (date) _____	(signed) _____
D.	Other affected gov't. agencies (date) ODOT	(signed) WS 10/13
E.	Affected neighborhood assns. (date) all	(signed) WS 10/13
F.	All parties to an appeal or review (date) _____	(signed) _____

At least 10 days prior to the scheduled hearing or meeting, notice was published/posted:

Tidings (published date) 10/22/09 (signed) _____
City's website (posted date) 10/14/09 (signed) _____

SIGN

At least 10 days prior to the scheduled hearing, meeting or decision date, a sign was posted on the property per Section 99.080 of the Community Development Code.

(date) _____ (signed) _____

NOTICE: Notices were sent at least 14 days prior to the scheduled hearing, meeting, or decision date per Section 99.080 of the Community Development Code. **(check below)**

TYPE B _____

A.	The applicant (date) _____	(signed) _____
B.	Affected property owners (date) _____	(signed) _____
C.	School District/Board (date) _____	(signed) _____
D.	Other affected gov't. agencies (date) _____	(signed) _____
E.	Affected neighborhood assns. (date) _____	(signed) _____

Notice was posted on the City's website at least 10 days prior to the scheduled hearing or meeting.
Date: _____ (signed) _____

STAFF REPORT mailed to applicant, City Council/Planning Commission and any other applicable parties 10 days prior to the scheduled hearing.

(date) _____ (signed) _____

FINAL DECISION notice mailed to applicant, all other parties with standing, and, if zone change, the County surveyor's office.

(date) _____ (signed) _____

p:\devrvw\forms\affidvt of notice-land use (9/09)

MAILED
10/13/09

CITY OF WEST LINN
PLANNING COMMISSION
PUBLIC HEARING NOTICE
FILE NO. DR-09-03/VAR-09-08/VAR-09-09

The West Linn Planning Commission is scheduled to hold a public hearing, on Wednesday November 4, 2009, **starting at 7:00 p.m.** in the Council Chambers of City Hall (located at 22500 Salamo Road, West Linn, OR,) to consider the request of Sericko Resources LLC to construct two 4-unit townhouse-style apartment buildings behind the existing duplex at 2170-72 13th Street. The applicant's proposal requires a Class II Design Review permit and two separate Class II Variance permits. One of the variances is for the number of dwelling units on a cul-de-sac, and the other is to have the new units' parking in front of the buildings rather than on the side or behind. The base zone on site is R-2.5. Design Review criteria are found in Chapter 55 of the Community Development Code (CDC), and Variance criteria are found in Chapter 75 of CDC. Approval or disapproval of the request by the Planning Commission will be based upon these criteria and these criteria only. At the hearing, it is important that comments relate specifically to the applicable criteria listed.

You have been notified of this proposal because County records indicate that you own property within 500 feet of the proposed site located at tax lot 2900 of Clackamas County Assessor's Map 2-1E-35CB and/or as required by Chapter 99 of the West Linn Community Development Code.

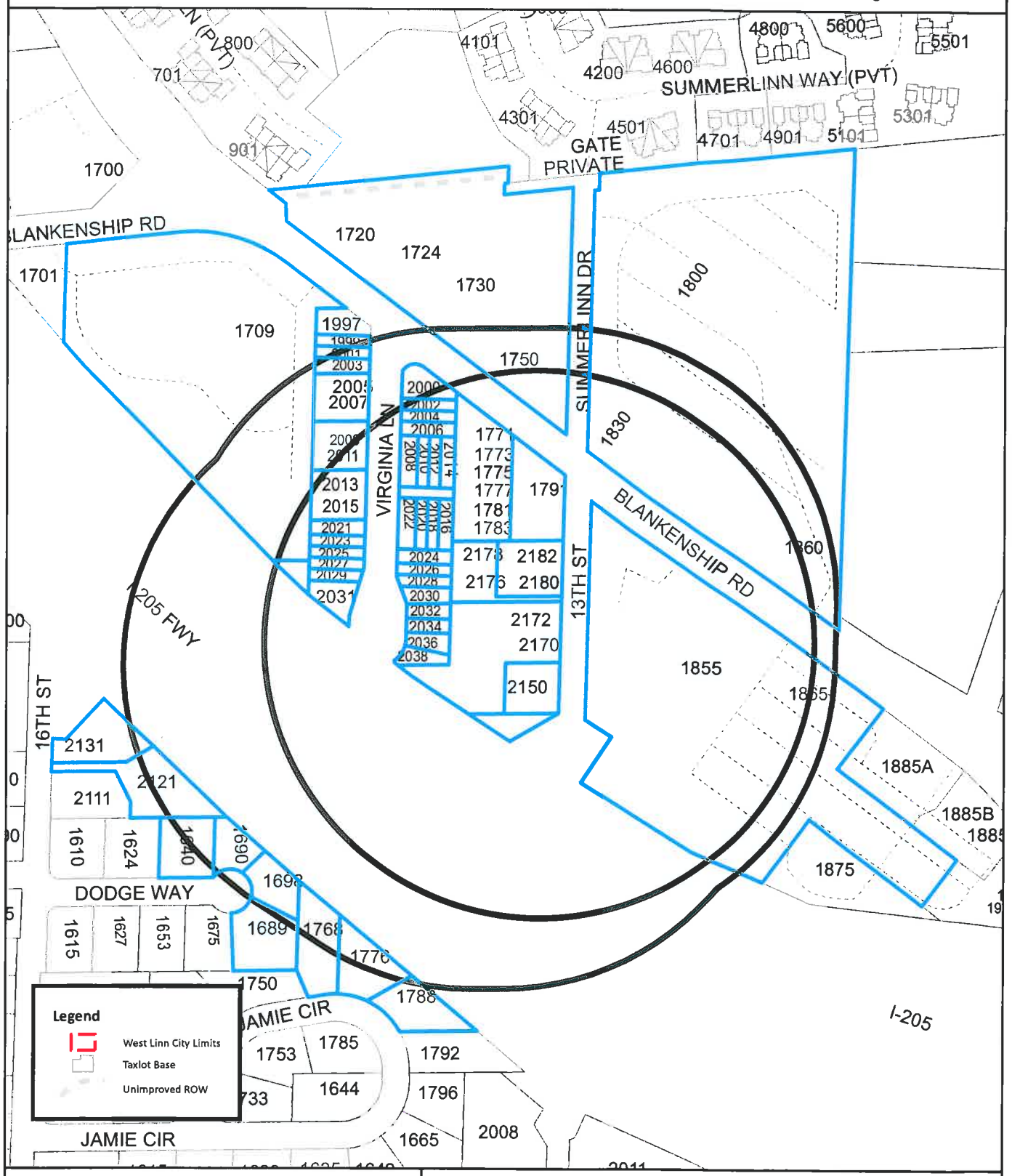
The complete application in the above noted file is available for inspection at no cost at City hall or via the web site http://westlinnoregon.gov/planning/2150-2170-13th-street-2-town-homes-4-units-each, or copies can be obtained for a minimal charge per page. At least ten days prior to the hearing, a copy of the staff report will be available for inspection. For further information, please contact Tom Soppe, Associate Planner, at City Hall, 22500 Salamo Road, West Linn, OR 97068, tsoppe@westlinnoregon.gov, or 503-742-8660.

The hearing will be conducted in accordance with the rules of Section 99.170 of the Community Development Code, adopted December 14, 1987, Ordinance 1129. Anyone wishing to present written testimony on this proposed action may do so in writing prior to, or at the public hearing. Oral testimony may be presented at the public hearing. At the public hearing, the Planning Commission will receive a staff report presentation from the City Planner; and invite both oral and written testimony. The Planning Commission may continue the public hearing to another meeting to obtain additional information, or close the public hearing and take action on the application. If a person submits evidence in support of the application, any party is entitled to request a continuance of the hearing. If there is no continuance granted at the hearing, any participant in the hearing may request that the record remain open for at least seven days after the hearing. Failure to raise an issue in person or by letter at some point prior to the close of the hearing, or failure to provide sufficient specificity to afford the decision maker an opportunity to respond to the issue, precludes an appeal to the Land Use Board of Appeals (LUBA) based on that issue.

TERESA ZAK
Planning Administrative Assistant

p:\devrvw\notices 2009\pc notices\notice-DR-09-03.doc

West Linn Notification Map



This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.

Taxlot Base Source: Metro RLIS

NOT TO SCALE

West Linn GIS GEOGRAPHIC INFORMATION SYSTEMS

SNAPNOTIFY.MXD / AHA APP 6-16-09

User Name: 2170

Map Creation Date: Oct 13, 2009

JORDAN MICHELLE
22340 SALAMO RD
WEST LINN, OR 97068

COOMBES VICTOR E
PO BOX 2928
TUALATIN, OR 97062

BENGTSON JEFFREY R & HOLLY
2002 VIRGINIA LN
WEST LINN, OR 97068

ROBY JEANNE
2000 VIRGINIA LN
WEST LINN, OR 97068

VIRGINIA LANE HOMEOWNERS LTS
NO MAILING ADDRESS AVAILABLE

CHS INVESTMENT CO
2009 VIRGINIA LN
WEST LINN, OR 97068

CHS INVESTMENT CO
2009 VIRGINIA LN
WEST LINN, OR 97068

CHS INVESTMENT CO
2009 VIRGINIA LN
WEST LINN, OR 97068

DOCEKAL & MOYER LLC
9317 NW KAISER RD
PORTLAND, OR 97231

STODDART ROBERT G TRUSTEE
1904 HALL ST
WEST LINN, OR 97068

WILBERSCHEID JACK R
PO BOX 1524
HOOD RIVER, OR 97031

MURRAY JOHNNIE M TRUSTEE
3651 SW 63RD ST
REDMOND, OR 97756

SERICKO RESOURCES LLC
ATTN: JOE MITCHOFF
PO BOX 82697
PORTLAND, OR 97282

SERICKO RESOURCES LLC
PO BOX 82697
PORTLAND, OR 97282

CITY OF WEST LINN
22500 SALAMO RD #600
WEST LINN, OR 97068

MCGRADY MARSHALL W & JILL S
2121 16TH ST
WEST LINN, OR 97068

DAVIS JEFF G & MARA
2131 16TH ST
WEST LINN, OR 97068

KRUGGEL LAWRENCE A
1640 DODGE WAY
WEST LINN, OR 97068

LUNDH HENRIK A III
1690 DODGE WAY
WEST LINN, OR 97068

LEYBA JOAQUIN
1698 DODGE WAY
WEST LINN, OR 97068

JOHNSON KEVIN D & SHANNON
1689 DODGE WAY
WEST LINN, OR 97068

HOOVER ROBERT & MICHELLE
1788 JAMIE CIR
WEST LINN, OR 97068

MEAFOOU FINAU & FAAKI
1776 JAMIE CIR
WEST LINN, OR 97068

MCDANIEL CECILIA A
1768 JAMIE CIR
WEST LINN, OR 97068

SR DESIGN, LLC
ATTN: STEVE ROPER/JEFF CAINES
8196 SW HALL BLVD., STE 232
BEAVERTON, OR 97008

ALL NA'S

BLACKHAWK NEVADA LLC
1750 BLANKENSHIP RD STE 200
WEST LINN, OR 97068

NEW ALBERTSONS INC
PO BOX 20
BOISE, ID 83726

STATE OF OREGON
TRANSPORTATION BLDG
SALEM, OR 97310

WILLAMETTE TERRACE-76 LLC
2 CENTERPOINTE DR STE 210
LAKE OSWEGO, OR 97035

BLACKHAWK LLC
1750 BLANKENSHIP RD STE 200
WEST LINN, OR 97068

CHAPMAN KEVIN G
1999 VIRGINIA LN
WEST LINN, OR 97068

CHAPMAN KEVIN G
1999 VIRGINIA LN
WEST LINN, OR 97068

RUSHFORTH LESSLI
2003 VIRGINIA LN
WEST LINN, OR 97068

LELAND EMILEE K
2021 VIRGINIA LN
WEST LINN, OR 97068

HAGEMENAS KATHLEEN F
2023 VIRGINIA LN
WEST LINN, OR 97068

ARONE DANIEL & JESSICA
2025 VIRGINIA LN
WEST LINN, OR 97068

OH CHUN K & HANLEE K
2027 VIRGINIA LN
WEST LINN, OR 97068

DWYER KERRY L
2029 VIRGINIA LN
WEST LINN, OR 97068

MUNOZ DAVID
2031 VIRGINIA LN
WEST LINN, OR 97068

HART KEVIN R & KATHRYN A
2038 VIRGINIA LN
WEST LINN, OR 97068

ERVIN JEFF A
2036 VIRGINIA LN
WEST LINN, OR 97068

BARNICK CANDICE D
2034 VIRGINIA LN
WEST LINN, OR 97068

STAMPS SHANNON D
2032 VIRGINIA LN
WEST LINN, OR 97068

GRUBBE CORA JANE
1405 N MERIDIAN
NEWBERG, OR 97132

RIGGEN JOHN Q
2028 VIRGINIA LN
WEST LINN, OR 97068

CHS INVESTMENTS COMPANY
2009 VIRGINIA LN
WEST LINN, OR 97068

HAGEMENAS FAY C
600 W PLACITA NUEVA
GREEN VALLEY, AZ 85614

STENBERG CORNELIA A M &
ERIK G
2022 VIRGINIA LN
WEST LINN, OR 97068

SPARWASSER SHANNON R
2020 VIRGINIA LN
WEST LINN, OR 97068

BEISHLINE REX A JR
2018 VIRGINIA LN
WEST LINN, OR 97068

SAWYER WILLIAM D
2016 VIRGINIA LN
WEST LINN, OR 97068

HENRIOT PHILIPPE
1826 BARNES CIR
WEST LINN, OR 97068

TRASK HARRY L TRUSTEE
2643 SW LURADEL LN
PORTLAND, OR 97219

BORDEN DAVID P
2010 VIRGINIA LN
WEST LINN, OR 97068

LIEBOWITZ HEIDI
2008 VIRGINIA LN
WEST LINN, OR 97068

SRD SUBMITTED
JURISDICTION:
West Linn

June 12, 2009
(Revised September 25, 2009)

River Falls
Design Review

Map # 21E-35CB; Tax Lot 2900

City of West Linn, Oregon

AGENT:
SR Design LLC
Contact: Steve Roper
8196 SW Hall Blvd., Suite 232
Beaverton, OR 97008
Office (503) 619-4321
Fax (503) 469-8553

RECEIVED

APPLICANT:
Sericko Resources LLC
Contact: Joe Mitchoff
PO Box 82697
Portland, OR 97282

RECEIVED
OCT - 5 2009

June 12, 2009
(Revised September 25, 2009)

River Falls
Design Review

Map # 21E-35CB; Tax Lot 2900

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Contact: Steve Roper
8196 SW Hall Blvd., Suite 232
Beaverton, OR 97008
Office (503) 619-4321
Fax (503) 469-8553

APPLICANT:
Sericko Resources LLC
Contact: Joe Mitchoff
PO Box 82697
Portland, OR 97282

DEVELOPMENT REVIEW APPLICATION

City of West Linn

TYPE OF REVIEW (Please check all boxes that apply):

[ ]	Annexation	[ ]	Non-Conforming Lots, Uses & Structures
[ ]	Appeal and Review *	[ ]	One-Year Extension *
[ ]	Conditional Use	[ ]	Planned Unit Development
[X]	Design Review	[ ]	Pre-Application Meeting *
[ ]	Easement Vacation	[ ]	Quasi-Judicial Plan or Zone Change
[ ]	Extraterritorial Ext. of Utilities	[ ]	Street Vacation
[ ]	Final Plat or Plan	[ ]	Subdivision
[ ]	Flood Plain Construction	[ ]	Temporary Uses *
[ ]	Hillside Protection and Erosion Control	[ ]	Tualatin River Greenway
[ ]	Historic District Review	[X]	Variance
[ ]	Legislative Plan or Change	[ ]	Water Resource Area Protection/Wetland
[ ]	Lot Line Adjustment * /**	[ ]	Willamette River Greenway
[ ]	Minor Partition (Preliminary Plat or Plan)	[ ]	Other/Misc

Home Occupation / Pre-Application / Sidewalk Use Application * / Permanent Sign Review * / Temporary Sign Application require individual application forms available in the forms and application section of the City Website or at City Hall.

TOTAL FEES/DEPOSIT _____ * No CD required / ** Only one copy needed

Sericko Resources LLC PO Box 82697 Portland, OR 97282 503-238-1999

OWNER'S	ADDRESS	CITY	ZIP	PHONE(res.& bus.)
Sericko Resources LLC	PO Box 82697	Portland, OR	97282	503-238-1999

APPLICANT'S	ADDRESS	CITY	ZIP	PHONE(res.& bus.)
SR Design LLC - Steve Roper, PE	8196 SW Hall Blvd. Ste 232	Beaverton, OR	97008	503-619-4321

CONSULTANT	ADDRESS	CITY	ZIP	PHONE

SITE LOCATION 2170 & 2150 13th Street

Assessor's Map No.: 21E-35CB / 21E-35CC **Tax Lot(s):** 2900 / 100 **Total Land Area:** 35,161 sf

1. All application fees are non-refundable (excluding deposit).
2. The owner/applicant or their representative should be present at all public hearings.
3. A denial or grant may be reversed on appeal.. No permit will be in effect until the appeal period has expired.
4. **Four (4) complete hard-copy sets (single sided) of application materials must be submitted with this application. One (1) complete set of digital application materials must also be submitted on CD in PDF format.**

The undersigned property owner(s) hereby authorizes the filing of this application, and authorizes on site review by authorized staff. I hereby agree to comply with all code requirements applicable to my application.

SIGNATURE OF PROPERTY OWNER(S)
X _____ Date 5/14/09

SIGNATURE OF APPLICANT(S)
X _____ Date _____

BY SIGNING THIS APPLICATION, THE CITY IS AUTHORIZED REASONABLE ACCESS TO THE PROPERTY. ACCEPTANCE OF THIS APPLICATION DOES NOT INFER A COMPLETE SUBMITTAL. COMPLETENESS WILL BE DETERMINED WITHIN 30 DAYS OF SUBMITTAL.

PLANNING AND BUILDING; 22500 SALAMO RD #1000; WEST LINN, OR 97068; PHONE: 656-4211 FAX: 656-4106

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DEVELOPMENT CODE NARRATIVE

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REDUCED PLAN SET

APPENDIX/EXHIBITS

GENERAL INFORMATION

Agent:	SR Design LLC Attn: Steve Roper 8196 SW Hall Blvd., Suite 232 Beaverton, OR 97008
Applicant/Property Owner:	Sericko Resources LLC Attn: Joe Mitchoff PO Box 82697 Portland, OR. 97282
Tax Lot Information:	Tax Lot 2900 on Clackamas County Tax Map 21E-35CB
Physical address:	2170 13th Street West Linn, OR 97068
Location:	The parcel is located on the west side of 13th Street north of the terminus of the street
Current Zoning:	R-2.1
Project Area(s):	± 0.81 acres (35,161 sq ft)
Neighborhood Meeting:	Willamette Neighborhood Assoc November 12, 2208, 7:00 PM Pacific West Bank 2040 8th Avenue, West Linn, OR 97068

Application Project Summary

REQUEST:

The Applicant requests preliminary approval for a Design Review project. The scope of the development will consist of two town home buildings, each having four (4) units. The existing duplex building will remain on site. The town homes will be served by a circular private driveway which will enter the site on the northern boundary and exit on the southern boundary via an access easement. The existing house on lot 100 will remain. No other work, other than the construction of the private drive via the access easement is being proposed at this time on lot 100; therefore, lot 2900 will be the focus of this application.

The application is requesting two variances to the development application. The first is to the standard set forth in Chapter 85.200.A.11 which states a cul-de-sac can serve no more than 12 dwelling units (units). The application is also requesting a variance to the on-site parking requirement Chapter 55.100.B.7.b which states that multi-family projects shall be required to keep the parking at the side or rear of the buildings or behind the building line of the structure as it would appear from the right-of-way inside the multi-family project (parking).

SITE DESCRIPTION:

The subject site is located within the R-2 zoning designation. The subject site is approximately ± 35,161 gross square feet and slopes generally to the south west. The site is located near the terminus of 13th Street which ends in a cul-de-sac. I-205 prevents this street from continuing to the south in the future. It can be considered the last developable site on 13th Street, north of I-205. The west side (rear) of Albertson's faces this side. The east side of 13th Street is improved with a full half street with s planter strip and sidewalk. This project's is unimproved to City standards.

Development Code Standards

16.000 SINGLE-FAMILY AND MULTIPLE-FAMILY RESIDENTIAL, R-2.1

16.010 PURPOSE

The purpose of this zone is to provide for urban development at levels which relate to the site development limitations, proximity to commercial development and public facilities and public transportation, and to the surrounding development pattern. This zone is intended to carry out the intent of the Comprehensive Plan which is to provide for a choice in housing types and is intended to implement the policies and locational criteria in the Comprehensive Plan for high density residential housing.

16.020 PROCEDURES AND APPROVAL PROCESS

B. A use permitted under prescribed conditions, Section 16.030, is a use for which approval will be granted provided all conditions are satisfied; and,

1. The Planning Director shall make the decision in the manner provided by Section 99.060(A)(2), Administrative Procedures, except that no notice shall be required; and,

2. The decision may be appealed by the applicant to the Planning Commission as provided by Section 99.240(A).

C. The approval of a conditional use (Section 16.060) is discretionary with the Planning Commission. The approval process and criteria for approval are set forth in Chapter 60, Conditional Uses. If a use is not listed as a conditional use, it may be held to be a similar unlisted use under the provisions of Chapter 80.

Comment: The project proposed is for a multi-family development. The project will consist of two (2) four-plex units behind the existing du-plex unit on Parcel 1. This is a permitted use under the R-2.1 zoning designation, however since the development will require a design review and variances, the Planning Commission will review the application for approval.

16.030 PERMITTED USES

The following are uses permitted outright in this zone:

5. Multiple-family residential unit.

Comment: The project will consist of two (2) four-plex units which are classified as multiple-family. This is a permitted use in the R-2.1 zoning district.

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

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

1. The minimum lot size shall be:

   e. For each multiple-family dwelling unit, 2,100 square feet. A multiple-family dwelling unit is limited to three and one-half stories in height.

2. The minimum front lot line length or the minimum lot width at the front lot line shall be 35 feet.

3. The average minimum lot width shall be 50 feet.

4. The minimum average lot depth shall be 90 feet.

5. The minimum yard dimensions or minimum building setback area from the lot line shall be:

a. For a front yard, 20 feet; except for steeply sloped lots where the provisions of Section 41.010 shall apply.

b. For an interior side yard, 5 feet.

c. For a side yard abutting a street, 15 feet.

d. For a rear yard, 20 feet, except that in the case of an apartment structure in this district, an additional yard area may be required between the structure in this district and any adjacent low density residential uses.

6. The maximum building height shall be:

a. 35 feet for a garden apartment - low rise unit, single-family unit, attached single-family unit, duplex unit or boarding house, except for steeply sloped lots when the provisions of Chapter 41.000 shall apply.

b. Three and one-half stories or 45 feet for a garden apartment - medium rise unit.

7. The maximum lot coverage shall be 50 percent.

8. The floor area ratio for single-family homes shall be .45. Type I and II lands shall not be counted toward lot area when determining allowable floor area ratio, except that a minimum floor area ratio of .30 shall be allowed regardless of the classification of lands within the property. That 30 percent shall be based upon the entire property including Type I and II lands. Existing residences in excess of this standard may be replaced to their prior dimensions when damaged without the requirement that the homeowner obtain a "non-conforming structures" permit under CDC Chapter 66.

Comment: The parcel has 35,161 square feet in the R-2.1 zoning district. With a total of 10 units, there will be approximately 3.516 square feet per unit. This is acceptable as each duplex unit requires at least 3.500 square feet of parcel land and each multi-family unit requires at least 2,100 square feet. The proposed project also complies with the required 20-foot rear yard setback for the new units. All other overall perimeter dimensional standards have been met.

16.090 OTHER APPLICABLE DEVELOPMENT STANDARDS

A. The following standards apply to all development including permitted uses:

1. Chapter 34, Accessory Structures.
2. Chapter 36, Temporary Uses.

3. Chapter 38, Additional Yard Area Required, Exceptions to Yard Requirements, Storage in Yards and Projections into Yards.
4. Chapter 40, Building Height Limitations and Exceptions.
5. Chapter 41, Structures on Steep Lots, Exception.
6. Chapter 42, Clear Vision Areas.
7. Chapter 44, Fences and Screening of Storage Area.
8. Chapter 46, Off-street Parking and Loading.
9. Chapter 48, Access.
10. Chapter 52, Signs.
11. Chapter 54, Installation and Maintenance of Landscaping.

B. The provisions of Chapter 55, Design Review, apply to all uses except detached single-family dwellings.

Comment: The applicable Design Review standards in Chapter 55 have been addressed below. Therefore, this criterion has been met.

33.000 STORM WATER QUALITY AND DETENTION

33.010 PURPOSE

The purpose of CDC Chapter 33 is to implement the Comprehensive Plan; meet the objectives of the "Clean Water Act" of the federal government by restoring and maintaining the chemical, physical, and biological integrity of waterbodies and waterways; provide water purification, flood control and streambank stability; provide aesthetic value; and provide for stormwater management to reduce the impacts of stormwater runoff (water quantity) and pollution (water quality) resulting from development. As development results in the replacement of large areas of existing pervious surface cover such as meadows or wooded areas with impervious material such as roads, parking lots, and roofs, stormwater detention is necessary to ensure that post-development stormwater runoff volumes do not exceed pre-development runoff volumes. Stormwater treatment is necessary in order to reduce sediment, nutrient, and pollutant loading into waterbodies and waterways.

33.020 APPLICABILITY

CDC Chapter 33 applies to all new development and redevelopment sites, as required by the City's Public Works Design Standards, except one- and two family dwellings that do not involve a land division.

33.030 THE APPLICATION

In conjunction with a Design Review or Land Division application, the following materials shall be submitted:

A. An application submittal shall include the completed application form and three copies of responses to the approval criteria, except for any plans which shall include three copies at the original scale and three copies reduced to a paper size not greater than 11 x 17 inches.

B. A site plan and topographic map consistent with CDC Section 33.070 shall be submitted with the application.

C. The design details of the stormwater detention and treatment facilities shall be submitted per the standards set forth in the Public Works Design Standards. The application submittal shall include an operation and maintenance plan per the standards set forth in the Public Works Design Standards.

D. The application submittal shall include a planting plan consistent with CDC Section 33.070.

Comment: The required material has been submitted to staff for their review. It is understood that if there is missing information or if staff have questions and needs additional information that the applicant will provide the information. All site plans have been prepared to meet both Development Code and Engineering Guideline standards.

33.040 APPROVAL CRITERIA

The Planning Director and City Engineer shall make written findings with respect to the following criteria when approving, approving with conditions, or denying applications for stormwater detention permits and stormwater quality permits.

A. Stormwater quality facilities shall meet non-point source pollution control standards required by the Public Works Design Standards.

B. Design of stormwater detention and pollution reduction facilities and related detention and water quality calculations shall meet Public Works Design Standards and shall be prepared by a professional engineer licensed to practice in the state of Oregon.

C. Soil stabilization techniques, erosion control, and adequate improvements to accommodate the intended drainage through the drainage basin shall be used. Storm drainage shall not be diverted from its natural watercourse unless no feasible alternatives exist. Interbasin transfers of storm drainage will not be permitted.

D. Stormwater detention and treatment facilities shall encroach no further than 25 feet into the outside boundary of a water quality resource area. The area of encroachment must be replaced by adding an equal area to the water quality resource area on the subject property.

E. Stormwater detention and treatment facilities shall be vegetated with plants from the Metro's native plant list as described in Section 33.070.

F. Projects must either stockpile existing topsoil for re-use on the site or import topsoil, rather than amend subsoils. Soil amendments are allowed only where the applicant can demonstrate they are the only practical alternative for enabling the soil to support healthy plantings, promoting better stormwater treatment, or improving soil infiltration capacity (where appropriate).

G. Interim erosion control measures, such as mulching, shall be placed immediately upon completion of grading of the facilities.

Comment: A Professional Engineer has designed the stormwater detention and treatment facility. The plans that are submitted are still classified as "preliminary" and may need additional engineering modifications. However, staff should be able to review the site plans and make positive findings for approval based on the above approval criteria.

33.050 SITE PLAN

A. All site plans and maps shall include the name, address, and telephone number of the applicant, the scale of the plan, a north arrow, and a vicinity map.

B. The applicant shall submit a site plan drawn to a 1"=10' or other approved scale, which contains the following information:

1. Existing and proposed contour lines at the following minimum intervals:

    a. Two-foot intervals for slopes from 0-25 percent; and,

    b. Five-foot intervals for slopes in excess of 25 percent.

2. Location of proposed stormwater facilities including cross sections;

3. Location of all existing natural features including, but not limited to, delineation of water quality resource areas.

4. Location of all trees measured at six-inch diameter at breast height or greater and a description of existing vegetation species. Where only a portion of a water quality resource area is to be disturbed by a stormwater facility, the tree inventory need only apply to the impacted area. The remaining treed area shall be depicted by outlining the canopy cover.

5. Location, width, and material of access road to facilities for maintenance purposes according to Public Works Design Standards.

Comment: The required information has been submitted as part of the site plan application. It is understood that if there is missing information or if staff have questions and needs additional information that the applicant will provide the information.

33.060 MAINTENANCE AND ACCESS REQUIREMENTS

Maintenance and access requirements shall meet Public Works Design Standards.

Comment: The maintenance and access requirements have been designed to meet Public Works Design Standards. If the standards are not met, then Staff can request additional information or condition the project as part of the approval process.

33.070 PLANT MATERIAL FOR WATER QUALITY FACILITIES

Metro's native plant list is incorporated by reference as a part of this chapter. The applicant shall submit a detailed planting plan using species from Metro's native plant list. The intent of this plan is to establish native vegetation to protect again sterosion and sediment infiltration. A mix of low maintenance trees, shrubs, and groundcover is preferred with an even distribution.

A. The planting plan shall be prepared by a professional landscape architect if the development site contains more than 5,000 square feet of impervious area. The planting plan shall include a table listing the scientific names, size, and quantity of plants.

B. The plan shall include plant location, species, size, and quantity for stormwater detention and treatment facilities. Evergreen trees shall have a minimum height of four feet and deciduous trees shall be at least one-inch caliper in size at the time of planting. Shrubs shall be a minimum of one gallon in size at the time of planting. Spaces shall be filled at mature growth but not so that over planting occurs and overcrowding results. Temporary irrigation systems or other means of ensuring establishment of the plantings must be specified.

C. Plantings shall be designed to minimize or eliminate the need for herbicides, fertilizers, pesticides, or soil amendments at any time before, during, or after construction, or on a long-term basis. Plantings shall be designed to minimize or eliminate the need for frequent mowing and irrigation.

D. The applicant is responsible for implementing the planting plan during the next fall or spring planting season following permit approval. Prior to planting, noxious vegetation shall be removed. All soil areas must be covered with specified plants and mulch to prevent erosion.

E. Plantings shall be incorporated into a Public Improvement Guarantee agreement, which includes a maintenance bond as required by CDC Section 91.010(C). The maintenance bond is required for any project involving stormwater quality and detention facilities.

Comment: A landscape plan as been submitted as part of this Design Review application. Please refer to the landscape plan for the required submittal requirements and plant material information.

46.000 OFF-STREET PARKING, LOADING AND RESERVOIR AREAS

46.010 PURPOSE

The purpose of this chapter is to provide standards for the number and arrangement of off-street parking, loading, and reservoir areas. Most of these provisions relate to commercial, office, and industrial uses. Parking lot design has often been criticized for creating large expanses of paved areas, separating the business from the public street. That arrangement makes it less attractive for pedestrians to access these buildings. The challenge is balancing the business community's desire for ample visible parking to attract prospective customers with the community interest of encouraging safe, non-vehicular access, minimizing the visual impact of parking, and creating a more attractive streetscape and urban environment.

Most parking facilities in non-residential developments contain spaces which are infrequently used, available for the few days a year when parking is at a premium. For these spaces, permeable parking surfaces provide a suitable parking surface which can reduce surface runoff and increase water quality, as well as improve the aesthetic appearance of the parking lot. West Linn encourages the use of permeable parking surfaces in appropriate situations.

46.020 APPLICABILITY AND GENERAL PROVISIONS

A. At the time a structure is erected or enlarged, or the use of a structure or parcel of land is changed within any zone, off-street parking spaces, loading areas and reservoir areas shall be provided in accordance with the requirements of this chapter unless other requirements are otherwise established as a part of the development approval process.

B. The provision and maintenance of off-street parking and loading spaces are the continuing obligation of the property owner.

C. No building or other permit shall be issued until plans are approved that show the property that is and will remain available for exclusive use as off-street parking and loading space as required by this chapter. The use of property for which the building permit is issued shall be conditional upon the unqualified continuance and availability of the amount of parking and loading space required by this chapter.

D. Required parking spaces and loading areas shall be improved to the standards contained in this chapter and shall be available for use at the time of the final building inspection except as provided in Section 46.150.

Comment: The submitted site plans show the required off-street parking requirement. Each new dwelling unit is proposed to have two parking spaces, one in the garage and the other in the driveway. The garage is approximately 20-feet deep and the driveway is 18-foot. The application has requested an Exception to the driveway length specified in Chapter 46.150.A.8 which requires a 20-foot driveway. This is addressed below.

46.030 SUBMITTAL REQUIREMENTS

For any application requiring design review approval, which includes parking areas, the applicant shall submit, within the design review package, a plan drawn to scale showing all the elements necessary to indicate that the requirements of Chapter 55 are met and it shall include but not be limited to:

1. The delineation of individual parking and loading spaces and their dimensions;
2. The identification of compact parking spaces;
3. The location of the circulation area necessary to serve spaces;
4. The access point(s) to streets, alleys, and properties to be served;
5. The location of curb cuts;
6. The location and dimensions of all landscaping, including the type and size of plant material to be used, as well as any other landscape material incorporated into the overall plan;
7. The proposed grading and drainage plans and the slope (percentage) of parking lot;
8. Specifications as to signs and bumper guards;
9. Identification of disabled parking spaces;
10. Location of pedestrian walkways and crossings; and,
11. Location of bicycle racks.

Comment: The required site plan information has been submitted as part of the application material. Staff will have an opportunity to review the site plans. It is understood that if there is missing information or if staff have questions and needs additional information that the applicant will provide the information.

46.040 APPROVAL STANDARDS

Approval shall be based on the standards set forth in this chapter and Chapters 48, Access and Circulation; 52, Signs; and 54, Landscaping.

Comment: It is understood that the application shall be based on the standards set forth in the above listed chapter. Those chapter and their applicable criteria have been addressed below. Therefore, this criterion has been met.

46.060 STORAGE IN PARKING AND LOADING AREAS PROHIBITED

Required parking spaces shall be available for the parking of passenger automobiles of residents, customers, patrons and employees only, and the required parking spaces shall not be used for storage of vehicles or materials or for the parking of trucks connected with the business or use with the exception of small (under one ton) delivery trucks or cars.

Comment: The project has been designed with two parking spaces for each new dwelling unit. Each unit will be able to use the garage and the driveway as their own designated parking space. The application understands that the required parking spaces shall not be

used for storage of vehicles or materials or for the parking of trucks connected with the business or use with the exception of small (under one ton) delivery trucks or cars.

46.070 MAXIMUM DISTANCE ALLOWED BETWEEN PARKING AREA AND USE

A. Off-street parking spaces for single- and two-family dwellings shall be located on the same lot with the dwelling.

Comment: This is a multi-family development therefore, this criterion is not applicable.

46.090 MINIMUM OFF-STREET PARKING SPACE REQUIREMENTS

A. Residential Parking Space Requirements:

3. Multi-family residences:

(e) Visitor parking for multi- 1 off-street space for every 3 family residences apartment units evenly distributed throughout the complex. These spaces shall be clearly identified and signed as visitor spaces only. This number may be reduced by 1 space for every 18 feet of project abutting public street frontage where on-street parking is allowed.

Comment: The required off-street parking requirement for this development is 3 spaces. The three spaces will be positioned along the public right-of-way on the west side of 13th Street. The entire site frontage is approximately 160 linear feet which should accommodate three (3) parking spaces and in the existing driveways. The private driveways were not taken into account for this measurement. This off-street parking will take into account the eight new and two existing units that are under review with this application. Therefore, this criterion has been met.

46.140 EXEMPTIONS TO PARKING REQUIREMENTS

To facilitate the design requirements of Chapter 58, properties in the Willamette Falls Drive Commercial District/Overlay Zone, located between 10th and 16th Streets, shall be exempt from the requirements for off-street parking as identified in this chapter. Any off-street parking spaces provided shall be designed and installed per the dimensional standards of this Code.

Comment: An exemption to the driveway dimension from 20 to 18 feet has been requested for all garages in the development. This exemption request is addressed below. The exemption is up to 10% less than the required length, which can be approved by the planning director.

46.150 DESIGN AND STANDARDS

The following standards apply to the design and improvement of areas used for vehicle parking, storage, loading, and circulation:

A. Design Standards:

1. "One standard parking space" means a minimum for a parking stall of 8 feet in width and 16 feet in length. These stalls shall be identified as "compact." To accommodate larger cars, 50 percent of the required parking spaces shall have a

minimum dimension of 9 feet in width and 18 feet in length (9 x 18). When multi-family parking stalls back onto a main driveway, the stalls shall be 9 x 20.

8. Off-street parking spaces for single and two-family residences shall be improved with an asphalt or concrete surface, or a permeable parking surface designed to reduce surface runoff, to specifications as approved by the Building Official. Other parking facilities for two and single-family homes that are to accommodate additional vehicles, boats, recreational vehicles, and trailers, etc. need not be paved. All parking for multi-family residential development shall be paved with concrete or asphalt. Driveways shall measure at least 20 feet from the back of sidewalk to garage or the end of the parking pad to accommodate cars and sport utility vehicles without the vehicles blocking the public sidewalk.

Comment: The application is requesting an exception to the design requirement of a 20-foot driveway for the garage to the back of sidewalk. The exception is addressed in Chapter 55.170.A & B (below). The application finds that the reduction to an 18-foot driveway will still maintain the integrity of the driveway be allowing vehicles to park safely and allow pedestrians to walk through the development unobstructed.

8. Chapter 48, Access. (48.080(A) & 55.170)

Comment: The project has been redesigned to include a six (6) foot internal pedestrian walkway. This walkway will be connected to the proposed six (6) foot curb tight sidewalk fronting the development. An exemption to the parking dimensions has been requested to allow for an 18-foot driveway in front of each garage. That criterion is addressed below in Section 55.170. Therefore, this criterion has been met for approval.

15. The maximum driveway grade for single-family housing shall be 15 percent. The 15 percent shall be measured along the centerline of the driveway only. Grades elsewhere along the driveway shall not apply. Variations require approval of a Class II variance by the Planning Commission pursuant to Chapter 75. Regardless, the last 18.5 feet in front of the garage must maintain a maximum grade of 12 percent as measured along the centerline of the driveway only. Grades elsewhere along the driveway shall not apply.

Comment: The grades for the private driveway to serve the units will meet all code requirements. This will include the Community Development Code, Engineering and Fire Department design manuals. The application is not requesting a Type I or Type II Variance with this application.

C. Landscaping in Parking Areas: Reference Chapter 54, "Landscaping."

Comment: The landscaping in the parking area is addressed in Chapter 54, see below.

D. Bicycle Facilities and Parking:

1. Provisions shall be made for pedestrian and bicycle ways if such facilities are shown on an adopted plan.

2. Bicycle parking facilities shall either be lockable enclosures in which the bicycle is stored, or secure stationary racks which accommodate bicyclist's locks securing the frame and both wheels. The bicycle parking shall be no more than 50 feet from the entrance to the building, well lit, observable, and properly signed.

3. Bicycle parking must be provided in the following amounts:

LAND USE CATEGORY	MINIMUM REQUIRED BICYCLE PARKING SPACES	MINIMUM COVERED AMOUNT
Residential		
Multi-family Residential - General	1 space per unit	50%

Comment: Bicycling parking will be provided in each of the new dwelling units. This parking will most likely be provided in one of three places: the garage, back porch or inside the dwelling unit. It is not anticipated that a common bicycle area will be provided. Therefore, this criterion has been met.

48.000 ACCESS, EGRESS AND CIRCULATION

48.010 PURPOSE

The purpose of this chapter is to ensure that efficient, safe, and well directed vehicular, bicycle, and pedestrian access, circulation, and egress is design into development proposals.

48.020 APPLICABILITY AND GENERAL PROVISIONS

A. The provisions of this chapter do not apply where the provisions of the Land Division chapter are applicable and set forth differing standards.

B. All lots shall have access from a public street or from a platted private street approved under the Land Division chapter.

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

D. Should the owner or occupant of a lot or building enlarge or change the use to which the lot 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 has approved the change.

E. Owners of two or more uses, structures, or parcels of land may agree to utilize jointly the same access and egress when the combined access and egress of both uses, structures, or parcels of land satisfies the requirements as designated in this Code provided that satisfactory legal evidence is presented to the City Attorney in the form of deeds, easements, leases, or contracts to establish joint use. Copies of said instrument shall be placed on permanent file with the City Recorder.

F. Property owners shall not be compelled to access their homes via platted stems of flag lots if other driveways and easements are available and approved by the City Engineer.

Comment: The proposed Design Review application has designed a private drive which will allow all the new dwelling units to take direct access. This private drive will have direct access to 13th Street (a public road). All the general provisions that normally apply for this type of development will be followed, as required by the development code. Therefore, this criterion has been met.

48.030 MINIMUM VEHICULAR REQUIREMENTS FOR RESIDENTIAL USES

A. Direct individual access from single-family dwellings and duplex lots to an arterial street, as designated in the Transportation element of the Comprehensive Plan, is prohibited for lots created after the effective date of this Code where an alternate access is either available or is expected to be available by imminent development application. Evidence of alternate or future access may include temporary cul-de-sacs, dedications or stubouts on adjacent parcels, or tentative street layout plans submitted at one time by

adjacent property owner/developer or by the owner/developer, or previous owner/developer, of the property in question. In the event that alternate access is not available as determined by the Planning Director and City Engineer, access may be permitted after review of the following criteria:

1. Topography.

2. Traffic volume to be generated by development (i.e., trips per day).

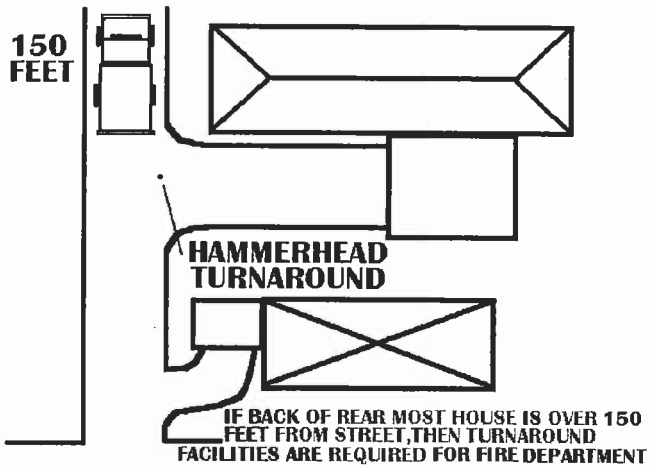
3. Traffic volume presently carried by the street to be accessed.

4. Projected traffic volumes.

5. Safety considerations such as line of sight, number of accidents at that location, emergency vehicle access, ability of vehicles to exit the site without backing into traffic.

6. The ability to consolidate access through the use of a joint driveway.

7. Additional review and access permits may be required by state or county agencies.



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" above, shall apply in addition to the following provisions.

1. A turnaround may be required as prescribed by the Fire Chief.

2. Minimum vertical clearance for the driveway shall be 13 feet, 6 inches.

3. A minimum centerline turning radius of 45 feet is required unless waived by the Fire Chief.

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

Comment: The proposed private drive has been design to meet both the Engineering and Fire Departments standards. The site has been designed to have a one-way driveway with the ingress on the northern portion of the property and the egress on the southern portion of the property. This will minimize conflicts of vehicular movements going into or out of the site. The ingress and egress portions of the driveway show 15-feet of pave surface with

an additional 5-feet of clearance on both sides. The turning radius of the street has been prescribed by the Fire Marshall. The turning radius for the site has been designed to meet the 28 feet inside and 48 feet outside, as measured from the same center point requirement. Therefore, this criterion has been met.

D. Access to five or more single-family homes shall be by a street built to full construction code standards. All streets shall be public. This full street provision may only be waived by variance.

Comment: The application under review is for a design review and not a single-family subdivision. Therefore, this criterion does not apply.

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

1. With a minimum of 24 feet width when accommodating two-way traffic, or,

2. With a minimum of 15 feet width when accommodating one-way traffic. Horizontal clearance shall be 2-1/2 feet wide on either side of the driveway.

3. Minimum vertical clearance of 13 feet, 6 inches.

4. Appropriate turnaround facilities per Fire Chief's standards for emergency vehicles when the drive is over 150 feet long. Fire Department turnaround areas shall not exceed seven percent grade unless waived by the Fire Chief.

5. The grade shall not exceed 10 percent on average, with a maximum of 15 percent.

6. A minimum centerline turning radius of 45 feet for the curve.

Comment: The ingress and egress portions of the driveway show 15-feet of pave surface with an additional 5-feet of clearance on both sides. The turning radius of the street has been prescribed by the Fire Marshall. The turning radius for the site has been designed to meet the 28 feet inside and 48 feet outside, as measured from the same center point requirement. Therefore, this criterion has been met

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

G. The number of driveways or curb cuts shall be minimized on arterials or collectors. Consolidation or joint use of existing driveways shall be required when feasible.

H. In order to facilitate through traffic and improve neighborhood connections, it may be necessary to construct a public street through a multi-family site.

I. Gated accessways to residential development other than a single-family home is prohibited.

Comment: The design of the private street minimizes curb cuts to just two; one for the ingress and the other for the egress. The existing dwelling units will maintain their existing curb cuts at their current location. This will minimize the number of access points

on to the existing cul-de-sac. In addition, by having two access points, one for the ingress and the other for the egress, traffic conflicts may be minimized.

48.050 ONE WAY VEHICULAR ACCESS POINTS

Where a proposed parking facility plan indicates only one-way traffic flow on the site, it shall be accommodated by a specific driveway serving the facility, and the entrance drive shall be situated closest to oncoming traffic, and the exit drive shall be situated farthest from oncoming traffic.

Comment: The proposed private drive has been design to meet both the Engineering and Fire Departments standards. The site has been designed to have a one-way driveway with the ingress on the northern portion of the property and the egress on the southern portion of the property. This will minimize conflicts of vehicular movements going into or out of the site. The ingress and egress portions of the driveway show 15-feet of pave surface with an additional 5-feet of clearance on both sides. This design meets the above code criterion for approval.

48.060 WIDTH AND LOCATION OF CURB CUTS AND ACCESS SEPARATION REQUIREMENTS

A. Minimum curb cut width shall be 16 feet.

B. Maximum curb cut width shall be 36 feet, except along Highway 43 in which case the maximum curb cut shall be 40 feet.

Comment: The two proposed curb cuts will meet the design code. Since the ingress and egress driveways are only 15-feet wide, the curb cuts will be kept at a minimum. The final design of the curb cuts have not been determined at of the submittal date.

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: The proposed curb cuts are not within 35 feet of an intersection. Therefore, this criterion does not apply.

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 entrance 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 on a local street, 30 feet.

Comment: The proposed new curb cuts for this project are on opposite sides of the parcels, approximately 175-feet apart, centerline to centerline. The existing curb cuts for the existing homes will remain in their current location.

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

Comment: If needed, this roll curb option may be used in there is an issue with curb cut spacing. If it is determined at a later date that curb cuts will not work, the engineer will design the site with rolled curbs where needed during the construction phase of the project, after preliminary approval.

F. Curb cuts shall be kept to the minimum, particularly 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.

G. Adequate line of sight pursuant to engineering standards should be afforded at each driveway or accessway.

Comment: The curb cuts that are proposed will meet the City Vision Clearance Triangle requirements. The main area that will need to meet this requirement will be the southern egress point. It should be noted that this egress point will be the last point where vehicles will enter the public cul-de-sac. No other development will be able to take place. Therefore, this criterion has been met.

48.080 BICYCLE AND PEDESTRIAN CIRCULATION

A. Within all multi-family developments (except two-family/duplex dwellings), each residential dwelling shall be connected to vehicular parking stalls, common open space, and recreation facilities by a pedestrian pathway system having a minimum width of six feet and constructed of an all weather material. The pathway material shall be of a different color or composition from the driveway. (Bicycle routes adjacent to the travel lanes do not have to be of different color or composition.)

Comment: The project has been redesigned to include a six (6) foot internal pedestrian walkway. This walkway will be connected to the proposed six (6) foot curb tight sidewalk fronting the development. An exemption to the parking dimensions has been requested to allow for an 18-foot driveway in front of each garage. That criterion is addressed below in Section 55.170. Therefore, this criterion has been met for approval.

B. Bicycle and pedestrian ways within a subdivision shall be constructed according to the provisions in Section 85.200(A)(3)(e) of this Code.

Comment: The project proposes to have an eight (8) foot walkway internal to the site. This walkway will connect each of the new dwelling units to the surrounding circulation system. A six (6) foot sidewalk is also proposed along 13th Street. The public sidewalk will need to have approval from the City Engineering Department. Therefore, this application formally requests an exception for a six-foot pedestrian sidewalk and four-foot around the proposed street trees fronting the site as shown on the site plans.

52.000 SIGNS

52.010 PURPOSE

The purpose of this chapter is to maintain or improve the aesthetic quality of the City's residential and business environment; to prevent the proliferation of signs and sign clutter; to minimize adverse visual safety factors to travelers on public roadways and private areas open to public vehicular travel; to provide for safe construction, location, erection and maintenance of signs; and to improve the effectiveness of signs in identifying and advertising businesses, all by classifying and regulating signs.

Comment: No signs are proposed at this time.

54.000 LANDSCAPING

54.010 PURPOSE

The purpose of this section is to provide for the design, selection, installation, and maintenance of landscaping. The landscaping is intended to provide an attractive natural balance to built areas, to reduce runoff, to provide shade, to screen or buffer uses, and to frame or compliment views. The chapter also encourages the selection of plant materials that will provide long term growth, a balance of year round coverage and greenery, and a variety of species for a more healthy disease resistant plant inventory.

54.020 APPROVAL CRITERIA

A. Every development proposal requires inventorying existing site conditions which include trees and landscaping. In designing the new project, every reasonable attempt should be made to preserve and protect existing trees and to incorporate them into the new landscape plan. Similarly, significant landscaping (e.g., bushes, shrubs) should be integrated. The rationale is that saving a 30-foot tall mature tree helps maintain the continuity of the site, they are qualitatively superior to two or three 2-inch caliper street trees, they provide immediate micro-climate benefits (e.g., shade), they soften views of the street, and they can increase the attractiveness, marketability, and value of the development.

B. To encourage tree preservation, the parking requirement may be reduced by one space for every significant tree that is preserved in the parking lot area for a maximum reduction of 10 percent of the required parking. The City Parks supervisor or arborist shall determine the significance of the tree and/or landscaping to determine eligibility for these reductions.

C. Developers must also comply with the Municipal Code chapter on tree protection.

D. Heritage trees. Heritage trees are trees which, because of their age, type, notability, or historical association are of special importance. Heritage trees are trees designated by the City Council following review of a nomination. A heritage tree may not be removed without a public hearing at least 30 days prior to the proposed date of removal. Development proposals involving land with heritage tree(s) shall be required to protect and save the tree(s). Further discussion of Heritage trees is found in the Municipal Code.

Comment: There are no Heritage trees located on this subject site. In addition, there are no trees that are to be preserved on site. The majority of the vegetation on site consists of a hedge that creates a vegetative obstruction between the duplex and the single-family dwelling unit. New landscaping is being proposed, as shown on the submitted landscape plan.

E. Landscaping - by type, location and amount.

1. Residential uses (non-single family). A minimum of 25 percent of the gross area including parking, loading and service areas shall be landscaped, and may include the open space and recreation area requirements under Section 55.100. Parking lot landscaping may be counted in the percentage.

Comment: The site has proposed two areas for open space that will be landscaped. In areas that are consisted open space there will be landscaping which will be consistent with the provisions of this code. Please refer to the landscaping plan for a graphical detail of the location and type of landscaping that is proposed on the project site.

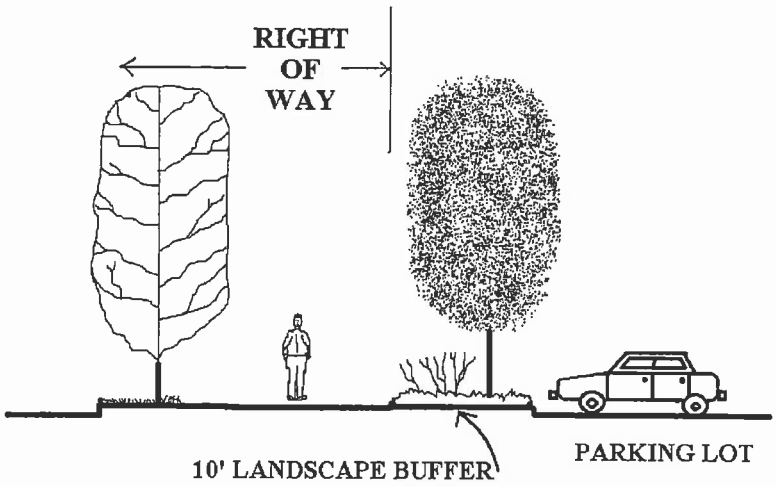
3. All uses (residential uses [non-single family] and non-residential uses):

a. The landscaping shall be located in defined landscaped areas which are uniformly distributed throughout the parking or loading area. There shall be one shade tree planted for every eight parking spaces. These trees shall be evenly distributed throughout the parking lot to provide shade. [...] Parking lots with fewer than 10 spaces shall have the standard perimeter landscaping and at least two shade trees.

b. The landscaped areas shall not have a width of less than five feet.

c. The soils, site, proposed soil amendments, and proposed irrigation system shall be appropriate for the healthy and long term maintenance of the proposed plant species.

d. A parking, loading, or service area which abuts a street shall be set back from the right-of-way line by perimeter landscaping in the form of a landscaped strip at least 10 feet in width. When a parking, loading, or service area, or driveway is contiguous to an adjoining parcel, there shall be an intervening five-foot wide landscape strip. The landscaped area shall contain:



1) Street trees spaced as appropriate to the species, not to exceed 50 feet apart on the average;

2) Shrubs, not to reach a height greater than three feet six inches, spaced no more than five feet apart on the average; or,

3) Vegetative ground cover such as grass, wild flowers, or other landscape material to cover 100 percent of the exposed ground within two growing seasons. No bark mulch shall be allowed except under the canopy of low level shrubs.

g. All areas in a parking lot not used for parking, maneuvering, or circulation shall be landscaped.

h. The landscaping in parking areas shall not obstruct lines of sight for safe traffic operation.

j. Crime prevention shall be considered and plant materials shall not be located in a manner which prohibits surveillance of public and semi-public areas (shared or common areas).

k. Irrigation facilities shall be located so that landscaped areas can be properly maintained and so that the facilities do not interfere with vehicular or pedestrian circulation.

l. For commercial, office, multi-family, and other sites, the developer shall select trees that possess the following characteristics:

1) Provide generous "spreading" canopy for shade.

2) Roots do not break up adjacent paving.

3) Tree canopy spread starts at least six feet up from grade in, or adjacent to, parking lots, roads, or sidewalks unless the tree is columnar in nature.

4) No sticky leaves or sap dripping trees (no honey dew excretion).

5) No seed pods or fruit bearing trees (flowering trees are acceptable).

6) Disease resistant.

7) Compatible to planter size.

8) Drought tolerant unless irrigation is provided.

9) Attractive foliage or form all seasons.

m. Plant materials (shrubs, ground cover, etc.) shall be selected for their appropriateness to the site, drought tolerance, year round greenery and coverage, staggered flowering periods, and avoidance of nuisance plants (Scotch broom, etc.).

Comment: A landscaping plan has been prepared and submitted with this application. The planting material as well as the type of trees to be used will meet the Development Code requirements. Staff will have an opportunity to review the landscape plan to ensure compliance with provisions of this Development Code criterion.

F. Landscaping (trees) in new subdivision.

1. Street trees shall be planted by the City within the planting strips (minimum six-foot width) of any new subdivision in conformity with the Street Tree Plan for the area, and in accordance with the planting specifications of the Parks and Recreation Department. All trees shall be planted during the first planting season after occupancy. In selecting types of trees, the City Arborist may determine the appropriateness of the trees to local conditions and whether that tree has been over planted, and whether alternate species should be selected. Also see Section 54.040(C)(12).

2. The cost of street trees shall be paid by the developer of the subdivision.

3. The fee per street tree, as established by the City, shall be based upon the following:

a. The cost of the tree;

b. Labor and equipment for original placement;

c. Regular maintenance necessary for tree establishment during the initial two-year period following the City schedule of maintenance; and,

d. A two-year replacement warrantee based on the City's established failure rate.

Comment: The application proposed to place the required street trees behind the curb tight sidewalk along 13th Street. It is understood that there is a fee payable to the City to plant and maintain the trees in accordance with provisions of this section of the Development Code.

54.030 PLANTING STRIPS FOR MODIFIED AND NEW STREETS

All proposed changes in width in a public street right-of-way, or any proposed street improvement shall, where feasible, include allowances for planting strips. Plans and specifications for planting such areas shall be integrated into the general plan of street improvements. This ordinance requires any multi-family, commercial, or public facility which causes change in public right-of-way or street improvement to comply with the street tree planting plan and standards.

Comment: The application is proposing to place street trees behind the six (6) foot curb tight sidewalk (four (4)-foot where the trees are to be located), as shown on the submitted site plans. Due to the location of the existing dwelling units, slope of the parcels, and considering that this is the last developable parcel at the end of the cul-de-sac, it would be reasonable to design the project with a six (6) foot curb tight sidewalk (four (4)-foot where the trees are to be located), with the required street trees planted behind the sidewalk. This is a request that will be decided by the City's Engineering Department; therefore, the application would like to make a formal request for this design modification.

54.040 INSTALLATION

A. All landscaping shall be installed according to accepted planting procedures.

B. The soil and plant materials shall be of good quality.

C. Landscaping shall be installed in accordance with the provisions of this code.

D. Certificates of occupancy shall not be issued unless the landscaping requirements have been met or other arrangements have been made and approved by the City such as the posting of a bond.

Comment: All the required landscaping will be planted in accordance with acceptable planting practices as well as the provision of the development code. Once the project starts the landscaping of the site, the City may require a site inspection to ensure compliance with this provision of the Code.

54.050 PROTECTION OF STREET TREES

Street trees may not be topped or trimmed unless approval is granted by the Parks Supervisor or, in emergency cases, when a tree imminently threatens power lines.

Comment: The project will not maintain any of the trees on the site.

54.060 MAINTENANCE

A. The owner, tenant and their agent, if any, shall be jointly and severally responsible for the maintenance of all landscaping which shall be maintained in good condition so as to present a healthy, neat, and orderly appearance and shall be kept free from refuse and debris.

B. All plant growth in interior landscaped areas shall be controlled by pruning, trimming, or otherwise so that:

1. It will not interfere with the maintenance or repair of any public utility;
2. It will not restrict pedestrian or vehicular access; and,
3. It will not constitute a traffic hazard because of reduced visibility.

Comment: The final determination of the landscaping maintenance requirement has yet to be determined. However, it is understood it is the ultimate responsibility of the property owner to maintain all landscaped areas on the site in keeping with the provisions of this development code.

54.070 SPECIFICATION SUMMARY

Area/Location	Landscaping Req'd.
1. Between parking lot and R-O-W.	10 ft.
2. Between parking lot and other lot.	5 ft.
4. Percentage of residential/multi-family site to be landscaped.	25%

Comment: The landscaping requirements, as listed above will be met as demonstrated on the submitted landscape plan.

55.000 DESIGN REVIEW

55.010 PURPOSE AND INTENT - GENERAL

The purpose of the design review provisions is to establish a process and standards for the review of development proposals in order to conserve and enhance the appearance of the City and to promote functional, safe, and innovative site development. Attention will be paid to the proposal's scale, layout and design, its compatibility with the surrounding natural environment, and the character of the surrounding neighborhood or area. The intent is to ensure that there is general compatibility between adjoining uses, that private and common outdoor space is provided, that vehicular access and circulation is safe, and that areas of public use are made aesthetically attractive and safe. Also of concern are the needs of persons with disabilities.

Multi-family, industrial, commercial, office, and public projects will comply with the Transportation Planning Rule (TPR). The TPR is a state requirement that jurisdictions must reduce reliance on the automobile by, in part, encouraging other modes of transportation such as transit, bicycles, and foot traffic, or through building orientation or location.

55.020 APPLICABILITY

> This chapter provides two levels of design review: Class I and Class II. Class I design review applies to land uses and activities that require only a minimal amount of review. Class II design review is reserved for land use and activities that require comprehensive review.

Comment: This application will require a Class II Design Review. The Design Review will be reviewed by Staff for compliance with a decision being rendered by the Planning Commission.

55.070(C) Neighborhood Meeting Minutes per Sec. 99.038 (5)(d): The applicant has attended a neighborhood meeting on November 12, 2008 to discuss this project. A copy of the minutes are attached.

55.100 APPROVAL STANDARDS - CLASS II DESIGN REVIEW

The approval authority shall make findings with respect to the following criteria when approving, approving with conditions, or denying a Class II design review application.

A. The provisions of the following chapters shall be met:

1. Chapter 33, Storm Water Quality and Detention.
   55.100(A)(1): The project engineer has provided stormwater facility cross sections in the revised site plans. Therefore, this criterion has been met.
2. Chapter 34, Accessory Structures.
3. Chapter 38, Additional Yard Area Required.
4. Chapter 40, Building Height Limitations and Exceptions.
5. Chapter 42, Clear Vision Areas.
6. Chapter 44, Fences & Screening Outdoor Storage.

7. Chapter 46, Off-Street Parking and Loading. (46.150(A)(1) & (8))
8. Chapter 48, Access.
9. Chapter 52, Signs.
10. Chapter 54, Landscaping.

Comment: The applicable chapters, as listed above, have been addressed throughout this narrative. Therefore, this criterion has been met. The application recognizes that if additional information is required by Staff, then the application will provide the requested material.

B. Relationship to the natural and physical environment

1. The buildings and other site elements shall be designed and located so that all heritage trees, as defined in the Municipal Code, shall be saved. Diseased heritage trees, as determined by the City Arborist, may be removed at his/her direction.

Comment: The site does not contain any heritage trees. The site does not contain any trees that are of value. The site will remove the majority of the trees in order to construct the two four-plex units. There will be landscaping trees planted on site to make up any loss of vegetation. Please refer to the submitted landscaping plan for a graphical representation of the proposed landscaping.

2. All heritage trees, as defined in the Municipal Code, all trees and clusters of trees (cluster is defined as three or more trees with overlapping driplines; however, native oaks need not have an overlapping dripline) that are considered significant by the City Arborist, either individually or in consultation with certified arborists or similarly qualified professionals, based on accepted arboricultural standards including consideration of their size, type, location, health, long term survivability, and/or numbers, shall be protected pursuant to the criteria of subsections 2(a-f) below. In cases where there is a difference of opinion on the significance of a tree or tree cluster, the City Arborist's findings shall prevail. It is important to acknowledge that all trees are not significant and, further, that this code section will not necessarily protect all trees deemed significant.

Comment: The site does to have any heritage trees, oak trees or groupings of three or more. Therefore, the trees located on the site are not subject to the tree protection requirements identified above. All the trees on the site are subject for removal in order to develop the site according to the submitted site plan. The application has submitted a landscape plan to show where new trees will be planted on site to replace any trees that are lost due to the proposed development. It can be assumed that all trees will be removed as part of this development. The application will make every effort to retain as many trees as possible. The application finds that the proposed landscape plan mitigates for any potential tree loss.

3. The topography and natural drainage shall be preserved to the greatest degree possible.

Comment: The site will have to be graded out in order to construct the required improvements and the buildings. The natural drainage of the site will be maintained to

the greatest degree possible. It should be noted that the site abuts both ODOT ROW and City owned property. There are no other developments possible south of this site, which is the direction this site slopes. All drainage will be conveyed to a storm drainage facility and carried off in a manner that is consistent with the City's Engineering Design Manual. Therefore, this criterion has been met.

4. The structures shall not be located in areas subject to slumping and sliding. The Comprehensive Plan Background Report's Hazard Map, or updated material as available and as deemed acceptable by the Planning Director, shall be the basis for preliminary determination.

Comment: The subject site is not located in a hazardous area as identified on the Comprehensive Plan Background Report's Hazard Map. Therefore, this criterion does not apply.

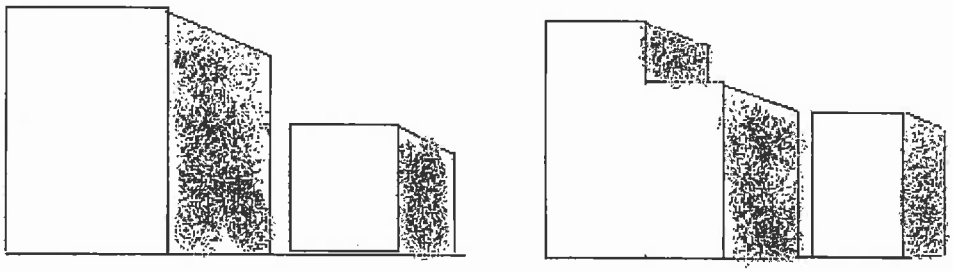
5. There shall be adequate distance between on site buildings and on site and off site buildings on adjoining properties to provide for adequate light and air circulation and for fire protection.

Comment: The project has been design to meet all perimeter setback requirements. An exception has been required in order to reduce the rear setback for the existing dwelling on Parcel 2. This reduction is to construct the private drive. The proposed dwelling units will be over 50-feet away. Therefore, all adequate light and air circulation and for fire protection for this site will be met.

6. Architecture.

a. The predominant architecture of West Linn identified in the West Linn vision process was contemporary vernacular residential designs emphasizing natural materials: wood with brick and stone detail. Colors are subdued earth tones: greys, brown, off-whites, slate, and greens. Pitched roofs with overhanging eaves, decks, and details like generous multi-light windows with oversized trim are common. Also in evidence are the 1890s Queen Anne style homes of the Willamette neighborhood. Neo-traditional homes of the newer subdivisions feature large front porches with detailed porch supports, dormers, bracketed overhanging eaves, and rear parking for cars. Many of these design elements have already been incorporated in commercial and office architecture.

Comment: The application has submitted architectural drawings and a materials board showing both the type of material as well as the colors. The proposed buildings do have upper floor decks and large windows above the garage which will help deemphasize the front garage. Please refer to the submitted architectural drawings as the materials/color board for further design details.



mass/bulk overwhelms mass/bulk effectively smaller building transitions

b. The proposed structure(s) scale shall be compatible with the existing structure(s) on site and on adjoining sites. Contextual design is required. Contextual design means respecting and incorporating prominent architectural styles, building lines, roof forms, rhythm of windows, building scale and massing, materials and colors of surrounding buildings in the proposed structure.

Comment: The proposed design review will compatible with the surrounding site in both scale and features. The property to the north is an existing apartment complex while the sites to the west are single-family homes. This development will not overwhelm the surrounding land uses do to the location and setback requirements. Therefore, this criterion has been met.

c. While there has been discussion in Chapter 24 about transition, it is appropriate that new buildings should architecturally transition in terms of bulk and mass to work with, or fit, adjacent existing buildings. This transition can be accomplished by selecting designs that "step down" or "step up" from small to big structures and vice versa (see figure below). Transitions may also take the form of carrying

building patterns and lines (e.g., parapets, windows, etc.) from the existing building to the new one.

Comment: The proposed building do act as a transition between the exiting single family and duplex homes fronting 13th Avenue and the attached dwelling units on Virginia Lane to the west. The building design and size will act as a "step up" to the larger units west of the site. Overall, the spacing of the proposed units to the built environment is consistent to current development styles.

d. Contrasting architecture shall only be permitted when the design is manifestly superior to adjacent architecture in terms of creativity, design, and workmanship, and/or it is adequately separated from other buildings by distance, screening, grade variations, or is part of a development site that is large enough to set its own style of architecture.

Comment: The proposed development is not in an architectural style that can be considered contrasting. The proposed townhomes are designed in a style that is contemporary with today's building designs. The existing dwelling fronting 13th are older units, however, the proposed style of the townhomes are consistent the built environment. It can be stated that the proposed units are not designed with a Modern, Spanish, or Tuscan style which is a popular style and can be seen in other residential developments. Therefore, this criterion has been met.

e. Human scale is a term that seeks to accommodate the users of the building and the notion that buildings should be designed around the human scale (e.g., his/her size and the average range of their perception). Human scale shall be accommodated in all designs by, for example, multi-light windows that are broken up into numerous panes, intimately scaled entryways, visual breaks (exaggerated eaves, indentations, ledges, parapets, awnings, engaged columns, etc.) in the facades of buildings, both vertically and horizontally.

The human scale is enhanced by bringing the building and its main entrance up to the edge of the sidewalk. It creates a more dramatic and interesting streetscape and improves the "height and width" ratio referenced in this section.

Comment: The residential units do have elements of human scale in the submitted design. For example, the front views of the architectural drawings show that the windows are broken up in smaller panes. The entry way is set back from the front of the façade in order to give a sense of intimacy and privacy. The front door setback allows for the upper level of the dwelling to have a balcony. The application finds that the designs and details of the dwelling units meet the human scale of the intended users. Therefore, this criterion has been met.

f. The main front elevation of commercial and office buildings shall provide at least 60 percent windows or transparency at the pedestrian level to create more interesting streetscape and window shopping opportunities. One side elevation shall provide at least 30 percent transparency. Any additional side or rear elevation, which is visible from a collector road or greater classification, shall also

have at least 30 percent transparency. Transparency on other elevations is optional. The transparency is measured in lineal fashion. For example, a 100-foot long building elevation shall have at least 60 feet (60% of 100) in length of windows. The window height shall be, at minimum, three feet tall. The exception to transparency would be cases where demonstrated functional constraints or topography restrict that elevation from being used. When this exemption is applied to the main front elevation, the square footage of transparency that would ordinarily be required by the above formula shall be installed on the remaining elevations at pedestrian level in addition to any transparency required by a side elevation, and vice versa. The rear of the building is not required to include transparency. The transparency must be flush with the building elevation.

Comment: The proposed development is for a residential use not commercial. Therefore, this criterion does not apply.

g. Variations in depth and roof line are encouraged for all elevations. To vary the otherwise blank wall of most rear elevations, continuous flat elevations of over 100 feet in length should be avoided by indents or variations in the wall. The use of decorative brick, masonry, or stone insets and/or designs is encouraged. Another way to vary or soften this elevation is through terrain variations such as an undulating grass area with trees to provide vertical relief.

Comment: The proposed roof lines are offset in order to give variation in depth. The Material Board shows a color photograph of a typical unit that is already constructed. The width of the four unit townhome is approximately 72-feet therefore the 100-foot rule does not apply in this case. The application finds that though a combination of the varied roof line in addition to the materials and colors to be used, this criterion has been met for approval.

h. Consideration of the micro-climate (e.g., sensitivity to wind, sun angles, shade, etc.) shall be made for building users, pedestrians, and transit users, including features like awnings.

Comment: The buildings will have an eastern facing front and a western facing rear. This will allow each unit to take advantage of passive solar energy. The proposed vegetation on the landscape plan will not impede the sun from permitting the units using passive solar energy. Therefore, this criterion has been met.

i. The Vision Statement identified a strong commitment to developing safe and attractive pedestrian environments with broad sidewalks, canopied with trees and awnings.

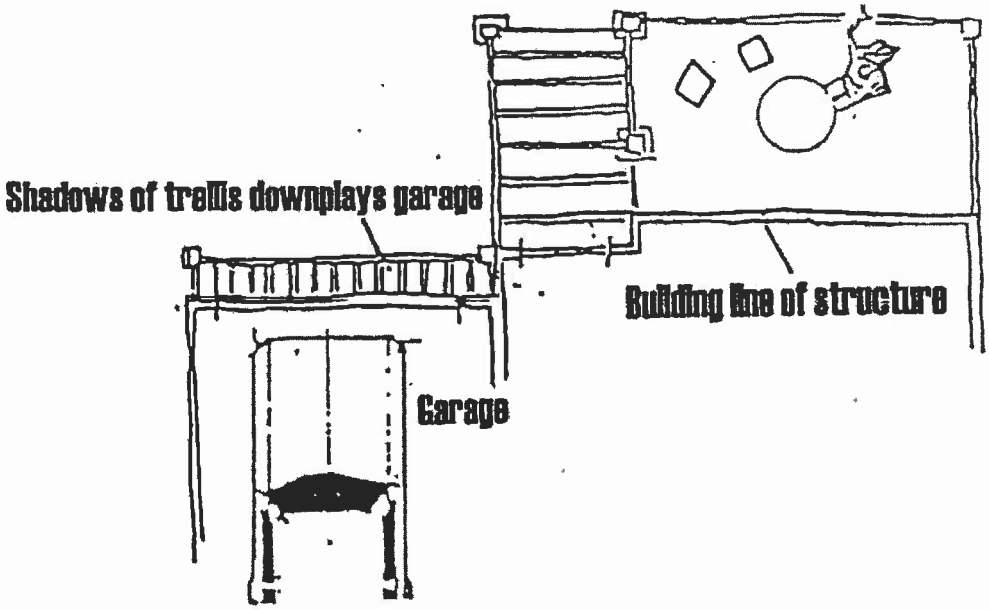
Comment: The project has been designed with six foot sidewalk / pathway internal to the development. The western edge of the sidewalk / pathway is tree lined creating an attractive pedestrian environment.

j. Sidewalk cafes, kiosks, vendors, and street furniture are encouraged. However, at least a four foot wide pedestrian accessway must be maintained per Chapter 53, Sidewalk Use.

Comment: The proposed residential development will not incorporate the use of cafes, kiosks, vendors, and street furniture. There will be common open space that the residents will be allowed to use, however the amenities associated with these open spaces will not impede pedestrians walking in and though the site. Therefore, this criterion is not applicable.

7. Transportation Planning Rule (TPR) compliance. The automobile shall be shifted from a dominant role, relative to other modes of transportation, by the following means:

b. Multi-family projects shall be required to keep the parking at the side or rear of the buildings or behind the building line of the structure as it would appear from the right-of-way inside the multi-family project. For any garage which is located behind the building line of the structure, but still facing the front of the structure, architectural features such as patios, patio walls, trellis, porch roofs, overhangs, pergolas, etc. shall be used to downplay the visual impact of the garage, and to emphasize the rest of the house and front entry.



The parking may be positioned inside small courtyard areas around which the units are built. These courtyard spaces encourage socialization, defensible space, and can provide a central location for landscaping, particularly trees, which can provide an effective canopy and softening effect on the courtyard in only a few years. Vehicular access and driveways through these courtyard areas is permitted.

Comment: The development has requested a variance to the requirement to place the garages in the rear of the project. Due to the location of the project and size of the site, it would not be possible to have the private drive go behind the buildings. Please refer to the Variance below for a more detailed discussion.

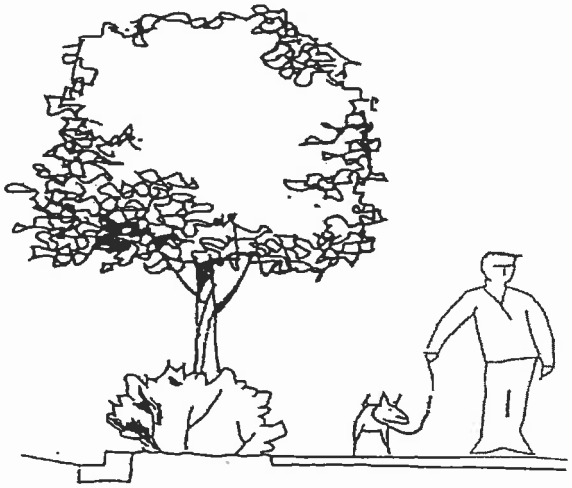
c. Commercial, office, and multi-family projects shall be built as close to the adjacent main right-of-way as practical to facilitate safe pedestrian and transit

access. Reduced frontages by buildings on public right-of-ways (a, b, c, above) may be allowed due to extreme topographic (e.g., slope, creek, wetlands, etc.) conditions or compelling functional limitations, not just inconveniences or design challenges.

Comment: The development has been designed to incorporate a six (6) foot sidewalk. This sidewalk is an internal sidewalk that will allow for pedestrians to maneuver from the buildings to the public right-of-way is a safe and direct manner. Therefore this criterion has been met for approval.

d. Accessways, parking lots, and internal driveways shall accommodate pedestrian circulation and access by specially textured, colored, or clearly defined foot paths at least six feet wide. Paths shall be eight feet wide when abutting parking areas or travel lanes. Paths shall be separated from parking or travel lanes by either landscaping, planters, curbs, bollards, or raised surfaces. Sidewalks in front of storefronts on the arterials and main store entrances on the arterials identified in CDC Section 85.200(A)(3)(e) shall be 12 feet wide to accommodate pedestrians, sidewalk sales, sidewalk cafes, etc. Sidewalks in front of storefronts and main store entrances in commercial/OBC zone development on local streets and collectors shall be eight feet wide.

Comment: The proposed development is proposing six foot sidewalks internal to the site to allow for safe pedestrian access. The driveways will be "One Way" which will give pedestrians a consistent direction of vehicle motion. It is understood that the sidewalk may be specially textured, colored, or clearly defined. It is undetermined which remedy the application will take to clearly identify the internal sidewalk from the driveway.



Landscaping

e. Paths shall provide direct routes that pedestrians will use between buildings, adjacent rights-of-way, and adjacent commercial developments. They shall be clearly identified. They shall be laid out to attract use and to discourage people from cutting through parking lots and impacting environmentally sensitive areas.

Comment: The development has been designed to incorporate a six (6) foot sidewalk. This sidewalk is an internal sidewalk that will allow for pedestrians to maneuver from the buildings to the public right-of-way is a safe and direct manner. Therefore this criterion has been met for approval.

f. At least one entrance to the building shall be on the main street, or as close as possible to the main street. The entrance shall be designed to identify itself as a main point of ingress/egress.

Comment: The site will have one point of entry on 13th Street as well as the egress on 13th Street. The entry point will be located on the northern side of the project site and the exit will be located on the southern side of the project site. This will minimize vehicular conflicts for residents and guests on the site. Please review the submitted site plan for a graphical detail of the proposed circulation pattern.

g. Where transit service exists, or is expected to exist, there shall be a main entrance within a safe and reasonable distance of the transit stop. A pathway shall be provided to facilitate a direct connection.

Comment: Transit service is available north of the site in Blankenship Road by bus # 154-Willamette. The development has proposed sidewalks to connect to the existing sidewalk on the east side of 13th Street. Therefore, the design of the proposed project meets this criterion.

h. Projects shall bring at least part of the project adjacent to, or near the main street right-of-way in order to enhance the height-to-width ratio along that particular street. (The height-to-width ratio is an architectural term that emphasizes height or vertical dimension of buildings adjacent to streets. The higher and closer the building is, and the narrower the width of the street, the more attractive and intimate the streetscape becomes.) For every one foot in street width, the adjacent building ideally should be one to two feet higher. This ratio is considered ideal in framing and defining the streetscape.

Comment: The project is not located near the main street; rather it is behind the existing dwelling units. In addition, it appears that this criterion is suited more towards commercial or office buildings rather than residential developments.

C. Compatibility between adjoining uses, buffering, and screening.

1. In addition to the compatibility requirements contained in Chapter 24, buffering shall be provided between different types of land uses; for example, buffering between single-family homes and apartment blocks. However, no buffering is required between single-family homes and duplexes or single-family attached units. The following factors shall be considered in determining the adequacy of the type and extent of the buffer:

a. The purpose of the buffer, for example to decrease noise levels, absorb air pollution, filter dust, or to provide a visual barrier.

b. The size of the buffer required to achieve the purpose in terms of width and height.

c. The direction(s) from which buffering is needed.

d. The required density of the buffering.

e. Whether the viewer is stationary or mobile.

D. Privacy and noise.

1. Structures which include residential dwelling units shall provide private outdoor areas for each ground floor unit which is screened from view by adjoining units.

2. Residential dwelling units shall be placed on the site in areas having minimal noise exposure to the extent possible. Natural appearing sound barriers shall be used to lessen noise impacts where noise levels exceed the design standards of Table 1 below.

3. Structures or on site activity areas which generate noise, lights, or glare shall be buffered from adjoining residential uses in accordance with the standards in Section 55.100(C) where applicable. Businesses or activities that can reasonably be expected to generate noise shall undertake and submit appropriate noise studies and mitigate as necessary. (See Sections 55.110(B)(11) and 55.120(M).)

To protect the health, safety, and welfare of the citizens of West Linn, the following design standards are established in Tables 1 and 2. In the case of land uses that are expected to be close to adopted noise standards, follow-up studies in the first year of operation may be required by a conditional of approval or required by the Planning Director as appropriate in order to monitor compliance.

Comment: This proposed project is for residential dwelling units. The surrounding sites are also built with residential dwelling. Therefore, this development and the surrounding land uses are compatible since they are zoned for residential uses. Privacy fences as well as vegetative screening will be used to allow for individual residential privacy.

E. Private outdoor area. This section only applies to multi-family projects.

1. In addition to the requirements of residential living, unit shall have an outdoor private area (patio, terrace, porch) of not less than 48 square feet in area;

2. The outdoor space shall be oriented towards the sun where possible; and,

3. The area shall be screened or designed to provide privacy for the users of the space.

4. Where balconies are added to units, the balconies shall not be less than 48 square feet, if they are intended to be counted as private outdoor areas.

Comment: Each dwelling unit has been designed with individual outdoor private open spaces. The spaces are located in the rear of each unit facing west. Privacy fences or vegetative screening will be used to allow for privacy.

F. Shared outdoor recreation areas. This section only applies to multi-family projects and projects with 10 or more duplexes or single-family attached dwellings on lots under 4,000

square feet. In those cases, shared outdoor recreation areas are calculated on the duplexes or single-family attached dwellings only. It also applies to qualifying PUDs under the provisions of Section 24.170.

1. In addition to the requirements of subsection E, usable outdoor recreation space shall be provided in residential developments for the shared or common use of all the residents in the following amounts:

a. Studio up to and including two-bedroom units: 200 square feet per unit.

b. Three or more bedroom units: 300 square feet per unit.

Comment: All units are including the existing duplex have two bedrooms. Therefore a minimum of 2,000 square feet of common open space will be needed.

2. The required recreation space may be provided as follows:

a. It may be all outdoor space; or,

b. It may be part outdoor space and part indoor space; for example, an outdoor tennis court and indoor recreation room; and,

c. Where some or all of the required recreation area is indoor, such as an indoor recreation room, then these indoor areas must be readily accessible to all residents of the development subject to clearly posted restrictions as to hours of operation and such regulations necessary for the safety of minors.

d. In considering the requirements of subsection F, the emphasis shall be on usable recreation space. No single area of outdoor recreational space shall encompass an area of less than 250 square feet. All common outdoor recreational space shall be clearly delineated and readily identifiable as such. Small, marginal, and incidental parcels of land are not usable recreation spaces. The location of outdoor recreation space should be integral to the overall design concept of the site and be free of hazards or constraints that would interfere with active recreation.

Comment: The required shared open space will be accomplished via an open common area. A minimum of 2,000 square feet will be required for the entire project. The site design incorporates two open space areas in different areas of the project. One area will be located on the southwestern corner of the property the other located in the central portion of the development. Both areas individually are over the 2,000 square foot minimum requirement. In order to identify the common open spaces for the residents, a schematic layout of the site showing the common open space areas will be given to each residence as part of their lease agreement. The application finds that signs and fences may cause an issue with vandalism and as such may take away from the sense of community the project is trying to create. Therefore, this criterion has been met.

3. The shared space shall be readily observable to facilitate crime prevention and safety.

Comment: The open space area will be landscaped in a fashion to allow for residents to easily observe any activity on the area. Also, both open spaces have direct line of site of

individual dwelling units. This will allow residents to look out their front or back windows to observe any suspicious activities, thus discourage any illegal activity in the open space area.

G. Demarcation of public, semi-public, and private spaces. The structures and site improvements shall be designed so that public areas such as streets or public gathering places, semi-public areas, and private outdoor areas are clearly defined in order to establish persons having a right to be in the space, to provide for crime prevention, and to establish maintenance responsibility. These areas may be defined by:

1. A deck, patio, fence, low wall, hedge, or draping vine;
2. A trellis or arbor;
3. A change in level;
4. A change in the texture of the path material;
5. Sign; or,
6. Landscaping.

Use of gates to demarcate the boundary between a public street and a private access driveway is prohibited.

Comment: The site has submitted a landscape plan to help define the common open spaces verses private spaces. No gates have been uses to help accomplish this goal. Please refer to the landscape plan for a graphical representation of the proposed plan to identify the common public open spaces.

H. Public transit.

1. Provisions for public transit may be required where the site abuts an existing or planned public transit route. The required facilities shall be based on the following:

   a. The location of other transit facilities in the area.

   The size and type of the proposed development.

   The rough proportionality between the impacts from the development and the required facility.

Comment: The site is not abutting an existing or planned public transit route. There is an existing transit route located to the north (#154- Willamette). Since 13th Street is a dead end street and will not be extended, it can be safely assumed that transit will not be extended south to the proposed site. Therefore, no new transit facilities or facility upgrades are proposed.

2. The required facilities shall be limited to such facilities as the following:

   a. A waiting shelter with a bench surrounded by a three-sided covered structure, with transparency to allow easy surveillance of approaching buses.

b. A turnout area for loading and unloading designed per regional transit agency standards.

c. Hard-surface paths connecting the development to the waiting and boarding areas.

d. Regional transit agency standards shall, however, prevail if they supersede these standards.

Comment: The site is not abutting an existing or planned public transit route. There is an existing transit route located to the north (#154- Willamette). Since 13th Street is a dead end street and will not be extended, it can be safely assumed that transit will not be extended south to the proposed site. Therefore, no new transit facilities or facility upgrades are proposed.

3. The transit stop shall be located as close as possible to the main entrance to the shopping center, public or office building, or multi-family project. The entrance shall not be more than 200 feet from the transit stop with a clearly identified pedestrian link.

Comment: The site is not abutting an existing or planned public transit route. There is an existing transit route located to the north (#154- Willamette). Since 13th Street is a dead end street and will not be extended, it can be safely assumed that transit will not be extended south to the proposed site. Therefore, no new transit facilities or facility upgrades are proposed.

4. All commercial business centers (over 3 acres) and multi-family projects (over 40 units) may be required to provide for the relocation of transit stops to the front of the site if the existing stop is within 200-400 yards of the site and the exaction is roughly proportional to the impact of the development. The commercial or multi-family project may be required to provide new facilities in those cases where the nearest stop is over 400 yards away. The transit stop shall be built per 8(b) above.

Comment: The site is less than 40 units in size. In addition, there is an existing transit route located to the north (#154- Willamette). Since 13th Street is a dead end street and will not be extended, it can be safely assumed that transit will not be extended south to the proposed site. Therefore, no new transit facilities or facility upgrades are proposed.

5. If a commercial business center or multi-family project is adjacent to an existing or planned public transit, the parking requirement may be reduced by the multiplier of .9 or ten percent. If a commercial center is within 200 feet of a multi-family project, with over 80 units and pedestrian access, the parking requirement may be reduced by ten percent or by a .90 multiplier.

Comment: The site is not abutting an existing or planned public transit route. There is an existing transit route located to the north (#154- Willamette). Since 13th Street is a dead end street and will not be extended, it can be safely assumed that transit will not be extended south to the proposed site. Therefore, no new transit facilities or facility upgrades are proposed.

6. Standards of Section 85.200(D), "Transit Facilities," shall also apply.

Comment: The site is not abutting an existing or planned public transit route. There is an existing transit route located to the north (#154- Willamette). Since 13th Street is a dead end street and will not be extended, it can be safely assumed that transit will not be extended south to the proposed site. Therefore, no new transit facilities or facility upgrades are proposed.

I. Public facilities.

An application may only be approved only if adequate public facilities will be available to provide service to the property prior to occupancy.

1. Streets. Sufficient right-of-way and slope easement shall be dedicated to accommodate all abutting streets to be improved to City's Improvement Standards and Specifications. The City Engineer shall determine the appropriate level of street and traffic control improvements to be required, including any off-site street and traffic control improvements based upon the transportation analysis submitted. The City Engineer's determination of developer obligation, the extent of road improvement and City's share, if any, of improvements and the timing of improvements shall be made based upon the City's systems development charge ordinance and capital improvement program, and the rough proportionality between the impact of the development and the street improvements.

In determining the appropriate sizing of the street in commercial, office, multi-family, and public settings, the street should be the minimum necessary to accommodate anticipated traffic load and needs and should provide substantial accommodations for pedestrians and bicyclists. Road and driveway alignment should consider and mitigate impacts on adjacent properties and in neighborhoods in terms of increased traffic loads, noise, vibrations, and glare.

The realignment or redesign of roads shall consider how the proposal meets accepted engineering standards, enhances public safety, and favorably relates to adjacent lands and land uses. Consideration should also be given to selecting an alignment or design that minimizes or avoids hazard areas and loss of significant natural features (drainageways, wetlands, heavily forested areas, etc.) unless site mitigation can clearly produce a superior landscape in terms of shape, grades, reforestation, and is fully consistent with applicable code restrictions regarding resource areas.

Streets shall be installed per Chapter 85 standards. City Engineer has the authority to require that street widths match adjacent street widths. Sidewalks shall be installed per Section 85.200(A)(3)(e) for commercial and office projects, and Sections 85.200(A)(16) and 92.010(H) for residential projects, and applicable provisions of Chapter 55, Design Review.

Based upon the City Manager or Manager's designee determination, the applicant shall construct or cause to be constructed, or contribute a proportionate share of the costs, for all necessary off-site improvements identified be the transportation analysis commissioned to address CDC 55.125 that are required to mitigate impacts from the proposed development. Proportionate share of the costs shall be determined by the

City Manage or Manager's designee who shall assume that the proposed development provides improvements in rough proportion to identified impacts of the development.

Comment: The project site is located at the terminus of 13th Street. This street ends in a cul-de-sac and does not have any other development potential. 13th Street already has a 50-foot ROW which meets current local street standards, however, the staff engineer requests an additional 2-foot dedication. The application formally requests an exception to construct a six (6) sidewalk the site frontage with a four (4) foot sidewalk where the street trees are to be planted behind the sidewalk along 13th Street. A professional engineer has designed the public street improvements to meet current Engineering Design standards. Staff will have an opportunity to review the proposed street improvements to ensure that the project will comply with all applicable Planning and Engineering standards.

2. Drainage. A registered civil engineer shall prepare a plan and statement which shall be supported by factual data that clearly shows that there will be no adverse impacts from increased intensity of runoff off site or the plan and statement shall identify all off-site impacts and measures to mitigate those impacts. The plan and statement shall, at a minimum, determine off site impacts from a 25-year storm. The City Engineer shall adjust storm drainage facilities for applications which contain permeable parking surfaces based upon a quantitative analysis of the increased water retention and water quality characteristics of the permeable parking surface.

Catch basins shall be installed and connected to pipelines leading to storm sewers or drainage ways.

All plans will then be reviewed by the City Engineer.

Comment: A registered civil engineer has prepared the site plans for review. During the design process the issue of site drainage was addressed by identifying the location and pipe sizing needed to remove the potential impacts from increased intensity of runoff off. This plan has been designed based on the 25-year storm event.

3. Municipal water. A registered civil engineer shall prepare a plan for the provision of water which demonstrates to City Engineer's satisfaction, the availability of sufficient volume, capacity, and pressure to serve the proposed development's domestic, commercial, and industrial fire flows. All plans will then be reviewed by the City Engineer.

4. Sanitary sewers. A registered civil engineer shall prepare a sewerage collection system plan which demonstrates sufficient on-site capacity to serve the proposed development. The City Engineer shall determine whether the existing City system has sufficient capacity to serve the development.

Comment: A registered civil engineer has prepared the utility plans to identify the water and sanitary needs of the project. The City Engineer will review the site plans to ensure compliance with the City Engineering Design Manual and to ensure the availability of sufficient volume, capacity, and pressure to serve the proposed development's domestic and industrial fire flows. The plans have also been designed to ensure sufficient on-site capacity to serve the proposed development.

5. Solid waste and recycling storage areas. Appropriately sized and located solid waste and recycling storage areas shall be provided. Metro standards shall be used.

Comment: Each unit will have their own individual solid waste and recycling containers. These will be stored in each unit. It is anticipated that the garbage service will drive on the private drive to collect refuse and recycling material in front of each unit. There will not be a common area for individuals to deposit their waste materials.

J. Crime prevention and safety/defensible space.

1. Windows shall be located so that areas vulnerable to crime can be surveyed by the occupants.

Comment: All proposed windows are located in areas that both residents and occupants can survey the units. The materials board shows photographs of a typical unit being proposed for this site. In addition, staff will have an opportunity to review the site plans and will be given an opportunity for input on site safety.

2. Interior laundry and service areas shall be located in a way that they can be observed by others.

Comment: Each unit will be equipped with their own laundry facility. The application assumes that this criterion is applied to common laundry facilities. Therefore, this criterion is not applicable.

3. Mail boxes, recycling, and solid waste facilities shall be located in lighted areas having vehicular or pedestrian traffic.

Comment: Each unit will have their own individual garbage and recycling facilities. The mailboxes are currently proposed to be located along 13th Street, across the street from an existing street light. Therefore, this criterion has been met.

4. The exterior lighting levels shall be selected and the angles shall be oriented towards areas vulnerable to crime.

Comment: All of the units will have front facing outdoor lighting. This light should be able to illuminate the driveway areas and street. Back porch lights will also be installed to illuminate the back yards of each dwelling unit. Therefore, this criterion has been met.

5. Light fixtures shall be provided in areas having heavy pedestrian or vehicular traffic and in potentially dangerous areas such as parking lots, stairs, ramps, and abrupt grade changes.

Comment: As stated above, all of the units will have front facing outdoor lighting. This light should be able to illuminate the driveway areas and street. Back porch lights will also be installed to illuminate the back yards of each dwelling unit. Therefore, this criterion has been met.

6. Fixtures shall be placed at a height so that light patterns overlap at a height of seven feet which is sufficient to illuminate a person. All commercial, industrial, residential, and public facility projects undergoing design review shall use low or high pressure sodium bulbs and be able to demonstrate effective shielding so that the light is

directed downwards rather than omni-directional. Omni-directional lights of an ornamental nature may be used in general commercial districts only.

Comment: The final style of light will be determined during the building process. However, it can be assured that the lights will be installed at a height of seven feet with directional light so that glare will not be a factor for adjacent neighbors. Staff will have an opportunity to review the final lighting design to ensure compliance with this code provision.

7. Lines of sight shall be reasonably established so that the development site is visible to police and residents.

Comment: The proposed landscaping will not interfere with line of sight issues. The fronts of all of the units will be visible from the common driveway, which the police will have access to if needed. The back patio will remain semi-private with an area of common open space next to the property line. This area can be used in case of an emergency and fire, police or residents need to assist others living in the development.

8. Security fences for utilities (e.g., power transformers, pump stations, pipeline control equipment, etc.) or wireless communication facilities may be up to eight feet tall in order to protect public safety. No variances are required regardless of location.

Comment: The development does not propose security fences for the uses listed above. Therefore, no variances are requested.

K. Provisions for persons with disabilities.

1. The needs of a person with a disability shall be provided for. Accessible routes shall be provided between all buildings and accessible site facilities. The accessible route shall be the most practical direct route between accessible building entries, accessible site facilities, and the accessible entry to the site. An accessible route shall connect to the public right-of-way to at least one on-site or adjacent transit stop (if the area is served by transit). All facilities shall conform to, or exceed, the Americans with Disabilities Act (ADA) standards, including those included in the Uniform Building Code.

Comment: The site will be designed to meet all possible ADA and UBC requirements. Since this is a residential development many ADA and UBC codes may not be applicable. It should be noted that these units are designed with the bed rooms upstairs on the second floor.

L. Signs.

1. Based on considerations of crime prevention and the needs of emergency vehicles, a system of signs for identifying the location of each residential unit, store, or industry shall be established.

2. The signs, graphics, and letter styles shall be designed to be compatible with surrounding development, to contribute to a sense of project identity, or, when appropriate, to reflect a sense of the history of the area and the architectural style.

3. The sign graphics and letter styles shall announce, inform, and designate particular areas or uses as simply and clearly as possible.

4. The signs shall not obscure vehicle driver's sight distance.

5. Signs indicating future use shall be installed on land dedicated for public facilities (e.g. parks, water reservoir, fire halls, etc.).

6. Signs and appropriate traffic control devices and markings shall be installed or painted in the driveway and parking lot areas to identify bicycle and pedestrian routes.

Comment: There are no signs proposed with this development at this time. If signs are proposed at a later date all applicable sign criterion will be met. Therefore, this criterion is not applicable for approval.

M. Utilities.

The developer shall make necessary arrangements with utility companies or other persons or corporations affected for the installation of underground lines and facilities. Electrical lines and other wires, including but not limited to communication, street lighting, and cable television, shall be placed underground, as practical. The design standards of Tables 1 and 2 above, and of sub-section 5.484(C) of the West Linn Municipal Code relative to existing high ambient noise levels shall apply to this section.

Comment: All the utility companies will be involved once the construction of the project takes place. All utilities will be placed underground unless the City Engineer o r a utility company required the utility to be above ground.

O. Refuse and Recycling Standards

1. All commercial, industrial and multifamily developments over five units requiring Class II Design Review shall comply with the standards set forth in these provisions. Modifications to these provisions may be permitted if the Planning Commission determines that the changes are consistent with the purpose of these provisions and the City receives written evidence from the local franchised solid waste and recycling firm that they are in agreement with the proposed modifications.

2. Compactors, containers, and drop boxes shall be located on a level Portland Cement concrete pad, a minimum of four (4) inches thick, at ground elevation or other location compatible with the local franchise collection firm's equipment at the time of construction. The pad shall be designed to discharge surface water runoff to avoid ponding.

Comment: Each unit will have their own individual solid waste and recycling containers. These will be stored in each unit. It is anticipated that the garbage service will drive on the private drive to collect refuse and recycling material in front of each unit. There will not be a common area for individuals to deposit their waste materials.

3. Recycling and solid waste service areas:

a. Recycling receptacles shall be designed and located to serve the collection requirements for the specific type of material.

b. The recycling area shall be located in close proximity to the garbage container areas and be accessible to the local franchised collection firm's equipment.

c. Recycling receptacles or shelters located outside a structure shall have lids and be covered by a roof constructed of water and insect resistive material. The maintenance of enclosures, receptacles and shelters is the responsibility of the property owner.

d. The location of the recycling area and method of storage shall be approved by the local fire marshal.

e. Recycling and solid waste service areas shall be at ground level and/or otherwise accessible to the franchised solid waste and recycling collection firm.

f. Recycling and solid waste service areas shall be used only for purposes of storing solid waste and recyclable materials and shall not be a general storage area to store personal belongings of tenants, lessees, property management or owners of the development or premises.

g. Recyclable material service areas shall be maintained in a clean and safe condition.

Comment: Each unit will have their own individual solid waste and recycling containers. These will be stored in each unit. It is anticipated that the garbage service will drive on the private drive to collect refuse and recycling material in front of each unit. There will not be a common area for individuals to deposit their waste materials.

5. Screening and Buffering

a. Enclosures shall include a curbed landscape area at least three (3) feet in width on the sides and rear. Landscaping shall include, at a minimum, a continuous hedge maintained at a height of 36 inches.

b. Placement of enclosures adjacent to residentially zoned property and along street frontages is strongly discouraged. They shall be located so as to conceal them from public view to the maximum extent possible.

c. All dumpsters and other trash containers shall be completely screened on all four sides with an enclosure that is comprised of a durable material such as masonry with a finish that is architecturally compatible with the project. Chain link fencing, with or without slats, will not be allowed.

Comment: Each unit will have their own individual solid waste and recycling containers. These will be stored in each unit. It is anticipated that the garbage service will drive on the private drive to collect refuse and recycling material in front of each unit. There will not be a common area for individuals to deposit their waste materials.

6. Litter receptacles.

a. Location. Litter receptacles may not encroach upon the minimum required walkway widths.

b. Litter receptacles may not be located within public right-of-ways except as permitted through an agreement with the City in a manner acceptable to the City Attorney or his/her designee.

c. Number. The number and location of proposed litter receptacles shall be based on the type and size of the proposed uses. However, at a minimum, for non-residential uses, at least one (1) external litter receptacle shall be provided for every 25 parking spaces for first 100 spaces, plus one (1) receptacle for every additional 100 spaces.

Comment: Each unit will have their own individual solid waste and recycling containers. These will be stored in each unit. It is anticipated that the garbage service will drive on the private drive to collect refuse and recycling material in front of each unit. There will not be a common area for individuals to deposit their waste materials.

55.110 THE SITE ANALYSIS

The site analysis shall include:

A. A vicinity map showing the location of the property in relation to adjacent properties, roads, pedestrian and bike ways, transit stops and utility access.

B. A site analysis on a drawing at a suitable scale (in order of preference 1" = 10' to 1" = 30') which shows:

1. The parcel boundaries, dimensions, and gross area.

2. Contour lines at the following minimum intervals:

3. A slope analysis which identifies portions of the site according to the slope ranges as follows:

Comment: A separate slope analysis sheet has been created to identify slopes of equal to or greater than 25%. These identified areas are classified as either Type I or Type II lands, which can be removed from the gross site area. The majority of the site has a gentle slope as indentified by the one foot contours.

4. The location and width of adjoining streets.

5. The drainage patterns and drainage courses on the site and on adjacent lands.

6. Potential natural hazard areas including:

7. Resource areas including:

8. The site features including:

9. Potential historic landmarks and registered archaeological sites.

10. The location of trees having a six-inch caliper at five feet and where the site is heavily wooded, an aerial photograph at the same scale as the site analysis may be

submitted and only those trees that will be affected by the proposed development need be sited accurately; (e.g., construction activity within the dripline of the trees). All significant trees and tree clusters identified by the City Arborist using the criteria of CDC Section 55.100(B)(2) and all heritage trees, shall be delineated. Trees on non-Type I and II land shall have their "dripline plus 10 feet" protected area calculated per CDC Section 55.100(B)(2) and expressed in square feet, and also as a percentage of total non-Type I and II area.

Comment: All the existing trees and groupings of trees have been identified on the existing conditions (sheet 1) and site plan (sheet 2). As stated elsewhere, all the trees on the site are subject for removal in order to develop the site as submitted. A landscape plan has been submitted with this application in order to show the location of the new trees to be planted on the site. The application finds that the trees shown on the landscape plan will mitigate the trees being removed.

12. Identification information including the name and address of the owner, developer, and project designer and a lineal scale and north arrow.

13. Identify Type I and II lands in map form. Provide a table which identifies square footage of Type I and II lands also as percentage of total site square footage.

Comment: A separate Slope Analysis sheet has been submitted to identify the areas with slopes greater than 25%. These areas, totally 1,334 sf, are subtracted from the gross site area. Please refer to the slope analysis sheet to identify the geographical location of all slope areas over 25%.

55.120 THE SITE PLAN

The site plan shall be at the same scale as the site analysis (Section 55.110) and shall show:

A. The applicant's entire property and the surrounding property to a distance sufficient to determine the relationship between the applicant's property and proposed development and adjacent property and development.

B. Boundary lines and dimensions for the perimeter of the property and the dimensions for all proposed lot lines, section lines, corners, and monuments.

C. The location of at least one temporary benchmark and contours as provided by Section 55.110(B)(3).

D. Streams and stream corridors.

E. Identification information, including the name and address of the owner, developer, and project designer and a lineal scale and north arrow.

F. The location, dimensions, and names of all:

1. Existing and platted streets and other public ways and easements on adjacent property and on the site;

Comment: The revised site plan (sheet 2) has identified all abutting streets and easements.

2. Proposed streets or other public ways, easements, on the site.

G. The location, dimensions and setback distances of all:

1. Existing structures, improvements, and utility facilities on adjoining properties;

Comment: The revised site plan (sheet 2) has identified all structures, improvements, and utility facilities on adjoining properties.

2. Existing structures, improvements, and utility facilities to remain on the site;

3. Proposed structures, improvements, and utility facilities on the site.

H. The location and dimensions of:

1. The entrances and exits to the site;

2. The parking and circulation areas;

3. Loading and service areas for waste disposal, loading, and delivery;

4. Pedestrian and bicycle circulation areas;

5. On-site outdoor recreation spaces and common areas;

6. All utilities; and,

7. Sign locations.

I. The location of areas to be landscaped.

J. The location and type of outdoor light with specific consideration given to crime prevention. A light coverage plan shall be provided.

K. The orientation of structures showing the location of windows and doors.

L. The location of mail boxes.

Comment: The proposed mailboxes are identified on the revised site plan (sheet 2). The proposed mailboxes will be located between the two exiting dwelling units. The final location of the mail boxes will be determined by the Postmaster and the Building Official.

M. Submit an engineering noise control plan by a licensed acoustical engineer to satisfy appropriate noise standards, identified in CDC Section 55.100(D)(3), in cases where proposed land use can reasonably be expected to generate noise (e.g., automotive related uses) or, in cases where it is required by the provisions of the West Linn Community Development Code.

Comment: The site plans submitted with this application meet all the above requirements, per the criterion in this code section. Therefore, this criterion has been met.

55.125 TRANSPORTATION ANALYSIS

If the City Engineer determines that the proposed development may have off-site traffic impacts, the City shall commission a traffic analysis, paid for by the applicant, regarding off-site traffic impacts of the proposed development. The report shall also specify what specific street or traffic improvements would be necessary to mitigate off-site traffic impacts. In all cases in which a traffic analysis has been commissioned the application will

not be deemed complete until the final traffic analysis report has been submitted as a part of the application.

Comment: The application has submitted a letter from a traffic engineer regarding the potential impacts of this development. To summarize, the proposed residential project us not anticipated to have a significant affect on the operational roadways in the intersections of the project site. The letter also states that no operational mitigations are recommended.

55.130 GRADING PLAN

The grading and drainage plan shall be at the same scale as the site analysis (Section 55.110) and shall include the following:

A. The location and extent to which grading will take place indicating general contour lines, slope ratios, slope stabilization proposals, and location and height of retaining walls, if proposed.

B. Plans and statements to demonstrate the ability of the project to meet Appendix 33 requirements of the Uniform Building Code.

C. A registered civil engineer shall prepare a plan and statement that shall be supported by factual data that clearly shows that there will be no adverse impacts from increased intensity of runoff off site, or the plan and statement shall identify all off-site impacts and measures to mitigate those impacts. The plan and statement shall, at a minimum, determine the off-site impacts from a 10-year storm.

D. Storm detention and treatment plans may be required.

E. Identification, information, including the name and address of the owner, developer, project designer, and the project engineer.

Comment: The site plans submitted with this application meet all the above requirements, per the criterion in this code section. Therefore, this criterion has been met.

55.140 ARCHITECTURAL DRAWINGS

This section does not apply to single-family residential subdivisions or partitions, or up to two duplexes or single-family attached dwellings.

Architectural drawings shall be submitted showing:

A. Building elevations and sections tied to curb elevation;

B. Building materials: color and type;

C. The name of the architect or designer.

Comment: The application is for a Design Review of two (2) four-plex units. Architectural plans have been submitted for Staff to review and for the Planning Commission to issue a decision.

55.150 THE LANDSCAPE PLAN

This section does not apply to detached single-family residential subdivisions or partitions, or up to two duplexes or single-family attached dwellings.

A. The landscape plan shall be prepared and shall show the following:

1. Preliminary underground irrigation system.
2. The location and height of fences and other buffering of screening materials.
3. The location of terraces, decks, patios, shelters, and play areas.
4. The location, size, and species of the existing and proposed plant materials.
5. Building and pavement outlines.

B. The landscape plan shall be accompanied by:

1. The erosion controls that will be used, if necessary.
2. Planting schedule.
3. Supplemental information as required by the Planning Director or City Arborist.

Comment: The site plans submitted with this application meet all the above requirements, per the criterion in this code section. Therefore, this criterion has been met.

55.170 EXCEPTIONS TO UNDERLYING ZONE, YARD, PARKING, SIGN PROVISIONS, AND LANDSCAPING PROVISIONS

A. The Planning Director may grant an exception to the dimensional building setback or yard requirements in the applicable zone based on findings that the approval will satisfy the following criteria:

1. A minor exception that is not greater than 20 percent of the required setback.
2. A more efficient use of the site.
3. The preservation of natural features that have been incorporated into the overall design of the project.
4. No adverse affect to adjoining properties in terms of light, air circulation, noise levels, privacy, and fire hazard.
5. Safe vehicular and pedestrian access to the site and safe on-site vehicular and pedestrian circulation.

Comment:No reductions in the rear or side yards are requested at this time. If it becomes necessary to request an exception during the review period, the application will make a specific request when staff indicates an exception will benecessary to gain land use approval.

B. The Planning Director may grant an exception to the off-street parking dimensional and minimum number of space requirements in the applicable zone so long as the following criteria is met:

1. The minor exception is not greater than 10 percent of the required parking;

2. The application is for a use designed for a specific purpose which is intended to be permanent in nature (for example, a nursing home) and which has a low demand for off-street parking; or,

3. There is an opportunity for sharing parking and there is written evidence that the property owners are willing to enter into a legal agreement; or,

4. Public transportation is available to the site reducing the standards and will not adversely affect adjoining uses, and there is a community interest in the preservation of particular natural feature(s) of the site which make it in the public interest to grant an exception to parking standards.

Comment: The application has requested a minor exception of 10% for a reduced driveway. The Development Code states that driveways must be 20-feet in length, as measured from the front of the garage to the back of sidewalk. Due to site limitations and in keeping with the perimeter setbacks the application would need to reduce the driveway length by 2feet making the each driveway 18 feet in length. The application finds that this reduction in length is the minimum necessary to achieve the goal of having parking in front of the units.

55.180 MAINTENANCE

All on-site improvements shall be the ongoing responsibility of the property owner or occupant.

Comment: The application understands that the ultimate responsibility of the landscaping maintenance will rest with the property owner. Therefore the property owner will maintain the site in accordance with City standards.

55.190 SHARED OPEN SPACE

Where the open space is designated on the plan as common open space, the following shall apply:

A. The open space area shall be shown on the final plan and recorded with the Planning Director.

B. The open space shall be conveyed in accordance with one of the following methods:

1. By dedication to the City as publicly owned and maintained as open space. Open space proposed for dedication to the City must be acceptable to it with regard to the size, shape, location, improvement, and budgetary and maintenance limitations.

2. By leasing or conveying title (including beneficial ownership) to a corporation, home association, or other legal entity with the City retaining the development rights to the property. The terms of such lease or other instrument of conveyance must include provisions suitable to the City Attorney for guaranteeing the following:

a. The continued use of such land for intended purposes.

b. Continuity of property maintenance.

c. When appropriate, the availability of funds required for such maintenance.

d. Adequate insurance protection.

e. Recovery for loss sustained by casualty and condemnation, or otherwise.

3. By any method that achieves the objectives set forth in (2) above.

Comment: The site plans show the location and areas involved for the common open space. This common open space will not be dedicated to the City for citizen use. The open space will be for the private use of the people living in the development. The application understands that an agreement may need to be written and reviewed by the City Attorney to ensure continued use and maintenance.

LAND DIVISION

85.000 GENERAL PROVISIONS

Comment: Per Chapter 55.100.(I)(1) "Streets shall be installed per Chapter 85 standards. City Engineer has the authority to require that street widths match adjacent street widths. Sidewalks shall be installed per Section 85.200(A)(3)(e) for commercial and office projects, and Sections 85.200(A)(16)". Therefore, specific code criteria have been addressed in order to meet this code provision.

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, find that the following standards have been satisfied, or can be satisfied by condition of approval.

A. Streets

1. General. The location, width and grade of streets shall be considered in their relation to existing and planned streets, to the generalized or reasonable layout of streets on adjacent undeveloped parcels, to topographical conditions, to public convenience and safety, to accommodate various types of transportation (automobile, bus, pedestrian, bicycle), and to the proposed use of land to be served by the streets.

Comment: The existing street system is already in place. The project may improve the west side of 13th Street in meet Engineering Design standards. No new street will be developed with this development.

2. Right-of-way and Roadway Widths. In order to accommodate larger tree lined boulevards and sidewalks, particularly in residential areas, the standard right-of-way widths for the different street classifications shall be within the range listed below. But, instead of filling in the right-of-way with pavement, they shall accommodate the amenities (e.g., boulevards, street trees, sidewalks). The exact width of the right-of-way shall be determined by the City Engineer or the approval authority. The following ranges will apply:

Street Classification	Right-of-Way
Cul-de-sac	40-60
Radii of cul-de-sac	48-52

Comment: The width for the existing cul-de-sac is 50-feet. This is consistent with City standards, as listed above. Therefore, this criterion has been met.

3. Street Widths. Street widths shall depend upon which classification of street is proposed. Streets fall into three main classes: arterial, collector, and local streets.

c. Local street.

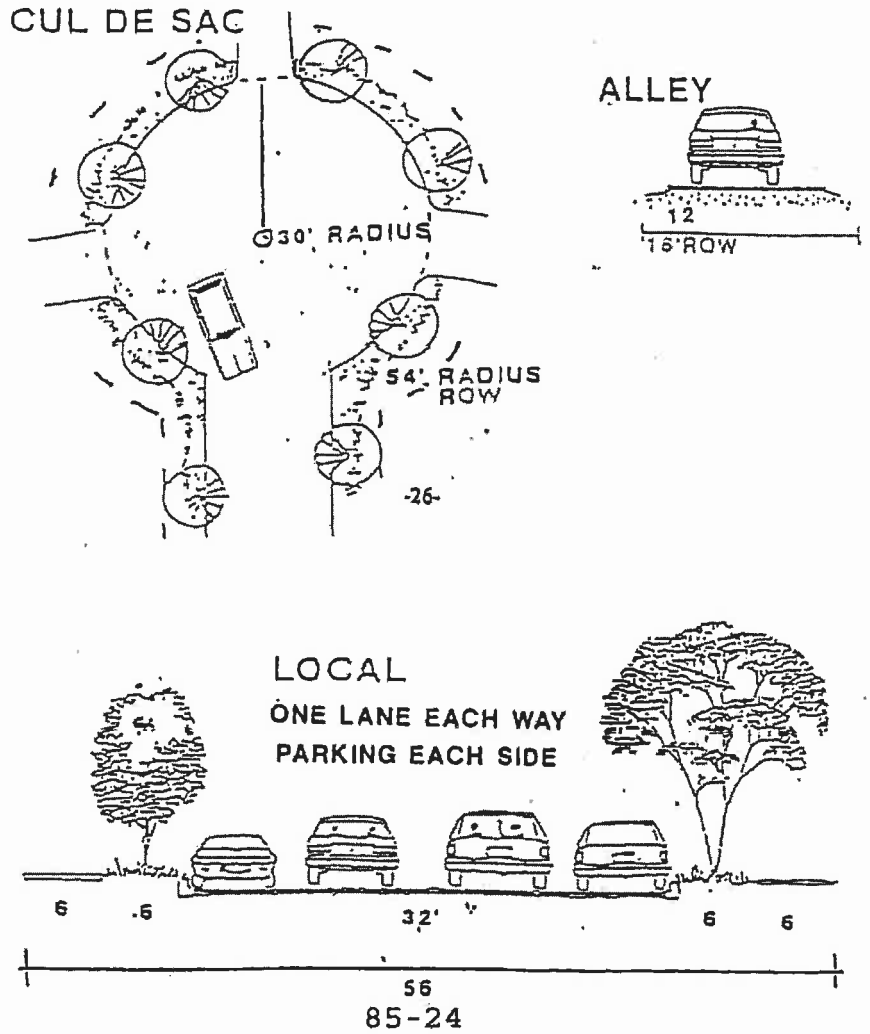
Even further down the hierarchy of streets, cul-de-sacs emphasize slow speed, low volume traffic access to housing. However, longer cul-de-sacs should be wider to accommodate more traffic and emergency vehicles. (While a short cul-de-sac may not compromise the ability of emergency personnel to get to the emergency by foot if the cul-de-sac is blocked, longer cul-de-sacs make it impractical to haul the equipment to the emergency.)

e. The following table identifies appropriate street width (curb to curb) in feet for various roadway types and street classifications. Two widths are identified--minimum and desirable. The desirable width shall be required unless the applicant or his engineer can demonstrate that site conditions, topography, or site design require the reduced minimum width.

Comment: No additional right-of-way or improvement to the existing cul-de-sac is being proposed. The Fire Department has indicated that the proposed private drive will be used as the fire truck turn around.

ROADWAY/RIGHT-OF-WAY (e.g., 32/56) WIDTH STANDARDS BY CLASSIFICATION OF STREET

OPTION	ROADWAY ITEM	ARTERIAL	COLLECTOR	LOCAL
B	Cul-de-sac radius	n/a	n/a	45/57



4. The decision-making body shall consider the City Engineer's recommendations on the desired right-of-way width, pavement width and street geometry of the various street types within the subdivision after consideration by the City Engineer of the following criteria:

5. Additionally, when determining appropriate street width, the decision-making body shall consider the following criteria:

a. When a local street is the only street serving a residential area and is expected to carry more than the normal local street traffic load, the designs with two travel and one parking lane are appropriate.

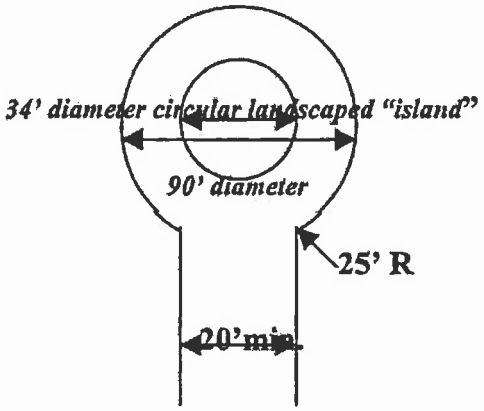
6. Reserve Strips. Reserve strips or street plugs controlling the access to streets are not permitted unless owned by the City.

7. Alignment. All streets other than local streets or cul-de-sacs, as far as practical, shall be in alignment with existing streets by continuations of the centerlines thereof.

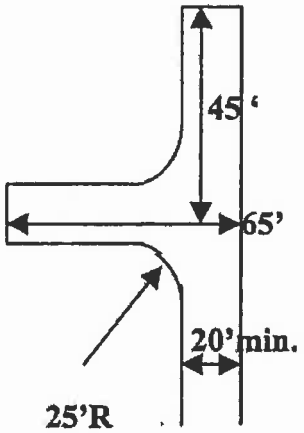
10. Additional Right-of-Way for Existing Streets. Wherever existing street right-of-ways adjacent to or within a tract are of inadequate widths based upon the standards of this chapter, additional right-of-way shall be provided at the time of subdivision or partition.

Comment: As stated above, the application is not proposing to dedicate or improve the cul-de-sac below the egress of the private street. In a letter form the Fire Department (included), the private drive will be used as the fire truck turn around. In addition, the bulb of the cul-de-sac is located south of the project site's property line. Since there will be other further development south of this site, the proposed project will not cause an impact and thus no further exaction should be taken place. Improvements will be made along 13th Street along the site frontage, just not south of the sites frontage.

11. Cul-de-sacs. Cul-de-sacs are not allowed except as required by topography, slope, site limitations, and lot shapes. Cul-de-sacs shall have maximum lengths of 400 feet and serve no more than 12 dwelling units, unless by variance per CDC Chapter 75. All cul-de-sacs shall terminate with a turnaround built to one of the following specifications (measurements are for the traveled way and do not include planter strips or sidewalks.



Cul-de-Sac Turnaround

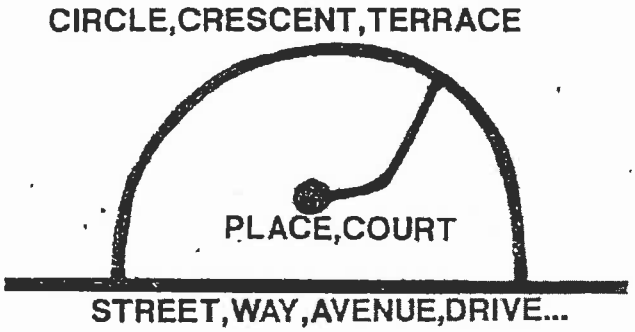


Hammer Head Turnaround

Comment: The application has requested a variance to allow for more than 12 units on a cul-de-sac. The variance requirement has been addressed below. The application is not requesting a variance for the cul-de-sac being over 400 feet in length. Since this is a pre-existing condition the City has already decided that a variance should be allowed to construct the cul-de-sac. Therefore, the only variance will be for adding additional units to the cul-de-sac making the total over twelve (12) units.

12. Street Names. No street names shall be used which will duplicate or be confused with the names of existing streets within the City. Street names that involve difficult or unusual spellings are discouraged. Street names shall be subject to the approval of the Planning Commission or Planning Director, as applicable. Continuations of existing streets shall have the name of the existing street. Streets, drives, avenues, ways,

boulevards, lanes, shall describe through streets. Place and court shall describe cul-de-sacs. Crescent, terrace, and circle shall describe loop or arcing roads.



Comment: The private drive may be named later if required by the City. If the City does not require the private drive to be named, then the addressed will be based off of 13thAvenue.

13. Grades and Curves. Grades shall not exceed 8 percent on major or secondary arterials, 10 percent on collector streets, or 15 percent on any other street unless by variance.

Comment: The cul-de-sac is already developed. The cul-de-sac will not be extended further which will not required any changes in grades or curves. Therefore, this criterion does not apply.

16. Sidewalks. Sidewalks shall be installed per Section 92.010(H), Sidewalks. The residential sidewalk width is six feet plus planter strip as specified below. Sidewalks in commercial zones shall be constructed per Section 85.200(A)(3)(e). See also Section 85.200(C). Sidewalk width may be reduced with City Engineer approval to the minimum amount (e.g., 4 feet wide) necessary to respond to site constraints such as grades, mature trees, rock outcroppings, etc., or to match existing sidewalks or right-of-way limitations.

Comment: The application has requested an adjustment from the Engineering Department to reduce the sidewalks to 4 feet in width, as shown on the site plans. The request is due to the proposed location of the street trees located along the sites frontage along 13th Street. This request will be reviewed by the City Engineer.

17. 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 6 feet wide to accommodate a fully matured tree without the boughs interfering with pedestrians on the sidewalk or vehicles along the curbline. Planter strip width may be reduced or eliminated, with City Engineer approval, when it cannot be corrected by site plan, to the minimum amount necessary to respond to site constraints such as grades, mature trees, rock outcroppings, etc., or in response to right-of-way limitations.

Comment: The application has requested that the planter strip be placed behind the proposed six (6) foot sidewalk. As stated above, the sidewalk will be minimally used due to the two existing dwelling units that front 13th Street. By having the planer strip behind the sidewalk the residents may feel a better sense of ownership and thus maintain the trees to a mature size. As stated elsewhere in this application, the application requests a six (6)-foot sidewalk (four (4) where the street trees are proposed). The City Engineer will review this request for approval.

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

Comment: The current residential street already has a 50-foot of ROW dedication. City engineering staff requires additional 2-feet of additional ROW to be given for additional improvements. The current ROW already meets current City standards.

22. 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 transportation analysis commissioned to address CDC 85.170.B.2 that are required to mitigate impacts from the proposed subdivision. 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 identified impacts of the subdivision.

Comment: The application has proposed off site improvements along the frontage of the site. A letter from a traffic engineer has stated that the number of vehicle trips that may be generated once the project is fully complete will have a minimal impact of the surrounding area and that no off-site improvements should be required.

E. Lot Grading. Grading of building sites shall conform to the following standards unless physical conditions demonstrate the propriety of other standards:

Comment: A registered engineer has designed the site plan which includes a grading plan. If approved, the grading plan will be refined, per City requirements, to meet the standards of this Development Code.

F. Water

1. A plan for domestic water supply lines or related water service facilities shall be prepared consistent with the adopted Comprehensive Water System Plan, plan update, March 1987, and subsequent superseding revisions or updates.

2. Adequate location and sizing of the water lines.

3. Adequate looping system of water lines to enhance water quality.

4. For all non single-family developments, there shall be a demonstration of adequate fire flow to serve the site.

5. A written statement, signed by the City Engineer, that water service can be made available to the site by the construction of on-site and off-site improvements and that

such water service has sufficient volume and pressure to serve the proposed development's domestic, commercial, industrial, and fire flows.

Comment: A registered engineer has designed the water system for the proposed project. All water lines, both public and private, will be sized accordingly. The City Engineer and Building Official will have an opportunity to review the water plans to ensure compliance with this development code section.

G. Sewer

1. A plan prepared by a licensed engineer shall show how the proposal is consistent with the Sanitary Sewer Master Plan (July 1989). Agreement with that plan must demonstrate how the sanitary sewer proposal will be accomplished and how it is gravity efficient. The sewer system must be in the correct basin and should allow for full gravity service.

2. Sanitary sewer information will include plan view of the sanitary sewer lines, including manhole locations and depth or invert elevations.

3. Sanitary sewer lines shall be located in the public right-of-way, particularly the street, unless the applicant can demonstrate why the alternative location is necessary and meets accepted engineering standards.

4. Sanitary sewer line should be at a depth that can facilitate connection with down system properties in an efficient manner.

5. The sanitary sewer line should be designed to minimize the amount of lineal feet in the system.

6. The sanitary sewer line shall avoid disturbance of wetland and drainageways. In those cases where that are unavoidable, disturbance shall be mitigated pursuant to Chapter 30, Wetland, and Chapter 32, Natural Drainageway, all trees replaced, and proper permits obtained. Dual sewer lines may be required so the drainageway is not disturbed.

7. Sanitary sewer shall be extended or stubbed out to the next developable subdivision or a point in the street that allows for reasonable connection with adjacent or nearby properties.

8. The sanitary sewer system shall be built pursuant to DEQ, City, and Tri-City Service District sewer standards. The design of the sewer system should be prepared by a licensed engineer, and the applicant must be able to demonstrate the ability to satisfy these submittal requirements or standards at the pre-construction phase.

9. A written statement, signed by the City Engineer, that sanitary sewers with sufficient capacity to serve the proposed development and that adequate sewage treatment plant capacity is available to the City to serve the proposed development.

Comment: A registered engineer has designed the sanitary sewer system for the proposed project. All sanitary sewer lines, both public and private, will be sized accordingly. The

City Engineer and Building Official will have an opportunity to review the utility plans to ensure compliance with this development code section.

H. Storm

1. A storm water quality and detention plan shall be submitted which complies with the submittal criteria and approval standards contained within CDC Chapter 33. It shall include profiles of proposed drainageways with reference to the adopted Storm Drainage Master Plan.

2. Storm treatment and detention facilities shall be sized to accommodate a 25-year storm incident. A registered civil engineer shall prepare a plan and statement which shall be supported by factual data that clearly shows that there will be no adverse off-site impacts from increased intensity of runoff downstream or constriction causing ponding upstream. The plan and statement shall identify all on- or off-site impacts and measures to mitigate those impacts. The plan and statement shall, at a minimum, determine the off-site impacts from a 25-year storm.

3. Plans shall demonstrate how storm drainage will be collected from all impervious surfaces including roof drains. Storm drainage connections shall be provided to each dwelling unit/lot. The location, size, and type of material selected for the system shall correlate with the 25-year storm incident.

4. Treatment of storm runoff shall meet Municipal Code standards.

Comment: A registered engineer has designed the storm sewer system for the proposed project. All storm sewer lines, both public and private, will be sized accordingly. The City Engineer and Building Official will have an opportunity to review the utility plans to ensure compliance with this development code section.

I. Utility Easements. All subdivisions and partitions shall establish, at minimum, five-foot utility easements on front and rear lot lines. Easements may be wider and side yard easements established, as determined by the City Engineer to accommodate the particular service. The developer of the subdivision shall make accommodation for cable television wire in all utility trenches and easements so that cable can fully serve the subdivision.

Comment: Once the utility plans have been fully reviewed and approved by the City and constructed on site easements will be created, where necessary, to allow for the maintenance of the utility lines. Since the majority of the utilities are classified as private, City staff will need to guild the application as to where the easements will need to be placed.

J. Supplemental Provisions

3. Street Trees. Street trees are required as identified in the appropriate section of the Municipal Code and Chapter 54 of this Code.

4. Lighting. To reduce ambient light and glare, high or low pressure sodium light bulbs shall be required for all subdivision street or alley lights. The light shall be shielded so that the light is directed downwards rather than omni-directional.

5. Dedications and Exactions. The City may require an applicant to dedicate land and/or construct a public improvement that provides a benefit to property or persons outside the property that is the subject of the application when the exaction is roughly proportional. No exaction shall be imposed unless supported by a determination that the exaction is roughly proportional to the impact of development.

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

7. Density Requirement. Density shall occur at 70 percent or more of the maximum density allowed by the underlying zoning. These provisions would not apply when density is transferred from Type I and II lands as defined in CDC Section 02.000. Development of Type I or II lands are exempt from these provisions. Land divisions of three lots or less would also be exempt.

Comment: This application has proposed street trees behind the 4-foot public sidewalk. The application is not proposing any additional street lighting along the public right of way. All dedications along 13th Street have been made to the City. The 52-foot ROW should be adequate for the existing cul-de-sac. All utilities will be placed underground, except if the City or the utility company requires it to be placed above ground. The site's density requirements have been met. The project proposed to have a total of 10 units on site, the R2.1 zoning requirement states that each unit must be at least 2,100 square feet per multi-family unit and each duplex requires at least 7,000 square feet. The site is approximately 35,161 gross square feet and subtracting 7,000 square feet for the duplex; thus leaving the site approximately 28,161 square feet. The site does contain Type I & II lands and the project engineer calculated that the area contained in Type I & II land to be approximately 2,226 square feet. (see slope analysis sheet) This amount can be subtracted from the density calculation. Thus bring the net area down to 25,935 square feet. Dividing this number by the minimum square footage for multi-family (2,100 square feet) the maximum number of units can be 12 units. Seventy percent (70%) of the maximum density is 8.4 or 8 units minimum.

92.010 PUBLIC IMPROVEMENTS FOR ALL DEVELOPMENT

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

A. Streets within subdivisions. All streets within a subdivision including alleys shall be graded for the full right-of-way width and improved to the City's permanent improvement standards and specifications which include sidewalks and bicycle lanes, unless the decision-making authority makes the following findings:

Comment: The public improvements along 13th Street will be designed and constructed to public standards. However, the application has required a four-foot curb tight sidewalk with street trees behind the walk way along the frontage.

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

Comment: There are no street extensions proposed with this development. There is a one-say private street that will lead into the site from the north and egress on the southern boundary.

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

Comment: The frontage street 13th Street is classified as a local street. The project does propose to improve 13th Street to City standards, as requested by the City Engineer.

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

Comment: The project does not propose to establish a monument since an intersection is not being created.

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

maintain pre-existing levels and meet build out volumes, and meet Planning and Engineering requirements.

Comment: All the site plans have been prepared by a registered civil engineer. The plans show that the management of storm water on the site will not cause an inverse impact on the surrounding property owners. It should also be noted that the site slopes to the south towards ODOT ROW and a parcel of property owned by the City of West Linn. No other development will take place "downhill" from this proposed project.

F. Sanitary sewers. Sanitary sewers shall be installed to City standards to serve the subdivision and to connect the subdivision to existing mains.

Comment: As stated above, a registered civil engineer has designed the sanitary sewer plans for the project. All pipes and connections will be reviewed by the City to ensure compliance with engineering standards.

G. Water system. Water lines with valves and fire hydrants providing service to each building site in the subdivision and connecting the subdivision to City mains shall be installed. Prior to starting building construction, the design shall take into account provisions for extension beyond the subdivision and to adequately grid the City system. Hydrant spacing to be based on accessible area served according to City Engineer's recommendations and City standards.

Comment: The water system has been designed by a registered engineer. Both the public and private pipe size has been designed to meet City and Fire Department standards. The City and the Fire Department will review the site plans for compliance with their respected design code and standards.

H. Sidewalks.

1. Sidewalks shall be installed on both sides of a public street and in any special pedestrian way within the subdivision, except that in the case of primary or secondary arterials, or special type industrial districts, or special site conditions, the Planning Commission may approve a subdivision without sidewalks if alternate pedestrian routes are available. In the case of the double frontage lots, provision of sidewalks along the frontage not used for access shall be the responsibility of the developer. Providing front and side yard sidewalks shall be the responsibility of the land owner at the time a request for a building permit is received. Additionally, deed restrictions and CC&Rs shall reflect that sidewalks are to be installed prior to occupancy and it is the responsibility of the lot or homeowner to provide the sidewalk, except as required above for double frontage lots.

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

3. The sidewalks shall measure at least six feet in width and be separated from the curb by a six-foot minimum width planter strip. Reductions in widths to preserve trees

or other topographic features, inadequate right-of-way, or constraints, may be permitted if approved by the City Engineer in consultation with the Planning Director.

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

5. The City Engineer may allow the installation of sidewalks on one side of any street only if the City Engineer finds that the presence of any of the factors listed below justifies such waiver:

Comment: The application has requested that the sidewalks along the frontage (13th Street) be curb tight and six (6) foot sidewalk (four (4) feet where the proposed street trees are to be located). This request will need to be reviewed by the City's Engineer. The application finds that due to the minimal number of dwelling units that have direct access to the sidewalk a six (6) foot sidewalk (four (4) feet where the proposed street trees are to be located) would be acceptable. The only traffic along the southern portion of 13th Street would be from the proposed development. The landscape strip would be on the west side of the sidewalk rather then between the sidewalk and the street. This may create a better sense of ownership of the trees and therefore the residents would take better care of the street tree.

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

Comment: No additional street lights are proposed with this project along 13th Street. Two light poles already exist on the east side of the street. A light plan has been submitted as part of the applications. This plan has been designed by a lighting engineer, which meets city code This should be adequate to light up 13th Street in a safe manner for pedestrians.

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

Comment: All utility lines will be placed underground, with the exception of utilities that the City or the utility company requests to be installed above ground.

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

Comment: The curb cuts will be installed during time of street construction along 13th Street. There are two existing units that will remain. The single family house and the duplex will each receive their own curb cuts. The two other curb cuts for the private street will be installed during prior to final occupancy of the dwelling units.

P. Street trees. Street trees shall be provided by the City Parks and Recreation Department in accordance with standards as adopted by the City in the Municipal Code. The fee charged the subdivider for providing and maintaining these trees shall be set by resolution of the City Council.

Comment: The applicant understands that street trees will need to be planted along the frontage of 13th Street. These trees have been proposed to be placed behind the curb tight four foot sidewalk. It is understood that the City will plant the trees and maintain them for a specified timeline.

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

Comment: A joint mail box will be installed prior final occupancy of the units. Coordination between the Postal Service, City and the project will need to take place to make the final determination as to the location of the mailboxes.

92.030 IMPROVEMENT PROCEDURES

In addition to other requirements, improvements installed by the developer, either as a requirement of these regulations or at the developer's own option, shall conform to the requirements of this title and permanent improvement standards and specifications adopted by the City and shall be installed in accordance with the following procedure:

A. Improvement work shall not be commenced until plans have been checked for adequacy and approved by the City. To the extent necessary for evaluation of the proposal, the improvement plans may be required before approval of the tentative plan of a subdivision or partition. Plans shall be prepared in accordance with the requirements of the City.

B. Improvement work shall not be commenced until the City has been notified in advance, and if work has been discontinued for any reason, it shall not be resumed until the City has been notified.

C. Improvements shall be constructed under the Engineer. T he City may require changes in typical sections and details in the public interest if unusual conditions arise during construction to warrant the change.

D. All underground utilities, sanitary sewers, and storm drains installed in streets by the subdivider or by any utility company shall be constructed prior to the surfacing of the

streets. Stubs for service connections for underground utilities and sanitary sewers shall be placed to a length obviating the necessity for disturbing the street improvements when service connections are made.

E. A digital and mylar map showing all public improvements as built shall be filed with the City Engineer upon completion of the improvements.

Comment: The application, if approved, will follow the improvement procedures as specified above for the development of the project.

75.000 VARIANCE

75.010 PURPOSE

The purpose of this chapter is to provide standards for the granting of variances from the applicable zoning requirements of this Code where it can be shown that, owing to exceptional and extraordinary circumstances related to a specific piece of property, the literal interpretation of the provisions of applicable zone would create a burden upon a property owner with no corresponding public benefit, except that no use variance shall be granted.

Comment: The application is requesting two variances to the development application. The first is to the standard set forth in Chapter 85.200.A.11 which states a cul-de-sac can serve no more than 12 dwelling units (units). The application is also requesting a variance to the on-site parking requirement Chapter 55.100.B.7.b which states that multi-family projects shall be required to keep the parking at the side or rear of the buildings or behind the building line of the structure as it would appear from the right-of-way inside the multi-family project (parking).

75.020 CLASSIFICATION OF VARIANCES

B. A Class II variance will involve a significant change from the zoning requirements and may create adverse impacts on adjacent property or occupants, and includes the following variances:

1. A variance which allows a structure to encroach into a required setback area as follows:

    a. Front yard setback by more than two feet.

    b. Side yard setback by more than two feet.

    c. Rear yard setback by more than five feet.

2. Variances to the minimum lot dimensional requirements as follows:

    a. Lot width by more than five feet.

    b. Lot frontage by more than five feet.

    c. Lot depth by more than ten feet.

    d. Lot area by more than five percent of minimum required area.

3. A variance to any of the other zoning provisions including, but not limited to, the lot coverage and building height.

Comment: The proposed variances to be reviewed and approved involve the number if units allowed on a cul-de-sac. Chapter 85.200.A.11 allows no more than 12 units on a cul-de-sac. In addition to the number of units, the application also seeks a variance to the requirement of having parking behind buildings for multi-family developments, as indicated in Chapter 55.100.B.7.b. The application has also requested exceptions that are

addressed in other parts of this narrative. The approval criteria have been addressed below.

75.030 ADMINISTRATION AND APPROVAL PROCESS

B. Class II variances shall be decided by the Planning Commission in the manner set forth in Section 99.060(B). A petition for review by the Council may be filed as provided by Section 99.240(B).

Comment: It is understood that this application will be reviewed by the Planning Commission for approval. The Planning Commission will review and decide on the Design Review, exceptions and variance requests.

75.040 TIME LIMIT ON A VARIANCE

Approval of a variance shall be void after three years unless substantial construction pursuant thereto has taken place.

Comment: The application understands that there is a time limit on the variance request. If construction has not commenced by the end of three years, an extension may be request, if allowed by the Development Code.

75.050 THE APPLICATION

A. A variance request shall be initiated by the property owner or the owner's authorized agent.

Comment: The property owner has requested the two variances for this application due to site constraints and existing conditions. In order for this property to develop, variances will be required.

B. A prerequisite to the filing of an application is a pre-application conference at which time the Planning Director shall explain the requirements and provide the appropriate form(s).

Comment: A pre-application conference was held at the City on or around October 2, 2008. A copy of the pre-application notes has been included in this application.

C. An application for a variance shall include the completed application form and:

1. A narrative which addresses the approval criteria set forth in Section 75.060, and which sustains the applicant's burden of proof.

2. A site plan as provided by Section 75.070.

One original application form must be submitted. Three copies at the original scale and three copies reduced to 11 X 17 inches or smaller of all drawings and plans must be submitted. Three copies of all other items must be submitted. When the application submittal is determined to be complete, additional copies may be required as determined by the Planning Department.

Comment: The variances are part of a larger application package. An application form, site plans as well as the variance criterion have been included in this application. Staff will

have an opportunity to review the application for completeness and request any additional information in order to fully review the application.

D. The applicant shall pay the requisite fee.

Comment: All permits fees have been paid when the application was submitted to the City for completeness review.

75.060 THE APPROVAL CRITERIA

The appropriate approval authority shall approve a variance request if all the following criteria are met and corresponding findings of fact prepared. The approval authority may impose appropriate conditions to ensure compliance with the criteria. The approval authority shall deny the variance if any of the criteria is not met.

1. Exceptional or extraordinary circumstances apply to the property which do not apply generally to other properties in the same zone or vicinity, and result from lot size or shape, legally existing prior to the date of this ordinance, topography, or other circumstances over which the applicant has no control.

Comment (units): The site location already fronts an existing cul-de-sac. The cul-de-sac is approximately 450 feet in length with 7 units currently taking access. This site and the property to the south have 3 existing units which access 13th Street. The proposed project will add another 8 units to the existing cul-de-sac. Since the property is allowed to develop public street access is required. The only access to the City transportation system is 13th Street, an existing condition over which the applicant has no control. Therefore, the application finds that this criterion has been met for approval.

Comment (parking): The site contains a single family dwelling as well as a duplex already constructed fronting 13th Street. The remaining property is behind the dwelling units. Due to the narrow shape of the remaining lot it would be not be possible to design the site to meet all other design standards including private streets, turning radius, private / public open space requirements and building setbacks. The buildings have been designed to minimize the visual impact of the garage by cantilevering the upper portion of the buildings over the garage. Therefore, the application finds that this criterion has been met for approval.

2. The variance is necessary for the preservation of a property right of the applicant, which is substantially the same as a right possessed by owners of other property in the same zone or vicinity.

Comment (units): The project site has the ability to develop additional dwelling units, as allowed by the underlying zone. If this variance was not approved, then the site would not be able to develop at its highest and best use, thus not being given the same right as other property owners with the same zoning district. Therefore, the application finds that this criterion has been met for approval.

Comment (parking): The intent of putting parking behind the buildings is a great concept however, would not be possible to development the site using the current development standards. In order to develop the site variances must be approved, including having

parking in front of the buildings. As stated above, the buildings have been designed to minimize the visual impact of the garage by cantilevering the upper portion of the buildings over the garage. Therefore, the application finds that this criterion has been met for approval.

3. The authorization of the variance will not be materially detrimental to the purposes and standards of this Code, will not be inconsistent with all other regulatory requirements, and will not conflict with the goals and policies of the West Linn Comprehensive Plan.

Comment (units): The approval of this variance would not be detrimental to purposes and standards of this Code. The addition of additional units and its associated traffic impact would not create a situation where the goals and policies of the West Linn Comprehensive Plan would be in question. The application ahs submitted a letter from a traffic engineer to determine the potential impact of the project. In additio0n, the Fire Marshal has indicated that the project would act as a turn around for the fire trucks since the bulb of the cul-de-sac is not currently up to Fire Department standards. Therefore, the application finds that this criterion has been met for approval.

Comment (parking): By having parking in front of the buildings the goals and policies of the West Linn Comprehensive Plan would not be materially detrimental. The parking would be behind the existing single-family dwelling unit and the duplex unit. The vehicles would not create a large visual impact to the surrounding properties. In fact by having the cars parked in front of the garages, a pseudo court yard is created. Therefore, the application finds that this criterion has been met for approval.

4. The variance request is the minimum variance, which would alleviate the exceptional and extraordinary circumstance.

Comment (units): The addition of the 8 units is the minimum allowed to alleviate the exceptional and extraordinary circumstance. As the density calculations show, the site is towards the minimum density required by the City. The site could propose additional units and still be within development code standards. However, the project designed the site with the minimum units allowed by Code. Therefore, the application finds that this criterion has been met for approval.

Comment (parking): The design of the front loaded garages is the minimum variance required to allow for the site to develop. The design has compensated the garage location by cantilevering the upper portion of the buildings over the garage. Therefore, the application finds that this criterion has been met for approval.

5. The exceptional and extraordinary circumstance does not arise from the violation of this ordinance.

Comment (units): The site is not under any violation of the Development Code, nor would the variance subject the site to a violation of the Development Code. Therefore, the application finds that this criterion has been met for approval.

Comment (parking): The site is not under any violation of the Development Code, nor would the variance subject the site to a violation of the Development Code. Therefore, the application finds that this criterion has been met for approval.

6. The variance will not impose physical limitations on other properties or uses in the area, and will not impose physical limitations on future use of neighboring vacant or underdeveloped properties as authorized by the underlying zoning classification.

Comment (units): The proposed project does not impose any physical limitation on the surrounding properties. The property to the north is already developed with dwelling units. The triangular piece of property to the south is owned by the City of West Linn and most likely will not be developed in the future. Therefore, the application finds that this criterion has been met for approval.

Comment (parking): The proposed project does not impose any physical limitation on the surrounding properties. The property to the north is already developed with dwelling units. The triangular piece of property to the south is owned by the City of West Linn and most likely will not be developed in the future. Therefore, the application finds that this criterion has been met for approval.

75.070 SITE PLANS AND MAP

A. All plot plans and maps shall include the name, address, and telephone number of the applicant; the scale; north arrow; and a vicinity map.

B. The applicant shall submit a plot plan drawn to an appropriate scale (in order of preference; 1" = 10' to 1' = 30') which shows the following:

1. The subdivision name, block, and lot number or the section, township, range, and tax lot number.

Comment: The submitted site plans have been designed to meet these standards.

2. In the case of a request for a variance to a lot dimensional or building setback requirement:

a. The lot configuration and dimensions, and the location of all existing structures on the lot; the setback distances and the location of all structures on abutting lots, and the setback distances; and,

b. The proposed variances.

Comment: A variance to the lot dimension standards has not been submitted.

3. In the case of a request for a variance to the building height provisions:

a. An elevation drawing of the structure and the proposed variances; and,

b. A drawing(s) to scale showing the impact on adjoining properties; for example, will the height variance, if granted, block a viewpoint from an adjoining property of a significant land feature?

Comment: A variance to the building height is requested. However, since this is a design review application, building elevations have been submitted for review.

OWNER/DEVELOPER:
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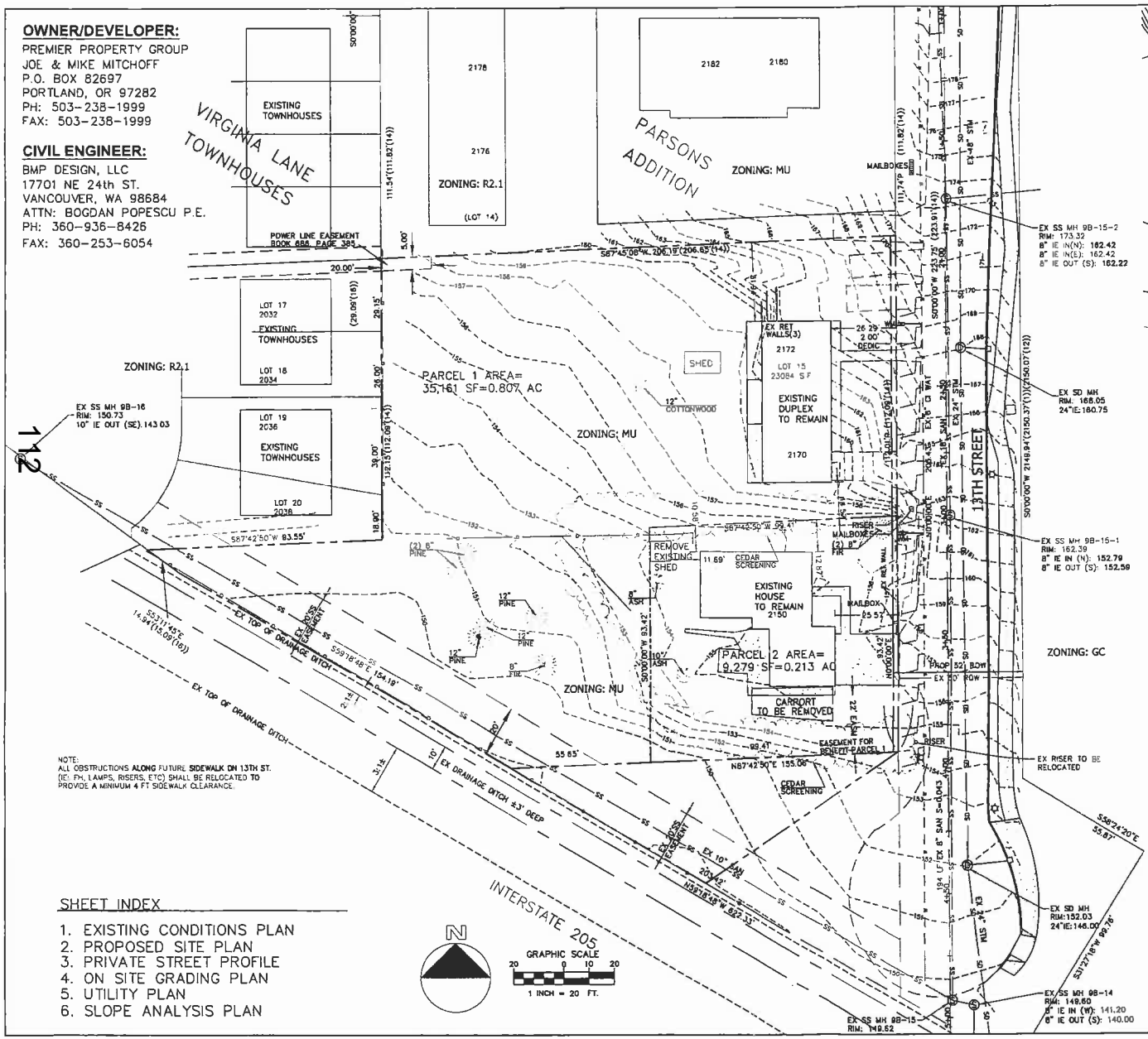
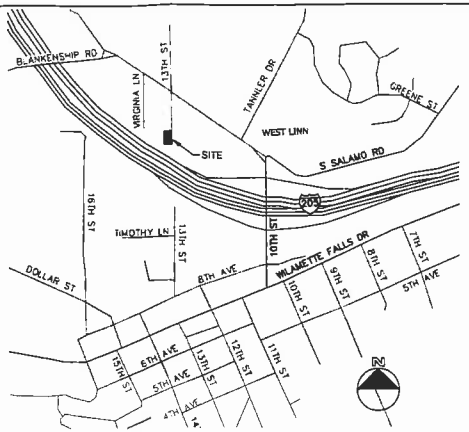


NOTE:
ALL OBSTRUCTIONS ALONG FUTURE SIDEWALK ON 13TH ST. (IE: FH, LAMPS, RISERS, ETC) SHALL BE RELOCATED TO PROVIDE A MINIMUM 4 FT SIDEWALK CLEARANCE.

SHEET INDEX

1. EXISTING CONDITIONS PLAN
2. PROPOSED SITE PLAN
3. PRIVATE STREET PROFILE
4. ON SITE GRADING PLAN
5. UTILITY PLAN
6. SLOPE ANALYSIS PLAN



VICINITY MAP

LEGEND

EXTG. CURB LINE	
EXTG. CONTOUR LINE (1 FT INTERVAL)	106
EXTG. EDGE OF PAVEMENT	EOP
EXTG. TREE	
EXTG. LOT LINE	
PROP. GOOD NEIGHBOR FENCE	
EXTG. FENCE LINE	
EXTG. WATER METER	
EXTG. FIRE HYDRANT	
EXTG. STORM LINE	SD
EXTG. SANITARY LINE	SS
EXTG. SANITARY MANHOLE	S
EXTG. STROM DRAIN MANHOLE	D
EXTG. STORM INLET	
EXTG. LIGHT POLE	
TREE LINE	
PROP. RETAINING WALL	
PROPOSED ACCESS EASEMENT	
EXTG. AC SURFACE	
EXISTING CONC. SURFACE	

ABBREVIATIONS

ROW	RIGHT-OF-WAY	PROP.	PROPOSED
EX	EXISTING	DI	DUCTILE IRON
DWY	DRIVEWAY	SD	STORM DRAIN
PL	PROPERTY LINE	G	GUTTER
CL	CENTER LINE	AC	ASPHALT CONCRETE
CONC	CONCRETE	CTRL	CONTROL
SS	SANITARY SEWER	EoP	EDGE OF PAVEMENT
CO	CLEAN OUT	WM	WATER METER
WV	WATER VALVE	MH	MANHOLE
IE	INVERT ELEVATION	SW	SIDEWALK
TW	TOP OF WALL ELEV.	BW	BOTTOM WALL ELEV AT GROUND LEVEL

09/25/09

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REGISTERED PROFESSIONAL ENGINEER
OREGON
BOGDAN M. POPESCU
09/25/09
EXPIRATION DATE 12/31/10

PRELIMINARY, SUBJECT TO REVIEWS AND REVISIONS, NOT FOR CONSTRUCTION

PROJECT NAME: WEST LINN - RIVER FALLS PLACE

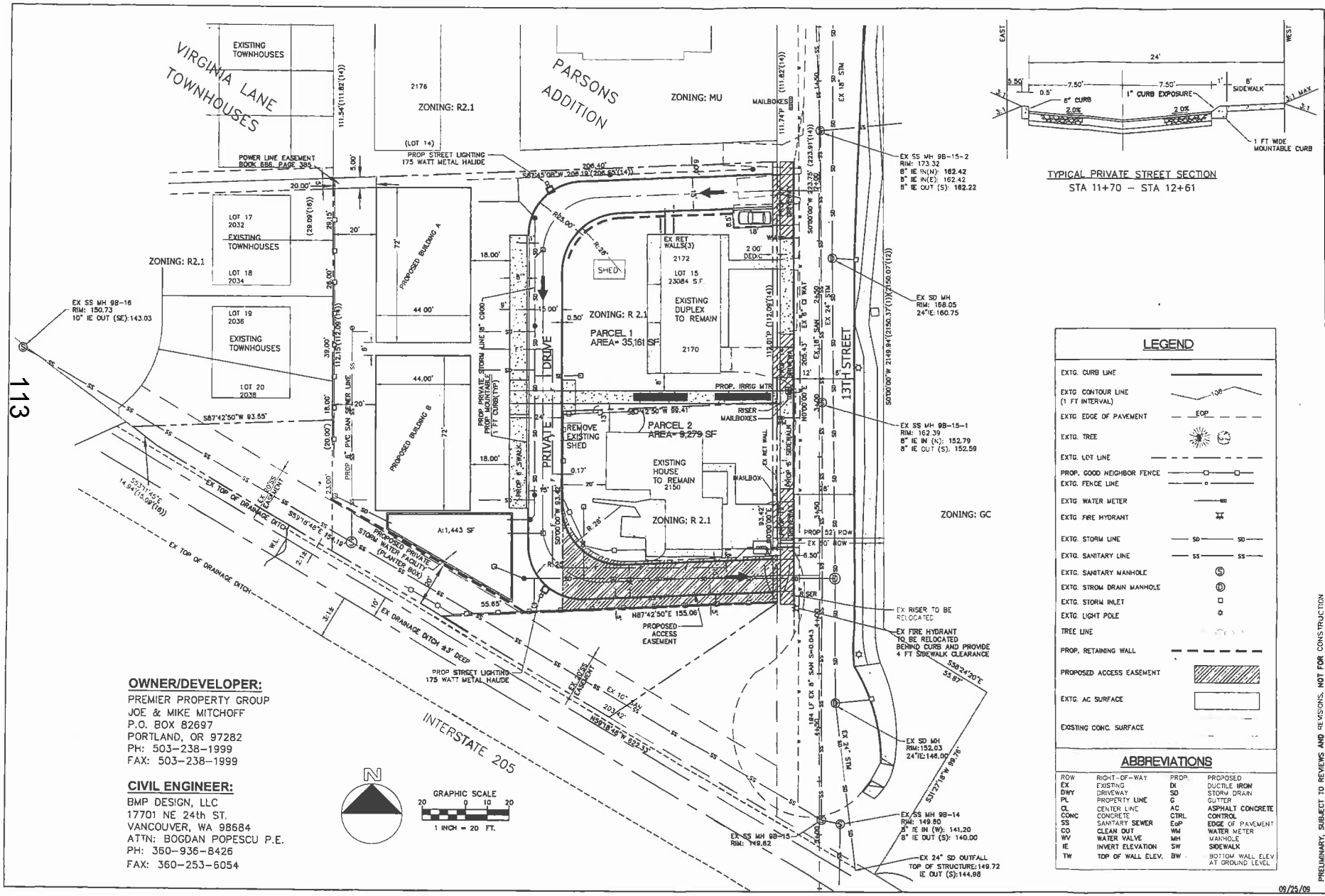
EXISTING CONDITIONS

2170 13TH ST. WEST LINN, OREGON 97068

REVISION/DATE	DESCRIPTION	BMP DESIGN	PTOC
11/27/06			
02/15/07			
03/27/07			
06/01/09			

SHEET 1 OF 6

PROJ # 05113
05113-BASE.DWG



TYPICAL PRIVATE STREET SECTION
STA 11+70 – STA 12+61

LEGEND

- EXTG. CURB LINE
- EXTG CONTOUR LINE (1 FT INTERVAL)
- EXTG. EDGE OF PAVEMENT
- EXTG. TREE
- EXTG. LOT LINE
- PROP. GOOD NEIGHBOR FENCE
- EXTG. FENCE LINE
- EXTG. WATER METER
- EXTG FIRE HYDRANT
- EXTG. STORM LINE
- EXTG. SANITARY LINE
- EXTG. SANITARY MANHOLE
- EXTG. STROM DRAIN MANHOLE
- EXTG. STORM INLET
- EXTG. LIGHT POLE
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ABBREVIATIONS

ROW	RIGHT-OF-WAY	PROP.	PROPOSED
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SS	SANITARY SEWER	EoP	EDGE OF PAVEMENT
CO	CLEAN OUT	WM	WATER METER
WV	WATER VALVE	MH	MANHOLE
IE	INVERT ELEVATION	SW	SIDEWALK
TW	TOP OF WALL ELEV.	BW	BOTTOM WALL ELEV AT GROUND LEVEL

OWNER/DEVELOPER:
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09/25/09
REGISTERED PROFESSIONAL ENGINEER
OREGON
JANUARY 13, 1989
BOGDAN M. POPESCU
EXPIRATION DATE 12/31/10

PROJECT NAME: WEST LINN – RIVER FALLS PLACE

SITE PLAN

2170 13TH ST. WEST LINN, OREGON 97068

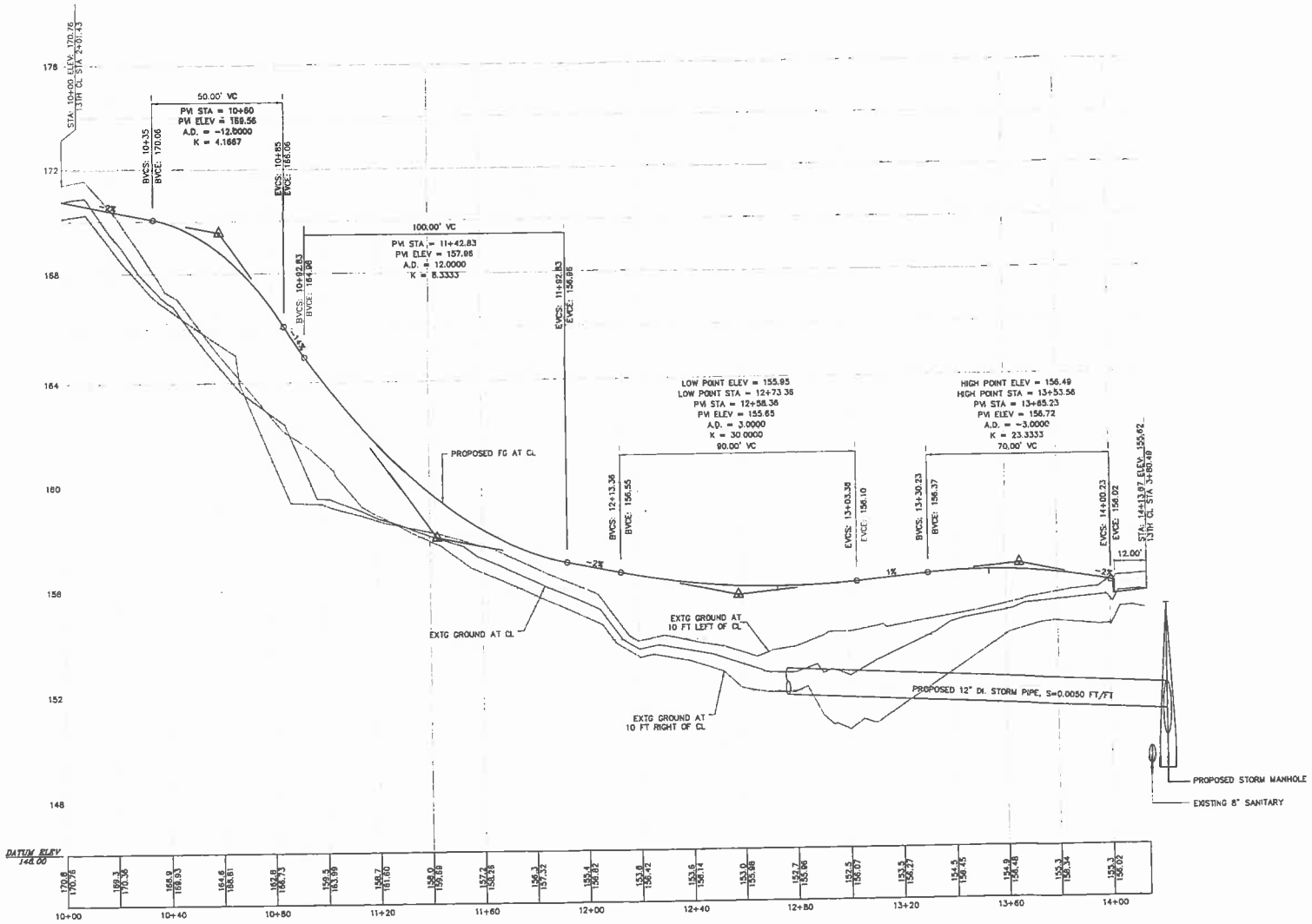
PRELIMINARY, SUBJECT TO REVIEWS AND REVISIONS, NOT FOR CONSTRUCTION

DATE	REVISION/DATE DESCRIPTION	DRAWN BY	CHKD BY
11/27/06	03/19/09		
02/15/07	06/01/09		
02/13/08	08/15/09		
03/24/08	09/24/09		
	09/14/09		

SHEET 2 OF 6

PROJ # 05113

05113-BASE.DWG



PRIVATE STREET PROFILE

SCALE: 1 INCH = 20 FT. HORIZ.
1 INCH = 2 FT. VERTIC.

09/25/09

OWNER/DEVELOPER:
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REGISTERED PROFESSIONAL ENGINEER
BOGDAN M. POPESCU
OREGON
JANUARY 15, 2008
09/25/09
EXPIRATION DATE 12/31/10

PROJECT NAME: WEST LINN - RIVER FALLS PLACE

PRIVATE ROAD PROFILE

2170 13TH ST. WEST LINN, OREGON 97068

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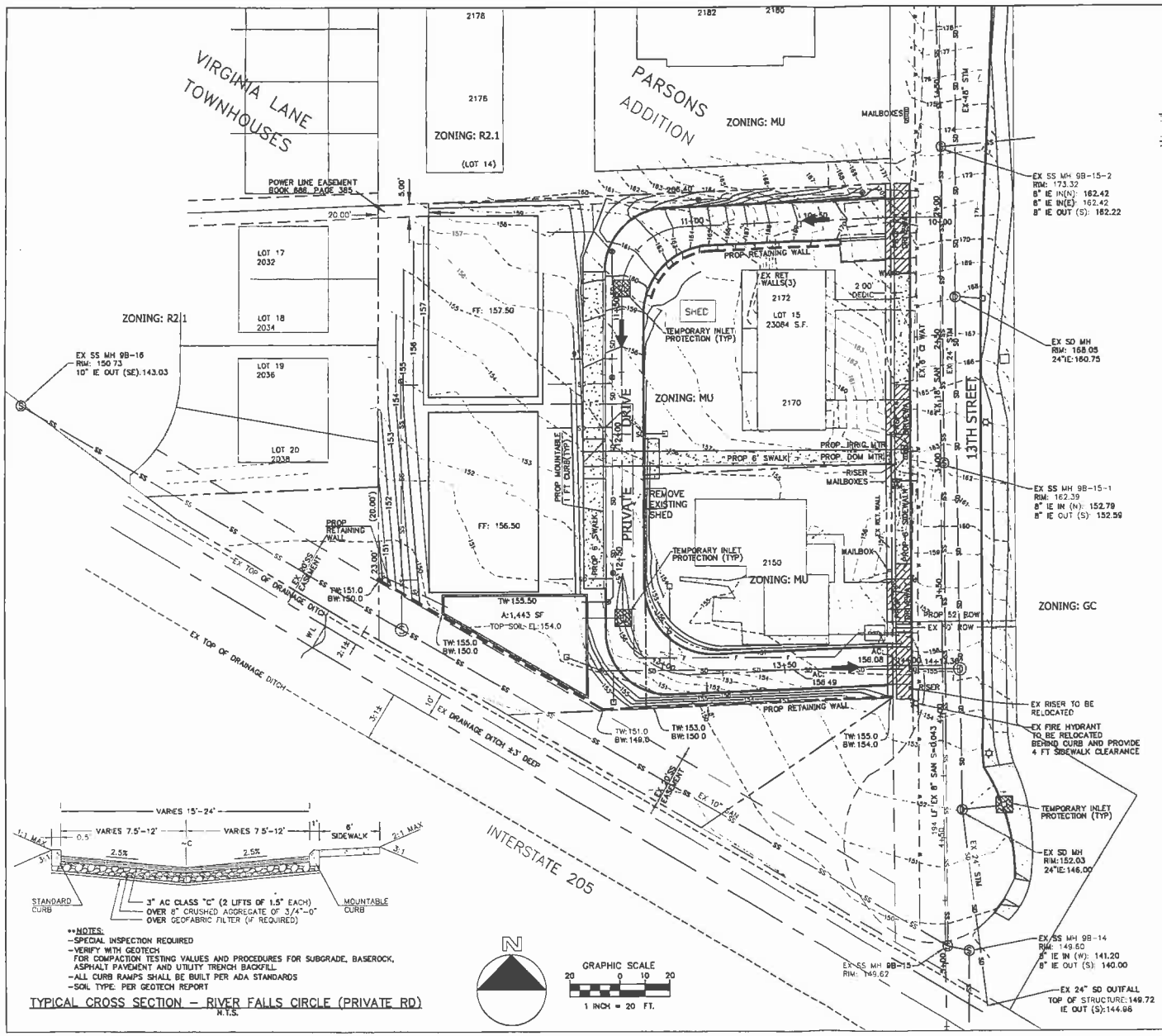
REVISION/DATE	DESCRIPTION	BY	CHK'D	APP'D	DATE APPROVED
11/27/06	05/19/08				
02/15/07	06/01/09				
02/13/08	08/15/09				
09/05/08					

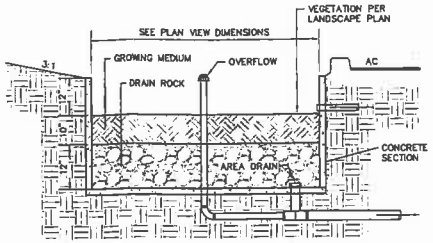
SHEET 3 OF 6

PROJ # 05113
05113-BASE.DWG

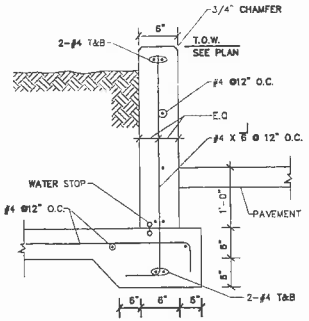


**NOTES:
- SPECIAL INSPECTION REQUIRED
- VERIFY WITH GEOTECH FOR COMPACTION TESTING VALUES AND PROCEDURES FOR SUBGRADE, BASEROCK, ASPHALT PAVEMENT AND UTILITY TRENCH BACKFILL
- ALL CURB RAMPS SHALL BE BUILT PER ADA STANDARDS
- SOIL TYPE: PER GEOTECH REPORT

TYPICAL CROSS SECTION – RIVER FALLS CIRCLE (PRIVATE RD)
N.T.S.



SECTION STORM WATER FACILITY
NTS



DRAINAGE BOX TYP SECTION
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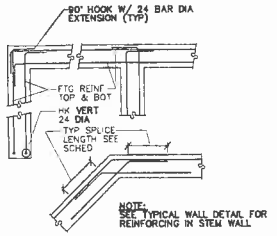

REINF AT CORNERS & INTER SECTIONS
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09/25/09

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JANUARY 15, 2009
BRIGAN M. POPESCU
EXPIRATION DATE 12/31/10

PROJECT NAME: WEST LINN - RIVER FALLS PLACE
ONN SITE GRADING AND EROSION CONTROL PLAN
2170 13TH ST, WEST LINN, OREGON 97068

REVISION/DATE	DESCRIPTION	DRAFT BY/DP	DESIGN BY/DP	CHECK BY/BMP
08/15/09				

SHEET 4 OF 6

PROJ # 05113
05113-BASE.DWG

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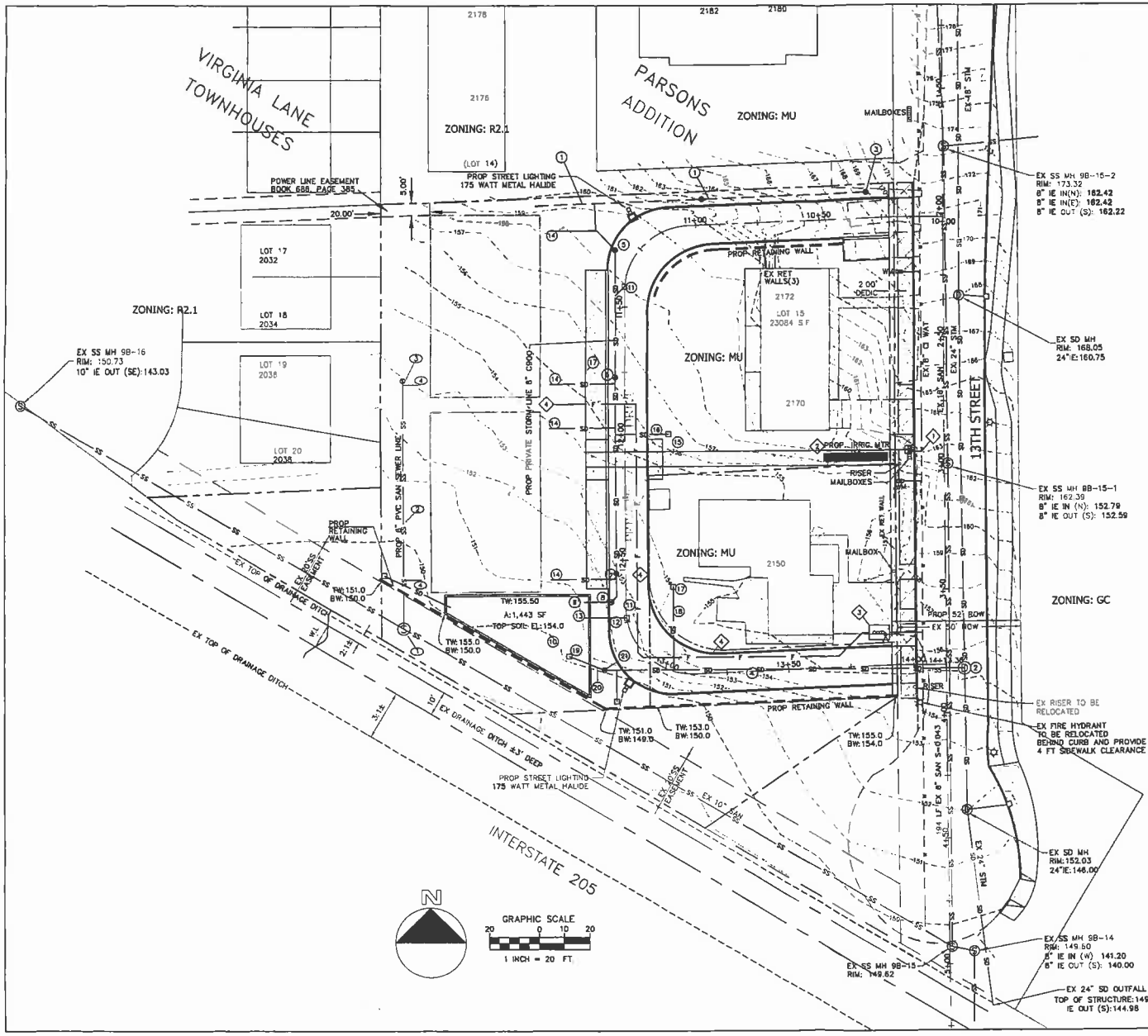

STORM DATA

NOTE: ON SITE STORM IS PRIVATE

1. STORM LINE CURTAIN DRAIN WITH 6" PERF PIPES ON TOP OF EACH OTHER TO CATCH RUNOFF AND INFILTRATED STORMWATER FROM UPHILL LOTS
2. INSTALL STM MH OVER EXTG 24" STM PIPE EXTG 24" (N,S) IE:150.10 NEW 12" (W) IE IN:151.10
3. INSTALL S.D. CLEAN OUT RIM:169.00 IE OUT (10"S):163.00
4. INSTALL 12" C900, 145 LF, S=0.0050 FT/FT
5. INSTALL SD CLEAN OUT RIM:160.70 8" PVC IE OUT:155.0
6. INSTALL SD CLEAN OUT RIM:157.50 8" C900 IE:154.75
7. INSTALL SD CLEAN OUT RIM:156.0 8" IE:154.30
8. INSTALL SD CLEAN OUT RIM:156.0 8" C900 IE OUT:154.30
9. IE:154.20
10. INSTALL FLOW THROUGH PLANTER BOX, PER C.O.P AREA: 1,443.00 SF
11. INSTALL CB RIM:155.82 8"C900, IE OUT:154.21
12. INSTALL 16 LF 10" C900 STM S=0.0100 FT/FT
13. IE:154.10
14. 4" PVC ROOF DRAIN
15. AREA DRAIN RIM:156.0 6"IE OUT:154.60
16. 8" C900 L=20.50 LF S=0.0100
17. AREA DRAIN RIM:154.20 6"IE OUT:152.50
18. 8" PVC L=34.0 LF S=0.0100
19. OVERFLOW TOP EL:155.0 12" C900 IE OUT:151.80
20. 12" C900, 15.0 LF S=0.0100 FT/FT
21. INSTALL SD CLEAN OUT RIM:155.5 8" PVC IE OUT:151.83

SANITARY DATA

1. INSTALL STD 48" SAN MH RIM:149.50 IE IN (6" N): 142.2 IE OUT (8"SE) 142.0 (VERIFY)
2. INSTALL 8" PVC 100.0 LF SAN LINE S=0.0100 MIN
3. INSTALL SS C.O. RIM:155.0 IE OUT:149.0
4. INSTALL 6" SS LATERAL, 5.0 LF, S=0.0200 MIN

WATER DATA

1. CONNECT 3" W.L. TO EXTG 6" W.L.
2. INSTALL 3" DOMESTIC METER WITH DCVA INSTALL DEDUCT 2" IRRIGATION METER WITH DCVA
3. INSTALL 4" DCVA VAULT WITH 4" FDC RISER IN VAULT
4. INSTALL 4" PVC FIRE LINE TO BUILDINGS

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BSM DESIGN LLC

REGISTERED PROFESSIONAL ENGINEER OREGON JANUARY 5, 2007 BOGDAN M. POPESCU
09/25/09
EXPIRATION DATE 12/31/10

PROJECT NAME: WEST LINN - RIVER FALLS PLACE

UTILITY PLAN

2170 13TH ST WEST LINN, OREGON 97068

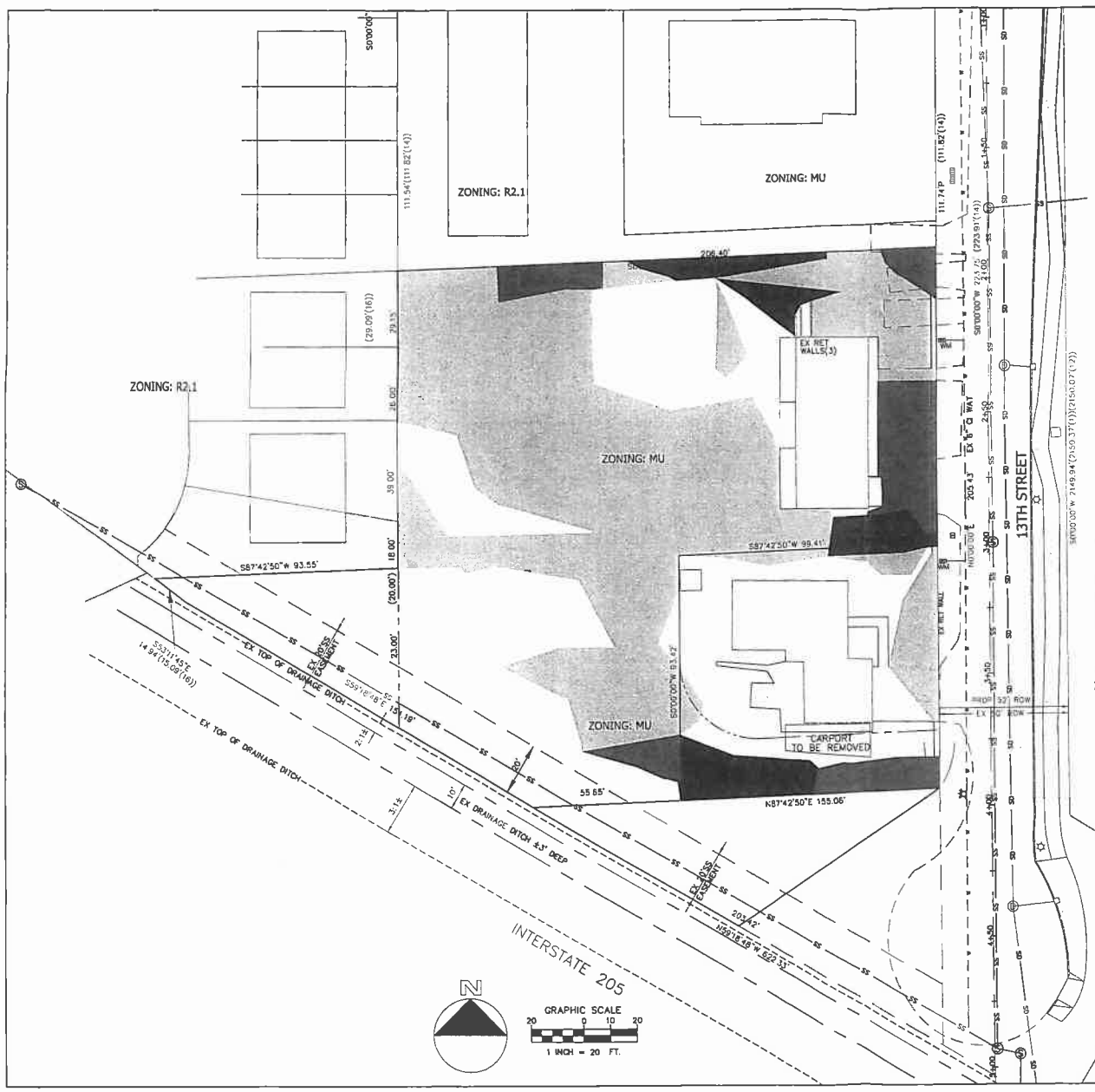
PRELIMINARY, SUBJECT TO REVIEWS AND REVISIONS, NOT FOR CONSTRUCTION

REVISION/DATE	DESCRIPTION	BY	CHK'D	APP'D
11/27/06				
02/15/07				
08/01/09				
08/15/09				

SHEET 5 OF 6

PROJ # 05113

05113-BASE.DWG



LEGEND (SLOPES)	LAND CLASS.	SITE RATIO	RANGE (%)	AREA AC.
	TYPE IV	0.51	0-5%	0.52
	TYPE IV	0.38	5%-15%	0.38
	TYPE III	0.06	15%-25%	0.06
	TYPE II	0.05	25%-35%	0.05
	TYPE I		>35%	0

ZONING: GC

09/22/09

PRELIMINARY, SUBJECT TO REVIEWS AND REVISIONS, NOT FOR CONSTRUCTION

PROJECT NAME: WEST LINN - RIVER FALLS PLACE

SLOPE ANALYSES PLAN

2170 13TH ST WEST LINN, OREGON 97068

REVISION/DATE	DESCRIPTION	DRAWN BY	REVIEW BY	APPROVE BY

SHEET 6 OF 6

PROJ # 05113

05113-BASE DWG

09/22/09

REGISTERED PROFESSIONAL ENGINEER 19770PE OREGON JANUARY 13, 1989 BOGDAN M. POPESCU

EXPIRATION DATE 12/31/10

CIVIL ENGINEERING, CONSTRUCTION MANAGEMENT, RESIDENTIAL, COMMERCIAL, INDUSTRIAL

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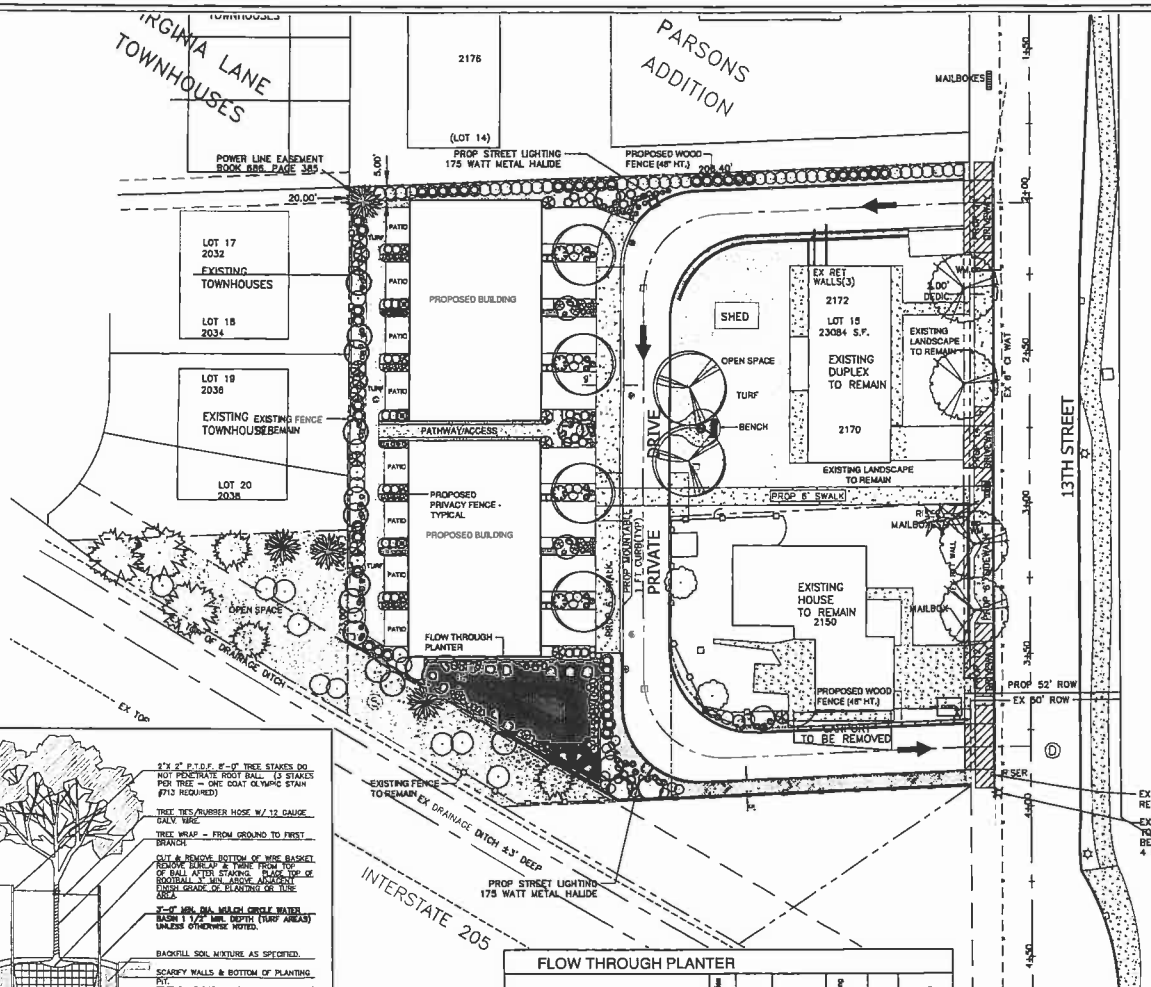
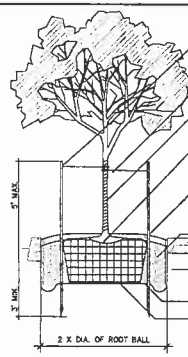


TREE PLANTING DETAIL



2"X 2" P.T.D.F. 8'-0" TREE STAKES DO NOT PENETRATE ROOT BALL. (3 STAKES PER TREE – ONE COAT OLYMPIC STAIN #713 REQUIRED)

TREE TIES/RUBBER HOSE W/ 12 GAUGE GALV. WIRE.

TREE WRAP – FROM GROUND TO FIRST BRANCH.

CUT & REMOVE BOTTOM OF WIRE BASKET. REMOVE BURLAP & TWINE FROM TOP OF BALL AFTER STAKING. PLACE TOP OF ROOTBALL 3" MIN. ABOVE ADJACENT FINISH GRADE OF PLANTING OR TURF AREA.

3'-0" MIN. DIA. MULCH CIRCLE WITH WATER BASIN 1 1/2" MIN. DEPTH (TURF AREAS) UNLESS OTHERWISE NOTED.

BACKFILL SOIL MIXTURE AS SPECIFIED.

SCARIFY WALLS & BOTTOM OF PLANTING PIT.

TREE ROOT BARRIER (NDS MODEL #2-1650) UNLESS OTHERWISE NOTED.

SET ROOTBALL ON UNDISTURBED SOIL.

BEST-PAKS AS SPECIFIED. TREES & SHRUBS TYP.

*ROOT BARRIER REQ'D. WHERE TREES ARE WITHIN 5'-0" OF ANY CURB OR SIDEWALK EDGES – MIN. 8'-0" LENGTHS REQUIRED ALONG EACH SIDE OF CURB/SIDEWALK. REFER TO PLANS FOR LOCATION.

NOTES

NTS

1. B&B STOCK MAY BE SUBSTITUTED WITH CONTAINER STOCK OF EQUAL GRADE.
2. CONTAINER STOCK MAY BE SUBSTITUTED WITH B&B STOCK OF EQUAL GRADE.
3. PLANT MATERIAL SHALL CONFORM WITH AMERICAN STANDARD FOR NURSERY STOCK, ANSI Z60.1, 1986 EDITION.
4. ALL TREES SHALL BE BRANCHED.
5. MULCH ALL PLANTING BEDS WITH 2" MIN. LAYER OF SPECIFIED MULCH.
6. IN THE EVENT OF A DISCREPANCY BETWEEN THIS MATERIAL LISTING AND THE DRAWINGS, THE DRAWINGS SHALL GOVERN THE PLANT SPECIES AND QUANTITIES REQ.
7. IN THE EVENT OF QUESTION OR LACK OF CLARITY ON DRAWINGS, LANDSCAPE CONTRACTOR IS TO CALL LANDSCAPE ARCHITECT BEFORE PROCEEDING.
8. LANDSCAPE CONTRACTOR IS TO NOTIFY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION OF PLANT MATERIAL.

FLOW THROUGH PLANTER

Plant Communities	Minimum Species Composition	Plant Category	Zone	Minimum Rooting Size	Potential Plant Height	On Center / Seeding Rate
SHRUBS:						
Vine Maple (Acer circinatum)	13	Tree	A/B	2 gal.	15'	5
Redtwig Dogwood (Cornus sericea)	16	Shrub	A	2 gal.	6'	2'
Pacific Ninebark (Physocarpus capitatus)	10	Shrub	A/B	1 gal.	10'	3'
Douglas Spiraea (Spiraea douglasii)	14	Shrub	A/B	1 gal.	7'	2'
Total:	53					
HERBACEOUS PLANTS:						
Dense Sedge (Carex densa)	225	Grass	A	1 gal.	24"	12"
Slough Sedge (Carex obnupta)	297	Grass	A	1 gal.	4'	12"
Tufted Hair Grass (Deschampsia cespitosa)	290	Grass	A	1 gal.	36"	12"
Siberian Iris (Iris sibirica)	60	Herb	A	1 gal.	36"	12"
Slender Rush (Juncus patens)	158	Grass	A	1 gal.	38"	12"
Total:	1023					

PLANT MATERIALS LISTING:

BOTANICAL NAME
COMMON NAME

SYM	TREES	QTY.	SIZE	CONDITION	REMARKS
	Acer circinatum Vine Maple	21	5–6'	B&B	Multi-Stem
	Acer truncatum 'Warrenred' Pacific Sunset Maple	4	2" Cal.	B&B	
	Calocedrus decurrens Incense Cedar	3	6–7'	B&B	
	Cornus kousa chinensis Kousa Dogwood	7	2" Cal.	B&B	
	Cupressocyparis leylandii 'Naylor's Blue' Naylor's Blue Cypress	4	6–7'	B&B	
	Juniperus virginiana 'Skyrocket' Skyrocket Juniper	8	5–6'	B&B	
	Prunus x yedoensis Yoshino Cherry	2	2" Cal.	B&B	
	Pinus ponderosa Ponderosa Pine	3	6–7'	B&B	
	Pyrus calleryana 'Chanticleer' ChanticleerPear	4	2" Cal.	B&B	
SYM	SHRUBS	QTY.	SIZE	CONDITION	REMARKS
	Andromeda polifolia Bog Rosemary	15	1 Gal.	Can	
	Berberis thunbergii 'Royal Burgundy' Royal Burgundy Barberry	18	1 Gal.	Can	
	Berberis thunbergii 'Rose Glow' Rose Glow Barberry	36	1 Gal.	Can	
	Chamaecyparis obtusa 'Fern Gracilis' Dwarf Gracilis Hinoki Cypress	5	24–30"	B&B	
	Cornus sericea Redtwig Dogwood	2	5 Gal.	Can	
	Cornus sericea 'Kelseyi' Kelsey Dogwood	28	1 Gal.	Can	
	Euonymus fortunei 'Emerald 'n Gold' Emerald 'n Gold Euonymus	23	1 Gal.	Can	
	Euonymus alatus 'Compactus' Compact Winged Euonymus	6	5 Gal.	Can	
	Mahonia aquifolium 'Compacta' Compact Oregon Grape	4	1 Gal.	Can	
	Nandina domestica 'Compacta' Compact Heavenly Bamboo	3	2 Gal.	B&B	
	Nandina domestica 'Harbour Dwarf' Harbour Dwarf Heavenly Bamboo	11	1 Gal.	B&B	
	Pieris japonica 'Valley Fire' Valley Fire Pieris	4	2 Gal.	Can	
	Rhododendron: varieties Boulder Boulder	6	12–15"	B&B	
	Sarcococca ruscifolia Fragrant Sarcococca	8	2 Gal.	Can	
	Viburnum tinus 'Spring Bouquet' Spring Bouquet Viburnum	43	5 Gal.	Can	
SYM	GRASSES	QTY.	SIZE	CONDITION	REMARKS
	Carex buchananii Leatherleaf Sedge	9	1 Gal.	Can	10–12"
	Festuca ovina glauca Blue Fescue	30	1 Gal.	Can	10–12"
	Imperata cylindrica 'Rubra' Japanese Blood Grass	49	1 Gal.	Can	10–12"
SYM	GROUND COVER	QTY.	SIZE	CONDITION	REMARKS
	Turf as Specified	100%			
	Native Seed Mix	100%			
	Fragaria chiloensis Beach Strawberry	160	4"	Pots	30" o/c.
SYM	LEGEND				
	Landscape Boulder – Gray Basalt – Verify w/ Owner	14	2–3 cu.ft.		
	Indicates Existing Trees To Remain				

• TEMPORARY AUTOMATIC IRRIGATION SYSTEM WILL BE PROVIDED.

APPROXIMATE LANDSCAPE AREA

TOTAL LANDSCAPE AREA:	18,100 sq.ft.
NON-LANDSCAPE AREA:	17,450 sq.ft.

SCALE: 1" = 20'-0"
0 10 20 40

MEARS DESIGN GROUP
LANDSCAPE ARCHITECTURE & PLANNING
11690 SW 113rd PLACE I TIGARD, OREGON I 97223
PHONE: 503 801 4510 / FAX: 503 924.4066

REGISTERED PROFESSIONAL LANDSCAPE ARCHITECT 540 TROY MEARS OREGON

RIVER FALLS PLACE

PLANTING PLAN

2170 13TH STREET
WEST LINN, OREGON

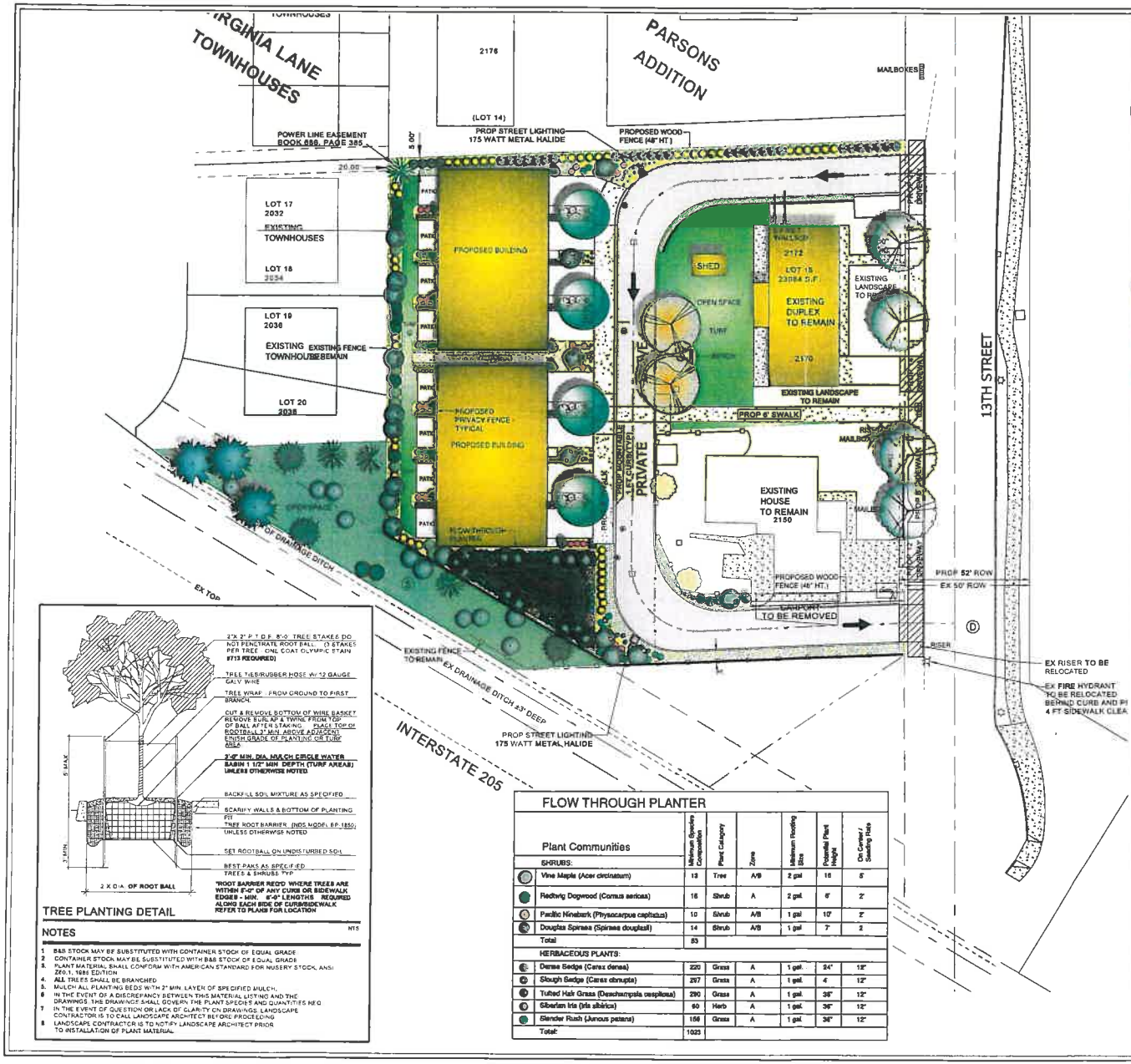
REVISIONS

REV.	DATE	DESCRIPTION
1	REVISE	CITY COMMENTS
2	REVISE	CITY COMMENTS

SHEET NAME: PLANTING PLAN

DRAWN BY: TAM
CHECKED BY: TAM
ISSUE DATE: 8/25/08
JOB NO.: 0812

SHEET: L1.1
OF 1



TREE PLANTING DETAIL

NOTES

NTS

1. B&B STOCK MAY BE SUBSTITUTED WITH CONTAINER STOCK OF EQUAL GRADE
2. CONTAINER STOCK MAY BE SUBSTITUTED WITH B&B STOCK OF EQUAL GRADE
3. PLANT MATERIAL SHALL CONFORM WITH AMERICAN STANDARD FOR NURSERY STOCK, ANSI Z60.1, 1986 EDITION
4. ALL TREES SHALL BE BRANCHED
5. MULCH ALL PLANTING BEDS WITH 2" MIN. LAYER OF SPECIFIED MULCH.
6. IN THE EVENT OF A DISCREPANCY BETWEEN THIS MATERIAL LISTING AND THE DRAWINGS, THE DRAWINGS SHALL GOVERN. THE PLANT SPECIES AND QUANTITIES REQ
7. IN THE EVENT OF QUESTION OR LACK OF CLARITY ON DRAWINGS, LANDSCAPE CONTRACTOR IS TO CALL LANDSCAPE ARCHITECT BEFORE PROCEEDING
8. LANDSCAPE CONTRACTOR IS TO NOTIFY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION OF PLANT MATERIAL

FLOW THROUGH PLANTER

Plant Communities	Minimum Species Composition	Plant Category	Zone	Minimum Rooting Size	Potential Plant Height	On Center / Seeding Rate
SHRUBS:						
Vine Maple (Acer circinatum)	13	Tree	A/B	2 gal	15	5'
Redtwig Dogwood (Cornus sericea)	18	Shrub	A	2 gal	6'	2'
Pacific Ninebark (Physocarpus capitatus)	10	Shrub	A/B	1 gal	10'	2'
Douglas Spiraea (Spiraea douglasii)	14	Shrub	A/B	1 gal	7'	2
Total	53					
HERBACEOUS PLANTS:						
Dense Sedge (Carex densa)	220	Grass	A	1 gal.	24"	12"
Slough Sedge (Carex obnupta)	297	Grass	A	1 gal.	4	12"
Tufted Hair Grass (Deschampsia cespitosa)	290	Grass	A	1 gal.	36"	12"
Siberian Iris (Iris sibirica)	60	Herb	A	1 gal.	36"	12"
Slender Rush (Juncus patens)	158	Grass	A	1 gal.	36"	12"
Total:	1023					

PLANT MATERIALS LISTING:

SYM	TREES (BOTANICAL NAME / COMMON NAME)	QTY.	SIZE	CONDITION	REMARKS
	Acer circinatum Vine Maple	21	5'-6'	B&B	Multi-Stem
	Acer truncatum 'Warrenred' Pacific Sunset Maple	4	2" Cal	B&B	
	Calocedrus decurrens Incense Cedar	3	6-7'	B&B	
	Cornus kousa chinensis Kousa Dogwood	7	2" Cal	B&B	
	Cupressocyparis leylandii 'Naylor's Blue' Naylor's Blue Cypress	4	6-7'	B&B	
	Juniperus virginiana 'Skyrocket' Skyrocket Juniper	8	5-6'	B&B	
	Prunus x yedoensis Yoshino Cherry	2	2" Cal	B&B	
	Pinus ponderosa Ponderosa Pine	3	6-7'	B&B	
	Pyrus calleryana 'Chanticleer' Chanticleer Pear	4	2" Cal	B&B	
SYM	**SHRUBS**	**QTY.**	**SIZE**	**CONDITION**	**REMARKS**
	Andromeda polifolia Bog Rosemary	16	1 Gal	Can	
	Berberis thunbergii 'Royal Burgundy' Royal Burgundy Barberry	16	1 Gal.	Can	
	Berberis thunbergii 'Rose Glow' Rose Glow Barberry	36	1 Gal	Can	
	Chamaecyparis obtusa 'Nana Gracilis' Dwarf Gracilis Hinoki Cypress	8	24-36"	B&B	
	Cornus sericea Redtwig Dogwood	2	5 Gal	Can	
	Cornus sericea 'Kelseyi' Kelsey Dogwood	26	1 Gal	Can	
	Euonymus fortunei 'Emerald 'n Gold' Emerald 'n Gold Euonymus	28	1 Gal.	Can	
	Euonymus alatus 'Compactus' Compact Winged Euonymus	5	5 Gal	Can	
	Mahonia aquifolium 'Compacta' Compact Oregon Grape	4	1 Gal	Can	
	Nandina domestica 'Compacta' Compact Heavenly Bamboo	3	2 Gal.	B&B	
	Nandina domestica 'Harbour Dwarf' Harbour Dwarf Heavenly Bamboo	11	1 Gal	B&B	
	Pieris japonica 'Valley Fire' Valley Fire Pieris	4	2 Gal	Can	
	Rhododendron varieties Baden Baden	8	12-15"	B&B	
	Sarcococca ruscifolia Fragrant Sarcococca	5	2 Gal	Can	
	Viburnum tinus 'Spring Bouquet' Spring Bouquet Viburnum	45	5 Gal	Can	
SYM	**GRASSES**	**QTY.**	**SIZE**	**CONDITION**	**REMARKS**
	Carex buchananii Leatherleaf Sedge	8	1 Gal.	Can	10-12"
	Festuca ovina glauca Blue Fescue	30	1 Gal	Can	10-12"
	Imperata cylindrica 'Rubra' Japanese Blood Grass	49	1 Gal	Can	10-12"
SYM	**GROUND COVER**	**QTY.**	**SIZE**	**CONDITION**	**REMARKS**
	Turf as Specified	100%			
	Native Seed Mix	100%			
	Fragaria chiloensis Beach Strawberry	160	4"	Pots	30" o/c
SYM	**LEGEND**				
	Landscape Boulder - Grey Basalt - Verify w/ Owner	14	2-3 cu.ft.		
	Indicates Existing Trees To Remain				

* TEMPORARY AUTOMATIC IRRIGATION SYSTEM WILL BE PROVIDED

APPROXIMATE LANDSCAPE AREA

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NON-LANDSCAPE AREA:	17,450 sq.ft.

SCALE: 1" = 20'-0"

0 10 20 40

MEARS DESIGN GROUP
Landscape Architecture & Planning
11680 SW 120th Place | Tigard, Oregon | 97223
Phone 503.301.4318 | Fax: 503.924.4860

REGISTERED PRELIMINARY LANDSCAPE ARCHITECT
540
TROY MEARS
OREGON

RIVER FALLS PLACE

PLANTING PLAN

2170 13TH STREET
WEST LINN, OREGON

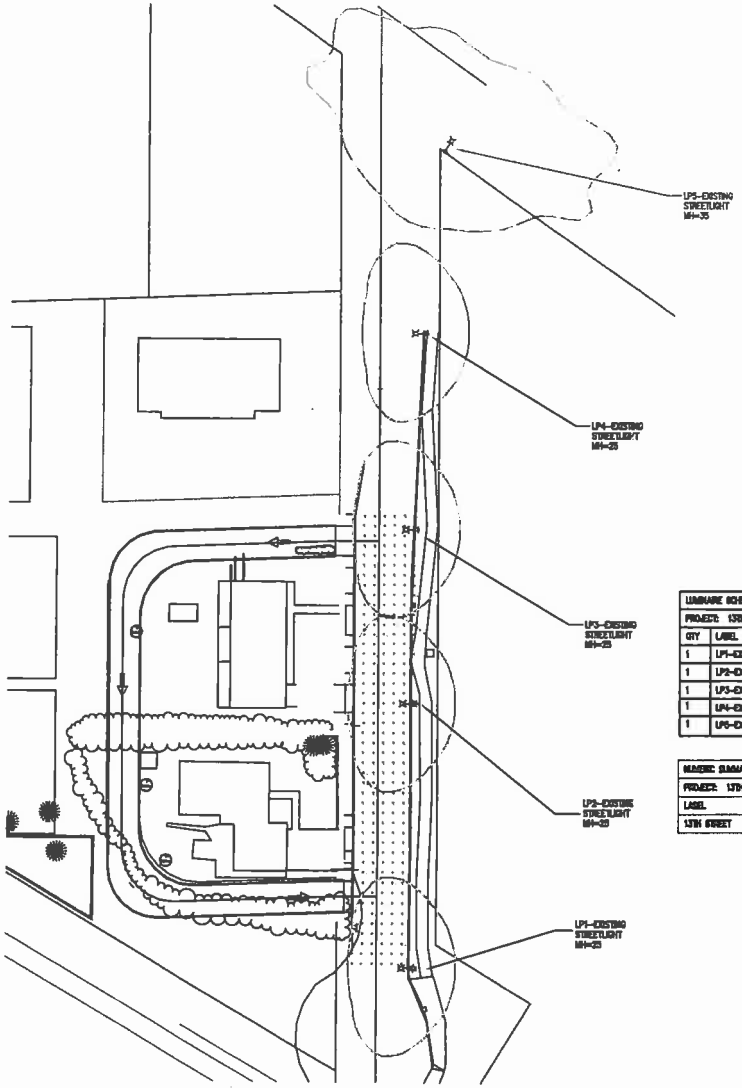
REVISIONS

NO.	DATE	DESCRIPTION
1	03/13/08	CITY COMMENTS
2	05/09/08	CITY COMMENTS

SHEET NAME: PLANTING PLAN

DRAWN BY: TAM
CHECKED BY: TAM
ISSUE DATE: 05/09/08
JOB NO.: 0710

SHEET: L1.1 OF 1



LUMINAIRE SCHEDULE							
PROJECT: 13TH STREET							
QTY	LABEL	DESCRIPTION	WATTS	LUMENS	ARM	ARRANGEMENT	LLF
1	LP1-EXISTING STREETLIGHT	SHOEBOX, MOUNTED ON A 25' MOUNTING HEIGHT, FIBERGLASS POLE	100	9500	1	SINGLE	0.600
1	LP2-EXISTING STREETLIGHT	SHOEBOX, MOUNTED ON A 25' MOUNTING HEIGHT, FIBERGLASS POLE	100	9500	1	SINGLE	0.600
1	LP3-EXISTING STREETLIGHT	SHOEBOX, MOUNTED ON A 25' MOUNTING HEIGHT, FIBERGLASS POLE	100	9500	1	SINGLE	0.600
1	LP4-EXISTING STREETLIGHT	SHOEBOX, MOUNTED ON A 25' MOUNTING HEIGHT, FIBERGLASS POLE	100	9500	1	SINGLE	0.600
1	LP5-EXISTING STREETLIGHT	COBRA, MOUNTED ON A 35' MOUNTING HEIGHT, ALUMINUM POLE	250	9500	1	SINGLE	0.600

NAMED: SUMMARY							
PROJECT: 13TH STREET							
LABEL	CALC TYPE	UNITS	AVG	MAX	MIN	AVG/MIN	MAX/MIN
13TH STREET	ILLUMINANCE	Fc	0.76	2.30	0.20	3.80	11.50

TYPICAL EXTERIOR MATERIALS

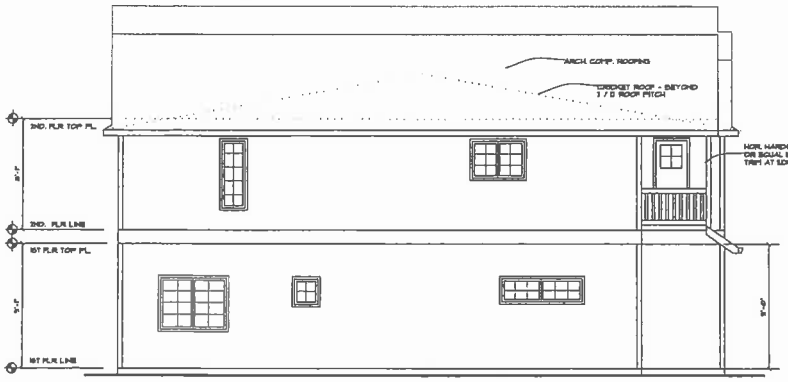
CEDAR SHINGLE SIDING AS SHOWN AT FRONT GABLE ENDS

ARCH. COMP. ROOFING

HOR. HARDI-PLANK SIDING OR EQUAL W/ 1X4 CEDAR TRIM AT EDGE DRS.

FRONT ELEVATION

1/4" = 1'-0"

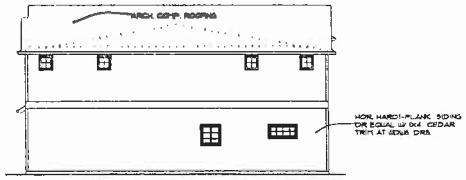


LEFT ELEVATION

1/4" = 1'-0"

REAR ELEVATION

1/8" = 1'-0"



RIGHT ELEVATION

1/8" = 1'-0"

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SOUTH BUILDING

BUILDING 'B'

Web Site- http://www.stocktondesign.com
E-Mail- stockton@wa-net.com

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Building Designs By Stockton LLC. A.I.B.D.

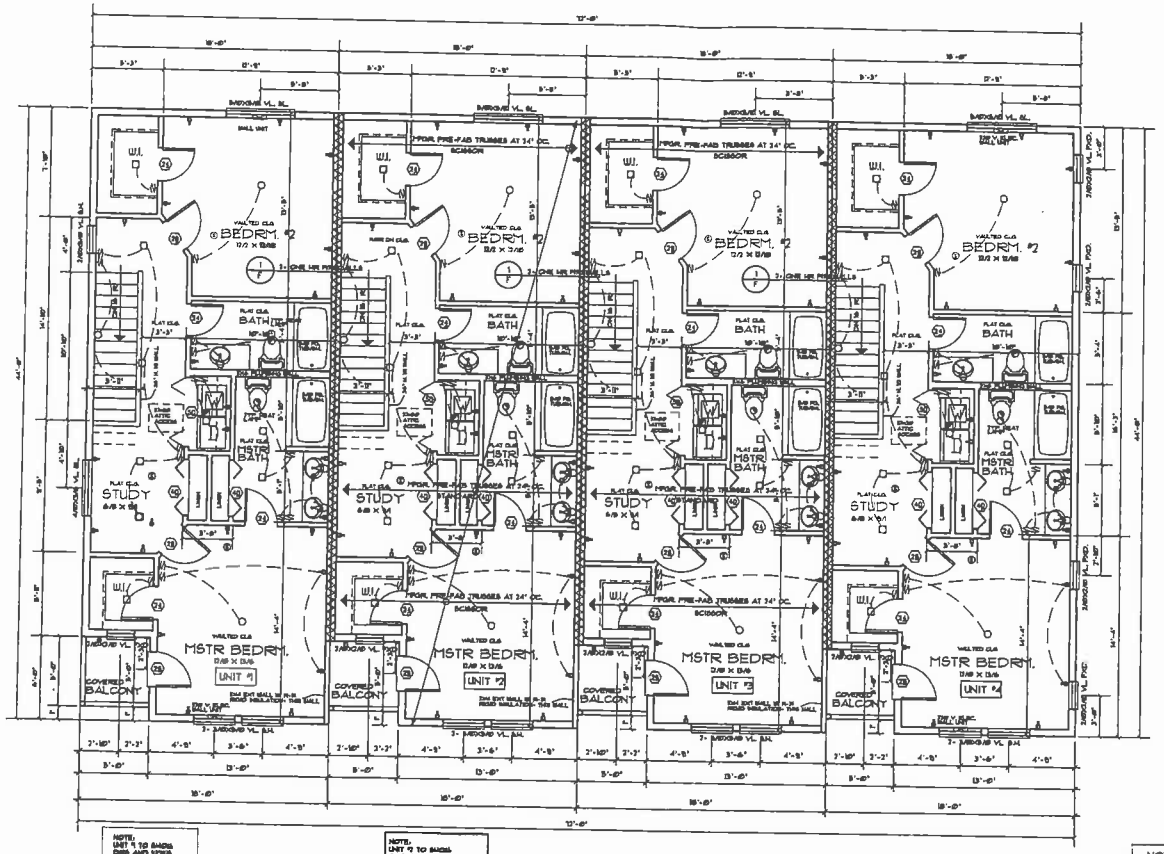
OFFICE# 1-800-368-0821

A I B D

Plan# 4-2861-B
4-UNIT RES.

WD. 3986
800-368-0821
Chk. MB

A1



NOTE:
UNIT 1 TO SHOW
DWG AND SCHS.
ELECTRICAL

NOTE:
UNIT 2 TO SHOW
DWG AND SCHS.NOTES,
DIMENSIONS, STRUCTURAL

WALL LEGEND

2x4 + 2x6 STUD WALL	
INTERIOR SPRK. WALL 2x4 + 1ST PLYR.	
3-2x4 +(2)-1 HR FIREWALLS	

UPPER FLOOR PLAN

1/4" = 1'-0"

NOTE:
EXTERIOR WALLS TO BE 2 X 6 STUDS AT 16" OC W/ 4 X 8 HDRS. + UNO
INTERIOR WALLS TO BE 2 X 4 STUDS AT 16" OC W/ 3 X 4 NON-BRD HDRS
AND 4 X 8 BRD HDRS
(UNLESS NOTED OTHERWISE)
HEAT TO BE PROVIDED BY 220 V. TONAL ELECTRIC WALL UNITS
VERIFY DESIGN W/ ELECTRICAL CONTRACTOR
ALL WINDOWS TO BE VINYL, .40 U VALUE OR BETTER (VERIFY)
VL= VINYL - = FXD. + FIXED. - + SL. + SLIDER -- SH = SINGLE HUNG -- AW. = AWNING
(22) INDICATES 3'-0" X 6'-8" DOOR
EXTERIOR DOORS TO BE ARCH. OR METAL INSL.- INT. DRS TO BE HOLLOW CORE- VERIFY

PROVIDE WATER SUPPLY TO:
REF. ICE MAKER
WASHER (HOT & COLD)

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SQ. FT. LEGEND:

SQ. FT. PER UNIT
LOWER FLR.- 938 SQ. FT.
UPPER FLR.- 1369 SQ. FT.
TOTAL - 2348 SQ. FT.
GARAGE - 293 SQ. FT.

SQ. FT. PER UNIT

NOTE:
THIS BUILDING IS TO HAVE A
SPRINKLER SYSTEM
THIS PLAN IS TO CONFORM WITH
NFPA 13R SPRINKLER SYSTEM REQUIREMENTS
PER SECTION 903- IBC, WITH A LOCAL
FIRE MARSHALL
REFER TO HPGR. SHOP DRAWINGS
FOR FIRE SPRINKLER LAYOUT.

SOUTH BUILDING

BUILDING "B"

Web Site- http://www.stocktondesign.com
E-Mail- stockton@wa-net.com

THE DESIGNS, PLANS, AND CONCEPTS SET FORTH IN THESE BLUEPRINTS AND THE BUILDING (AND/OR OTHER) STRUCTURE(S) ERECTED FROM THESE BLUEPRINTS ARE THE EXCLUSIVE PROPERTY OF BUILDING DESIGNS BY STOCKTON LLC. THE WRITTEN CONSENT OF BUILDING DESIGNS BY STOCKTON LLC. MUST BE OBTAINED BEFORE THESE COMPONENTS OR SERVICES MAY BE USED, REPRODUCED, REPRINTED, OR REVISED IN ANY WAY. ALL RIGHTS ARE RESERVED UNDER THE LAW.
CONTRACTOR SHALL VERIFY AND CONFORM ALL CONDITIONS AND DIMENSIONS PRIOR TO START OF WORK. ANY DISCREPANCIES SHALL BE REPORTED TO THE DESIGNER PRIOR TO START OF WORK.

Building Designs
By
Stockton LLC. A.I.B.D.
OFFICE# 1-800-368-0821

A	I
B	D

Plan# 4-2851-B
4-UNIT RES.

JO. 2488
800-368-0821
Chck TLB

A4

COVER SHEET
4 UNIT RESIDENCE

CODE SUMMARY

CODES AND STANDARDS

OCCUPANCY TYPES
"R2" - Residential Apartment units-

FIRE RATINGS
(Two)- One Hr. Firewalls between units (walls)
13R sprinkler system required in each unit

All work shall be in strict compliance with the following codes (latest edition)
A. State of Oregon and local County Building Codes (Verify with local building official)
B. 2005 Oregon Residential Specialty Code
C. ACI, AISC, and NDS

DESIGN LOADS

Roof live load:	25 PSF
Floor live load:	40 PSF
Deck live load:	60 PSF
Stairway live load:	100 PSF
Soilbearing Pressure	2000 PSF (assumed)
Seismic zone - D1	Wind: 100 mph w/ 3 sec. gust - Engineered Lateral Design

TYP. NOTES

FIRE PROTECTION:
ALL ROOFING MATERIAL TO BE MINIMUM CLASS "A" FIRE RATED

ALL PURPOSE PENETRATIONS, INCLUDING CONDUIT, VARIOUS PIPES, FIRE RATED WALLS SHALL BE METALLIC ENCLOSED, A MINIMUM OF 6" FROM ANY ENCLOSING FIRE RATED APPLIANCE AND SHALL BE SEALED OR FILLED WITH APPROVED FIRE PUTTY.

ENCLOSED WALLS SPACE UNDER THE STAIRS SHALL HAVE WALLS PROTECTED ON THE ENCLOSED SIDE AS REQUIRED FOR UNDER THE FIRE RESISTING CONSTRUCTION (IRC 317.3.2)

ATTIC VENTING:
SHAKE ATTIC VENTING ALLOWED IF MINIMUM SHAKES INSTALLED ON THE SHORT SIDE IN ATTIC VENTS SHALL BE 1/150 OF THE ATTIC AREA OR 1/300 OF THE REQUIRED OPENING AREA IF 50% VENTS SHALL BE AT LEAST 3 FEET ABOVE THE EAVE VENTS AND AT LEAST 50% OF THE REQUIRED OPENING AREA & WITH EAVE VENTS

DECAY PROTECTION:
SHAKES SHALL BE PAINTED WITH A SMOOTH HARD NONABSORBENT SURFACE TO A HEIGHT OF NOT LESS THAN 18" ABOVE THE DRAIN
WATER RESISTANT PER ISO BACKING SHALL BE USED FOR TILE OR WALL PANELS AS SHOWN
WATER RESISTANT PER ISO BACKING SHALL BE USED - WATER RESISTANT
SYP SO BACKING SHALL NOT BE USED ON OLD PAINTING SHAKES THAN 0" OC

WHEN FLUSH GABLE, SPACE VENTILATION TO BE (1) SQ. FT. PER 300 SQ. FT OF GABLE SPACE AREA.

INSTALL ALL DOORS AND WINDOWS FOR FREE SWING.
VERIFY IF SWING DOOR AND WINDOW FOR SALTBOX TRUSS CONSTRUCTION TECHNIQUES

MECHANICAL:
FREE SHOP DRAWINGS FOR MECHANICAL DETAILING AND LOCATIONS

PLUMBING:
HOSE BIBS TO BE NON-REMOVABLE TYPE EACH FLOOR PROVIDING BIBS AT ALL HOSE BIBS PER SPC 605.1

GAS PIPING PLAN TO BE SUPPLIED BY MECHANICAL CONTRACTOR - SEE SHOP DRAWINGS

ELECTRICAL:
SMOKE DETECTORS SHALL BE PROVIDED AND MEET THE FOLLOWING CRITERIA
A. IN EACH BEDROOM, CONFORMING TO U.L. AND NFPA STANDARDS
B. INTERCONNECTED TO SOUND AN ALARM IN ALL BEDROOMS OF THE UNIT
C. SMOKE DETECTORS SHALL RECEIVE THEIR POWER FROM THE HOUSE PRIMARY WIRING AND INCLUDE A BATTERY BACKUP

ALL OUTLETS IN BEDROOMS, KITCHEN COUNTERS, BATHROOMS, STORAGE / SHOPS TO BE GFCI PROTECTED- FREE PLANS FOR LOCATIONS

ALL EXTERIOR OUTLETS SHALL BE GFCI WITH WEATHERPROOF COVER AND INSTALLED AT 36 FRONT AND REAR OF THE UNITS AT GRADE LEVEL WITHIN 2'-0" OF THE GROUND- VIEW A-SERIES PLANS FOR LOCATIONS

ALL BRANCH CIRCUITS THAT SUPPLY 15 VOLT OUTLETS PHASE 0 AND 20 AFF RECEPTACLES INSTALLED IN BUILDING UNIT RESIDENCE SHALL BE PROTECTED BY AN ARC- FAULT INTERRUPTER.

ALL CEILING FANS TO BE SUPPORTED BY APPROVED ELECTRICAL BOXES

PROVIDE A 30 VOLT ELECTRICAL OUTLET WITH 18 IN FT OF MECHANICAL EQUIPMENT, SUCH AS A/C UNIT, FOR SERVICE AND MAINTENANCE.

LIGHTING:
PROVIDE 3 WAY SWITCHES AT THE TOP AND BOTTOM OF STAIRWAYS- SEE PLANS

LIGHT FIXTURES PERMITTED IN CLOSETS:
A. SURFACE MOUNTED OR RECESSED INCANDESCENT FIXTURE IF A COMPLETELY ENCLOSED LAMP IS PROVIDED PROVIDED INSTALLATION ON THE WALL ABOVE THE DOOR OR ON THE CEILING SHALL HAVE A MINIMUM CLEARANCE OF 6" BETWEEN THE FIXTURE AND THE NEAREST POINT OF STORAGE
B. SURFACE MOUNTED OR RECESSED FLUORESCENT FIXTURE IS PERMITTED PROVIDED INSTALLATION ON THE WALL ABOVE THE DOOR OR ON THE CEILING SHALL HAVE A MINIMUM CLEARANCE OF 6" BETWEEN THE FIXTURE AND THE NEAREST POINT OF STORAGE.

LIGHTING ON ALL BUILDINGS AND NOTICES TO EMIT AN EFFICIENCY OF AT LEAST 40 LUMENS PER WATT (VERIFY SHOWN BY ELECTRICAL CONTRACTOR AND OWNER

STRUCTURAL ENGINEERED DESIGN:
PROVIDE AND COORDINATE WITH ALL SEATS TO THE BUILDING DEPARTMENT AS REQUIRED (SEE SHEET S2 FOR STRUCTURAL AND NOTES FOR CLARITY)

OWNER AND LEGAL INFO:

Owner: PREMIER PROPERTY GROUP

Project Legal:
Bldg "B" - River Falls Place, West Linn, Oregon 97068

BLDG LEGEND- 4- UNIT RESIDENCE- PLAN #4-2851
R2 OCCUPANCY - TYPE V-B- NON RATED EXTERIOR WALL CONSTRUCTION
(TWO)- ONE HOUR FIRE WALLS AT COMMON WALLS -R13 SPRINKLERS REQUIRED

SQUARE FOOTAGE LEGEND:

SQ. FT. PER UNIT
LOWER FLR- 988 SQ. FT.
UPPER FLR- 1,268 SQ. FT.
TOTAL - 2,249 SQ. FT.
GARAGE- 793 SQ. FT.

BUILDING SQ. FT.- LIVING SPACE
BUILDING SQ. FT.- LOWER FLR.- 2,248 SQ. FT. PER UNIT
BUILDING SQ. FT.- UPPER FLR.- 2,530 SQ. FT.
TOTAL LIVING SPACE BUILDING SQ. FT.- 4,560 SQFT (NOT INCLUDING GARAGE SPACE)

DRAWING INDEX:

CS-	COVER SHEET / CODE SUMMARY
P1-	SITE PLAN- BY OTHERS
A1.-	ELEVATIONS
A2.-	FOUNDATION PLAN
A3.-	1ST. FLR PLAN
A4.-	2ND. FLR PLAN
A5.-	CROSS SECTIONS
A6.-	TYPICAL DETAILS
F1.-	FIREWALL DETAILS
S1.-	ENGINEERING LATERAL PLANS
S2.-	ENGINEERING LATERAL PLANS
S3.-	ENGINEERING DETAILS
S4.-	ENGINEERING DETAILS
G1.-	GENERAL NOTES

BUILDING "B"

SOUTH BUILDING

© THESE PLANS ARE LIMITED TO ONE CONSTRUCTION ONLY BY THE ORIGINAL PURCHASER. THE REUSE, OR REPRODUCTION, BY ANY MEANS OF THESE PLANS, IDEAS, DESIGNS, OR GRAPHED SERVICE, WITHOUT THE EXPRESS WRITTEN PERMISSION FROM BUILDING DESIGNS BY STOCKTON, IS STRICTLY PROHIBITED BY LAW UNDER THE FEDERAL COPYRIGHT ACT TITLE 3VE.

WRITTEN DIMENSIONS ON THESE DRAWINGS SHALL HAVE PRECEDENCE OVER SCALED DIMENSIONS. CONTRACTORS SHALL VERIFY AND BE RESPONSIBLE FOR ALL DIMENSIONS AND CONDITIONS ON THE JOB, AND THIS OFFICE MUST BE NOTIFIED OF ANY VARIATIONS FROM THE DIMENSIONS AND CONDITIONS SHOWN BY THESE DRAWINGS.

E-Mail- stockpnw@-net.com
Web Site- http://www.stocktondesign.com

REVISIONS:

THE DESIGNS, IDEAS, AND INFORMATION SET FORTH IN THESE DRAWINGS ARE THE SOLE PROPERTY OF BUILDING DESIGNS BY STOCKTON. ANY USE OF SAID DRAWINGS AND/OR THEIR CONTENT WITHOUT THE WRITTEN PERMISSION OF BUILDING DESIGNS BY STOCKTON IS STRICTLY PROHIBITED. ANY VIOLATION WILL BE VIGOROUSLY PROSECUTED. THE PLANS MAY NOT BE COPIED, DISTRIBUTED, OR TRANSFERRED TO ANY OTHER PARTY WITHOUT THE WRITTEN PERMISSION OF BUILDING DESIGNS BY STOCKTON.

CONTRACTOR SHALL VERIFY AND CONFIRM ALL CONDITIONS AND DIMENSIONS PRIOR TO START OF WORK. ANY DISCREPANCIES SHALL BE REPORTED TO THIS OFFICE FOR CORRECTION PRIOR TO START OF WORK.

Building Designs
By
Stockton LLC. A.I.B.D.
OFFICE# 1-800-368-0821

A I
B D

Plan# 4-2851-B
4 Unit Residence

DRAWN: TGS
PHONE: (503) 368-0821
ID: 3867

CS

APPENDIX / EXHIBITS

- Preliminary Title Report
- Recorded Lot Line Adjustment
- Neighborhood Review Meeting
    - Letter / Notice
    - Mailing Labels
    - Affidavit of Mailing / Posting
    - Handouts
    - Revised Letter
    - Revised Mailing Labels
    - Revised affidavit of Mailing
    - Meeting Minutes
- Pre-Application Information
- Fire District – TVF&R
- Trip Generation & Sight Distance Letter
- Materials Board
    - Building Colors
    - Color Pallet
    - Building Photos w/ proposed colors
- Storm Report

Clackamas (OR)

OWNERSHIP INFORMATION

Reference Parcel	: 21E35CB02900		
Parcel Number	: 00408062	TRSQ	: 02S -01E -35 -SW -NW
Owner	: Sericko Resources LLC		
CoOwner	:		
Site Address	: 2170 13th St West Linn 97068		
Mail Address	: PO Box 82697 Portland Or 97282		
Telephone Owner:		Telephone Tenant	:

SALES AND LOAN INFORMATION

Transferred	:07/28/2005	Loan Amount	: $433,554
Document #	: 005-070671	Lender	: Silver Falls Bk
Sale Price	: $340,150	Loan Type	: Construction
Deed Type	: Warranty	Interest Rate	: Fixed
% Owned	: 100	Vesting Type:	Corporation

ASSESSMENT AND TAX INFORMATION

				Measure 50
Mkt Land	: $174,817	Exempt Amount	:	Assd Total:$161,804
Mkt Structure	: $131,260	Exempt Type	:	
Other	:	School District	: 003	
Mkt Total	: $306,077	Levy Code	: 003002	
% Improved	: 43	08-09 Taxes	: $2,892.62	

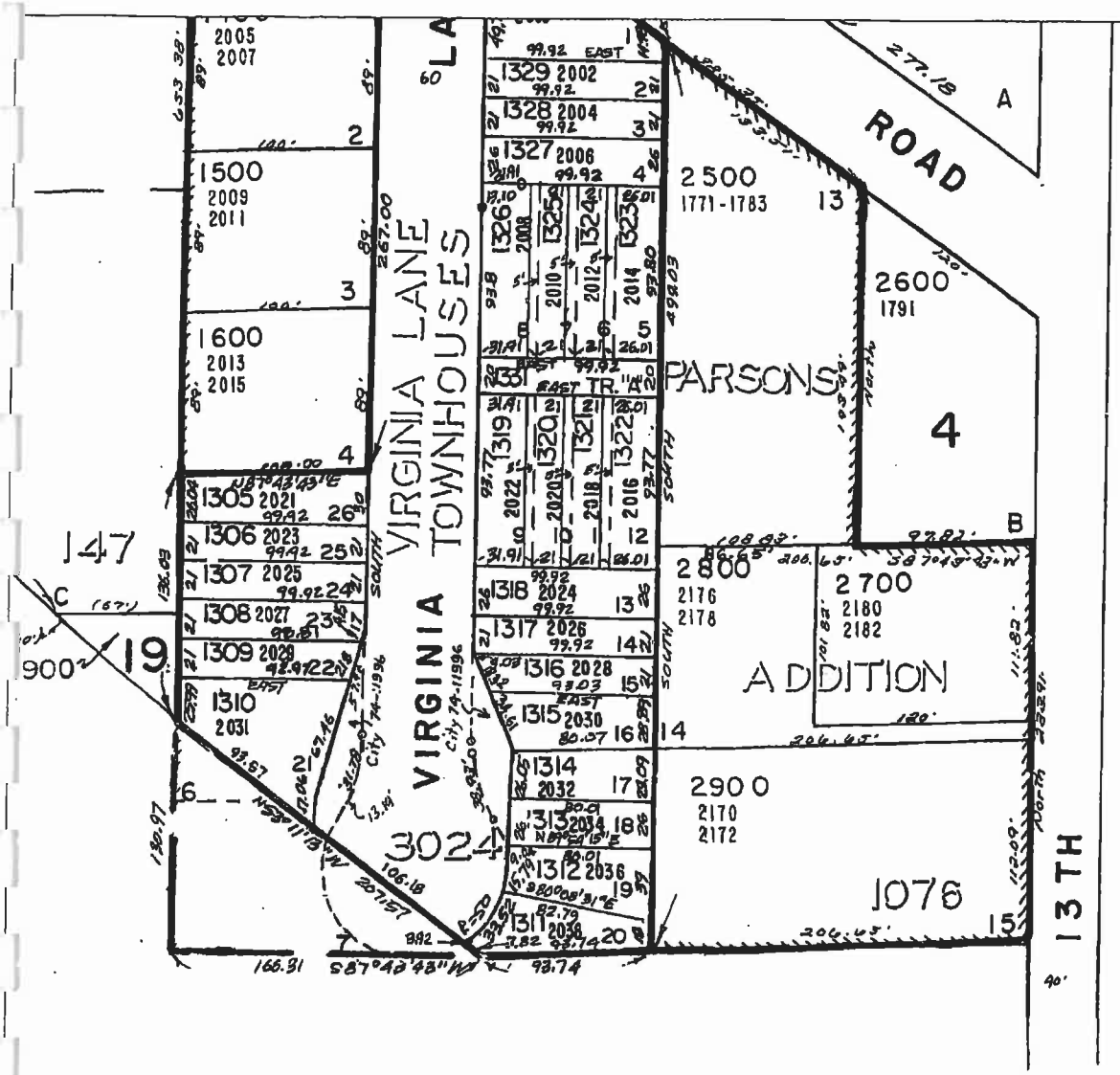
PROPERTY DESCRIPTION

Map Grid	: 716 G1	Class Code	:
Census	: Tract: 207.00 Block: 2		
NbrhdCd	:	MillRate	: 17.8773
Sub/Plat	: Parsons Add		
Land Use	: 101 Res,Residential Land,Improved		
Legal	: 1076 PARSONS ADD LT 15		
	:		
	:		
Zoning	:		

PROPERTY CHARACTERISTICS

Bedrooms	: 4	Lot Acres	:	Year Built	: 1964
Bathrooms	: 2.00	Lot SqFt	:	EffYearBlt	:
Heat Method	:	BsmFin SF	:	Floor Cover	: Carpet
Pool	:	BsmUnfinSF	:	Foundation	: Concrete
Appliances	:	BsmLowSF	:	Roof Shape	:
Dishwasher	:	Bldg SqFt	: 3,672	Roof Matl	: Composition
Hood Fan	:	1stFlrSqFt	: 1,836	InteriorMat	: Drywall
Deck	:	UpperFlSF	:	Paving Matl	:
Garage Type	:	Porch SqFt	:	Const Type	:
Garage SF	:	Attic SqFt	:	Ext Finish	:
		Deck SqFt	:		

The Information Provided Is Deemed Reliable But Is Not Guaranteed.


VIRGINIA LANE
VIRGINIA TOWNHOUSES
PARSONS
ADDITION
ROAD
13TH
147
19
3024
1076
24300
35CC
WEST LINN
2 1E 35CB
BOOK 14

STATUTORY WARRANTY DEED

THIS SPACE RESERVED FOR RECORDER'S USE

Grantor: Everest Heights Corp.

Grantee: Sericko Resources, LLC

Until a change is requested, all tax statements shall be sent to the following address:
Sericko Resources, LLC
P.O. Box 82697
Portland, OR 97282

After Recording return to:
Sericko Resources, LLC
P.O. Box 82697
Portland, OR 97282

Escrow No. 845522 DIA
Title No. 845522

Clackamas County Official Records
Sherry Hall, County Clerk
2005-070671
$26.00
00852461200600706710010015
07/28/2005 10:46:22 AM
D-D Cnt=1 Stn=10 KANNA
$5.00 $11.00 $10.00

EVEREST HEIGHTS CORP., AN OREGON CORPORATION, Grantor, conveys and warrants to SERICKO RESOURCES, LLC, AN OREGON LIMITED LIABILITY COMPANY, Grantee, the following described real property free of encumbrances except as specifically set forth herein situated in **Clackamas** County, Oregon, to wit:

Lot 15, PARSONS ADDITION, in the City of West Linn, County of Clackamas, State of Oregon.

The said property is free from encumbrances except: COVENANTS, CONDITIONS, RESTRICTIONS, RESERVATIONS, SET BACK LINES, POWERS OF SPECIAL DISTRICTS, AND EASEMENTS OF RECORD, IF ANY.
2005/2006 taxes a lien due but not yet payable.

THIS INSTRUMENT WILL 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 APPROVED USES AND TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30.930.

The true consideration for this conveyance is **$340,150.00.** (Here comply with the requirements of ORS 93.030)which is paid by an accomodator pursuant to an IRC "1031" tax deferred exchange.

Dated this 27 day of July, 2005.

Everest Heights Corp.

V.P.

David M. Austin, Vice-President

State: OR
County: Clackamas

The foregoing instrument was acknowledged before me this 27 day of July, 2005 by:

Everest Heights Corp.

Notary Public
My Commission Expires: _____

OFFICIAL SEAL
D I HERRLY
NOTARY PUBLIC-OREGON
COMMISSION NO. 374359
MY COMMISSION EXPIRES NOV. 3, 2007

Clackamas (OR)

OWNERSHIP INFORMATION

Reference Parcel	: 21E35CC00100		
Parcel Number	: 00408071	TRSQ	: 02S -01E -35 -SW -SW
Owner	: Sericko Resources LLC		
CoOwner	:		
Site Address	: 2150 13th St West Linn 97068		
Mail Address	: PO Box 82697 Portland Or 97282		
Telephone Owner:		Telephone Tenant	:

SALES AND LOAN INFORMATION

Transferred	:07/28/2005	Loan Amount	:
Document #	: 005-070670	Lender	:
Sale Price	: $245,850	Loan Type	:
Deed Type	: Warranty	Interest Rate	:
% Owned	: 100	Vesting Type:	Corporation

ASSESSMENT AND TAX INFORMATION

				Measure 50
Mkt Land	: $192,163	Exempt Amount	:	Assd Total:$175,021
Mkt Structure	: $158,310	Exempt Type	:	
Other	:	School District	: 003	
Mkt Total	: $350,473	Levy Code	: 003002	
% Improved	: 45	08-09 Taxes	: $3,128.90	

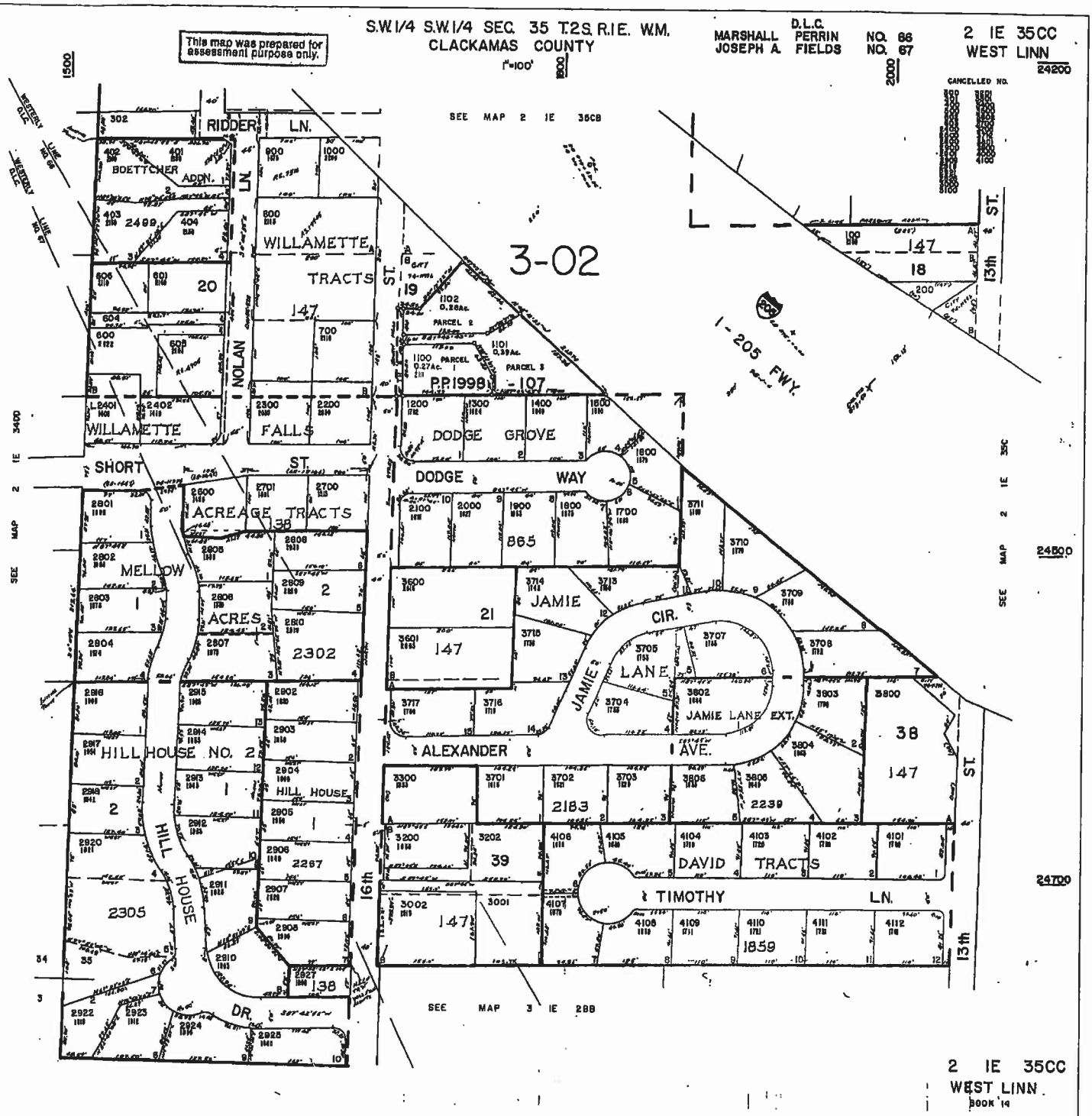
PROPERTY DESCRIPTION

Map Grid	: 716 G1	Class Code	:
Census	: Tract: 207.00 Block: 2		
NbrhdCd	:	MillRate	: 17.8773
Sub/Plat	: Willamette Plat		
Land Use	: 101 Res,Residential Land,Improved		
Legal	: 147 WILLAMETTE TRACTS PT LTS A&B		
	: BLK 18		
	:		
Zoning	:		

PROPERTY CHARACTERISTICS

Bedrooms	: 3	Lot Acres	:	Year Built	: 1964
Bathrooms	: 2.00	Lot SqFt	:	EffYearBlt	:
Heat Method	:	BsmFin SF	:	Floor Cover	: Carpet
Pool	:	BsmUnfinSF	:	Foundation	: Concrete
Appliances	:	BsmLowSF	:	Roof Shape	:
Dishwasher	:	Bldg SqFt	: 1,890	Roof Matl	: Composition
Hood Fan	:	1stFlrSqFt	: 1,890	InteriorMat	: Drywall
Deck	:	UpperFlSF	:	Paving Matl	:
Garage Type	:	Porch SqFt	:	Const Type	:
Garage SF	:	Attic SqFt	:	Ext Finish	:
		Deck SqFt	:		

The Information Provided Is Deemed Reliable But Is Not Guaranteed.


This map was prepared for assessment purpose only.
S.W.1/4 S.W.1/4 SEC. 35 T.2S. R.1E. W.M.
CLACKAMAS COUNTY
1"=100'
D.L.C.
MARSHALL PERRIN NO. 66
JOSEPH A. FIELDS NO. 67
2 1E 35CC
WEST LINN
24200
CANCELLED NO.
SEE MAP 2 1E 35CB
RIDDER LN.
BOETTCHER ADDN.
WILLAMETTE TRACTS
NOLAN LN.
3-02
I-205 FWY.
13th ST.
WILLAMETTE FALLS
DODGE GROVE
DODGE WAY
SHORT ST.
ACREAGE TRACTS
MELLOW ACRES
JAMIE CIR.
JAMIE LANE
JAMIE LANE EXT.
ALEXANDER AVE.
HILL HOUSE NO. 2
HILL HOUSE
HILL HOUSE DR.
16th ST.
DAVID TRACTS
TIMOTHY LN.
SEE MAP 3 1E 28B
SEE MAP 2 1E 3400
SEE MAP 2 1E 35C
24500
24700
2 1E 35CC
WEST LINN
BOOK 14

D.L.C.

MARSHALL PERRIN NO. 66

JOSEPH A. FIELDS NO. 67

2 1E 35CC

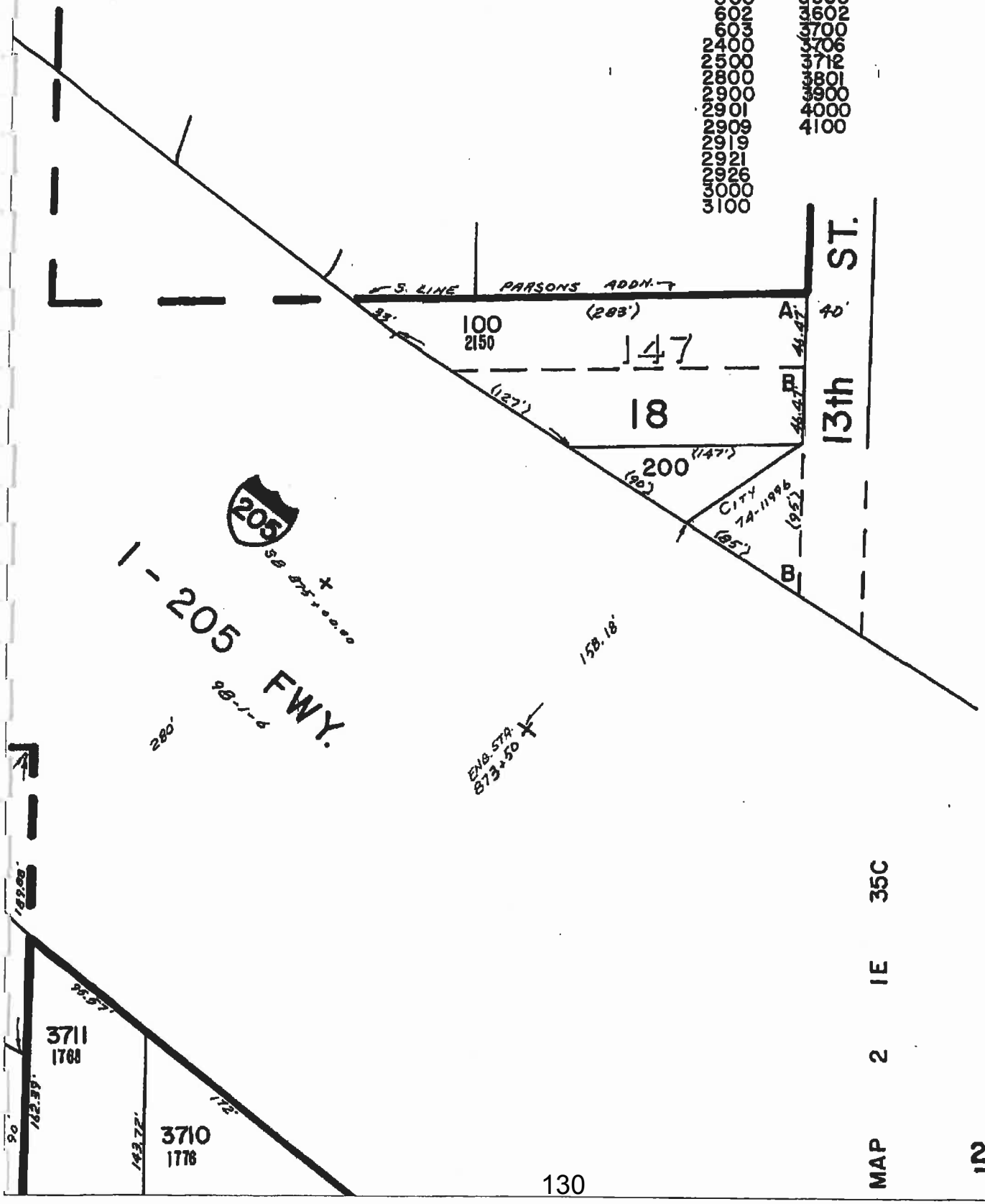
WEST LINN

24200

2000

CANCELLED NO.

300	3201
301	3301
400	3400
500	3500
602	3602
603	3700
2400	3706
2500	3712
2800	3801
2900	3900
2901	4000
2909	4100
2919	
2921	
2926	
3000	
3100	



MAP 2 1E 35C

24500

STATUTORY WARRANTY DEED

THIS SPACE RESERVED FOR RECORDER'S USE

Grantor: Roberta T. Vignery-Seward

Grantee: Sericko Resources, LLC

Until a change is requested, all tax statements shall be sent to the following address:
Sericko Resources, LLC
P.O. Box 82697
Portland, OR 97282

After Recording return to:
Sericko Resources, LLC
P.O. Box 82697
Portland, Or 97282

Escrow No. 845527 DIA
Title No. 845527

Clackamas County Official Records
Sherry Hall, County Clerk
2005-070670
$26.00
00862450200500706700010016
07/28/2005 10:46:22 AM
D-D Cnt=1 Stn=10 KANNA
$5.00 $11.00 $10.00

RECORD BY TICOR TITLE INSURANCE

C 845527

ROBERTA T. VIGNERY-SEWARD and SHELLEY M. VIGNERY, NOT AS TENANTS IN COMMON, BUT WITH THE RIGHT OF SURVIVORSHIP, Grantor, conveys and warrants to SERICKO RESOURCES, LLC, AN OREGON LIMITED LIABILITY COMPANY, Grantee, the following described real property free of encumbrances except as specifically set forth herein situated in **Clackamas** County, Oregon, to wit:

The South 46.67 feet of Tract A, Block 18 AND the North 46.67 feet of Tract B, Block 18, WILLAMETTE TRACTS, lying Northeasterly of the Northeasterly boundary of the East Portland Freeway (I-205), in the City of West Linn, County of Clackamas, State of Oregon.

The said property is free from encumbrances except: COVENANTS, CONDITIONS, RESTRICTIONS, RESERVATIONS, SET BACK LINES, POWERS OF SPECIAL DISTRICTS, AND EASEMENTS OF RECORD, IF ANY.
2005/2006 taxes a lien due but not yet payable.

THIS INSTRUMENT WILL 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 APPROVED USES AND TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30.930.

The true consideration for this conveyance is **$245,850.00.** (Here comply with the requirements of ORS 93.030), which is paid by an accomodator pursuant to an IRC "1031" tax deferred exchange.

Dated this 27 day of July, 2005.

Roberta T. Vignery-Seward
Roberta T. Vignery-Seward

Shelley M Vignery
Shelley M. Vignery

State: OR
County: Clackamas

The foregoing instrument was acknowledged before me this 27 day of July, 2005
by:

Roberta T. Vignery-Seward and Shelley M. Vignery

Notary Public
My Commission Expires: _____

OFFICIAL SEAL
D I HERRLY
NOTARY PUBLIC-OREGON
COMMISSION NO. 374359
MY COMMISSION EXPIRES NOV. 3, 2007

Clackamas County O
County C

200800572

Cnt=1 Stn
$10.00

PARTITION PLAT

OWNER: Sericko Resources LL

CONSENT: N/A

DATE: AUGUST 14, 2008

PARTITION NUMBER: 2008-086

- Planter Strip: 6' from face of curb to front of sidewalk
- Sidewalk: 6'
- Two curb cuts on the same lot shall be 30' away from one another.

Half street improvement shall consist of providing 16' wide pavement & bringing current pavement section to current standard along the project frontage and providing curb & gutter, planter strip and sidewalk.

STORM IMPROVEMENT

1. Existing Conditions:

- 18" public storm system is available along 13th Street for connections.

2. Required Improvements:

- Collect and treat street and sidewalk run-off along your project frontage.
- Provide treatment for the onsite development.
- Provide detention if the development creates more 5,000 square feet of new impervious area.
- Pollution control manhole shall be installed to collect sediments from street run-off before discharging into the water quality/detention pond.
- Provide storm drainage report.

SANITARY SEWER IMPROVEMENT

1. Existing Conditions:

- 8" public sanitary sewer system is available along 13th Street for connections.

2. Required Improvements: None

WATER IMPROVEMENT

1. Existing Conditions:

- 6" CI public water system is available along 13th Street for connections.

2. Required Improvements:

- Water meters shall be located along 13th Street.

FRANCHISE UTILITY, STREET TREE, AND STREET LIGHT

1. Existing Conditions:

- Street lights are in placed on the opposite side of the street. No overhead utilities along the project frontage.

2. Required Improvements:

- All new utilities shall be underground.

Process

A neighborhood meeting is required for any multi-family application per 99.038 (despite language in 55.070 saying it is only required for multi-family projects of more than 10 units), and the applicant should schedule and conduct a neighborhood meeting pursuant to CDC Section 99.038. Follow the requirements exactly. The Willamette Neighborhood Association meets on the second Wednesday of each month. Contact the NA president, Beth Kieres, at 503-722-1531 or kierese@comcast.net.

The next step is full and complete response to the submittal requirements and approval criteria of CDC Chapter 55 Design Review and Chapter 75 Variance. N/A is not an acceptable response to the approval criteria. The submittal requirements may be waived but the applicant must first identify the specific submittal requirement and request, in letter form, that it be waived by the Planning Director and must identify the specific grounds for that waiver. Prepare the application and submit to the Planning Department with deposit fees.

The deposit fee for Class II Design Review varies based on the scope of the project. For projects with a construction value of less than $500,000, the deposit is 4% of the construction value (with a minimum of $1000, and a maximum of $8000). For projects with a construction value above $500,000, the deposit is $4000 plus 4% of the construction value ($20,000 maximum deposit). The deposit fee for Class II Variance is $1,800. Staff bills hours against the deposit fee and returns any surplus at the conclusion of the process, regardless of whether it is approved or denied.

The City has 30 days to determine if the application is complete or not. Most applications are incomplete, usually due to inadequate responses to approval criteria or lack of sufficient engineering information on the drawings. The applicant has 180 days to make it complete, although usually it is complete within three months of the original submittal. Once complete, the City has 120 days to exhaust all local review and appeals. Staff will schedule the Planning Commission hearing about 4-6 weeks after completeness determination. In the event of an appeal, the review body is the City Council. Subsequent appeals go to LUBA.

Typical land use applications can take 6-10 months from beginning to end.

DISCLAIMER: This summary discussion covers issues identified to date. It does not imply that these are the only issues. The burden of proof is on the applicant to demonstrate that all approval criteria have been met. These notes do not constitute an endorsement of the proposed application. Staff responses are based on limited material presented at this pre-application meeting. New issues, requirements, etc. could emerge as the application is developed. Also note that these notes have a limited "shelf life" in that changes to the CDC standards may require a different design or submittal.

CITY OF WEST LINN
PRE-APPLICATION CONFERENCE

DATE OF CONFERENCE 10/2/08 TIME OF CONFERENCE 10:00am
FEE $1000.00 PROJECT # PA-08-29 STAFF CONTACT T Soppe
(This section to be filled in by staff)

Pre-application conferences occur on the first and third Thursdays of each month. In order to be scheduled for a conference, this form including property owner's signature, the pre-application fee, and accompanying materials must be submitted at least 14 days in advance of the conference date. Twenty-four-hour notice is required to reschedule.

APPLICANT'S NAME Joe Mitchoff PHONE NO. 503-348-8828

ADDRESS (or map/tax lot) OF SUBJECT PROPERTY 2170 13th Street

APPLICANT'S MAILING ADDRESS PO Box 82697, Portland 97282

APPLICANT'S E-MAIL ADDRESS joe@mitchoff.com

BRIEF DESCRIPTION OF PROPOSAL: 2- 4plexes, 8 new units total on existing lot.

Please attach additional materials relating to your proposal including a site plan on paper up to 11 x 17 inches in size depicting the following items:

- North arrow
- Scale
- Property dimensions
- Streets abutting the property
- Conceptual layout, design and/or building elevations
- Access to and from the site, if applicable
- General location of existing trees
- Location of creeks and/or wetlands
- Location of existing utilities (water, sewer, etc.)
- Easements (access, utility, all others)

Please list any questions or issues that you may have for city staff regarding your proposal:
Please see attached.

By my signature below, I grant city staff right of entry onto the subject property in order to prepare for the pre-application conference.

Property owner's signature

09/15/08
Date

Property owner's mailing address (if different from above)

p:\devreview-forms-REVISED-preapp-application (7-21-08)

Applicant: Joe Mitchoff
Address: 2170 13th Street
Proposal: 8 new multi-family units (2 – 4plexes on lot with existing duplex)

Questions for / input requested from City staff:

Please verify dimensional requirements of 16.070 are met given the proposed footprints, including sidewall provisions of 43.040 (or exemption B since less than 22 feet high).

Please review and explain 46.090, Parking Requirements. As we understand it each unit will have one garage and one off street parking space dedicated meeting general provisions. 1 visitor space for every 3 new apartment units is required, 3 spaces total; however, the number may be reduced by 1 for every 18 feet of project abutting public street frontage where on street parking is allowed. Since there is greater than 72 feet of street frontage directly abutting the site (with an direct connection to interior) this requirement is met.

Proposed driveway and parking is same grade and basic dimensions as a prior land use case SUB 06-07 (only difference was meeting public street standards as opposed to a driveway in this case). Please review 46.150 to ensure compliance. Additionally:

1. Accessible parking is met since visitor parking is either on street or dedicated to a unit, so that visitor or residents with special needs have the opportunity to park directly in front of a unit.
2. Bicycle parking will be in unit since all residents and their visitors will have access to individual, covered and secure garages.

Regarding 48.030 the prior land use SUB 06-07 met TVFR requirements as well as all City of West Linn requirements. This plan is extremely similar but please let us know if there are any concerns with regards to access, egress and circulation. Due to site restrictions and low use we will request a reduction in walkway width as we did (and was supported by West Linn) in the prior land use case.

Storm water is significantly different than prior case, since in the prior case it would become a public facility but in this case it will be privately owned and maintained. With a proper O&M plan this gives us more design flexibility but we want to ensure we are handing water quality correctly per Chapter 33.

Regarding Design Review, Shared outdoor recreation areas: the section applies to "multi-family projects with 10 or more duplexes or single family attached dwellings on lots under 4,000 feet." This development proposes 8 new units subject to Design Review and an existing duplex, all on a lot over 4,000 feet, therefore the requirement should be met. Please ensure this is being applied correctly. Regardless, adequate open space is centrally located in the development but we want to have flexibility should we need this area to meet other development criteria.

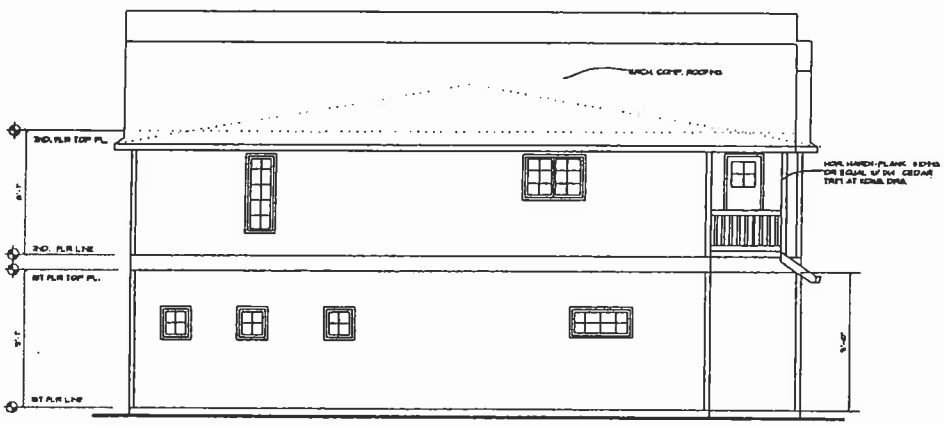
Regarding Design Review, Neighborhood Contact: 55.070 states that development proposals that include greater than 10 multi-family units requires neighborhood contact. This development proposes 8 new units subject to Design Review and in any case not greater than 10 multi-family

units therefore the criteria is met (the neighbors have seen our proposal multiple times and are aware we are happy to discuss it with them).

Regarding Design Review section 55.090 I, Public Facilities, this project proposes fewer units than any prior submittal. Other than required sidewalk and curb improvements abutting the project are there any additional traffic control improvements we should be aware of?

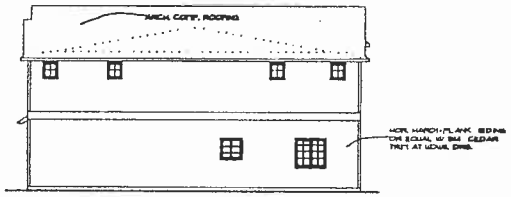
Solid waste shall be individual, housed in the garage to meet standards.

FRONT ELEVATION



LEFT ELEVATION

REAR ELEVATION



RIGHT ELEVATION

STUDY SET
NOT FOR CONSTRUCTION

© THESE PLANS ARE LIMITED TO ONE CONSTRUCTION ONLY BY THE ORIGINAL PURCHASER. THE REUSE, OR REPRODUCTION, BY ANY MEANS OF THESE PLANS, IDEAS, DESIGNS, OR DRAFTED WORKS, WITHOUT THE EXPRESS WRITTEN PERMISSION FROM BUILDING DESIGNS BY STOCKTON, IS STRICTLY PROHIBITED BY LAW UNDER THE FEDERAL COPYRIGHT ACT TITLE XVII.

WRITTEN DIMENSIONS ON THESE DRAWINGS SHALL HAVE PRECEDENCE OVER SCALED DIMENSIONS. CONTRACTORS SHALL VERIFY AND BE RESPONSIBLE FOR ALL DIMENSIONS AND CONDITIONS ON THE JOB, AND THIS OFFICE MUST BE NOTIFIED OF ANY VARIATIONS FROM THE DIMENSIONS AND CONDITIONS SHOWN BY THESE DRAWINGS.

BUILDING 'A'

Web Site- http://www.stocktondesign.com
E-Mail- stockton@wa-net.com

THIS SEALED, SIGNED AND CONCEPTS SET FORTH IN THESE DRAWINGS ARE THE EXCLUSIVE PROPERTY OF BUILDING DESIGNS BY STOCKTON. ANY USE OF THESE DRAWINGS WITHOUT THE WRITTEN CONSENT OF BUILDING DESIGNS BY STOCKTON, INCLUDING BUT NOT LIMITED TO, ANY AND ALL WORK CONTRACTED OUT, OFFICE ALSO MAY NOT BE COPIED, DISTRIBUTED, OR REPRODUCED IN ANY FORM WITHOUT WRITTEN PERMISSION FROM BUILDING DESIGNS BY STOCKTON.

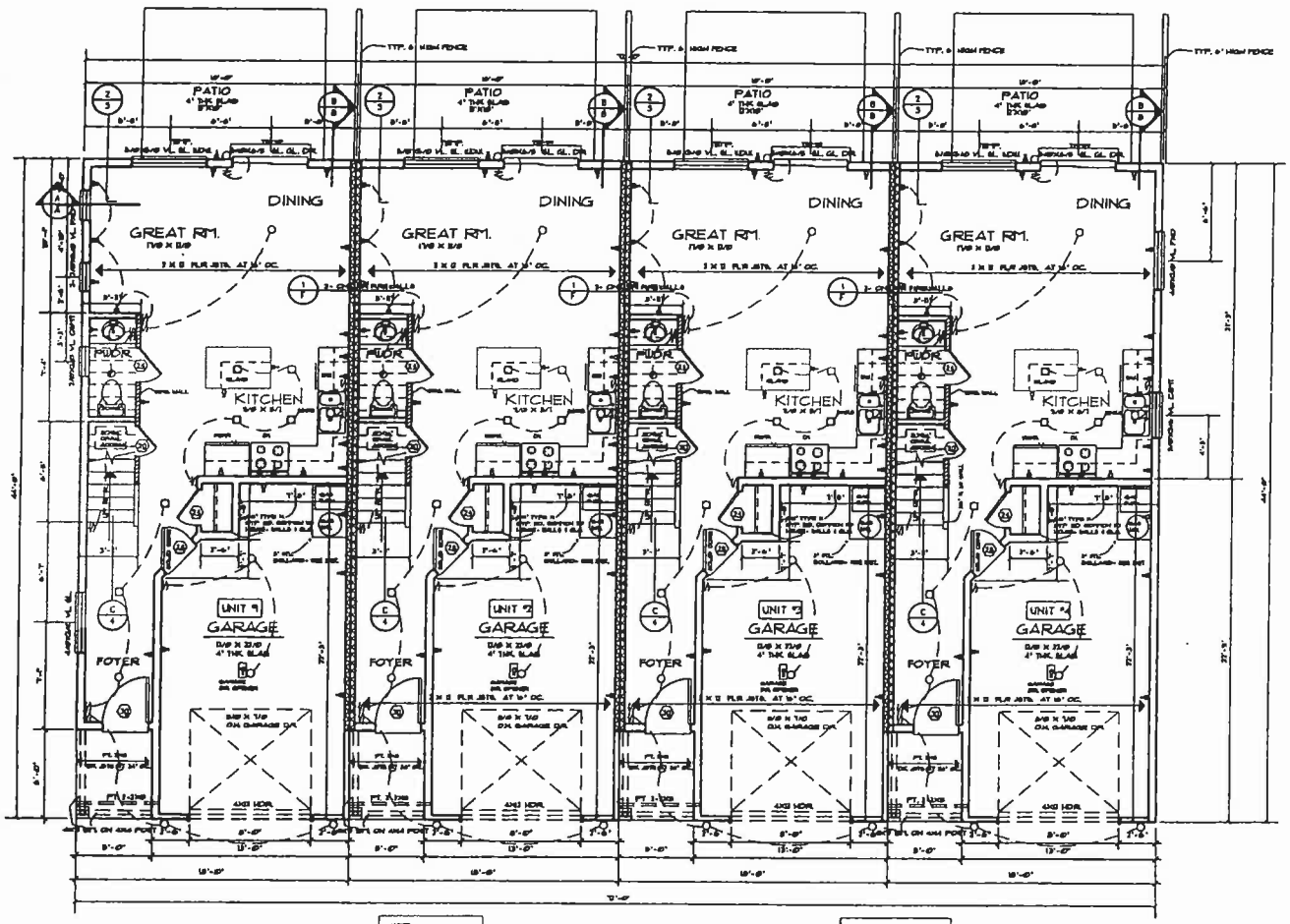
CONTRACTOR SHALL TAKE PRECEDENCE FROM BUILDING DESIGNS BY STOCKTON. PRIOR TO START OF WORK, ANY DISCREPANCIES, ALL CONDITIONS AND DIMENSIONS MUST BE REPORTED TO THIS OFFICE FOR CONTRACTOR PRIOR TO START OF WORK.

Building Designs
By
Stockton LLC.
OFFICE# 1-800-368-0821

A I
B D

Plan#
4-2861
4-UNIT RES.

A1



NOTE:
UNIT 1 TO SHOW
DIM AND NOTES,
ELECTRICAL

NOTE:
UNIT 2 TO SHOW
DIM AND NOTES &
DIMENSIONS, STRUCTURAL

SQ. FT. LEGEND:
SQ. FT. PER UNIT
LOWER FLR.- 1484 SQ. FT.
UPPER FLR.- 641 SQ. FT.
TOTAL - 2125 SQ. FT.
GARAGE - 358 SQ. FT.
SQ. FT. PER UNIT

NOTE:
THIS BUILDING IS TO HAVE A
SPRINKLER SYSTEM.
THIS PLAN IS TO CONFORM WITH
NFPA 13R SPRINKLER SYSTEM REQUIREMENTS
PER SECTION 903- ETC. WITH A LOCAL
FIRE MARSHALL
REFER TO FLOOR SHOP DRAWINGS
FOR FIRE SPRINKLER LAYOUT.

MAIN FLOOR PLAN

1/4" = 1'-0"

NOTE:
EXTERIOR WALLS TO BE 2 X 6 STUDS AT 16" OC W/ 4 X 12 HDRS (USE 10-2/3" STUDS)
INTERIOR WALLS TO BE 2 X 4 STUDS AT 16" OC W/ 2 X 4 NON-BRG HDRS. (USE 92 5/8" STUDS)
AND 4 X 8 BRG HDRS
(UNLESS NOTED OTHERWISE)
ALL WINDOWS TO BE VINYL AND U VALUE OR BETTER (VERIFY)

STUDY SET
NOT FOR CONSTRUCTION

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BUILDING 'A'

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Building Designs
By
Stockton LLC.
OFFICE# 1-800-368-0821

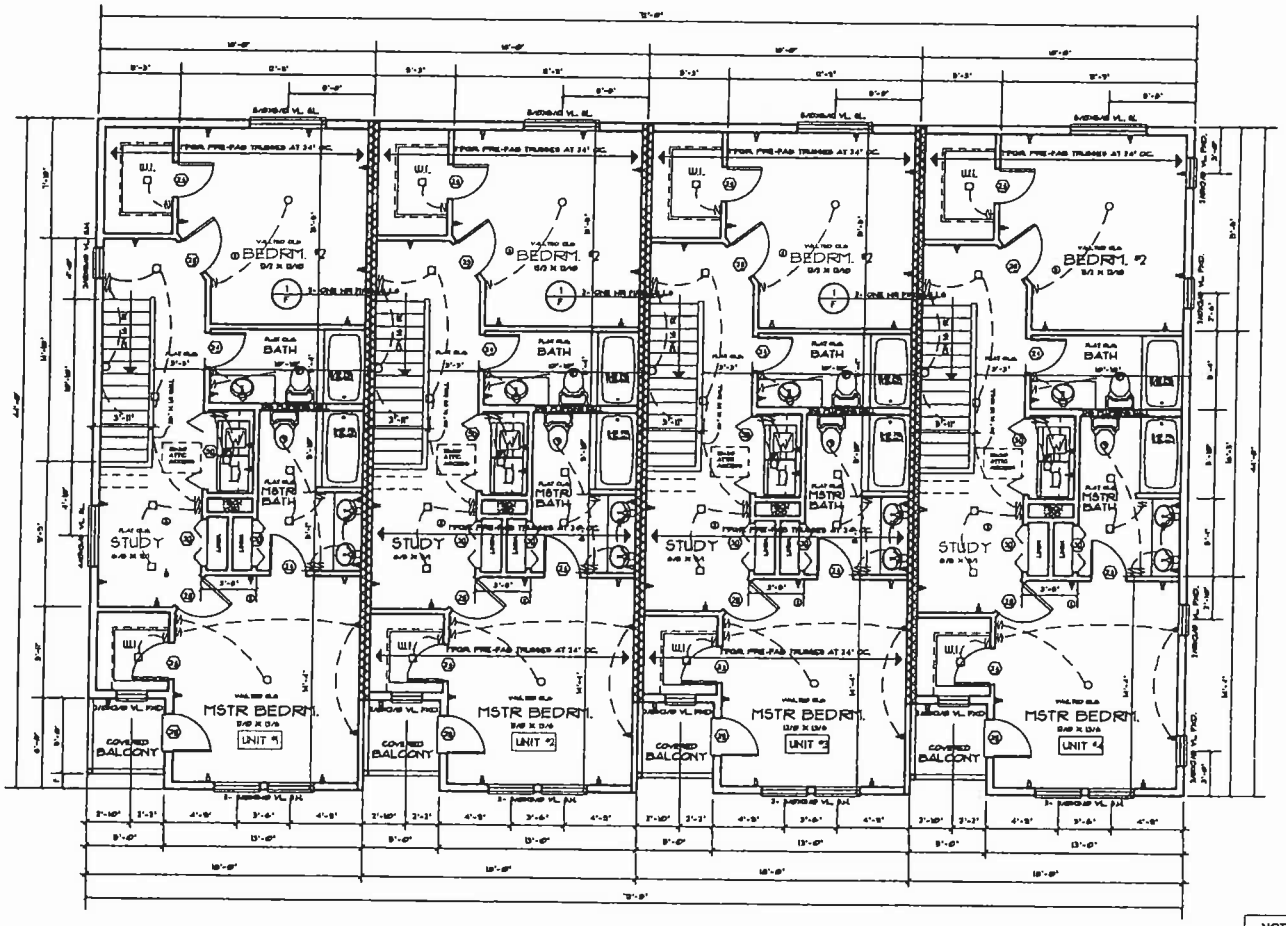
165

A	I
B	D

Plan#
4-2851
4-UNIT RES.

UD. 3-4-03
REV. 3-4-03
Chk. TLS

A3



UPPER FLOOR PLAN

1/4" = 1'-0"

NOTE:
INTERIOR WALLS TO BE 2 x 4 STUDS AT 16" OC (2 x 4 IS NOMINAL SIZE 1½"x3½" STUDS)
EXTERIOR WALLS TO BE 2 x 4 STUDS AT 16" OC (2 x 4 NOMINAL SIZE 1½"x3½" STUDS)
AND 4 x 8 (3PC) HDRS
(UNLESS NOTED OTHERWISE)
ALL WINDOWS TO BE VINYL AND U VALUE OR BETTER (VERIFY)

SQ. FT. LEGEND:

SQ. FT. PER UNIT
LOWER FLR. 1624 SQ. FT.
UPPER FLR. 1571 SQ. FT.
TOTAL = 3195 SQ. FT.
GARAGE= 388 SQ. FT.

SQ. FT. PER UNIT

NOTE:
THIS BUILDING IS TO HAVE A SPRINKLER SYSTEM.
THIS PLAN IS TO COMPLY WITH NFPA 13R SPRINKLER SYSTEM REQUIREMENTS FOR SECTION 903- IBC, WITH A LOCAL FIRE ALARM.
REFER TO FIRE SHOP DRAWINGS FOR FIRE SPRINKLER LAYOUT.

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Building Designs
By
Stockton LLC. 466
OFFICE# 1-800-368-0821

A	I
B	D

Plan#
4-2851
4-UNIT RES.

A4

TYPICAL EXTERIOR MATERIALS

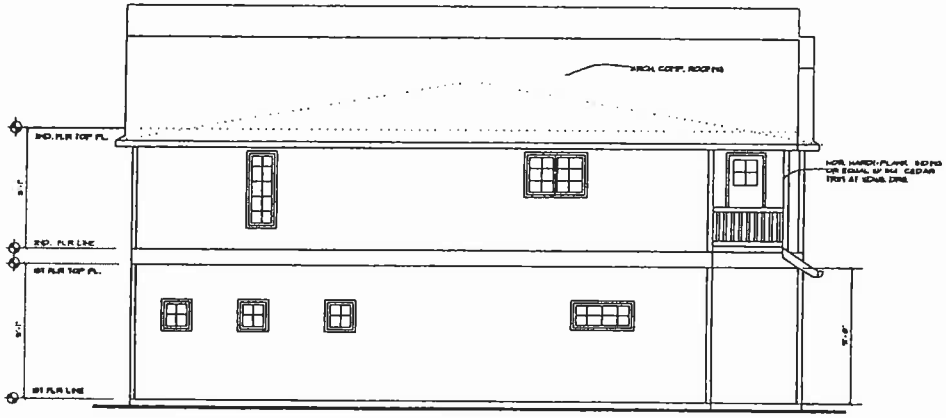
CEDAR SHINGLE SIDING AS SHOWN AT FRONT GABLE ENDS

MED. COMP. ROOFING

HOR. HARDI-PLANK SIDING OR EQUAL W/ 1x4 CEDAR TRIM AT SIDING DIRN.

FRONT ELEVATION

1/4" = 1'-0"

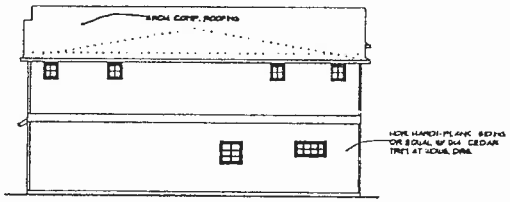


LEFT ELEVATION

1/4" = 1'-0"

REAR ELEVATION

1/4" = 1'-0"



RIGHT ELEVATION

1/4" = 1'-0"

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BUILDING 'B'

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Building Designs
By
Stockton LLC.
OFFICE# 1-800-368-0821

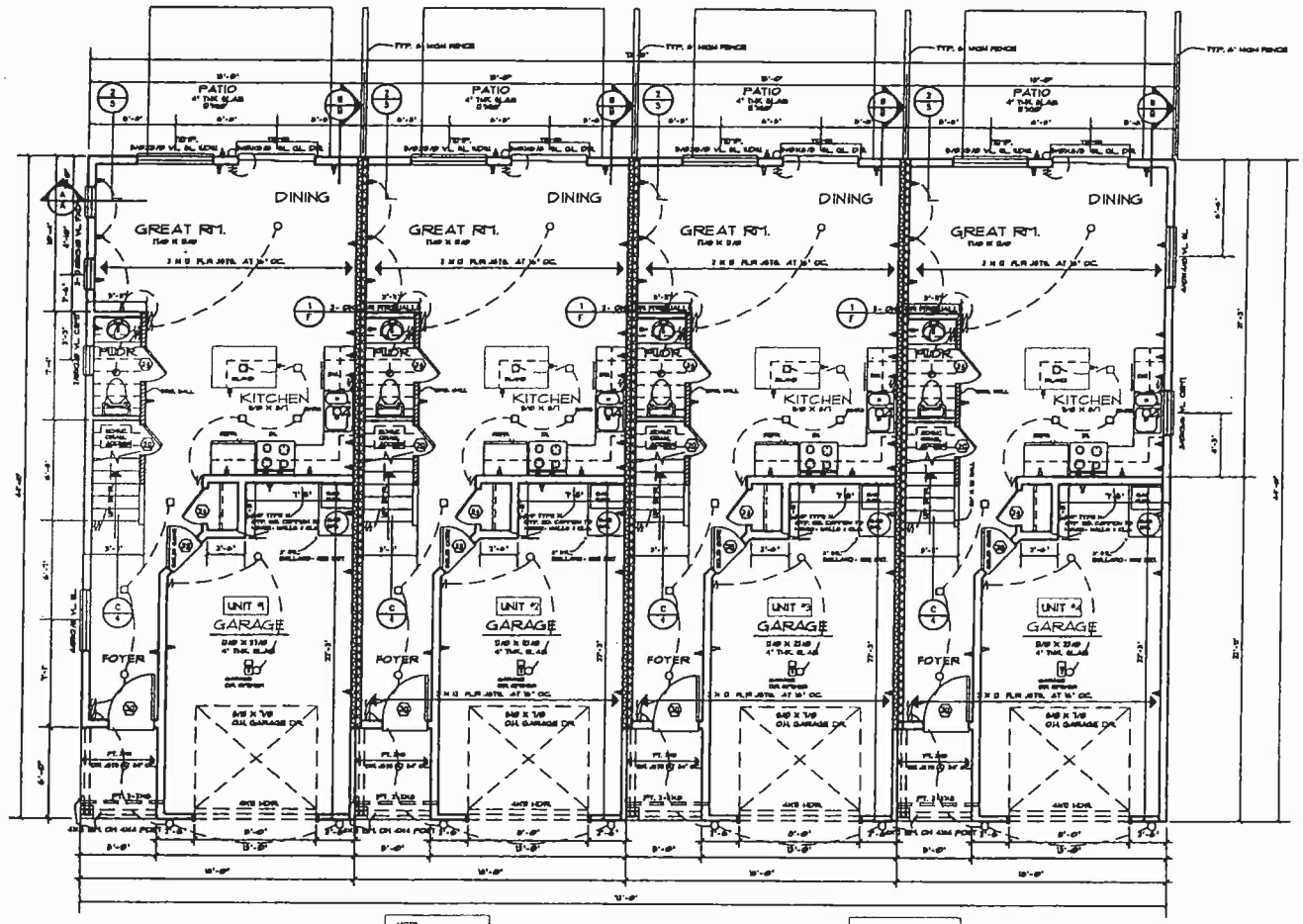
9/97

A I
B D

Plan#
4-2851
4-UNIT RES.

UD. 7906
SDD-2-2851-0821
Dwn. TKB

A1



NOTE:
UNIT #1 TO SHOW
CPM AND SCHUL
ELECTRICAL

NOTE:
UNIT #1 TO SHOW
P/M AND SCHUL NOTES,
DTENSIONS STRUCTURAL

SQ. FT. LEGEND:
SQ. FT. PER UNIT
LOWER FLR- 564 SQ. FT.
UPPER FLR- 641 SQ. FT.
TOTAL - 1205 SQ. FT.
GARAGE- 399 SQ. FT.
SQ. FT. PER UNIT

NOTE:
THIS BUILDING IS TO HAVE A
SPRINKLER SYSTEM.
THIS PLAN IS TO CONFORM WITH
NFPA 13R SPRINKLER SYSTEM REQUIREMENTS
FIRE SECTION 903- 13C, WITH A LOCAL
FIRE MARSHALL
REFER TO FIRE SHOP DRAWINGS
FOR FIRE SPRINKLER LAYOUT.

MAIN FLOOR PLAN

1/4" = 1'-0"

NOTE:
EXTERIOR WALLS TO BE 2 X 6 STUDS AT 16" OC W/ 4 X 8 HDRS (USE 92-5/8" STUDS)
INTERIOR WALLS TO BE 2 X 4 STUDS AT 16" OC W/ 3 X 4 NON-BRD HDRS, (USE 92-5/8" STUDS)
AND 4 X 12 BRD HDRS
(UNLESS NOTED OTHERWISE)
ALL WINDOWS TO BE VINYL (.40 U VALUE OR BETTER (VERIFY)

STUDY SET
NOT FOR CONSTRUCTION

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BUILDING 'B'

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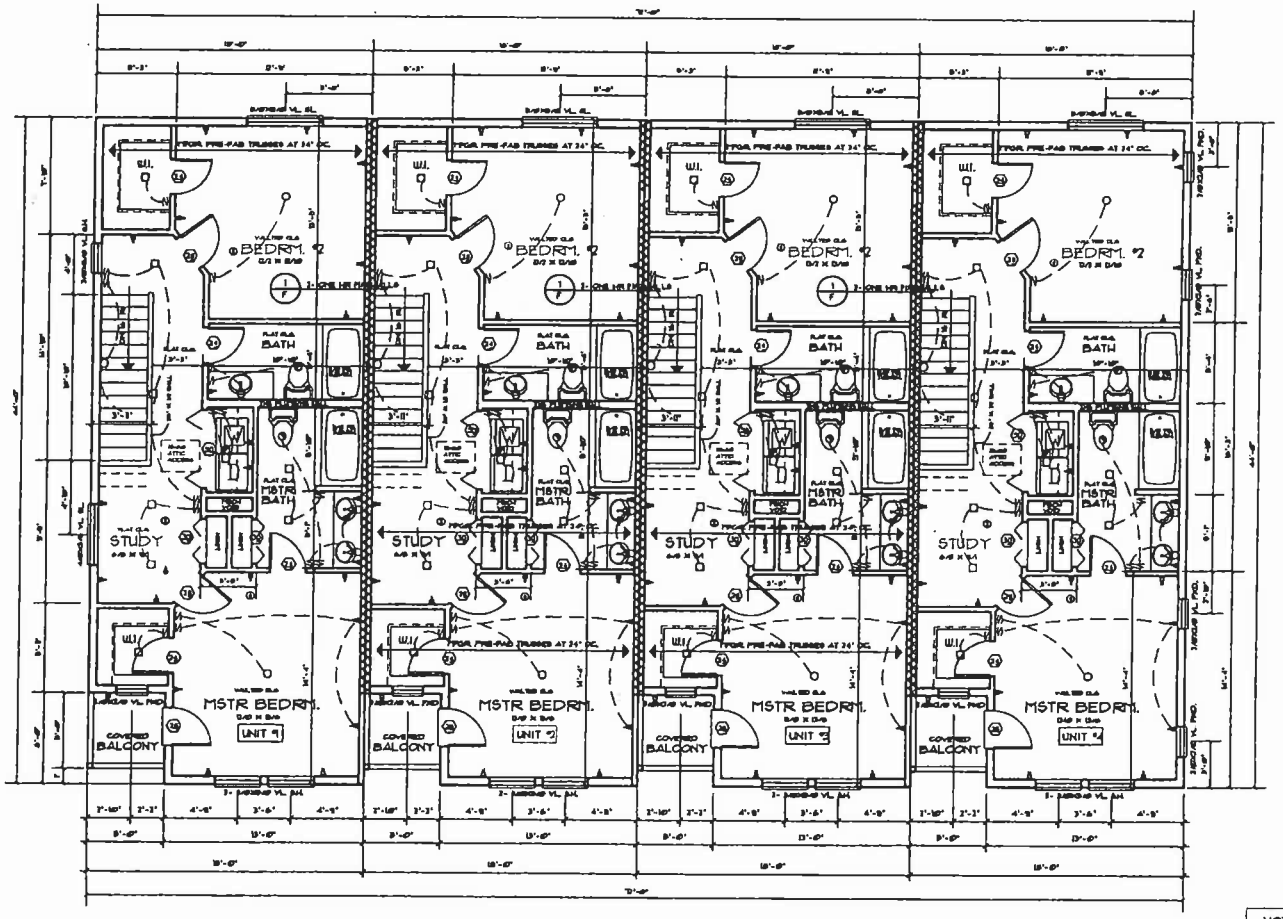
Building Designs
By
Stockton LLC. 108
OFFICE# 1-800-388-0821

A	I
B	D

Plan#
4-2861-1
4-UNIT RES.

WD. 1602
1-800-388-0821
Chk. TGP

A3



UPPER FLOOR PLAN

1/4" = 1'-0"

NOTE:
EXTERIOR WALLS TO BE 2 X 6 STUDS AT 16" OC W/ 4 X 8 HORIZ (USE 12-0/8" STUDS)
INTERIOR WALLS TO BE 2 X 4 STUDS AT 16" OC W/ 2 X 4 NON-GRID HORIZ (USE 16-0/8" STUDS)
AND 4 X 8 BRC HORIZ
(UNLESS NOTED OTHERWISE)
ALL WINDOWS TO BE VINYL (AS U VALUE OR BETTER THAN?)

SQ. FT. LEGEND:

SQ. FT. PER UNIT
LOWER FLR.- 1624 SQ. FT.
UPPER FLR.- 1671 SQ. FT.
TOTAL - 3295 SQ. FT.
GARAGE - 398 SQ. FT.

SQ. FT. PER UNIT

NOTE:
THIS BUILDING IS TO HAVE A SPRINKLER SYSTEM
THIS PLAN IS TO CONFORM WITH NFPA 13R SPRINKLER SYSTEM REQUIREMENTS PER SECTION 903- ETC. WITH A LOCAL FIRE MARSHALL.
REFER TO FIRE SHOP DRAWINGS FOR FIRE SPRINKLER LAYOUT.

STUDY SET
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BUILDING 'B'

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Building Designs
By
Stockton LLC.
OFFICE# 1-800-388-0821

169

A	I
B	D

Plan#
4-2851-1
4-UNIT RES.

A4

TVFR Tualatin Valley Fire & Rescue

TUALATIN VALLEY FIRE & RESCUE - SOUTH DIVISION
COMMUNITY SERVICES • OPERATIONS • FIRE PREVENTION

October 7, 2008

Tom Soppe
Associate Planner
City of West Linn
22500 Salamo Road
West Linn, OR 97068

Re: PA 08-29 13th St Multi Family (2 four plexes) - River Falls Place

Dear Mr. Soppe;

Thank you for the opportunity to review the proposed site plan surrounding the above named development project. Tualatin Valley Fire & Rescue endorses this proposal predicated on the following criteria and conditions of approval:

1) **FIRE APPARATUS ACCESS ROAD DISTANCE FROM BUILDING AND TURNAROUNDS:** Access roads shall be within 150 feet of all portions of the exterior wall of the first story of the building as measured by an approved route around the exterior of the building. An approved turnaround is required if the remaining distance to an approved intersecting roadway, as measured along the fire apparatus access road, is greater than 150 feet. (IFC 503.1.1)

2) **DEAD END ROADS:** Dead end fire apparatus access roads in excess of 150 feet in length shall be provided with an approved turnaround. (IFC 503.2.5)

The Private Drive will be utilized as the fire apparatus Turnaround since the cul-de-sac at the end of 14th does not meet Fire District specifications.

3) **FIRE APPARATUS ACCESS ROAD EXCEPTION FOR AUTOMATIC SPRINKLER PROTECTION:** When buildings are completely protected with an approved automatic fire sprinkler system, the requirements for fire apparatus access may be modified as approved by the fire code official. (IFC 503.1.1)

Four plexes will be provided with approved NFPA 13R fire sprinkler protection.

4) **NO PARKING SIGNS:** Where fire apparatus roadways are not of sufficient width to accommodate parked vehicles and 20 feet of unobstructed driving surface, "No Parking" signs shall be installed on one or both sides of the roadway and in turnarounds as needed. Signs shall read "NO PARKING - FIRE LANE" and shall be installed with a clear space above grade level of 7 feet. Signs shall be 12 inches wide by 18 inches high and shall have red letters on a white reflective background. (IFC D103.6)

Provide "No Parking" signs as necessary to prevent any on street parking on Private Drive serving Four Plexes: at minimum, place signs at entry point to Private Drive and in front of four plexes.

5) **SURFACE AND LOAD CAPACITIES:** Fire apparatus access roads shall be of an all-weather surface that is easily distinguishable from the surrounding area and is capable of supporting not less than 12,500 pounds point load (wheel load) and 75,000 pounds live load (gross vehicle weight). You may need to provide documentation from a registered engineer that the design will be capable of supporting such loading. (IFC D102.1)

7401 SW Washo Court • Tualatin, Oregon 97062 • Phone: 503-612-7000 • Fax: 503-612-7003 • www.tvfr.com

6) **TURNING RADIUS:** The inside turning radius and outside turning radius shall be not less than 28 feet and 48 feet respectively, measured from the same center point. (IFC 503.2.4 & D103.3)

7) **PAINTED CURBS:** Where required, fire apparatus access roadway curbs shall be painted red and marked "NO PARKING FIRE LANE" at approved intervals. Lettering shall have a stroke of not less than one inch wide by six inches high. Lettering shall be white on red background. (IFC 503.3)

8) **GRADE:** Fire apparatus access roadway grades shall not exceed 10 percent. Intersections and turnarounds shall be level (maximum 5%) with the exception of crowning for water run-off. When fire sprinklers are installed, a maximum grade of 15% may be allowed. The approval of fire sprinklers as an alternate shall be accomplished in accordance with the provisions of ORS 455.610(5). (IFC 503.2.7 & D103.2)

9) **COMMERCIAL BUILDINGS - REQUIRED FIRE FLOW:** The required fire flow for the building shall not exceed 3,000 gallons per minute (GPM) or the available GPM in the water delivery system at 20 psi, whichever is less as calculated using IFC, Appendix B. A worksheet for calculating the required fire flow is available from the Fire Marshal's Office. (IFC B105.2)

Please provide a current fire flow test of the nearest fire hydrant demonstrating available fire flow at 20 psi residual pressure, as well as fire flow calculation worksheets. Fire Flow calculation worksheets and instructions are available on our website: www.tvfr.com.

10) **FIRE HYDRANT DISTANCE FROM AN ACCESS ROAD:** Fire hydrants shall be located not more than 15 feet from an approved fire apparatus access roadway. (IFC C102.1)

11) **REFLECTIVE HYDRANT MARKERS:** Fire hydrant locations shall be identified by the installation of reflective markers. The markers shall be blue. They shall be located adjacent and to the side of the centerline of the access road way that the fire hydrant is located on. In case that there is no center line, then assume a centerline, and place the reflectors accordingly. (IFC 508.5.4)

12) **FIRE HYDRANT/FIRE DEPARTMENT CONNECTION:** A fire hydrant shall be located within 100 feet of a fire department connection (FDC). Fire hydrants and FDC's shall be located on the same side of the fire apparatus access roadway. FDCs shall normally be remote except when approved by the fire code official. (IFC 912.2)

Provide location of FDCs for approval; provide signage to indicate the separate addresses served by each FDC.

13) **ACCESS AND FIRE FIGHTING WATER SUPPLY DURING CONSTRUCTION:** Approved fire apparatus access roadways and fire fighting water supplies shall be installed and operational prior to any combustible construction or storage of combustible materials on the site. (IFC 1410.1 & 1412.1)

14) **KNOX BOX:** A Knox Box for building access (fire sprinkler rooms) is required for this building. Please contact the Fire Marshal's Office for an order form and instructions regarding installation and placement. (IFC 506)

15) Resubmit plans for final approval.

If you have questions or need clarification, please call me at (503) 612-7012.

Sincerely,

Karen Mohling

Karen Mohling
Deputy Fire Marshal

7401 SW Washo Court • Tualatin, Oregon 97062 • Phone: 503-612-7000 • Fax: 503-612-7003 • www.tvfr.com

LANCASTER
engineering

REGISTERED PROFESSIONAL ENGINEER
54983PE
OREGON
JULY 10, 2002
MICHAEL T. ARD
EXPIRES: 12/31/07
11/15/06

November 15, 2006

Joe Mitchoff
Premier Property Group
PO Box 82697
Portland, OR 97282

RE: River Falls Place Subdivision – Trip Generation and Sight Distance Letter

Dear Joe:

This letter is written to provide a trip generation and distribution estimate for the proposed River Falls Place Subdivision on 13th Street in West Linn. The proposed development plan calls for an 11-lot subdivision with an existing home and an existing duplex remaining in place, allowing for construction of nine new townhouse units. This letter will report the net increase in site trips associated with the proposed development as well as the number of anticipated site trips that will pass through several nearby intersections that are proposed for signalization. In addition, this letter will provide information regarding sight distance at the proposed site access locations.

To estimate the number of trips that will be generated by the proposed subdivision, trip rates from the manual *TRIP GENERATION,* Seventh Edition, published by the Institute of Transportation Engineers (ITE), were used. The trip rates used for the development are from land-use code 230, *Residential Condominium/Townhouse*. The trip generation rates are based on the number of additional dwelling units proposed for the site.

It is estimated that a total of 4 trips will be generated during the morning peak hour, with 1 entering and 3 exiting the site. During the evening peak hour, it is expected that 5 trips will be generated, with 3 entering and 2 exiting the site. The expected daily traffic volume is 52 trips, with half entering and half exiting. A summary of the trip generation calculations is shown in the table on the following page. The trip generation calculations are attached to this letter.

321 SW 4th Avenue, Suite 400 ▪ Portland, OR 97204 ▪ Phone 503.248.0313 ▪ Fax 503.248.9251

TRIP GENERATION SUMMARY

	Additional Entering Trips	Additional Exiting Trips	Additional Total Trips
9 Townhouse units			
AM Peak Hour	1	3	4
PM Peak Hour	3	2	5
Weekday	26	26	52

Using the trip generation figures and the existing turning movement patterns in the vicinity of the project site, future site traffic volumes were estimated for the evening peak hour at three area intersections. The intersection of Tannler Drive at Blankenship Road is projected to have 5 additional site trips entering during the evening peak hour. The intersection of 10th Street at 8th Avenue is projected to have 2 additional site trips entering during the evening peak hour. The intersection of Salamo Road at Rosemont Road is projected to have no additional site trips during the evening peak hour.

Sight Distance

Required intersection sight distance was calculated from the equations given in *A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS*, published in 2004 by the American Association of State Highway and Transportation Officials (AASHTO). The measurements are based on a driver's eye height of 3.5 feet and an object height of 3.5 feet above the road, with the driver's eye 15 feet behind the edge of the near side travel lane.

The proposed site accesses on 13th Street intersect within a statutory speed zone of 25 mph, requiring at least 280 feet of intersection sight distance in each direction for optimal operation. Sight distance was measured at the proposed northern access to be 128 feet to the north and 280 feet to the south from the proposed site access. Sight distance is limited by existing bushes on the property north of the driveway as well as an existing mailbox structure located adjacent to the driveway.

Significant vegetation currently blocks sight distance at the proposed southern access, although this vegetation will be cleared upon construction of the proposed site access. With adequate clearing of the vegetation, sight distance is projected to be approximately 480 feet to

the north and continuous to the end of the roadway to the south. Sight distance will be adequate at this driveway location.

Since sight distance is inadequate at the northern site access, it is recommended either that the existing bushes and mailboxes obstructing the sight line from this driveway be removed, or that the northern site access be limited to entering traffic only. All site traffic would thus exit from the southern site access where adequate sight distance is available.

Summary

Development of the proposed residential subdivision is not anticipated to have a significant affect on the operation of roadways and intersections in the vicinity of the project site, since trip generation is very low for this proposed development. No operational mitigations are recommended.

Sight distance is adequate for the proposed southern site access location; however some clearing of bushes and relocation of the existing mail boxes will be required in order to provide adequate sight distance at the proposed northern site access. Alternatively, if the obstructions at the northern driveway cannot be cleared, it is recommended that the northern access be limited to entering traffic only.

If you have any questions regarding this information, please don't hesitate to call.

Yours truly,

Michael Ard, PE
Transportation Engineer

1e

TRIP GENERATION CALCULATIONS

Land Use: Residential Condominium/Townhouse
Land Use Code: 230
Variable: Dwelling Units
Variable Value: 9

AM PEAK HOUR

Trip Rate: 0.44

	Enter	Exit	Total
Directional Distribution	17%	83%	
Trip Ends	1	3	4

PM PEAK HOUR

Trip Rate: 0.52

	Enter	Exit	Total
Directional Distribution	67%	33%	
Trip Ends	3	2	5

WEEKDAY

Trip Rate: 5.86

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	26	26	52

SATURDAY

Trip Rate: 5.67

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	26	26	52

Source: TRIP GENERATION, Seventh Edition

River Falls Loop

Exterior Materials

The townhomes on River Falls Loop will use a variety of materials consisting primarily of lap siding, painted and stained cedar, cedar shingles and other wood accents. Building materials and architectural features will be used to distinguish different units yet provide a cohesive look to the overall development. Materials complimenting existing area homes were specifically chosen.

Exterior Colors

Location	Brand	Color	Type	Sheen
Body 1	Sherwin Williams Super Paint	SW6160 Best Bronze	Latex	Satin
Body 2	Sherwin Williams Super Paint	SW6124 Cardboard	Latex	Satin
Body 3	Sherwin Williams Super Paint	SW6158 Sawdust	Latex	Satin
Body 4	Sherwin Williams Super Paint	SW6122 Camelback	Latex	Satin
Trim	Sherwin Williams Super Paint	SW 6120 Believable Buff	Latex	Satin
Doors/Accents	Sherwin Williams Super Paint	SW6328 Fireweed	Latex	Gloss

47

SW 6322
Intimate White

SW 6323
Romance

SW 6324
Mellow Coral

SW 6325
Constant Coral

SW 6326
Henna Shade

SW 6327
Bold Brick

ORS/ACCENTS

SW 6328

23

SW 6154
Nacre

SW 6155
Rice Grain

SW 6156
Ramie

SW 6157
Favorite Tan

BODY #3

SW 6158
Sawdust

SW 6159
High Tea

BODY #1

SW 6160

SW
Antique

TRIM

SW
Believab

SW
Whole

BODY #4

SW
Cam

SW
Ba

BODY #2

SW
Cara

SW
Cral

River Falls Loop

Exterior Materials & Colors

The photos below show an infill project in the Rose City Park neighborhood of Portland completed by the developers using a similar color scheme for reference only. The developers worked with neighbors to select a scheme that fit into the existing neighborhood and they would be happy to do the same for neighbors of River Falls Loop. Refer to enclosed elevations for architectural renderings of the proposed development.

1.

STORM WATER REPORT

FOR: RIVER FALLS PLACE

LOCATED AT:
2170 13th STREET, WEST LINN, OR 97068

Prepared for:
Joe and Mike Mitchoff
Premier Property Group
PO Box 82697, Portland OR 97282
503-238-1999

Prepared by:

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08/20/09

REGISTERED PROFESSIONAL ENGINEER
49718PE
OREGON
JANUARY 15, 2002
BOGDAN M. POPESCU

EXPIRATION DATE 12/31/10

BMP Design LLC # 05-113

REVISION	REVIEW NO.	DATE	BY	COMMENTS
1				
2				

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1. NARRATIVE

This storm water analyses is prepared for the parcel of land described as:
Lot 15 Parsons addition and portions of tract A and tract B, Block 18, Willamette Tracts, situated in the SW ¼ SEC 35, T 2S, R 1E, W.M. City of West Linn, Oregon.
The property is located on the West side of 13th street.

The calculations for the storm water are based on the criteria required by the agency issuing the building permits. City of West Linn has jurisdiction over this property.

The computations in this report reveal the amount of storage necessary for detaining volumes at different storm water events and water quality.

Existing Conditions

Total Area: 35,161 SF + 9,279 SF = 44,440 SF = 1.02 AC.
Land Cover: trees, grass.
Land Slope: varies:
2% to 36%. From NE to SW (downward toward I 205)
Structures on site: two residences: total Impervious: 2,689 SF + 2,434 SF = 5,123 SF
Soil Type: "D"
CN=80

Time of Concentration: Tc=0.42(nxL)*0.8 / (I))*0.4 x (s)*0.4

Tc 2 yr =19.50 min
Tc 5 yr =17.50 min
Tc 10 yr =16.14 min
Tc 25 yr = 15.0 min

Developed Conditions
Total Area: 44,440 SF = 1.02 AC
Private Road: 8,226 SF = 0.19 AC
Buildings: 9,000 SF = 0.21 AC
Residences (extg): 5,123 SF

Total Impervious Area: 22,349 SF
Total Pervious Area: 22,091 SF
Tc = 5 mins.

2.

Design Frequency, Release rates, Storage Volumes.
24 hours duration.

Summary Table

24-hour storm event	Intensity inches	Q Undev CFS	Q Devel CFS	Storage CF	Actual Release Q CFS
2 YR	2.40	0.18	0.36	217	0.18
5 YR	2.90	0.26	0.47	317	0.25
10 YR	3.40	0.36	0.58	413	0.35
25 YR	3.90	0.46	0.70	490	0.42

The calculations used a 3 orifice system in an 8 inch riser:

IE: 0.00; Diam: 2.80 inch

IE: 0.90; Diam: 3.00 inch

IE: 1.60; Diam: 3.50 inch

Storage system used for calculations purposes:

Diam: 24 inch horizontal pipe; L=400.00 FT.

Required Volume: 1,256 CF

Available storage in Storm water facility (box):

V= A x H = (1,443 SF x 1 ft rock/3) + 1,443 x 0.6 ft = 1,347 CF > 1,256 CF OK

Freeboard: 0.5 FT

3.

Stormwater Treatment

City of West Linn follows the City of Portland Stormwater Management manual. The City of Portland's pollution prevention (or treatment) standard is a performance standard that requires 70% average annual TSS removal from 90% of the average annual rainfall. Vegetated facilities (such as the one this project proposes) designed using Portland's stormwater manual, generally exceed the LEED stormwater management standard for treatment.. Attached is the Presumptive Approach calc sheet per City of Portland Stormwater management manual.

BES - Presumptive Approach Calculator - Ver 1.0

Catchment Data

Catchment ID: A

Date: 08/20/09

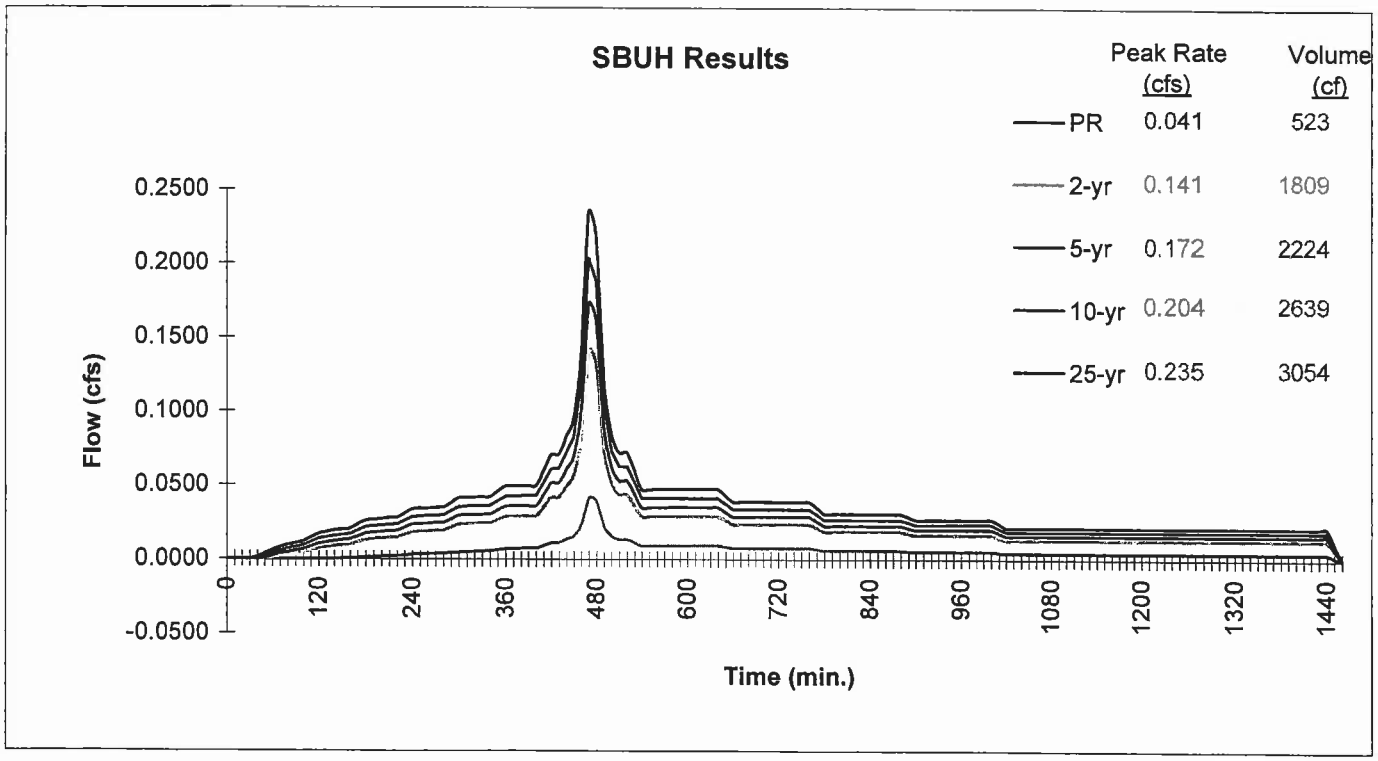
Permit Number: [Permit #]

Run Time: 7/30/2008 2:30:29 PM

Project Name: RIVER FALLS PLACE
Project Address: 2170 13th STREET
WEST LINN, OR
Designer: BMP DESIGN LLC
Company: BP

Drainage Catchment Information			
Catchment ID	A		
	Catchment Area		
Impervious Area	22,091	SF	
Impervious Area	0.51	ac	
Impervious Area Curve Number, CN_{imp}	98		
Time of Concentration, Tc, minutes	5	min.	
Site Soils & Infiltration Testing Data			
Infiltration Testing Procedure:	Open Pit Falling Head		
Native Soil Field Tested Infiltration Rate (I_{test}):	0.05	in/hr	
Bottom of Facility Meets Required Separation From High Groundwater Per BES SWMM Section 1.4:	No		**Review Groundwater Depth with BES**
Correction Factor Component			
CF_{test} (ranges from 1 to 3)	2		
Design Infiltration Rates			
I_{dsgn} for Native (I_{test} / CF_{test}):	0.03	in/hr	**Design infiltration rate < 0.5 in/hr**
I_{dsgn} for Imported Growing Medium:	2.00	in/hr	

Execute SBUH Calculations



BES - Presumptive Approach Calculator - Ver 1.0

Facility Design Data

Catchment ID: A

SWALE, PLANTER OR BASIN

Run Time: 7/30/2008 2:30:29 PM

Project Name: RIVER FALLS PLACE **Catchment ID:** A **Date:** 8/20/2009

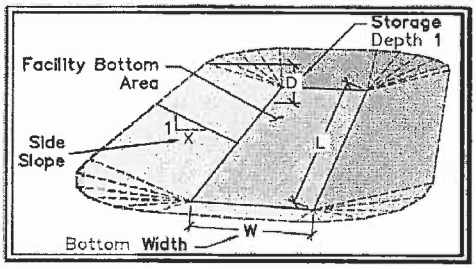
Catchment facility will meet Hierarchy Category: 3

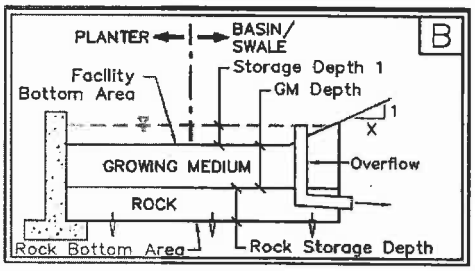
Goal Summary:

Hierarchy Category	SWMM Requirement	RESULTS box below needs to display...		Facility configurations allowed
		Pollution Reduction as a	10-yr (aka disposal) as a	
1	On-site infiltration with a surface infiltration facility.	PASS	PASS	A or B

Facility Type = Planter

Facility Shape: Rectangle/Square **Facility Configuration:** B





DATA FOR ABOVE GRADE STORAGE COMPONENT

Facility Bottom Area =	535	sf
Bottom Width =	10.0	ft
Facility Side Slope =	3	to 1
Storage Depth 1 =	9	in
Growing Medium Depth =	18	in
Freeboard Depth =	3	in
Surface Capacity at Depth 1 =	513	cf
Infiltration Area at 75% Depth1 =	759	SF
GM Design Infiltration Rate =	2.00	in/hr
Infiltration Capacity =	0.035	cfs

BELOW GRADE STORAGE

Rock Storage Bottom Area =	834	sf
Rock Storage Depth =	24	in
Rock Void Ratio =	0.3	
Rock Storage Capacity =	500	cf
Native Design Infiltration Rate =	0.03	in/hr
Infiltration Capacity =	0.000	cfs

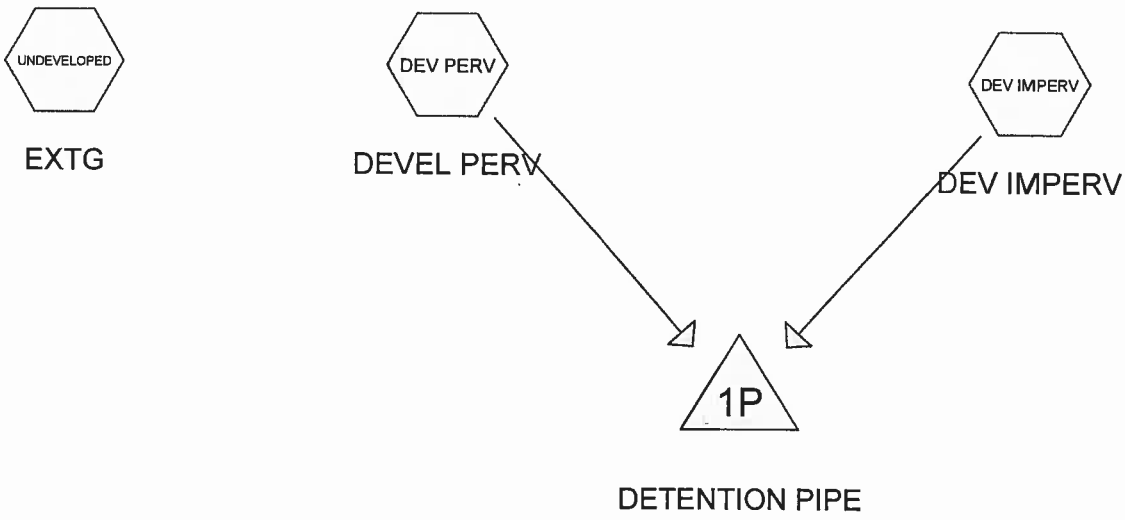
RESULTS		Overflow Volume			
Pollution Reduction	PASS	0 CF	1%	Surf. Cap. Used	Run PAC
			5%	Rock Cap. Used	
10-yr	PASS	0 CF	99%	Surf. Cap. Used	
			100%	Rock Cap. Used	

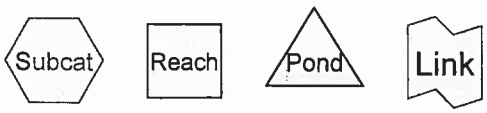
Disposal occurs in separate approved UIC.
Refer to Storm Report for more information.

FACILI

Total Facility Area Including Freeboard = 952 SF

Sizing Ratio (Total Facility Area / Catchment Area) = 0.043





Drainage Diagram for 05-113-WEST LINN
Prepared by BMP DESIGN LLC
HydroCAD® 8.00 s/n 004874 © 2006 HydroCAD Software Solutions LLC

Area Listing (all nodes)

Area (sq-ft)	CN	Description (subcats)
39,317	80	(UNDEVELOPED)
22,091	80	LANDSCAPE (DEV PERV)
5,123	98	(UNDEVELOPED)
22,349	98	ROOF, DWY (DEV IMPERV)
88,880		

Time span=0.00-24.00 hrs, dt=0.01 hrs, 2401 points
Runoff by SBUH method, Split Pervious/Imperv.
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment DEV IMPERV: DEV IMPERV Runoff Area=22,349 sf Runoff Depth>2.17"
Tc=5.0 min CN=0/98 Runoff=0.28 cfs 4,037 cf

Subcatchment DEV PERV: DEVEL PERV Runoff Area=22,091 sf Runoff Depth>0.82"
Tc=5.0 min CN=80/0 Runoff=0.08 cfs 1,506 cf

Subcatchment UNDEVELOPED: EXTG Runoff Area=44,440 sf Runoff Depth>0.97"
Tc=15.0 min CN=80/98 Runoff=0.18 cfs 3,585 cf

Pond 1P: DETENTION PIPE Peak Elev=0.79' Storage=447 cf Inflow=0.36 cfs 5,543 cf
Outflow=0.18 cfs 5,541 cf

Total Runoff Area = 88,880 sf Runoff Volume = 9,127 cf Average Runoff Depth = 1.23"
69.09% Pervious Area = 61,408 sf 30.91% Impervious Area = 27,472 sf

Subcatchment DEV IMPERV: DEV IMPERV

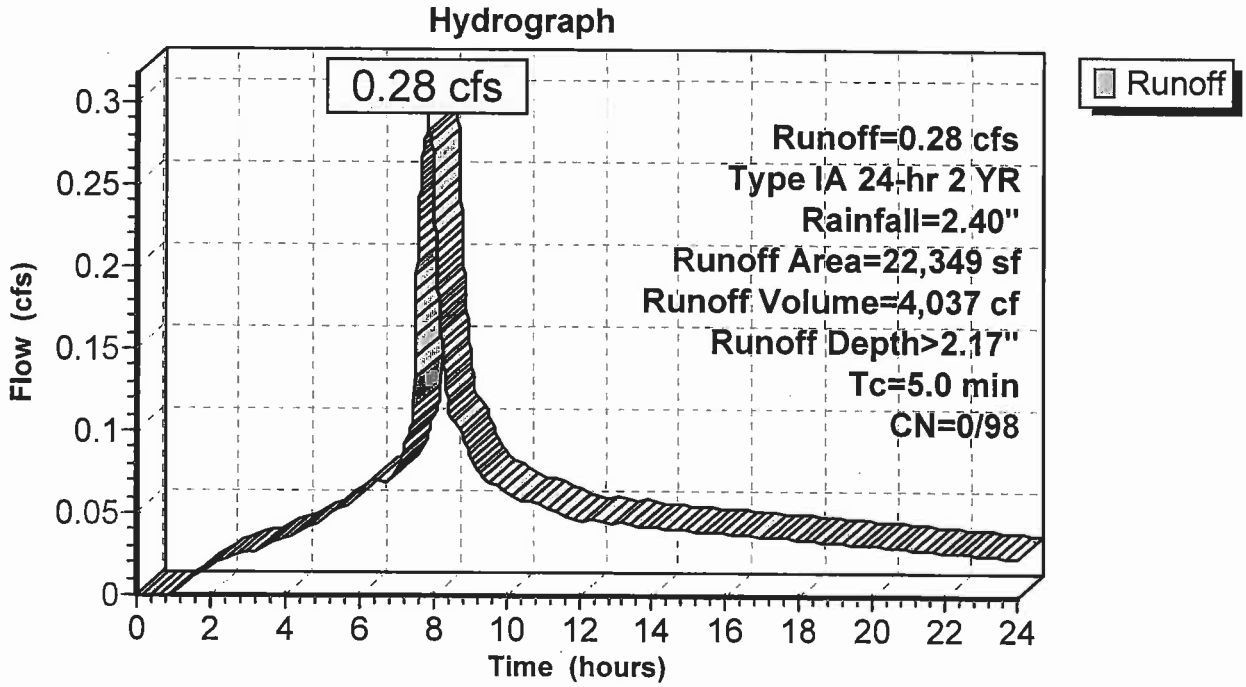
Runoff = 0.28 cfs @ 7.88 hrs, Volume= 4,037 cf, Depth> 2.17"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-24.00 hrs, dt= 0.01 hrs
Type IA 24-hr 2 YR Rainfall=2.40"

Area (sf)	CN	Description
22,349	98	ROOF, DWY
22,349	98	Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry, ALL**

Subcatchment DEV IMPERV: DEV IMPERV



Subcatchment DEV PERV: DEVEL PERV

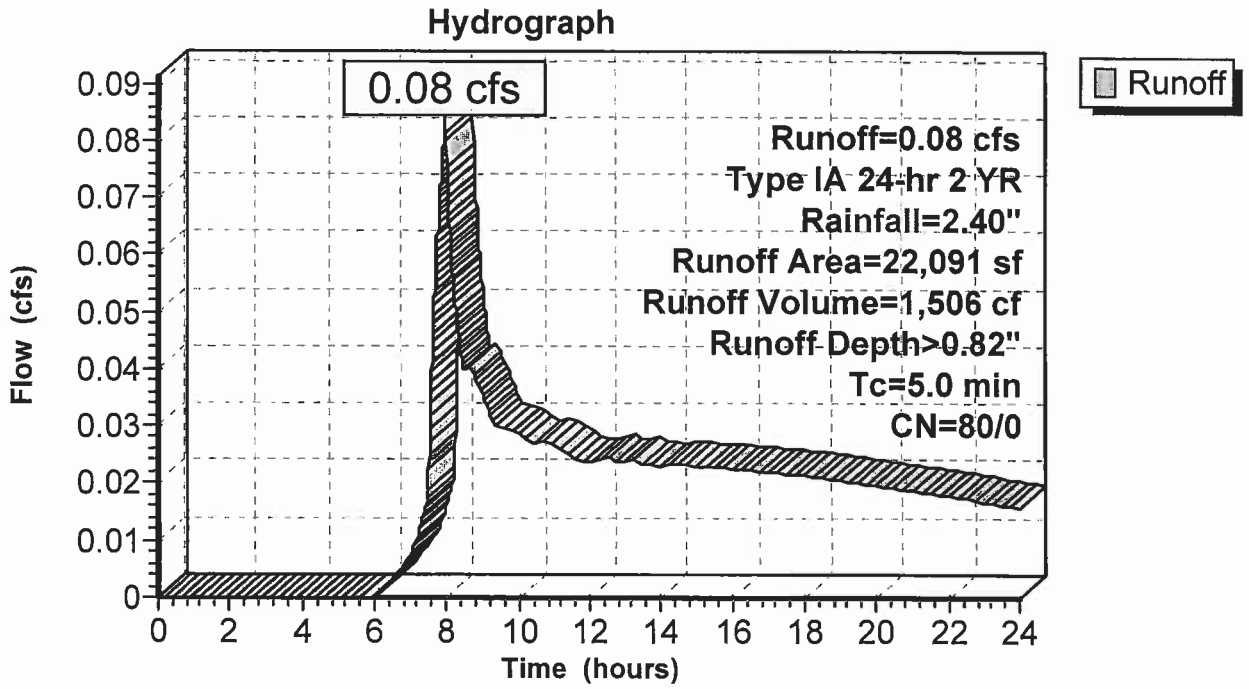
Runoff = 0.08 cfs @ 8.00 hrs, Volume= 1,506 cf, Depth> 0.82"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-24.00 hrs, dt= 0.01 hrs
Type IA 24-hr 2 YR Rainfall=2.40"

Area (sf)	CN	Description
22,091	80	LANDSCAPE
22,091	80	Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Subcatchment DEV PERV: DEVEL PERV



Subcatchment UNDEVELOPED: EXTG

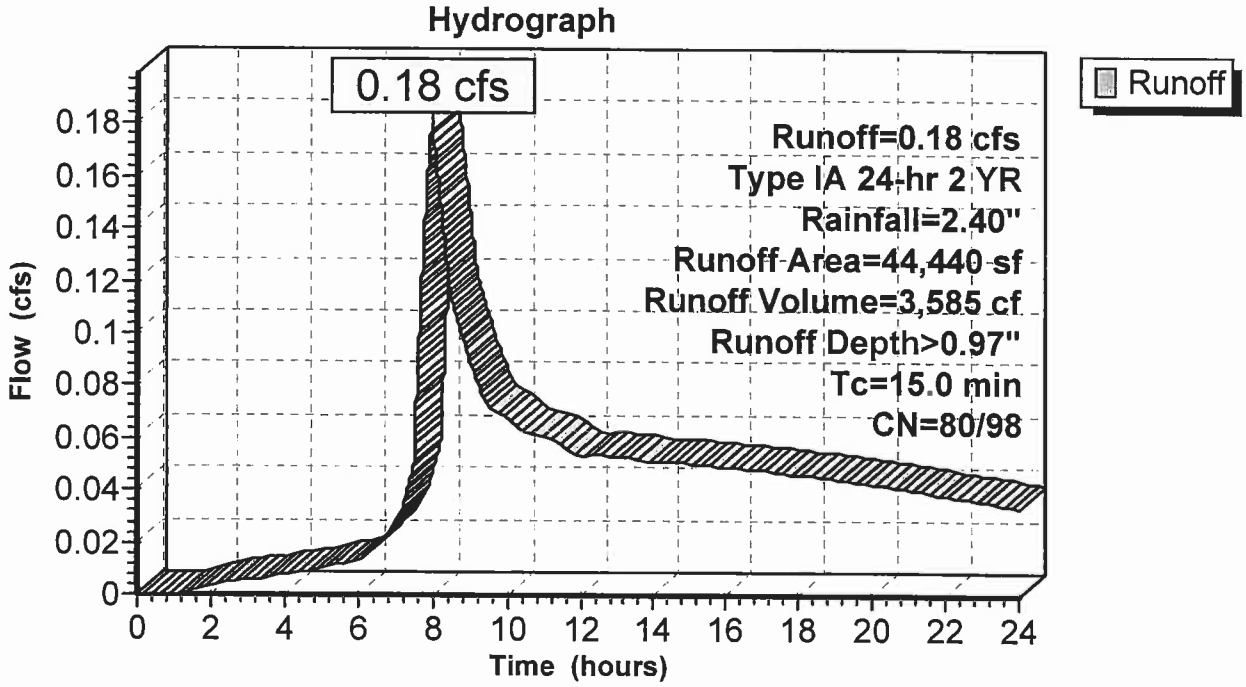
Runoff = 0.18 cfs @ 8.01 hrs, Volume= 3,585 cf, Depth> 0.97"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-24.00 hrs, dt= 0.01 hrs
Type IA 24-hr 2 YR Rainfall=2.40"

Area (sf)	CN	Description
39,317	80	
5,123	98	
44,440	82	Weighted Average
39,317	80	Pervious Area
5,123	98	Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
15.0					**Direct Entry,**

Subcatchment UNDEVELOPED: EXTG



Pond 1P: DETENTION PIPE

Inflow Area =	44,440 sf,	Inflow Depth >	1.50"	for	2 YR event
Inflow =	0.36 cfs @	7.92 hrs,	Volume=	5,543 cf	
Outflow =	0.18 cfs @	8.31 hrs,	Volume=	5,541 cf,	Atten= 49%, Lag= 23.5 min
Primary =	0.18 cfs @	8.31 hrs,	Volume=	5,541 cf	

Routing by Stor-Ind method, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs
Peak Elev= 0.79' @ 8.31 hrs Surf.Area= 779 sf Storage= 447 cf

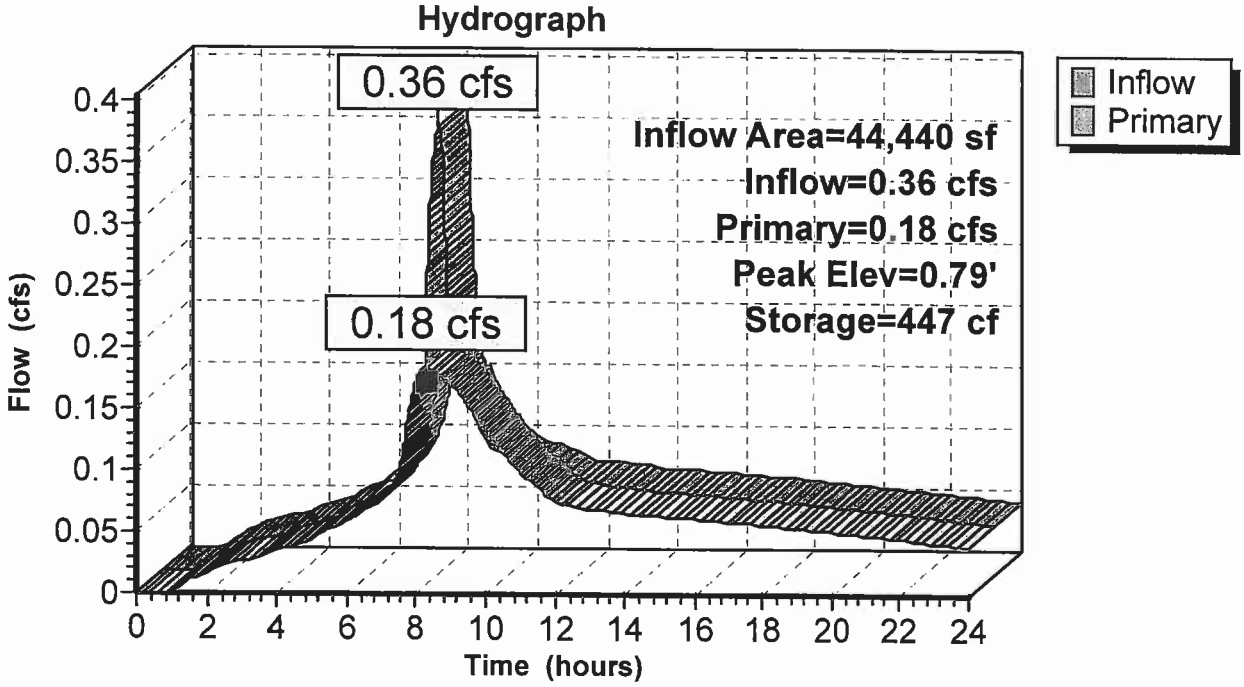
Plug-Flow detention time= 12.4 min calculated for 5,538 cf (100% of inflow)
Center-of-Mass det. time= 12.1 min (734.0 - 721.9)

Volume	Invert	Avail.Storage	Storage Description
#1	0.00'	1,257 cf	**24.0"D x 400.00'L Horizontal Cylinder S= 0.0001 '/'**

Device	Routing	Invert	Outlet Devices
#1	Primary	0.00'	**2.8" Horiz. Orifice/Grate** C= 0.600
#2	Primary	0.90'	**3.0" Vert. Orifice/Grate** C= 0.600
#3	Primary	1.60'	**3.5" Vert. Orifice/Grate** C= 0.600

Primary OutFlow Max=0.18 cfs @ 8.31 hrs HW=0.79' (Free Discharge)
- **1=Orifice/Grate** (Orifice Controls 0.18 cfs @ 4.28 fps)
- **2=Orifice/Grate** (Controls 0.00 cfs)
- **3=Orifice/Grate** (Controls 0.00 cfs)

Pond 1P: DETENTION PIPE



Time span=0.00-24.00 hrs, dt=0.01 hrs, 2401 points
Runoff by SBUH method, Split Pervious/Imperv.
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment DEV IMPERV: DEV IMPERV Runoff Area=22,349 sf Runoff Depth>2.66"
Tc=5.0 min CN=0/98 Runoff=0.35 cfs 4,962 cf

Subcatchment DEV PERV: DEVEL PERV Runoff Area=22,091 sf Runoff Depth>1.17"
Tc=5.0 min CN=80/0 Runoff=0.13 cfs 2,158 cf

Subcatchment UNDEVELOPED: EXTG Runoff Area=44,440 sf Runoff Depth>1.34"
Tc=15.0 min CN=80/98 Runoff=0.26 cfs 4,951 cf

Pond 1P: DETENTION PIPE Peak Elev=1.05' Storage=652 cf Inflow=0.47 cfs 7,120 cf
Outflow=0.25 cfs 7,114 cf

Total Runoff Area = 88,880 sf Runoff Volume = 12,071 cf Average Runoff Depth = 1.63"
69.09% Pervious Area = 61,408 sf 30.91% Impervious Area = 27,472 sf

Subcatchment DEV IMPERV: DEV IMPERV

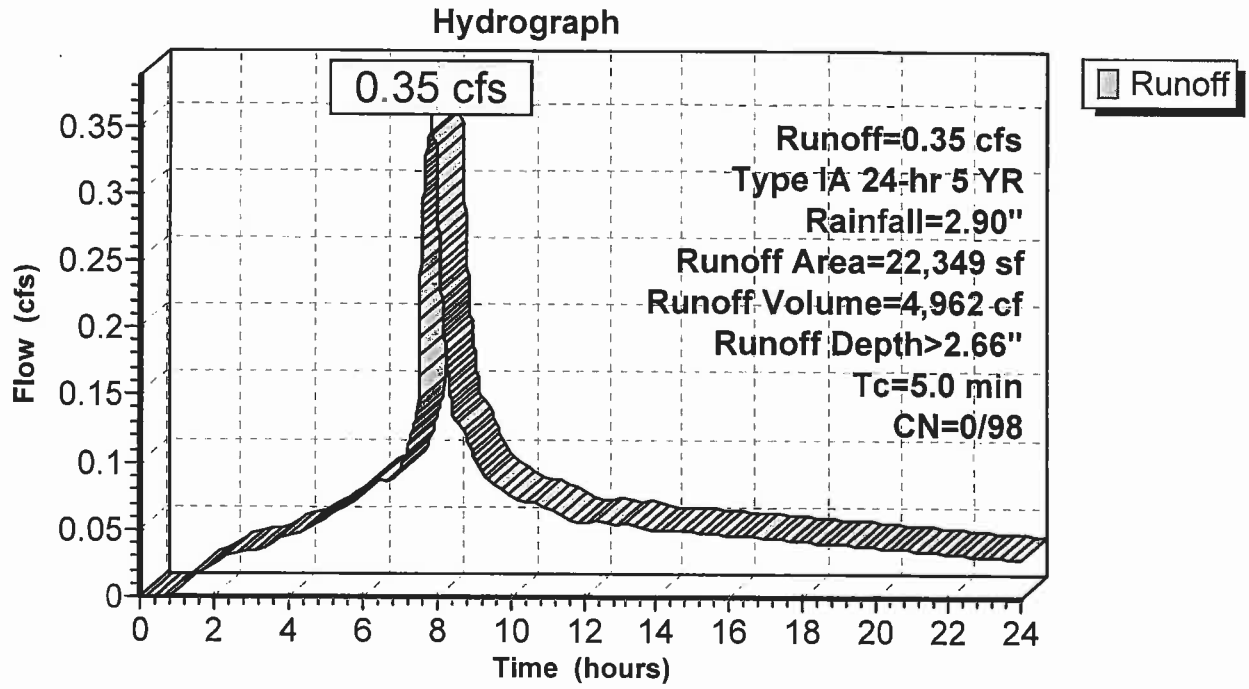
Runoff = 0.35 cfs @ 7.88 hrs, Volume= 4,962 cf, Depth> 2.66"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-24.00 hrs, dt= 0.01 hrs
Type IA 24-hr 5 YR Rainfall=2.90"

Area (sf)	CN	Description
22,349	98	ROOF, DWY
22,349	98	Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry, ALL**

Subcatchment DEV IMPERV: DEV IMPERV



Subcatchment DEV PERV: DEVEL PERV

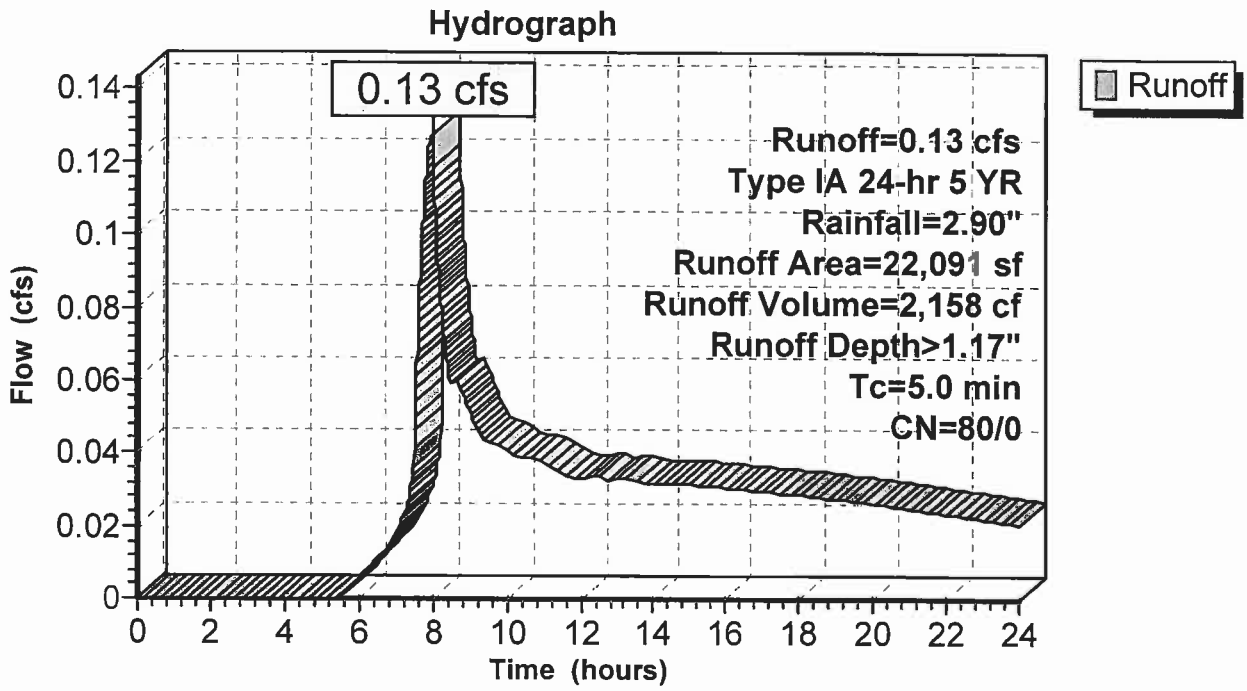
Runoff = 0.13 cfs @ 8.00 hrs, Volume= 2,158 cf, Depth> 1.17"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-24.00 hrs, dt= 0.01 hrs
Type IA 24-hr 5 YR Rainfall=2.90"

Area (sf)	CN	Description
22,091	80	LANDSCAPE
22,091	80	Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Subcatchment DEV PERV: DEVEL PERV



Subcatchment UNDEVELOPED: EXTG

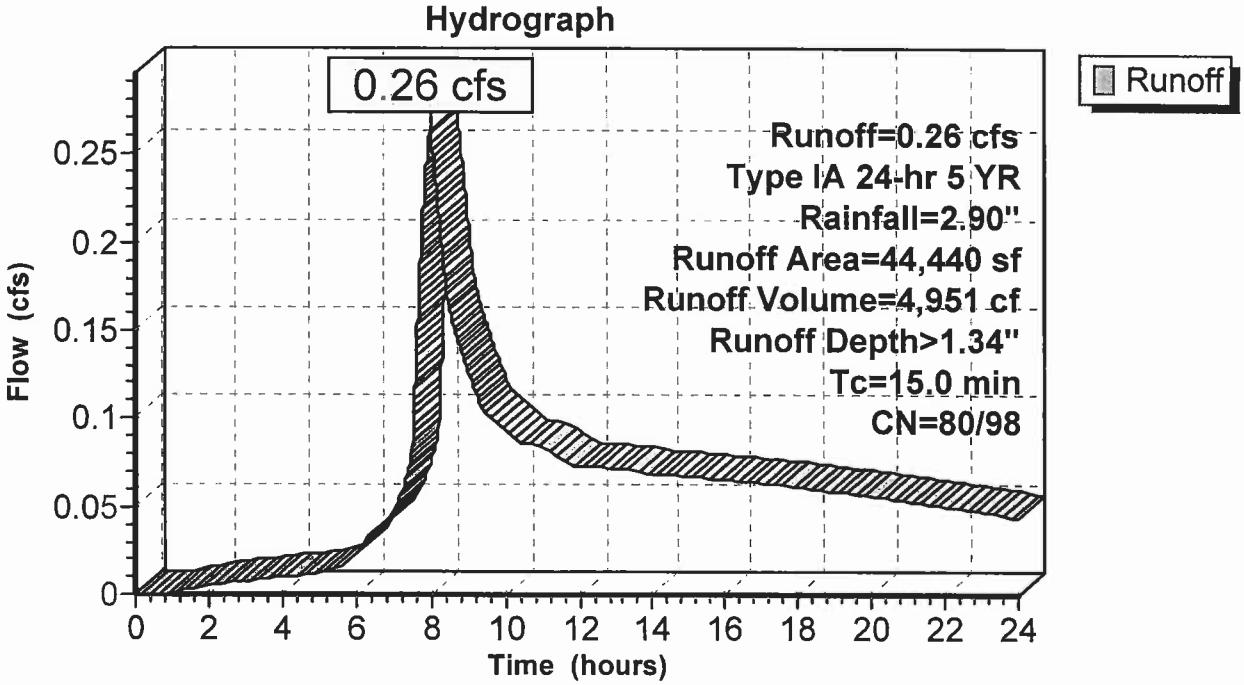
Runoff = 0.26 cfs @ 8.00 hrs, Volume= 4,951 cf, Depth> 1.34"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-24.00 hrs, dt= 0.01 hrs
Type IA 24-hr 5 YR Rainfall=2.90"

Area (sf)	CN	Description
39,317	80	
5,123	98	
44,440	82	Weighted Average
39,317	80	Pervious Area
5,123	98	Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
15.0					**Direct Entry,**

Subcatchment UNDEVELOPED: EXTG



Pond 1P: DETENTION PIPE

Inflow Area =	44,440 sf,	Inflow Depth >	1.92"	for	5 YR event
Inflow =	0.47 cfs @	7.92 hrs,	Volume=	7,120 cf	
Outflow =	0.25 cfs @	8.28 hrs,	Volume=	7,114 cf,	Atten= 46%, Lag= 21.4 min
Primary =	0.25 cfs @	8.28 hrs,	Volume=	7,114 cf	

Routing by Stor-Ind method, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs
Peak Elev= 1.05' @ 8.28 hrs Surf.Area= 800 sf Storage= 652 cf

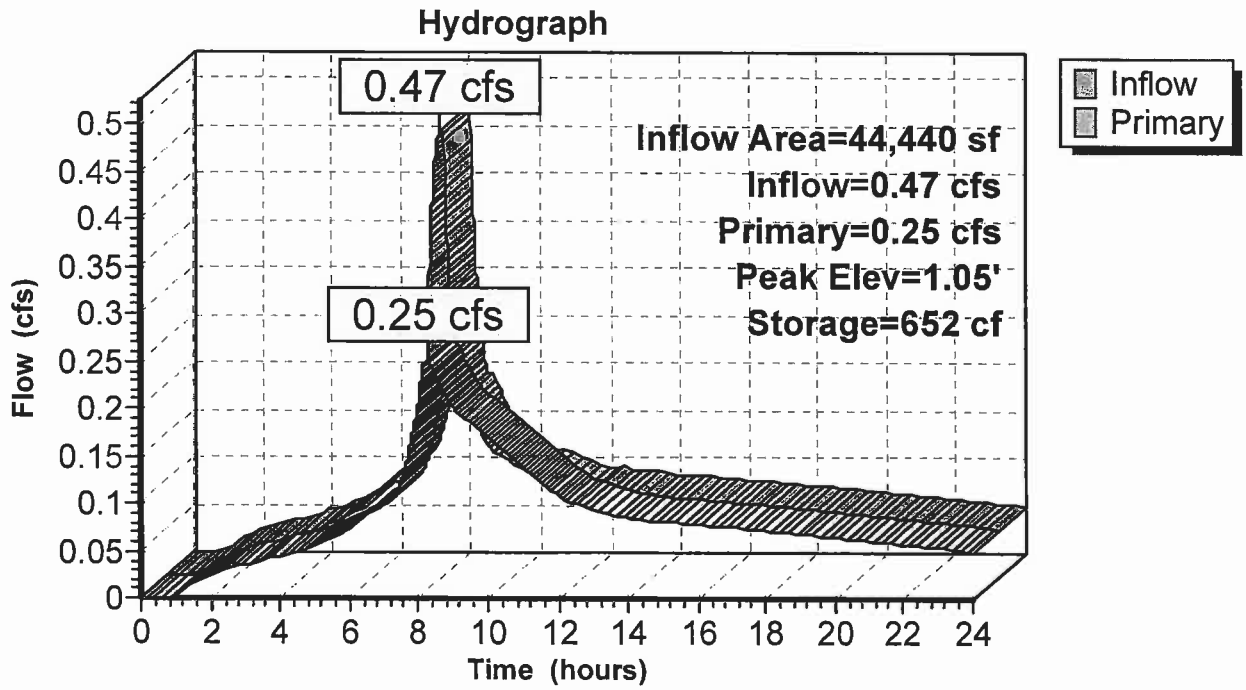
Plug-Flow detention time= 17.8 min calculated for 7,111 cf (100% of inflow)
Center-of-Mass det. time= 17.2 min (733.5 - 716.3)

Volume	Invert	Avail.Storage	Storage Description
#1	0.00'	1,257 cf	**24.0"D x 400.00'L Horizontal Cylinder S= 0.0001 '/'**

Device	Routing	Invert	Outlet Devices
#1	Primary	0.00'	**2.8" Horiz. Orifice/Grate** C= 0.600
#2	Primary	0.90'	**3.0" Vert. Orifice/Grate** C= 0.600
#3	Primary	1.60'	**3.5" Vert. Orifice/Grate** C= 0.600

Primary OutFlow Max=0.25 cfs @ 8.28 hrs HW=1.05' (Free Discharge)
- **1=Orifice/Grate** (Orifice Controls 0.21 cfs @ 4.93 fps)
- **2=Orifice/Grate** (Orifice Controls 0.04 cfs @ 1.32 fps)
- **3=Orifice/Grate** (Controls 0.00 cfs)

Pond 1P: DETENTION PIPE



Time span=0.00-24.00 hrs, dt=0.01 hrs, 2401 points
Runoff by SBUH method, Split Pervious/Imperv.
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment DEV IMPERV: DEV IMPERV Runoff Area=22,349 sf Runoff Depth>3.16"
Tc=5.0 min CN=0/98 Runoff=0.41 cfs 5,888 cf

Subcatchment DEV PERV: DEVEL PERV Runoff Area=22,091 sf Runoff Depth>1.55"
Tc=5.0 min CN=80/0 Runoff=0.18 cfs 2,859 cf

Subcatchment UNDEVELOPED: EXTG Runoff Area=44,440 sf Runoff Depth>1.73"
Tc=15.0 min CN=80/98 Runoff=0.36 cfs 6,406 cf

Pond 1P: DETENTION PIPE Peak Elev=1.26' Storage=820 cf Inflow=0.58 cfs 8,747 cf
Outflow=0.35 cfs 8,735 cf

Total Runoff Area = 88,880 sf Runoff Volume = 15,153 cf Average Runoff Depth = 2.05"
69.09% Pervious Area = 61,408 sf 30.91% Impervious Area = 27,472 sf

Subcatchment DEV IMPERV: DEV IMPERV

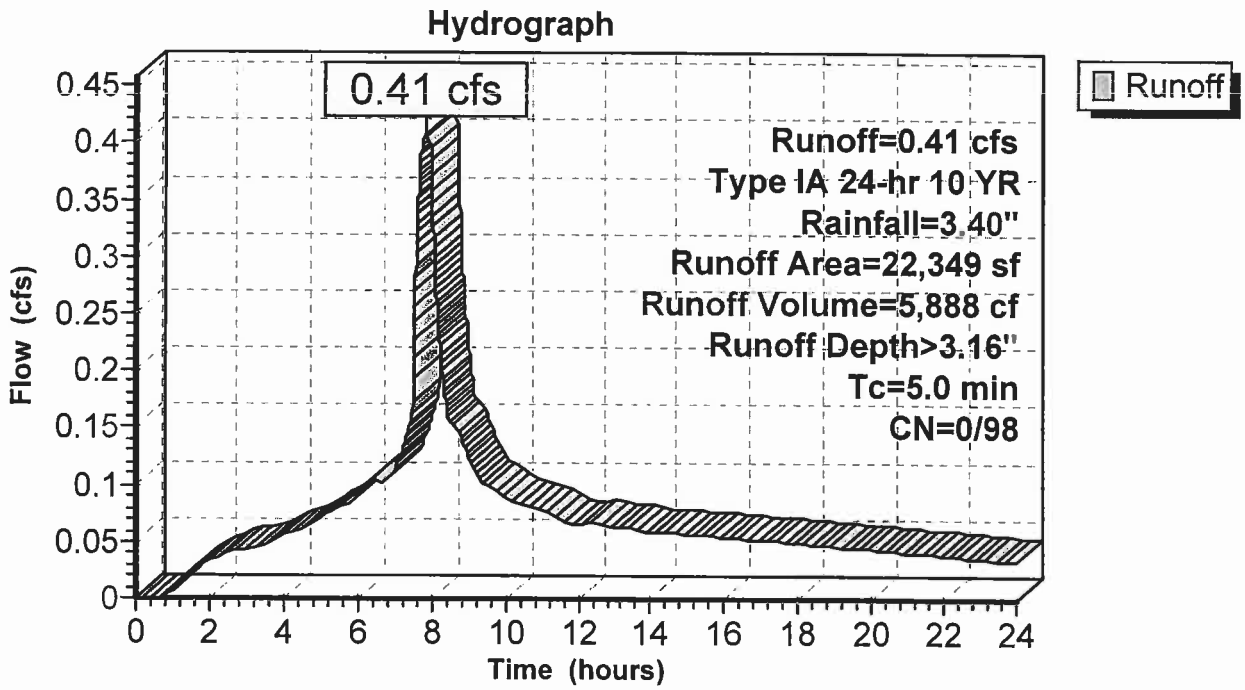
Runoff = 0.41 cfs @ 7.88 hrs, Volume= 5,888 cf, Depth> 3.16"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-24.00 hrs, dt= 0.01 hrs
Type IA 24-hr 10 YR Rainfall=3.40"

Area (sf)	CN	Description
22,349	98	ROOF, DWY
22,349	98	Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry, ALL**

Subcatchment DEV IMPERV: DEV IMPERV



Subcatchment DEV PERV: DEVEL PERV

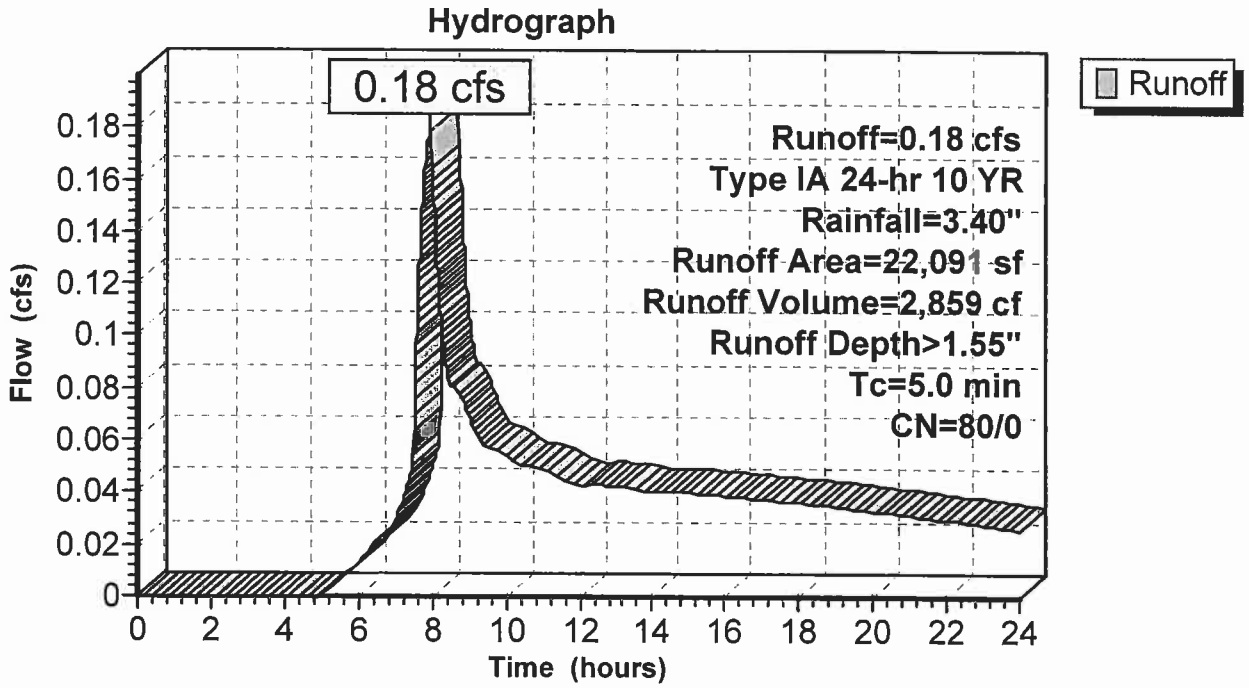
Runoff = 0.18 cfs @ 7.98 hrs, Volume= 2,859 cf, Depth> 1.55"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-24.00 hrs, dt= 0.01 hrs
Type IA 24-hr 10 YR Rainfall=3.40"

Area (sf)	CN	Description
22,091	80	LANDSCAPE
22,091	80	Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Subcatchment DEV PERV: DEVEL PERV



Subcatchment UNDEVELOPED: EXTG

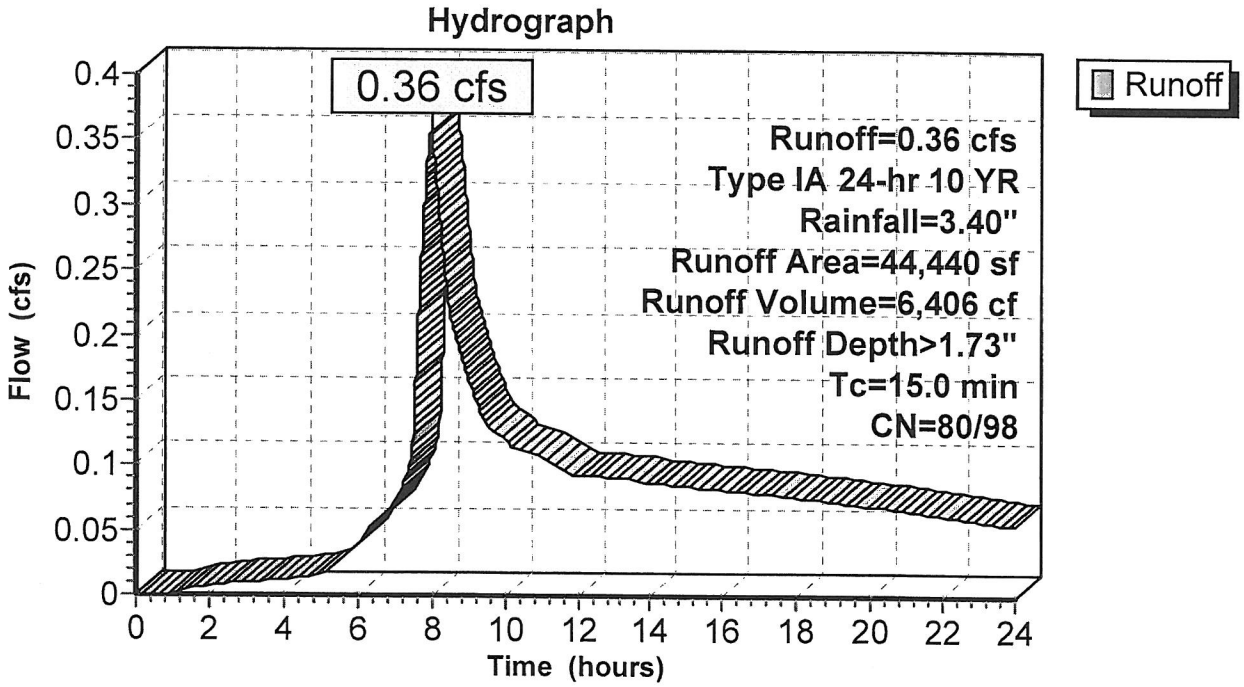
Runoff = 0.36 cfs @ 8.00 hrs, Volume= 6,406 cf, Depth> 1.73"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-24.00 hrs, dt= 0.01 hrs
Type IA 24-hr 10 YR Rainfall=3.40"

Area (sf)	CN	Description
39,317	80	
5,123	98	
44,440	82	Weighted Average
39,317	80	Pervious Area
5,123	98	Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
15.0					**Direct Entry,**

Subcatchment UNDEVELOPED: EXTG



Pond 1P: DETENTION PIPE

Inflow Area =	44,440 sf,	Inflow Depth >	2.36"	for	10 YR event
Inflow =	0.58 cfs @	7.91 hrs,	Volume=	8,747 cf	
Outflow =	0.35 cfs @	8.21 hrs,	Volume=	8,735 cf,	Atten= 41%, Lag= 17.7 min
Primary =	0.35 cfs @	8.21 hrs,	Volume=	8,735 cf	

Routing by Stor-Ind method, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs
Peak Elev= 1.26' @ 8.21 hrs Surf.Area= 776 sf Storage= 820 cf

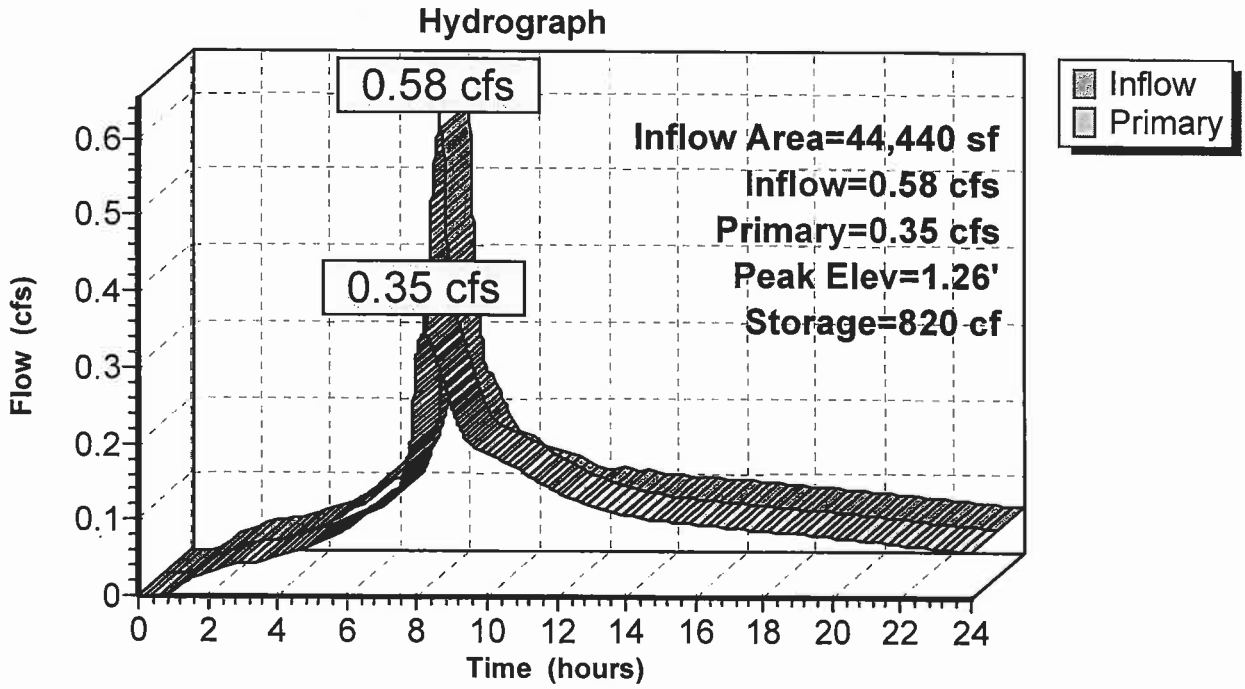
Plug-Flow detention time= 21.4 min calculated for 8,731 cf (100% of inflow)
Center-of-Mass det. time= 20.3 min (731.7 - 711.4)

Volume	Invert	Avail.Storage	Storage Description
#1	0.00'	1,257 cf	**24.0"D x 400.00'L Horizontal Cylinder S= 0.0001 '/'**

Device	Routing	Invert	Outlet Devices	
#1	Primary	0.00'	**2.8" Horiz. Orifice/Grate**	C= 0.600
#2	Primary	0.90'	**3.0" Vert. Orifice/Grate**	C= 0.600
#3	Primary	1.60'	**3.5" Vert. Orifice/Grate**	C= 0.600

Primary OutFlow Max=0.35 cfs @ 8.21 hrs HW=1.26' (Free Discharge)
- **1=Orifice/Grate** (Orifice Controls 0.23 cfs @ 5.41 fps)
- **2=Orifice/Grate** (Orifice Controls 0.12 cfs @ 2.34 fps)
- **3=Orifice/Grate** (Controls 0.00 cfs)

Pond 1P: DETENTION PIPE



Time span=0.00-24.00 hrs, dt=0.01 hrs, 2401 points
Runoff by SBUH method, Split Pervious/Imperv.
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment DEV IMPERV: DEV IMPERV Runoff Area=22,349 sf Runoff Depth>3.66"
Tc=5.0 min CN=0/98 Runoff=0.47 cfs 6,815 cf

Subcatchment DEV PERV: DEVEL PERV Runoff Area=22,091 sf Runoff Depth>1.95"
Tc=5.0 min CN=80/0 Runoff=0.23 cfs 3,598 cf

Subcatchment UNDEVELOPED: EXTG Runoff Area=44,440 sf Runoff Depth>2.14"
Tc=15.0 min CN=80/98 Runoff=0.46 cfs 7,926 cf

Pond 1P: DETENTION PIPE Peak Elev=1.52' Storage=1,012 cf Inflow=0.70 cfs 10,413 cf
Outflow=0.42 cfs 10,390 cf

Total Runoff Area = 88,880 sf Runoff Volume = 18,339 cf Average Runoff Depth = 2.48"
69.09% Pervious Area = 61,408 sf 30.91% Impervious Area = 27,472 sf

Subcatchment DEV IMPERV: DEV IMPERV

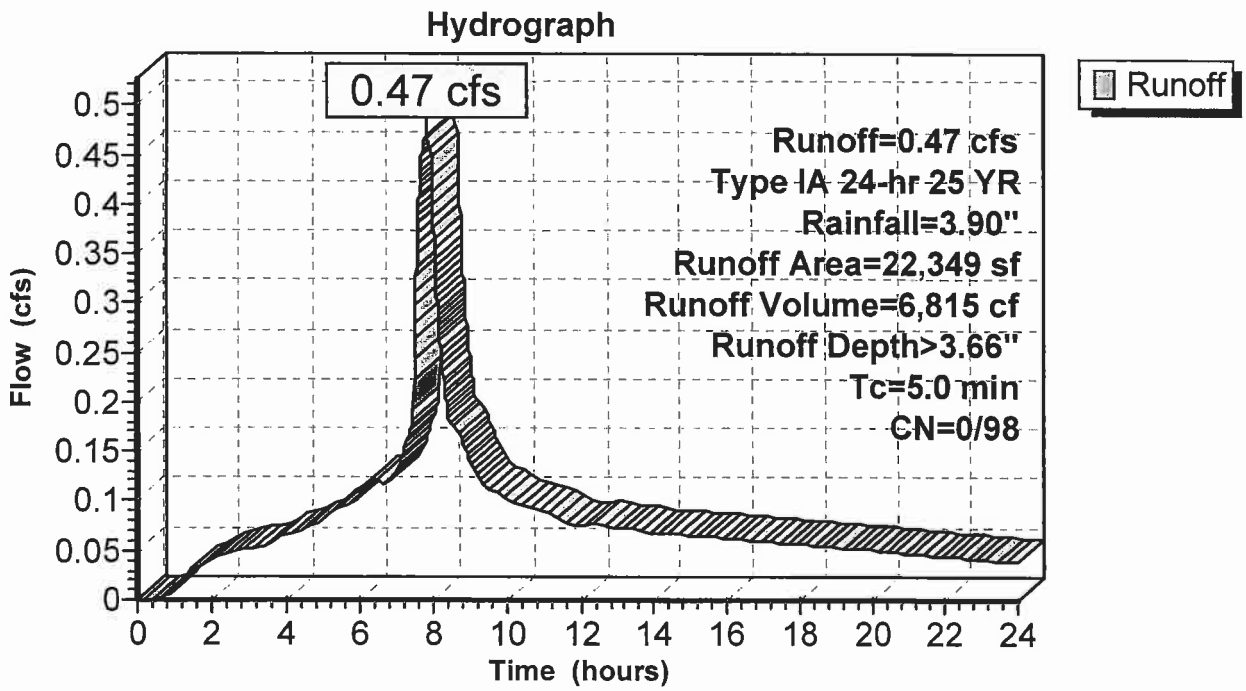
Runoff = 0.47 cfs @ 7.88 hrs, Volume= 6,815 cf, Depth> 3.66"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-24.00 hrs, dt= 0.01 hrs
Type IA 24-hr 25 YR Rainfall=3.90"

Area (sf)	CN	Description
22,349	98	ROOF, DWY
22,349	98	Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry, ALL**

Subcatchment DEV IMPERV: DEV IMPERV



Subcatchment DEV PERV: DEVEL PERV

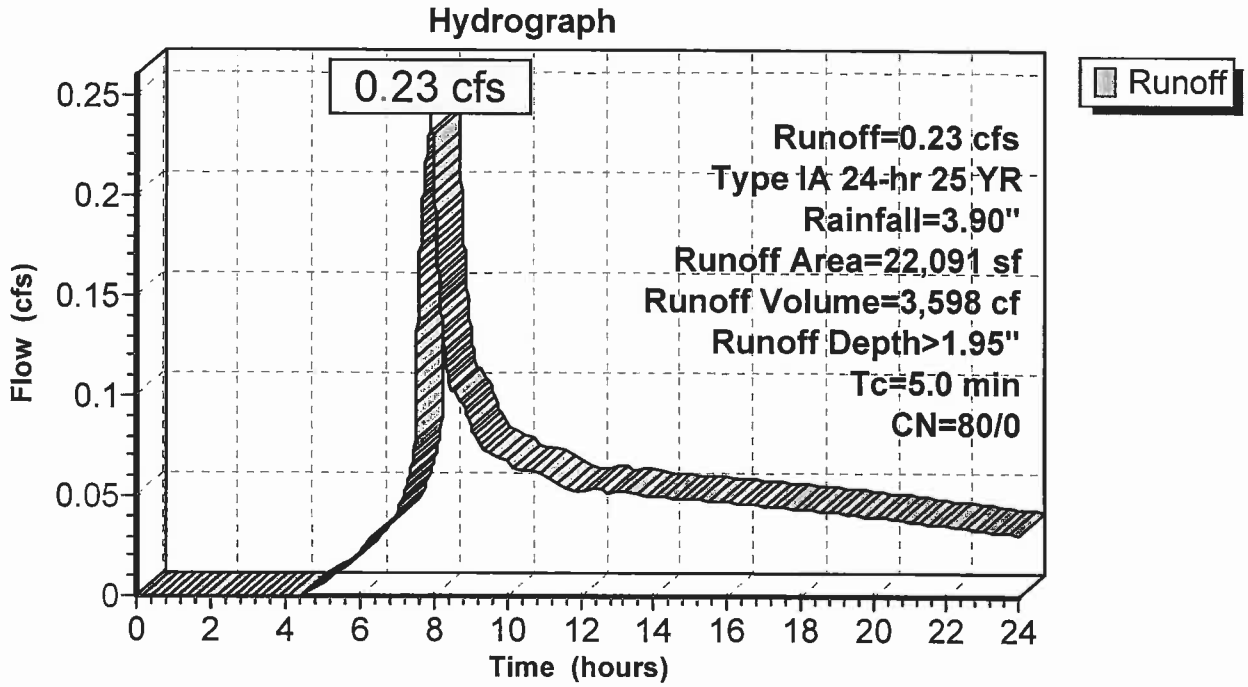
Runoff = 0.23 cfs @ 7.97 hrs, Volume= 3,598 cf, Depth> 1.95"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-24.00 hrs, dt= 0.01 hrs
Type IA 24-hr 25 YR Rainfall=3.90"

Area (sf)	CN	Description
22,091	80	LANDSCAPE
22,091	80	Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					**Direct Entry,**

Subcatchment DEV PERV: DEVEL PERV



Subcatchment UNDEVELOPED: EXTG

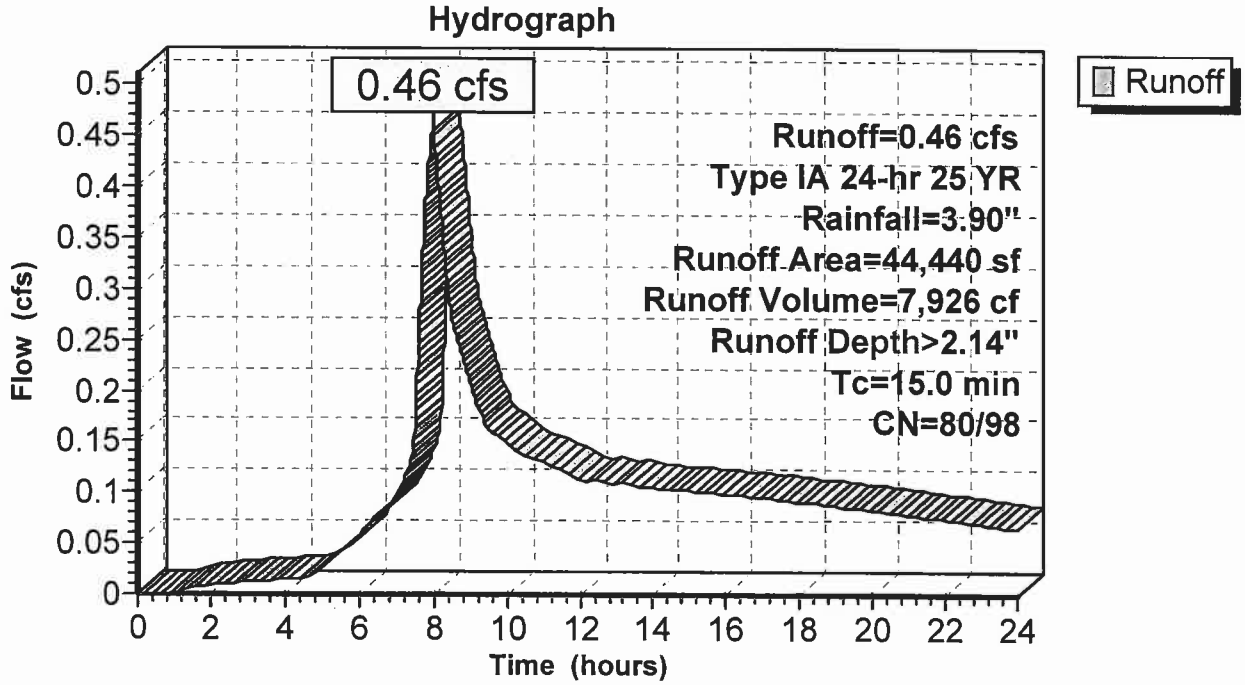
Runoff = 0.46 cfs @ 8.00 hrs, Volume= 7,926 cf, Depth> 2.14"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-24.00 hrs, dt= 0.01 hrs
Type IA 24-hr 25 YR Rainfall=3.90"

Area (sf)	CN	Description
39,317	80	
5,123	98	
44,440	82	Weighted Average
39,317	80	Pervious Area
5,123	98	Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
15.0					**Direct Entry,**

Subcatchment UNDEVELOPED: EXTG



Pond 1P: DETENTION PIPE

Inflow Area =	44,440 sf,	Inflow Depth >	2.81"	for 25 YR event	
Inflow =	0.70 cfs @	7.91 hrs,	Volume=	10,413 cf	
Outflow =	0.42 cfs @	8.20 hrs,	Volume=	10,390 cf,	Atten= 40%, Lag= 17.4 min
Primary =	0.42 cfs @	8.20 hrs,	Volume=	10,390 cf	

Routing by Stor-Ind method, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs
Peak Elev= 1.52' @ 8.20 hrs Surf.Area= 692 sf Storage= 1,012 cf

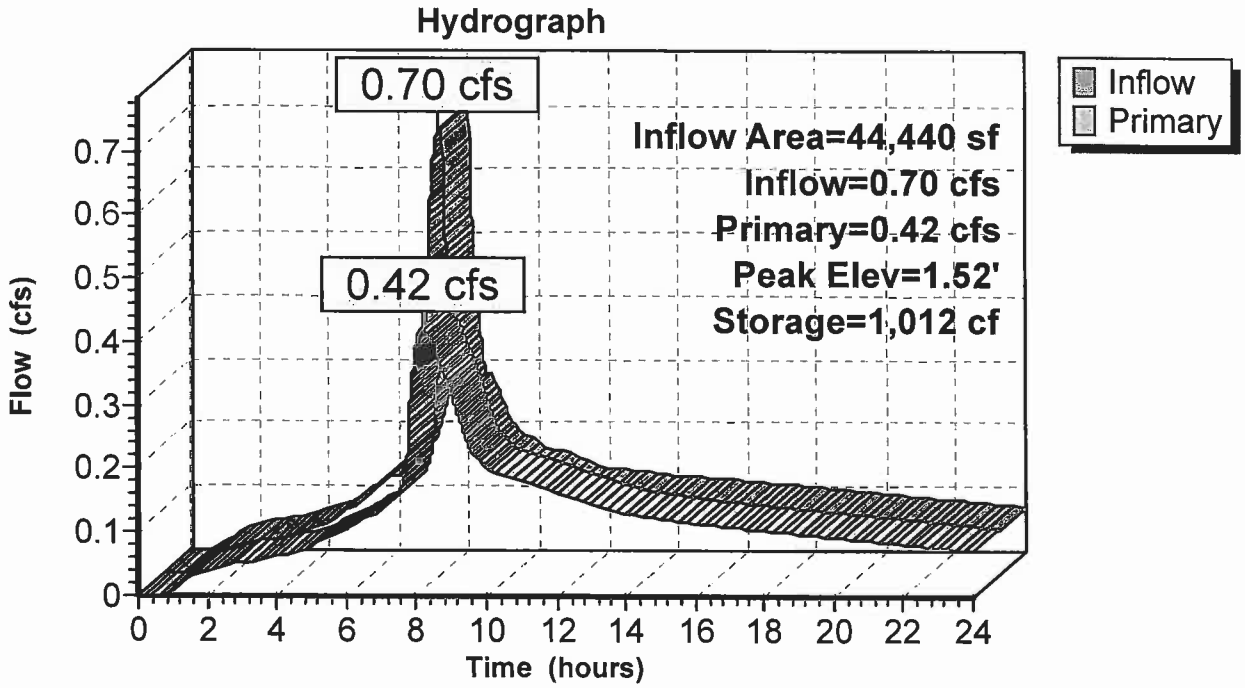
Plug-Flow detention time= 24.9 min calculated for 10,390 cf (100% of inflow)
Center-of-Mass det. time= 23.3 min (730.3 - 707.0)

Volume	Invert	Avail.Storage	Storage Description
#1	0.00'	1,257 cf	**24.0"D x 400.00'L Horizontal Cylinder S= 0.0001 '/'**

Device	Routing	Invert	Outlet Devices	
#1	Primary	0.00'	**2.8" Horiz. Orifice/Grate**	C= 0.600
#2	Primary	0.90'	**3.0" Vert. Orifice/Grate**	C= 0.600
#3	Primary	1.60'	**3.5" Vert. Orifice/Grate**	C= 0.600

Primary OutFlow Max=0.42 cfs @ 8.20 hrs HW=1.52' (Free Discharge)
- **1=Orifice/Grate** (Orifice Controls 0.25 cfs @ 5.94 fps)
- **2=Orifice/Grate** (Orifice Controls 0.17 cfs @ 3.39 fps)
- **3=Orifice/Grate** (Controls 0.00 cfs)

Pond 1P: DETENTION PIPE



PIPE FLOW WORKSHEET

6.

Basin	From	To	Peak Flow Q (cfs)	Summation Peak Flow Q	Pipe Dia. (in.)	Slope (ft./ft.)	Manning "n"	Full Velocity (fps)	Full Capacity Q	Length (ft.)	Time of Flow (min.)
	N. CO	BOX	0.70		12	0.0050	0.013	3.21	2.52	144	0.75
	BOX	STREET	0.70		8	0.0100	0.013	3.46	1.21	140	0.67

Designed By: _____
Checked By: _____

Design Storm Frequency 25 Yr.
Duration 24 Hr.
Precipitation 3.9 in.

207

Soil Map—Clackamas County Area, Oregon
(RIVER FALLS PLACE)

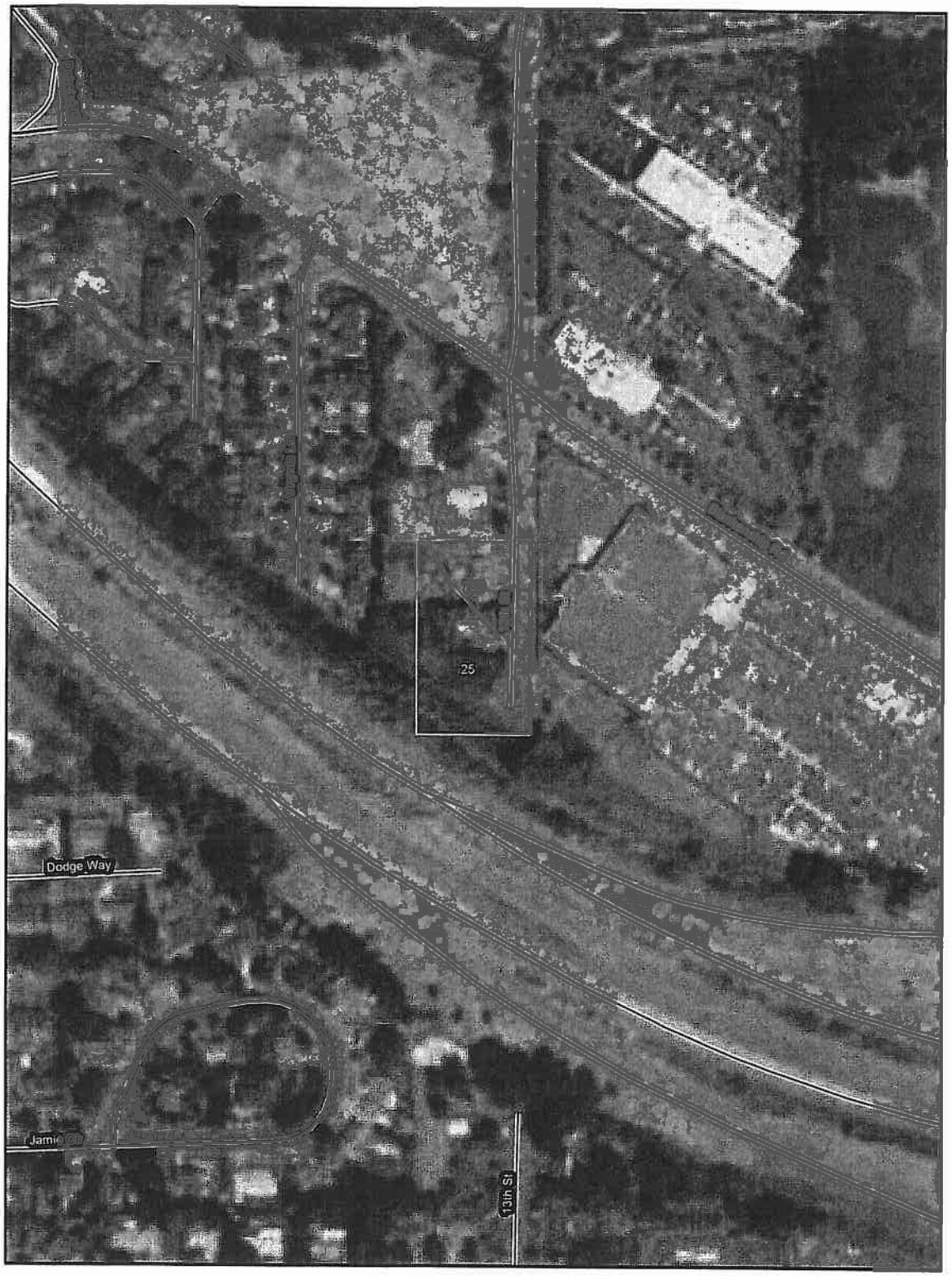
7.

122° 39' 31"

122° 39' 10"

45° 21' 9"

45° 21' 8"



45° 20' 48"

45° 20' 48"

122° 39' 31"

122° 39' 10"

N

Map Scale: 1:3,000 if printed on A size (8.5" x 11") sheet.

Meters
0 25 50 100 150

Feet
0 100 200 400 600

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils
- Soil Map Units

Special Point Features
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other

Special Line Features
- Gully
- Short Steep Slope
- Other

Political Features
- Cities

Water Features
- Oceans
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

MAP INFORMATION

Map Scale: 1:3,000 if printed on A size (8.5" × 11") sheet.

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

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

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL: http://websoilsurvey.nrcs.usda.gov
Coordinate System: UTM Zone 10N NAD83

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

Soil Survey Area: Clackamas County Area, Oregon
Survey Area Data: Version 5, Aug 12, 2009

Date(s) aerial images were photographed: 8/3/2005

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

Map Unit Legend

Clackamas County Area, Oregon (OR610)			
Map Unit Symbol	**Map Unit Name**	**Acres in AOI**	**Percent of AOI**
25	Cove silty clay loam	0.9	65.8%
78B	Saum silt loam, 3 to 8 percent slopes	0.5	34.2%
Totals for Area of Interest		**1.4**	**100.0%**

8.

Report—Soil Features

Soil Features– Clackamas County Area, Oregon									
Map symbol and soil name	Restrictive Layer				Subsidence		Potential for frost action	Risk of corrosion	
	Kind	Depth to top	Thickness	Hardness	Initial	Total		Uncoated steel	Concrete
		In	*In*		*In*	*In*			
25—Cove silty clay loam									
Cove		—	—		0	—	Low	Moderate	Moderate
78B—Saum silt loam, 3 to 8 percent slopes									
Saum	Lithic bedrock	40-60	—	Indurated	0	—	Low	Moderate	Moderate

Data Source Information

Soil Survey Area: Clackamas County Area, Oregon
Survey Area Data: Version 5, Aug 12, 2009

9

Report—Water Features

Water Features– Clackamas County Area, Oregon										
Map unit symbol and soil name	Hydrologic group	Surface runoff	Month	Water table		Ponding			Flooding	
				Upper limit	Lower limit	Surface depth	Duration	Frequency	Duration	Frequency
				Ft	*Ft*	*Ft*				
25—Cove silty clay loam										
Cove	D	—	January	0.0-2.0	>6.0	—	—	None	Brief	Occasional
	D	—	February	0.0-2.0	>6.0	—	—	None	Brief	Occasional
	D	—	March	0.0-2.0	>6.0	—	—	None	Brief	Occasional
	D	—	April	0.0-2.0	>6.0	—	—	None	Brief	Occasional
	D	—	December	0.0-2.0	>6.0	—	—	None	Brief	Occasional
78B—Saum silt loam, 3 to 8 percent slopes										
Saum	B	—	Jan-Dec	—	—	—	—	None	—	—

Data Source Information

Soil Survey Area: Clackamas County Area, Oregon
Survey Area Data: Version 5, Aug 12, 2009

10.

Report—Physical Soil Properties

Physical Soil Properties– Clackamas County Area, Oregon														
Map symbol and soil name	Depth	Sand	Silt	Clay	Moist bulk density	Saturated hydraulic conductivity	Available water capacity	Linear extensibility	Organic matter	Erosion factors			Wind erodibility group	Wind erodibility index
										Kw	Kf	T		
	In	*Pct*	*Pct*	*Pct*	*g/cc*	*micro m/sec*	*In/In*	*Pct*	*Pct*					
25—Cove silty clay loam														
Cove	0-7	-17-	-48-	30-35- 40	1.25-1.35	1.40-4.00	0.19-0.21	3.0-5.9	4.0-8.0	.28	.28	5	7	38
	7-60	- 3-	-43-	50-55- 60	1.20-1.30	0.01-0.42	0.14-0.17	6.0-8.9	0.2-5.0	.17	.17			
78B—Saum silt loam, 3 to 8 percent slopes														
Saum	0-8	-24-	-52-	20-24- 27	1.20-1.40	4.00-14.00	0.19-0.21	0.0-2.9	2.0-4.0	.32	.32	3	6	48
	8-26	-17-	-48-	30-35- 40	1.30-1.50	4.00-14.00	0.18-0.20	3.0-5.9	1.0-3.0	.32	.37			
	26-50	- 7-	-51-	35-43- 50	1.30-1.50	1.40-4.00	0.12-0.15	3.0-5.9	0.5-1.0	.24	.32			
	50-54	—	—	—	—	—	—	—	—					

Data Source Information

Soil Survey Area: Clackamas County Area, Oregon
Survey Area Data: Version 5, Aug 12, 2009

11

Report—Engineering Properties

Absence of an entry indicates that the data were not estimated. The asterisk '*' denotes the representative texture; other possible textures follow the dash.

Engineering Properties– Clackamas County Area, Oregon												
Map unit symbol and soil name	Depth	USDA texture	Classification		Fragments		Percentage passing sieve number—				Liquid limit	Plasticity index
			Unified	AASHTO	>10 inches	3-10 inches	4	10	40	200		
	In				*Pct*	*Pct*					*Pct*	
25—Cove silty clay loam												
Cove	0-7	*Silty clay loam	CL	A-6	0	0	100	100	95-100	80-95	30-40	10-20
	7-60	*Silty clay, Clay	CH	A-7	0	0	100	100	90-100	75-95	60-80	40-50
78B—Saum silt loam, 3 to 8 percent slopes												
Saum	0-8	*Silt loam	ML	A-4	0	0	90-95	90-95	80-95	65-85	30-40	5-10
	8-26	*Silty clay loam	ML	A-6, A-7	0	0	80-90	80-90	75-90	75-85	35-45	10-15
	26-50	*Gravelly silty clay loam, Gravelly silty clay, stony silty clay, cobbly silty clay loam, stony silty clay loam	MH	A-7	0-30	10-30	60-80	60-75	55-75	50-70	50-55	15-20
	50-54	*Unweathered bedrock	—	—	—	—	—	—	—	—	—	—

Data Source Information

Soil Survey Area: Clackamas County Area, Oregon
Survey Area Data: Version 5, Aug 12, 2009

CITY HALL 22500 Salamo Rd. West Linn Oregon 97068 telephone: (503) 657 0331 fax: (503) 650 9041

CITY OF
West Linn

MAILED
9-30-09

September 30, 2009

Joe Mitchoff
Sericko Resources LLC
P.O. Box 82697
Portland, OR 97282

SUBJECT: DR-09-03/VAR-09-08/VAR-09-09

Dear Mr. Mitchoff:

Your application is complete as of your September 29, 2009 submittal. The City now has 120 days (until January 27, 2010) to exhaust all local review per state statute. The application has been scheduled for a Planning Commission hearing on November 4, 2009. At least 20 days before the hearing you will receive a copy of the hearing notice.

Please contact me at 503-742-8660, or by email at tsoppe@westlinnoregon.gov if you have any questions or comments.

Sincerely,

Tom Soppe
Associate Planner

c: Steve Roper/Jeff Caines, SR Design LLC, 8196 SW Hall Blvd., Ste. 232, Beaverton, OR 97008

p:/devrvw/completeness check/compl-DR-09-03

RECEIVED
SEP 2 2009
PLANNING & BUILDING
CITY OF WEST LINN
INT._____TIME_____

Soppe, Tom

From: Mohling, Karen A. [Karen.Mohling@tvfr.com]
Sent: Wednesday, September 02, 2009 4:02 PM
To: Soppe, Tom
Subject: River Falls Multi-Family (13th St) - West Linn
Importance: High
Attachments: 05113-SITE PLAN 08-28-09.pdf

Tom,

This email is to confirm that the fire district has approved the street width reduction of 17' to 15'.
This reduction in street width is approved in conjunction with ORS 455.610(5) which allows for modifications of the require fire department access when approved fire sprinkler protection is provided.

Thank you.

Karen Mohling
Fire Marshal's Office
TVF&R
503-612-7012

From: Jeff Caines [mailto:jeffcaines@hotmail.com]
Sent: Monday, August 31, 2009 11:29 AM
To: Mohling, Karen A.; Tom Soppe; Khoi Le
Cc: Joe Mitchoff; Mike Mitchoff; Bogdan Popescu
Subject: River Falls Multi-Family - West Linn
Importance: High

Tom, Khoi and Karen:

Attached in the latest revised site plan for the River Falls project located on 13th Avenue.

Karen we have modified the site plan to have a 15-foot private driveway. The dwelling units will be sprinkled per your comments.

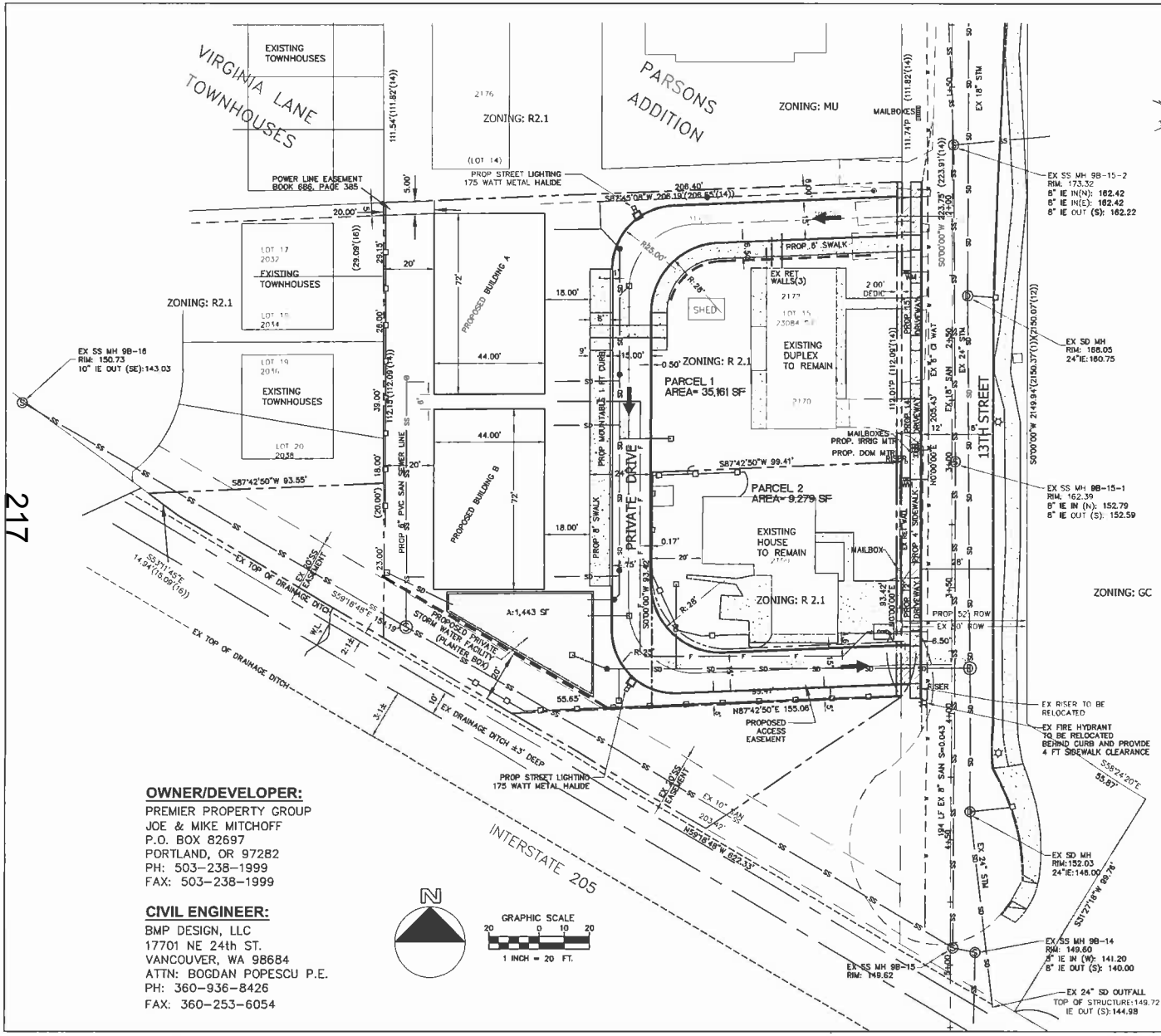
Tom, we increased the sidewalk fronting the dwelling units to 8-feet per you comments.

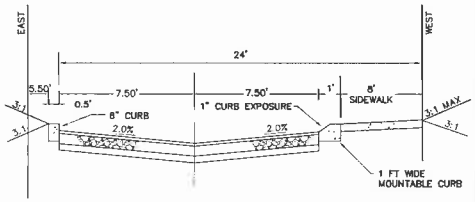
Khoi, we have changed the driveway approach to a commercial standard, per your comment.

I am in the process of getting a lighting plan.

I would greatly appreciate it if everyone can review this site plan and agree that this project will meet your code standards in order to get the application deemed complete. If this site plan meets everyone's approval, I will have the engineer revise the rest of the plans accordingly and resubmit the plan sets.

I am hoping that this will be the last round of revised drawings and we are able to have the application deemed complete for a full review and hearing on front of the Planning Commission.





TYPICAL PRIVATE STREET SECTION
STA 11+70 – STA 12+61

LEGEND

EXTG. CURB LINE	
EXTG. CONTOUR LINE (1 FT INTERVAL)	109
EXTG. EDGE OF PAVEMENT	EOP
EXTG. TREE	
EXTG. LOT LINE	
PROP. GOOD NEIGHBOR FENCE	
EXTG. FENCE LINE	
EXTG. WATER METER	
EXTG. FIRE HYDRANT	
EXTG. STORM LINE	SD SD
EXTG. SANITARY LINE	SS SS
EXTG. SANITARY MANHOLE	S
EXTG. STROM DRAIN MANHOLE	D
EXTG. STORM INLET	
EXTG. LIGHT POLE	
TREE LINE	
PROP. RETAINING WALL	
PROPOSED ACCESS EASEMENT	
EXTG. AC SURFACE	
EXISTING CONC. SURFACE	

ABBREVIATIONS

ROW	RIGHT-OF-WAY	PROP.	PROPOSED
EX	EXISTING	DI	DUCTILE IRON
DWY	DRIVEWAY	SD	STORM DRAIN
PL	PROPERTY LINE	G	GUTTER
CL	CENTER LINE	AC	ASPHALT CONCRETE
CONC	CONCRETE	CTRL	CONTROL
SS	SANITARY SEWER	EoP	EDGE OF PAVEMENT
CO	CLEAN OUT	WM	WATER METER
WV	WATER VALVE	MH	MANHOLE
IE	INVERT ELEVATION	SW	SIDEWALK
TW	TOP OF WALL ELEV.	BW	BOTTOM WALL ELEV AT GROUND LEVEL

08/28/09

OWNER/DEVELOPER:
PREMIER PROPERTY GROUP
JOE & MIKE MITCHOFF
P.O. BOX 82697
PORTLAND, OR 97282
PH: 503-238-1999
FAX: 503-238-1999

CIVIL ENGINEER:
BMP DESIGN, LLC
17701 NE 24th ST.
VANCOUVER, WA 98684
ATTN: BOGDAN POPESCU P.E.
PH: 360-936-8426
FAX: 360-253-6054

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17701 NE 24th Street, Vancouver, WA 98684
PH: 360-936-8426 FAX: 360-253-6054
www.bmpdesign.us

08/28/09
REGISTERED PROFESSIONAL ENGINEER
40710PE
OREGON
JANUARY 15, 2009
BOGDAN M. POPESCU
EXPIRATION DATE 12/31/10

PROJECT NAME: WEST LINN – RIVER FALLS PLACE

SITE PLAN

2170 13th ST. WEST LINN, OREGON 97068

PRELIMINARY, SUBJECT TO REVIEWS AND REVISIONS, NOT FOR CONSTRUCTION

REVISION/DATE	DESCRIPTION	BY	CHK'D	APPROVED
08/28/09				

SHEET 2 OF 5

PROJ # 05113
05113-BASE.DWG

Soppe, Tom

From: Jeff Caines [jeffcaines@hotmail.com]
Sent: Monday, August 31, 2009 3:27 PM
To: Soppe, Tom
Subject: FW: River Falls Multi-Family - West Linn

Tom:

Here Karen's comments. The detail of the curb is on the plan I submitted today. It is a standard mountable curb that are built where the final locations of driveways are not know.

I will tell the engineer to revise all the plans. I believe we have addressed all the other items on the incomplete letter with the exception of the PGE plan.

Jeff

Subject: RE: River Falls Multi-Family - West Linn
Date: Thu, 27 Aug 2009 11:49:42 -0700
From: Karen.Mohling@tvfr.com
To: jeffcaines@hotmail.com

OK – road width change is approvable.
I would still like to review the curb drawing.
Thank you.

RECEIVED
AUG 31 2009
PLANNING & BUILDING
CITY OF WEST LINN
INT._____ TIME_____

Soppe, Tom

From: Jeff Caines [jeffcaines@hotmail.com]
Sent: Monday, August 31, 2009 11:29 AM
To: Karen Mohling; Soppe, Tom; Le, Khoi
Cc: Joe Mitchoff; Mike Mitchoff; Bogdan Popescu
Subject: River Falls Multi-Family - West Linn
Importance: High
Attachments: 05113-SITE PLAN 08-28-09.pdf

Tom, Khoi and Karen:

Attached in the latest revised site plan for the River Falls project located on 13th Avenue.

Karen we have modified the site plan to have a 15-foot private driveway. The dwelling units will be sprinkled per your comments.

Tom, we increased the sidewalk fronting the dwelling units to 8-feet per you comments.

Khoi, we have changed the driveway approach to a commercial standard, per your comment.

I am in the process of getting a lighting plan.

I would greatly appreciate it if everyone can review this site plan and agree that this project will meet your code standards in order to get the application deemed complete. If this site plan meets everyone's approval, I will have the engineer revise the rest of the plans accordingly and resubmit the plan sets.

I am hoping that this will be the last round of revised drawings and we are able to have the application deemed complete for a full review and hearing on front of the Planning Commission.

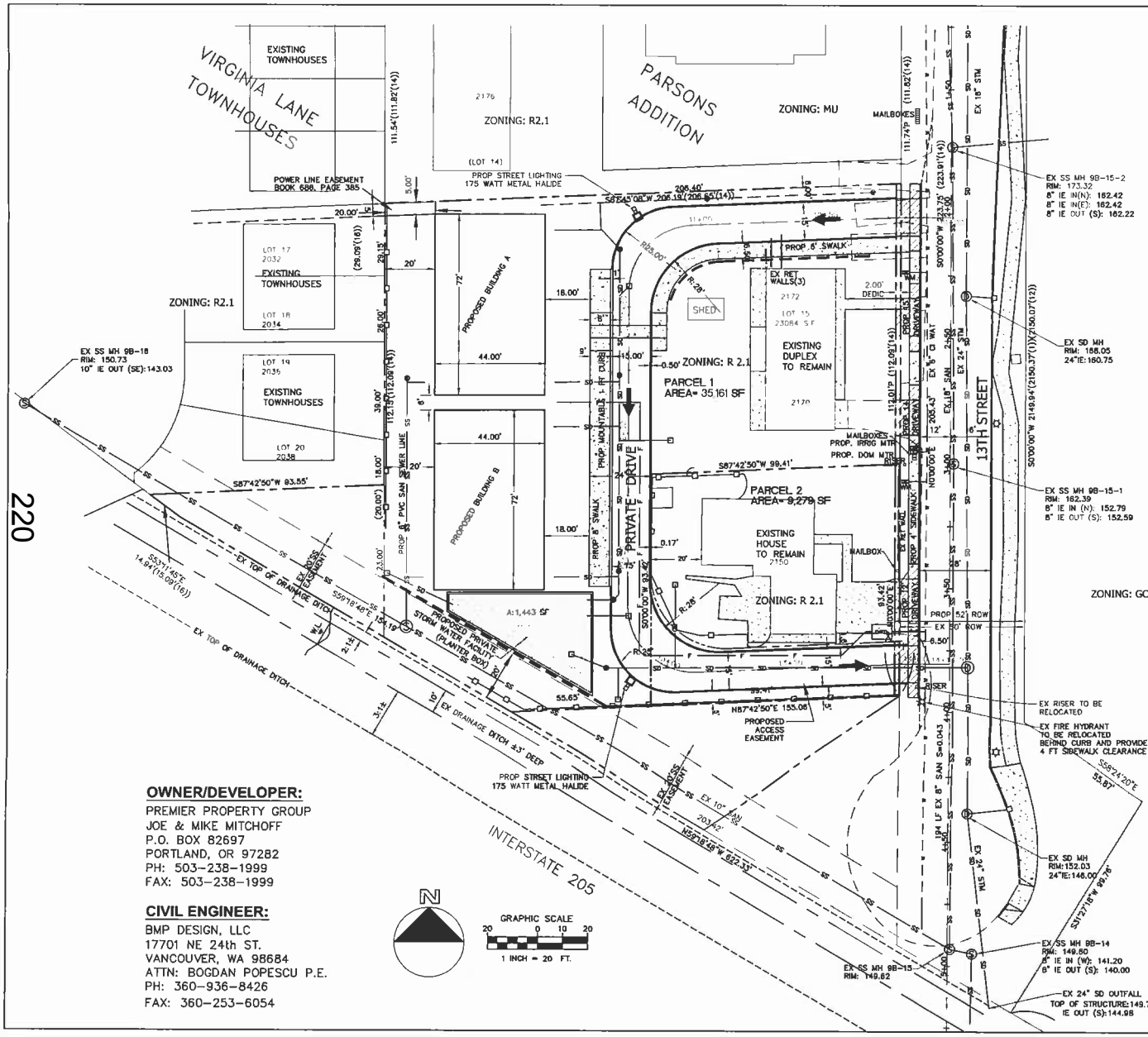
Please feel free to e-mail or call me if you have any questions.

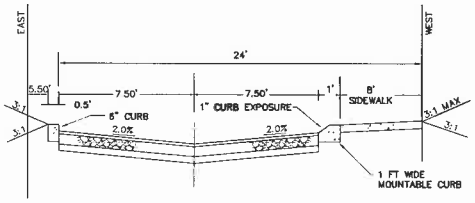
I look forward hearing from you.

Jeff

503-686-5999

RECEIVED
AUG 31 2009
PLANNING & BUILDING
CITY OF WEST LINN
INT._____TIME_____





TYPICAL PRIVATE STREET SECTION
STA 11+70 – STA 12+61

LEGEND

EXTG. CURB LINE	
EXTG. CONTOUR LINE (1 FT INTERVAL)	108
EXTG. EDGE OF PAVEMENT	EOP
EXTG. TREE	
EXTG. LOT LINE	
PROP. GOOD NEIGHBOR FENCE	
EXTG. FENCE LINE	
EXTG. WATER METER	
EXTG. FIRE HYDRANT	
EXTG. STORM LINE	SD
EXTG. SANITARY LINE	SS
EXTG. SANITARY MANHOLE	S
EXTG. STROM DRAIN MANHOLE	D
EXTG. STORM INLET	
EXTG. LIGHT POLE	
TREE LINE	
PROP. RETAINING WALL	
PROPOSED ACCESS EASEMENT	
EXTG. AC SURFACE	
EXISTING CONC. SURFACE	

ABBREVIATIONS

ROW	RIGHT-OF-WAY	PROP.	PROPOSED
EX	EXISTING	DI	DUCTILE IRON
DWY	DRIVEWAY	SD	STORM DRAIN
PL	PROPERTY LINE	G	GUTTER
CL	CENTER LINE	AC	ASPHALT CONCRETE
CONC	CONCRETE	CTRL	CONTROL
SS	SANITARY SEWER	EoP	EDGE OF PAVEMENT
CO	CLEAN OUT	WM	WATER METER
WV	WATER VALVE	MH	MANHOLE
IE	INVERT ELEVATION	SW	SIDEWALK
TW	TOP OF WALL ELEV.	BW	BOTTOM WALL ELEV AT GROUND LEVEL

OWNER/DEVELOPER:
PREMIER PROPERTY GROUP
JOE & MIKE MITCHOFF
P.O. BOX 82697
PORTLAND, OR 97282
PH: 503-238-1999
FAX: 503-238-1999

CIVIL ENGINEER:
BMP DESIGN, LLC
17701 NE 24th ST.
VANCOUVER, WA 98684
ATTN: BOGDAN POPESCU P.E.
PH: 360-936-8426
FAX: 360-253-6054

08/28/09

BMP DESIGN, LLC
CIVIL ENGINEERING, CONSTRUCTION MANAGEMENT
RESIDENTIAL, COMMERCIAL, INDUSTRIAL
17701 NE 24th Street, VANCOUVER, WA 98684
PH: 360.936.8426, FAX: 360.253.6054
www.bmpdesign.net

REGISTERED PROFESSIONAL ENGINEER
BOGDAN M. POPESCU
OREGON
JANUARY 19, 2000
EXPIRATION DATE 12/31/10

PROJECT NAME: WEST LINN – RIVER FALLS PLACE

SITE PLAN

2170 13th ST. WEST LINN, OREGON 97068

PRELIMINARY, SUBJECT TO REVIEWS AND REVISIONS, NOT FOR CONSTRUCTION

REVISION/DATE	DESCRIPTION	DRAWN BY:	DESIGN BY:	CHECK BY:
08/28/09				

SHEET 2 OF 5

PROJ # 05113
05113-BASE.DWG

no issues, no significate trees. Per 6/22/09
K.W.
+
T. Zak

GENERAL INFORMATION

Agent:	SR Design LLC Attn: Steve Roper 8196 SW Hall Blvd., Suite 232 Beaverton, OR 97008
Applicant/Property Owner:	Sericko Resources LLC Attn: Joe Mitchoff PO Box 82697 Portland, OR. 97282
Tax Lot Information:	Tax Lot 2900 on Clackamas County Tax Map 21E-35CB
Physical address:	2170 13th Street West Linn, OR 97068
Location:	The parcel is located on the west side of 13th Street north of the terminus of the street
Current Zoning:	R-2.1
Project Area(s):	± 0.81 acres (35,161 sq ft)
Neighborhood Meeting:	Willamette Neighborhood Assoc November 12, 2208, 7:00 PM Pacific West Bank 2040 8th Avenue, West Linn, OR 97068

Application Project Summary

REQUEST:

The Applicant requests preliminary approval for a Design Review project. The scope of the development will consist of two town home buildings, each having four (4) units. The existing duplex building will remain on site. The town homes will be served by a circular private driveway which will enter the site on the northern boundary and exit on the southern boundary via an access easement. The existing house on lot 100 will remain. No other work, other than the construction of the private drive via the access easement is being proposed at this time on lot 100; therefore, lot 2900 will be the focus of this application.

The application is requesting two variances to the development application. The first is to the standard set forth in Chapter 85.200.A.11 which states a cul-de-sac can serve no more than 12 dwelling units (*units*). The application is also requesting a variance to the on-site parking requirement Chapter 55.100.B.7.b which states that multi-family projects shall be required to keep the parking at the side or rear of the buildings or behind the building line of the structure as it would appear from the right-of-way inside the multi-family project (*parking*).

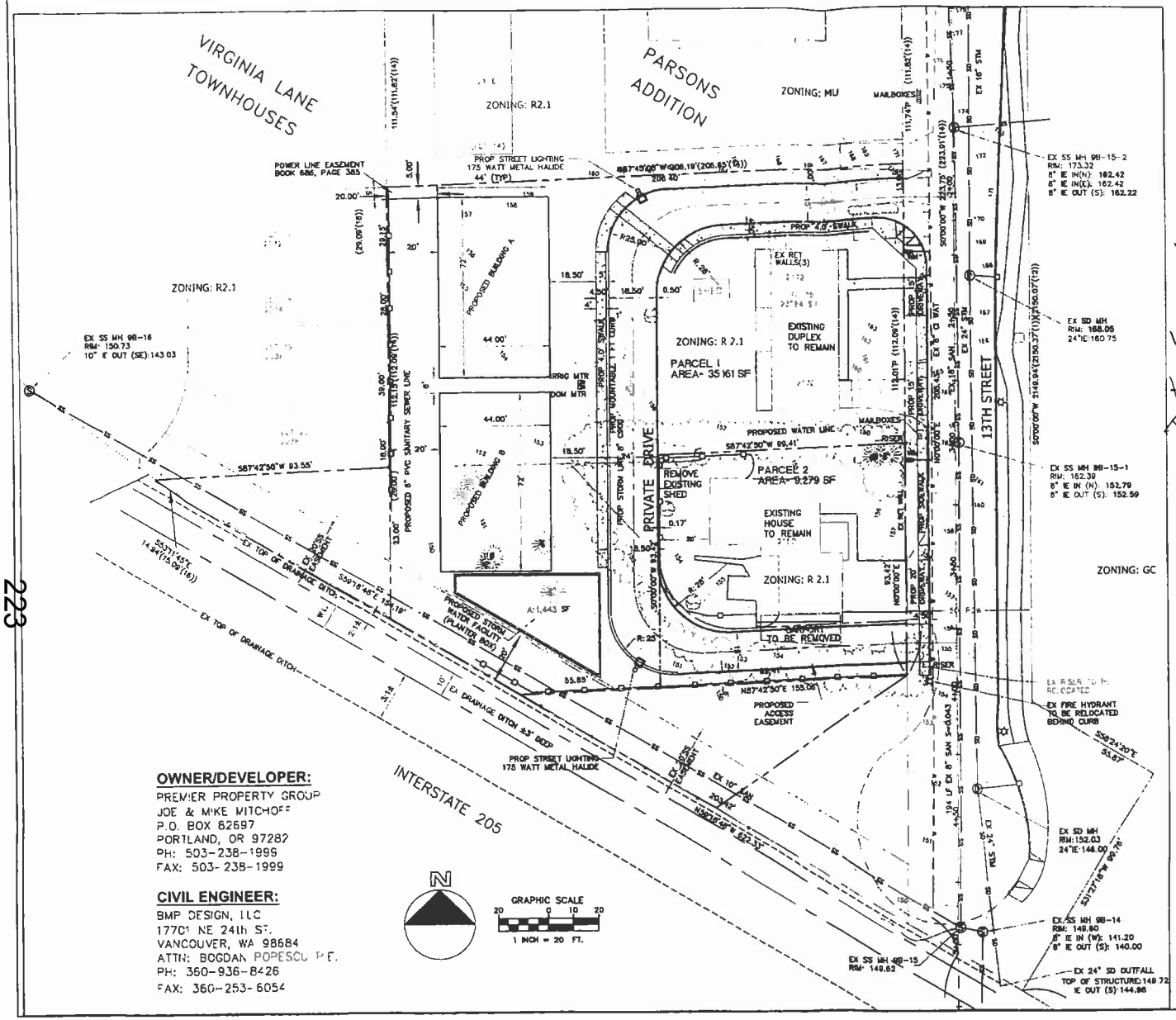
SITE DESCRIPTION:

The subject site is located within the R-2 zoning designation. The subject site is approximately ± 35,161 square feet and slopes generally to the south west. The site is located near the terminus of 13th Street which ends in a cul-de-sac. I-205 prevents this street from continuing to the south in the future. It can be considered the last developable site on 13th Street, north of I-205. The west side (rear) of Albertson's faces this side. The east side of 13th Street is improved with a full half street with s planter strip and sidewalk. This project's is unimproved to City standards.

Ken Please charge your time and let me know via E-mail how much time you used on this -

DR-09-03

need by 6/26 for sure Thanks T.



OWNER/DEVELOPER:
PREMIER PROPERTY GROUP
JOE & MIKE MITCHOFF
P.O. BOX 62697
PORTLAND, OR 97282
PH: 503-238-1999
FAX: 503-238-1999

CIVIL ENGINEER:
BMP DESIGN, LLC
17701 NE 24th ST.
VANCOUVER, WA 98684
ATTN: BOGDAN POPESCU P.E.
PH: 360-936-8426
FAX: 360-253-6054

06/01/09

LEGEND

EXTG CURB LINE	
EXTG CONTOUR LINE (1 FT INTERVAL)	
EXTG EDGE OF PAVEMENT	EOP
EXTG TREE	
EXTG. LOT LINE	
PROP. GOOD NEIGHBOR FENCE	
EXTG. FENCE LINE	
EXTG. WATER METER	
EXTG. FIRE HYDRANT	
EXTG. STORM LINE	SD
EXTG. SANITARY LINE	SS
EXTG. SANITARY MANHOLE	S
EXTG STROM DRAIN MANHOLE	D
EXTG. STORM INLET	
EXTG. LIGHT POLE	
TREE LINE	
FOUND 5/8" IRON ROD	
PROPOSED ACCESS EASEMENT	
EXTG AC SURFACE	
EXISTING CONC. SURFACE	

ABBREVIATIONS

ROW	RIGHT-OF-WAY	PROP.	PROPOSED
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CIVIL ENGINEERING, CONSTRUCTION MANAGEMENT
RESIDENTIAL, COMMERCIAL, INDUSTRIAL
BMP DESIGN, LLC
17701 NE 24th Street, Vancouver, WA 98684
PH: 360.936.8426, FAX: 360.253.6054
www.bmpdesign.net

REGISTERED PROFESSIONAL ENGINEER
BOGDAN M. POPESCU
JANUARY 19, 2006
EXPIRATION DATE 12/31/10
06/01/09

PROJECT NAME: WEST LINN – RIVER FALLS PLACE

SITE PLAN

2170 13TH ST. WEST LINN, OREGON 97068

PRELIMINARY, SUBJECT TO REVIEWS AND REVISIONS, NOT FOR CONSTRUCTION

REVISION/DATE	DESCRIPTION	BY	CHK	APP
11/27/06	08/19/08			
02/15/07	08/01/09			
02/13/08				
06/05/08				

SHEET 2 OF 5

PROJ # 05113

05113-BASE.DWG

NO SIGNIFICANT TREES

OWNER/DEVELOPER:
FREMER PROPERTY GROUP
JOE & MIKE MATCHOFF
P.O. BOX 82697
PORTLAND, OR 97282
PH: 503-238-1999
FAX: 503-238-1999

CIVIL ENGINEER:
BMP DESIGN, LLC
17761 NE 24th ST.
VANCOUVER, WA 98684
ATTN: BOGDAN POPESCU P.E.
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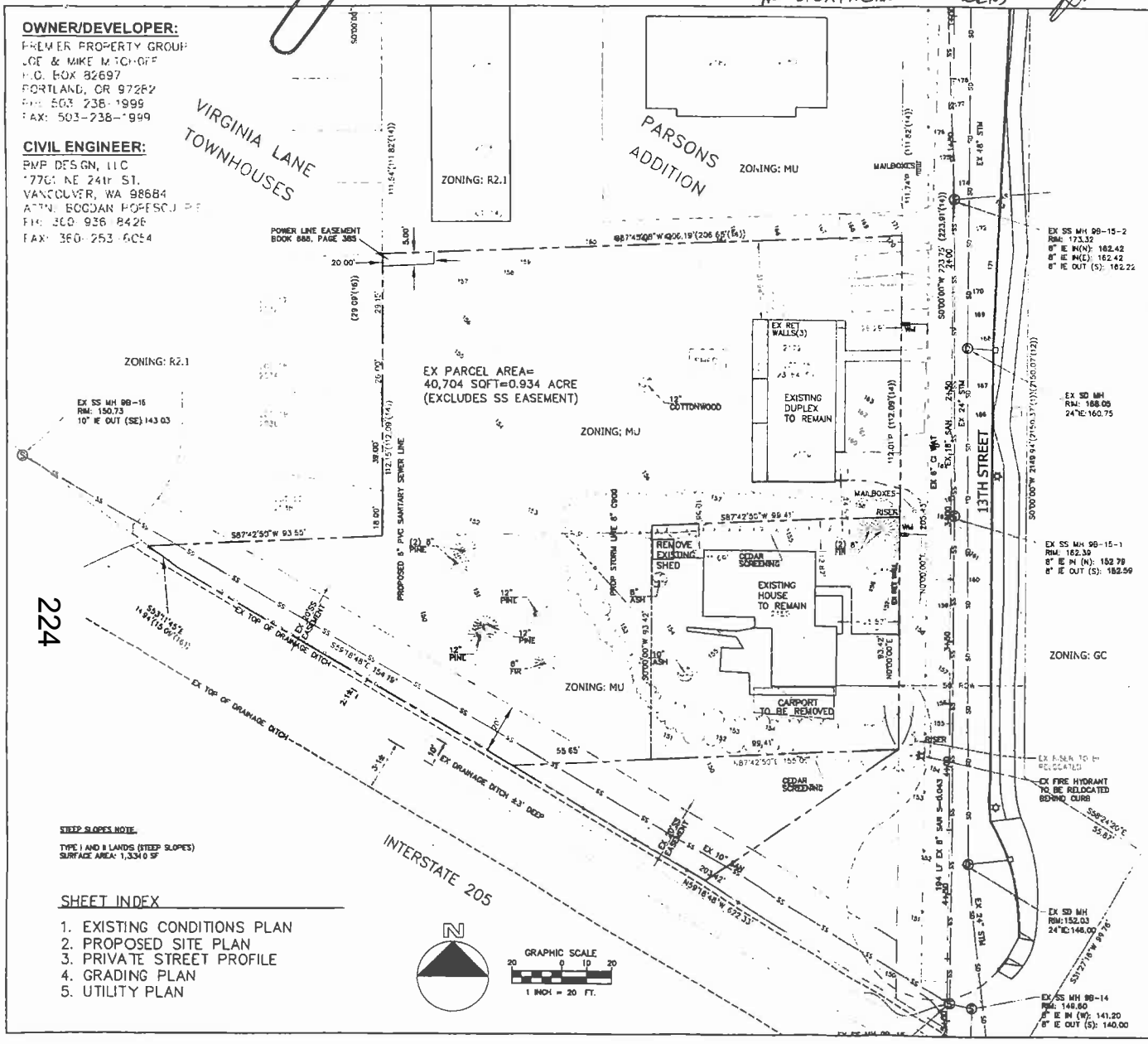

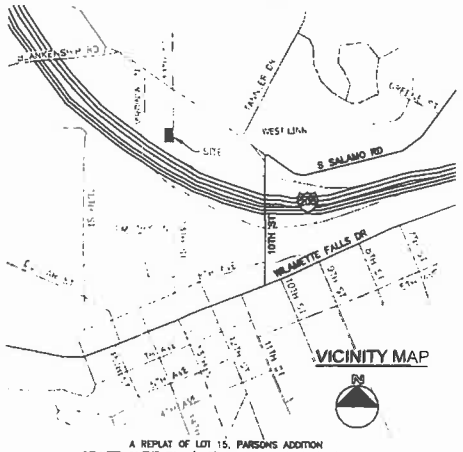

A REPLAT OF LOT 15, PARSONS ADDITION
SITUATED IN THE SW 1/4 OF SECTION 35, T.2S., R.1E., W.M.
CITY OF WEST LINN, COUNTY OF CLACKAMAS,
STATE OF OREGON

EXTG. CURB LINE	
EXTG. CONTOUR LINE (1 FT INTERVAL)	
EXTG. EDGE OF PAVEMENT	EOP
EXTG. TREE	
EXTG. LOT LINE	
PROP. GOOD NEIGHBOR FENCE	
EXTG. FENCE LINE	
EXTG. WATER METER	
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TW	TOP OF WALL ELEV.	BW	BOTTOM WALL ELEV AT GROUND LEVEL

06/01/09

STEEP SLOPES NOTE.
TYPE I AND II LANDS (STEEP SLOPES)
SURFACE AREA: 1,334.0 SF

SHEET INDEX

1. EXISTING CONDITIONS PLAN
2. PROPOSED SITE PLAN
3. PRIVATE STREET PROFILE
4. GRADING PLAN
5. UTILITY PLAN

224

PRELIMINARY, SUBJECT TO REVIEWS AND REVISIONS, NOT FOR CONSTRUCTION

REVISION/DATE	DESCRIPTION
11/27/06	
02/15/07	
03/27/07	
06/01/09	

PROJECT NAME: WEST LINN – RIVER FALLS PLACE

EXISTING CONDITIONS

2170 13TH ST. WEST LINN, OREGON 97068

SHEET 1 OF 5

PROJ # 05113

05113-BASE.DWG

EXPIRATION DATE 12/31/10

Soppe, Tom

From: Mohling, Karen A. [Karen.Mohling@tvfr.com]
Sent: Thursday, July 02, 2009 3:39 PM
To: Soppe, Tom
Subject: 13th St fourplexes - Fire Plan review
Attachments: 13th St 2-4plexes.doc

RECEIVED
JUL 02 2009
PLANNING & BUILDING
CITY OF WEST LINN
INT._____TIME_____

TVFR Tualatin Valley Fire & Rescue

TUALATIN VALLEY FIRE & RESCUE - SOUTH DIVISION
COMMUNITY SERVICES • OPERATIONS • FIRE PREVENTION

July 2, 2009

Tom Soppe
Associate Planner
City of West Linn
22500 Salamo Road
West Linn, OR 97068

Re: DR-09-03 **13th St - Multi Family (2 - four plexes) - River Falls Place**

Dear Mr. Soppe;

Thank you for the opportunity to review the proposed site plan surrounding the above named development project. Tualatin Valley Fire & Rescue endorses this proposal predicated on the following criteria and conditions of approval:

1) **FIRE APPARATUS ACCESS ROAD DISTANCE FROM BUILDING AND TURNAROUNDS:** Access roads shall be within 150 feet of all portions of the exterior wall of the first story of the building as measured by an approved route around the exterior of the building. An approved turnaround is required if the remaining distance to an approved intersecting roadway, as measured along the fire apparatus access road, is greater than 150 feet. (IFC 503.1.1)

2) **DEAD END ROADS:** Dead end fire apparatus access roads in excess of 150 feet in length shall be provided with an approved turnaround. (IFC 503.2.5)

The Private Drive will be utilized as the fire apparatus turnaround since the cul-de-sac at the end of 14th does not meet Fire District specifications.

3) **FIRE APPARATUS ACCESS ROAD EXCEPTION FOR AUTOMATIC SPRINKLER PROTECTION:** When buildings are completely protected with an approved automatic fire sprinkler system, the requirements for fire apparatus access may be modified as approved by the fire code official. (IFC 503.1.1)

   Fire sprinkler system protection has been proposed by the applicant - *if the fourplexes are built as R-2s, they will be provided with approved NFPA 13R fire sprinkler protection, OR, fourplexes are built as R-3 single family dwellings with required building code separation, then NFPA 13D fire sprinkler protection is approved .*

4) **NO PARKING SIGNS:** Where fire apparatus roadways are not of sufficient width to accommodate parked vehicles and 20 feet of unobstructed driving surface, "No Parking" signs shall be installed on one or both sides of the roadway and in turnarounds as needed. Signs shall read "NO PARKING - FIRE LANE" and shall be installed with a clear space above grade level of 7 feet. Signs shall be 12 inches wide by 18 inches high and shall have red letters on a white reflective background. (IFC D103.6)

Provide "No Parking" signs as necessary to prevent any on street parking on Private Drive serving Four Plexes: at minimum, place signs at entry point to Private Drive and in front of four plexes.

5) **SURFACE AND LOAD CAPACITIES:** Fire apparatus access roads shall be of an all-weather surface that is easily distinguishable from the surrounding area and is capable of supporting not less

7401 SW Washo Court • Tualatin, Oregon 97062 • Phone: 503-612-7000 • Fax: 503-612-7003 • www.tvfr.com

than 12,500 pounds point load (wheel load) and 75,000 pounds live load (gross vehicle weight). You may need to provide documentation from a registered engineer that the design will be capable of supporting such loading. (IFC D102.1)

6) **PAINTED CURBS:** Where required, fire apparatus access roadway curbs shall be painted red and marked "NO PARKING FIRE LANE" at approved intervals. Lettering shall have a stroke of not less than one inch wide by six inches high. Lettering shall be white on red background. (IFC 503.3)

7) **GRADE:** Fire apparatus access roadway grades shall not exceed 10 percent. Intersections and turnarounds shall be level (maximum 5%) with the exception of crowning for water run-off. When fire sprinklers are installed, a maximum grade of 15% may be allowed. The approval of fire sprinklers as an alternate shall be accomplished in accordance with the provisions of ORS 455.610(5). (IFC 503.2.7 & D103.2)

8) **COMMERCIAL BUILDINGS - REQUIRED FIRE FLOW:** The required fire flow for the building shall not exceed 3,000 gallons per minute (GPM) or the available GPM in the water delivery system at 20 psi, whichever is less as calculated using IFC, Appendix B. A worksheet for calculating the required fire flow is available from the Fire Marshal's Office. (IFC B105.2)

Please provide a current fire flow test of the nearest fire hydrant demonstrating available fire flow at 20 psi residual pressure, as well as fire flow calculation worksheets. Fire Flow calculation worksheets and instructions are available on our website: www.tvfr.com.

9) **FIRE HYDRANTS – COMMERCIAL BUILDINGS:** Where a portion of the building is more than 400 feet from a hydrant on a fire apparatus access road, as measured in an approved route around the exterior of the building, on-site fire hydrants and mains shall be provided. This distance may be increased to 600 feet for buildings equipped throughout with an approved automatic sprinkler system. (IFC 508.5.1)

10) **FIRE HYDRANTS – ONE- AND TWO-FAMILY DWELLINGS & ACCESSORY STRUCTURES:** Where a portion of a structure is more than 600 feet from a hydrant on a fire apparatus access road, as measured in an approved route around the exterior of the structure(s), on-site fire hydrants and mains shall be provided. (IFC 508.5.1)

11) **FIRE HYDRANT DISTANCE FROM AN ACCESS ROAD:** Fire hydrants shall be located not more than 15 feet from an approved fire apparatus access roadway. (IFC C102.1)

12) **REFLECTIVE HYDRANT MARKERS:** Fire hydrant locations shall be identified by the installation of reflective markers. The markers shall be blue. They shall be located adjacent and to the side of the centerline of the access road way that the fire hydrant is located on. In case that there is no center line, then assume a centerline, and place the reflectors accordingly. (IFC 508.5.4)

13) **FIRE HYDRANT/FIRE DEPARTMENT CONNECTION:** A fire hydrant shall be located within 100 feet of a fire department connection (FDC). Fire hydrants and FDC's shall be located on the same side of the fire apparatus access roadway. FDCs shall normally be remote except when approved by the fire code official. (IFC 912.2)

If FDC's are prescribed by NFPA 13R, provide location of FDCs for approval; provide signage to indicate the separate addresses served by each FDC.

14) **ACCESS AND FIRE FIGHTING WATER SUPPLY DURING CONSTRUCTION:** Approved fire apparatus access roadways and fire fighting water supplies shall be installed and operational prior to any combustible construction or storage of combustible materials on the site. (IFC 1410.1 & 1412.1)

15) **KNOX BOX:** A Knox Box for building access is required for this building if fire sprinkler is 13R, in order to access fire sprinkler riser /shutoff valve. Please contact the Fire Marshal's Office for an order form and instructions regarding installation and placement. (IFC 506)

16) Resubmit plans for final approval.

Please contact me with any questions at (503) 612-7012.

7401 SW Washo Court • Tualatin, Oregon 97062 • Phone: 503-612-7000 • Fax: 503-612-7003 • www.tvfr.com

Sincerely,

Karen Mohling

Karen Mohling
Deputy Fire Marshal

7401 SW Washo Court • Tualatin, Oregon 97062 • Phone: 503-612-7000 • Fax: 503-612-7003 • www.tvfr.com

GEODESIGN INC
Geotechnical · Environmental · Geological

Fax Transmittal

To:	City of West Linn	From:	Viola Lai vlai@geodesigninc.com
Company:	Engineering Division	Date:	10/22/09
Fax:	(503)742-6084	Phone:	(503)968-8787

cc:	

GDI Project:	HHPR-65-01
RE:	Public ROW Use Request

☐ Urgent ☐ For Review ☐ Please Comment ☒ Please Reply

No. Pages	Description:
1	Fax Transmittal
	Total Pages 3

Attached is a ROW Use Request for S Salamo Road. Please let me know if this is sufficient or whether you require more information. Is there a fee?
Thank you.

CONFIDENTIAL NOTICE: The information contained in this facsimile is confidential and may also be subject to the attorney-client privilege. The information is intended only for the use of the individual or entity to whom it is addressed. If the reader of this message is not the intended recipient, this services as notification that any reading, disclosure, copying, distribution, or the taking of any action in reliance on the contents of this communication is strictly prohibited. If this transmission was received in error, please immediately notify us at (503) 968-8787 and return the original message to me at the address above via the U.S. Postal Service.

15575 SW Sequoia Parkway · Suite 100 · Portland, Oregon 97224 · Phone (503) 968-8787 · Fax (503) 968-3068

City of West Linn Engineering Division • 22500 Salamo Road, Box 800 • West Linn, Oregon 97068
Telephone 503.722.5500 • Fax 503.742.6084

Return completed form to address above.

Public Right-of-Way (ROW) Use Request

Property Address: South Salamo Road from South Barrington Drive to South Rosemont Road

Public ROW Description: (i.e. location, width, utilities present, etc.)
In the pavement (travel lanes) of South Salamo Road. We plan to drill 10 borings to maximum depth of 4 feet below ground surface. We will patch the pavement after borings are completed.

Description of Area of Desired Improvements, Intended Use, and Locations of Utilities:
(attach sketch as appropriate)
Please see attached site plan

Attachments: (Yes) / No

Waiver:
I, as the person responsible for improvement in the ROW, indicate by my signature below that I will properly maintain and repair the improvements. While the City will exercise reasonable care while performing maintenance/repair work within the public right-of-way, the City will not be responsible to restore improvements damaged by the City in the course of its work. The City has no responsibility for restoration. I also understand that this permit is revocable at any time by the City. Within 60 days notice from the City, the improvements described above at the above listed address will be removed by me or they will be removed by the City at my expense and forfeited to the City.

Viola Lai — October 22, 2009
Responsible Person/Organization — Date

Mailing Address: 15375 SW Sequoia Pkwy Suite 100
Telephone #: (503) 968-8787

Special Conditions Imposed by City:

Approval / Disapproval

Public Works Director — Date

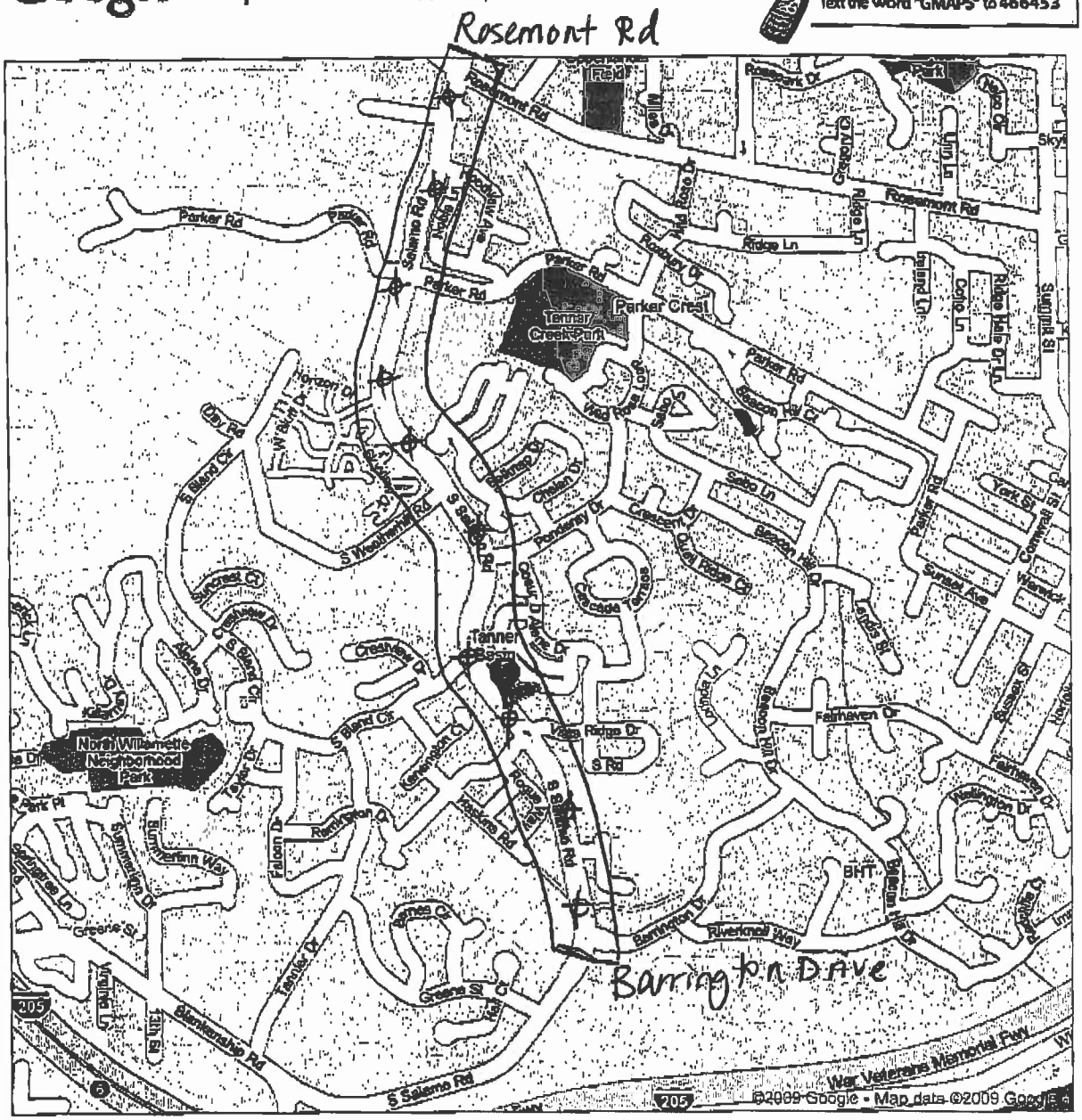
Approval / Disapproval

Planning Director — Date

Rev. 7.1.09

Google maps Address S Salamo Rd
West Linn, OR 97068

Get Google Maps on your phone
Text the word "GMAPS" to 466453



Approximate boring locations. In travel lane avoiding utility conflicts.

Site Plan