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**STAFF REPORT**

**PLANNING DIRECTOR DECISION**

DATE: December 16, 2009

FILE NO.: DR-09-10 (Planning Directors Decision)

SUBJECT: City Council initiated request to install public transit shelters and requisite the site furniture at the following existing bus stop locations along northbound OR Hwy 43: Elliot St., Cedar Oak Dr. and south of Burns Street

PLANNER: Tom Soppe, Associate Planner

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## Specific Data

<b>DESCRIPTION:</b>	This application proposes to erect public transit shelters at three intersection locations within West Linn to facilitate and encourage the use of the City's transit service from Tri-Met. Each of the sites will include a hipped roof three-sided shelter with one waste/recycling receptacle.
<b>OWNER/APPLICANT:</b>	Oregon Department of Transportation (ODOT)/ West Linn Properties (license agreement is proposed). City of West Linn is the applicant
<b>SITE LOCATIONS:</b>	At existing bus stop locations along northbound OR Hwy. 43; specifically Stop 6312 (north of Elliot St.), Stop 6309 (north of Cedar Oak Dr., and Stop 6306 (south of Burns St.)
<b>SITE SIZE:</b>	As proposed, the shelters will occupy sites of various sizes. The shelters themselves however, including waste receptacles, will occupy approximately 80 square feet per site.
<b>COMP PLAN DESIGNATION:</b>	Commercial; Medium Density Residential; Commercial; respectively per the site locations as listed above
<b>ZONING:</b>	General Commercial (GC); R 4.5; GC, respectively
<b>APPROVAL CRITERIA:</b>	Chapter 55.090 of the West Linn Community Development Code (CDC) lists the applicable Class I Design Review approval standards as they pertain to transit shelters.
<b>120-DAY RULE:</b>	The application was declared complete on November 12, 2009, therefore the 120-day period ends on March 12, 2010.
<b>PUBLIC NOTICE:</b>	Affected property owners, neighborhood associations, and other appropriate recipients were noticed on December 2, 2009. The notice was also posted on the City's website. The notice requirements have been met.

### Executive Summary:

Per the directive of the West Linn City Council, the Planning Department is proposing to site public-transit shelters at three higher-use northbound TriMet bus stops within the City. The proposed sites are: 1) approximately 80 feet north of the northeast quadrant of the intersection of Cedar Oak Drive and Willamette Drive; 2) approximately 120 feet northwest of the northeast quadrant of the intersection of Elliot Street and Willamette Drive; and, 3) approximately 150 feet southeast of the southeast quadrant of the intersection of Burns Street and Willamette Drive (see figure 1). All serve Tri-Met bus line 35.

The shelters at Cedar Oak and Burns (at Central Village Shopping Center) will each be 5 feet deep and 10 feet wide with full 5 feet deep sidewalls. The shelter at Elliot Street will be 5 feet deep and 10 feet wide with 2.5 feet deep sidewalls, due to a narrower sidewalk at this location. The roof overhanging the sidewalk will provide at least 7 feet of vertical clear height.

The sites at Cedar Oak Drive and Burns Street were chosen because of their ability to serve a large share of the City's existing transit users. The stop at Elliot Street was chosen because of a combination of relatively high ridership, virtually no site development needs, excellent pedestrian connectivity, the existence of complimentary surrounding land uses (medium and high density residential and general commercial), and an existing bus pullout to facilitate traffic flow along Willamette Drive.

The West Linn Planning Department worked closely with TriMet and the City's Transportation Advisory Board (TAB) in developing this proposal. The TAB reviewed a number of alternatives that were distinguished primarily by the level and types of amenities offered at each of the sites. The TAB considered the effectiveness of placing shelters at two sites versus three sites to assess the potential benefit from increased per site development funds. In the end, the group agreed that the proposal contained herein – shelters at three sites, each with waste/recycling receptacles – best served the purpose and need indicated by the City Council for this project.

Negotiation with the property owner at the Cedar Oak site is still ongoing. This is the only shelter that would be placed on private property. If negotiations are not successful, a smaller shelter that fits in the right of way (but that still allows pedestrians to pass will have to be placed at this site). Condition of Approval 2 regards this possibility.

## **Public Comments:**

### **Dean Sorenson, Gramor Develoment (owner of Central Village), December 3, 2009**

Can you point me to a TriMet link or email a .pdf of the type of bus shelter that is proposed?  
Also, the style of trash/recycle can?  
Lastly, who empties the trash cans?

Gramor is excited about the proposed bus shelter at our West Linn Central Village and just curious as to what it will look like.

### **Dean Sorenson, December 9, 2009**

Thank you for the response.

We are expecting that the 30' wide x 4' deep concrete pad we placed behind the 6' sidewalk will be sufficient to fit the shelter onto. TriMet's standard implies a 6' deep pad for the shelter, yet the shelter is only 4'-7" +/- deep.

Once you have detailed plans under design we are available to provide any assistance on existing conditions.

When you have a timeline for installation, please advise.

That said, on behalf of West Linn Central Village Associates, LLC, Gramor Development would like to be entered into the record as being strongly supportive of the request by the City for a Class 1 Design Review permit #DR-09-10.

**Recommendation:**

Based on findings contained in the applicant's submittal in the City record, staff finds that there are sufficient grounds to **approve** this application (DR-09-10) subject to the following conditions of approval:

1. This approval shall expire 3 years from the effective date of this decision. .
2. If negotiations with the Cedar Oak site property owner to place the shelter on the private property are not successful, a smaller shelter that fits in the right of way but allows for at least 4 feet of sidewalk width for pedestrian passage shall be placed at this location instead. If negotiations are successful, the agreement shall include the property owner's signature for this file.

I declare to have no interest in the outcome of this decision due to some past or present involvement with the applicant, the subject property, or surrounding properties, and therefore, can render an impartial decision. The provisions of the Community Development Code Chapter 99 have been met.

  
 \_\_\_\_\_  
 JOHN SONNEN, Planning Director

12/20/09  
 \_\_\_\_\_  
 DATE

  
 \_\_\_\_\_  
 KHOI LE, Development Review Engineer

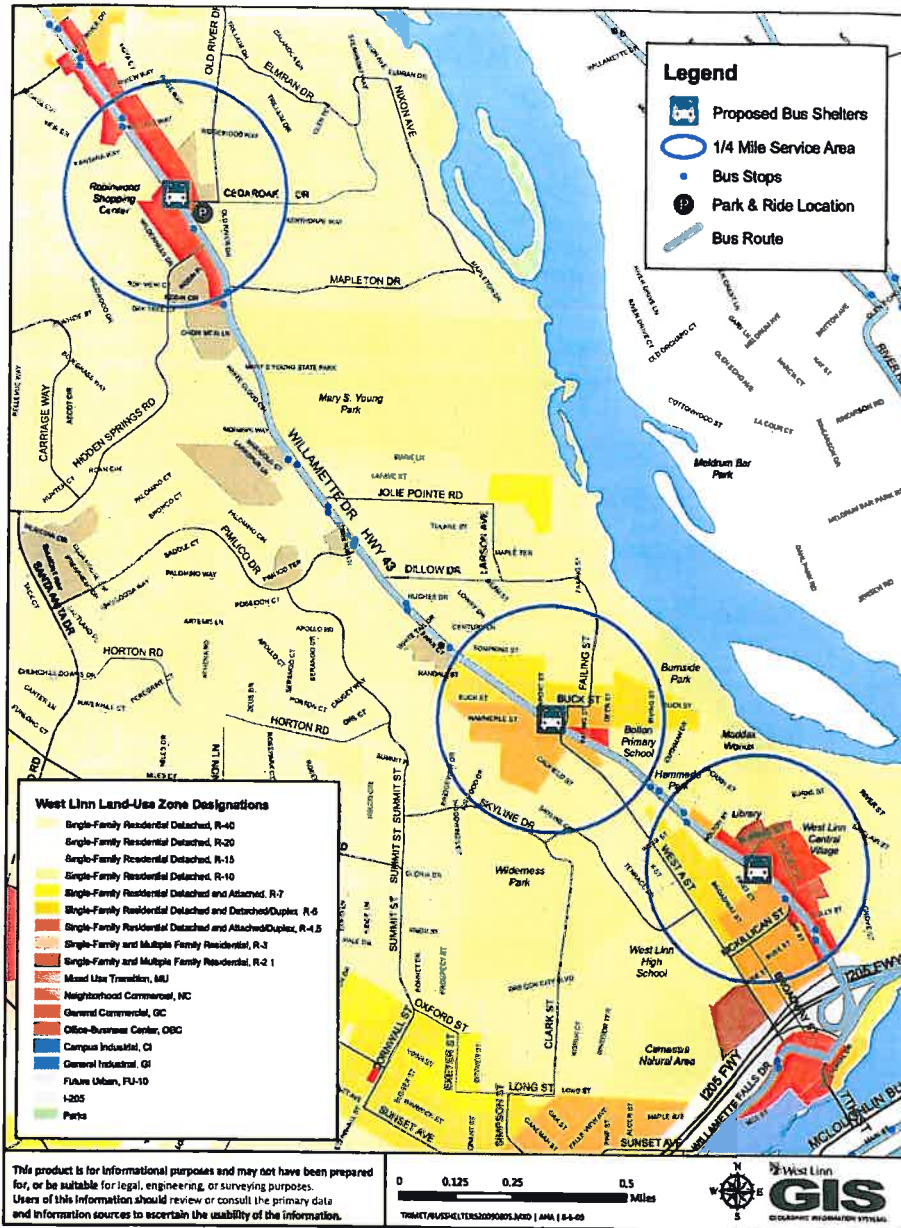
12/22/09  
 \_\_\_\_\_  
 DATE

Appeals to this decision must be filed with the West Linn Planning Department within 14 days of mailing date. Cost is \$2500. The appeal must be filed by an individual who has established standing by submitting written comments prior to or on September 18, 2009. Approval will lapse 3 years from effective approval date unless an extension is obtained.

Mailed this 22 day of December, 2009.  
Therefore, the 14-day appeal period ends at 5 p.m., on

January 5, 2010.

Figure 1 Proposed Shelter Locations



## Approval Criteria and Findings

### MISC 09-06

#### 55.000 Design Review

##### 55.090 APPROVAL CRITERIA

1. Section 55.100 B (1-4) "*Relationship to the natural physical environment*" shall apply except in those cases where the proposed development site is substantially developed and built out with no remaining natural physical features that would be impacted.

##### FINDING NO. 1:

All three of the proposed shelter sites are substantially developed. As shown in recent aerial photography included in Figures 2-4 on the following page. The addition of three transit shelters will not measurably impact nearby natural features and therefore, the approval criteria listed in 55.100 B (1-4) are not applicable to the review of this application.

2. Section 55.100 B (5-6) "*Architecture, et al*" shall only apply in those cases that involve exterior architectural construction, remodeling, or changes.

##### FINDING NO. 2:

Construction will take place at all three proposed locations. See responses to criteria 55.100 ( B) (5) and (6) below.

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. 3:

The applicant's proposal demonstrates compliance with criterion (5) above, at all three locations. At the Cedar Oak site, the proposed shelter will be sited at least 100 feet from any building or enclosed occupied structure. At Elliot Street, the proposed shelter is 25 feet from the nearest structure and is further separated by an approximately 15-foot tall concrete retaining wall. At Burns Street, the proposed shelter is 90 feet from the nearest structure and is also grade separated from the shopping center parking lot by a large concrete retaining wall.

The placement of these shelters will not measurably impact on- and/or off-site air circulation due to their location, relatively small stature and three-walled design. Furthermore, because the shelter walls are completely translucent, adequate lighting will be maintained both on- and off-site. This criterion is met.

**Figure 2 Aerial Image of Cedar Oak Street Site**

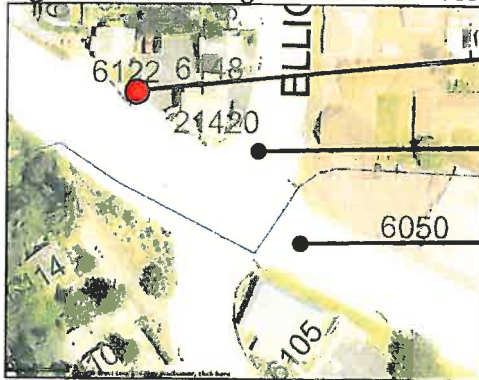


**Proposed Shelter Site**

**Willamette Drive**

**Cedar Oak Drive**

**Figure 3 Aerial Image of Elliot Street Site**

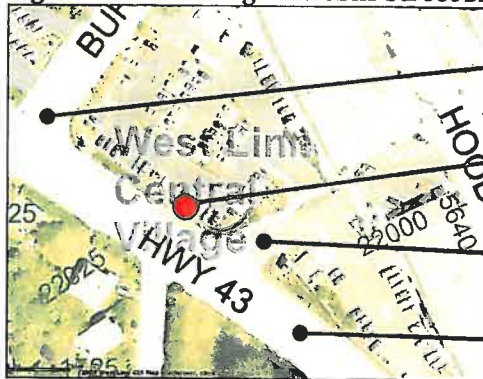


**Proposed Shelter Site**

**Elliot Street**

**Willamette Drive**

**Figure 4 Aerial Image of Burns Street Site**



**Burns Street**

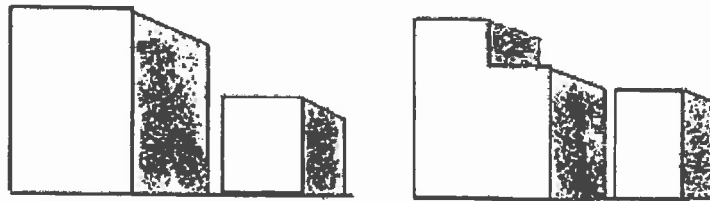
**Proposed Shelter Site**

**Shopping Center Driveway**

**Willamette Drive**

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.*



***mass/bulk overwhelms  
smaller building***

***mass/bulk effectively  
transitions***

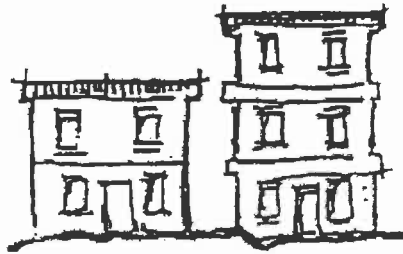
**FINDING NO. 4:**

One architectural style is proposed for all three sites; one difference is a reduced sidewall width for the shelter at Elliot Street to accommodate the relatively narrow pedestrian way in this area. The proposed shelters compliment the surrounding neighborhoods as well as other commercial and residential architecture throughout the City. As proposed, the shelters will be framed with 2" black anodized aluminum with clear or etched glass wall panels. Route and schedule information displays measuring 17"x22" will be placed on the back wall panel of each shelter. The shelters will have black aluminum standing-seam hipped roofs with overhanging eaves consistent with the desire for pitched roofs outlined in criterion (a) above. This criterion is met.

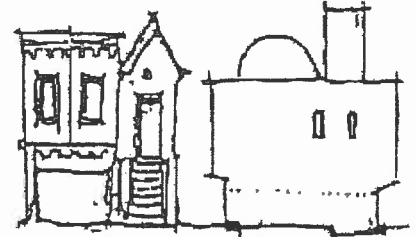
- b. *The proposed structure(s) scale shall be compatible with the existing structure(s) on site and on adjoining sites. Contextual design is required. Contextual design means respecting and incorporating prominent architectural styles, building lines, roof forms, rhythm of windows, building scale and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



structure.



*contextual design*



*contrasting design*

**FINDING NO. 5:**

Planning staff worked closely with the TAB to choose an architectural style that would not only compliment the neighborhoods in which these structures were proposed, but would also be complimentary to transit shelters that may be requested for other areas in the future. See Finding No. 4 for additional details regarding architectural compatibility. This criterion is 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.*

**FINDING NO. 6:**

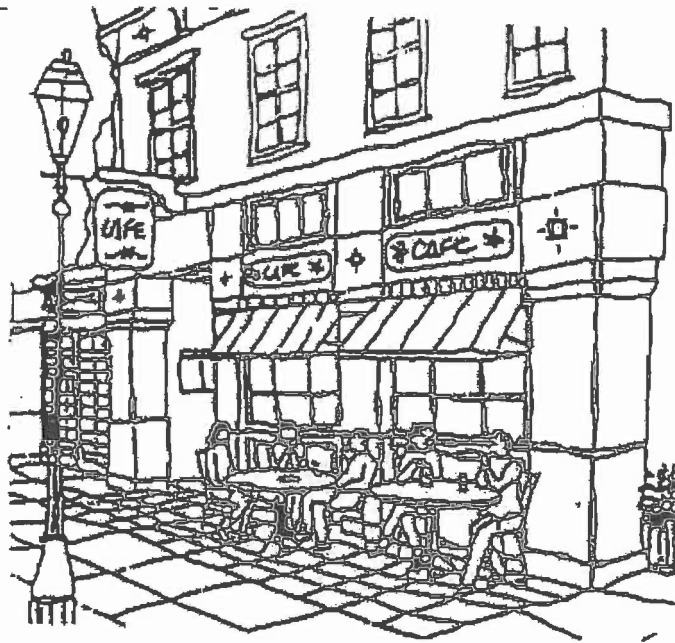
Due to the limited stature of these structures this criterion is not applicable.

- 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. 7:**

Because the proposed shelters and waste receptacles substantially compliment adjacent neighborhoods this criterion is not applicable.

- 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.*



*human scale is captured in this example*

**FINDING NO. 8:**

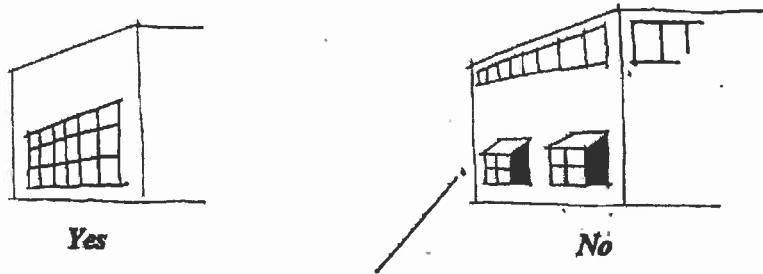
As they are designed specifically for access by pedestrians and bicyclists, transit shelters exhibit all of the elements of human scaling listed in (e) above. The shelters proposed in this application further exhibit sensitivity to the human scale through design elements such as; glass wall panels divided by horizontal mullions that create numerous panes, hipped roofs, and pedestrian connectivity to commercial and residential destinations. This criterion is 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. (ORD. 1463)



60% of lineal street facing or main elevation is windows. 30% of one side elevation is windows. You may transfer windows from the side to front, or vice versa.



(Windows not at eye level and/or not flush with building.)

**FINDING NO. 9:**

This criterion is not applicable to the proposed development. The shelters have an open front and are therefore transparent.

- 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.

**FINDING NO. 10:**

This criterion does not apply because there will be no walls over 100 feet in length.

- 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.*

**FINDING NO. 11:**

This proposal directly serves the needs of pedestrians and transit users as it provides shade for transit patrons during warm summer months and shelter from rain and other inclement conditions during the fall and winter months. The size of the shelters has been chosen with consideration for the number of patrons accessing transit at each of the sites in order to minimize the number of unprotected passengers. The applicant is proposing to use 2.5 foot wide sidewalks on the shelter at Elliot St. to accommodate pedestrian movement through the site in consideration of the relatively limited sidewalk width at this location. This criterion is met.

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



*trees, awnings, and building orientation enhance micro-climate*

**FINDING NO. 12:**

The applicant's proposal provides covered shelters and enhanced sidewalk amenities for a safer pedestrian environment. This criterion is 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:**

At all of the locations, a clear aisle measuring at least 4-feet wide will be maintained. An ADA-compliant shelter pad exists at the Burns Street site and a new one is proposed at the Cedar Oak Drive site. ADA pads will ensure no disruption to normal pedestrian movement

in these areas. At the Elliot Street site, smaller, 2.5-foot wide sidewalks will be used on the shelter to ensure nearly 5 feet of sidewalk clearance. This criterion is met.

**Soppe, Tom**

**From:** Dean Sorensen [Dean@gramor.com]  
**Sent:** Tuesday, December 08, 2009 5:11 PM  
**To:** Soppe, Tom  
**Subject:** RE: File # DR-09-10



thank you for the response.

We are expecting that the 30' wide x 4' deep concrete pad we placed behind the 6' sidewalk will be sufficient to fit the shelter onto. TriMet's standard implies a 6' deep pad for the shelter, yet the shelter is only 4'-7" +/- deep. Once you have detailed plans under design we are available to provide any assistance on existing conditions. When you have a timeline for installation, please advise.

That said, on behalf of West Linn Central Village Associates, LLC, Gramor Development would like to be entered into the record as being strongly supportive of the request by the City for a Class 1 Design Review permit #DR-09-10.

Dean Sorensen  
Gramor Development, Inc.  
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[www.gramor.com](http://www.gramor.com)

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**From:** Soppe, Tom [mailto:tsoppe@westlinnoregon.gov]  
**Sent:** Monday, December 07, 2009 9:06 AM  
**To:** Dean Sorensen  
**Subject:** RE: File # DR-09-10

Dean,

The transit shelter and the trash receptacle will look very similar to what is in these pictures. The trash and recycling receptacle will be emptied by West Linn Refuse.

We are glad to have your support on the shelter. Please let me know if there are any other questions or comments.

Thanks,

Tom

**City of West Linn**  
Tom Soppe  
[tsoppe@westlinnoregon.gov](mailto:tsoppe@westlinnoregon.gov)  
Associate Planner  
22500 Salamo Rd  
West Linn, OR, 97068  
P: (503) 742-8660  
F: (503) 656-4106  
Web: [westlinnoregon.gov](http://westlinnoregon.gov)

*West Linn Sustainability* Please consider the impact on the environment before printing a paper copy of this email.

**Soppe, Tom**

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**From:** Soppe, Tom  
**Sent:** Monday, December 07, 2009 9:06 AM  
**To:** 'Dean Sorensen'  
**Subject:** RE: File # DR-09-10  
**Attachments:** Yukon Trash Recycle - City of West Linn (2).pdf; city of holland.jpg; receptacle\_yukon\_01.jpg

Dean,

The transit shelter and the trash receptacle will look very similar to what is in these pictures. The trash and recycling receptacle will be emptied by West Linn Refuse.

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Thanks,

Tom

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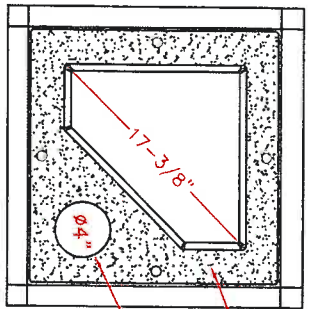
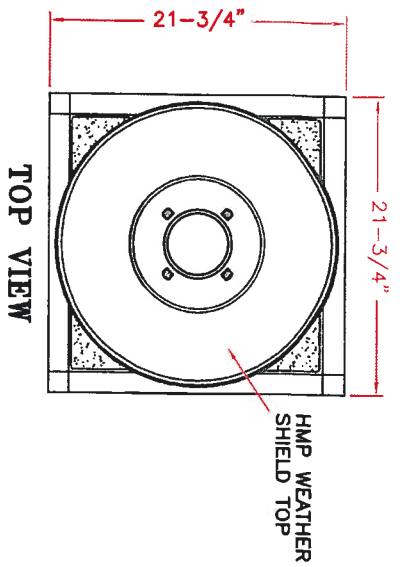
**From:** Dean Sorensen [mailto:Dean@gramor.com]  
**Sent:** Thursday, December 03, 2009 3:12 PM  
**To:** Soppe, Tom  
**Subject:** File # DR-09-10

Can you point me to a TriMet link or email a .pdf of the type of bus shelter that is proposed?  
Also, the style of trash/recycle can?  
Lastly, who empties the trash cans?

Gramor is excited about the proposed bus shelter at our West Linn Central Village and just curious as to what it will look like.

Dean Sorensen  
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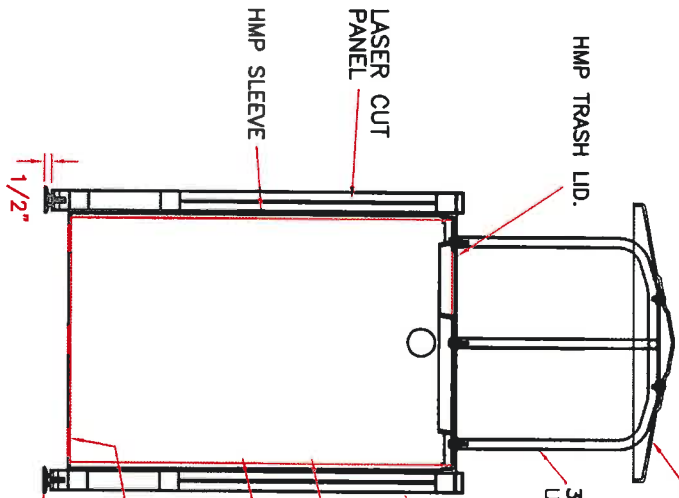
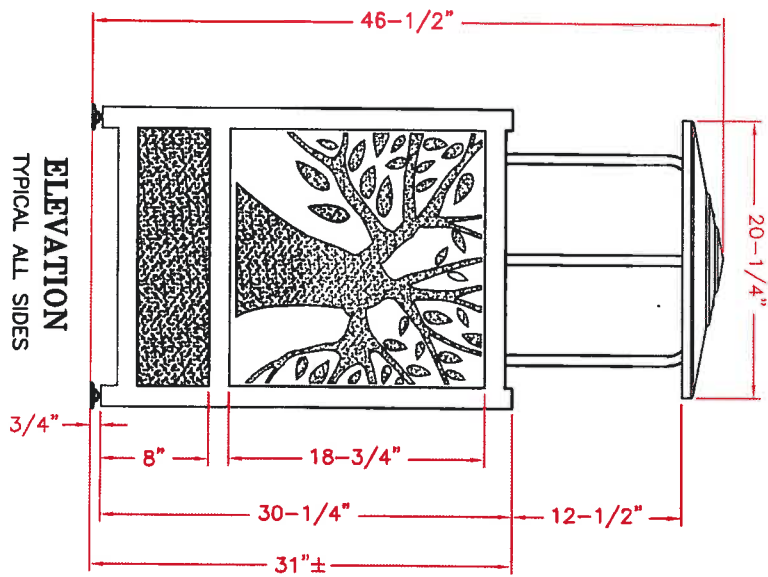
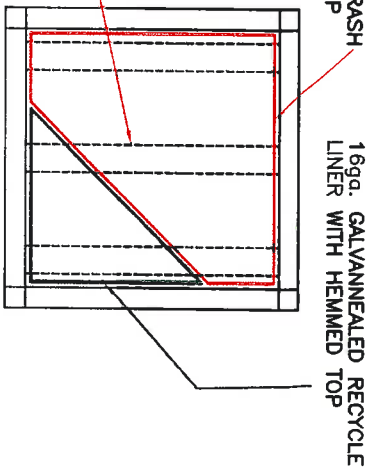


16ga. GALVANNEALED TRASH LINER WITH HEMMED TOP

4" RECYCLE HOLE

HMP TRASH LID.

WELD THREE 3/16" X 2" FLAT STRAPS FLUSH WITH BOTTOM HORIZONTAL TUBING.



1-1/2" SQ X 16ga TUBING

FRAME

16ga. GALVANNEALED TRASH LINER WITH HEMMED TOP

16ga. GALVANNEALED RECYCLE LINER WITH HEMMED TOP

WELD TWO 3/16" X 2" FLAT STRAPS FLUSH WITH BOTTOM HORIZONTAL TUBING.

SCREW IN ADJUSTABLE FEET GUIDES

**MATERIALS LIST:**

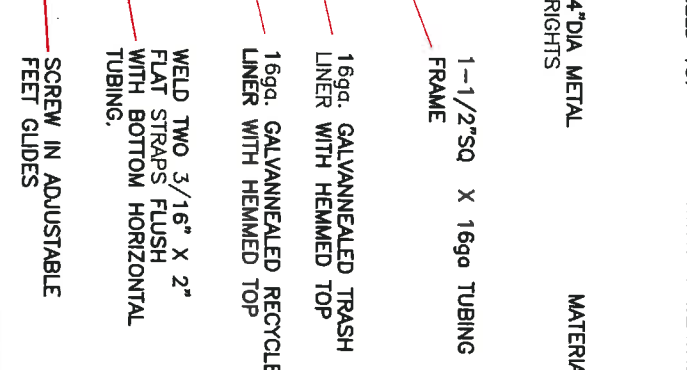
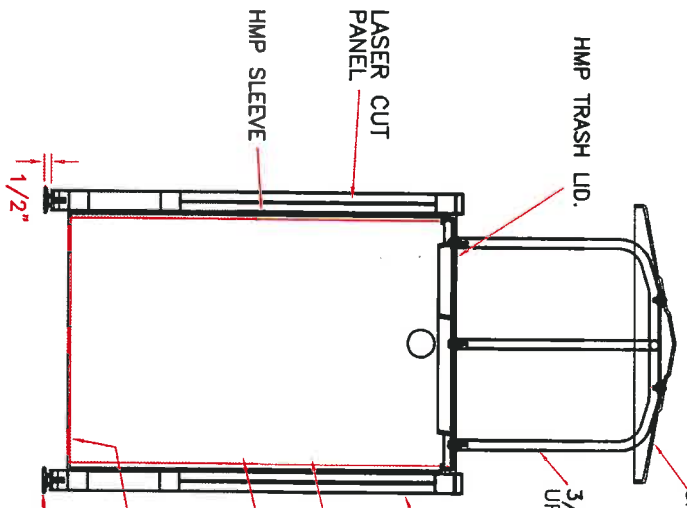
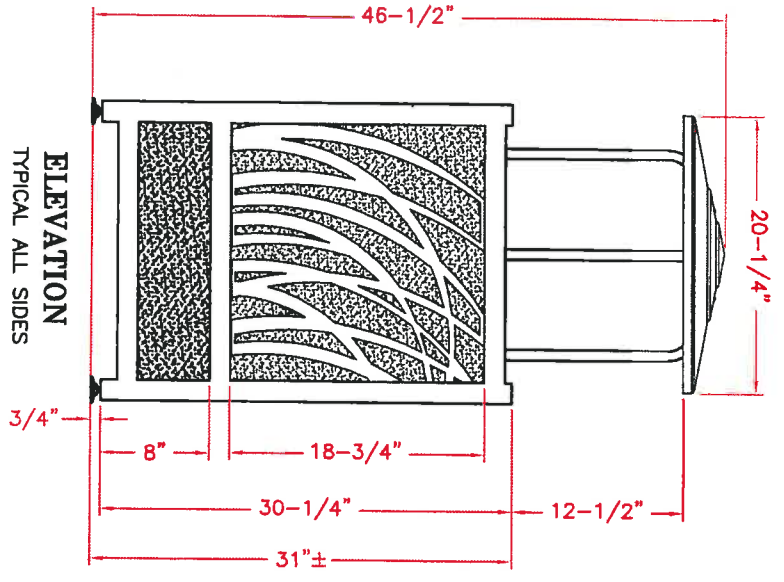
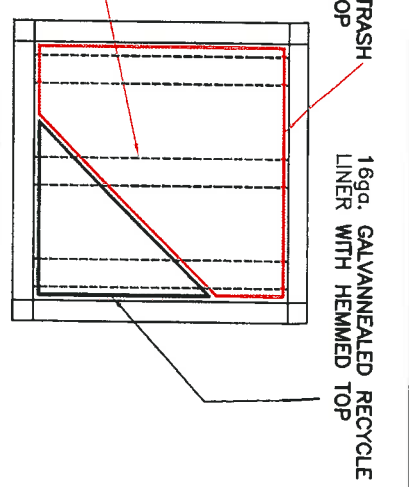
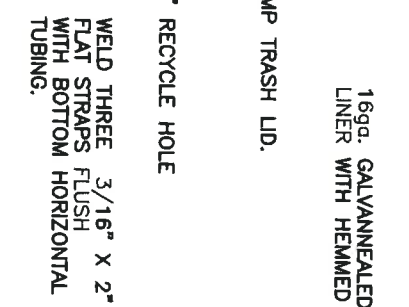
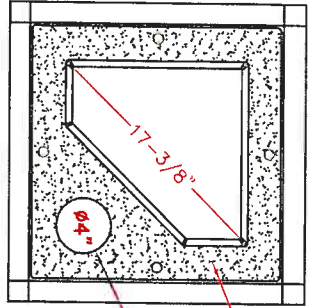
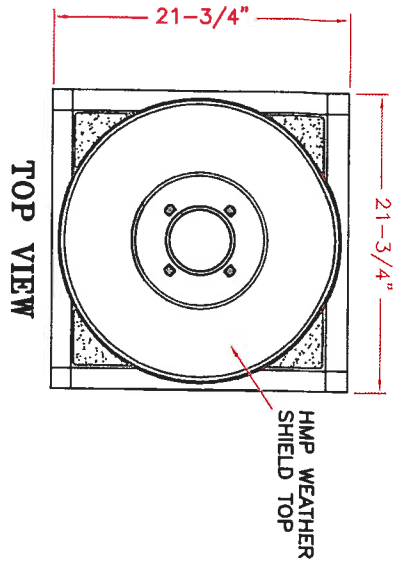
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 JACKSONVILLE, FLORIDA 32224  
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 FAX 1-904-645-6555

Item No.	YTRS-2247-S-CUS-WS
Drawn by:	CB
Date:	10/27/09
Scale:	
Item Description:	YUKON TRASH AND RECYCLE SQ. CUSTOM WEST LIN-WEATHER SHIELD
Job Name:	CITY OF WEST LINN
Size:	21-3/4" SQ. X 46-1/2" H
Drawing Number:	PPI-100903







MATERIALS LIST:

REVISID-10/26-06--CB  
 REVISED-6/30/04--CB  
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 REVISED-12/4/03--CB  
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 FAX. 1-904-645-6555

Item No.	YTRS-2247-S-SG-WS
Drawn by:	CB
Issue:	12/09/99
Scale:	
Item Description:	YUKON TRASH AND RECYCLE SQ. SAWGRASS - WEATHER SHIELD
Job Name:	CITY OF WEST LINN
Size:	21-3/4" SQ. X 46-1/2" H
Drawing Number:	PPI-129941





## Soppe, Tom

---

**From:** Dean Sorensen [Dean@gramor.com]  
**Sent:** Thursday, December 03, 2009 3:12 PM  
**To:** Soppe, Tom  
**Subject:** File # DR-09-10

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AFFIDAVIT OF NOTICE

MAILED  
SR 12/21/09

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-09-10 Applicant's Name COWL  
Development Name Class I Design Review for 3 bus stops - Transit Shelter  
Scheduled Meeting/Decision Date December 16, 09

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 \_\_\_\_\_

- 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) \_\_\_\_\_~~
- 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) \_\_\_\_\_ (signed) \_\_\_\_\_  
City's website (posted date) \_\_\_\_\_ (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 X

- A. The applicant (date) N/A (iscowc) (signed) SR
- B. Affected property owners (date) 12/21/09 (signed) SR
- C. School District/ Board (date) \_\_\_\_\_ (signed) \_\_\_\_\_
- D. Other affected gov't. agencies (date) 12/21/09 (signed) SR
- E. Tri-met + Odor  
Affected neighborhood assns. (date) 12/21/09 (signed) SR  
- ALL -

Notice was posted on the City's website at least 10 days prior to the scheduled hearing or meeting.  
Date: Dec 7, 2009 (signed) [Signature]

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) \_\_\_\_\_

**CITY OF WEST LINN  
PLANNING DIRECTOR DECISION**

**FILE NO. DR-09-10**

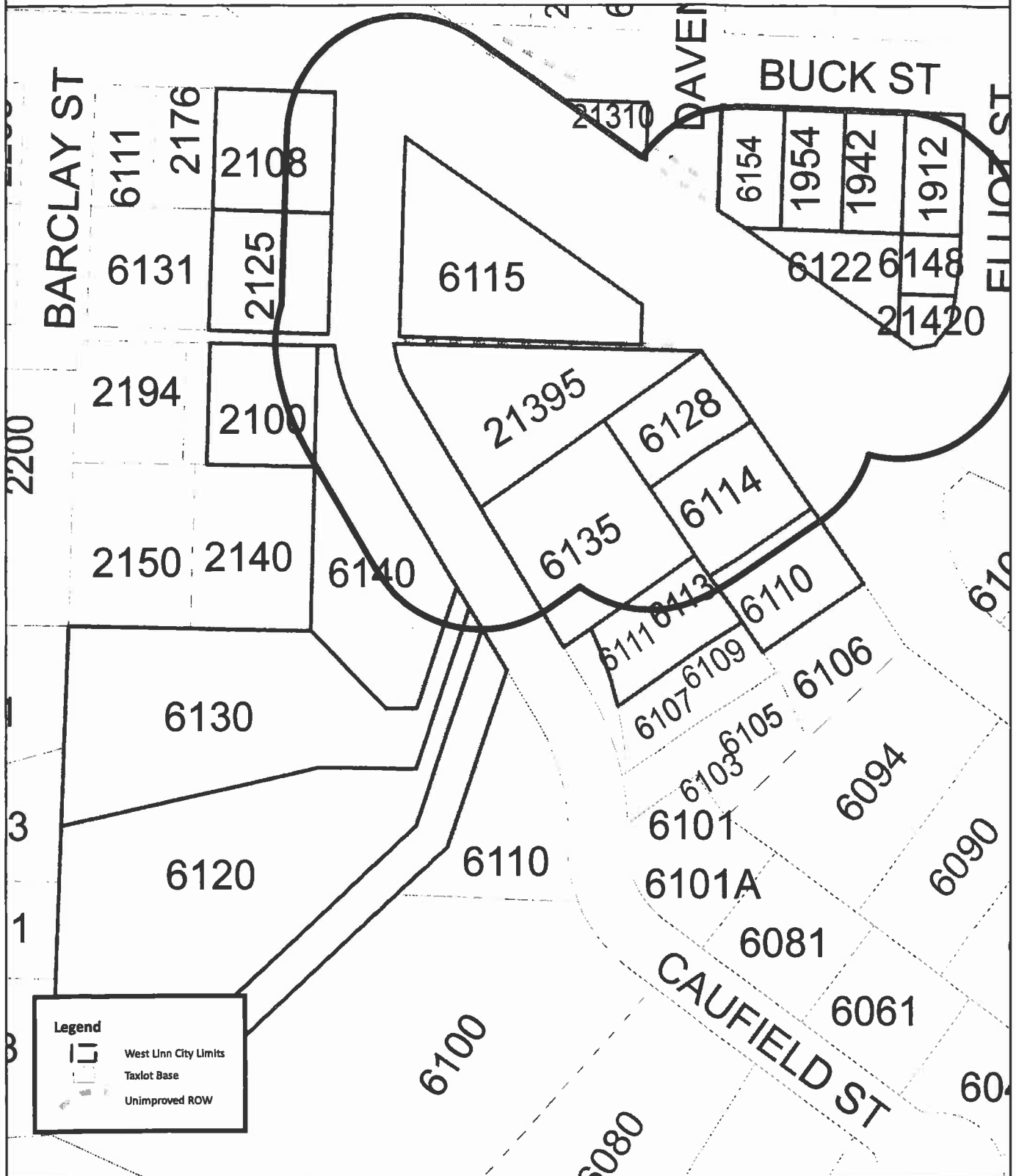
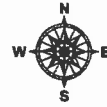
The West Linn Planning Director is considering the request of the City of West Linn for a Class I Design Review permit to construct three new transit shelters and adjacent trash/recycle receptacles at three existing northbound Tri-Met bus stops on Highway 43. The decision will be based on the approval criteria in Chapter 55 of the Community Development Code (CDC). The approval criteria from the CDC 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. The stops are in front of 21900 Willamette Drive (West Linn Central Village shopping center), next to the property at 6122 Davenport Street (but on Willamette Drive), and in front of 19088-19100 Willamette Drive.

You have been notified because County records show you own property within 100 feet of the taxlots including or adjacent to the bus shelters, including within 100 feet of those taxlots directly across Highway 43 from the shelter's approximate proposed locations. These taxlots include taxlots 3400, 4500, 4600, and 4700 or Clackamas County Assessor's Map 2-2E-30CA, taxlots 2500, 6800, 6900, and 10000 of Clackamas County Assessor's Map 2-1E-25AD, and tax lots 704 and 3100 of Clackamas County Assessor's Map 2-1E-23AA.

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, December 16, 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](mailto: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.

DR-09-10 6122 Davenport



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

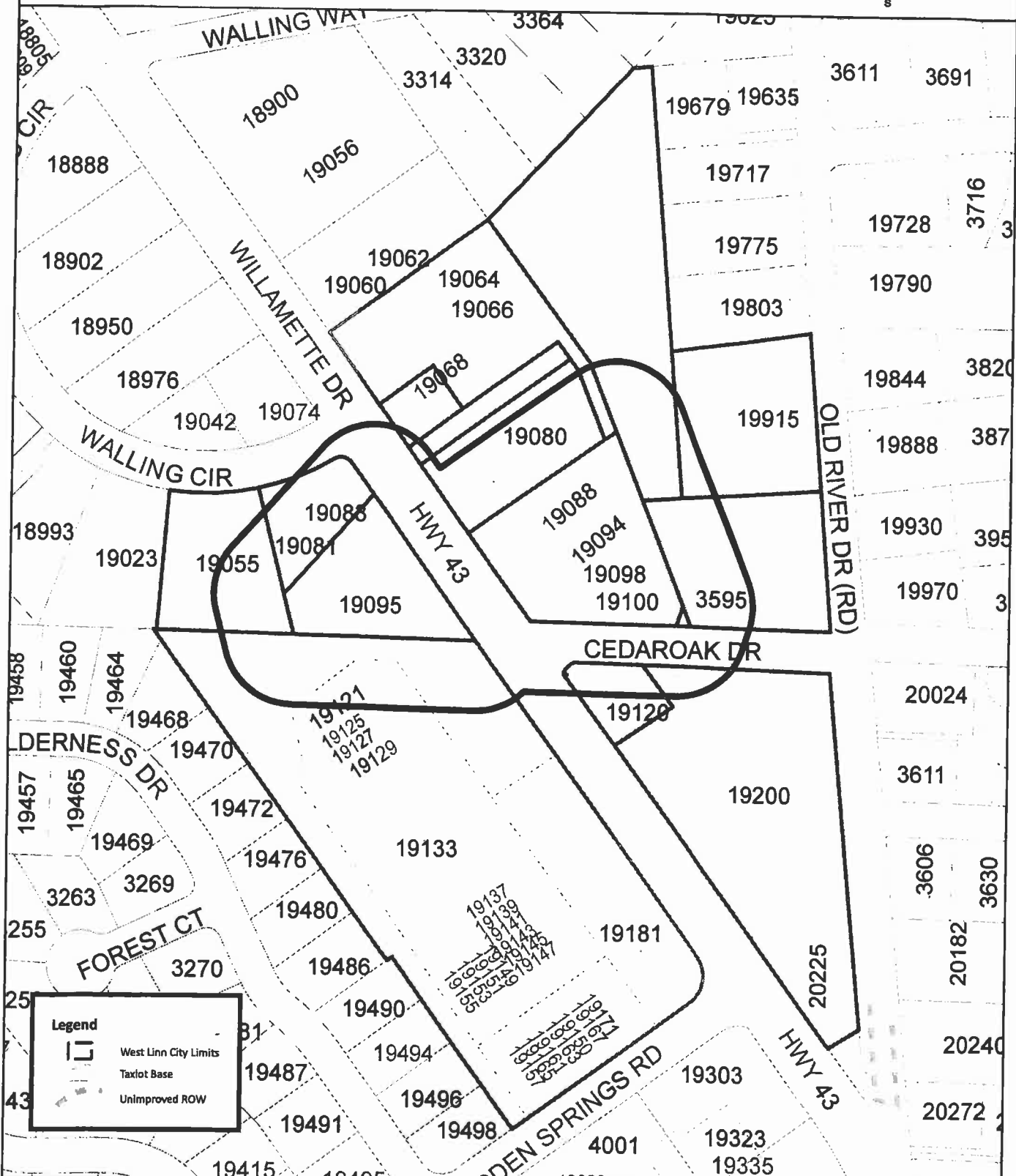
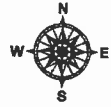
NOT TO SCALE

SNAPNOTIFY.MXD / AHA APP 6-16-09



User Name: T Zak  
 Map Creation Date: Dec 01, 2009

# DR-09-10 19088-19100 Willamette Drive



**Legend**

- West Linn City Limits
- Taxlot Base
- Unimproved ROW

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

User Name: T Zak  
Map Creation Date: Dec 01, 2009





1770 EASY STREET LLC  
2535 GLENMORRIE DR  
LAKE OSWEGO OR 97034

5597 HOOD STREET LLC  
222 N RAMPART ST  
NEW ORLEANS LA 70112

CHAPPELL RONALD E  
5541 FIRST CT  
WEST LINN OR 97068

DAWSON LARRY A  
5695 HOOD ST  
WEST LINN OR 97068

DELINE DOROTHY A  
5665 FIRST CT  
WEST LINN OR 97068

HARMON KEN L  
5575 FIRST CT  
WEST LINN OR 97068

HOLLADAY ROBERT A & E LOUISE  
5585 MCKILLICAN LN  
WEST LINN OR 97068

JOHNSTON STEVEN D & JULIE L  
1725 EASY ST  
WEST LINN OR 97068

LOHMAN EDWARD F & DEBBIE STEINER  
1579 BURNS ST  
WEST LINN OR 97068

OLSON ROLF  
3453 AUGUSTA NATIONAL DR  
SALEM OR 97302

QUIGLEY WILLARD MERLE  
22025 WILLAMETTE DR  
WEST LINN OR 97068

RAKEL WILLIAM F & VIVIAN D  
5661 FIRST CT  
WEST LINN OR 97068

RAMS MARGO L & TOD J  
21895 WILLAMETTE DR  
WEST LINN OR 97068

RATHKEY GARY & SHELLEY LYNN  
5575 MCKILLICAN LN  
WEST LINN OR 97068

RAZE JAMES  
20827 NE CADEN  
FAIRVIEW OR 97024

SATHER LARRY G CO-TRUSTEE  
1750 EASY ST  
WEST LINN OR 97068

SPRING STUART S & ELIZABETH S  
21925 WILLAMETTE DR  
WEST LINN OR 97068

WEST LINN SHOPPING CTR ASSOC LLC  
19767 SW 72ND AVE STE 100  
TUALATIN OR 97062

WHITE DAVID E & JULIE KASSNER  
5615 FIRST CT  
WEST LINN OR 97068

CEDAR LINN LLC  
PO BOX 69506  
PORTLAND OR 97230

CRAIG WILLIAM S & ROXIE ANNE  
19055 WALLING CIR  
WEST LINN OR 97068

ERFAN INC  
3480 RIVERKNOLL WAY  
WEST LINN OR 97068

ETHINGTON ELDON FLOYD CO-TRUSTEE  
3777 UA AVE  
EMMETT ID 83617

JORDAN CHRISTINE L  
12612 NE ROSE PKWY  
PORTLAND OR 97230

LACHMAN THEODORE D  
16984 ALDER CIR  
LAKE OSWEGO OR 97034

MORE WILLIAM  
222 N RAMPART ST  
NEW ORLEANS LA 70112

NEW LIFE CHURCH ROBINWOOD  
PO BOX 5  
WEST LINN OR 97068

PRESBYTERY OF PORTLAND  
19200 WILLAMETTE DR  
WEST LINN OR 97068

SEELY DOUGLAS E & RUTHANN  
1780 SW ADVANCE RD  
WEST LINN OR 97068

TRIBBETT FAMILY LTD PRTN SHP  
1942 WESTLAKE LOOP  
NEWBERG OR 97132

WEST LINN PROPERTIES  
10250 SW NORTH DAKOTA ST  
TIGARD OR 97223

CAUFIELD PARK APARTMENTS LLC  
PO BOX 859  
MOLALLA OR 97038

COLBURN ROGER N & MARY BARBARA  
2100 HAMMERLE ST  
WEST LINN OR 97068

DECLARK JAMES A CO-TRUSTEE  
6140 CAUFIELD ST  
WEST LINN OR 97068

HAYASHI HOWARD H TRUSTEE  
6120 CAUFIELD ST  
WEST LINN OR 97068

HUTCHIN JULIE R  
1942 BUCK ST  
WEST LINN OR 97068

LICHTENSTEIN SHERI  
1912 BUCK ST  
WEST LINN OR 97068

MACOM MOLLY THURSTON  
21420 WILLAMETTE DR  
WEST LINN OR 97068

MCLARTY SALLY & MATHEW & ANNA  
19575 RIVER RD SPACE 64  
GLADSTONE OR 97027

NORDSTROM CHRISTIAN C & ANN M  
2125 HAMMERLE ST  
WEST LINN OR 97068

OLSON JOHN R JR & ANNE  
6114 WEST A ST  
WEST LINN OR 97068

SALINAS MIGUEL A & LIDIA S  
20765 WILLAMETTE DR  
WEST LINN OR 97068

SMITH JUSTIN F  
25895 S ELDORADO RD  
MULINO OR 97042

TONAZZO MONIA  
2108 BUCK ST  
WEST LINN OR 97068

WENZINGER GLEN & JACQUELYN  
1954 BUCK ST  
WEST LINN OR 97068

DAVE RITTENHOUSE TAB CHAIRMAN  
2101 GREENE ST  
WEST LINN OR 97068

WEST LINN PROPERTIES  
10250 SW NORTH DAKOTA ST  
TIGARD OR 97223

TRI-MET  
PROJECT PLANNING DEPT  
710 NE HOLLADAY  
PORTLAND OR 97232

ODOT REGION 1  
DEVELOPMENT REVIEW  
123 NW FLANDERS  
PORTLAND OR 97209-4307

DAVID GRELEWICZ  
BHT NEIGHBORHOOD ASSN  
3806 FAIRHAVEN DR  
WEST LINN OR 97068

BILL RELYEA  
PARKER CREST NEIGHBORHOOD ASSN  
3016 SABO LN  
WEST LINN OR 97068

TROY BOWERS  
SUNSET NEIGHBORHOOD ASSN  
2790 LANCASTER  
WEST LINN OR 97068

SALLY MCLARTY  
BOLTON NEIGHBORHOOD ASSN  
19575 RIVER RD # 64  
GLADSTONE OR 97027

KEVIN BRYCK  
ROBINWOOD NEIGHBORHOOD ASSN  
18840 NIXON AVE  
WEST LINN OR 97068

DAVID RITTENHOUSE  
TANNER BASIN NEIGHBORHOOD ASSN  
2101 GREENE ST  
WEST LINN OR 97068

LYNN FOX  
HIDDEN SPRINGS NEIGHBORHOOD ASSN  
PO BOX 236  
MARYLHURST OR 97036

DEAN SUHR  
ROSEMONT SUMMIT NEIGHBORHOOD  
ASSN  
21345 MILES DR  
WEST LINN OR 97068

ELIZABETH KIERES  
WILLAMETTE NEIGHBORHOOD ASSN  
1852 4TH AVE  
WEST LINN OR 97068

JEFF TREECE  
MARYLHURST NEIGHBORHOOD ASSN  
1880 HILLCREST DR  
WEST LINN OR 97068

KRISTIN CAMPBELL  
SKYLINE RIDGE NEIGHBORHOOD ASSN  
1391 SKYE PKWY  
WEST LINN OR 97068



CITY OF  
**West Linn**

November 23, 2009

City of West Linn Planning Dept.  
Attn: Tom Soppe, Associate Planner  
22500 Salamo Rd.  
West Linn, OR 97068

SUBJECT: DR 09-10 Shelter Dimensions

Dear Tom:

This letter is to provide detail about the specific dimensions of each of the three transit shelters identified in planning file DR 09-10. As you know, public transit shelters are proposed at; the intersection of Cedar Oak Drive and Willamette Drive, Elliot Street and Willamette Drive and the Central Village Shopping Center and Willamette Drive.

The shelters located at the Cedar Oak and Central Village sites will each measure 5' deep by 10' wide and will have full 5' deep sidewalls. These two shelters will be completely open in the front (sidewalk facing side) to allow unencumbered movement into and out of the facility.

The shelter at Elliot Street measures 5' deep by 10' wide and has smaller 2.5' deep sidewalls to accommodate pedestrian pass-through traffic along the sidewalk. The overhanging (cantilevered) portion of the roof on this shelter will provide at least 7' of vertical clear height. Similar to the other shelters proposed, this shelter will also be completely open in the front (sidewalk facing side).

Please contact me at (503) 723-2542, or [zpelz@westlinnoregon.gov](mailto:zpelz@westlinnoregon.gov) if you have any questions or comments.

Sincerely,

Zach Pelz

p:/devrww/completeness check/compl-MISC-09-06-transit shelters



CITY OF  
**West Linn**

November 6, 2009

City of West Linn Planning Dept.

Attn: Chris Kerr, Senior Planner

22500 Salamo Rd.

West Linn, OR 97068

SUBJECT: MISC-09-06

as per 09-10  
KS

Dear Chris:

The Planning department has declared the application for transit shelters along Highway 43 as proposed in MISC-09-06 **complete** as of November 6, 2009. Public hearings are not held for Class I Design Reviews. Following a decision by the Planning Director, the public will have 14 days to comment or appeal. You will receive formal notice of the decision after all appeals have been exhausted.

Please contact me at (503) 723-2542, or [zpelz@westlinnoregon.gov](mailto:zpelz@westlinnoregon.gov) if you have any questions or comments, or if you wish to meet with planning and engineering staff regarding your case.

Sincerely,

Zach Pelz  
Planner

p:/devrvw/completeness check/compl-MISC-09-06-transit shelters



# DEVELOPMENT REVIEW APPLICATION

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

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

*\$ for CD*  
*ODOT / COWL*

\* No CD required / \*\* Only one copy needed

OWNER'S	<i>same</i>	ADDRESS	<i>As Consultant</i>	CITY	ZIP	PHONE(res. & bus.)
---------	-------------	---------	----------------------	------	-----	--------------------

APPLICANT'S	ADDRESS	CITY	ZIP	PHONE(res. & bus.)
-------------	---------	------	-----	--------------------

City of West Linn Planning Department	22500 Salamo Rd.	West Linn	97068	(503) 656-4211
---------------------------------------	------------------	-----------	-------	----------------

CONSULTANT	ADDRESS	CITY	ZIP	PHONE
------------	---------	------	-----	-------

SITE LOCATION (3 Sites) 19100 Willamette Dr.; 6122 Davenport St.; 22000 Willamette Dr. \_\_\_\_\_

Assessor's Map No.: 2 1E: 23AA; 25AD; 30CA Tax Lot(s): 00704; 10000; 03400 \_\_\_ Total Land Area: 240 sq. ft \_\_\_\_\_

- All application fees are non-refundable (excluding deposit).
  - The owner/applicant or their representative should be present at all public hearings.
  - 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.**

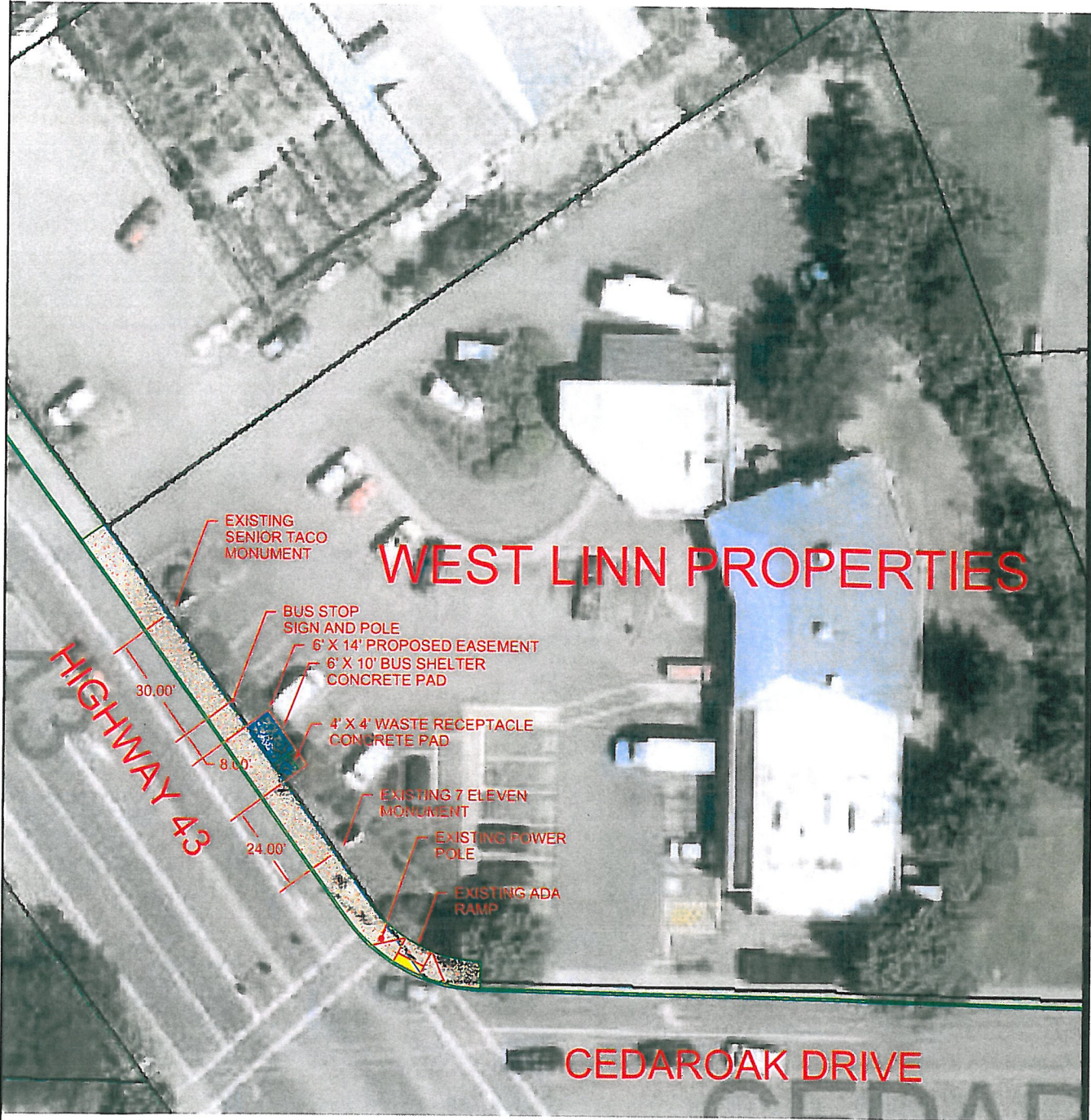
The undersigned property owner(s) hereby authorizes the filing of this application, and authorizes on site review by authorized staff. I hereby agree to comply with all code requirements applicable to my application.

SIGNATURE OF PROPERTY OWNER(S) \_\_\_\_\_ Date \_\_\_\_\_  
*For ODOT see attached permit*

SIGNATURE OF APPLICANT(S) *[Signature]* Date 11-06-09

**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:**



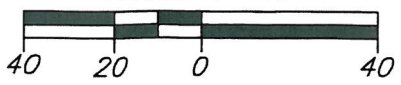
# WEST LINN PROPERTIES

HIGHWAY 43

CEDAR OAK DRIVE



SCALE: 1"=40'



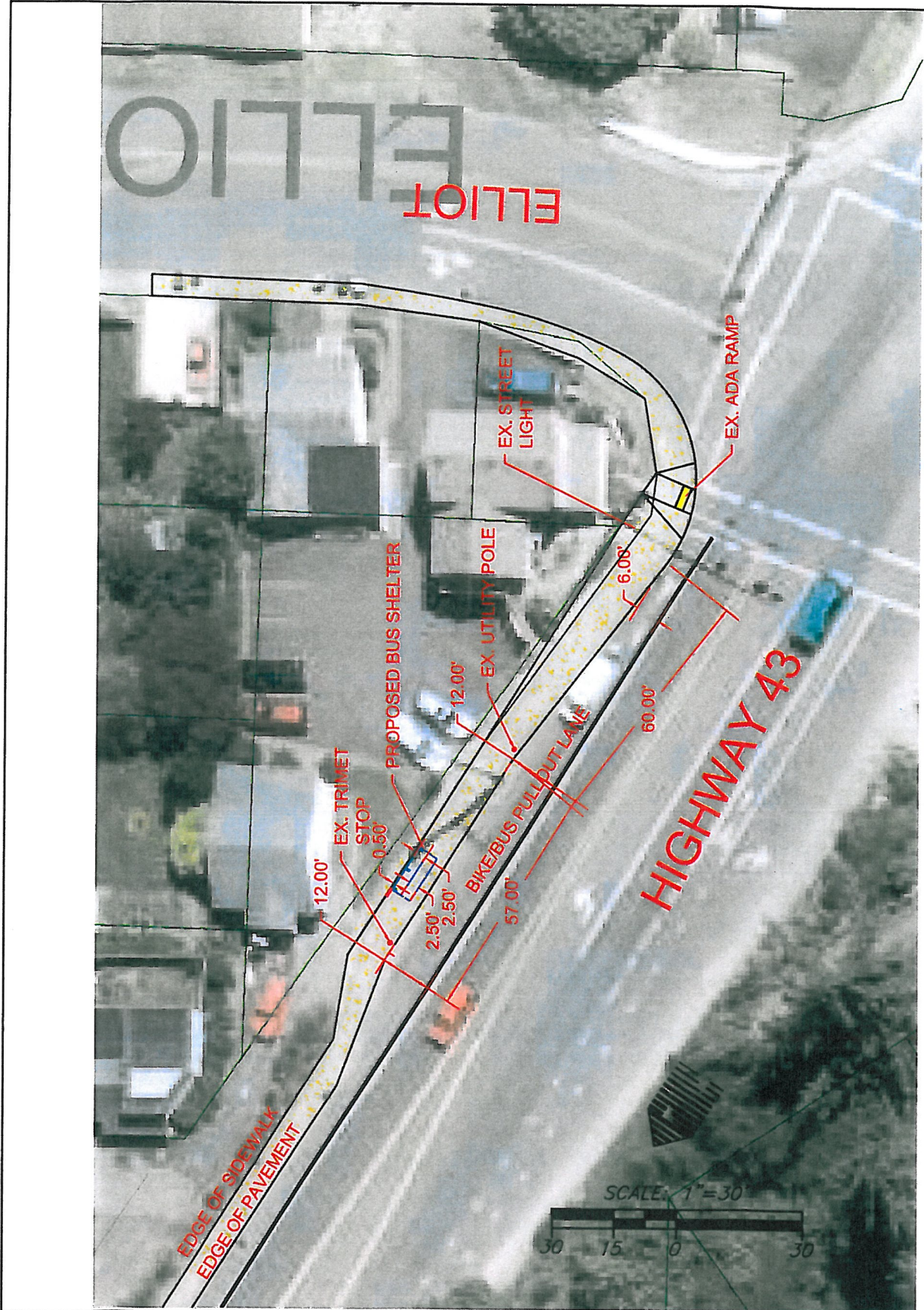
**BUS SHELTER IMPROVEMENT SITE PLAN  
HIGHWAY 43 AT CEDAR OAK DRIVE**

PROJECT NO. CIP08-01  
 DATE: 06/05/2008  
 BY: KQL  
 SHEET NO. 1 OF 3

**CITY OF WEST LINN  
PUBLIC WORKS**

22500 SALAMO ROAD, NO. 800  
 WEST LINN, OR 97068  
 PUBLIC WORKS \* ENGINEERING DEPARTMENT

CITY OF WEST LINN - PUBLIC WORKS  
 22500 SALAMO ROAD, NO. 800, WEST LINN, OREGON



PROJECT NO. CIP08-01  
 DATE: 06/05/2008  
 BY: KQL  
 SHEET NO. 3 OF 3

**BUS SHELTER IMPROVEMENT SITE PLAN**  
**HIGHWAY 43 AT ELLIOT STREET**

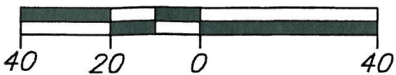
CITY OF WEST LINN - PUBLIC WORKS  
 22500 SALAMO ROAD, NO. 800  
 WEST LINN, OR 97068  
 FIELD OFFICE • ENGINEERING DEPARTMENT



# WEST LINN SHOPPING CENTER



SCALE: 1"=40'



PROJECT NO. CIP08-01

DATE: 06/05/2008

BY: KQL

SHEET NO. 2 OF 3

## BUS SHELTER IMPROVEMENT SITE PLAN HIGHWAY 43 AT WEST LINN CENTRAL VILLAGE

CITY OF WEST LINN  
PUBLIC WORKS

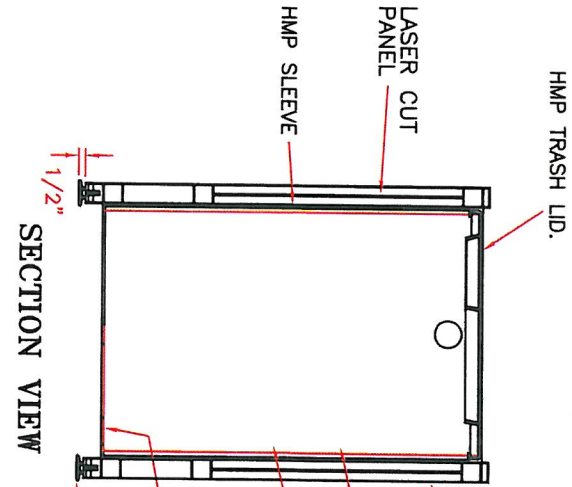
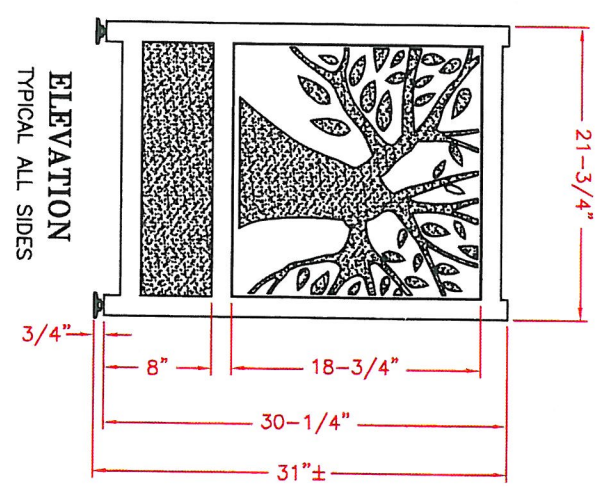
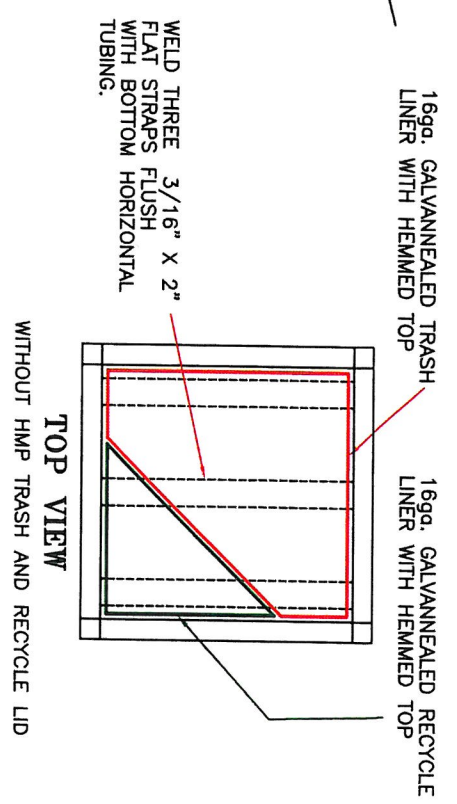
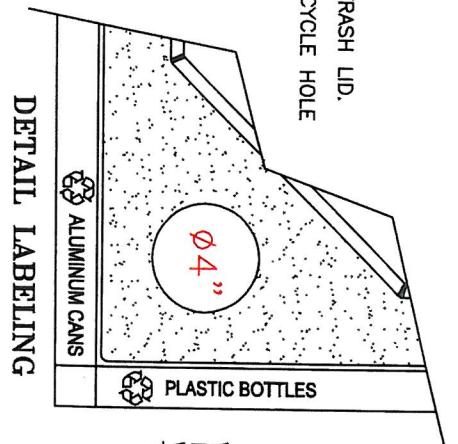
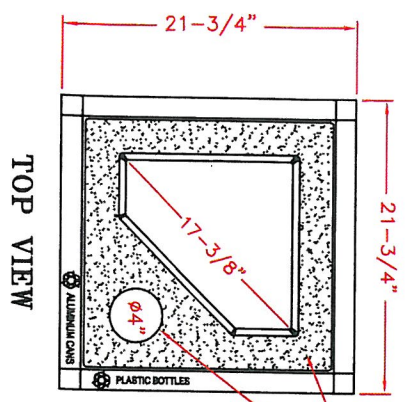
22500 SALAMO ROAD, NO. 800  
WEST LINN, OR 97068

PUBLIC WORKS • ENGINEERING DEPARTMENT

CITY OF WEST LINN - PUBLIC WORKS  
22500 SALAMO ROAD, NO. 800, WEST LINN, OREGON



# SALT LAKE CENTRAL



- 1-1/2" SQ X 16ga TUBING
- FRAME
- 16ga. GALVANNEALED TRASH LINER WITH HEMMED TOP
- 16ga. GALVANNEALED RECYCLE LINER WITH HEMMED TOP
- WELD TWO 3/16" X 2" FLAT STRAPS FLUSH WITH BOTTOM HORIZONTAL TUBING.
- SCREW IN ADJUSTABLE FEET GLIDES

REVISED-11/03/09--CB  
 REVISED-10/26/06--CB  
 REVISED-6/30/04--CB  
 REVISED-4/5/04--CB  
 REVISED-12/4/03--CB

© 1999

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**Public Places INTERNATIONAL**  
 3653 REGENT BLVD., SUITE 406  
 JACKSONVILLE, FLORIDA 32224  
 TEL. 1-904-645-6500  
 FAX. 1-904-645-6655

Item No.	YTRS-2231-S-CUS
Drawn by	CB
Date	10/27/09
Scale	
Item Description	YUKON TRASH AND RECYCLE SQ. CUSTOM WEST LINN
Job Name	CITY OF WEST LINN
Size	21-3/4" SQ. X 31"H
Drawing Number	PPI-100903

**APPLICATION AND PERMIT TO OCCUPY OR  
PERFORM OPERATIONS UPON A STATE HIGHWAY**

See Oregon Administrative Rule, Chapter 734, Division 55

PERMIT NUMBER

CLASS: 05 KEY#

<b>GENERAL LOCATION</b>			<b>PURPOSE OF APPLICATION (TO CONSTRUCT/OPERATE/MAINTAIN)</b>										
HIGHWAY NAME AND ROUTE NUMBER <b>Oswego Hwy 43</b>			<input type="checkbox"/> POLE LINE	TYPE	MIN. VERT. CLEARANCE								
HIGHWAY NUMBER <b>3</b>	COUNTY <b>3 = CLACKAMAS</b>		<input type="checkbox"/> BURIED CABLE	TYPE									
BETWEEN OR NEAR LANDMARKS <b>Cedaroak Dr, Elliot, West Linn Shopping Center / Easy st</b>			<input type="checkbox"/> PIPE LINE	TYPE									
HWY. REFERENCE MAP <b>Straight Line</b>	DESIGNATED FREEWAY <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	IN U.S. FOREST <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> NON-COMMERCIAL SIGN	FEE AMOUNT <b>\$0.00</b>									
APPLICANT NAME AND ADDRESS <b>City of West Linn - Planning Department 22500 Salamo Rd West Linn, OR 97068</b>			<input checked="" type="checkbox"/> MISCELLANEOUS OPERATIONS AND/OR FACILITIES AS DESCRIBED BELOW										
Attn: Zach Pelz 503 723 2542			<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th colspan="2">FOR ODOT USE ONLY</th> </tr> <tr> <td>BOND REQUIRED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO</td> <td>REFERENCE: OAR 734-55 035(2) AMOUNT OF BOND</td> </tr> <tr> <td>INSURANCE REQUIRED <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO</td> <td>REFERENCE: OAR 734-55 035(1) SPECIFIED COMP. DATE</td> </tr> <tr> <td></td> <td align="right"><b>12/31/09</b></td> </tr> </table>			FOR ODOT USE ONLY		BOND REQUIRED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	REFERENCE: OAR 734-55 035(2) AMOUNT OF BOND	INSURANCE REQUIRED <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	REFERENCE: OAR 734-55 035(1) SPECIFIED COMP. DATE		<b>12/31/09</b>
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INSURANCE REQUIRED <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	REFERENCE: OAR 734-55 035(1) SPECIFIED COMP. DATE												
	<b>12/31/09</b>												

**DETAIL LOCATION OF FACILITY (For more space attach additional sheets)**

MILE POINT	TO	MILE POINT	ENGINEERS STATION	ENGINEERS STATION	SIDE OF HWY OR ANGLE OF CROSSING	DISTANCE FROM		BURIED CABLE OR PIPE		SPAN LENGTH
						CENTER OF PVMT	R/W LINE	DEPTH/VERT.	SIZE AND KIND	
8.52		8.52			L/west					
10.30		10.30			L/west					
10.94		10.94			L/west					

DESCRIPTION AND LOCATION OF NON-COMMERCIAL SIGNS OR MISCELLANEOUS OPERATIONS FACILITIES: **Permit is issued for the installation of bus shelter. All work and traffic control shall be to ODOT standards and specifications. Work hours are 9am to 3pm M-F**


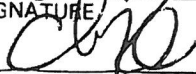

**SPECIAL PROVISIONS (FOR MORE SPACE ATTACH ADDITIONAL SHEETS)**

- TRAFFIC CONTROL REQUIRED  YES [OAR 734-55-025(6)]  NO
- OPEN CUTTING OF PAVED OR SURFACED AREAS ALLOWED?  YES [OAR 734-55-100(2)]  NO [OAR 734-55-100(1)]
- ◆ **AT LEAST 48 HOURS BEFORE BEGINNING WORK, THE APPLICANT OR HIS CONTRACTOR SHALL NOTIFY THE DISTRICT REPRESENTATIVE AT TELEPHONE NUMBER: 503 229 5002 Jim OR FAX A COPY OF THIS PAGE TO THE DISTRICT OFFICE AT: 503 297 6058** SPECIFY TIME AND DATE IN THE SPACE BELOW.
- ◆ A COPY OF THIS PERMIT AND ALL ATTACHMENTS SHALL BE AVAILABLE AT THE WORK AREA DURING CONSTRUCTION.
- ◆ **ATTENTION: Oregon Law requires you to follow rules adopted by the Oregon Utility Notification Center. Those rules are set forth in OAR 952-001-0010 through OAR 952-001-0090. You may obtain copies of the rules by calling the center at (503) 232-1987. CALL BEFORE YOU DIG 1-800-332-2344**

**COMMENTS - ODOT USE ONLY**

1. Work will comply with permit, attached provisions (5pg.), and approved plans to satisfaction of District Manager or representative.
2. Work not in compliance shall be removed, repaired to meet ODOT standards, approval by District Manager or representative
3. Applicant shall call 503-969-1035 for any electrical locates within ODOT's right of way prior to starting any work.
4. A preconstruction conference is required before starting work. Please call 503-229-5002 to arrange for a meeting.

IF THE PROPOSED APPLICATION WILL AFFECT THE LOCAL GOVERNMENT, THE APPLICANT SHALL ACQUIRE THE LOCAL GOVERNMENT OFFICIAL'S SIGNATURE BEFORE ACQUIRING THE DISTRICT MANAGER'S SIGNATURE.

LOCAL GOVERNMENT OFFICIAL SIGNATURE <b>X</b> 		TITLE <b>Senior Planner</b>	DATE <b>Nov. 2, 09</b>
APPLICANT SIGNATURE <b>X</b> 	APPLICATION DATE <b>Nov. 2, 09</b>	TITLE <b>Senior Planner</b>	TELEPHONE NO. <b>Nov. 2, 09</b>
When this application is approved by the Department, the applicant is subject to, accepts and approves the terms and provisions contained and attached; and the terms of Oregon Administrative Rules, Chapter 734, Division 55, which is by this reference made a part of this permit.		DISTRICT MANAGER OR REPRESENTATIVE <b>X</b> 	APPROVAL DATE <b>Nov. 2, 09</b>

1

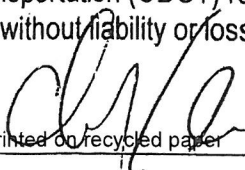
**GENERAL PROVISIONS FOR POLELINE,  
PIPELINE, BURIED CABLE PERMITS AND MISCELLANEOUS PERMITS**

(Rev) Mar 2005

APPLICANT City of West Linn HIGHWAY 3 MP 8.52 - 10.30 - 10.94

**WORKSITE**

- 1. Permittee shall call for utility locates before digging, 1-800-332-2344 per Oregon Administrative Rules (Chapter 952, Division 1). You may be held liable for damages.
- 2. Prior to beginning work on ODOT Region 1 right of way, permittee shall contact ODOT Region 1 Electrical (John Sapp 503-969-1035) to request ODOT locates in and around ODOT facilities. Utility locates may not include ODOT facilities.
- 3. Permittee shall have a copy of this permit and all attachments at the work site. They shall be available to the District Manager or representative upon request.
- 4. Permittee shall acknowledge, in writing, it's receipt and review of Oregon Administrative Rules (Chapter 734, Division 55) governing miscellaneous facilities and operations on the highway right of way as the governing provisions of this permit or agreement. Copies of this rule may be obtained from any district maintenance office.
- 5. Permittee shall review the Oregon Administrative Rules (Chapter 734 Division 55) governing miscellaneous facilities and operations on the highway right of way as the governing provisions of this permit or agreement. Web Site: [http://arcweb.sos.state.or.us/rules/OARS\\_700/OAR\\_734/734\\_055.html](http://arcweb.sos.state.or.us/rules/OARS_700/OAR_734/734_055.html).
- 6. Access control fence shall be maintained during construction and restored to its original or better condition after construction is complete.
- 7. The permittee shall not use state highway right of way to display advertising signs or merchandise of any kind.
- 8. Stopping and parking of vehicles on state highway right of way for the maintenance of adjoining property or in furtherance of any business transaction or commercial establishment is strictly prohibited.
- 9. All grass and small brush within the work area shall be rotary or flail mowed to ground level prior to the beginning of work to facilitate clean up. Disturbed areas shall be reseeded with grass native to the area in an appropriate seeding time.
- 10. Depositing of mud or debris upon any state highway is strictly prohibited and violation shall be cause for immediate cancellation of the permit. Clean up shall be at the applicant's expense. The highway shall be cleaned of all dirt and debris at the end of each work day, or more frequently if so determined by the District Manager or representative.
- 11. Permittee shall replace any landscape vegetation or fences that are destroyed. Any damage that is not fully recovered within 30 days (weather permitting) will be replaced by ODOT at the expense of the permittee. A "plant establishment" shall be understood to be part of the planting work to assure satisfactory growth of planted materials. The plant establishment period will begin when the original planting and all landscape construction has been completed and approved. The length of the establishment period will be one calendar year or as defined in the permit Special Provisions.
- 12. Permittee shall install and maintain landscaped area as shown on the attached drawings. Planting shall be limited to low-growing shrubs, grass or flowers that do not attain sufficient height to obstruct clear vision in any direction. The Oregon Department of Transportation (ODOT) retains the right to remove said landscaping at any time such removal may appear to be in the public interest, without liability or loss, injury, of damage or any nature whatsoever.

Permittee  Report printed on recycled paper

11/3/08 ODOT REP.



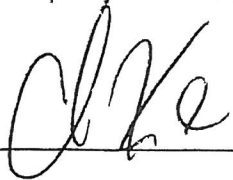
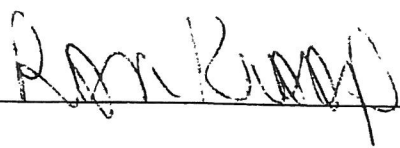
Date 6 NOV 09

**TRAFFIC**

- 13. During construction or maintenance, the work area shall be protected in accordance with the current Manual on Uniform Traffic Control Devices, (MUTCD), Federal Highway Administration, US Department of Transportation, and the Oregon Department of Transportation supplements thereto. Flaggers shall have a card or certificate indicating their completion of an approved work zone traffic control course. All traffic control devices shall be maintained according to the American Traffic Safety Services Association (ATSSA), Quality Standards for Work Zone Traffic Control Devices handbook.
- 14. Permittee shall provide a detailed traffic control plan for each phase of the work, showing signs and cones. Plans shall be reviewed and approved by Oregon Department of Transportation in advance of construction or maintenance.
- 15. All damaged or removed highway signs shall be replaced by the permittee. Installation shall be according to MUTCD standards or ODOT specifications, and shall be completed as soon as possible but no later than the end of the work shift.
- 16. No lane restrictions are permitted on the roadway during the hours of darkness, on weekends, or between 6:00 AM and 9:00 AM, or 3:00 PM and 6:00 PM (Monday thru Friday) without prior approval by ODOT.
- 17. Hours of work on the roadway shall be:

**DRAINAGE**

- 18. On-site storm drainage shall be controlled within the permitted property. No blind connections to existing state facilities are allowed.
- 19. Excavation shall not be done on ditch slopes. Trench excavation shall either be at ditch bottom or outside ditch area. (Minimum depth at bottom of ditch shall be 36 inches; minimum depth outside of ditch shall be 42 inches).
- 20. Only earth or rock shall be used as fill material and shall slope so as not to change or adversely affect existing drainage. Fine grade and seed the finished fill with native grasses to prevent erosion, or as directed by the District Manager.
- 21. A storm drainage study stamped by an Oregon Registered Professional Engineer (PE) is required. The study must meet standards of the National Pollution Discharge Elimination Systems (NPDES) when any of the following conditions apply:
  - Whenever a four inch pipe is inadequate to serve the developed area,
  - development site is one acre or larger in size and directly or indirectly affects state facilities,
  - or as directed by the District Manager or representative.
  - An advance deposit for ODOT hydrology reviews may be required.
- 22. Permittee shall provide on-site detention for storm water runoff that exceeds that of the undeveloped site.
- 23. All water discharged to an ODOT drainage system shall be treated prior to discharge. All requests for connection to an ODOT storm system must meet any requirements of the National Pollutant Discharge Elimination System (NPDES). This may include local jurisdiction approval of on-site water quality treatment facilities and/or development of an operation and maintenance plan for any on-site water quality treatment facility, as determined by local jurisdiction.

Permittee  11/3/09 ODOT REP  Date 6/20/09

EXCAVATION/CONSTRUCTION

24. The following ODOT documents, where applicable and not otherwise superceded by the permit language, shall be incorporated for use in the permit: "Oregon Standard Specifications for Construction (2008)" and relevant Metric Standard Drawings. ODOT shall have authority over acceptance of all materials and workmanship performed under this permit as stated in Section 00150.00 of the "Oregon Standard Specifications for Construction (2008)." For additional Supplemental and Special Provisions please refer to: <http://www.odot.state.or.us/techserv/roadway/specs/home.htm> Standard Specifications are available on this site.

25. Open cutting of pavement is allowed in areas specifically approved by District Manager or representative.

26. Backfill trench according to the attached typical drawing, marked as Exhibit A.

27. Open cutting of the highway is allowed with construction in accordance with OAR 734-55-0100. All excavation in paved areas shall be backfilled and the roadway surface patched before the end of each shift. In special cases where steel plates are allowed, said plates shall be pinned and a temporary cold patch applied to the edges. The permittee shall be fully responsible for monitoring and maintenance of temporary patching and steel plating.

28. Compaction tests shall be required for each open cut per Oregon Standard Specification for Construction. Compaction tests shall be conducted every \_\_\_\_\_ lineal feet per \_\_\_\_\_ lift of continuous trench according to the Manual of Field Test Procedures (MFTP), published by ODOT. Percent Compaction shall be 95%. Upon requests results of compaction test shall be provided to District Manager or representative at applicants' expense.

29. Control Density Fill (CDF) shall be used as surface backfill material in place of crushed rock in open trenches that impact the travel portions of the highway. A 3/4"-0, or 1"-0 rock will be used for the aggregate. The amount of cement used shall not exceed 3.0% of the total mixture's weight. Maximum compressed strengths must not exceed 250 pounds per square inch (psi).

30. Surface restoration shall be a minimum of six inches of hot asphalt-concrete (AC), compacted in two-three inch lifts, or match existing pavement depth, whichever is greater. Sand-seal all edges and joints.

31. All aggregate shall conform to Oregon Standard Specification for Construction, Section 02630 - Base Aggregate.

32. Any area of cut or damaged asphalt shall be restored in accordance with the included Attachment B, "T" Cut Typical Section drawing. For a period of two years following the patching of paved surface, permittee shall be responsible for the condition of permittee's pavement patches, and during that two year period shall repair to District Manager or representative satisfaction any of the patches which become settled, cracked, broken, or otherwise faulty.


33. An overlay to seal an open-cut area shall be completed prior to the end of the construction season, or when minimum temperature allows per "Oregon Standard Specification for Construction" and any subsequent revisions thereto. Typical overlay shall be 1.5 inches deep and cover the affected area from edge of pavement to edge of pavement, and taper longitudinally at a fifty feet to one inch (50' : 1") ratio. Taper may be adjusted by the District Manager as required. For a period of two years following this patching of the surface, the permittee shall be responsible for the condition of said pavement patches, and during that time shall repair to the District Manager or representative's satisfaction any of the patches which become settled, cracked, broken or otherwise faulty.

34. Highway crossings shall be bored or jacked. Bore pits shall be located behind ditch line or in areas satisfactory to the District Manager. Unattended pits shall either be protected by a six-foot fence, backfilled, or steel plated and pinned.

Permittee CJE ODOT REP RJK Date 02/01/01



- 35. Permittee shall install a "tracer wire" or other similar conductive marking tape or device, if installing any non-conductive, unlocatable underground facility, in order to comply with Oregon Utilities Coordination Council (OUCC), per OAR 952-01-0070 (6).
- 36. Trench backfill outside of ditch line or in approved areas may be native soil compacted at optimum moisture in twelve inch layers to 90% or greater of the maximum density.
- 37. Native material that is found to be unsatisfactory for compaction shall be disposed of off the project and granular backfill used.
- 38. Trench backfill in rock slope or shoulder shall be crushed 1"-0 or 3/4"-0 size rock compacted at optimum moisture in eight-inch layers. Compaction tests shall be conducted according to the Manual of Field Test Procedures (MFTP), published by ODOT. Percent compaction shall be 95%. At the discretion of the District Manager or representative, results of compaction tests shall be provided to District Manager or representative at applicant's expense.
- 39. Where excavation is on fill slope steeper than a two to one (2:1) ratio, slope protection shall be provided using four-inch size rock laid evenly to a minimum depth of twelve inches.
- 40. No more than 300 feet of trench longitudinally along the highway shall be left open at any one time and no trench shall be left in an open condition overnight.
- 41. Areas of disturbed cut and fill slopes shall be restored to a condition suitable to the District Manager or representative. Areas of erosion shall be inlaid with an acceptable riprap material, or as directed.
- 42. All underground utilities shall be installed with three-foot or more of horizontal clearance from existing or contract plans guardrail posts and attachments. All non-metallic water, sanitary and storm sewer pipe shall have an electrically conductive insulated Number 12-gauge copper tracer wire the full length of the installed pipe using blue wire for water and green for storm and sanitary sewer piping.
- 43. Any area of cut or damaged concrete shall be restored in accordance with the attached Typical Section-Pipe Section under sidewalk.
- 44. Utility markers and pedestals shall be placed as near the highway right-of-way line as practical. In no case shall pedestals and line markers be located within the highway maintenance area.
- 45. No cable plowing is allowed within the lateral support of the highway asphalt (i.e. at six feet lower than the edge of the asphalt, no plowing within nine feet of the edge of the asphalt).
- 46. Review by an ODOT Bridge Engineer is required for all proposed bridge and structure attachments and for utility or any facilities to be installed within sixteen feet of bridge foundations, supports, walls or related, or within the influence zone of bridge facilities.

Permittee  11/03/09 ODOT REP RHK Date 6 NOV 09

**Miscellaneous:**


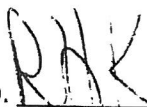
47. Permittee shall be responsible and liable for (1) investigating presence/absence of any legally protected or regulated environmental resource(s) in the action area; (2) determining any and all restrictions or requirements that relate to the proposed actions, and complying with such, including but not limited to those relating to hazardous material(s), water quality constraints, wetlands, archeological or historic resources(s) state and federal threatened or endangered species, etc., (3) complying with all federal, state, and local laws, and obtaining all required and necessary permits and approvals.

48. If the permittee impacts a legally protected/regulated resource, permittee shall be responsible for all costs associated with such impact, including, but not limited to all costs of mitigation and rehabilitation, and shall indemnify, and hold ODOT harmless for such impacts and be responsible and liable to ODOT for any associated costs or claims that ODOT may have.

49. Plans are approved by ODOT in general only and do not relieve the permittee from completing construction improvements in a manner satisfactory to ODOT. The District Manager or representative may require field changes. When revisions are made in the field, permittee is responsible to provide "as built" drawings, within 60 days from completion of highway improvements, and shall submit them to the District Office issuing the permit.

50. Permittee shall be responsible for locating and preserving all existing survey monumentation within the work area in accordance with ORS 209.150 and/or 209.155. If monumentation or it's accessories are inadvertently or otherwise disturbed or destroyed, applicant shall be responsible for all costs and coordination associated with it's reestablishment by a professional licensed surveyor.

51. An advance deposit of \$ \_\_\_\_\_ is required for project associated costs incurred by ODOT. Such costs will be identified and estimated by ODOT, and include, but are not limited to review of studies and calculations involving hydraulics/drainage, geotechnical, traffic and traffic control plans, signal, roadway design, bridge and other engineering support. Excess funds remaining in the account upon completion of billing will be refunded. If ODOT costs exceed the deposit amount, permittee shall be billed for the difference.

Permittee  11/3/09 ODOT Rep.  Date 6 NOV 09

## **NARRATIVE AND APPLICABLE CRITERIA**

Per the directive of the West Linn City Council, the Planning Department is proposing to site public-transit shelters at three higher-use TriMet bus stops within the City. The proposed sites are: 1) approximately 80 feet north of the northeast quadrant of the intersection of Cedar Oak Drive and Willamette Drive; 2) approximately 120 feet northwest of the northeast quadrant of the intersection of Elliot Street and Willamette Drive; and, 3) approximately 150 feet southeast of the southeast quadrant of the intersection of Burns Street and Willamette Drive (see figure 1).

The sites at Cedar Oak Drive and Burns Street were chosen because of their ability to serve a large share of the City's existing transit users. The stop at Elliot Street was chosen because of a combination of relatively high ridership, virtually no site development needs, excellent pedestrian connectivity, the existence of complimentary surrounding land uses (medium and high density residential and general commercial), and an existing bus pullout to facilitate traffic flow along Willamette Drive.

The West Linn Planning Department worked closely with TriMet and the City's Transportation Advisory Board (TAB) in developing this proposal. The TAB reviewed a number of alternatives that were distinguished primarily by the level and types of amenities offered at each of the sites. The TAB considered the effectiveness of placing shelters at two sites versus three sites to assess the potential benefit from increased per site development funds. In the end, the group agreed that the proposal contained herein - shelters at three sites, each with waste/recycling receptacles - best served the purpose and need indicated by the City Council for this project.

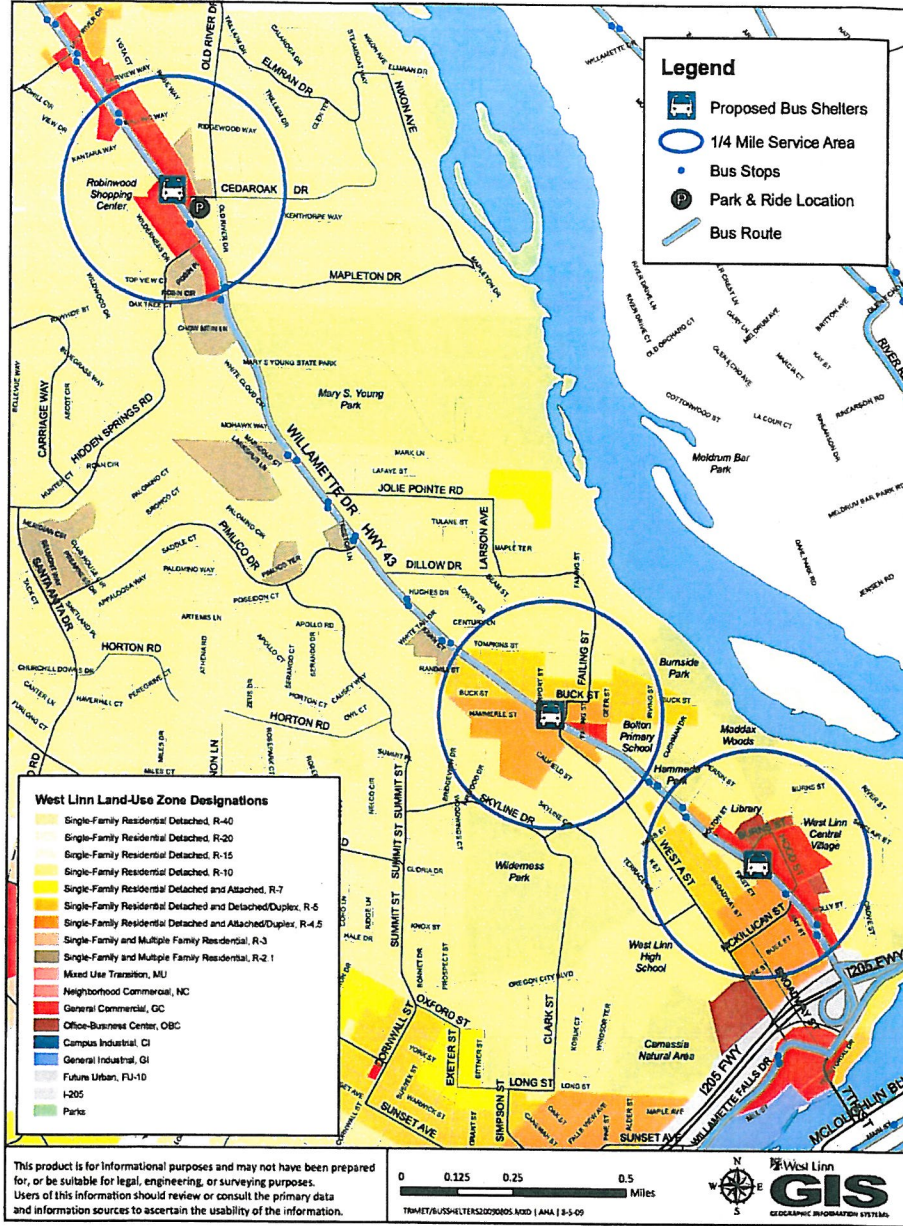
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Figure 1 Proposed Shelter Locations



## 59.000 Design Review

### 59.090 APPROVAL CRITERIA

1. Section 55.100 B (1-4) "*Relationship to the natural physical environment*" shall apply except in those cases where the proposed development site is substantially developed and built out with no remaining natural physical features that would be impacted.

All three of the proposed shelter sites are substantially developed. As shown in recent aerial photography included in Figures 2-4 on the following page. The addition of three transit shelters will not measurably impact nearby natural features and therefore, the approval criteria listed in 55.100 B (1-4) are not applicable to the review of this application.

2. Section 55.100 B (5-6) "*Architecture, et al*" shall only apply in those cases that involve exterior architectural construction, remodeling, or changes.

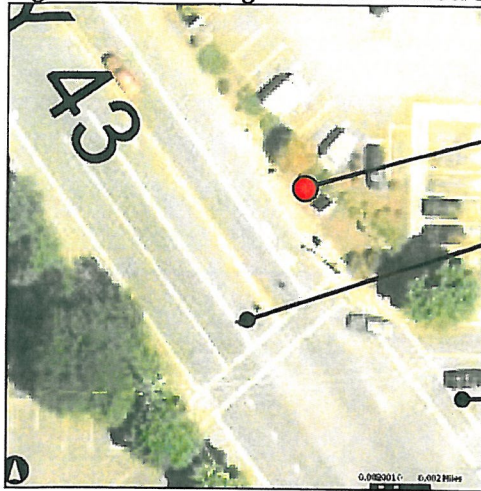
Construction will take place at all three proposed locations. See responses to criteria 55.100 ( B) (5) and (6) below.

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.*

The proposal demonstrates compliance with criterion (5) above, at all three locations. At the Cedar Oak site, the proposed shelter will be sited at least 100 feet from any building or enclosed occupied structure. At Elliot Street, the proposed shelter is 25 feet from the nearest structure and is further separated by an approximately 15 foot tall concrete retaining wall. At Burns Street, the proposed shelter is 90 feet from the nearest structure and is also grade separated from the shopping center parking lot by a large concrete retaining wall.

The placement of these shelters will not measurably impact on- and/or off-site air circulation due to their location, relatively small stature and three-walled design. Furthermore, because the shelter walls are completely translucent, adequate lighting will be maintained both on- and off-site. This criterion is met.

Figure 2 Aerial Image of Cedar Oak Street Site

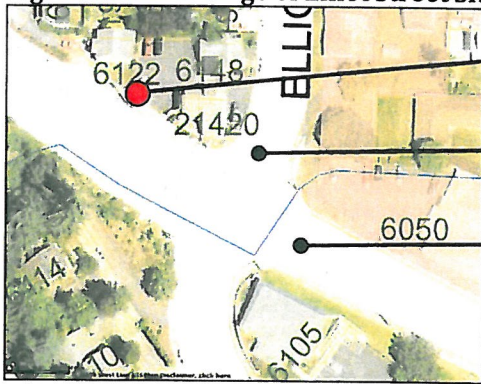


Proposed Shelter Site

Willamette Drive

Cedar Oak Drive

Figure 3 Aerial Image of Elliot Street Site

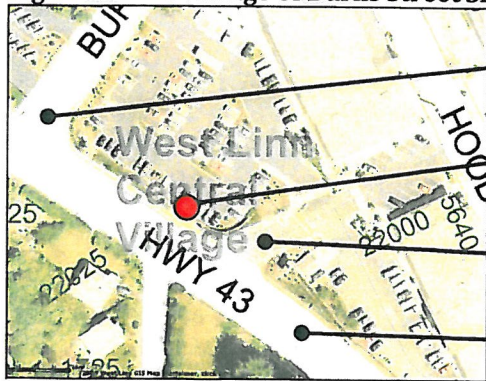


Proposed Shelter Site

Elliot Street

Willamette Drive

Figure 4 Aerial Image of Burns Street Site



Burns Street

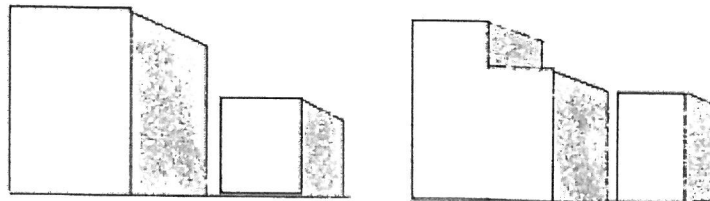
Proposed Shelter Site

Shopping Center Driveway

Willamette Drive

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.*



***mass/bulk overwhelms  
smaller building***

***mass/bulk effectively  
transitions***

One architectural style is proposed for all three sites; one difference is a reduced sidewall width for the shelter at Elliot Street to accommodate the relatively narrow pedestrian way in this area. The proposed shelters compliment the surrounding neighborhoods as well as other commercial and residential architecture throughout the City. As proposed, the shelters will be framed with 2" black anodized aluminum with clear or etched glass wall panels. Route and schedule information displays measuring 17"x22" will be placed on the back wall panel of each shelter. The shelters will have black aluminum standing-seam hipped roofs with overhanging eaves consistent with the desire for pitched roofs outlined in criterion (a) above. This criterion is met.

- 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.



**contextual design**



**contrasting design**

Planning staff worked closely with the TAB to choose an architectural style that would not only compliment the neighborhoods in which these structures were proposed, but also to compliment areas where transit shelters may be requested in the future. See finding no. 4 for additional details regarding architectural compatibility. This criterion is 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.*

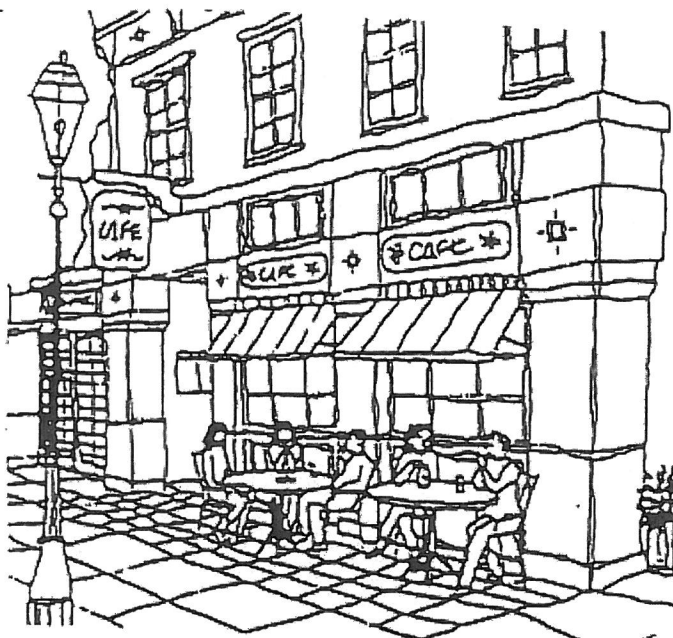
Due to the limited stature of these structures this criterion is not applicable.

- 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.*

Because the proposed shelters and waste receptacles substantially compliment adjacent neighborhoods this criterion is not applicable.

- 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.



*human scale is captured in this example*

As they are designed specifically for access by pedestrians and bicyclists, transit shelters exhibit all of the elements of human scaling listed in (e) above. The shelters proposed in this application further exhibit sensitivity to the human scale through design elements such as; glass wall panels divided by horizontal mullions that create numerous panes, hipped roofs, and pedestrian connectivity to commercial and residential destinations. This criterion is 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. (ORD. 1463)



60% of lineal street facing or main elevation is windows. 30% of one side elevation is windows. You may transfer windows from the side to front, or vice versa.



(Windows not at eye level and/or not flush with building.)

This criterion is not applicable to the proposed development.

- 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.

This criterion does not apply.

- 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.

This proposal directly serves the needs of pedestrians and transit users as it provides shade for transit patrons during warm summer months and shelter from rain and other inclement conditions during the fall and winter months. The size of the shelters has been chosen with

consideration for the number of patrons accessing transit at each of the sites in order to minimize the number of unprotected passengers. The applicant is proposing to use 2.5' wide sidewalls on the shelter at Elliot St. to accommodate pedestrian movement through the site in consideration of the relatively limited sidewalk width at this location. This criterion is met.

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



*trees, awnings, and building orientation enhance micro-climate*

The proposal provides covered shelters and enhanced sidewalk amenities for a safer pedestrian environment. This criterion is 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.*

At all of the locations, a clear aisle measuring at least 4-feet wide will be maintained. An ADA-compliant shelter pad exists at the Burns Street site and a new one is proposed at the Cedar Oak Street site. ADA pads will ensure no disruption to normal pedestrian movement in these areas. At the Elliot Street site, smaller, 2.5-foot wide sidewalls will be used on the shelter to ensure nearly five feet of sidewalk clearance. This criterion is met.