

HCM Unsignalized Intersection Capacity Analysis  
 9: Tannler West Access & Tannler Drive

6/27/2006



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙			↑	↓	
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	34	155	32	186	109	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	36	163	34	196	115	7
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	645					
pX, platoon unblocked						
vC, conflicting volume	382	118	122			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	382	118	122			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	94	83	98			
cM capacity (veh/h)	607	933	1465			
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>NB 1</b>	<b>SB 1</b>			
Volume Total	199	229	122			
Volume Left	36	34	0			
Volume Right	163	0	7			
cSH	851	1465	1700			
Volume to Capacity	0.23	0.02	0.07			
Queue Length 95th (ft)	23	2	0			
Control Delay (s)	10.5	1.3	0.0			
Lane LOS	B	A				
Approach Delay (s)	10.5	1.3	0.0			
Approach LOS	B					
<b>Intersection Summary</b>						
Average Delay			4.3			
Intersection Capacity Utilization			36.3%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
 10: Tannler Access & Tannler Drive

6/27/2006



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	0	0	18	0	2	0	62	58	7	206	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	0	0	19	0	2	0	65	61	7	217	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)								825				
pX, platoon unblocked												
vC, conflicting volume	329	358	217	327	327	96	217				126	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	329	358	217	327	327	96	217				126	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	100	100	100	97	100	100	100				99	
cM capacity (veh/h)	620	566	823	623	588	961	1353				1460	

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	0	21	126	224
Volume Left	0	19	0	7
Volume Right	0	2	61	0
cSH	1700	646	1353	1460
Volume to Capacity	0.00	0.03	0.00	0.01
Queue Length 95th (ft)	0	3	0	0
Control Delay (s)	0.0	10.8	0.0	0.3
Lane LOS	A	B		A
Approach Delay (s)	0.0	10.8	0.0	0.3
Approach LOS	A	B		

Intersection Summary			
Average Delay		0.8	
Intersection Capacity Utilization	26.5%		ICU Level of Service A
Analysis Period (min)	15		



HCM Unsignalized Intersection Capacity Analysis  
 10: Tannler Access & Tannler Drive

6/27/2006



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	0	0	38	0	6	0	171	49	4	78	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	0	0	40	0	6	0	180	52	4	82	0
<b>Pedestrians</b>												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)									825			
pX, platoon unblocked												
vC, conflicting volume	303	322	82	296	296	206	82					232
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	303	322	82	296	296	206	82					232
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1					4.1
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2					2.2
p0 queue free %	100	100	100	94	100	99	100					100
cM capacity (veh/h)	643	593	978	654	613	835	1515					1336

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	0	46	232	86
Volume Left	0	40	0	4
Volume Right	0	6	52	0
cSH	1700	674	1515	1336
Volume to Capacity	0.00	0.07	0.00	0.00
Queue Length 95th (ft)	0	6	0	0
Control Delay (s)	0.0	10.7	0.0	0.4
Lane LOS	A	B		A
Approach Delay (s)	0.0	10.7	0.0	0.4
Approach LOS	A	B		

Intersection Summary			
Average Delay		1.5	
Intersection Capacity Utilization	22.0%	ICU Level of Service	A
Analysis Period (min)	15		

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APPENDIX K  
Queuing  
Calculations

Intersection: 1: Access & 13th St

Movement	WB
Directions Served	LR
Maximum Queue (ft)	35
Average Queue (ft)	6
95th Queue (ft)	27
Link Distance (ft)	128
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2: Blankenship Rd & 13th St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LR	LR
Maximum Queue (ft)	50	4	17	73
Average Queue (ft)	5	0	1	35
95th Queue (ft)	29	3	9	62
Link Distance (ft)	634	377	400	314
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Blankenship Rd & Driveway

Movement	EB	EB	WB	NB	SB
Directions Served	L	TR	L	LTR	LTR
Maximum Queue (ft)	6	4	34	75	39
Average Queue (ft)	0	0	7	29	8
95th Queue (ft)	4	3	30	62	31
Link Distance (ft)		377		364	513
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100		100		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 4: Blankenship Rd & Tannler Drive

Movement	EB	EB	WB	WB	NB	NB	SB
Directions Served	L	TR	L	TR	LT	R	LTR
Maximum Queue (ft)	41	115	61	4	47	93	189
Average Queue (ft)	4	14	17	0	9	34	75
95th Queue (ft)	24	70	46	3	34	73	153
Link Distance (ft)		317		230	257	257	394
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	100		100				
Storage Blk Time (%)		0					
Queuing Penalty (veh)		0					

Intersection: 5: Blankenship Rd & 10th St

Movement	EB	EB	WB	WB	B20	NB	NB
Directions Served	T	R	L	T	T	L	R
Maximum Queue (ft)	171	246	160	817	1487	139	59
Average Queue (ft)	50	167	153	809	1318	56	15
95th Queue (ft)	120	265	158	823	1916	119	45
Link Distance (ft)		230		742	1464		173
Upstream Blk Time (%)		4		80	60	0	
Queuing Penalty (veh)		18		0	0	0	
Storage Bay Dist (ft)	150		125			200	
Storage Blk Time (%)	0	11	80			0	
Queuing Penalty (veh)	0	5	51			0	

Intersection: 6: I-205 SB on-ramp & 10th St

Movement	WB	WB	NB	NB	B10	SB	SB
Directions Served	LT	R	L	T	T	T	TR
Maximum Queue (ft)	209	151	230	318	168	164	226
Average Queue (ft)	104	54	128	216	19	128	117
95th Queue (ft)	179	108	230	330	98	195	248
Link Distance (ft)	1642			245	216	173	173
Upstream Blk Time (%)			0	7	0	2	6
Queuing Penalty (veh)			0	35	2	10	24
Storage Bay Dist (ft)		400	200				
Storage Blk Time (%)			2	12			
Queuing Penalty (veh)			6	14			

Intersection: 7: I-205 NB off-ramp & 10th St

Movement	EB	EB	NB	NB	SB	SB	B10
Directions Served	LT	R	T	R	L	T	T
Maximum Queue (ft)	151	77	271	111	132	288	80
Average Queue (ft)	71	30	115	40	103	123	5
95th Queue (ft)	122	58	208	58	149	269	37
Link Distance (ft)	1525		750			216	245
Upstream Blk Time (%)							2
Queuing Penalty (veh)							17
Storage Bay Dist (ft)		350		300	100		
Storage Blk Time (%)			0		10		3
Queuing Penalty (veh)			0		42		7

Intersection: 8: Access & Tannler Drive

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 233



Intersection: 1: Access & 13th St

Movement	WB
Directions Served	LR
Maximum Queue (ft)	78
Average Queue (ft)	30
95th Queue (ft)	59
Link Distance (ft)	148
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2: Blankenship Rd & 13th St

Movement	EB	NB	SB
Directions Served	LTR	LR	LR
Maximum Queue (ft)	30	20	79
Average Queue (ft)	2	1	39
95th Queue (ft)	16	9	66
Link Distance (ft)	634	400	314
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Blankenship Rd & Driveway

Movement	EB	EB	WB	NB	SB
Directions Served	L	TR	L	LTR	LTR
Maximum Queue (ft)	20	17	44	147	70
Average Queue (ft)	2	1	19	62	34
95th Queue (ft)	15	6	47	112	62
Link Distance (ft)		377		364	513
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100		100		
Storage Blk Time (%)					
Queuing Penalty (veh)					

**Intersection: 4: Blankenship Rd & Tannler Drive**

Movement	EB	EB	WB	WB	NB	NB	SB
Directions Served	L	TR	L	TR	LT	R	LTR
Maximum Queue (ft)	62	132	94	5	109	155	148
Average Queue (ft)	19	17	35	0	35	68	48
95th Queue (ft)	52	79	75	3	102	133	100
Link Distance (ft)		317		230	257	257	394
Upstream Blk Time (%)					0	0	
Queuing Penalty (veh)					0	0	
Storage Bay Dist (ft)	100		100				
Storage Blk Time (%)		0	0				
Queuing Penalty (veh)		0	1				

**Intersection: 5: Blankenship Rd & 10th St**

Movement	EB	EB	WB	WB	B20	NB	NB
Directions Served	T	R	L	T	T	L	R
Maximum Queue (ft)	179	245	154	815	1395	164	206
Average Queue (ft)	106	164	153	798	1034	95	38
95th Queue (ft)	185	267	156	883	1861	172	127
Link Distance (ft)		230		742	1464		173
Upstream Blk Time (%)		3		72	33	1	1
Queuing Penalty (veh)		18		0	0	0	4
Storage Bay Dist (ft)	150		125			200	
Storage Blk Time (%)	4	8	79			1	1
Queuing Penalty (veh)	18	10	83			2	2

**Intersection: 6: I-205 SB on-ramp & 10th St**

Movement	WB	WB	NB	NB	B10	SB	SB
Directions Served	LT	R	L	T	T	T	TR
Maximum Queue (ft)	292	222	229	320	194	165	226
Average Queue (ft)	126	100	82	251	37	130	108
95th Queue (ft)	224	188	184	355	139	192	246
Link Distance (ft)	1642			245	216	173	173
Upstream Blk Time (%)			0	14	1	4	6
Queuing Penalty (veh)			0	64	2	16	23
Storage Bay Dist (ft)		400	200				
Storage Blk Time (%)			0	22			
Queuing Penalty (veh)			1	13			

**Intersection: 7: I-205 NB off-ramp & 10th St**

Movement	EB	EB	NB	NB	SB	SB	B10
Directions Served	LT	R	T	R	L	T	T
Maximum Queue (ft)	141	81	220	85	132	288	78
Average Queue (ft)	61	33	108	42	98	115	4
95th Queue (ft)	114	61	194	68	146	243	35
Link Distance (ft)	1525		750			216	245
Upstream Blk Time (%)						2	
Queuing Penalty (veh)						13	
Storage Bay Dist (ft)		350		300	100		
Storage Blk Time (%)			0		8	4	
Queuing Penalty (veh)			0		43	9	

**Intersection: 8: Access & Tannler Drive**

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

**Network Summary**

Network wide Queuing Penalty: 323

Queuing and Blocking Report  
without Tannler East

7/6/2006

Intersection: 1: Access & 13th St

Movement	WB
Directions Served	LR
Maximum Queue (ft)	34
Average Queue (ft)	5
95th Queue (ft)	24
Link Distance (ft)	128
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2: Blankenship Rd & 13th St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LR	LR
Maximum Queue (ft)	61	6	20	79
Average Queue (ft)	5	0	1	36
95th Queue (ft)	29	5	10	67
Link Distance (ft)	634	377	400	314
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Blankenship Rd & Driveway

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	LTR	LTR
Maximum Queue (ft)	14	44	50	5	78	40
Average Queue (ft)	0	2	8	0	32	10
95th Queue (ft)	7	32	33	3	64	36
Link Distance (ft)		377		311	364	513
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100		100			
Storage Blk Time (%)		0				
Queuing Penalty (veh)		0				

Intersection: 4: Blankenship Rd & Tannler Drive

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	LT	R	L	TR
Maximum Queue (ft)	56	252	57	4	45	102	309	264
Average Queue (ft)	9	40	17	0	9	39	133	60
95th Queue (ft)	38	164	45	2	34	83	329	198
Link Distance (ft)		311		224	257	257	393	393
Upstream Blk Time (%)		0					5	0
Queuing Penalty (veh)		2					4	0
Storage Bay Dist (ft)	100		100					
Storage Blk Time (%)		4						
Queuing Penalty (veh)		1						

Intersection: 5: Blankenship Rd & 10th St

Movement	EB	EB	WB	WB	B20	NB	NB
Directions Served	T	R	L	LT	T	L	R
Maximum Queue (ft)	164	246	230	762	543	165	170
Average Queue (ft)	55	180	207	592	298	88	27
95th Queue (ft)	123	274	268	1021	897	165	106
Link Distance (ft)		224		742	1464		173
Upstream Blk Time (%)		9		34		1	0
Queuing Penalty (veh)		49		0		0	3
Storage Bay Dist (ft)	150		200			200	
Storage Blk Time (%)	0	17	36	42		1	0
Queuing Penalty (veh)	0	7	103	90		1	2

Intersection: 6: I-205 SB on-ramp & 10th St

Movement	WB	WB	NB	NB	B10	SB	SB
Directions Served	LT	R	L	T	T	T	TR
Maximum Queue (ft)	269	217	230	320	239	181	227
Average Queue (ft)	121	76	168	281	127	141	145
95th Queue (ft)	224	152	255	375	288	199	278
Link Distance (ft)	1642			245	216	173	173
Upstream Blk Time (%)			0	31	11	7	11
Queuing Penalty (veh)			0	166	60	31	51
Storage Bay Dist (ft)		400	200				
Storage Blk Time (%)			12	32			
Queuing Penalty (veh)			47	45			



Intersection: 7: I-205 NB off-ramp & 10th St

Movement	EB	EB	NB	NB	SB	SB	B10
Directions Served	LT	R	T	R	L	T	T
Maximum Queue (ft)	287	85	572	239	135	294	271
Average Queue (ft)	116	34	239	71	117	187	50
95th Queue (ft)	237	65	549	208	149	349	191
Link Distance (ft)	1525		750			216	245
Upstream Blk Time (%)			1			11	1
Queuing Penalty (veh)			0			82	5
Storage Bay Dist (ft)		350		300	100		
Storage Blk Time (%)	0		9	0	20	6	
Queuing Penalty (veh)	0		19	0	89	18	

Intersection: 8: Access & Tannler Drive

Movement	SB
Directions Served	TR
Maximum Queue (ft)	112
Average Queue (ft)	11
95th Queue (ft)	80
Link Distance (ft)	1034
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 877

Intersection: 1: Access & 13th St

Movement	WB
Directions Served	LR
Maximum Queue (ft)	62
Average Queue (ft)	31
95th Queue (ft)	57
Link Distance (ft)	148
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2: Blankenship Rd & 13th St

Movement	EB	NB	SB
Directions Served	LTR	LR	LR
Maximum Queue (ft)	14	9	84
Average Queue (ft)	1	1	41
95th Queue (ft)	10	10	70
Link Distance (ft)	634	400	314
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Blankenship Rd & Driveway

Movement	EB	EB	WB	NB	SB
Directions Served	L	TR	L	LTR	LTR
Maximum Queue (ft)	17	127	74	159	72
Average Queue (ft)	1	6	22	74	36
95th Queue (ft)	8	52	57	129	64
Link Distance (ft)		377		364	513
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100		100		
Storage Blk Time (%)		0	0		
Queuing Penalty (veh)		0	0		

Queuing and Blocking Report  
without Tannler East

7/14/2006

Intersection: 4: Blankenship Rd & Tannler Drive

Movement	EB	EB	WB	WB	NB	NB	SB
Directions Served	L	TR	L	TR	LT	R	LTR
Maximum Queue (ft)	129	333	116	114	276	282	270
Average Queue (ft)	28	116	46	4	91	202	150
95th Queue (ft)	78	273	91	52	267	339	385
Link Distance (ft)		317		230	257	257	394
Upstream Blk Time (%)		1		0	5	42	13
Queuing Penalty (veh)		4		1	0	0	9
Storage Bay Dist (ft)	100		100				
Storage Blk Time (%)	0	8	1				
Queuing Penalty (veh)	0	5	4				

Intersection: 5: Blankenship Rd & 10th St

Movement	EB	EB	WB	WB	B20	NB	NB
Directions Served	T	R	L	T	T	L	R
Maximum Queue (ft)	184	271	230	818	1488	165	201
Average Queue (ft)	130	228	227	805	1095	106	40
95th Queue (ft)	210	289	231	863	1953	178	132
Link Distance (ft)		230		742	1464		173
Upstream Blk Time (%)		20		74	38	1	1
Queuing Penalty (veh)		135		0	0	0	5
Storage Bay Dist (ft)	150		200			200	
Storage Blk Time (%)	10	28	78			1	1
Queuing Penalty (veh)	53	35	35			2	3

Intersection: 6: I-205 SB on-ramp & 10th St

Movement	WB	WB	NB	NB	B10	SB	SB
Directions Served	LT	R	L	T	T	T	TR
Maximum Queue (ft)	324	257	228	319	210	165	227
Average Queue (ft)	165	113	91	266	62	154	190
95th Queue (ft)	278	219	173	359	188	187	280
Link Distance (ft)	1642			245	216	173	173
Upstream Blk Time (%)			0	17	1	9	16
Queuing Penalty (veh)			0	80	3	39	74
Storage Bay Dist (ft)		400	200				
Storage Blk Time (%)			0	25			
Queuing Penalty (veh)			1	18			

Queuing and Blocking Report  
without Tannler East

7/14/2006

Intersection: 7: I-205 NB off-ramp & 10th St

Movement	EB	EB	NB	NB	SB	SB	B10
Directions Served	LT	R	T	R	L	T	T
Maximum Queue (ft)	148	71	274	204	131	291	222
Average Queue (ft)	64	37	128	47	112	160	20
95th Queue (ft)	115	64	224	95	150	310	115
Link Distance (ft)	1525		750			216	245
Upstream Blk Time (%)						5	0
Queuing Penalty (veh)						44	1
Storage Bay Dist (ft)		350		300	100		
Storage Blk Time (%)			0	0	14	5	
Queuing Penalty (veh)			0	0	77	14	

Intersection: 8: Access & Tannler Drive

Movement	SB
Directions Served	TR
Maximum Queue (ft)	58
Average Queue (ft)	25
95th Queue (ft)	128
Link Distance (ft)	1034
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 694

Queuing and Blocking Report  
with Tannler East

7/6/2006

Intersection: 1: Access & 13th St

Movement	WB
Directions Served	LR
Maximum Queue (ft)	34
Average Queue (ft)	6
95th Queue (ft)	28
Link Distance (ft)	128
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2: Blankenship Rd & 13th St

Movement	EB	NB	SB
Directions Served	LTR	LR	LR
Maximum Queue (ft)	46	27	90
Average Queue (ft)	4	1	38
95th Queue (ft)	22	11	71
Link Distance (ft)	634	400	314
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Blankenship Rd & Driveway

Movement	EB	WB	NB	SB
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	7	44	66	40
Average Queue (ft)	0	9	32	9
95th Queue (ft)	5	35	60	33
Link Distance (ft)			364	513
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				



Queuing and Blocking Report  
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Intersection: 4: Blankenship Rd & Tannler Drive

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	LT	R	L	TR
Maximum Queue (ft)	53	232	59	12	53	131	180	370
Average Queue (ft)	18	36	17	1	13	47	134	164
95th Queue (ft)	50	136	45	6	42	104	221	407
Link Distance (ft)		311		224	257	257		393
Upstream Blk Time (%)		0						5
Queuing Penalty (veh)		0						8
Storage Bay Dist (ft)	100		100				150	
Storage Blk Time (%)		2	0				45	0
Queuing Penalty (veh)		1	0				30	0

Intersection: 5: Blankenship Rd & 10th St

Movement	EB	EB	WB	WB	B20	NB	NB
Directions Served	T	R	L	LT	T	L	R
Maximum Queue (ft)	154	245	238	820	1312	165	184
Average Queue (ft)	44	196	224	791	801	108	27
95th Queue (ft)	106	285	248	902	1597	176	106
Link Distance (ft)		224		742	1464		173
Upstream Blk Time (%)		11		60	10	1	1
Queuing Penalty (veh)		59		0	0	0	4
Storage Bay Dist (ft)	150		200			200	
Storage Blk Time (%)	0	20	60	54		1	1
Queuing Penalty (veh)	0	9	181	124		3	3

Intersection: 6: I-205 SB on-ramp & 10th St

Movement	WB	WB	NB	NB	B10	SB	SB
Directions Served	LT	R	L	T	T	T	TR
Maximum Queue (ft)	264	206	230	322	247	176	233
Average Queue (ft)	124	87	185	294	167	149	168
95th Queue (ft)	223	175	269	383	312	191	287
Link Distance (ft)	1642			245	216	173	173
Upstream Blk Time (%)			1	35	15	7	13
Queuing Penalty (veh)			0	205	85	36	63
Storage Bay Dist (ft)		400	200				
Storage Blk Time (%)			18	33			
Queuing Penalty (veh)			70	45			

Intersection: 7: I-205 NB off-ramp & 10th St

Movement	EB	EB	NB	NB	SB	SB	B10
Directions Served	LT	R	T	R	L	T	T
Maximum Queue (ft)	344	140	649	227	137	294	287
Average Queue (ft)	150	39	362	123	121	220	72
95th Queue (ft)	288	94	758	332	149	349	238
Link Distance (ft)	1525		750			216	245
Upstream Blk Time (%)			6			12	2
Queuing Penalty (veh)			0			100	9
Storage Bay Dist (ft)		350		300	100		
Storage Blk Time (%)	1	0	19	0	23	8	
Queuing Penalty (veh)	1	0	41	0	107	27	

Intersection: 8: Access & Tannler Drive

Movement	SB
Directions Served	TR
Maximum Queue (ft)	144
Average Queue (ft)	13
95th Queue (ft)	104
Link Distance (ft)	1034
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 1212

Intersection: 1: Access & 13th St

Movement	WB
Directions Served	LR
Maximum Queue (ft)	62
Average Queue (ft)	33
95th Queue (ft)	55
Link Distance (ft)	148
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2: Blankenship Rd & 13th St

Movement	EB	NB	SB
Directions Served	LTR	LR	LR
Maximum Queue (ft)	74	19	79
Average Queue (ft)	5	1	42
95th Queue (ft)	38	9	71
Link Distance (ft)	634	400	314
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Blankenship Rd & Driveway

Movement	EB	EB	WB	NB	SB
Directions Served	L	TR	L	LTR	LTR
Maximum Queue (ft)	20	145	67	215	104
Average Queue (ft)	1	10	24	83	43
95th Queue (ft)	9	72	57	178	82
Link Distance (ft)		377		364	513
Upstream Blk Time (%)				0	
Queuing Penalty (veh)				0	
Storage Bay Dist (ft)	100		100		
Storage Blk Time (%)		1	0		
Queuing Penalty (veh)		0	0		

Queuing and Blocking Report  
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Intersection: 4: Blankenship Rd & Tannler Drive

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	LT	R	L	TR
Maximum Queue (ft)	120	323	121	75	276	281	180	409
Average Queue (ft)	42	141	44	4	138	224	174	301
95th Queue (ft)	99	310	88	43	332	347	197	470
Link Distance (ft)		311		224	257	257		393
Upstream Blk Time (%)		1		0	7	54		21
Queuing Penalty (veh)		9		0	0	0		14
Storage Bay Dist (ft)	100		100				150	
Storage Blk Time (%)	0	11	1				94	0
Queuing Penalty (veh)	0	9	4				44	0

Intersection: 5: Blankenship Rd & 10th St

Movement	EB	EB	WB	WB	B20	NB	NB
Directions Served	T	R	L	LT	T	L	R
Maximum Queue (ft)	185	274	232	738	434	166	216
Average Queue (ft)	132	233	209	502	149	127	69
95th Queue (ft)	204	270	268	885	639	194	194
Link Distance (ft)		224		742	1464		173
Upstream Blk Time (%)		21		17		1	1
Queuing Penalty (veh)		156		0		0	12
Storage Bay Dist (ft)	150		200			200	
Storage Blk Time (%)	9	30	35	40		1	1
Queuing Penalty (veh)	53	37	104	76		5	7

Intersection: 6: I-205 SB on-ramp & 10th St

Movement	WB	WB	NB	NB	B10	SB	SB
Directions Served	LT	R	L	T	T	T	TR
Maximum Queue (ft)	357	302	230	322	238	190	227
Average Queue (ft)	164	142	99	297	140	159	202
95th Queue (ft)	288	256	209	352	294	183	270
Link Distance (ft)	1642			245	216	173	173
Upstream Blk Time (%)			0	35	13	10	17
Queuing Penalty (veh)			0	183	68	52	85
Storage Bay Dist (ft)		400	200				
Storage Blk Time (%)	0	0	0	41			
Queuing Penalty (veh)	0	0	0	29			

Queuing and Blocking Report  
with Tannler East

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Intersection: 7: I-205 NB off-ramp & 10th St

Movement	EB	EB	NB	NB	SB	SB	B10
Directions Served	LT	R	T	R	L	T	T
Maximum Queue (ft)	258	174	516	243	133	292	276
Average Queue (ft)	113	49	291	97	120	210	67
95th Queue (ft)	247	135	690	257	148	349	224
Link Distance (ft)	1525		750			216	245
Upstream Blk Time (%)			6			11	2
Queuing Penalty (veh)			0			105	9
Storage Bay Dist (ft)		350		300	100		
Storage Blk Time (%)	1	0	13	0	20	9	
Queuing Penalty (veh)	1	0	35	0	115	28	

Intersection: 8: Access & Tannler Drive

Movement	SB
Directions Served	TR
Maximum Queue (ft)	141
Average Queue (ft)	30
95th Queue (ft)	135
Link Distance (ft)	1034
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 1241



Queuing and Blocking Report  
without Tannler East

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Intersection: 1: Access & 13th St

Movement	WB
Directions Served	LR
Maximum Queue (ft)	35
Average Queue (ft)	7
95th Queue (ft)	29
Link Distance (ft)	128
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2: Blankenship Rd & 13th St

Movement	EB	NB	SB
Directions Served	LTR	LR	LR
Maximum Queue (ft)	60	21	69
Average Queue (ft)	6	1	35
95th Queue (ft)	33	13	61
Link Distance (ft)	634	400	314
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Blankenship Rd & Driveway

Movement	EB	WB	WB	NB	SB
Directions Served	L	L	TR	LTR	LTR
Maximum Queue (ft)	40	34	5	87	56
Average Queue (ft)	4	7	0	38	25
95th Queue (ft)	23	30	3	72	53
Link Distance (ft)			311	364	513
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100	100			
Storage Blk Time (%)					
Queuing Penalty (veh)					

Queuing and Blocking Report  
without Tannler East

7/14/2006

Intersection: 4: Blankenship Rd & Tannler Drive

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	LT	R	L	TR
Maximum Queue (ft)	85	182	58	6	54	118	278	132
Average Queue (ft)	16	29	19	0	11	39	87	41
95th Queue (ft)	53	110	50	3	39	85	194	94
Link Distance (ft)		311		224	257	257	393	393
Upstream Blk Time (%)							0	0
Queuing Penalty (veh)							0	0
Storage Bay Dist (ft)	100		100					
Storage Blk Time (%)		1						
Queuing Penalty (veh)		0						

Intersection: 5: Blankenship Rd & 10th St

Movement	EB	EB	WB	WB	B20	NB	NB
Directions Served	T	R	L	LT	T	L	R
Maximum Queue (ft)	150	244	237	820	997	166	202
Average Queue (ft)	49	178	216	745	554	116	44
95th Queue (ft)	115	277	265	984	1528	188	152
Link Distance (ft)		224		742	1464		173
Upstream Blk Time (%)		6		44	12	3	2
Queuing Penalty (veh)		34		0	0	0	12
Storage Bay Dist (ft)	150		200			200	
Storage Blk Time (%)	0	14	50	56		3	2
Queuing Penalty (veh)	1	6	151	121		6	8

Intersection: 6: I-205 SB on-ramp & 10th St

Movement	WB	WB	NB	NB	B10	SB	SB
Directions Served	LT	R	L	T	T	T	TR
Maximum Queue (ft)	248	212	230	322	240	165	229
Average Queue (ft)	118	96	161	298	154	143	144
95th Queue (ft)	212	182	258	351	296	194	275
Link Distance (ft)	1642			245	216	173	173
Upstream Blk Time (%)			1	35	12	4	9
Queuing Penalty (veh)			0	198	68	20	40
Storage Bay Dist (ft)		400	200				
Storage Blk Time (%)			6	38			
Queuing Penalty (veh)			26	53			

Queuing and Blocking Report  
without Tannler East

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Intersection: 7: I-205 NB off-ramp & 10th St

Movement	EB	EB	NB	NB	SB	SB	B10
Directions Served	LT	R	T	R	L	T	T
Maximum Queue (ft)	267	147	531	328	139	294	254
Average Queue (ft)	134	39	264	83	121	197	36
95th Queue (ft)	247	94	609	238	148	340	147
Link Distance (ft)	1525		750			216	245
Upstream Blk Time (%)			5			8	0
Queuing Penalty (veh)			0			59	2
Storage Bay Dist (ft)		350		300	100		
Storage Blk Time (%)	1		10	0	20	6	
Queuing Penalty (veh)	0		22	0	88	19	

Intersection: 8: Access & Tannler Drive

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	26	35	22
Average Queue (ft)	3	4	1
95th Queue (ft)	19	22	12
Link Distance (ft)	139	393	1034
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 935

Queuing and Blocking Report  
without Tannler East

7/14/2006

Intersection: 1: Access & 13th St

Movement	WB
Directions Served	LR
Maximum Queue (ft)	64
Average Queue (ft)	30
95th Queue (ft)	58
Link Distance (ft)	148
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2: Blankenship Rd & 13th St

Movement	EB	NB	SB
Directions Served	LTR	LR	LR
Maximum Queue (ft)	161	26	116
Average Queue (ft)	13	1	42
95th Queue (ft)	142	10	92
Link Distance (ft)	634	400	314
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Blankenship Rd & Driveway

Movement	EB	EB	WB	NB	SB
Directions Served	L	TR	L	LTR	LTR
Maximum Queue (ft)	34	199	62	279	358
Average Queue (ft)	2	30	23	103	162
95th Queue (ft)	13	152	54	234	375
Link Distance (ft)		377		364	513
Upstream Blk Time (%)		1		3	6
Queuing Penalty (veh)		4		0	0
Storage Bay Dist (ft)	100		100		
Storage Blk Time (%)		2			
Queuing Penalty (veh)		0			

Queuing and Blocking Report  
without Tannler East

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Intersection: 4: Blankenship Rd & Tannler Drive

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	LT	R	L	TR
Maximum Queue (ft)	128	331	122	79	278	282	230	435
Average Queue (ft)	46	210	55	3	145	272	207	303
95th Queue (ft)	107	365	108	39	355	285	266	567
Link Distance (ft)		311		224	257	257		393
Upstream Blk Time (%)		4		0	18	98		53
Queuing Penalty (veh)		30		0	0	0		41
Storage Bay Dist (ft)	100		100				200	
Storage Blk Time (%)	0	19	2				77	0
Queuing Penalty (veh)	0	16	7				26	0

Intersection: 5: Blankenship Rd & 10th St

Movement	EB	EB	WB	WB	B20	NB	NB
Directions Served	T	R	L	LT	T	L	R
Maximum Queue (ft)	185	279	232	790	150	166	213
Average Queue (ft)	136	239	203	444	11	112	49
95th Queue (ft)	210	260	268	775	99	183	153
Link Distance (ft)		224		742	1464		173
Upstream Blk Time (%)		28		3		1	1
Queuing Penalty (veh)		218		0		0	7
Storage Bay Dist (ft)	150		200			200	
Storage Blk Time (%)	10	36	30	40		1	1
Queuing Penalty (veh)	67	50	87	71		4	4

Intersection: 6: I-205 SB on-ramp & 10th St

Movement	WB	WB	NB	NB	B10	SB	SB
Directions Served	LT	R	L	T	T	T	TR
Maximum Queue (ft)	397	332	229	320	236	178	227
Average Queue (ft)	168	132	96	283	88	159	210
95th Queue (ft)	328	258	192	356	236	180	264
Link Distance (ft)	1642			245	216	173	173
Upstream Blk Time (%)			0	25	3		19
Queuing Penalty (veh)			0	119	16	45	92
Storage Bay Dist (ft)		400	200				
Storage Blk Time (%)	1	0		32			
Queuing Penalty (veh)	2	0		23			

Queuing and Blocking Report  
without Tannler East

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Intersection: 7: I-205 NB off-ramp & 10th St

Movement	EB	EB	NB	NB	SB	SB	B10
Directions Served	LT	R	T	R	L	T	T
Maximum Queue (ft)	178	98	440	198	131	292	271
Average Queue (ft)	74	40	164	55	119	213	69
95th Queue (ft)	138	75	329	129	148	358	218
Link Distance (ft)	1525		750			216	245
Upstream Blk Time (%)			0			11	1
Queuing Penalty (veh)			0			104	7
Storage Bay Dist (ft)		350		300	100		
Storage Blk Time (%)			2		19	6	
Queuing Penalty (veh)			5		107	21	

Intersection: 8: Access & Tannler Drive

Movement	EB	SB
Directions Served	LR	TR
Maximum Queue (ft)	134	360
Average Queue (ft)	61	126
95th Queue (ft)	149	368
Link Distance (ft)	147	1034
Upstream Blk Time (%)	23	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 1173



Queuing and Blocking Report  
with Tannler East

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Intersection: 1: Access & 13th St

Movement	WB
Directions Served	LR
Maximum Queue (ft)	35
Average Queue (ft)	8
95th Queue (ft)	30
Link Distance (ft)	128
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2: Blankenship Rd & 13th St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LR	LR
Maximum Queue (ft)	88	9	19	80
Average Queue (ft)	9	0	1	37
95th Queue (ft)	50	5	10	68
Link Distance (ft)	634	377	400	314
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Blankenship Rd & Driveway

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	LTR	LTR
Maximum Queue (ft)	35	20	39	7	103	50
Average Queue (ft)	5	1	7	0	39	18
95th Queue (ft)	24	9	31	5	81	48
Link Distance (ft)		377		311	364	513
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100		100			
Storage Blk Time (%)						
Queuing Penalty (veh)						

Queuing and Blocking Report  
with Tannler East

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Intersection: 4: Blankenship Rd & Tannler Drive

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	LT	R	L	TR
Maximum Queue (ft)	88	263	95	245	48	56	222	82
Average Queue (ft)	23	80	30	119	8	28	99	36
95th Queue (ft)	61	179	70	260	32	56	189	70
Link Distance (ft)		311		228	245	245	393	393
Upstream Blk Time (%)		0		2				
Queuing Penalty (veh)		1		13				
Storage Bay Dist (ft)	100		100					
Storage Blk Time (%)	0	3	0	6				
Queuing Penalty (veh)	0	1		4				

Intersection: 5: Blankenship Rd & 10th St

Movement	EB	EB	EB	WB	WB	B20	NB	NB
Directions Served	T	R	R	L	LT	T	L	R
Maximum Queue (ft)	122	209	203	332	716	61	182	52
Average Queue (ft)	44	85	96	221	350	1	134	10
95th Queue (ft)	97	163	172	349	602	18	202	32
Link Distance (ft)		228	228		740	1464	163	163
Upstream Blk Time (%)		0	0		1		8	
Queuing Penalty (veh)		0	0		0		29	
Storage Bay Dist (ft)	150			300				
Storage Blk Time (%)	0	1		1	15			
Queuing Penalty (veh)	1	0		4	34			

Intersection: 6: I-205 SB on-ramp & 10th St

Movement	WB	WB	NB	NB	B10	SB	SB
Directions Served	LT	R	L	T	T	T	TR
Maximum Queue (ft)	252	265	230	323	256	221	200
Average Queue (ft)	113	115	174	313	215	134	139
95th Queue (ft)	207	222	269	335	295	216	210
Link Distance (ft)	1638			245	216	163	163
Upstream Blk Time (%)			1	48	28	7	8
Queuing Penalty (veh)			0	308	178	34	41
Storage Bay Dist (ft)		400	200				
Storage Blk Time (%)			11	45			
Queuing Penalty (veh)			49	62			

Queuing and Blocking Report  
with Tannler East

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Intersection: 7: I-205 NB off-ramp & 10th St

Movement	EB	EB	NB	NB	SB	SB	B10
Directions Served	LT	R	T	R	L	T	T
Maximum Queue (ft)	717	381	770	332	287	250	73
Average Queue (ft)	326	92	475	152	180	115	6
95th Queue (ft)	697	298	865	372	286	218	36
Link Distance (ft)	1525		750		216	216	245
Upstream Blk Time (%)			12		4	0	
Queuing Penalty (veh)			0		18	2	
Storage Bay Dist (ft)		350		300			
Storage Blk Time (%)	16	0	29	0			
Queuing Penalty (veh)	16	0	63	0			

Intersection: 8: Access & Tannler Drive

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	26	36
Average Queue (ft)	4	3
95th Queue (ft)	21	21
Link Distance (ft)	139	393
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 859

Queuing and Blocking Report  
with Tannler East

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Intersection: 1: Access & 13th St

Movement	WB
Directions Served	LR
Maximum Queue (ft)	69
Average Queue (ft)	31
95th Queue (ft)	62
Link Distance (ft)	148
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2: Blankenship Rd & 13th St

Movement	EB	NB	SB
Directions Served	LTR	LR	LR
Maximum Queue (ft)	83	35	100
Average Queue (ft)	3	2	39
95th Queue (ft)	33	14	76
Link Distance (ft)	634	400	314
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Blankenship Rd & Driveway

Movement	EB	EB	WB	NB	SB
Directions Served	L	TR	L	LTR	LTR
Maximum Queue (ft)	53	187	63	223	387
Average Queue (ft)	4	18	26	90	165
95th Queue (ft)	28	103	56	189	394
Link Distance (ft)		377		364	513
Upstream Blk Time (%)		0		1	6
Queuing Penalty (veh)		1		0	0
Storage Bay Dist (ft)	100		100		
Storage Blk Time (%)		1			
Queuing Penalty (veh)		0			

Intersection: 4: Blankenship Rd & Tannler Drive

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	LT	R	L	TR
Maximum Queue (ft)	129	329	131	274	91	128	206	70
Average Queue (ft)	50	194	86	118	35	62	99	29
95th Queue (ft)	99	354	144	254	76	107	177	62
Link Distance (ft)		311		228	245	245		393
Upstream Blk Time (%)		3		3				
Queuing Penalty (veh)		19		21				
Storage Bay Dist (ft)	100		100				200	
Storage Blk Time (%)	0	15	8	7			1	
Queuing Penalty (veh)	1	12	39	11			0	

Intersection: 5: Blankenship Rd & 10th St

Movement	EB	EB	EB	WB	WB	B20	NB	NB
Directions Served	T	R	R	L	LT	T	L	R
Maximum Queue (ft)	179	264	238	232	815	844	153	225
Average Queue (ft)	124	135	139	195	704	419	128	73
95th Queue (ft)	194	233	225	269	985	1286	184	208
Link Distance (ft)		228	228		742	1464		160
Upstream Blk Time (%)		2	1		39	4	4	3
Queuing Penalty (veh)		8	3		0	0	0	31
Storage Bay Dist (ft)	150			200			200	
Storage Blk Time (%)	8	3		15	66		4	3
Queuing Penalty (veh)	30	5		45	125		12	18

Intersection: 6: I-205 SB on-ramp & 10th St

Movement	WB	WB	NB	NB	B10	SB	SB
Directions Served	LT	R	L	T	T	T	TR
Maximum Queue (ft)	642	409	229	321	241	216	205
Average Queue (ft)	191	195	91	307	198	153	157
95th Queue (ft)	478	365	203	347	311	223	219
Link Distance (ft)	1642			245	216	160	160
Upstream Blk Time (%)			0	50	27	9	13
Queuing Penalty (veh)			0	267	144	51	69
Storage Bay Dist (ft)		400	200				
Storage Blk Time (%)	0	3	2	53			
Queuing Penalty (veh)	0	7	8	39			

Queuing and Blocking Report  
with Tannler East

7/14/2006

Intersection: 7: I-205 NB off-ramp & 10th St

Movement	EB	EB	NB	NB	SB	SB	B10	B10
Directions Served	LT	R	T	R	L	T	T	T
Maximum Queue (ft)	414	214	717	332	292	259	86	15
Average Queue (ft)	175	62	537	191	192	133	8	1
95th Queue (ft)	414	194	977	409	291	251	46	10
Link Distance (ft)	1525		750		216	216	245	245
Upstream Blk Time (%)			21		6	1		
Queuing Penalty (veh)			0		30	5		
Storage Bay Dist (ft)		350		300				
Storage Blk Time (%)	5	0	37	0				
Queuing Penalty (veh)	6	0	106	1				

Intersection: 8: Access & Tannler Drive

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	46	14
Average Queue (ft)	21	1
95th Queue (ft)	51	9
Link Distance (ft)	147	393
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 1114



Queuing and Blocking Report  
without Tannler East

7/6/2006

Intersection: 1: Access & 13th St

Movement	WB
Directions Served	LR
Maximum Queue (ft)	40
Average Queue (ft)	7
95th Queue (ft)	30
Link Distance (ft)	128
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2: Blankenship Rd & 13th St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LR	LR
Maximum Queue (ft)	64	11	21	76
Average Queue (ft)	5	0	1	37
95th Queue (ft)	29	5	11	69
Link Distance (ft)	634	377	400	314
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Blankenship Rd & Driveway

Movement	EB	EB	WB	NB	SB
Directions Served	L	TR	L	LTR	LTR
Maximum Queue (ft)	43	10	47	112	58
Average Queue (ft)	12	1	9	45	24
95th Queue (ft)	40	6	34	86	54
Link Distance (ft)		377		364	513
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100		100		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Queuing and Blocking Report  
without Tannler East

7/6/2006

Intersection: 4: Blankenship Rd & Tannler Drive

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	LT	R	L	TR
Maximum Queue (ft)	70	201	107	251	57	68	172	74
Average Queue (ft)	16	79	28	114	9	32	83	33
95th Queue (ft)	51	163	69	258	37	59	147	66
Link Distance (ft)		311		228	245	245	393	393
Upstream Blk Time (%)				2				
Queuing Penalty (veh)				16				
Storage Bay Dist (ft)	100		100					
Storage Blk Time (%)		3	0	5				
Queuing Penalty (veh)		1	0	4				

Intersection: 5: Blankenship Rd & 10th St

Movement	EB	EB	EB	WB	WB	B20	NB	NB
Directions Served	T	R	R	L	LT	T	L	R
Maximum Queue (ft)	127	180	203	332	714	92	185	44
Average Queue (ft)	46	80	94	218	375	9	146	10
95th Queue (ft)	99	145	174	340	695	68	213	31
Link Distance (ft)		228	228		740	1464	163	163
Upstream Blk Time (%)			0		2		12	
Queuing Penalty (veh)			1		0		54	
Storage Bay Dist (ft)	150			300				
Storage Blk Time (%)	0	1		2	18			
Queuing Penalty (veh)	0	0		7	39			

Intersection: 6: I-205 SB on-ramp & 10th St

Movement	WB	WB	NB	NB	NB	B10	SB	SB
Directions Served	LT	R	L	T	T	T	T	TR
Maximum Queue (ft)	384	379	230	319	212	243	212	203
Average Queue (ft)	130	158	158	285	88	151	139	145
95th Queue (ft)	304	331	262	367	171	305	214	218
Link Distance (ft)	1630			243	243	216	163	163
Upstream Blk Time (%)				31	0	11	5	9
Queuing Penalty (veh)			0	103	0	72	25	41
Storage Bay Dist (ft)		400	200					
Storage Blk Time (%)		1	12	33				
Queuing Penalty (veh)		2	31	45				

Queuing and Blocking Report  
without Tannler East

7/6/2006

Intersection: 7: I-205 NB off-ramp & 10th St

Movement	EB	EB	NB	NB	SB	SB	B10	B10
Directions Served	LT	R	T	R	L	T	T	T
Maximum Queue (ft)	474	194	689	281	290	228	73	17
Average Queue (ft)	194	42	316	90	167	104	6	1
95th Queue (ft)	358	140	656	256	276	200	37	12
Link Distance (ft)	1525		750		216	216	243	243
Upstream Blk Time (%)			4		4	0		
Queuing Penalty (veh)			0		14	1		
Storage Bay Dist (ft)		350		300				
Storage Blk Time (%)	2	0	12	0				
Queuing Penalty (veh)	2	0	27	0				

Intersection: 8: Access & Tannler Drive

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	55	74	5
Average Queue (ft)	22	28	0
95th Queue (ft)	50	65	0
Link Distance (ft)	139	393	1034
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 487

Queuing and Blocking Report  
without Tannler East

7/6/2006

Intersection: 1: Access & 13th St

Movement	WB
Directions Served	LR
Maximum Queue (ft)	73
Average Queue (ft)	32
95th Queue (ft)	62
Link Distance (ft)	148
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2: Blankenship Rd & 13th St

Movement	EB	NB	SB
Directions Served	LTR	LR	LR
Maximum Queue (ft)	81	13	87
Average Queue (ft)	3	1	38
95th Queue (ft)	35	9	73
Link Distance (ft)	634	400	314
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Blankenship Rd & Driveway

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	LTR	LTR
Maximum Queue (ft)	34	274	80	7	249	471
Average Queue (ft)	2	66	26	0	106	338
95th Queue (ft)	17	223	63	5	208	635
Link Distance (ft)		377		311	364	513
Upstream Blk Time (%)		0				31
Queuing Penalty (veh)		1				0
Storage Bay Dist (ft)	100		100			
Storage Blk Time (%)		4	0			
Queuing Penalty (veh)		0	0			

Intersection: 4: Blankenship Rd & Tannler Drive

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	LT	R	L	TR
Maximum Queue (ft)	128	343	131	277	108	171	229	327
Average Queue (ft)	47	270	97	168	30	72	164	83
95th Queue (ft)	105	395	154	307	73	142	247	292
Link Distance (ft)		311		228	245	245		393
Upstream Blk Time (%)		9		9		0		5
Queuing Penalty (veh)		63		57		0		11
Storage Bay Dist (ft)	100		100				200	
Storage Blk Time (%)	0	26	21	13			12	
Queuing Penalty (veh)	1	18	94	20			4	

Intersection: 5: Blankenship Rd & 10th St

Movement	EB	EB	EB	WB	WB	B20	NB	NB
Directions Served	T	R	R	L	LT	T	L	R
Maximum Queue (ft)	181	289	256	230	818	1484	153	235
Average Queue (ft)	144	185	161	186	783	974	125	76
95th Queue (ft)	214	296	261	288	962	1849	179	213
Link Distance (ft)		228	228		742	1464		160
Upstream Blk Time (%)		6	2		67	25	5	4
Queuing Penalty (veh)		30	10		0	0	0	37
Storage Bay Dist (ft)	150			200			200	
Storage Blk Time (%)	19	6		17	73		5	4
Queuing Penalty (veh)	76	10		49	128		16	21

Intersection: 6: I-205 SB on-ramp & 10th St

Movement	WB	WB	NB	NB	B10	SB	SB
Directions Served	LT	R	L	T	T	T	TR
Maximum Queue (ft)	691	382	229	320	238	215	206
Average Queue (ft)	229	174	88	283	122	164	163
95th Queue (ft)	580	357	183	369	281	219	215
Link Distance (ft)	1642			245	216	160	160
Upstream Blk Time (%)			0	32	9	15	17
Queuing Penalty (veh)			0	156	42	86	96
Storage Bay Dist (ft)		400	200				
Storage Blk Time (%)	0	4	0	37			
Queuing Penalty (veh)	1	8	0	27			

Queuing and Blocking Report  
without Tannler East

7/6/2006

Intersection: 7: I-205 NB off-ramp & 10th St

Movement	EB	EB	NB	NB	SB	SB	B10	B10
Directions Served	LT	R	T	R	L	T	T	T
Maximum Queue (ft)	238	101	530	245	290	251	171	66
Average Queue (ft)	94	43	230	77	191	114	15	3
95th Queue (ft)	183	80	560	206	303	225	86	51
Link Distance (ft)	1525		750		216	216	245	245
Upstream Blk Time (%)			4		7	1		0
Queuing Penalty (veh)			0		37	4		0
Storage Bay Dist (ft)		350		300				
Storage Blk Time (%)			8	0				
Queuing Penalty (veh)			22	0				

Intersection: 8: Access & Tannler Drive

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	132	55	31
Average Queue (ft)	70	5	5
95th Queue (ft)	126	29	40
Link Distance (ft)	147	393	1034
Upstream Blk Time (%)	6		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 1126



Queuing and Blocking Report  
with Tannler East

7/7/2006

Intersection: 1: Access & 13th St

Movement	WB
Directions Served	LR
Maximum Queue (ft)	35
Average Queue (ft)	7
95th Queue (ft)	29
Link Distance (ft)	128
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2: Blankenship Rd & 13th St

Movement	EB	NB	SB
Directions Served	LTR	LR	LR
Maximum Queue (ft)	91	14	72
Average Queue (ft)	9	1	37
95th Queue (ft)	49	11	65
Link Distance (ft)	634	400	314
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Blankenship Rd & Driveway

Movement	EB	WB	WB	NB	SB
Directions Served	L	L	TR	LTR	LTR
Maximum Queue (ft)	44	38	9	134	80
Average Queue (ft)	12	7	0	51	28
95th Queue (ft)	40	29	5	107	60
Link Distance (ft)			311	364	513
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100	100			
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 4: Blankenship Rd & Tannler Drive

Movement	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	T	R	LT	R	L	TR
Maximum Queue (ft)	82	233	109	230	83	48	56	237	90
Average Queue (ft)	22	81	33	97	30	8	29	105	27
95th Queue (ft)	61	172	83	214	66	34	55	188	66
Link Distance (ft)		311		222	222	245	245	368	368
Upstream Blk Time (%)				1					
Queuing Penalty (veh)				6					
Storage Bay Dist (ft)	100		100						
Storage Blk Time (%)	0	4	0	4					
Queuing Penalty (veh)	0	1	1	3					

Intersection: 5: Blankenship Rd & 10th St

Movement	EB	EB	EB	WB	WB	B20	NB	NB
Directions Served	T	R	R	L	LT	T	L	LR
Maximum Queue (ft)	124	185	198	333	822	660	186	180
Average Queue (ft)	47	87	95	259	612	210	115	96
95th Queue (ft)	99	162	170	378	989	731	192	184
Link Distance (ft)		222	222		745	1464	166	166
Upstream Blk Time (%)		0	0		24		3	2
Queuing Penalty (veh)		0	0		0		14	10
Storage Bay Dist (ft)	150			300				
Storage Blk Time (%)	0	1		6	45			
Queuing Penalty (veh)	0	1		19	103			

Intersection: 6: I-205 SB on-ramp & 10th St

Movement	WB	WB	NB	NB	NB	B28	SB	SB
Directions Served	LT	R	L	T	T	T	T	TR
Maximum Queue (ft)	230	299	230	314	283	231	214	198
Average Queue (ft)	115	123	148	198	174	18	142	152
95th Queue (ft)	202	249	253	312	275	107	216	215
Link Distance (ft)	1630			243	243	216	166	166
Upstream Blk Time (%)			0	4	1	1	7	10
Queuing Penalty (veh)			0	14	5	5	38	51
Storage Bay Dist (ft)		400	200					
Storage Blk Time (%)		0	4	7				
Queuing Penalty (veh)		0	11	10				

Queuing and Blocking Report  
with Tannler East

7/7/2006

Intersection: 7: I-205 NB off-ramp & 10th St

Movement	EB	EB	NB	NB	SB	SB	B28	B28
Directions Served	LT	R	T	R	L	T	T	T
Maximum Queue (ft)	400	203	543	328	287	251	132	18
Average Queue (ft)	195	42	218	72	173	101	9	1
95th Queue (ft)	345	129	396	208	282	198	61	13
Link Distance (ft)	1525		750		216	216	243	243
Upstream Blk Time (%)					4	0		
Queuing Penalty (veh)					17	2		
Storage Bay Dist (ft)		350		300				
Storage Blk Time (%)	1	0	3	0				
Queuing Penalty (veh)	1	0	7	0				

Intersection: 8: Tannler East Access & Tannler Drive

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	55	7	49
Average Queue (ft)	19	0	2
95th Queue (ft)	50	5	20
Link Distance (ft)	217	368	145
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Tannler West Access & Tannler Drive

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	53	120	19
Average Queue (ft)	24	41	1
95th Queue (ft)	55	90	7
Link Distance (ft)	153	145	118
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

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Intersection: 10: Tannler Access & Tannler Drive

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Movement	WB	SB
Directions Served	LR	LTR
Maximum Queue (ft)	61	34
Average Queue (ft)	19	2
95th Queue (ft)	51	17
Link Distance (ft)	187	563
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

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Network Summary

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Network wide Queuing Penalty: 320

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Queuing and Blocking Report  
with Tannler East

7/7/2006

Intersection: 1: Access & 13th St

Movement	WB
Directions Served	LR
Maximum Queue (ft)	72
Average Queue (ft)	31
95th Queue (ft)	59
Link Distance (ft)	148
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2: Blankenship Rd & 13th St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LR	LR
Maximum Queue (ft)	182	4	14	105
Average Queue (ft)	19	0	1	41
95th Queue (ft)	127	3	9	85
Link Distance (ft)	634	371	400	314
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Blankenship Rd & Driveway

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	L	TR	LTR	L	TR
Maximum Queue (ft)	90	380	80	12	348	526	498
Average Queue (ft)	7	116	28	0	186	381	231
95th Queue (ft)	44	318	66	9	380	619	607
Link Distance (ft)		371		306	365	512	512
Upstream Blk Time (%)		2			13	29	10
Queuing Penalty (veh)		11			0	0	0
Storage Bay Dist (ft)	100		100				
Storage Blk Time (%)		10	0				
Queuing Penalty (veh)		1	0				

Queuing and Blocking Report  
with Tannler East

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Intersection: 4: Blankenship Rd & Tannler Drive

Movement	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	T	R	LT	R	L	TR
Maximum Queue (ft)	131	337	131	311	106	98	195	363	340
Average Queue (ft)	60	289	117	217	30	33	78	196	66
95th Queue (ft)	134	382	155	326	89	72	153	347	269
Link Distance (ft)		306		222	222	245	245	368	368
Upstream Blk Time (%)		18		28	0		0	2	6
Queuing Penalty (veh)		132		95	0		0	3	9
Storage Bay Dist (ft)	100		100						
Storage Blk Time (%)	1	38	52	16					
Queuing Penalty (veh)	7	31	188	24					

Intersection: 5: Blankenship Rd & 10th St

Movement	EB	EB	EB	WB	WB	B20	NB	NB
Directions Served	T	R	R	L	LT	T	L	LR
Maximum Queue (ft)	180	289	262	333	819	1485	201	220
Average Queue (ft)	152	202	178	252	785	1075	149	103
95th Queue (ft)	209	299	273	412	964	1965	230	221
Link Distance (ft)		222	222		745	1464	166	166
Upstream Blk Time (%)		11	4		72	42	22	5
Queuing Penalty (veh)		58	18		0	0	97	21
Storage Bay Dist (ft)	150			300				
Storage Blk Time (%)	23	9		5	77			
Queuing Penalty (veh)	98	15		16	145			

Intersection: 6: I-205 SB on-ramp & 10th St

Movement	WB	WB	NB	NB	NB	B25	SB	SB
Directions Served	LT	R	L	T	T	T	T	TR
Maximum Queue (ft)	1183	430	228	314	305	240	232	209
Average Queue (ft)	412	245	90	202	193	54	174	169
95th Queue (ft)	1121	483	195	326	312	201	223	215
Link Distance (ft)	1630			243	243	216	166	166
Upstream Blk Time (%)	1		0	12	9	5	16	18
Queuing Penalty (veh)	0		0	31	24	29	100	112
Storage Bay Dist (ft)		400	200					
Storage Blk Time (%)	0	15	0	17				
Queuing Penalty (veh)	0	30	0	12				



Queuing and Blocking Report  
with Tannler East

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Intersection: 7: I-205 NB off-ramp & 10th St

Movement	EB	EB	NB	NB	SB	SB	B25	B25
Directions Served	LT	R	T	R	L	T	T	T
Maximum Queue (ft)	259	101	523	294	291	268	225	86
Average Queue (ft)	112	42	230	77	206	129	22	4
95th Queue (ft)	199	78	500	201	312	251	114	43
Link Distance (ft)	1525		750		216	216	243	243
Upstream Blk Time (%)			2		9	1	0	0
Queuing Penalty (veh)			0		49	7	1	0
Storage Bay Dist (ft)		350		300				
Storage Blk Time (%)			5	0				
Queuing Penalty (veh)			14	0				

Intersection: 8: Tannler East Access & Tannler Drive

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	76	104
Average Queue (ft)	29	15
95th Queue (ft)	64	83
Link Distance (ft)	188	145
Upstream Blk Time (%)		3
Queuing Penalty (veh)		8
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Tannler West Access & Tannler Drive

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	125	53	44
Average Queue (ft)	55	5	4
95th Queue (ft)	99	27	36
Link Distance (ft)	167	145	118
Upstream Blk Time (%)	1		0
Queuing Penalty (veh)	0		0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report  
with Tannler East

7/7/2006

Intersection: 10: Tannler Access & Tannler Drive

Movement	WB	SB
Directions Served	LR	LTR
Maximum Queue (ft)	54	21
Average Queue (ft)	27	1
95th Queue (ft)	54	12
Link Distance (ft)	218	762
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 1389





# Oregon

Theodore R. Kulongoski, Governor

## Oregon Department of Transportati

ODOT Regic  
123 NW Flander  
Portland, OR 97209 - 4  
Telephone (503) 731-4  
FAX (503) 731-8259

File code: PLA9-2A -64  
ODOT Case No: 2257

November 21, 2006

City of West Linn  
Planning Department  
22500 Salamo Rd #1000  
West Linn, OR 97068

Attn: Gordon Howard, Sr. Planner

Re: **DR-06-24: West Linn Corporate Park**  
I-205/10th St

Dear Mr. Howard,

We have reviewed the applicant's proposal for a three building office complex, to be developed in two phases. ODOT has a strong interest in ensuring that development t-generated traffic will not degrade operations or safety at the I-205/10<sup>th</sup> Street interchange.

1. Please see the attached memorandum by Jason Grassman, PE, ODOT Traffic Analyst.

Based on our review, ODOT does not oppose City approval of the proposed development if the following recommended conditions of approval are included to ensure that traffic impacts to the I-205/10<sup>th</sup> Street interchange are mitigated.

### Recommended Conditions of Approval for Phase 1:

2. Applicant shall construct improvements to provide two southbound lanes on 10<sup>th</sup> street which ends in a left-turn trap lane at the I-205 northbound ramps. Applicant shall extend the I-205 northbound off-ramp to provide queue storage of 200 feet.
3. Applicant shall extend the I-205/10<sup>th</sup> Street southbound off ramp to provide queue storage of 250 feet.
4. Applicant shall modify the Salamo approach to 10<sup>th</sup> Street to provide a shared westbound through/left turn lane with 300 feet of queuing and split phasing at the traffic signal. The applicant shall widen the eastbound Blankenship approach to 10<sup>th</sup> Street to provide full-width through and right-turn lanes, providing 250 feet and 200 feet of queue storage respectively.
5. The applicant shall construct a signal at the site access across from Albertson's westerly driveway. The signal must be interconnected with the signal at the I-205/10<sup>th</sup> Street northbound ramp, with the existing signals on 10<sup>th</sup> Street-Blankenship/Salamo, and at

21do

the I-205 southbound ramps. An IGA between ODOT and the City for signal coordination responsibilities must be executed prior to operation of the signal.

6. All mitigation performed in ODOT right of way must be designed and constructed to ODOT standards. ODOT permits are required for all work in the ODOT right of way.

Recommended Conditions of Approval for Phase 2/Total Buildout:

1. The applicant shall construct a second northbound through lane along 10<sup>th</sup> Street from 200 feet south of the I-205 northbound ramp intersection to Blankenship Road.
2. The applicant shall provide improvements to extend the northbound left turn lane to accommodate 300 foot queue storage.
3. The applicant shall construct a second eastbound right-turn lane on Blankenship Road at 10<sup>th</sup> Street. If adding the second right turn lane results in the removal of the pedestrian island at the southwest corner of the intersection, then the signal phasing must be modified and further analysis would be necessary. The applicant shall provide construction drawings to ODOT which demonstrate that all proposed mitigations at the 10<sup>th</sup> Street/Blankenship intersection can be constructed in accordance with ODOT highway design standards.
4. All mitigation performed in ODOT right of way must be designed and constructed to ODOT standards. ODOT permits are required for all work in the ODOT right of way.

The ODOT District 2A office will handle all plan and permit reviews. Please contact Sam Hunaidi, Asst. District Manager, at 503.229.5002 for information and assistance.

Please contact me at 503.731.8282 if you have questions regarding ODOT recommendations. I will be out of the office December 1 to December 13<sup>th</sup>. During that time, please contact Jason Grassman (503.731.8221) or Marah Danielson (503.731.8258) if additional traffic exhibits are placed in the record or the hearing is continued, so that we can respond. Thank you.

Sincerely,

Sonya Kazen, Development Review

Cc: Jason Grassman PE, ODOT Region 1 Traffic  
Martin Jensvold, RAME, ODOT Region 1 Traffic  
Marah Danielson, Development Review, ODOT R1

Encl: J. Grassman, PE, memorandum 11/21/06



# Oregon

Theodore R. Kulongoski, Governor

## Oregon Department of Transportation

ODOT Region 1  
123 NW Flanders St  
Portland, OR 97209 - 4037  
Telephone (503) 731-8200  
FAX (503) 731-8259

DATE: November 21, 2006

TO: Sonya Kazen, Senior Planner

FROM: Jason Grassman, PE  
Development Review Team Leader

**Subject: Willamette 205 Corporate Center  
Group MacKenzie Transportation Impact Analysis and Supplements  
East Portland Freeway – I-205 (064), Milepost 6.40  
City of West Linn**

I have reviewed the Willamette 205 Corporate Center Transportation Impact Analysis (TIS), the September 5, 2006 Supplemental Memorandum, and the November 3, 2006 Traffic Letter. The TIS is dated August 16, 2006 and was prepared by Christopher Clemow of Group MacKenzie. Date of supplement?

### Introduction

The proposal is for 300,000 square feet of general office space. The development will consist of two phases, a building of 107,500 sf will be constructed first and later another two buildings will be constructed for a total buildout of 300,000 sf. The TIS assumes total buildout by the year 2007. The site fronts the city streets Tannler Drive to the east and Blankenship to the south. Blankenship Rd becomes Salamo Rd east of the 10<sup>th</sup> St. intersection.

Blankenship intersects 10th Street which is under ODOT jurisdiction between Blankenship and 8<sup>th</sup> Avenue. This section of 10th St is part of the I-205/10th St. interchange. 10th St. is a District highway with no posted speed. According to the *Oregon Highway Plan, Table 7*, the maximum volume to capacity (v/c) is 0.99 for the I-205/10<sup>th</sup> Street Interchange. 10th St. intersects both the I-205 southbound and northbound ramps.

### Proposed Land Use

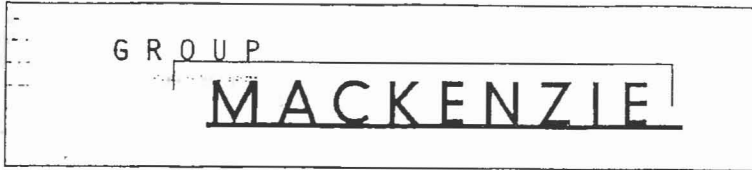
According to the TIS, the general office development is 300,000 square feet. The analyst used the ITE Code 710 regression equation based on the square footage. According to Table 3 of the TIS phase 1 will generate 1,119 weekday trips, 162 AM peak trips and 150 PM peak hour trips. According to Table 3 of the TIS the total

West Linn DR-06-24 West Linn Corporate Park  
ODOT Recommendations

11/21/2006  
3

268





November 3, 2006

City of West Linn  
Attention: Gordon Howard  
22500 Salamo Road, #1000  
West Linn, OR 97068

Re: **Willamette 205 Corporate Center**  
Project Number 2060016.00

Dear Gordon:

This letter responds to your email dated October 31, 2006 regarding street improvements and other mitigation proposed as a result of the proposed development. We have listed below the proposed mitigation for the assumed first phase (i.e., Building A) and for phase two (i.e., full buildout). These improvements are consistent with the long-range solution identified by Lancaster Engineering in their January 25, 2006 report entitled Tannler East Development – Year 2015 (Build-out) Analysis and Mitigations, as well as study prepared by Kittelson and Associates for the 10th Street corridor.

In addition, we have received comments dated October 30, 2006 from Carl Springer of DKS, the city's traffic consultant, regarding the revised transportation impact analysis dated October 5, 2006. We have included our responses to his suggestions, and we have incorporated his suggestions into the proposed mitigation summary.

It should be noted that we believe our proposed mitigation, identified in the previously submitted study, adequately mitigates for the proposed development. However, the city's traffic consultant's suggestions (specifically, additional striping on Salamo and the location switch of a signal on Blankenship) are generally acceptable as well.

Locating a traffic signal at the existing office driveway on Blankenship, opposite the west Albertson's driveway, would shift site traffic from Tannler to the existing driveway, primarily for exiting traffic. It would preclude a traffic signal at the Tannler intersection. It would not eliminate queues spilling back from the 10th Street intersection across the Tannler intersection, and long queues would be expected on the Tannler and east Albertson's driveway approaches to Blankenship. Operation at the signal would be level of service "C" with v/c ratios of 0.60 in the critical PM peak hour.

The recommendation from the City's traffic consultant to restripe the Salamo approach to 10th Street to provide a shared through/left lane would address an existing capacity limitation that is not created or worsened by development of the site. Done correctly, this change would improve intersection operation, but would not have a beneficial impact on Blankenship Road. The striping change would necessitate a change in the traffic signal phasing from common green for eastbound Blankenship and westbound Salamo traffic to a split phase operation. Simply changing the striping and signal phasing still results in volume over capacity (v/c = 1.12) in the critical AM

0690 SW Bancroft St | PO Box 690, | Portland, OR 97239-0039  
Tel: 503.224.9560 Web: www.grpmack.com Fax: 503.228.1285

Group  
Mackenzie,  
Incorporated

Group  
Mackenzie  
Engineering,  
Incorporated

Locations:

282

A-583

City of West Linn  
Willamette 205 Corporate Center  
Project Number 2060016.00  
November 3, 2006  
Page 2

peak hour. An additional 4 seconds of green time is needed to provide a v/c less than 1.0. Green time would need to be reduced for the eastbound Blankenship approach from 18 to 14 seconds, which could impact pedestrian crossing requirements. Finally, the existing left turn lane would need to be extended from 125 feet to 300 feet in order to manage queues and best utilize the additional capacity created by the striping and signal timing changes.

As with any project of this size and complexity, additional review with the city's consulting traffic engineer will continue prior to the upcoming Planning Commission hearing. The following lists the proposed mitigation for the Willamette 205 Corporate Center:

***Phase 1 Mitigation***

1. Widen the eastbound Blankenship approach to 10<sup>th</sup> Street to provide full-width through and right-turn lanes, providing 250 feet and 200 feet of queuing, respectively.
2. Install a traffic signal at the intersection of Tannler with Blankenship with permitted left-turn phasing on Blankenship and split phasing for Tannler and the Albertson's driveway OR install a traffic signal at the intersection of Blankenship and the western Albertson's driveway.
3. If a signal is installed at the Tannler/Blankenship intersection, lengthen the existing left turn lane from Blankenship to the east Albertson's driveway from 100 feet to 150 feet with a short transition area.
4. Provide two lanes southbound on 10<sup>th</sup> Street, ending in a left-turn trap lane at the I-205 northbound ramps.
5. Stripe the Tannler approach at Blankenship to provide a 300-foot left-turn lane.
6. Stripe a 100-foot left-turn lane on Tannler at the site access.
7. Lengthen the northbound off-ramp to provide 200 feet of storage in the left- and right-turn lanes.
8. Coordinate the proposed signal on Blankenship at Tannler (or the site driveway) and the 10<sup>th</sup> Street/I-205 northbound ramps with the existing signals on 10<sup>th</sup> Street at Blankenship/Salamo and the I-205 southbound ramps.
9. Provide sight distance in accordance with AASHTO standards at the site driveways on Blankenship and Tannler. Landscaping and retaining walls should be placed such that there are no obstructions within the clear vision area.

City of West Linn  
Willamette 205 Corporate Center  
Project Number 2060016.00  
November 3, 2006  
Page 3

10. Restripe the existing through lane approach at the intersection of Blankenship and 10<sup>th</sup> street to allow for left-turns and through movements from the rightmost lane. This would require modifications to the traffic signal heads on this approach and minor changes to the signal operations.

*Full Development Mitigation*

1. Provide all Phase 1 mitigation measures.
2. If a traffic signal is installed at Blankenship/Tannler, modify signal timing to provide protected/permitted left-turn phasing for westbound left turns.
3. Add a second eastbound right-turn lane on Blankenship at 10<sup>th</sup> Street. With a signal at the Tannler intersection, this lane should extend back to the intersection with Tannler Drive to provide 200 feet of queuing. With a signal at the site driveway, the second lane can taper back to a single lane at the Tannler intersection.
4. Provide a second northbound through lane along 10<sup>th</sup> Street from 200 feet south of the I-205 northbound ramp intersection to Blankenship, where the two through lanes align with the existing left- and right-turn lanes.
5. Extend the northbound left-turn lane on 10<sup>th</sup> Street at the I-205 southbound ramp to 300 feet.

The additional improvements for the "ultimate solution" are outlined in Lancaster Engineering's *Tannler East Development – Year 2015 (Build-out) Analysis and Mitigations* report.

Sincerely,



Brent Ahrend, PE  
Traffic Engineer

- c: Jeff Parker, Bill Wilt – Blackhawk Development  
Wade McGilvra  
Bob Thompson, Matt Butts, Rhys Konrad, Tom Wright – Group Mackenzie

284

585  
A-175

## MEMORANDUM

TO: Dennis Wright, Acting City Engineer West Linn  
FROM: Carl Springer, P.E.  
DATE: October 30, 2006  
SUBJECT: Tannler West Development / West Linn P/A 06202-000  
Traffic Impact Study Review

---

### Background

We have reviewed a traffic impact analysis (TIA) for the Tannler West Development, referred to as the "*Willamette 205 Corporate Center Transportation Impact Analysis*", which was prepared by Group MacKenzie in a report dated October 5, 2006. This study focused on the potential transportation system impacts associated with the proposed office and mixed-use development to be located north of Blankenship Road and west of Tannler Drive. This report was revised from the original August 16 version in response to comments made by city staff, including those submitted by DKS Associates in a memo dated September 5.

### Findings

Based on our review of the latest version of Tannler West TIA, and our previous knowledge of planned development in the 10<sup>th</sup> Street corridor, we present the following findings for your consideration.

#### ***Trip Generation and Distribution***

The trip generation analysis for the project site (Table 3 on p. 8) appears to be a reasonable estimate for vehicle trips. The assumptions include standard ITE trip rates, with no reduction for pass-by trips or travel by other modes (walking, bike, bus). This should be a conservatively high estimate, which is appropriate for impact assessment.

The trip distribution assumes the majority of trips (60%) would arrive or leave via the nearby freeway interchange with I-205. The next largest source (20%) would be via Salamo Road to the north, with the balance arriving by Blankenship or Willamette Falls Drive. These appear to be reasonable assumptions given the current travel patterns.



1400 S.W. 5<sup>th</sup> Avenue  
Suite 500  
Portland, OR 97201-5502

(503) 243-3500  
(503) 243-1934 fax  
www.dksassociates.com

44 586

Similar techniques were applied in estimating travel patterns and volumes from two in-process developments, which have been approved but are not yet fully built. Overall, the estimations for trip generation and travel patterns appear to be reasonable.

### **Site Access and Circulation**

The site access plan, attached in the appendix, indicates that the configuration of the site appears to rely most heavily on the existing access on Blankenship Road, which is opposite to the Albertson's store driveway. This access point is approximately 300 feet west of Tannler Drive. One of the proposed mitigation measures that have been identified is the installation of a traffic signal at Tannler Drive and Blankenship Road.

By buildout of the site, the driveway opposite to Albertson's (labeled location C in the report graphics) carries about 20% of the site traffic, while the new driveway on Tannler Drive (labeled location H in the report) carries about 80% of the site traffic. The access onto Blankenship Road is forecasted to have severe delays (LOS F) during the PM peak, whereas, the Tannler Drive access has minor delays (LOS B). No mitigation is presented to resolve the poor conditions at the Blankenship Road driveway. The above findings reflect a change from the prior draft, which had a 45/55 split between the two driveways rather than the 20/80 percent shown now. This reallocation appears to support our previous finding that site traffic will use the access point onto Blankenship Road that would have the least delay, in this case, a traffic signal control.

### **Impact Assessment**

Many of the previous issues that we had with the impact and mitigation sections of the previous report have been resolved with the latest draft. The roster of proposed mitigation measures by buildout of the site will add significant capacity to the 10th Street corridor and the affected intersections, and help to provide sufficient transportation circulation and capacity for the development.

In addition to the traffic study review, we obtained copies of the Synchro / Simtraffic files prepared by the applicant's traffic engineer, and we reviewed them in detail. Specifically, we reviewed the traffic performance with full buildout of this site, and found that substantial vehicle queues would be expected at both the Tannler Drive approach to Blankenship Road (Location D), and the middle driveway to Blankenship Road (Location C). In addition, we observed periodic backups of vehicles between the two 10th Street and Tannler Road on Blankenship Road that temporarily block movements through the adjoining intersections during peak hours. This concern of vehicle queues spilling back to impact upstream intersections was noted on the previous study, and it continues with this latest application.

Another possible solution for access to this site would be to construct the traffic signal further west, at the western Alberstons' Driveway and the main site driveway onto Blankenship Road (Location D). This would allow for two times the queue area on Blankenship Road, and eliminate queue spillback issues at 10th Street. The existing intersection at Blankenship Road and Tannler Drive would not be modified, but left to operate as it does today. Site circulation for the proposed development may need to be

modified to better make use of the relocation traffic signal, but no changes would be proposed for access to and from the Albertson's shopping center.

Furthermore, it is likely that the long-term solution for the 10th Street Corridor would require additional improvements that may or may not conflict with those proposed with this development application. Most notably, this likely would include the proposed traffic signal at Tannler Road and Blankenship Road.

## Conclusions & Recommendations

The traffic study pointed out several significant impacts to the local transportation system, as a result of the proposed Tannler West development project. The package of mitigation measures that are recommended to address these impacts appear to be adequate, with the following exceptions. We recommend the following changes and additions to the mitigation measures:

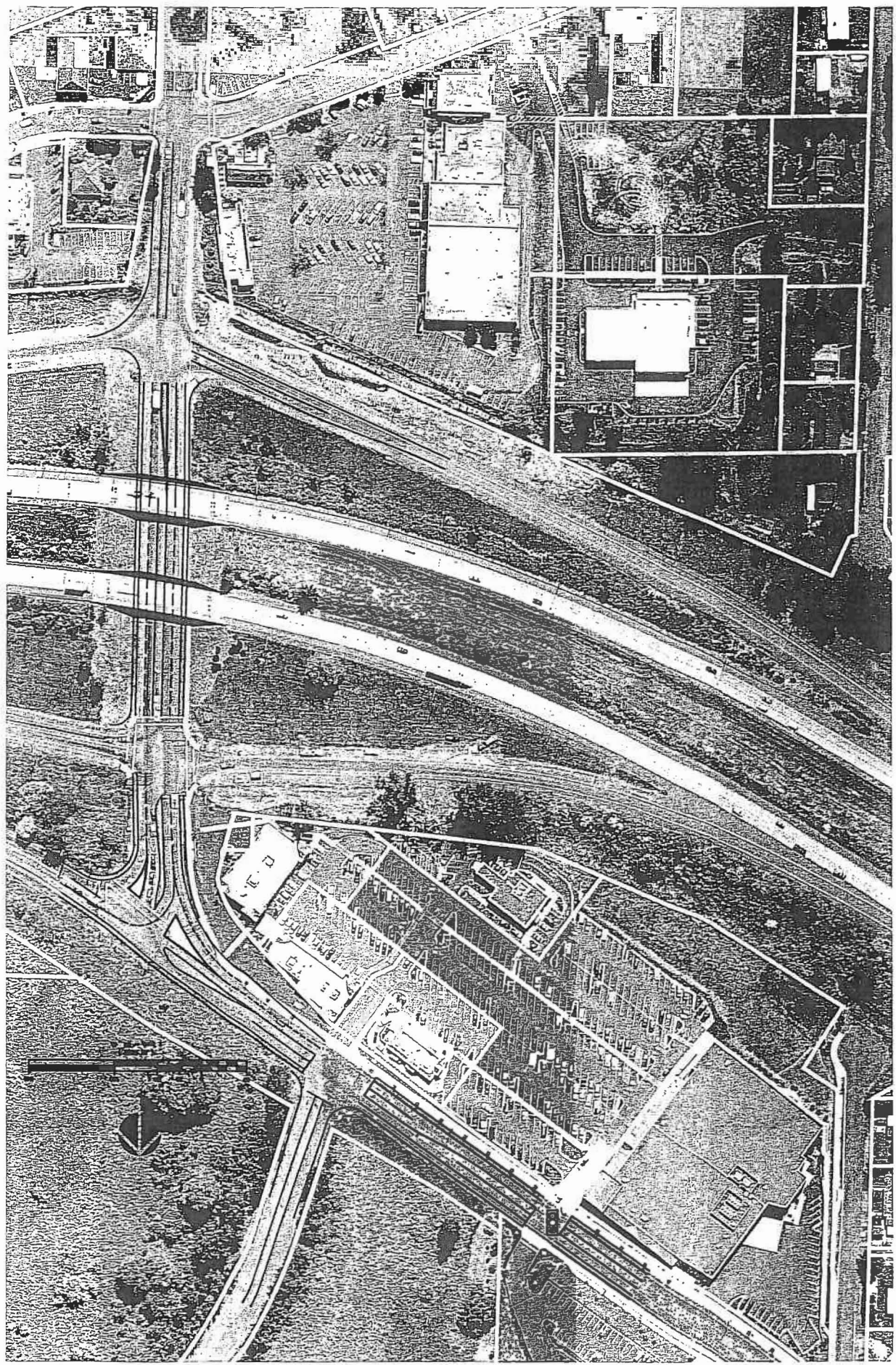
1. The downhill approach on Salamo Road approaching 10th Street is expected to have very substantial vehicle queues during peak hours (over 800 feet). This could be reduced in part by restriping the existing through lane approach to allow for left-turns and through movements from the rightmost lane. The existing left-turn lane would not be changed. This would require modifications to the traffic signal heads on this approach and minor changes to the signal operations.
2. The recommended traffic signal at Blankenship Road and Tannler Drive will periodically conflict with the existing signal at 10th Street and Salamo Road, and probably conflicts with the long-term solutions for the corridor. A preferred location would be further west at the other Albertson's driveway and the site middle driveway onto Blankenship Road. Since no access changes are proposed to the Albertson's shopping center, the volumes at the driveways would not be expected to change substantially over current conditions.

290



291

1/3



## Pelz, Zach

---

**From:** Clinton, Carl [carlcli@co.clackamas.or.us]  
**Sent:** Monday, September 27, 2010 9:26 AM  
**To:** Pelz, Zach  
**Subject:** RE: Verification of "minor" lot line deviation

Upon review this property is within an old plat but the current configurations do not match the original plat. We **would not** require that this Property Line Adjustment be replat (partition) plat, it can be accomplished by Property Line Adjustment Record of Survey and recording the appropriate deeds with the County (Recorder) Clerk.

### *Carl R. Clinton, PLS*

Deputy County Surveyor  
Development Services Building  
150 Beavercreek Road # 319  
Oregon City, OR 97045  
Telephone: 503-742-4498  
E-mail: [carlcli@co.clackamas.or.us](mailto:carlcli@co.clackamas.or.us)

The Surveyor's Public Counter is open 7:00AM until 5:30PM Monday through Thursday.

County Offices are closed on Fridays.

**From:** "Pelz, Zach" <[zpelz@westlinnoregon.gov](mailto:zpelz@westlinnoregon.gov)>  
**To:** "Pearson, R Charles" <[chuckpear@co.clackamas.or.us](mailto:chuckpear@co.clackamas.or.us)>  
**Subject:** Verification of "minor" lot line deviation

Mr. Pearson,

The City of West Linn's zoning code allows minor lot line adjustments for a limited number of property lines where the County Surveyor determines that a replat is not necessary. We are currently reviewing a request to extend a previous approval which has expired, but is eligible for a 2-year extension if the applicant can demonstrate that the proposal complies with current criteria. This lot line adjustment was originally determined to be minor, but since it has expired, the City is requiring a new lot line adjustment review. I would appreciate your determination regarding whether or not this can be determined a minor adjustment and does not require a replat. The plan is attached. As our staff report is due by mid-next week, your prompt response is greatly appreciated.

Thank you very much,

---

[\[cid:image93fec7.gif@13f6e38f.7c634275\]](#)

Zach Pelz, AICP

[zpelz@westlinnoregon.gov](mailto:zpelz@westlinnoregon.gov)<<mailto:zpelz@westlinnoregon.gov>>

Special Projects Planner

22500 Salamo Rd.

West Linn, OR, 97068

P: (503) 723-2542

F: (503) 656-4106

Web: [westlinnoregon.gov](http://westlinnoregon.gov)<<http://westlinnoregon.gov>>

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Public Records Law Disclosure This e-mail is subject to the State Retention Schedule and may be made available to the public.

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Spam<[about:blank](#)>

Not spam<[about:blank](#)>

Forget previous vote<[about:blank](#)>

## **Pelz, Zach**

---

**From:** Pelz, Zach  
**Sent:** Thursday, September 23, 2010 1:34 PM  
**To:** 'chuckpear@co.clackamas.or.us'  
**Subject:** Verification of "minor" lot line deviation  
**Attachments:** LLA\_06\_05.pdf

**Importance:** High

Mr. Pearson,

The City of West Linn's zoning code allows minor lot line adjustments for a limited number of property lines where the County Surveyor determines that a replat is not necessary. We are currently reviewing a request to extend a previous approval which has expired, but is eligible for a 2-year extension if the applicant can demonstrate that the proposal complies with current criteria. This lot line adjustment was originally determined to be minor, but since it has expired, the City is requiring a new lot line adjustment review. I would appreciate your determination regarding whether or not this can be determined a minor adjustment and does not require a replat. The plan is attached. As our staff report is due by mid-next week, your prompt response is greatly appreciated.

Thank you very much,

# PLANNING AND DEVELOPMENT PLANNING DIRECTOR'S LAND USE DECISION

FILE NO: LLA-06-05  
 SUBJECT: LOT LINE ADJUSTMENT  
 LEGAL DESCRIPTION: 21E35C TAX LOT 200 & 102  
 LOCATION: CORNER OF TANNLER & BLANKENSHIP  
 OWNER: WEST LINN CORPORATE PARK II  
 APPLICANT: BLACKHAWK  
 ZONE: OBC  
 PLAN DESIGNATION: OFFICE-BUSINESS CENTER

STAFF CHECKLIST:

R.O.W.:	N/A	STREET & S/W IMPROVEMENTS: N/A
UTILITY EASEMENTS:	N/A	SQ. FT.: OK
FLOOD PLAIN CONSTRUCTION:	N/A	WETLANDS & DRAINAGEWAYS :N/A
ADDITIONAL INFO.:		

Based upon the approval criteria of the applicable Development Code section 85.210 , the Planning Director:

<input type="checkbox"/> APPROVED	<input checked="" type="checkbox"/> <u>APPROVED WITH CONDITIONS</u>	<input type="checkbox"/> DENIED
-----------------------------------	---	---------------------------------

CONDITIONS OF APPROVAL (if applicable):

1. LOT LINE IS APPROVED AS ILLUSTRATED IN EXHIBIT 'A & B'.
2. FINAL LOT LINE ADJUSTMENT MAP SHALL BE SUBMITTED TO THE CITY FOR APPROVAL PRIOR TO RECORDING.

I hereby 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 Community Development Code Chapter 99 have been met.

2.06.07  
DATE

  
BRYAN BROWN, PLANNING DIRECTOR

Appeals of this decision must be filed with the West Linn Planning Department within 14 days of the date of mailing.  
Appeal cost is \$250 and must include specific grounds or basis for appeal.











# DEVELOPMENT REVIEW APPLICATION RECEIVED

PLANNING & BUILDING  
CITY OF WEST LINN  
INT. \_\_\_\_\_ TIME \_\_\_\_\_

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

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

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

TOTAL FEES/DEPOSIT \_\_\_\_\_

Blackhawk, LLC	20200 SW 8th	West Linn, OR	97068	503-742-1942
<b>OWNER (PRINT)</b>	<b>ADDRESS</b>	<b>CITY</b>	<b>ZIP</b>	<b>PHONE &amp;/OR E-MAIL</b>

same as owner				
<b>APPLICANT (PRINT)</b>	<b>ADDRESS</b>	<b>CITY</b>	<b>ZIP</b>	<b>PHONE &amp;/OR E-MAIL</b>

Rhys Konrad - Group Mackenzie	1515 SE Water Ave, Suite 100	Portland, OR	97214	503-224-9560
<b>CONSULTANT (PRINT)</b>	<b>ADDRESS</b>	<b>CITY</b>	<b>ZIP</b>	<b>PHONE &amp;/OR E-MAIL</b>

SITE LOCATION/ADDRESS No Situs

Assessor's Map No.: 21E35C Tax Lot(s): 100, 102, 200 Total Land Area: 11.3 AC

- All application fees are non-refundable (excluding deposit).
- The owner/applicant or their representative should be present at all public hearings.
- A denial or approval may be reversed on appeal. No permit will be in effect until the appeal period has expired.
- 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.  
\* No CD required / \*\* Only one copy needed

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 [Signature] Date 9/10/10  
 SIGNATURE OF APPLICANT(S)  
 X same Date \_\_\_\_\_

ACCEPTANCE OF THIS APPLICATION DOES NOT INFER A COMPLETE SUBMITTAL. THE APPLICANT WAIVES THE RIGHT TO THE PROVISIONS OF ORS 94.020. ALL AMENDMENTS TO THE COMMUNITY DEVELOPMENT CODE AND TO OTHER REGULATIONS ADOPTED AFTER THE APPLICATION IS APPROVED SHALL BE ENFORCED WHERE APPLICABLE. APPROVED APPLICATIONS AND SUBSEQUENT DEVELOPMENT IS NOT VESTED UNDER THE PROVISIONS IN PLACE AT THE TIME OF INTIAL APPLICATION. CONTACT: PLANNING AND BUILDING; 22500 SALAMO RD #1000; WEST LINN, OR 97068; PHONE: 656-4211 FAX: 656-4106 PLANNING@WESTLINNOREGON.GOV

## Rivera, Sherrie

---

**From:** Pelz, Zach  
**Sent:** Wednesday, September 08, 2010 9:59 AM  
**To:** Nomie, John; Rivera, Sherrie  
**Cc:** Zak, Teresa  
**Subject:** MISC-10-14 Tannler West Extension

John, Sherrie;

I expect the submittal of a **lot line adjustment application** from Blackhawk Development, LLC sometime in the near future. No additional charges or documents are required to be submitted with this application as the applicant has already submitted them. This completed application form is simply a formality to reflect a decision on the lot line adjustment which was separate from the original design review decision. Please charge time to this lot line adjustment to file no. MISC-10-14 and file the LLA in the PM account.

Thank you very much,

Zach

Zach Pelz, Special Projects Planner  
*Planning and Building, #1542*

[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  
 22500 Salamo Rd.  
 West Linn, OR. 97068  
 (503) 656-4211

PLANNING RECEIPT  
 Receipt: # 936018  
 Date : 09/10/2010  
 Project: #LA-10-03  
 BY: SR

\*\*\*\*\*  
 NAME : BLACKHAWK, LLC  
 ADDRESS : 20200 SW 8TH  
 CITY/STATE/ZIP: WEST LINN OR 97068  
 PHONE # : 503-742-1942  
 SITE ADD. : 21E35C, TL 100, 102, 200  
 \*\*\*\*\*

TYPE I HOME OCCUPATIONS		HO	\$
PRE-APPLICATIONS	Level I ( ), Level II ( )	DR	\$
HISTORIC REVIEW	Residential Major ( ), Minor ( ), New ( )	DR	\$
	Commercial Major ( ), Minor ( ), New ( )		
SIGN PERMIT	Face ( ), Temporary ( ), Permanent ( )	DR	\$
SIDEWALK USE PERMIT		DR	\$
APPEALS	Plan. Dir. Dec. ( ), Subdivision ( ),	DR	\$
	Plan Comm./City Coun. ( ), Nbhd ( )		
LOT LINE ADJUSTMENT		LA	\$
CITY/METRO BUSINESS LICENSE		BL	\$

\*\*\*\*\*  
 The following items are paid by billing against the up-front deposit estimate.  
 If the amount of time billed to your project exceeds the amount covered by the  
 deposit, additional payment may be required.

DESIGN REVIEW	Class I ( ), Class II ( )	RD	\$
VARIANCE	Class I ( ), Class II ( )	RD	\$
SUBDIVISION	Standard ( ), Expedited ( )	RD	\$
ANNEXATION	"Does Not Include Election Cost"	RD	\$
CONDITIONAL USE		RD	\$
ZONE CHANGE		RD	\$
MINOR PARTITION		RD	\$
MISCELLANEOUS PLANNING		RD	\$
Boundry Adjustments	( )		
Modification to approval	( )	Water Resource	
Code Amendments	( )	Area Protection	( )
Comp. Plan Amendments	( )	Street Vacations	( )
Temporary Permit Admin.	( )	Easement Vacations	( )
Temporary Permit Council	( )	Will. River Greenway	( )
Flood Management	( )	Tualatin River Grwy.	( )
Inter-Gov. Agreements N/C	( )	Street Name Change	( )
Alter Non-Conforming Res.	( )	Code Interpretations	( )
Alter Non-Conforming Comm.	( )	Type II Home Occ.	( )
Measure 37 Claims	( )	Planned Unit Dev. PUD	( )
TOTAL REFUNDABLE DEPOSIT		RD	\$ 0.00
GENERAL MISCELLANEOUS	Type: LOT LINE ADJ FILE MISC-10-14	PM	\$ 0.00
TOTAL	Check # Credit Card ( ) Cash ( )	\$	0.00

**Pelz, Zach**

---

**From:** Clinton, Carl [carlcli@co.clackamas.or.us]  
**Sent:** Monday, September 27, 2010 9:26 AM  
**To:** Pelz, Zach  
**Subject:** RE: Verification of "minor" lot line deviation

Upon review this property is within an old plat but the current configurations do not match the original plat. We **would not** require that this Property Line Adjustment be replat (partition) plat, it can be accomplished by Property Line Adjustment Record of Survey and recording the appropriate deeds with the County (Recorder) Clerk.

***Carl R. Clinton, PLS***

Deputy County Surveyor  
Development Services Building  
150 Beavercreek Road # 319  
Oregon City, OR 97045  
Telephone: 503-742-4498  
E-mail: [carlcli@co.clackamas.or.us](mailto:carlcli@co.clackamas.or.us)

The Surveyor's Public Counter is open 7:00AM until 5:30PM Monday through Thursday.  
County Offices are closed on Fridays.

**From:** "Pelz, Zach" <[zpelz@westlinnoregon.gov](mailto:zpelz@westlinnoregon.gov)>  
**To:** "Pearson, R Charles" <[chuckpear@co.clackamas.or.us](mailto:chuckpear@co.clackamas.or.us)>  
**Subject:** Verification of "minor" lot line deviation

Mr. Pearson,

The City of West Linn's zoning code allows minor lot line adjustments for a limited number of property lines where the County Surveyor determines that a replat is not necessary. We are currently reviewing a request to extend a previous approval which has expired, but is eligible for a 2-year extension if the applicant can demonstrate that the proposal complies with current criteria. This lot line adjustment was originally determined to be minor, but since it has expired, the City is requiring a new lot line adjustment review. I would appreciate your determination regarding whether or not this can be determined a minor adjustment and does not require a replat. The plan is attached. As our staff report is due by mid-next week, your prompt response is greatly appreciated.

Thank you very much,

---

[\[cid:image93fec7.gif@13f6e38f.7c634275\]](#)

Zach Pelz, AICP

## Pelz, Zach

---

**From:** Pelz, Zach  
**Sent:** Thursday, September 23, 2010 1:34 PM  
**To:** 'chuckpear@co.clackamas.or.us'  
**Subject:** Verification of "minor" lot line deviation  
**Attachments:** LLA\_06\_05.pdf

**Importance:** High

Mr. Pearson,

The City of West Linn's zoning code allows minor lot line adjustments for a limited number of property lines where the County Surveyor determines that a replat is not necessary. We are currently reviewing a request to extend a previous approval which has expired, but is eligible for a 2-year extension if the applicant can demonstrate that the proposal complies with current criteria. This lot line adjustment was originally determined to be minor, but since it has expired, the City is requiring a new lot line adjustment review. I would appreciate your determination regarding whether or not this can be determined a minor adjustment and does not require a replat. The plan is attached. As our staff report is due by mid-next week, your prompt response is greatly appreciated.

Thank you very much,



# PLANNING AND DEVELOPMENT PLANNING DIRECTOR'S LAND USE DECISION

FILE NO: LLA-06-05  
SUBJECT: LOT LINE ADJUSTMENT  
LEGAL DESCRIPTION: 21E35C TAX LOT 200 & 102  
LOCATION: CORNER OF TANNLER & BLANKENSHIP  
OWNER: WEST LINN CORPORATE PARK II  
APPLICANT: BLACKHAWK  
ZONE: OBC  
PLAN DESIGNATION: OFFICE-BUSINESS CENTER

## STAFF CHECKLIST:

R.O.W.:	N/A	STREET & S/W IMPROVEMENTS:	N/A
UTILITY EASEMENTS:	N/A	SQ. FT.:	OK
FLOOD PLAIN CONSTRUCTION:	N/A	WETLANDS & DRAINAGEWAYS:	N/A
ADDITIONAL INFO.:			

Based upon the approval criteria of the applicable Development Code section 85.210 ,  
the Planning Director:

APPROVED     APPROVED WITH CONDITIONS     DENIED

## CONDITIONS OF APPROVAL (if applicable):

1. LOT LINE IS APPROVED AS ILLUSTRATED IN EXHIBIT 'A & B'.
2. FINAL LOT LINE ADJUSTMENT MAP SHALL BE SUBMITTED TO THE CITY FOR APPROVAL PRIOR TO RECORDING.

I hereby 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 Community Development Code Chapter 99 have been met.

2.06.07  
DATE

  
BRYAN BROWN, PLANNING DIRECTOR

Appeals of this decision must be filed with the West Linn Planning Department within 14 days of the date of mailing.  
Appeal cost is \$250 and must include specific grounds or basis for appeal.

5 R A U P  
 MACKENZIE  
 ARCHITECTS  
 14700 10th Avenue  
 West, Suite 200  
 West Van, BC  
 V6V 1W7  
 TEL: 778-431-1111  
 FAX: 778-431-1112

Project:  
 VOLLALETTE  
 CORPORATE

ELECTRICAL ENGINEERING  
 1000 3RD STREET, S.E.  
 VANCOUVER, BC V6A 2E6  
 TEL: 604-275-1111  
 FAX: 604-275-1112

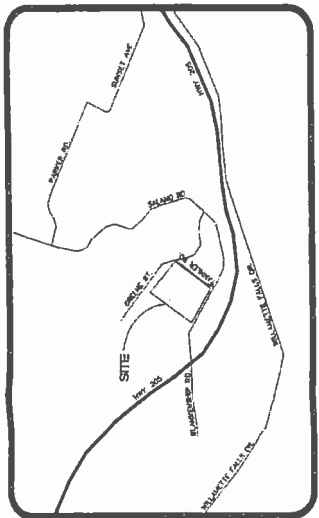
CIVIL ENGINEERING  
 1000 3RD STREET, S.E.  
 VANCOUVER, BC V6A 2E6  
 TEL: 604-275-1111  
 FAX: 604-275-1112

CIVIL ENGINEERING  
 1000 3RD STREET, S.E.  
 VANCOUVER, BC V6A 2E6  
 TEL: 604-275-1111  
 FAX: 604-275-1112

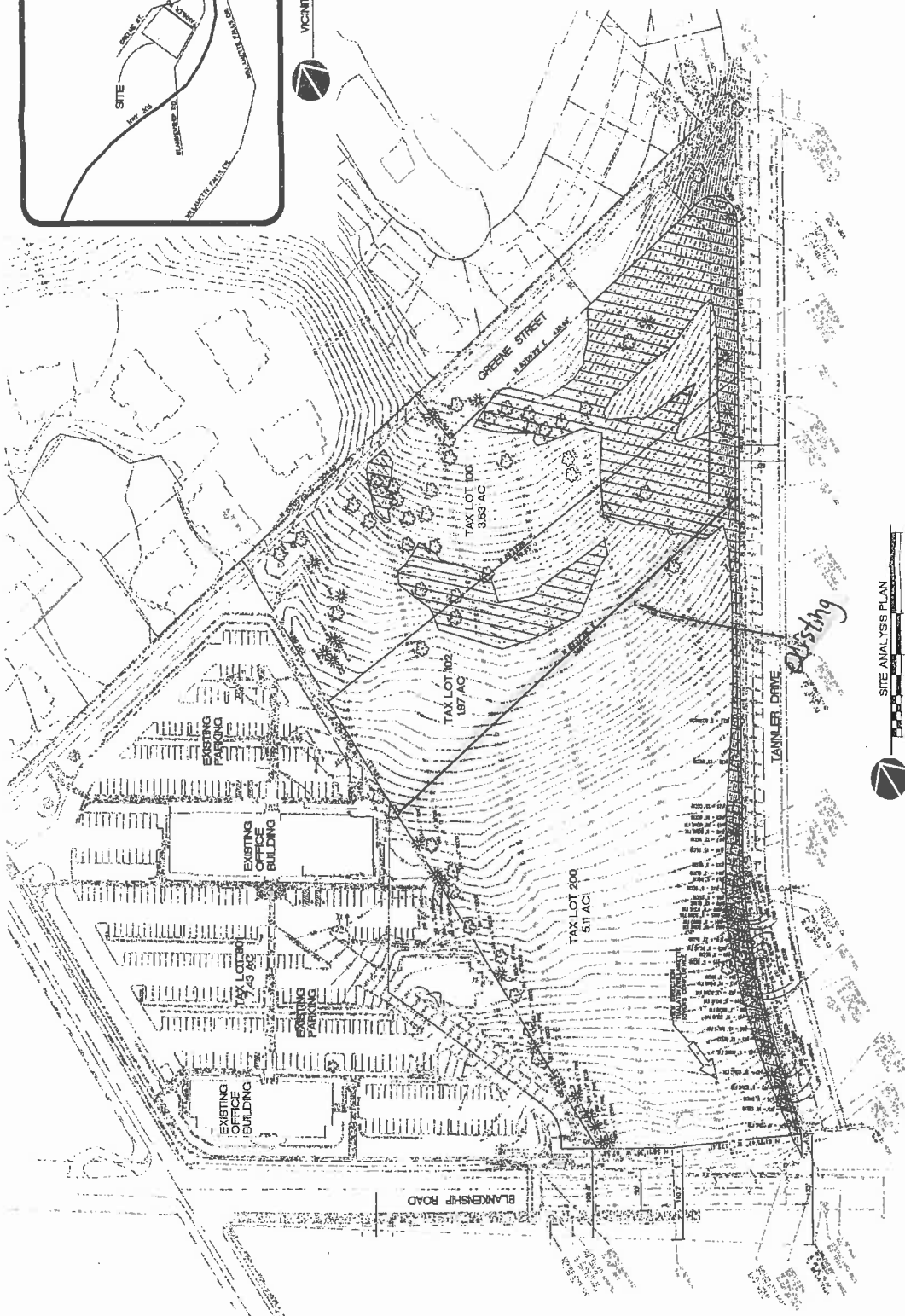
DRAWN BY: J.P.  
 CHECKED BY: J.M.  
 SHEET:

C11

JOB NO: 200501  
 DESIGN REVIEW SUBMITTAL 8/22/06



VICINITY MAP



LEGEND

- PROPERTY BOUNDARY
- TYPICAL LINES
- TYPICAL 5' CHANGES AT 5' INTERVALS

EXISTING SITE DATA

EXISTING SITE AREA	10.27 AC
SLOPES	0% TO 10%
GRAVITY	0.00%
WIND	0.00%
TEMP	0.00%
(TIME 1/2 AREA)	11.794 AC



SITE ANALYSIS PLAN

EXHIBIT A

*Dusting*





# DEVELOPMENT REVIEW APPLICATION RECEIVED

PLANNING & BUILDING  
CITY OF WEST LINN  
INT. \_\_\_\_\_ TIME \_\_\_\_\_

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

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

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

TOTAL FEES/DEPOSIT \_\_\_\_\_

Blackhawk, LLC	20200 SW 8th	West Linn, OR	97068	503-742-1942
<b>OWNER (PRINT)</b>	<b>ADDRESS</b>	<b>CITY</b>	<b>ZIP</b>	<b>PHONE &amp;/OR E-MAIL</b>

same as owner				
<b>APPLICANT (PRINT)</b>	<b>ADDRESS</b>	<b>CITY</b>	<b>ZIP</b>	<b>PHONE &amp;/OR E-MAIL</b>

Rhys Konrad - Group Mackenzie	1515 SE Water Ave, Suite 100	Portland, OR	97214	503-224-9560
<b>CONSULTANT (PRINT)</b>	<b>ADDRESS</b>	<b>CITY</b>	<b>ZIP</b>	<b>PHONE &amp;/OR E-MAIL</b>

SITE LOCATION/ADDRESS No Situs

Assessor's Map No.: 21E35C Tax Lot(s): 100, 102, 200 Total Land Area: 11.3 AC

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

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 [Signature]

Date 9/10/10

SIGNATURE OF APPLICANT(S)

X same

Date \_\_\_\_\_

ACCEPTANCE OF THIS APPLICATION DOES NOT INFER A COMPLETE SUBMITTAL. THE APPLICANT WAIVES THE RIGHT TO THE PROVISIONS OF ORS 94.020. ALL AMENDMENTS TO THE COMMUNITY DEVELOPMENT CODE AND TO OTHER REGULATIONS ADOPTED AFTER THE APPLICATION IS APPROVED SHALL BE ENFORCED WHERE APPLICABLE. APPROVED APPLICATIONS AND SUBSEQUENT DEVELOPMENT IS NOT VESTED UNDER THE PROVISIONS IN PLACE AT THE TIME OF INTIAL APPLICATION. CONTACT: PLANNING AND BUILDING; 22500 SALAMO RD #1000; WEST LINN, OR 97068; PHONE: 656-4211 FAX: 656-4106 PLANNING@WESTLINNOREGON.GOV

## Rivera, Sherrie

---

**From:** Pelz, Zach  
**Sent:** Wednesday, September 08, 2010 9:59 AM  
**To:** Nomie, John; Rivera, Sherrie  
**Cc:** Zak, Teresa  
**Subject:** MISC-10-14 Tannler West Extension

John, Sherrie;

I expect the submittal of a **lot line adjustment application** from Blackhawk Development, LLC sometime in the near future. No additional charges or documents are required to be submitted with this application as the applicant has already submitted them. This completed application form is simply a formality to reflect a decision on the lot line adjustment which was separate from the original design review decision. Please charge time to this lot line adjustment to file no. MISC-10-14 and file the LLA in the PM account.

Thank you very much,

Zach

Zach Pelz, Special Projects Planner  
Planning and Building, #1542

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CITY OF WEST LINN  
22500 Salamo Rd.  
West Linn, OR. 97068  
(503) 656-4211

PLANNING RECEIPT  
Receipt: # 936018  
Date : 09/10/2010  
Project: #LA-10-03  
BY: SR

\*\*\*\*\*  
NAME : BLACKHAWK, LLC  
ADDRESS : 20200 SW 8TH  
CITY/STATE/ZIP: WEST LINN OR 97068  
PHONE # : 503-742-1942  
SITE ADD. : 21E35C, TL 100, 102, 200

\*\*\*\*\*  
TYPE I HOME OCCUPATIONS  
PRE-APPLICATIONS Level I ( ), Level II ( ) HO \$  
HISTORIC REVIEW Residential Major ( ), Minor ( ), New ( ) DR \$  
Commercial Major ( ), Minor ( ), New ( ) DR \$  
SIGN PERMIT Face ( ), Temporary ( ), Permanent ( ) DR \$  
SIDEWALK USE PERMIT DR \$  
APPEALS Plan. Dir. Dec. ( ), Subdivsion ( ), DR \$  
Plan Comm./City Coun. ( ), Nbhd ( )  
LOT LINE ADJUSTMENT LA \$  
CITY/METRO BUSINESS LICENSE BL \$

\*\*\*\*\*  
The following items are paid by billing against the up-front deposit estimate.  
If the amount of time billed to your project exceeds the amount covered by the  
deposit, additional payment may be required.

DESIGN REVIEW Class I ( ), Class II ( ) RD \$  
VARIANCE Class I ( ), Class II ( ) RD \$  
SUBDIVISION Standard ( ), Expedited ( ) RD \$  
ANNEXATION "Does Not Include Election Cost" RD \$  
CONDITIONAL USE RD \$  
ZONE CHANGE RD \$  
MINOR PARTITION RD \$  
MISCELLANEOUS PLANNING RD \$  
Boundary Adjustments ( )  
Modification to approval ( ) Water Resource  
Code Amendments ( ) Area Protection ( )  
Comp. Plan Amendments ( ) Street Vacations ( )  
Temporary Permit Admin. ( ) Easement Vacations ( )  
Temporary Permit Council ( ) Will. River Greenway ( )  
Flood Management ( ) Tualatin River Grwy. ( )  
Inter-Gov. Agreements N/C ( ) Street Name Change ( )  
Alter Non-Conforming Res. ( ) Code Interpretations ( )  
Alter Non-Conforming Comm. ( ) Type II Home Occ. ( )  
Measure 37 Claims ( ) Planned Unit Dev. PUD ( )  
TOTAL REFUNDABLE DEPOSIT RD \$ 0.00  
GENERAL MISCELLANEOUS Type:LOT LINE ADJ FILE MISC-10-14 PM \$ 0.00  
\*\*\*\*\*  
TOTAL Check # Credit Card ( ) Cash ( ) \$ 0.00



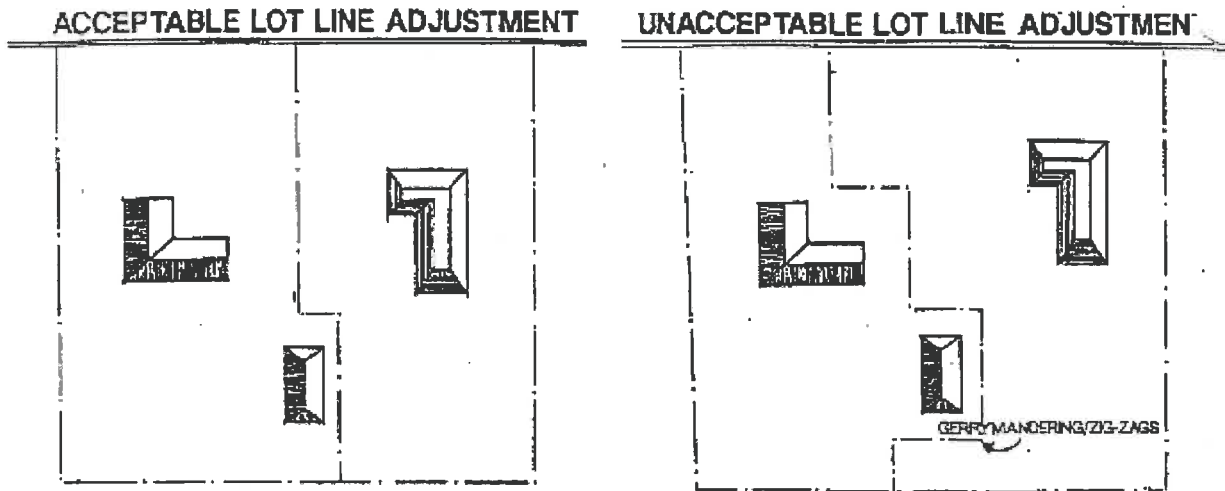
**From:** [Pelz, Zach](#)  
**To:** ["rkonrad@qrpmack.com"](mailto:rkonrad@qrpmack.com);  
**Subject:** MISC-10-14 lot line adjustment  
**Date:** Monday, September 27, 2010 3:06:00 PM  
**Attachments:** [image003.png](#)

---

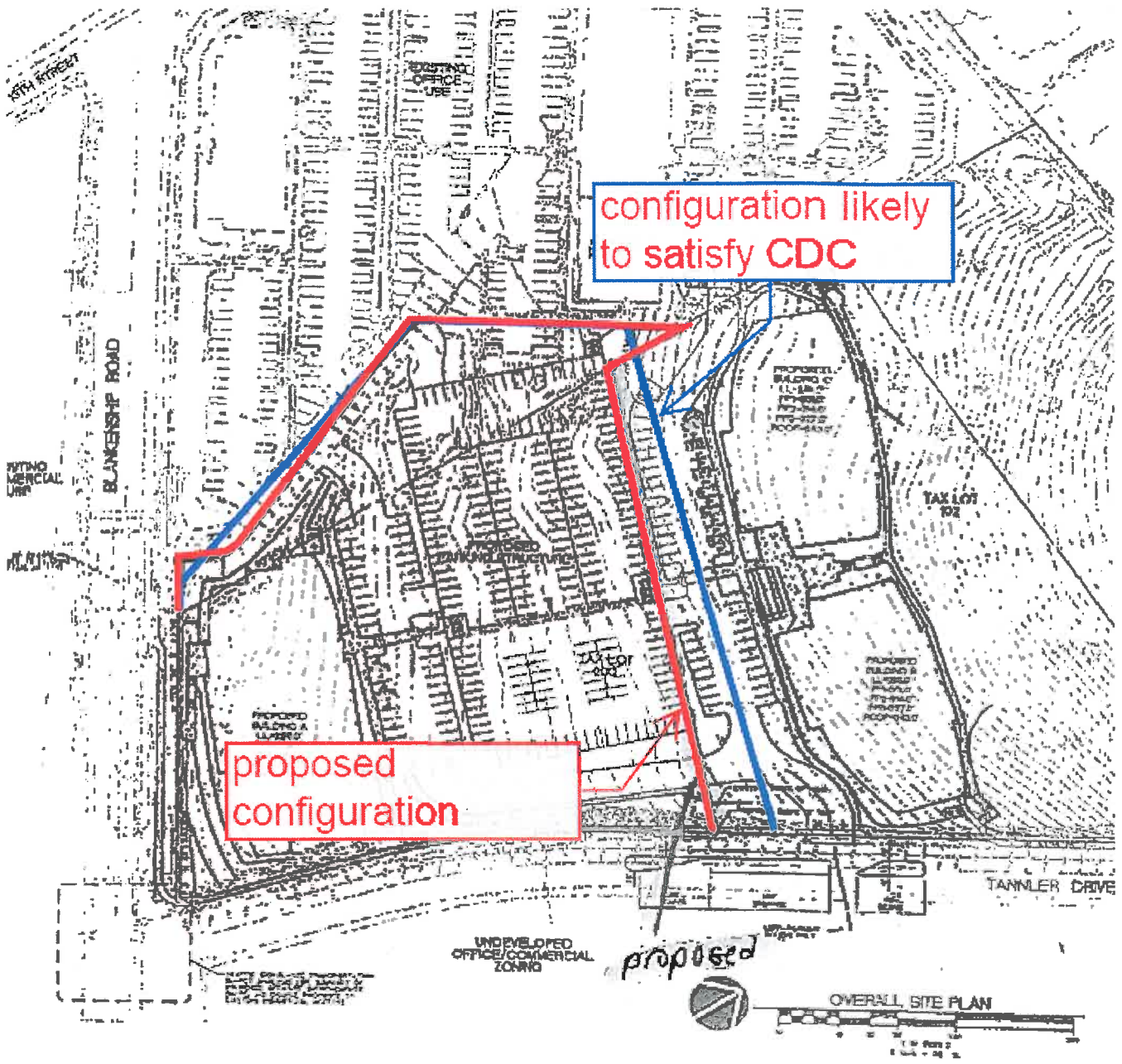
Rhys,

CDC Section 85.210.A.4 states,

*4. New lot lines shall be generally straight with only a few deviations. Lot lines shall not gerrymander or excessively zig zag along to accommodate tool sheds, accessory structures, other buildings, etc. The figure below serves as a guide to lot line adjustments.*



Based upon the diagram included here, I am inclined to liken your proposed lot line adjustment to the figure showing an "unacceptable lot line adjustment." I believe that a similar lot line adjustment could be accommodated though a reconfiguration similar to that included in the image below – alleviates excessive deviations and arc following driveway centerline:



I would appreciate your comment on this at your earliest convenience. If you believe a revised lot configuration is appropriate, please submit drawings which illustrate the revised proposal.

Thank you,

**From:** [Pelz, Zach](#)  
**To:** [Jordan, Chris](#);  
**Subject:** FW: De novo hearings and land-use extensions  
**Date:** Monday, September 27, 2010 2:41:00 PM

---

Chris,

Please see below for my response to Mr. Rittenhouse's comments regarding de novo hearings and requests for extensions of previously approved development permits. Contrary to the City Council address included in the recipient's line this email was not delivered to the City Council.

---

**From:** Pelz, Zach  
**Sent:** Monday, September 27, 2010 1:21 PM  
**To:** Rittenhouse, David; City Council City Council  
**Cc:** Sonnen, John  
**Subject:** RE: De novo hearings and land-use extensions

David,

Thank you for your comments. Your letter will be included in the record of proceedings regarding file MISC-10-14.

I wanted to follow-up with you regarding our conversation last week about the issue of De Novo hearings and our newly established extension process. After speaking with the Planning Director and other planning staff, I would like to reassert that the process is De Novo in that it opens testimony to consider errors, omissions, changes in fact, etc. which may have occurred since the original approval and does not limit testimony to only those persons with standing or issues raised in the original decision. However, as with any other development review procedure, the City's decision-making authority is limited to certain approval criteria; in this case, errors, omissions, changes in fact, etc.

Please feel free to contact me to discuss the matter further. Have a great afternoon,

Zach

---

**From:** David Rittenhouse [mailto:[daver@europa.com](mailto:daver@europa.com)]  
**Sent:** Monday, September 27, 2010 1:02 PM  
**To:** City Council City Council; Pelz, Zach  
**Subject:** De novo hearings and land-use extensions

**Cc:** Le, Khoi

**Subject:** MISC-10-14 Documents

Rhys, Brent;

Our Engineer on this project recalls a memo from your firm detailing the impact on this project from changes in accepted standards in the MUTCD and ITE. Khoi believes this document would have been received by the City sometime prior to our June 24, 2010 meeting. I am having trouble locating this document and would appreciate a re-submittal if it's not too much trouble.

I appreciate it,

Zach

---

**From:** [Robinson, Michael C. \(Perkins Coie\)](#)  
**To:** [Pelz, Zach; rkonrad@grpmack.com;](#)  
**Subject:** RE: Draft Notice  
**Date:** Wednesday, September 22, 2010 9:27:32 AM  
**Attachments:** [image947703.gif@aab93afb.cf7b46c0](#)

---

Nope-looked good to me, Zach.

---

**From:** Pelz, Zach [mailto:[zpelz@westlinnoregon.gov](mailto:zpelz@westlinnoregon.gov)]  
**Sent:** Wednesday, September 22, 2010 9:20 AM  
**To:** Robinson, Michael C. (Perkins Coie); [rkonrad@grpmack.com](mailto:rkonrad@grpmack.com)  
**Subject:** RE: Draft Notice

You're very welcome. Are there any concerns?

 Zach Pelz, AICP  
[zpelz@westlinnoregon.gov](mailto:zpelz@westlinnoregon.gov)  
*Special Projects Planner*  
22500 Salamo Rd.  
West Linn, OR, 97068  
P: (503) 723-2542  
F: (503) 656-4106  
Web: [westlinnoregon.gov](http://westlinnoregon.gov)

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**From:** Robinson, Michael C. (Perkins Coie) [mailto:[MRobinson@perkinscoie.com](mailto:MRobinson@perkinscoie.com)]  
**Sent:** Wednesday, September 22, 2010 9:04 AM  
**To:** Pelz, Zach; [rkonrad@grpmack.com](mailto:rkonrad@grpmack.com)  
**Subject:** Re: Draft Notice

Thanks, Zach

-----Original Message-----

From: Pelz, Zach <[zpelz@westlinnoregon.gov](mailto:zpelz@westlinnoregon.gov)>  
To: Robinson, Michael C. (Perkins Coie); [rkonrad@grpmack.com](mailto:rkonrad@grpmack.com) <[rkonrad@grpmack.com](mailto:rkonrad@grpmack.com)>

Sent: Wed Sep 22 09:05:48 2010  
Subject: RE: Draft Notice

Yes. The notice was mailed yesterday.

Zach Pelz, AICP  
zpelz@westlinnoregon.gov  
Special Projects Planner  
22500 Salamo Rd.  
West Linn, OR, 97068  
P: (503) 723-2542  
F: (503) 656-4106  
Web: westlinnoregon.gov

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From: Robinson, Michael C. (Perkins Coie) [<mailto:MRobinson@perkinscoie.com>]  
Sent: Wednesday, September 22, 2010 8:55 AM  
To: Pelz, Zach; rkonrad@grpmack.com  
Subject: Re: Draft Notice

Thanks, Zach. Have you mailed the notice yet?

-----Original Message-----

From: Pelz, Zach <zpelz@westlinnoregon.gov>  
To: 'Rhys Konrad' <RKonrad@grpmack.com>  
CC: Robinson, Michael C. (Perkins Coie)  
Sent: Wed Sep 22 08:53:03 2010  
Subject: RE: Draft Notice

Good morning Rhys,



Here is a link to the public notice which was posted on the City's website this morning;  
[http://westlinnoregon.gov/sites/default/files/projects/misc-10-14\\_tidings\\_notice.pdf](http://westlinnoregon.gov/sites/default/files/projects/misc-10-14_tidings_notice.pdf) <[http://westlinnoregon.gov/sites/default/files/projects/misc-10-14\\_tidings\\_notice.pdf](http://westlinnoregon.gov/sites/default/files/projects/misc-10-14_tidings_notice.pdf)> <[http://westlinnoregon.gov/sites/default/files/projects/misc-10-14\\_tidings\\_notice.pdf](http://westlinnoregon.gov/sites/default/files/projects/misc-10-14_tidings_notice.pdf)>

Thanks,

Zach

Zach Pelz, AICP  
zpelz@westlinnoregon.gov  
Special Projects Planner  
22500 Salamo Rd.  
West Linn, OR, 97068  
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Web: westlinnoregon.gov

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From: Rhys Konrad [<mailto:RKonrad@grpmack.com>]  
Sent: Wednesday, September 22, 2010 8:20 AM  
To: Pelz, Zach  
Cc: Robinson, Michael C. (Perkins Coie)  
Subject: Draft Notice

**From:** [Robinson, Michael C. \(Perkins Coie\)](#)  
**To:** [Pelz, Zach](#); [Rhys Konrad](#);  
**cc:** [jeff@parkerdev.com](mailto:jeff@parkerdev.com); [pprice@parkerdev.com](mailto:pprice@parkerdev.com); [Sonnen, John](#);  
**Subject:** [BULK] RE: MISC-10-  
14 Willamette Corporate Park Phase II - lot line adjustment  
**Date:** Wednesday, September 08, 2010 10:27:14 AM  
**Attachments:** [imageb6a16f.gif@754ad13a.3ce54c48](#)

---

Thanks, Zach-I appreciate the update. Mike

---

**From:** Pelz, Zach [<mailto:zpelz@westlinnoregon.gov>]  
**Sent:** Wednesday, September 08, 2010 10:03 AM  
**To:** Robinson, Michael C. (Perkins Coie); Rhys Konrad  
**Cc:** [jeff@parkerdev.com](mailto:jeff@parkerdev.com); [pprice@parkerdev.com](mailto:pprice@parkerdev.com); Sonnen, John  
**Subject:** RE: MISC-10-14 Willamette Corporate Park Phase II - lot line adjustment

Mike,

As I understand it, the new application is necessary to reflect the Planning Department's past practice of separating lot line adjustments from the consolidated review procedure; the lot line adjustment (file no. LLA 06-05) was approved by the Planning Director on February 6, 2007, separate from the design review application (DR 06-24). Furthermore, approved minutes from the Feb. 15, 2007, City Council Hearing note staff indicating that, "The lot line adjustment was a separate action and is not a part of this package..." (pg.37 West Linn City Council File no. AP-07-01). Because of these reasons, we have determined that a new completed lot line adjustment form is necessary. Additionally, materials and fees submitted with the request for extension (MISC-10-14), satisfy the submittal requirements for the lot line adjustment. The extension request and lot line adjustment will be reviewed by the Planning Commission under the City's consolidated review procedures in CDC Section 99.070.

Please let me know if you have additional questions regarding this matter.

Thanks,

Zach



Zach Pelz, AICP  
[zpelz@westlinnoregon.gov](mailto:zpelz@westlinnoregon.gov)  
Special Projects Planner  
22500 Salamo Rd.  
West Linn, OR, 97068  
P: (503) 723-2542  
F: (503) 656-4106  
Web: [westlinnoregon.gov](http://westlinnoregon.gov)

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**From:** Robinson, Michael C. (Perkins Coie) [mailto:MRobinson@perkinscoie.com]  
**Sent:** Wednesday, September 08, 2010 9:30 AM  
**To:** Pelz, Zach; Rhys Konrad  
**Cc:** jeff@parkerdev.com; pprice@parkerdev.com; Sonnen, John  
**Subject:** [BULK] RE: MISC-10-14 Willamette Corporate Park Phase II - lot line adjustment  
**Importance:** Low

Zach,

Thanks for the e-mail. I've not been fully in the loop on this. Why is a new application necessary? if a new application is processed, is it a Type I or II process? Thanks for your assistance. Mike

---

**From:** Pelz, Zach [mailto:zpelz@westlinnoregon.gov]  
**Sent:** Wednesday, September 08, 2010 9:26 AM  
**To:** 'Rhys Konrad'  
**Cc:** Robinson, Michael C. (Perkins Coie); jeff@parkerdev.com; pprice@parkerdev.com; Sonnen, John  
**Subject:** RE: MISC-10-14 Willamette Corporate Park Phase II - lot line adjustment

Rhys,

I apologize for the delay in responding to our previous lot line adjustment issue. It has been determined that a new lot line adjustment application is required for submittal with the extension request currently underway. It has been further determined that your submittal includes the necessary documentation and fees to complete the lot line adjustment review. As a formality, considering the separate

review under which these two decisions were previously made, we are in need of a completed lot line adjustment form. No additional fees are required at this time and the application will be processed concurrently with the extension request that is underway. Please complete and submit the development review application at your earliest convenience.

[http://westlinnoregon.gov/sites/default/files/fileattachments/Development Review application form-2010 April 2010.pdf](http://westlinnoregon.gov/sites/default/files/fileattachments/Development%20Review%20application%20form-2010%20April%202010.pdf)

Thank you,

Zach

 CITY OF  
**West  
Linn**

Zach Pelz, AICP  
[zpelz@westlinnoregon.gov](mailto:zpelz@westlinnoregon.gov)  
*Special Projects Planner*  
22500 Salamo Rd.  
West Linn, OR, 97068  
P: (503) 723-2542  
F: (503) 656-4106  
Web: [westlinnoregon.gov](http://westlinnoregon.gov)

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**From:** Rhys Konrad [mailto:RKonrad@grpmack.com]  
**Sent:** Wednesday, July 28, 2010 10:50 AM  
**To:** Pelz, Zach  
**Cc:** jeff@parkerdev.com; Sonnen, John; Robinson, Michael C. (Perkins Coie)  
**Subject:** RE: MISC-10-14 Willamette Corporate Park Phase II - lot line adjustment

Zach,

I reviewed both findings from the City Council hearing as well as the Planning

Commission hearing, where it appears that the lot line adjustment application was deemed 'minor'. However, I do not have record of a separate approval from the Director, which would have separated this process from the rest of the DR approval.

Assuming that a separate approval was made, can you please confirm when it would have expired (I couldn't locate it in the Code). The adjustment was never surveyed and recorded at the County, as it was our understanding that it was part of the Design Review approval and therefore under the same time limits for approval (ie. 3 years).

Should information be provided that verifies your conclusion that the lot line adjustment has expired, would it be possible to condition our approval on obtaining this approval to minimize the effort necessary from my client? Please call with questions/comments.

Rhys

---

**From:** Pelz, Zach [mailto:zpelz@westlinnoregon.gov]  
**Sent:** Wednesday, July 28, 2010 9:41 AM  
**To:** Rhys Konrad  
**Cc:** jeff@parkerdev.com; Sonnen, John  
**Subject:** MISC-10-14 Willamette Corporate Park Phase II - lot line adjustment

Rhys,

In reviewing your application for an extension of AP 07-01, I noticed that the lot line adjustment was processed as a separate action (LLA 06-05; approved by Planning Director's decision on February 6, 2007). Also, the approved minutes from the West Linn City Council Special Meeting on February 15, 2007, confirm that, *"the lot line adjustment was a separate action and is not a part of this package. It will be finalized at the applicant's discretion. If the application is not approved, it will not need to be finalized. The applicant could abolish the existing lot lines, and it wouldn't have any City review at all. This is not a significant issue."* (West Linn City Council Meeting Minutes – Approved; February 15, 2008, pg. 23/29)

The Clackamas County Assessor has confirmed that they have no record of a lot line adjustment as approved in LLA 06-05. You may have been under the impression that an extension of this lot line adjustment was included in the current extension application, however, based on the evidence above (separate action in LLA 06-05 and confirmation of a discrete action in City Council minutes) it appears that you would have had to apply for an extension of this LLA as well. The window for requesting an extension of this LLA has closed and you are required to submit a

new lot line adjustment application. Because this lot line adjustment is integral to the proposed design review application, we will process these two applications in tandem. Please submit a new lot line adjustment application at your earliest convenience. Please contact me if you feel I have reached this conclusion in error or if you have questions regarding this request.

Thank you,

Zach

---



Zach Pelz, AICP  
[zpelz@westlinnoregon.gov](mailto:zpelz@westlinnoregon.gov)  
*Special Projects Planner*  
22500 Salamo Rd.  
West Linn, OR, 97068  
P: (503) 723-2542  
F: (503) 656-4106  
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**From:** [Rhys Konrad](#)  
**To:** [Pelz, Zach;](#)  
**Subject:** RE: MISC-10-14  
**Date:** Thursday, September 02, 2010 10:18:54 AM  
**Attachments:** [imagea8c1d1.gif@e7a827b8.59c048eb](#)

---

Thanks, Zach.

---

**From:** Pelz, Zach [mailto:[zpelz@westlinnoregon.gov](mailto:zpelz@westlinnoregon.gov)]  
**Sent:** Thursday, September 02, 2010 9:34 AM  
**To:** Rhys Konrad  
**Subject:** RE: MISC-10-14

Rhys,

We have received permission to add October 13 as the date for your hearing. I will make a draft of the staff report available to you as soon as possible.

Thanks,

Zach

The logo for the City of West Linn, featuring the words "CITY OF" in a small font above "West Linn" in a large, stylized font.

Zach Pelz, AICP  
[zpelz@westlinnoregon.gov](mailto:zpelz@westlinnoregon.gov)  
*Special Projects Planner*  
22500 Salamo Rd.  
West Linn, OR, 97068  
P: (503) 723-2542  
F: (503) 656-4106  
Web: [westlinnoregon.gov](http://westlinnoregon.gov)

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**From:** Rhys Konrad [mailto:[RKonrad@grpmack.com](mailto:RKonrad@grpmack.com)]  
**Sent:** Wednesday, September 01, 2010 9:06 AM  
**To:** Pelz, Zach  
**Subject:** MISC-10-14

Hi Zach,

I wanted to try and get some confirmation of the scheduling of the Planning Commission hearing. Assuming October 20th is available, I am hopeful that we could review a draft of the staff report ahead of time to be sure we can provide any clarification or resolve issues prior to the public release and hearing.

Let me know your thoughts on this, and any information on the hearing date.

Thanks,

Rhys

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# CITY OF West Linn

August 9, 2010

Blackhawk, LLC  
1750 Blankenship Rd.  
West Linn, OR 97068

**SUBJECT: 30-day Completeness Review for MISC-10-14**

Blackhawk, LLC:

Thank you for your submittal for a 2-yr extension of the previously approved Class II Design Review of the Willamette 205 Corporate Park Phase II (DR 06-24, AP 07-01). Extension applications are reviewed for consistency with the current version of the West Linn Community Development Code and as such, require submittal of all original approval documents including plans and responses to code sections that have changed since submittal of the original application.

Based upon your submittal dated August 6, 2010, staff finds the application **complete** per the submittal requirements of the City of West Linn. The City now has 120 days to exhaust all local review; that period ends December 4, 2010.

Please be aware that this determination of a complete application does not guarantee a recommendation of approval from staff for your proposal as submitted – it signals that staff believes you have provided the necessary information for the Planning Commission to render a decision on your proposal.

We are determining with our Planning Commission, the best date for which to schedule this project for a public hearing. You will receive written notice of the actual hearing date at least 20 days prior to the hearing. Please email [zpelz@westlinnoregon.gov](mailto:zpelz@westlinnoregon.gov), with questions or comments regarding this proposal. Alternatively, you may reach me by telephone at (503) 723-2542.

Sincerely,



**Zach Pelz, AICP**  
Special Projects Planner  
City of West Linn  
22500 Salamo Rd.  
West Linn, OR 97068  
503-723-2542  
[zpelz@westlinnoregon.gov](mailto:zpelz@westlinnoregon.gov)

cc:  
Rhys Konrad, Group Mackenzie  
Paul Price, Jeff Parker, Blackhawk, LLC  
Michael Robinson, Perkins Coie  
Beth Kieres, Willamette Neighborhood Assn.  
David Rittenhouse, Savanna Oaks Neighborhood Assn.

John Sonnen, City of West Linn  
Khoi Le, City of West Linn  
Sonya Kazen, ODOT Region 1  
Ben Baldwin, TriMet  
Robert Hixson, Clackamas County

**From:** [Rhys Konrad](#)  
**To:** [Pelz, Zach;](#)  
**Subject:** RE: Completeness Submittal  
**Date:** Friday, August 06, 2010 9:16:55 AM  
**Attachments:** [imageb78ac6.gif@8e55c81f.79ce4f8b](#)

---

Thanks Zach, you too!

---

**From:** Pelz, Zach [mailto:[zpelz@westlinnoregon.gov](mailto:zpelz@westlinnoregon.gov)]  
**Sent:** Friday, August 06, 2010 9:12 AM  
**To:** Rhys Konrad  
**Subject:** RE: Completeness Submittal

Rhys,

I have one site visit scheduled for early this afternoon and a meeting later this morning. I will email you to confirm receipt of your submittal as soon as possible.

Thank you, and have a great weekend,

Zach

The logo for the City of West Linn, featuring the words "CITY OF" in a small font above "West Linn" in a large, stylized font. The "W" and "L" are significantly larger than the other letters.

Zach Pelz, AICP  
[zpelz@westlinnoregon.gov](mailto:zpelz@westlinnoregon.gov)  
*Special Projects Planner*  
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**From:** Rhys Konrad [mailto:[RKonrad@grpmack.com](mailto:RKonrad@grpmack.com)]  
**Sent:** Friday, August 06, 2010 9:06 AM  
**To:** Pelz, Zach

July 29, 2010

Re: Lot line adjustment for Willamette Corporate Park Phase II

1. Applicant submitted original request for Class II design review approval with request for lot line adjustment and variance;
2. Ord. 1474 (effective 9/21/2001) requires that applications which include multiple land use actions be consolidated into a single proceeding to be heard by the appropriate review body for one of the actions in the following order; City Council, Planning Commission, Planning Director;
3. City did not follow consolidated procedure for lot line adjustment. Planning Director approved LLA 06-05 on February 6, 2007;
4. Applicant submitted request for extension of AP 07-01 on June 11, 2010 under the impression that the lot line adjustment was included in this request. Information submitted includes request for Class II Design Review and Lot Line Adjustment;
5. The lot line adjustment has not expired because the City failed to issue notice to Blackhawk for LLA 06-05. The City did issue notice of expiration for DR 06-24 (Class II design review) to Blackhawk;

The lot line adjustment has not expired because no notice or opportunity to be heard has been provided to the applicant per 99.330.A

I sent an email to the applicant and their consultant notifying them of the issue – which may constitute notice.

The applicant did submit the required information and fee for the lot line adjustment in accordance with 99.325.D.2.

**Question:** Does 99.325.A apply to procedural errors made by the City?

*A. The Planning Director may grant an extension from the effective date of approval of two years pertaining to applications listed in Section [99.060\(A\)](#) upon finding that:*

*2. There are no demonstrated material misrepresentations, errors, omissions, or changes in facts that directly impact the project, including, but not limited to, existing conditions, traffic, street alignment and drainage; or*

**From:** [Rhys Konrad](#)  
**To:** [Pelz, Zach;](#)  
**Subject:** RE: Tannler West Developemnt - Land Use Extension - Water System Analysis  
**Date:** Thursday, July 29, 2010 1:53:39 PM  
**Attachments:** [image8dde44.gif@f0e4d887.3ebe43cb](#)

---

Thank you.

---

**From:** Pelz, Zach [mailto:[zpelz@westlinnoregon.gov](mailto:zpelz@westlinnoregon.gov)]  
**Sent:** Thursday, July 29, 2010 1:48 PM  
**To:** Rhys Konrad  
**Subject:** FW: Tannler West Developemnt - Land Use Extension - Water System Analysis

FYI,

Regarding water service information:

 Zach Pelz, AICP  
[zpelz@westlinnoregon.gov](mailto:zpelz@westlinnoregon.gov)  
*Special Projects Planner*  
22500 Salamo Rd.  
West Linn, OR, 97068  
P: (503) 723-2542  
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**From:** Le, Khoi  
**Sent:** Thursday, July 29, 2010 1:26 PM  
**To:** Pelz, Zach  
**Subject:** Tannler West Developemnt - Land Use Extension - Water System Analysis

Zach,

Murray, Smith & Associates (City Water System Consultants) has issued a



statement indicating that the proposed development will not have an immediate impact on the current fire flow availability in the City Water System. This statement satisfies engineering request for a water analysis study from Murray, Smith & Associates indicating in the pre-application conference notes. Developer no longer requires responding to this requirement.

Thanks,

Khoi

Khoi Le, Public Improvement Program Manager  
*Public Works, #1517*

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---

**From:** [Le, Khoi](#)  
**To:** [Pelz, Zach;](#)  
**Subject:** Tannler West Developemnt - Land Use Extension - Water System Analysis  
**Date:** Thursday, July 29, 2010 1:26:15 PM

---

Zach,

Murray, Smith & Associates (City Water System Consultants) has issued a statement indicating that the proposed development will not have an immediate impact on the current fire flow availability in the City Water System. This statement satisfies engineering request for a water analysis study from Murray, Smith & Associates indicating in the pre-application conference notes. Developer no longer requires responding to this requirement.

Thanks,

Khoi

Khoi Le, Public Improvement Program Manager  
*Public Works, #1517*

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**From:** [Le, Khoi](#)  
**To:** [Pelz, Zach](#);  
**Subject:** FW: Willamette 205 Corp Center Phase II  
**Date:** Thursday, July 29, 2010 12:04:35 PM  
**Attachments:** [016C2-1.pdf](#)  
[Pre-App notes.pdf](#)

---

Khoi Le, Public Improvement Program Manager  
*Public Works, #1517*

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---

**From:** Brian Ginter [mailto:ginterb@msa-ep.com]  
**Sent:** Wednesday, July 28, 2010 10:32 AM  
**To:** Wright, Dennis; Le, Khoi; Whynot, Jimmy  
**Subject:** FW: Willamette 205 Corp Center Phase II

Hi Dennis, Khoi, and Jim – I received this correspondence before my leaver and did not get a chance to respond. This is a proposed small commercial development at the intersection of Blankenship and Tannler. I received a follow-up voicemail from Rhys this morning. I took a quick look and the proposed development has adequate fire flow availability. There are really no direct upstream or downstream improvements needed to meet fire flow requirements and this proposed development will not have an immediate impact on fire flow availability beyond what you should expect to be covered by the collection of the SDC. There is no need for any further analysis, and my time on this is less than ½ hour so there will be no cost to City or developer.

I would like to respond to Rhys and let him know that I had not previously completed the work but that I sent the City information this morning... I assume you will close the loop with a specific response directly to the developer. Let me know if I have this correct.

Call if you have any questions. Thanks. - Brian

---

**From:** Rhys Konrad [mailto:RKonrad@grpmack.com]  
**Sent:** Tuesday, June 29, 2010 4:47 PM

**To:** Brian Ginter  
**Cc:** Matt Butts  
**Subject:** Willamette 205 Corp Center Phase II

Brian,

Please find the attached site plan for the Willamette 205 Corporate Center Phase II development. I have also attached the pre-application conference notes for your reference on the water system items from City engineering.

Please let Matt or I know if you have any further questions or need any additional information.

Rhys Konrad

**GROUP**  
**MACKENZIE**

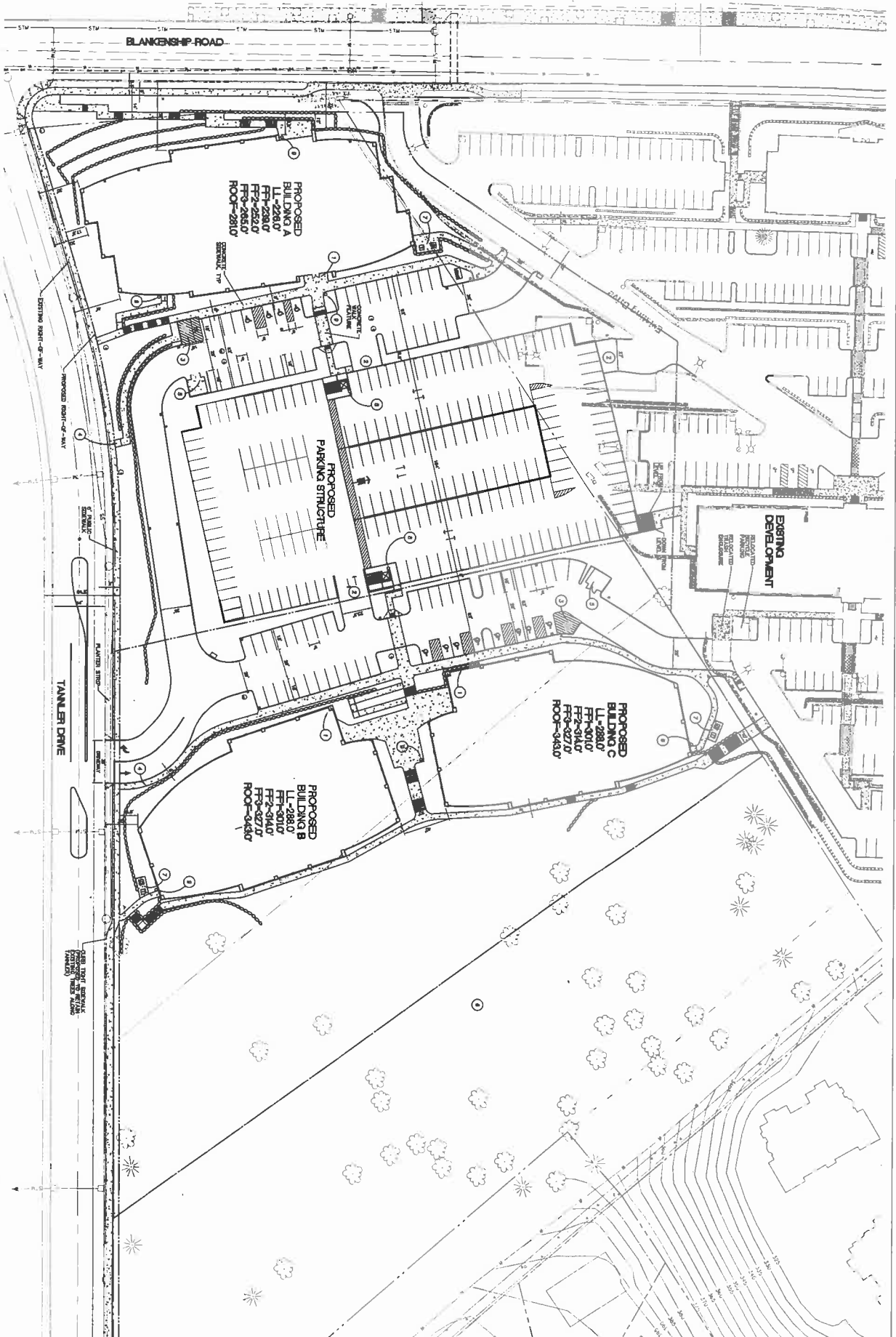
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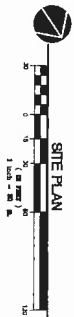
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**LEGEND**

- RESIDENTIAL WALKWAY/PAVILIA
- LOADING AREA
- LANDSCAPE IMPROVEMENT AREA
- RETAINMENT WALL
- FIRE HYDRANT
- CATCH BASIN
- MANHOLE
- PROPERTY/RIGHT-OF-WAY LINE



**SITE PLAN**

**KEYNOTES**

1. 11 DETAIL PARKING SPACES UNDER DYNAMIC CANOPY
2. PARKING STRUCTURE ACCESS
3. LOADING SPACE
4. VAN ACCESS TO PUBLIC PARK
5. DRIVE SPACE
6. DRIVE SPACE
7. OPERATING/TRANSPORTATION LOCATION
8. 1. TRUCK RECEPTION ONE LOCATION NEAR BLANKENSHIP ON EAST SIDE
9. TRUCK RECEPTION

DESIGN REVIEW SUBMITTAL 8/22/06

JOB NO. 206001810

C21

DATE: 8/22/06  
 DRAWN BY: JSM  
 CHECKED BY: JSM  
 DESIGNED BY: JSM  
 SHEET

SHEET TITLE  
**SITE PLAN**

DATE: 8/22/06  
 DRAWN BY: JSM  
 CHECKED BY: JSM  
 DESIGNED BY: JSM  
 SHEET

PROJECT: WILLAMETTE 206 CORPORATE CENTER  
 LOCATION: 206 WILLAMETTE STREET, SEASIDE, OR 97138  
 CLIENT: WILLAMETTE 206 CORPORATE CENTER  
 ARCHITECT: MACKENZIE GROUP

DATE: 8/22/06  
 DRAWN BY: JSM  
 CHECKED BY: JSM  
 DESIGNED BY: JSM  
 SHEET

DATE: 8/22/06  
 DRAWN BY: JSM  
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 CIVIL Engineering  
 Structural Engineering  
 Transportation Planning  
 Landscape Architecture  
 Architecture  
 Interior Design  
 Land Use Planning

City of West Linn  
**PRE-APPLICATION CONFERENCE MEETING**  
**Notes**  
**DRAFT**  
**May 6, 2010**

**SUBJECT:** Extension of previous approval for 3 office buildings with parking structure and surface parking at the northwest corner of Blankenship Road and Tannler Drive

**ATTENDEES:** Applicants: Rhys Konrad  
Staff: Tom Soppe (Planning Department), Khoi Le (Engineering Department)

---

*The following is a summary of the meeting discussion provided to you from staff meeting notes. Additional information may be provided to address any "follow-up" items identified during the meeting. **These comments are PRELIMINARY in nature.** Please contact the Planning Department with any questions regarding approval criteria, submittal requirements, or any other planning-related items. Please note disclaimer statement below.*

**Project Details**

The applicant has applied for a pre-application conference for a two-year extension for a Class II Design Review for a project consisting of three office buildings and a parking structure at the northwest corner of Tannler Drive and Blankenship Road in the Willamette neighborhood of West Linn. The design review file DR-06-24 was originally applied for on June 30, 2006. After its approval by the Planning Commission the file was appealed to the City Council as file AP-07-01. This was approved by the City Council on February 15, 2007. After the decision was signed on March 1, 2007 it was sent the next day, and became effective on March 23<sup>rd</sup> 2007. Therefore the application's expiration date was March 23<sup>rd</sup> 2010, but the applicant can still apply for an Extension application under the new extension section of the Community Development Code (CDC), Section 99.325.

Community Development Code (CDC) 99.325(D)(1) states "Only those applications approved between July 1, 2006 and December 31, 2009 shall be eligible for an extension." The previous application therefore qualifies the applicant to be able to apply for an extension since its effective approval date is March 23, 2007. CDC 99.325(D)(2) allows applicants with applications that expire before June 30, 2010 to apply for extensions by June 30, 2010 even if the application has already passed its 3-year expiration by this date. Therefore, despite the 3-year expiration date having occurred in March, the applicant can still apply for the Extension, but must do so by June 30. The two-year extension itself, if approved, would be measured from the original expiration



date. Therefore if the Extension application is approved, the expiration date would be March 23<sup>rd</sup>, 2012.

Proposed by the applicant and eventually approved by City Council on the 11.3 acre property were 289,000 square feet of floor space in the three buildings, along with 756 parking spaces in the four story parking garage and 79 additional surface parking spaces.

For responses to Chapter 55 criteria, the applicant needs to respond to those that have changed due to code amendments since the submittal date of the original Class II Design Review application. Per staff analysis, only Section 55.100(O) Refuse and Recycling Standards has been added to 55.100 since the submittal of the original application, and other sections of 55.100 have not changed. If the new standards of 55.100(O) necessitate changes in the site plan or other aspects of the proposal, in order for the proposal to meet current code, this should be explained in the narrative and plans should be altered accordingly for the submittal of the Extension application. If such changes alter the nature of the application in other ways that would require a change in the narrative response to other 55.100 sections as well, the applicant shall respond to these section in the new narrative as well.

Section 55.125 has been modified since the previous application. The applicant should compare the current requirements of this section and determine whether the traffic study or the proposal or conditions related to transportation should be modified for the extension application accordingly. In the requirements for the site analysis, 55.110(B)(14) has been added and requires identifying Goal 5 resources on site.

Appendix I of the 2008 Transportation System Plan discusses the Tannler/Blankenship intersection and the possible reconfigurations and improvements to this intersection, including a scenario where Tannler Drive would be re-routed through parts of this site. The Extension application will need to be reviewed in the context of the new Transportation System Plan.

### **Engineering Comments**

#### **TRAFFIC ANALYSIS**

Provide updated traffic analysis and recommendations based on the new TSP and ITE as well as other relating publishing manuals such MUTCD, Highway Capacity Manuals, etc.

#### **WATER**

The project is located between two different water pressure zones: Bland Pressure Zone and Willamette Pressure Zone. The City Water Master Plan indicates both pressure zones are deficient under emergency conditions.

The developer shall require paying Murray & Smith Associates for the analysis, making sure the increased demand will not worsen the current water system.

## **Process**

The Extension permit is required.

A neighborhood meeting following the provisions of 99.038 is required for an Extension permit for a commercial development of over 1,500 square feet, per 99.325(E)(2) and 99.038. Contact Beth Kieres, president of the Willamette Neighborhood Association at (503) 722-1531 or [willametteneighborhood@gmail.com](mailto:willametteneighborhood@gmail.com), and Dave Rittenhouse, president of the Savanna Oaks Neighborhood Association at 503-635-0800 or [daver@europa.com](mailto:daver@europa.com). The property is in Willamette, but Savanna Oaks is immediately across Tannler Drive. The applicant is required to provide the neighborhood association with conceptual plans and other material at least 10 days prior to the meeting. The Extension application cannot be accepted unless the neighborhood meeting provisions are fulfilled by the time the application is submitted.

In a narrative the applicant shall respond to Section 55.100(O) which has been implemented since the original application. The applicant should also respond to any other 55.100 sections that would require a change in response due to any site changes necessitated by responses to 55.100(O), or due to responses to any other changes in Chapter 55 since the submittal of the original application. The site analysis should be modified per the aforementioned change in 55.110, and the applicant shall be sure to submit a modified traffic study and modified transportation-related proposals if the changes in 55.125 necessitate this.

The CDC is online at <http://westlinnoregon.gov/planning/community-development-code-cdc>.

Follow the submittal requirements for Chapter 55. 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. The waiver may or may not be granted by the Planning Director.

N/A is not an acceptable response to the approval criteria. Prepare the application and submit to the Planning Department with deposit fees and signed application form.

The deposit for an Extension is half the deposit of the original application. The original application for the Design Review (excluding the variance and lot line adjustment that were not approved in the final decision) had a deposit of \$20,000 so the deposit for the Extension application will be \$10,000. Any cost overruns to the Extension deposit will result in additional billings.

Once the submittal is deemed complete, the staff will schedule a hearing with the Planning Commission and will send out public notice of the hearing at least 20 days before it occurs. The Planning Commission's decision may be appealed to City Council by the applicant or anyone with standing.

Pre-application notes are void after 18 months. After 18 months with no application approved or in process, a new pre-application conference is required.

*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.

Pre-app2010/Preapp 2010—05-06/pa-10-13 Tannler West Extension

Hi Zach,

I received word from Brian Ginter with MSA yesterday, that the water service information has been provided to the City yesterday. I was hoping that we could get a copy of this for review. Can you provide?

Rhys

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---

**From:** [Pelz, Zach](#)  
**To:** ["Rhys Konrad";](#)  
**cc:** [jeff@parkerdev.com](mailto:jeff@parkerdev.com); [Sonnen, John](#);  
[Robinson, Michael C. \(Perkins Coie\)](#);  
**Subject:** RE: MISC-10-14 Willamette Corporate Park Phase II - lot line adjustment  
**Date:** Wednesday, July 28, 2010 4:13:00 PM

---

Rhys,

I'm reviewing this as we speak. I'll have a response to you as soon as it is available.

Thank you,

Zach

---

**From:** Rhys Konrad [mailto:[RKonrad@grpmack.com](mailto:RKonrad@grpmack.com)]  
**Sent:** Wednesday, July 28, 2010 10:50 AM  
**To:** Pelz, Zach  
**Cc:** [jeff@parkerdev.com](mailto:jeff@parkerdev.com); [Sonnen, John](#); [Robinson, Michael C. \(Perkins Coie\)](#)  
**Subject:** RE: MISC-10-14 Willamette Corporate Park Phase II - lot line adjustment

Zach,

I reviewed both findings from the City Council hearing as well as the Planning Commission hearing, where it appears that the lot line adjustment application was deemed 'minor'. However, I do not have record of a separate approval from the Director, which would have separated this process from the rest of the DR approval.

Assuming that a separate approval was made, can you please confirm when it would have expired (I couldn't locate it in the Code). The adjustment was never surveyed and recorded at the County, as it was our understanding that it was part of the Design Review approval and therefore under the same time limits for approval (ie. 3 years).

Should information be provided that verifies your conclusion that the lot line adjustment has expired, would it be possible to condition our approval on obtaining this approval to minimize the effort necessary from my client? Please call with questions/comments.

Rhys

---

**From:** Pelz, Zach [mailto:[zpelz@westlinnoregon.gov](mailto:zpelz@westlinnoregon.gov)]  
**Sent:** Wednesday, July 28, 2010 9:41 AM

**To:** Rhys Konrad

**Cc:** jeff@parkerdev.com; Sonnen, John

**Subject:** MISC-10-14 Willamette Corporate Park Phase II - lot line adjustment

Rhys,

In reviewing your application for an extension of AP 07-01, I noticed that the lot line adjustment was processed as a separate action (LLA 06-05; approved by Planning Director's decision on February 6, 2007). Also, the approved minutes from the West Linn City Council Special Meeting on February 15, 2007, confirm that, *"the lot line adjustment was a separate action and is not a part of this package. It will be finalized at the applicant's discretion. If the application is not approved, it will not need to be finalized. The applicant could abolish the existing lot lines, and it wouldn't have any City review at all. This is not a significant issue."* (West Linn City Council Meeting Minutes – Approved; February 15, 2008, pg. 23/29)

The Clackamas County Assessor has confirmed that they have no record of a lot line adjustment as approved in LLA 06-05. You may have been under the impression that an extension of this lot line adjustment was included in the current extension application, however, based on the evidence above (separate action in LLA 06-05 and confirmation of a discrete action in City Council minutes) it appears that you would have had to apply for an extension of this LLA as well. The window for requesting an extension of this LLA has closed and you are required to submit a new lot line adjustment application. Because this lot line adjustment is integral to the proposed design review application, we will process these two applications in tandem. Please submit a new lot line adjustment application at your earliest convenience. Please contact me if you feel I have reached this conclusion in error or if you have questions regarding this request.

Thank you,

Zach

---





Zach Pelz, AICP  
[zpelz@westlinnoregon.gov](mailto:zpelz@westlinnoregon.gov)  
*Special Projects Planner*  
22500 Salamo Rd.  
West Linn, OR, 97068  
P: (503) 723-2542  
F: (503) 656-4106  
Web: [westlinnoregon.gov](http://westlinnoregon.gov)

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**From:** [Alward, Peter](#)  
**To:** [Pelz, Zach;](#)  
**Subject:** Plate 2  
**Date:** Tuesday, July 27, 2010 1:56:08 PM  
**Attachments:** [IMS-29 Plate2 NE Canby LSInventory.pdf](#)

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Here it is. Please let me know if you need others.

Peter

Peter Alward, GIS Specialist  
*Public Works - GIS, #1529*

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**From:** [Pelz, Zach](#)  
**To:** ["Rhys Konrad";](#)  
**cc:** [Jeff Parker \(jeff@parkerdev.com\);](mailto:jeff@parkerdev.com)  
**Subject:** FW: MISC-10-14 Extension-Willamette 205 Corporate Park Phase II  
**Date:** Friday, July 23, 2010 9:12:00 AM

---

I need to correct item #3 from previous email; it should read:

3. provide fire flow work sheet for all buildings and show hydrant placement.

Thanks again,

Zach

---

**From:** Pelz, Zach  
**Sent:** Friday, July 23, 2010 8:53 AM  
**To:** 'Rhys Konrad'  
**Cc:** Jeff Parker (jeff@parkerdev.com)  
**Subject:** MISC-10-14 Extension-Willamette 205 Corporate Park Phase II

Good morning Rhys,

I wanted to pass along some information I received this morning regarding Blackhawk's request for extension of the Willamette 205 Corporate Park approval. Tualatin Valley Fire and Rescue (local fire protection agency) has provided the following comments:

1. It appears that [fire] access to the rear of the buildings is inadequate and access is not viewable;
2. please include plan sheet detail with turning radii for fire apparatus;
3. provide fire flow work sheet for largest building and show hydrant placement.

Please keep in mind that these items are not necessary to deem your application submittal complete. They are however, part of the approval criteria found in CDC Section 55.100.B.5 and therefore must be addressed where relevant.

*55.100.B.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.*

Please let me know if you have questions regarding this new information or if I

have overlooked responses to these items in earlier submittal documents. I will continue to keep you updated with new findings and questions as they arise.

Thanks, and have a great weekend,

Zach



July 15, 2010

Jeff Parker  
Blackhawk, LLC  
1750 Blankenship Rd.  
West Linn, OR 97068

SUBJECT: Applicability of "Building Height" as currently defined in West Linn Community Development Code

Mr. Parker:

In a letter addressed to you, dated July 7, 2010, regarding the necessary documents to make your application complete, staff included a statement explaining, "the definition used to determine building height in the applicant's proposal is incorrect." Staff made this statement based upon language in CDC Section 99.325, which requires applications for extensions to be in conformance with new approval criteria enacted since the initial approval. Because the definition of building height was modified through Ordinance 1538 (after the applicant's project was initially approved), staff believed this definition was applicable to the extension request.

It has since been determined, upon closer review by staff and Legal Counsel that revisions made to the current definition of building height, through Ordinance 1538, do not affect your project. The original approval regarding building height stands.

Please excuse the confusion created as a result of this misunderstanding. Feel free to contact me anytime with questions.

Sincerely,

Zach Pelz, AICP  
Special Projects Planner  
City of West Linn  
22500 Salamo Rd.  
West Linn, OR 97068  
503-723-2542  
[zpelz@westlinnoregon.gov](mailto:zpelz@westlinnoregon.gov)

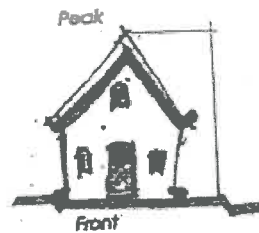
cc: Jeff Parker, Blackhawk, LLC  
Mike Robinson, Perkins Coie  
Rhys Konrad, Group Mackenzie  
John Sonnen, City of West Linn

(Willamette Corporate Park Phase II):

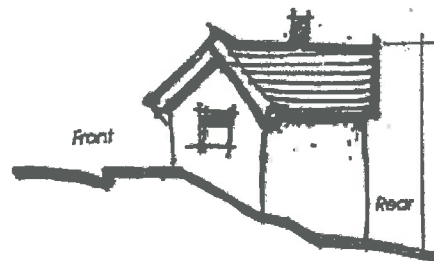
1. Does our current CDC definition of Building Height (below), as adopted by Ord. 1538, apply to this application? If not, what definition should be applied?

**WLCDC Chapter 2.030; Building height.** The vertical distance above a reference datum measured to the highest point a flat roof or to the deck line of a mansard roof or to the highest gable, ridgeline or peak of a pitched or hipped roof. Cupolas, towers, etc. are not used as the high point per CDC Chapter 40. The reference datum shall be selected by either of the following, whichever yields a greater height of building.

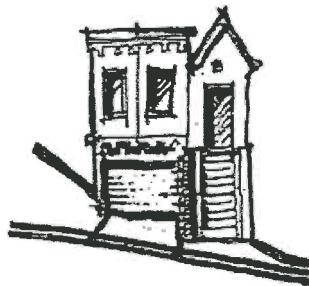
1. For relatively flat sites where there is less than a 10 foot difference in grade between the front and rear of the house, the height of the house shall be measured from grade five feet out from the exterior wall at the front of the house; or,
2. For steeper lots where there is more than a ten-foot difference in grade between the front and rear of the house, the height of the house is measured from grade at a point five feet out from the exterior wall on the lowest side (front or rear) of the house. One then measures vertically to the peak or ridgeline of the roof to determine the height.
3. Homes on cross slopes or side slopes are measured at either the front or rear of the house using methods described in (1) and (2) above only.
4. Even if the cross slope creates a tall elevation on the side; the method of determining height is not modified.
5. Also see CDC Section [41.020](#), HEIGHT EXCEPTIONS. .



Height of home on relatively flat lot is measured from grade at front of house to peak of roof.



Height of home on steep lots where there is more than a ten foot difference in elevation between the front and rear of the house, is measured from grade at a point five feet out from the front or rear exterior wall on the lowest side of the house to the peak of the house.



Height of home with a cross slope are still measured at either the front or rear by methods described in (1) or (2) above.

During our conversation yesterday, we discussed the various merits of applying this definition to all structures and not simply single-family residences. Some of the specific points we discussed include:

- Ord. 1589 (2-yr extensions) requires applications to be in conformance with all CDC regulations that have been passed since the land use application was initially approved;
- Ord. 1538 included modifications to the City's sole definition of building height; prior to which had

been the definition used to calculate building height for all structures;

- height limitations exist in all of the City's zoning districts;
  - City has applied this definition of Building Height to all relevant land use approvals from July 12, 2010 to present;
  - Ord. 1538 is heavily focused on design standards for single-family residences;
  - this definition actually refers to "house" rather than "structure" or "building" when identifying various points of measurement.
2. Along the same lines as question 1, how should City Planning treat modifications to other CDC Chapters included in Ord. 1538 that do not explicitly limit their application to single-family residences? Revisions to WLCDC Chapter 41 were also part of Ord. 1538; Chapter 41 talks about exceptions to building height for structures on steep lots.

Please let me know if you would like me to send additional documents to facilitate your review of these questions, or if you have other questions or comments related to this matter.

I sincerely appreciate your time in this matter,

Zach

---

**West Linn** CITY OF  
Zach Pelz, AICP  
[zpelz@westlinnoregon.gov](mailto:zpelz@westlinnoregon.gov)  
Special Projects Planner  
22500 Salamo Rd.  
West Linn, OR, 97068  
P: (503) 723-2542  
F: (503) 656-4106  
Web: [westlinnoregon.gov](http://westlinnoregon.gov)

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**From:** [Zak, Teresa](#)  
**To:** [Pelz, Zach;](#)  
**Subject:** RE: MISC-10-14 incompleteness determination  
**Date:** Monday, July 12, 2010 7:22:10 AM

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Thanks much.

Teresa Zak, Administrative Assistant  
*Planning and Building, #1533*

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**From:** Pelz, Zach  
**Sent:** Wednesday, July 07, 2010 2:28 PM  
**To:** Zak, Teresa  
**Subject:** MISC-10-14 incompleteness determination

Teresa,

I sent notice of incompleteness to Blackhawk, LLC and Rhys Konrad (applicant's consultant) on July 7, 2010. The 30-day period expires June 10 according to our active quasi-judicial projects log. We have satisfied this obligation per ORS 227.178.

Thanks,

Zach

Zach Pelz, Special Projects Planner  
*Planning and Building, #1542*

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**From:** [Pelz, Zach](#)  
**To:** ["Rhys Konrad";](#)  
**cc:** [Sonnen, John;](#)  
**Subject:** RE: Tannler West Extension MISC-10-14  
**Date:** Friday, July 09, 2010 8:17:00 AM  
**Attachments:** [incompleteness determination 07072010.pdf](#)

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Rhys,

Attached is a copy of the incompleteness letter that went out with Wednesday's mail. Let me know of any questions.

Thanks, and have a great weekend,

Zach

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**From:** Rhys Konrad [mailto:RKonrad@grpmack.com]  
**Sent:** Tuesday, July 06, 2010 5:10 PM  
**To:** Pelz, Zach  
**Subject:** [BULK] RE: Tannler West Extension MISC-10-14  
**Importance:** Low

Thanks for the response, Zach. Sounds like this determination is in line with our thinking, especially after review of the ordinance. If you wouldn't mind emailing a pdf of the incompleteness determination to save a couple days I would appreciate it.

Rhys

---

**From:** Pelz, Zach [mailto:zpelz@westlinnoregon.gov]  
**Sent:** Tuesday, July 06, 2010 5:11 PM  
**To:** Rhys Konrad  
**Subject:** RE: Tannler West Extension MISC-10-14

Rhys,

Thank you for the email. We have recently discussed the applicability of our Building Height definition. I waited to contact you until I had discussed this with our Planning Director at our staff meeting this morning. It appears that our current definition of Building Height is applicable only to single-family residences through passage of Ord. 1538. In the absence of a CDC definition for calculating non-SFR building height, we fall back onto the local building code definition, which

establishes a reference plane relative to the average finished grade from which to measure building height.

I am planning to have a formal incompleteness determination in the mail to you within the next few days, which will provide greater detail about the remaining submittal items.

Thank you,

Zach



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**From:** Rhys Konrad [mailto:RKonrad@grpmack.com]  
**Sent:** Tuesday, July 06, 2010 4:58 PM  
**To:** Pelz, Zach  
**Subject:** [BULK] RE: Tannler West Extension MISC-10-14  
**Importance:** Low

Hi Zach,

Wanted to check in with you to see if there were any new information or interpretations from the City attorney on the height issue. Let me know when you have a chance.

Thanks,

Rhys

---

**From:** Pelz, Zach [mailto:zpelz@westlinnoregon.gov]



**Sent:** Monday, June 28, 2010 2:24 PM  
**To:** Rhys Konrad  
**Subject:** RE: Tannler West Extension MISC-10-14

Rhys,

Attached is the summary discussion from our June 24, 2010 meeting regarding Planning file MISC-10-14. Please review and send comments or additions you deem necessary. We have confirmed our original understanding of the eligibility requirements with the City's legal counsel in that your project is eligible because a good faith effort was made to submit the required materials prior to June 30, 2010. The City's deadline for issuance of a formal completeness determination remains July 11, 2010 and the applicant will then have 180 days from the issuance of that determination to make the application complete.

A copy of Ord. 1538 is attached per your request. Upon reviewing this ordinance I now have more questions for our legal counsel; particularly, the focus on single-family residential design guidelines incorporated throughout these legislative amendments. I will keep you posted on the City's determination.

Finally, I have confirmed with the Planning Director that in addition to changes in CDC requirements since the original submittal, the application is also subject to errors, misrepresentations, omissions and other items mentioned in 99.325.1,2 and 3.

Please let me know of any additional questions or comments you may have regarding this application.

Thank you,



Zach Pelz, AICP  
[zpelz@westlinnoregon.gov](mailto:zpelz@westlinnoregon.gov)  
*Special Projects Planner*  
22500 Salamo Rd.  
West Linn, OR, 97068  
P: (503) 723-2542  
F: (503) 656-4106  
Web: [westlinnoregon.gov](http://westlinnoregon.gov)

public.

---

**From:** Rhys Konrad [mailto:RKonrad@grpmack.com]  
**Sent:** Thursday, June 24, 2010 4:38 PM  
**To:** Pelz, Zach  
**Cc:** Robinson, Michael C. (Perkins Coie); pprice@peerlessgolfinc.com; Brent Ahrend  
**Subject:** Tannler West Extension

Zach, thank you again for meeting with us today. Just to be completely clear I wanted to confirm the timing question to ensure we are eligible for an extension regardless of the completeness determination that is currently in process. As discussed in the meeting today, I am under the assumption that we have satisfied the June 30, 2010 deadline for an extension request by our initial submittal on June 11, 2010. Even if there the application is determined to be incomplete by the July 11 deadline, we continue to have the ability to apply for the extension. Please confirm or revise my understanding on this item.

Thank you,

Rhys Konrad

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July 7, 2010

# CITY OF West Linn

Blackhawk, LLC  
1750 Blankenship Rd.  
West Linn, OR 97068

SUBJECT: 30-day Completeness Review for MISC-10-14

Blackhawk, LLC:

Thank you for your submittal for a 2-yr extension of the previously approved Class II Design Review of the Willamette 205 Corporate Park Phase II (DR 06-24, AP 07-01). Extension applications are reviewed for consistency with the current version of the West Linn Community Development Code and as such, require submittal of all original approval documents including plans and responses to code sections that have changed since submittal of the original application. The following amendments to the Community Development Code (CDC) have occurred since the original application submittal on June 30, 2006: Ords. 1538; 1539; 1544; 1545/1547; 1549; 1550; 1565; 1568; 1572/1576; 1584; 1590.

**West Linn Community Development Code Section 99.325.A:** *The [approval authority] may grant an extension from the effective date of approval of two (2) years pertaining to applications listed in Section 99.060.A. upon finding that: 1. the applicant has demonstrated, and staff and the Planning Commission concur, that the application is in conformance with applicable CDC provisions and relevant approval criteria enacted since the application was initially approved; and, 2. there are no demonstrated material misrepresentations, errors, omissions, or changes in facts that directly impact the project, including, but not limited to, existing conditions, traffic, street alignment and drainage; or, 3. the applicant has modified the approved plans to conform with current approval criteria and remedied any inconsistency with Subsection 2, in conformance with any applicable limits on modifications to approvals established by the CDC.*

Staff has reviewed the submittal and finds the application **incomplete** per the submittal requirements of the City of West Linn. You have 180 days from the date of application (June 11, 2010), or until December 8, 2010, to make this application complete. The following information is needed to make your application complete:

### **Chapter 46: Off-street Parking, Loading and Reservoir Areas**

- **46.050.A:** *Owners of two or more uses, structures, or parcels of land may agree to utilize jointly the same parking and loading spaces when the hours of operation of the proposed uses do not overlap, and a finding can be made that parking can be accommodated for all uses provided that satisfactory legal evidence is presented to the City in the form of deeds, leases, and/or contracts to establish the joint use. The applicant shall agree to pay all reasonable legal costs incurred by the City for review. (Ord. 1547)*

Please provide a response to this criterion in a revised narrative.

- **46.070.B.1,3,5:** *Off street parking spaces for uses not listed in "A" above shall be located not farther than 200 feet from an entryway to the building or use they are required to serve, measured in a straight line from the building with the following exceptions:*
  1. *Shared parking areas for commercial uses which require more than 40 parking spaces may provide for the spaces in excess of the required 40 spaces up to a distance of 300 feet from the entryway to the commercial building or use. (Ord. 1547)*
  3. *Employee parking areas for car pools and van pools shall be located closer to the entryway to the building than general employee parking. (ORD. 1547)*
  5. *All disabled parking shall be placed closest to building entrances than all other parking. Appropriate ADA curb cuts and ramps to go from the parking lot to the ADA accessible entrance shall be provided unless exempted by ADA code. (Ord. 1547)*

Please include responses to these criteria in a revised narrative.

**Chapter 52: Signs**

- **52.104.A.2:** *An application for a sign permit shall be made on a form prescribed by the Planning Director and shall be filed with the Planning and Development Department. The application shall include three copies of a sketch drawn to scale indicating the following:*
  - c. *A drawing approximately to scale showing design of the sign including dimensions, height, sign area, materials, method of attachment, source of illumination, and showing the relationship to any building or structure to which it is or is proposed to be installed or affixed or to which it relates. For purposes of this section, "design" does not include text or copy, but an applicant may provide information concerning color, size and style of lettering. (ORD 1539)*

Please include a response to this criterion in a revised narrative.

**Chapter 55: Design Review**

- **55.070.E:** *Applicant shall submit samples of all exterior building materials and colors in the case of new buildings and building remodeling.*

After searching the City's permanent file, staff is unable to locate a materials board; which may have been submitted with the original application. Please provide samples of all exterior building materials and colors.

- **55.100.I:** *An application may only be approved only if adequate public facilities will be available to provide service to the property prior to occupancy. (ORD.1544)*  
**55.100.I.1...***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 [sic] 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 Manager or Manager's designee who shall assume that the proposed development provides improvements in rough proportion to identified impacts of the development. (ORD. 1544).*

Please include responses to these criteria in a revised narrative.

## **Chapter 96: Street Improvement Construction**

- **96.010.A.1:** *Building permits shall not be issued for the construction of any new building or structure, or for the remodeling of any existing building or structure, which results in an increase in size or includes a change in use including building permits for single-family dwellings, but excepting building permits for alteration or addition to an existing single-family dwelling, unless the applicant for said building permit agrees to construct street improvements as required by the land use decision authorizing the construction activity. The placement of new curbs and the drainage facilities required shall be determined by the City Manager or the Manager's designee. (ORD. 1544)*
- **96.010.A.2:** *If the building permit did not require a prior land use decision, the applicant shall construct street improvements which shall include curbs, sidewalks, drainage facilities, and pavement widening to meet new curbs, along all city streets which abut the property described in the building permits. (ORD. 1544)*
- **96.010.A.3:** *An applicant for a building permit may apply for a waiver of street improvements and the option to make a payment in lieu of construction. The option is available if the City Manager or the Manager's designee determines the Transportation System Plan does not include the street improvement for which the waiver is requested. (ORD. 1547)*
- **96.010.A.4:** *When an applicant applies for and is granted a waiver of street improvements under CDC 96.010 (A)(3), the applicant shall pay an in-lieu fee for improvements to be applied to the nearest street identified by the Manager or the Manager's designee, as necessary and appropriate. The amount of the in-lieu fee shall be roughly proportional to the impact of the development on the street system. (ORD. 1544)*
- **96.010.A.5:** *The City's determination of the appropriate in-lieu fee shall constitute an interpretation of the code, as authorized by CDC 99.060(A)(3), and may be appealed subject to the provisions of CDC Chapter 99. (ORD. 1442) (ORD. 1544)*

Please include responses to the above-listed criteria.

## **Chapter 99: Procedures for Quasi-judicial Decision Making**

- **99.038.5.d:** *An application shall not be accepted as complete unless and until the applicant demonstrates compliance with this section by including with the application: d. A copy of the minutes of the meetings, produced by the neighborhood association, which shall include a record of any verbal comments received, and copies of any written comments from property owners, residents, and neighborhood association members. If there are no minutes, the applicant may provide a summary of the meeting comments. The applicant shall also send a copy of the summary to the Chair of the neighborhood association. The chair shall be allowed to supplement the summary with any additional comments regarding the content of the meeting, as long as such comments are filed before the record is closed.*

Please respond to the above criterion and include documentation or other reference materials that support satisfactory completion of this criterion.

## CITY ENGINEERING

### Traffic Analysis

- The applicant's original traffic analysis does not account for impacts resulting from the proposed median island on Tannler Drive. A traffic impact analysis including recommendations for mitigation is required to examine the impact of the proposed refuge island on Tannler Drive. As proposed, this island will limit turns onto Tannler Drive from the Tannler East property to right-only (northbound only).
- All traffic analyses and reports shall be reviewed and approved, at the applicant's expense, by DKS Associates.

### Street Improvements

- The planned right-of-way width for Tannler Drive is 72-feet. Please increase the amount of property dedication adjacent Tannler Drive from 5-feet to 6-feet.
- The current plans show 15-feet of pavement width; please provide 17-feet of pavement width to conform to City standards.
- This portion of Tannler Drive is within the OBC zone, which requires 8-foot wide sidewalks per local commercial access standards. Please revise plans to show 8- rather than 6-foot sidewalks along Tannler Drive.

### Water

This project is situated between two water pressure zones: the Bland Pressure Zone; and, the Willamette Pressure Zone. The City's current Water Master Plan indicates that both pressure zones have deficient capacity under emergency conditions. The applicant shall be responsible for paying Murray Smith and Associates to analyze the impact on the City's water system from this proposed development and confirm that this proposal will not diminish the performance of the City's water system.

***The items listed below are not required to make this application complete. This discussion is included to raise awareness of circumstances which may have changed since the original application and which may prohibit staff from recommending approval of this application.***

### **Section 2.030: Specific words and terms**

- **Building height.** *The vertical distance above a reference datum measured to the highest point a flat roof or to the deck line of a mansard roof or to the highest gable, ridgeline or peak of a pitched or hipped roof. Cupolas, towers, etc. are not used as the high point per CDC Chapter 40. The reference datum shall be selected by either of the following, whichever yields a greater height of building...2. For steeper lots where there is more than a ten-foot difference in grade between the front and rear of the house, the height of the house is measured from grade at a point five feet out from the exterior wall on the lowest side (front or rear) of the house. One then measures vertically to the peak or ridgeline of the roof to determine the height.*

The definition used to determine building height in the applicant's proposal is incorrect. This definition was modified by Ordinance 1538 on June 12, 2006; approximately two weeks prior to the original application submittal. Coincidentally, Ord. 1538 limits the applicability of the existing definition of "Building Height" to single-family residences only.

In the absence of a CDC definition for non-single-family building height, the City relies upon the definition adopted by the local building code (West Linn Municipal Code 8.055):

**Building Height:** *The vertical distance from grade plane to the average height of the highest roof surface.*

**Grade Plane:** *A reference plane representing the average of finished ground level adjoining the building at exterior walls. Where the finished ground level slopes away from the exterior walls, the reference plane shall be established by the lowest points within the area between the building and the lot line or, where the lot line is more than 6 feet from the building, between the building and a point 6 feet from the building (2010 Oregon Structural Specialty Code, Section 502).*

### **Chapter 21: Office Business Center**

- **21.070.A.7:** *The maximum building height shall be two and one-half stories or 35 feet for any structure located within 50 feet of a low or medium density residential zone and three and one-half stories or 45 feet for any structure located 50 feet or more from a low or medium density residential area. (ORD. 1425)*

It appears that upon application of the current method for calculating building height, all three proposed buildings are above the maximum height allowed in the OBC zone. If building height will be modified from the original submittal documents, please resubmit plans and elevation drawings illustrating these modifications.

Please be aware that WLCDC Section 99.120 requires the submittal of a new application where proposed revisions either change the project by a factor of 25 percent or more in a quantifiable manner or will change the land area upon which the project is proposed.

### **Chapter 55: Design Review**

- **55.125 Transportation Analysis:** *Certain development proposals required that a Traffic Impact Analysis (TIA) be provided which may result in modifications to the site plan or conditions of approval to address or minimize any adverse impacts created by the proposal. The purpose, applicability and standards of this analysis are found in CDC Section 85.170, B.2. (ORD 1584)*

WLCDC Section 99.325.A.2. states that [the approval authority] may grant an extension approval of two years upon finding that, there are no demonstrated material misrepresentations, errors, omissions, or changes in facts that directly impact the project, including, but not limited to, existing conditions, traffic, street alignment and drainage.

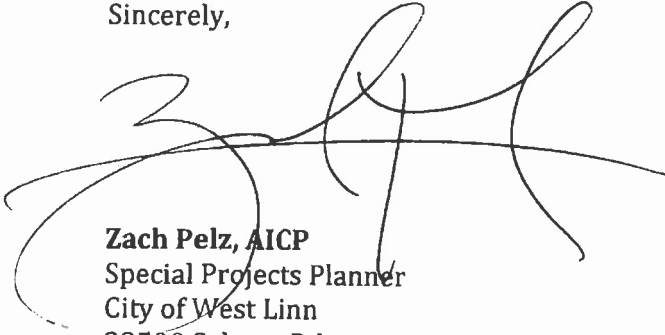
The applicant's original traffic impact analysis accounted for potential trips generated by the large commercially zoned property immediately east of Tannler Drive (Tannler East project). A recent lot line adjustment on the Tannler East property however, limits this property's access from/to Tanner Drive within a small window directly in-line with one of the applicant's proposed traffic mitigation measures on Tannler Drive.

Please provide an updated Traffic Impact Analysis that responds to the lot line adjustment of the Tannler East property.



Please feel free to contact me anytime with questions or comments regarding this matter.

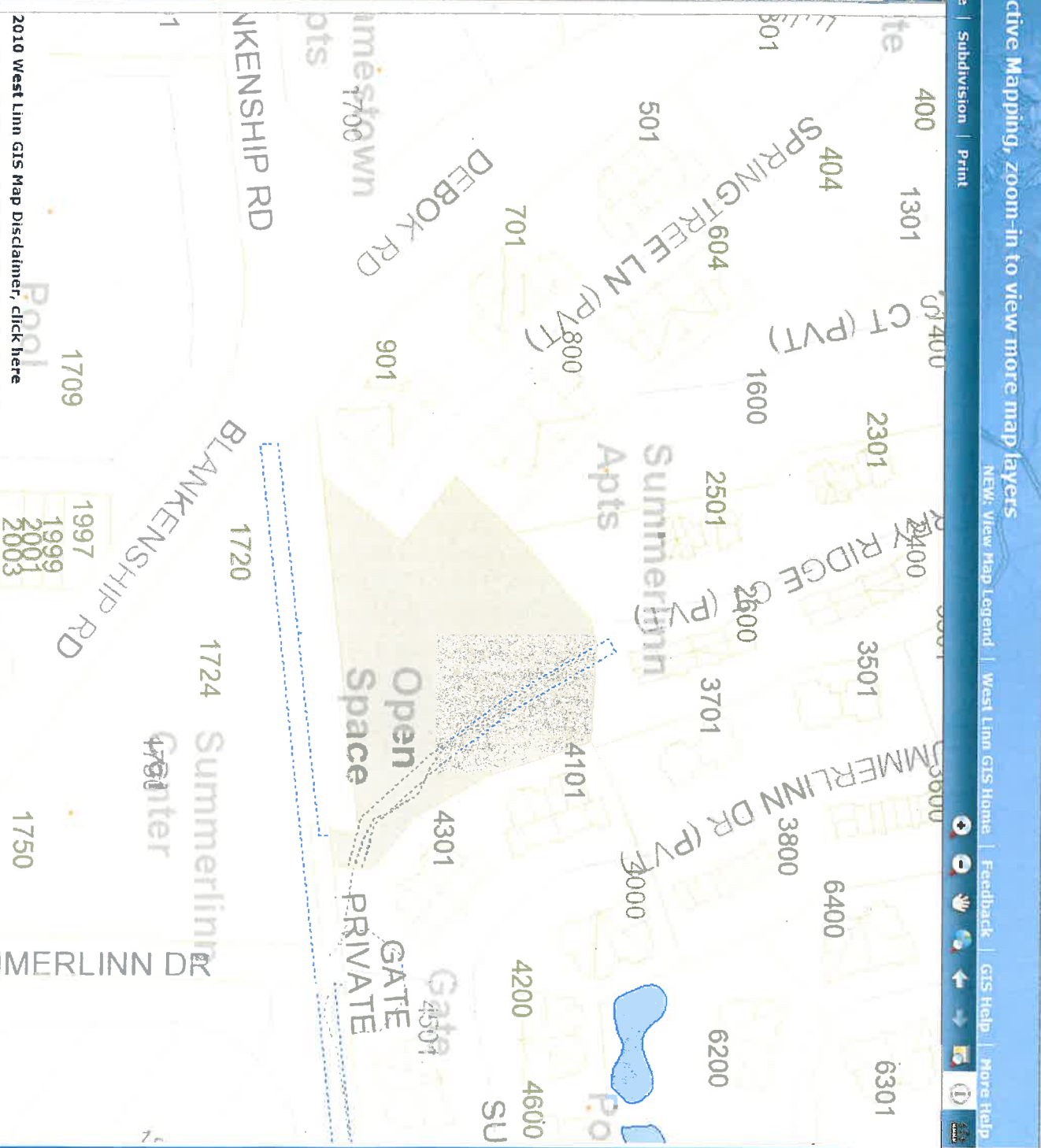
Sincerely,

A handwritten signature in black ink, appearing to read 'Zach Pelz', written over a horizontal line.

**Zach Pelz, AICP**  
Special Projects Planner  
City of West Linn  
22500 Salamo Rd.  
West Linn, OR 97068  
503-723-2542  
[zpelz@westlinnoregon.gov](mailto:zpelz@westlinnoregon.gov)

cc: Rhys Konrad, Group Mackenzie  
John Sonnen, City of West Linn

- West\_Linn\_Base\_Map\_JN1006V1
  - Key Locations in West Linn
  - City Utility: Water Distribut
  - City Utility: Sanitary Sewer
  - City Utility: Storm Water S
  - Known Abandoned Utilities
  - City Street Signs and Stre
  - Planning, Zoning, Flood Inf
  - Street Names
  - Streets
  - Edge of Pavement
  - Pavement
  - Boundaries
  - Subdivisions (Plats)
    - Subdivision Names
    - Subdivisions Outline
    - Plat Lot Numbers
    - Plat Lot Numbers, P
  - Address Numbers
  - Parcel Base
  - Residential Building Permit
  - Easements
  - Contours, Terrain
  - Rivers, Streams, Ponds
  - Neighborhood Associations
  - Air Photos (Ortho-Rectified)
    - 2009 June
    - 2009 June High Resolut
    - 2008 June
    - 2008 June High Resolut
    - 2007 August
    - 2005 February Leaf-Off
    - 2004 July



**From:** [Pelz, Zach](#)  
**To:** ["Rhys Konrad";](#)  
**Subject:** RE: Neighborhood meeting recordings  
**Date:** Wednesday, July 07, 2010 9:56:00 AM

---

No problem. Thank you for the follow-up.

Zach

---

**From:** Rhys Konrad [mailto:RKonrad@grpmack.com]  
**Sent:** Wednesday, July 07, 2010 9:52 AM  
**To:** Pelz, Zach  
**Subject:** RE: Neighborhood meeting recordings

Zach,

I looked into this and it appears we had some sort of technical malfunction at the end of the meeting and it did not capture the remainder of the meeting. I listened at the end of this recording where we are discussing the building design. There was little discussion following this (maybe another 5-10 minutes). Sorry for this.

Rhys

---

**From:** Pelz, Zach [mailto:zpelz@westlinnoregon.gov]  
**Sent:** Wednesday, July 07, 2010 9:11 AM  
**To:** Rhys Konrad  
**Subject:** Neighborhood meeting recordings

Rhys,

The recording from the Willamette NA meeting ends at 48 minutes, however, it appears that the discussion continues beyond that point. Was the recorder stopped? Or, would you happen to have the remaining discussion stored somewhere? If you do have the remaining discussion, I would appreciate a copy of it.

Thanks,

Zach

---

**From:** [Pelz, Zach](#)  
**To:** ["Rhys Konrad"](#);  
**Subject:** RE: Tannler West Extension MISC-10-14  
**Date:** Wednesday, July 07, 2010 8:07:00 AM

---

Rhys,

You're welcome. I'll send you a copy of the incompleteness letter as soon as it is finalized.

Thanks for your patience,

Zach

---

**From:** Rhys Konrad [mailto:RKonrad@grpmack.com]  
**Sent:** Tuesday, July 06, 2010 5:10 PM  
**To:** Pelz, Zach  
**Subject:** [BULK] RE: Tannler West Extension MISC-10-14  
**Importance:** Low

Thanks for the response, Zach. Sounds like this determination is in line with our thinking, especially after review of the ordinance. If you wouldn't mind emailing a pdf of the incompleteness determination to save a couple days I would appreciate it.

Rhys

---

**From:** Pelz, Zach [mailto:zpelz@westlinnoregon.gov]  
**Sent:** Tuesday, July 06, 2010 5:11 PM  
**To:** Rhys Konrad  
**Subject:** RE: Tannler West Extension MISC-10-14

Rhys,

Thank you for the email. We have recently discussed the applicability of our Building Height definition. I waited to contact you until I had discussed this with our Planning Director at our staff meeting this morning. It appears that our current definition of Building Height is applicable only to single-family residences through passage of Ord. 1538. In the absence of a CDC definition for calculating non-SFR building height, we fall back onto the local building code definition, which establishes a reference plane relative to the average finished grade from which to measure building height.

I am planning to have a formal incompleteness determination in the mail to you within the next few days, which will provide greater detail about the remaining submittal items.

Thank you,

Zach

 CITY OF  
**West  
Linn**

Zach Pelz, AICP  
[zpelz@westlinnoregon.gov](mailto:zpelz@westlinnoregon.gov)  
Special Projects Planner  
22500 Salamo Rd.  
West Linn, OR, 97068  
P: (503) 723-2542  
F: (503) 656-4106  
Web: [westlinnoregon.gov](http://westlinnoregon.gov)

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**From:** Rhys Konrad [mailto:RKonrad@grpmack.com]  
**Sent:** Tuesday, July 06, 2010 4:58 PM  
**To:** Pelz, Zach  
**Subject:** [BULK] RE: Tannler West Extension MISC-10-14  
**Importance:** Low

Hi Zach,

Wanted to check in with you to see if there were any new information or interpretations from the City attorney on the height issue. Let me know when you have a chance.

Thanks,

Rhys

---

**From:** Pelz, Zach [mailto:zpelz@westlinnoregon.gov]  
**Sent:** Monday, June 28, 2010 2:24 PM  
**To:** Rhys Konrad  
**Subject:** RE: Tannler West Extension MISC-10-14

Rhys,

Attached is the summary discussion from our June 24, 2010 meeting regarding Planning file MISC-10-14. Please review and send comments or additions you deem necessary. We have confirmed our original understanding of the eligibility requirements with the City's legal counsel in that your project is eligible because a good faith effort was made to submit the required materials prior to June 30, 2010. The City's deadline for issuance of a formal completeness determination remains July 11, 2010 and the applicant will then have 180 days from the issuance of that determination to make the application complete.

A copy of Ord. 1538 is attached per your request. Upon reviewing this ordinance I now have more questions for our legal counsel; particularly, the focus on single-family residential design guidelines incorporated throughout these legislative amendments. I will keep you posted on the City's determination.

Finally, I have confirmed with the Planning Director that in addition to changes in CDC requirements since the original submittal, the application is also subject to errors, misrepresentations, omissions and other items mentioned in 99.325.1,2 and 3.

Please let me know of any additional questions or comments you may have regarding this application.

Thank you,

The logo for the City of West Linn, featuring the words "CITY OF" in a small font above "West Linn" in a large, stylized font. The "W" in "West" is particularly large and overlaps the "L" in "Linn".  
Zach Pelz, AICP  
[zpelz@westlinnoregon.gov](mailto:zpelz@westlinnoregon.gov)  
*Special Projects Planner*  
22500 Salamo Rd.  
West Linn, OR, 97068  
P: (503) 723-2542  
F: (503) 656-4106  
Web: [westlinnoregon.gov](http://westlinnoregon.gov)

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**From:** Rhys Konrad [mailto:RKonrad@grpmack.com]

**Sent:** Thursday, June 24, 2010 4:38 PM

**To:** Pelz, Zach

**Cc:** Robinson, Michael C. (Perkins Coie); pprice@peerlessgolfinc.com; Brent Ahrend

**Subject:** Tannler West Extension

Zach, thank you again for meeting with us today. Just to be completely clear I wanted to confirm the timing question to ensure we are eligible for an extension regardless of the completeness determination that is currently in process. As discussed in the meeting today, I am under the assumption that we have satisfied the June 30, 2010 deadline for an extension request by our initial submittal on June 11, 2010. Even if there the application is determined to be incomplete by the July 11 deadline, we continue to have the ability to apply for the extension. Please confirm or revise my understanding on this item.

Thank you,

Rhys Konrad

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**From:** [Soppe, Tom](#)  
**To:** [Pelz, Zach;](#)  
**Subject:** My comments in orange  
**Date:** Friday, July 02, 2010 3:02:04 PM  
**Attachments:** [incompl-MISC-10-14- Tom notes.doc](#)

---

Nice very thorough letter. It continues to be a complicated project... my comments are in orange in this version.

Tom Soppe  
Associate Planner  
City of West Linn  
22500 Salamo Road  
West Linn, OR 97068  
ph. (503) 742-8660  
fax (503) 656-4106  
[tsoppe@westlinnoregon.gov](mailto:tsoppe@westlinnoregon.gov)

Tom Soppe, Associate Planner  
*Planning, #1521*

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## Memorandum

Date: June 29, 2010

To: Zach Pelz  
Planning Department

From: Khoi Le, PE  
Public Works – Engineering Division

Subject: Completeness Review

---

Project: Tannler West Development  
Project Number: PA-10-13

---

### TRAFFIC ANALYSIS

Provide traffic impact analysis and recommendations for the potential traffic generated from the potential development located on the opposite of Tannler Drive since traffic from this development can only make right turn due to the refuge island proposed by Tannler West Development.

All traffic reports shall be reviewed and approved by DKS Associates Transportation Solutions.

### STREET IMPROVEMENT

Provide 6' dedication instead of 5' dedication as shown on current site plan since the ultimate right of way for Tannler Drive is 72' wide.

Provide 17' pavement width instead of 15' as shown on current site plan.

Provide 8' sidewalk instead of 6' sidewalk as shown on current site plan since the development is located in the OGC zone.

### WATER

The project is located between two different water pressure zones: Bland Pressure Zone and Willamette Pressure Zone. The City Water Master Plan indicates both pressure zones are deficient under emergency conditions.

The developer shall require paying Murray & Smith Associates for the analysis making sure the increased demand will not make the current water system worsen.

**From:** [Perkins, Michael](#)  
**To:** [Zak, Teresa](#); [Jim Everett](#) ;  
**cc:** [Pelz, Zach](#);  
**Subject:** RE: Project review  
**Date:** Tuesday, June 29, 2010 3:13:29 PM

---

In looking through the documents and maps, it appears there is nothing changed with tree protection. All trees deemed significant are still significant unless any have declined in health, which would be the applicant's responsibility to inform us. It wouldn't affect the layout of the project though. If the land at the north end is turned over to the city, then we should include a condition that they turn it over free of invasive species, which would include extensive blackberry removal. Please feel free to contact me if you think I overlooked anything.

Michael Perkins, City Arborist/Park Development Coordinator  
Parks and Recreation, #1554

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**From:** Zak, Teresa  
**Sent:** Thursday, June 17, 2010 4:59 PM  
**To:** Jim Everett ; Perkins, Michael  
**Cc:** Pelz, Zach  
**Subject:** Project review

Another project for review [link to MISC-10-14](#), Zach Pelz is the planner at [zpeal@westlinnoregon.gov](mailto:zpeal@westlinnoregon.gov)

Please have comments to Zach by 7/2/2010.

Thank you.

Teresa Zak, Administrative Assistant  
Planning and Building, #1533

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**From:** [Pelz, Zach](#)  
**To:** [Planning;](#)  
**Subject:** Application of Building Height as defined in CDC 02.030  
**Date:** Tuesday, June 29, 2010 1:49:01 PM  
**Attachments:** [building height.pdf](#)

---

I wanted to make the rest of you aware that it appears our definition of “Building Height” as defined in CDC 2.030 is only applicable to single-family residences per Ord. 1538. As Tom and Peter correctly pointed out, Chapter 41 also may only be applied to single-family residences, as substantial modifications to the chapter were included in Ord. 1538.

In the absence of a method for calculating non-single family building height, we may use the definition adopted in the West Linn Building Code (attached).

Please let me know if you have questions. Thanks,

Zach

Zach Pelz, Special Projects Planner  
*Planning and Building, #1542*

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## CHAPTER 5

# GENERAL BUILDING HEIGHTS AND AREAS

### SECTION 501 GENERAL

**501.1 Scope.** The provisions of this chapter control the height and area of structures hereafter erected and additions to existing structures.

**(F) 501.2 Address Identification.** New and existing buildings shall be provided with approved address numbers or letters. Each character shall be a minimum 4 inches (102 mm) high and a minimum of 0.5 inch (12.7 mm) wide. They shall be installed on a contrasting background and be plainly visible from the street or road fronting the property. Where access is by means of a private road and the building address cannot be viewed from the public way, a monument, pole or other approved sign or means shall be used to identify the structure.

### SECTION 502 DEFINITIONS

**502.1 Definitions.** The following words and terms shall, for the purposes of this chapter and as used elsewhere in this code, have the meanings shown herein.

**AREA, BUILDING.** The area included within surrounding exterior walls (or exterior walls and fire walls) exclusive of vent shafts and courts. Areas of the building not provided with surrounding walls shall be included in the building area if such areas are included within the horizontal projection of the roof or floor above.

**BASEMENT.** A story that is not a story above grade plane (see "Story above grade plane" in Section 502).

The definition of "Basement" does not apply to the provisions of Section 1612 for flood loads (see "Basement" in Section 1612.2).

**EQUIPMENT PLATFORM.** An unoccupied, elevated platform used exclusively for mechanical systems or industrial process equipment, including the associated elevated walkways, stairs, alternating tread devices and ladders necessary to access the platform (see Section 505.5).

**GRADE PLANE.** A reference plane representing the average of finished ground level adjoining the building at exterior walls. Where the finished ground level slopes away from the exterior walls, the reference plane shall be established by the lowest points within the area between the building and the lot line or, where the lot line is more than 6 feet (1829 mm) from the building, between the building and a point 6 feet (1829 mm) from the building.

**HEIGHT, BUILDING.** The vertical distance from grade plane to the average height of the highest roof surface.

**MEZZANINE.** An intermediate level or levels between the floor and ceiling of any story and in accordance with Section 505.

### SECTION 503 GENERAL BUILDING HEIGHT AND AREA LIMITATIONS

**503.1 General.** The building height and area shall not exceed the limits specified in Table 503 based on the type of construction as determined by Section 602 and the occupancies as determined by Section 302 except as modified hereafter. Each portion of a building separated by one or more fire walls complying with Section 706 shall be considered to be a separate building.

**503.1.1 Special Industrial occupancies.** Buildings and structures designed to house special industrial processes that require large areas and unusual building heights to accommodate cranes or special machinery and equipment, including, among others, rolling mills, structural metal fabrication shops and foundries; or the production and distribution of electric, gas or steam power, shall be exempt from the building height and area limitations of Table 503.

**503.1.2 Buildings on same lot.** Two or more buildings on the same lot shall be regulated as separate buildings or shall be considered as portions of one building if the building height of each building and the aggregate building area of the buildings are within the limitations of Table 503 as modified by Sections 504 and 506. The provisions of this code applicable to the aggregate building shall be applicable to each building.

**503.1.3 Type I construction.** Buildings of Type I construction permitted to be of unlimited tabular building heights and areas are not subject to the special requirements that allow unlimited area buildings in Section 507 or unlimited building height in Sections 503.1.1 and 504.3 or increased building heights and areas for other types of construction.

### SECTION 504 BUILDING HEIGHT

**504.1 General.** The building height permitted by Table 503 shall be increased in accordance with this section.

**Exception:** The building height of one-story aircraft hangars, aircraft paint bangers and buildings used for the manufacturing of aircraft shall not be limited if the building is provided with an automatic fire extinguishing system in accordance with Chapter 9 and is entirely surrounded by public ways or yards not less in width than one and one-half times the building height.

**SECTION 501  
GENERAL**

**501.1 Scope.** The provisions of this chapter control the height and area of structures hereafter erected and additions to existing structures.

Chapter 5 is applicable to all new structures and existing structures that are to be enlarged. Allowable height and area are evaluated on the basis of use classification, type of construction, location on the property relative to lot lines and other structures and the presence of an automatic sprinkler system.

In the case of additions to existing buildings, the designer or plan reviewer must evaluate the entire building, with the addition, as if it were a new structure, for purposes of determining allowable area and height. For instance, if an existing Type IIB building is to have an addition, the aggregate area of the new building (existing plus the addition) must be within the limits established by Table 503 for the allowable area and height of a Type IIB building, taking into account area and height modification for open frontage and sprinklers.

If the aggregate area of the existing building and the addition exceeds the allowable area for Type IIB construction in Table 503, the addition is not permitted unless something is done to solve the allowable area problem. The solution could either be adding sprinklers to the building to get an allowable area increase in accordance with Section 506.3, providing a fire wall between the addition and the existing building or creating two buildings in accordance with Section 503.1. If a fire wall is used, the designer must check the allowable area of the existing building again because the perimeter conditions have changed. Specifically, if the allowable area of the existing building results from an increase due to open frontage (see Section 506.2), then the following question must be answered: With the reduced open perimeter (there is no longer an open perimeter where the fire wall and adjacent building will be located), does the existing building exceed the area limitations of Table 503 based on its use and construction type? If so, another solution must be found.

**501.2 Premises Identification.** Approved numbers or addresses shall be provided for new buildings in such a position as to be clearly visible and legible from the street or roadway fronting the property. Letters or numbers shall be a minimum 3 inches (76 mm) in height and stroke of minimum 0.5 inch (12.7 mm) of a contrasting color to the background itself.

Address numbers are critical for emergency responders, such as the fire department and ambulance companies. The size and color criteria are intended to aid visibility from the street.

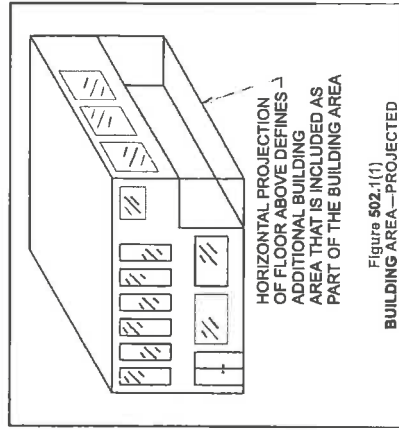
**SECTIONS 502  
DEFINITIONS**

**502.1 Definitions.** The following words and terms shall, for the purposes of this chapter and as used elsewhere in this code, have the meanings shown herein.

Definitions of terms can help in the understanding and application of the code requirements. The purpose for including these definitions within this chapter is to provide more convenient access to them without having to refer back to Chapter 2. For convenience, these terms are also listed in Chapter 2 with a cross reference to this section.

**AREA, BUILDING.** The area included within surrounding exterior walls (or exterior walls and fire walls) exclusive of vent shafts and courts. Areas of the building not provided with surrounding walls shall be included in the building area if such areas are included within the horizontal projection of the roof or floor above.

Allowable building areas (as established by the provisions of Chapter 5 and Table 503) are a function of the potential fire hazard and the level of fire endurance of the building's structural elements, as defined by the types of construction in Chapter 6. A building area is the "footprint" of the building; that is, the area measured within the perimeter formed by the inside surface of the exterior walls, which excludes spaces that are inside this perimeter and open to the outside atmosphere at the top, such as open shafts and courts (see Section 1206). When a portion of the building has no exterior walls, the area regulated by Chapter 5 is defined by the projection of the roof or floor above (see Figure 502.1(1)). The roof overhang on portions of a building where there are exterior enclosure walls does not add to the building area because the area is defined by exterior walls.



**BASEMENT.** That portion of a building that is partly or completely below grade plane (See "Story above grade plane" in Section 502). A basement shall be considered as a story above grade plane where the finished surface of the floor above the basement is:

1. More than 6 feet (1829 mm) above grade plane;
2. More than 6 feet (1829 mm) above the finished ground level for more than 50 percent of the total building perimeter; or
3. More than 12 feet (3658 mm) above the finished ground level at any point.

This definition parallels that of "Story above grade plane" (see Chapter 2). The determination of whether a basement meets the definition of "Story above grade plane" is important because it contributes to the height of a building in regard to Table 503 and the total allowable area of the building in accordance with Sections 503.1.1 and 503.3. Every story with the finished floor entirely above grade (finished ground level) is a story above grade. In addition, three specific criteria in the definition establish the threshold at which a basement extends far enough above ground to contribute to the regulated height of the building in number of stories. Figure 502.1(2) describes the application of these criteria.

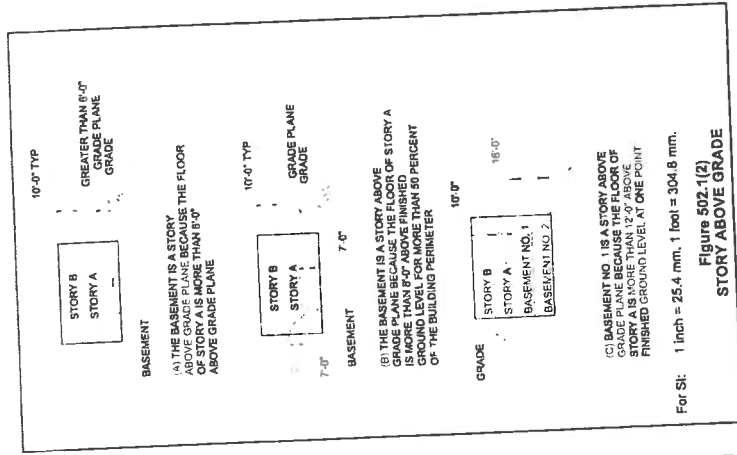
**GRADE PLANE.** A reference plane representing the average of finished ground level adjoining the building at exterior walls. Where the finished ground level slopes away from the exterior walls, the reference plane shall be established by the lowest points within the area between the building and the lot line or where the lot line is more than 6 feet (1829 mm) from the building, between the building and a point 6 feet (1829 mm) from the building.

This term is used in the definitions of "Basement" and "Story above grade plane." It is critical in determining the height of a building and the number of stories above grade, which are regulated by this chapter. Since the finished ground surface adjacent to the building may vary (depending on site conditions), the mean average taken at various points around the building constitutes the grade plane. One method of determining the grade plane elevation is illustrated in Figure 502.1(3), where the ground slopes uniformly along the length of each exterior wall.

Situations may arise where the ground adjacent to the building slopes away from the building because of the site or landscaping considerations. In this case, the lowest finished ground level at any point between the building's exterior wall and a point 6 feet (1829 mm) from the building (or the lot line, if closer than 6 feet (1829 mm)) comes under consideration. These points are used to determine the elevation of the grade plane as illustrated in Figures 502.1(4) and 502.1(5).

In the context of the code, the term "grade" means the finished ground level at the exterior walls. While the grade plane is a hypothetical horizontal plane derived as indicated above, the grade is that which actually ex-

FIGURE 502.1(2)



ists or is intended to exist at the completion of site work. The only situation where the grade plane and the grade are identical is when the site is perfectly level for a distance of 6 feet (1829 mm) from all exterior walls.

**HEIGHT, BUILDING.** The vertical distance from grade plane to the average height of the highest roof surface.

This definition establishes the two points of measurement that determine the height of a building in feet. This measurement is used to determine compliance with the building height limitations of Section 503.1 and Table 503, as well as other sections of the code where the height of the building is a factor in the requirements (for example, see Section 1406.2.2).

The lower point of measurement is the grade plane (see the definition of "Grade plane" above). The upper point of measurement is the roof surface of the building, with consideration given to sloped roofs (such as a hip or gable roof). In the case of sloped roofs, the average



FIGURE 502.1(3) - FIGURE 502.1(4)

height would be used as the upper point of measurement, rather than the eave line or the ridge line. The average height of the roof is the mid-height between the roof eave and the roof ridge, regardless of the shape of the roof.

This definition also indicates that building height is measured to the highest roof surface. In the case of a building with multiple roof levels, the highest of the various roof levels must be used to determine the building height. If the highest of the various roof levels is a sloped roof, then the average height of that sloped roof must be used. The average height of multiple roof levels is not to be used to determine the building height.

A penthouse is not intended to affect the measure-

ment of building height. By definition, a "Penthouse" is a structure that is built above the roof of a building (see Section 1502.1).

The distance that a building extends above ground also determines the relative hazards of that building. Simply stated, a taller building presents relatively greater safety hazards than a shorter building for several reasons, including fire service access and time for occupant egress. The code specifically defines how building height is measured to enable various code requirements, such as type of construction and fire suppression, to be consistent with those relative hazards. (see Figure 502.1(6) for the computation of building height in terms of feet and stories).

GENERAL BUILDING HEIGHTS AND AREAS

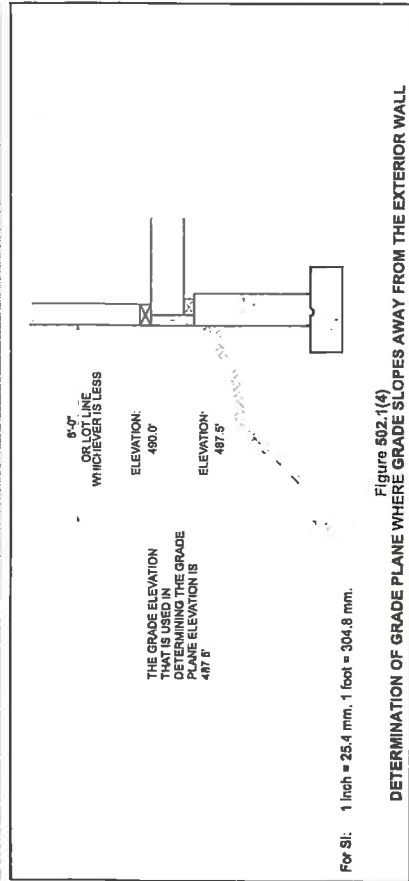
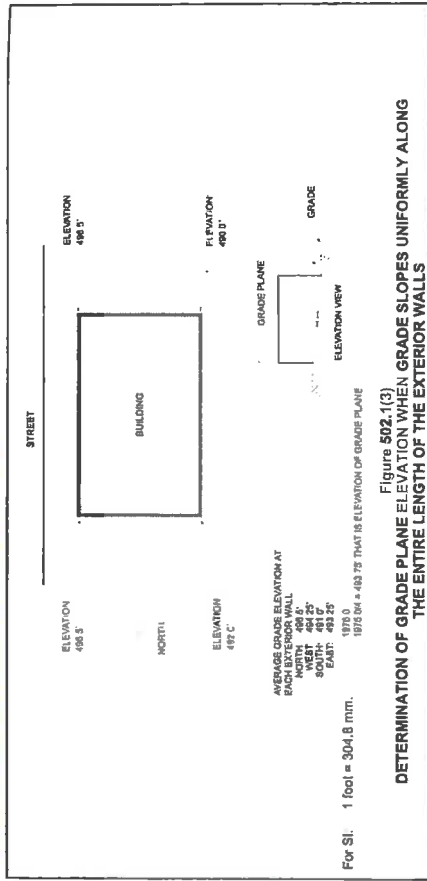
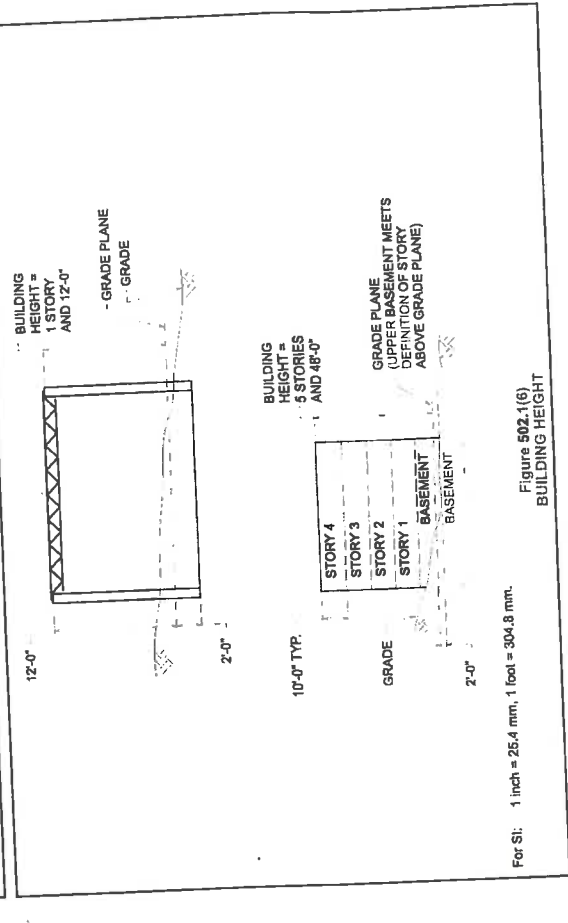
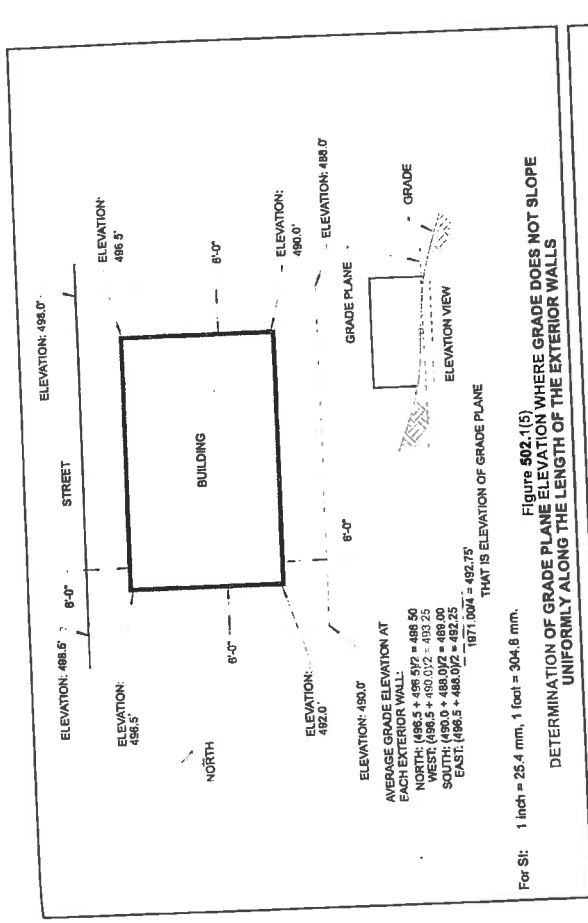


FIGURE 502.1(5) - FIGURE 502.1(6)

GENERAL BUILDING HEIGHTS AND AREAS





**From:** [Rhys Konrad](#)  
**To:** [Pelz, Zach;](#)  
**Subject:** [BULK] RE: Tannler West Extension MISC-10-14  
**Date:** Monday, June 28, 2010 4:12:16 PM  
**Attachments:** [imagea35ba9.gif@c4c7c9a0.775b46e8](#)

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Thank you Zach. As additional information becomes available, please do not hesitate to contact me. I too shared your initial thoughts on the applicability/ appropriateness of the ordinance and revised code language relative to building height (ie. single-family specific and silent/non appropriate to commercial structures). I will review the ordinance more specifically and let you know if I have any more comments. Also, I will share the meeting summary with our group and get you any comments.

Rhys

---

**From:** Pelz, Zach [mailto:[zpelz@westlinnoregon.gov](mailto:zpelz@westlinnoregon.gov)]  
**Sent:** Monday, June 28, 2010 2:24 PM  
**To:** Rhys Konrad  
**Subject:** RE: Tannler West Extension MISC-10-14

Rhys,

Attached is the summary discussion from our June 24, 2010 meeting regarding Planning file MISC-10-14. Please review and send comments or additions you deem necessary. We have confirmed our original understanding of the eligibility requirements with the City's legal counsel in that your project is eligible because a good faith effort was made to submit the required materials prior to June 30, 2010. The City's deadline for issuance of a formal completeness determination remains July 11, 2010 and the applicant will then have 180 days from the issuance of that determination to make the application complete.

A copy of Ord. 1538 is attached per your request. Upon reviewing this ordinance I now have more questions for our legal counsel; particularly, the focus on single-family residential design guidelines incorporated throughout these legislative amendments. I will keep you posted on the City's determination.

Finally, I have confirmed with the Planning Director that in addition to changes in CDC requirements since the original submittal, the application is also subject to errors, misrepresentations, omissions and other items mentioned in 99.325.1,2 and 3.

Please let me know of any additional questions or comments you may have regarding this application.

Thank you,



Zach Pelz, AICP  
[zpelz@westlinnoregon.gov](mailto:zpelz@westlinnoregon.gov)  
Special Projects Planner  
22500 Salamo Rd.  
West Linn, OR, 97068  
P: (503) 723-2542  
F: (503) 656-4106  
Web: [westlinnoregon.gov](http://westlinnoregon.gov)

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---

**From:** Rhys Konrad [mailto:RKonrad@grpmack.com]  
**Sent:** Thursday, June 24, 2010 4:38 PM  
**To:** Pelz, Zach  
**Cc:** Robinson, Michael C. (Perkins Coie); pprice@peerlessgolfinc.com; Brent Ahrend  
**Subject:** Tannler West Extension

Zach, thank you again for meeting with us today. Just to be completely clear I wanted to confirm the timing question to ensure we are eligible for an extension regardless of the completeness determination that is currently in process. As discussed in the meeting today, I am under the assumption that we have satisfied the June 30, 2010 deadline for an extension request by our initial submittal on June 11, 2010. Even if there the application is determined to be incomplete by the July 11 deadline, we continue to have the ability to apply for the extension. Please confirm or revise my understanding on this item.

Thank you,

Rhys Konrad

**GROUP**  
**MACKENZIE**

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---

**From:** [Pelz, Zach](#)  
**To:** ["Rhys Konrad";](#)  
**Subject:** RE: Tannler West Extension MISC-10-14  
**Date:** Monday, June 28, 2010 2:24:00 PM  
**Attachments:** [summary of pre-completeness determination June 24 2010.pdf](#)  
[Ord.1538.pdf](#)

---

Rhys,

Attached is the summary discussion from our June 24, 2010 meeting regarding Planning file MISC-10-14. Please review and send comments or additions you deem necessary. We have confirmed our original understanding of the eligibility requirements with the City's legal counsel in that your project is eligible because a good faith effort was made to submit the required materials prior to June 30, 2010. The City's deadline for issuance of a formal completeness determination remains July 11, 2010 and the applicant will then have 180 days from the issuance of that determination to make the application complete.

A copy of Ord. 1538 is attached per your request. Upon reviewing this ordinance I now have more questions for our legal counsel; particularly, the focus on single-family residential design guidelines incorporated throughout these legislative amendments. I will keep you posted on the City's determination.

Finally, I have confirmed with the Planning Director that in addition to changes in CDC requirements since the original submittal, the application is also subject to errors, misrepresentations, omissions and other items mentioned in 99.325.1,2 and 3.

Please let me know of any additional questions or comments you may have regarding this application.

Thank you,

---

**From:** Rhys Konrad [mailto:RKonrad@grpmack.com]  
**Sent:** Thursday, June 24, 2010 4:38 PM  
**To:** Pelz, Zach  
**Cc:** Robinson, Michael C. (Perkins Coie); pprice@peerlessgolfinc.com; Brent Ahrend  
**Subject:** Tannler West Extension

Zach, thank you again for meeting with us today. Just to be completely clear I wanted to confirm the timing question to ensure we are eligible for an extension

regardless of the completeness determination that is currently in process. As discussed in the meeting today, I am under the assumption that we have satisfied the June 30, 2010 deadline for an extension request by our initial submittal on June 11, 2010. Even if there the application is determined to be incomplete by the July 11 deadline, we continue to have the ability to apply for the extension. Please confirm or revise my understanding on this item.

Thank you,

Rhys Konrad

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## Memorandum

Date: July 28, 2010  
To: Rhys Konrad, LEED AP (Group Mackenzie); Brent Ahrend, P.E. (Group Mackenzie); Paul Price (Parker Development); Mike Robinson (Perkins Coie); Khoi Le, P.E. (City of West Linn); Tom Soppe (City of West Linn)  
From: Zach Pelz, AICP (City of West Linn)  
Subject: Summary of pre-completeness determination meeting of June 24, 2010

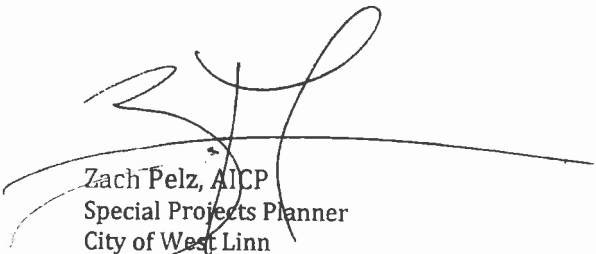
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The following is a summary of the meeting discussion of June 24, 2010 regarding extension application MISC-10-14 of a previously approved Willamette 205 Corporate Center Phase II. The meeting was held at 2:00 p.m. at West Linn City Hall with all recipients of this memo present except the Applicant's attorney, Mike Robinson, who participated via telephone.

1. Rhys Konrad explained that the purpose of the meeting was to introduce and review the Project's history and details to new City staff assigned to the project since the original approval; gain insight into the City's interpretation of the newly adopted extension section of the West Linn Community Development Code (CDC); discuss preliminary incompleteness items identified by staff to date; and, discuss the anticipated project timeline.
2. Zach Pelz explained that as he currently read it, 99.325 (CDC section pertaining to extension of approved land use applications) grants eligibility to those extension applications which were submitted prior to the June 30, 2010, deadline and which made a good faith effort to respond to the submittal requirements of the applicable review chapter(s); in this case CDC Chapter 55, Design Review. Zach went on to say that his understanding of this extension language was developed through brief but recent communications with the City's Planning Director and that additional clarification of this language was required prior to a determination of certainty on the issue of eligibility.
3. Prior to listing items of concern that staff had identified to date, Zach explained that the City was not legally bound to present the applicant with a formal list of incompleteness items until July 11, 2010 (expiration of 30-day completeness review period). Zach stated that in the interest of maintaining an open dialogue for the benefit of the City, staff felt that it was in everyone's best interest to express concerns identified to date.
4. Zach reviewed submittal criteria from the CDC which had changed since the applicant's original submittal on June 30, 2006:
  - a. Chapter 41 Structures on steep lots, exceptions: entire chapter introduced since original submittal, establishes max. building height of 45-feet on property where there is a vertical distance of 10-feet or more between the highest and lowest grades.
    - i. Applicant agreed that this would impact project and asked Zach to review the applicability of this section.
  - b. Chapter 46 Off-street parking, loading and reservoir areas:

- i. 46.050.A: new section allowing joint use parking arrangement between adjacent complimentary uses.
    - ii. 46.070.B.1, 3, 5: location of required off-street parking spaces, shared parking, accessible parking.
    - iii. 46.150.B: accessible parking requirements.
  - c. 52.104.A.2.c: sign plan specifications and detail.
  - d. 55.070.E: Submittal of all exterior building materials and colors.
    - i. Rhys explained that he believed the applicant had submitted this information during the original Design Review application. Zach said he would look in the Planning file for this information.
  - e. 55.100.I: Availability of adequate public facilities...1. contribution of costs toward mitigation or off-site improvements.
  - f. 55.125: Traffic Impact Analysis
  - g. 96.010A.1-5: Withholding of building permits until agreement to construct street improvements; waiver of street improvements; fees in-lieu of improvements.
5. Zach then highlighted other requirements that the group should be aware of:
  - a. CDC indicates that the Traffic Impact Analysis (TIA) should be commissioned by the City and paid for by the applicant. Original TIA completed by Applicant's consultant. Zach would review this with City staff for a formal determination.
  - b. Property adjacent Applicant project east of Tannler Dr. recently underwent a lot line adjustment which will introduce traffic directly into area of proposed Tannler mitigation. Zach said that a new TIA will be required to evaluate the impact from this new situation. Brent Ahrend stated that it was the City's responsibility to review approved land uses in the vicinity prior to approving the lot line adjustment.
    - i. Mike Robinson asked Paul Price if the applicant ever received notice from the City during the lot line adjustment. Paul Price did not recall receiving such a notice.
6. Applicant group expressed general surprise over the list of items identified by staff to date. Rhys and other members of the Applicant group explained that their understanding of the project scope as it applied to the extension process involved only those relevant sections of the CDC which had changed since the original submittal and not errors, omissions, or misrepresentations during the initial approval process.
7. Khoi Le mentioned that he did not see a water pressure analysis in the submittal materials. Rhys said they would send one shortly.
8. Khoi also mentioned that he did not see the Applicant's required street lighting plan included in the submittal materials.
9. Zach explained that staff is still becoming familiarized with the extension process and that the Project's high profile location and historical opposition warrant careful review.
10. Rhys thanked the meeting participants for attending and closed the meeting.





Zach Pelz, AICP  
Special Projects Planner  
City of West Linn  
22500 Salamo Rd.  
West Linn, OR 97068  
  
(503) 656-4211  
zpelz@westlinnoregon.gov

**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 on behalf of the application to date. New issues, requirements, etc. could emerge as the application is developed.

**ORDINANCE NO. 1538  
WEST LINN, OREGON**

**AN ORDINANCE AMENDING THE WEST LINN COMMUNITY DEVELOPMENT CODE  
TO ESTABLISH DESIGN STANDARDS FOR SINGLE-FAMILY RESIDENCES**

**WHEREAS**, there is a trend to larger single-family homes and although in many areas that trend has no ill effect, in other areas, particularly the older neighborhoods, the new homes are too big for their surroundings in that they dwarf adjacent homes resulting in loss of privacy, loss of views and a streetscape that is visually disrupted and discordant; and,

**WHEREAS**, the City became aware of the use of design standards by other cities as a tool to make new homes and large scale remodels architecturally sympathetic with adjacent existing homes; and,

**WHEREAS**, a recent survey showed that 65 percent of West Linn respondents favor design review for single-family homes; and,

**WHEREAS**, the City held dozens of public hearings and work sessions over the past three years with various constituency groups considering a diverse and extensive range of standards before the final set of standards emerged; and,


**WHEREAS**, the City provided legislative notice pursuant to CDC Section 98.070, and also provided notice to all property owners required by ORS 197.047 ("Measure 56 notice"); and,

**WHEREAS**, the West Linn Planning Commission conducted a public hearing on January 26, 2006 and recommended that the amendments be adopted by the City Council and incorporated into the West Linn Community Development Code; and,


**WHEREAS**, the City Council held public hearings on February 27, 2006 and April 24, 2006, and hereby adopts the findings of fact and conclusions in the record justifying its decision;

**NOW, THEREFORE, THE CITY OF WEST LINN ORDAINS AMENDMENTS TO THE WEST LINN COMMUNITY DEVELOPMENT CODE AS FOLLOWS** (additions are underlined and in bold, deletions are struck out):

PASSED AND APPROVED THIS 12<sup>th</sup> DAY OF JUNE 2006.

  
\_\_\_\_\_  
NORMAN B. KING, MAYOR

ATTEST:

  
\_\_\_\_\_  
Witness

APPROVED AS TO FORM:

  
\_\_\_\_\_  
City Attorney

# SINGLE-FAMILY DESIGN STANDARDS PROPOSED CODE CHANGES

**Additions are underlined and in bold text, deletions are in bracketed and crossed out**

## 25.015      **APPLICABILITY**

The provisions of this chapter shall apply to all properties and structures within the Willamette Historic District boundary as depicted on the map referenced in section 25.030. The single-family residential design standards that apply to homes elsewhere in West Linn shall not apply to homes within the historic district.

- 26.020      C. The single family residential design standards that apply to homes elsewhere in West Linn shall not apply to historic landmark structures identified in section 26.020(A). Setbacks and lot coverage standards of the underlying zone shall, however, apply. The standards will apply to both infill development and homes within new subdivisions.

## 02.000      DEFINITIONS

### 02.030      SPECIFIC WORDS AND TERMS

**Building height.** The vertical distance above a reference datum measured to the highest point of the coping of a flat roof or to the deck line of a mansard roof or to the ~~{average height of the-}~~ highest gable, ridgeline, or peak of a pitched or hipped roof. (Cupolas, towers etc are not used as the high point per CDC Chapter 40.) The reference datum shall be selected by either of the following; whichever yields a greater height of building:

~~The elevation of the highest adjoining sidewalk or ground surface within a five-foot horizontal distance of the exterior wall of the building when such sidewalk or ground surface is not more than 10 feet above lowest grade; or an elevation 10 feet higher than the lowest grade when the sidewalk or ground surface described above is more than 10 feet above lowest grade.~~  
~~The height of a stepped or terraced building is the maximum height of any segment of the building.~~

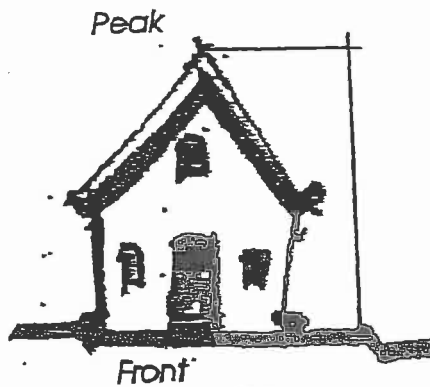
1. For relatively flat sites where there is less than a 10 foot difference in grade between the front and rear of the house, the height of the house shall be measured from grade five feet out from the exterior wall at the front of the house; or,

2. For steeper lots where there is more than a ten-foot difference in grade between the front and rear of the house, the height of the house is measured from grade at a point five feet out from the exterior wall on the lowest side (front or rear) of the house. One then measures vertically to the peak or ridgeline of the roof to determine the height.

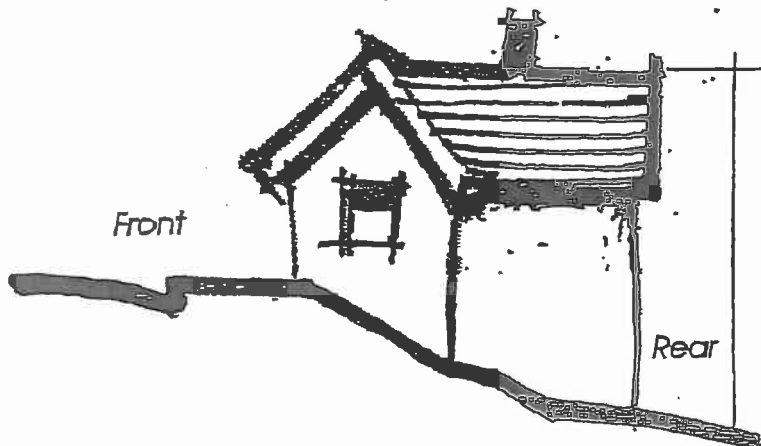
~~The elevation of the lowest grade five feet from the exterior wall of the building if there is more than a 10 foot differential between the front and rear elevation of the building.~~

3. Homes on cross slopes or side slopes are measured at either the front or rear of the house using methods described in (1) and (2) above only. Even if the cross slope creates a tall elevation on the side; the method of determining height is not modified.

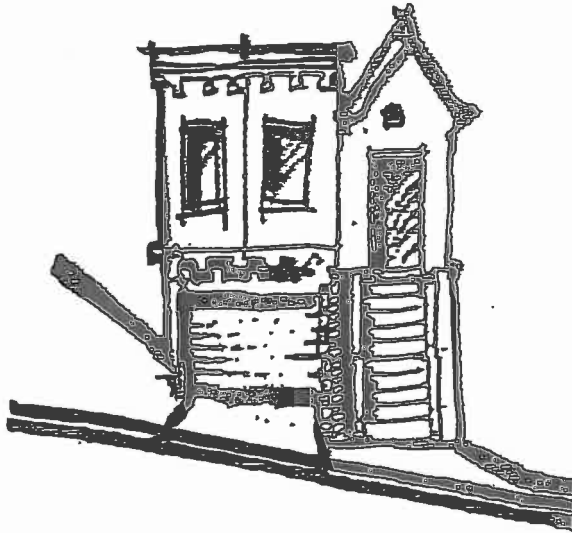
Also see CDC Section 41.020, HEIGHT EXCEPTIONS.



Height of home on relatively flat lot is measured from grade at front of house to peak of roof.



Height of home on steep lots where there is more than a ten foot difference in elevation between the front and rear of the house, is measured from grade at a point five feet out from the front or rear exterior wall on the lowest side of the house to the peak of the house.

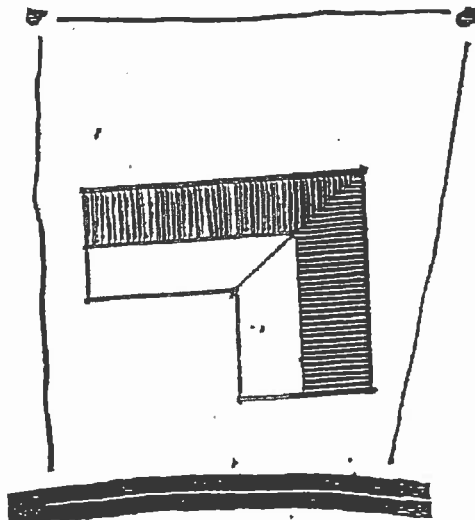


Height of home with a cross slope are still measured at either the front or rear by methods described in (1) or (2) above.

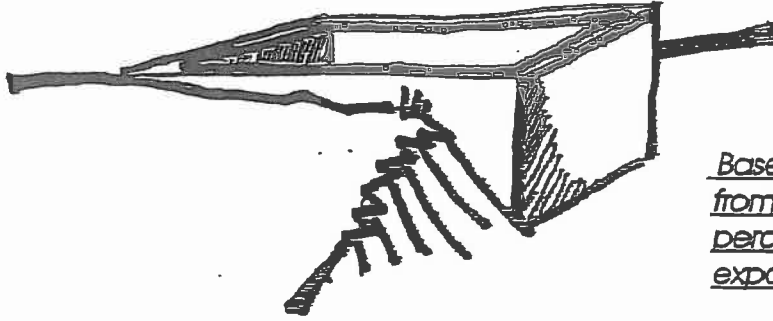
Floor Area Ratio (FAR). The FAR is that percentage of the total lot size that can be built as habitable space. A FAR of .45 means that the square footage of the lot is multiplied by .45 to yield the total habitable square footage of the house including accessory dwelling units. For example, on a 10,000 square foot lot, an FAR of .45 will allow a 4,500 square foot house (10,000 X .45 = 4,500).

The FAR does not include or apply to attached garages. The FAR does not apply to detached garages, accessory dwelling units and accessory structures except that these detached structures may not individually exceed the height or square footage of the principal dwelling.

The FAR does not include basement areas that average less than 50% of the basement perimeter exposed above grade. Uninhabitable space such as crawl spaces, attics, and spaces designed under the Flood Management Area Permit program to allow the passage of floodwaters are also exempt.

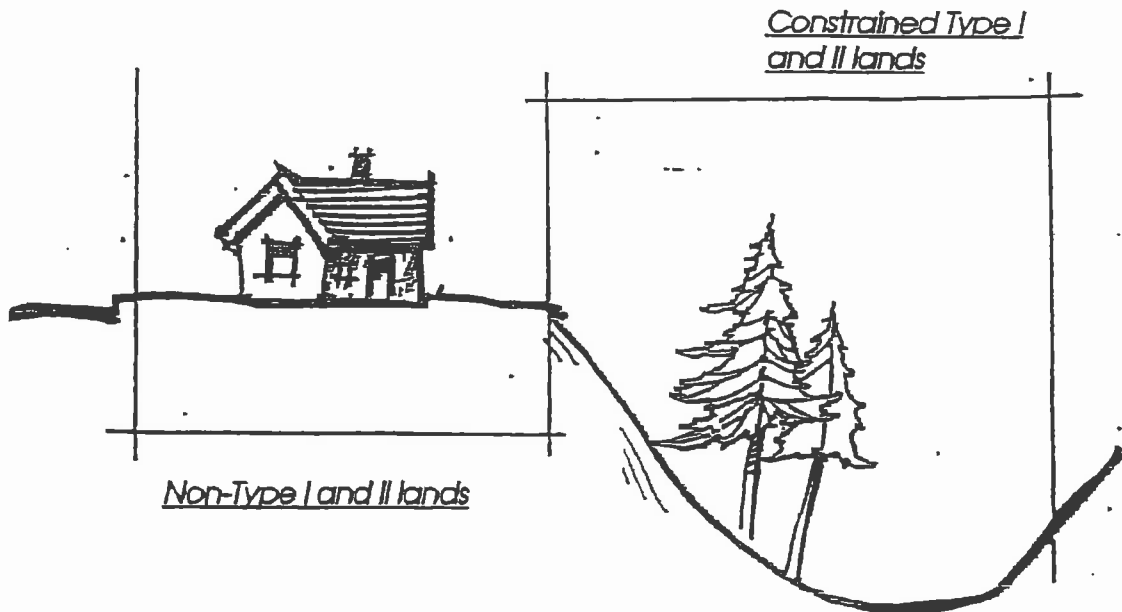


FAR applied to a 10,000 square foot lot yields a 4,500 square foot house. The bigger the lot, the bigger the house. FAR excludes attached garage, detached garages and accessory structures, uninhabitable spaces, basements predominantly below grade, spaces required to meet Flood Management Permit standards. Accessory structures cannot exceed the height or square footage of the principal dwelling.



Basements are exempt from FAR if less than 50 percent of basement is exposed above grade.

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.



Type I and II lands are excluded from FAR calculations. But the property owner is guaranteed at least a FAR of .3 (30%) for the total site including type I and II lands.



08.000 SINGLE-FAMILY RESIDENTIAL DETACHED, R-40  
08.070 DIMENSIONAL REQUIREMENTS, USES PERMITTED  
OUTRIGHT, AND USES PERMITTED UNDER PRESCRIBED  
CONDITIONS

6. The maximum building height shall be [~~two and one half stories or~~] 40 feet, except for steeply sloped lots in which case the provisions of Chapter 41.000 shall apply.
9. The floor area ratio 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.
10. The sidewall provisions of CDC Chapter 43 shall apply

09.000 SINGLE-FAMILY RESIDENTIAL DETACHED, R-20  
09.070 DIMENSIONAL REQUIREMENTS, USES PERMITTED  
OUTRIGHT, AND USES PERMITTED UNDER PRESCRIBED  
CONDITIONS

6. The maximum building height shall be [~~two and one half stories or~~] 40 feet, except for steeply sloped lots in which case the provisions of Chapter 41.000 shall apply.
9. The floor area ratio 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.
10. The sidewall provisions of CDC Chapter 43 shall apply

10.000 SINGLE-FAMILY RESIDENTIAL DETACHED, R-15

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

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10. The sidewall provisions of CDC Chapter 43 shall apply

11.000 SINGLE-FAMILY RESIDENTIAL DETACHED, R-10

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

6. The maximum building height shall be [~~two and one-half stories or~~] 35 feet, except for steeply sloped lots in which case the provisions of Chapter 41.000 shall apply.
9. The floor area ratio 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.
10. The sidewall provisions of CDC Chapter 43 shall apply

12.000 SINGLE-FAMILY RESIDENTIAL DETACHED AND ATTACHED, R-7  
12.070 DIMENSIONAL REQUIREMENTS, USES PERMITTED  
OUTRIGHT, AND USES PERMITTED UNDER PRESCRIBED  
CONDITIONS

6. The maximum building height shall be [~~two and one-half stories or~~] 35 feet, except for steeply sloped lots in which case the provisions of Chapter 41.000 shall apply.
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10. **The sidewall provisions of CDC Chapter 43 shall apply**

13.000 SINGLE-FAMILY RESIDENTIAL DETACHED AND  
ATTACHED/DUPLEX, R-5  
13.070 DIMENSIONAL REQUIREMENTS, USES PERMITTED  
OUTRIGHT, AND USES PERMITTED UNDER PRESCRIBED  
CONDITIONS

6. The maximum building height shall be [~~two and one-half stories or~~] 35 feet, except for steeply sloped lots in which case the provisions of Chapter 41.000 shall apply.
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10. **The sidewall provisions of CDC Chapter 43 shall apply**

14.000 SINGLE-FAMILY RESIDENTIAL DETACHED AND ATTACHED/DUPLEX, R-4.5

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

6. The maximum building height shall be [~~two and one-half stories or~~] 35 feet, except for steeply sloped lots in which case the provisions of Section 41.000 shall apply.
9. The floor area ratio 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.
10. The sidewall provisions of CDC Chapter 43 shall apply

15.000 SINGLE-FAMILY/MULTIPLE-FAMILY RESIDENTIAL, R-3

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

5. The maximum building height shall be [~~two and one-half stories or~~] 35 feet for an attached or detached single-family unit, duplex unit, or multi-family unit, except for steeply sloped lots when the provisions of [~~Section 40.030~~] Chapter 41.000 shall apply.
7. 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.
8. The sidewall provisions of CDC Chapter 43 shall apply

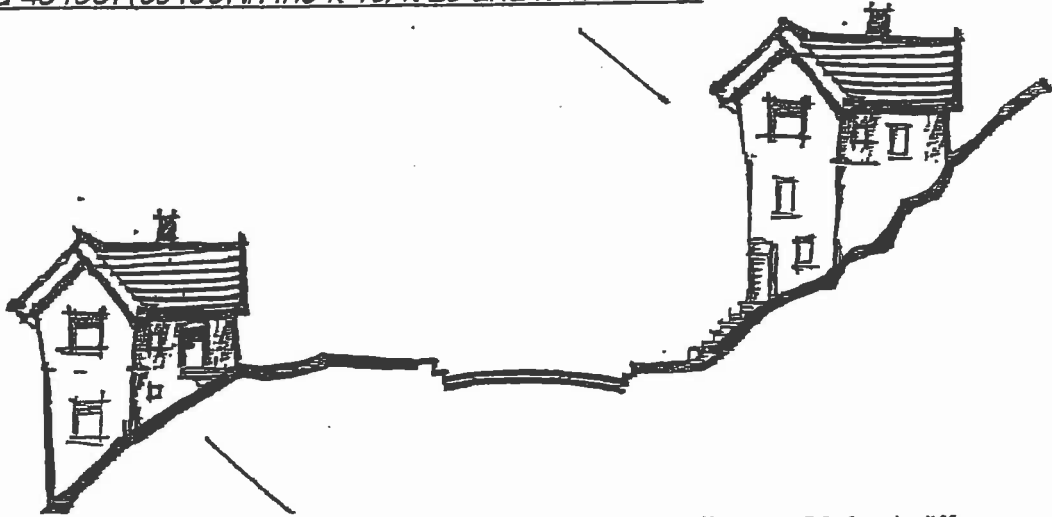
16.000 SINGLE-FAMILY/MULTIPLE-FAMILY RESIDENTIAL, R-2.1  
16.070 DIMENSIONAL REQUIREMENTS, USES PERMITTED  
OUTRIGHT, AND USES PERMITTED UNDER PRESCRIBED  
CONDITIONS

6. The maximum building height shall be:
- a. ~~[-Two and one-half stories or-]~~ 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 ~~[-Section 40.030-]~~ Chapter 41 shall apply.
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.
9. The sidewall provisions of CDC Chapter 43 shall apply

41.000 STRUCTURES ON STEEP LOTS, EXCEPTIONS  
41.020 HEIGHT EXCEPTIONS

- A. If the ~~{average slope}~~ highest grade of a building site which fronts on the down slope side of the street is ~~[25 percent or]~~ greater than 10 feet above the lowest grade, as measured along the planes of the proposed structure, the total building height may not exceed ~~{3-1/2 stories or 35-}~~ 45 feet as measured from the lowest grade at a point five feet downhill from the rear of the building, provided the building height does not project more than ~~[-21-]~~ 24 feet above the average grade of the street. In the R-15, R-20 and R-40 zones the 45-foot height may be increased to 50 feet.
- B. If the ~~{average slope}~~ highest grade of a building site which fronts on the upslope side of the street is ~~[25 percent or]~~ greater than 10 feet above the lowest grade, as measured along the planes of the proposed structure, the total building height shall not exceed 45 feet ~~[-3-1/2 stories or 35 feet.]~~ In the R-15, R-20 and R-40 zones the 45-foot height may be increased to 50 feet.

Height of homes on uphill slopes where there is more than a 10 foot difference between the rear and front elevation is measured from point five feet downhill from the front of the house to the peak or dominant ridgeline and shall not exceed 45 feet (50 feet in the R-15, R-20 and R-40 zones).



Height of homes on downhill slopes where there is more than a 10 foot difference between the rear and front elevation is measured from point five feet downhill from the rear of the house to the peak or dominant ridgeline and shall not exceed 45 feet (50 feet in the R-15, R-20 and R-40 zones). Front house height cannot be more than 24 feet above average street grade.

43.000            SINGLE-FAMILY AND DUPLEX RESIDENTIAL SIDE-YARD TRANSITIONS

43.010            PURPOSE

New homes, both infill and in new subdivisions, particularly new homes around the perimeter of the new subdivision, need to be compatible with adjacent existing homes especially when the new house is bigger than the existing one. To this end, transitions shall be required to avoid a monolithic and overbearing sidewall.

43.020            APPLICABILITY

These provisions shall apply to all new home construction and remodels in West Linn except in the following areas:

- 1) The Willamette Historic District
- 2) Historic Landmark Structures

43.030            ADMINISTRATION

The Planning Director shall apply the standards of this chapter during the administrative review of building permits. No notice is

required. In the event that an individual or other party wants to appeal the Planning Director's decision relative to this chapter, they may appeal the decision to City Council within 14 days of the final decision per CDC 99.140 and 99.150. For the purpose of determining the date of the final decision it shall be the Planning Department's stamped approval date on the plans.

43.040

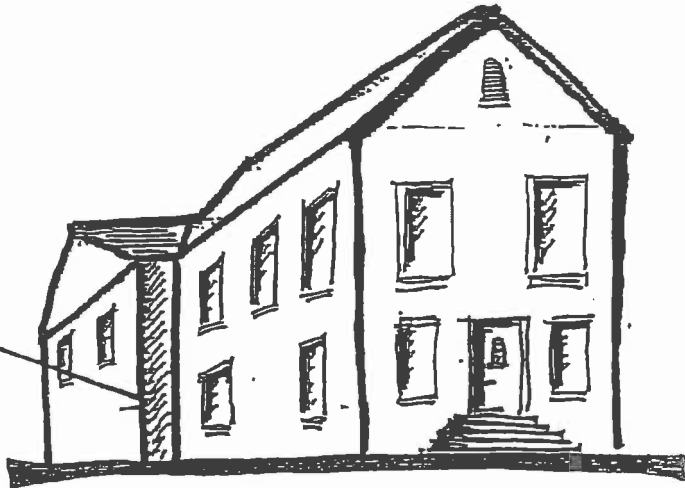
### GENERAL PROVISIONS

New house construction or remodels to the side wall of existing homes shall transition to homes on either side by one of two methods (A), (B) or satisfy one of the exemptions (C)(1-6) listed below.

- A. The side elevation of the house must be divided into smaller areas or planes to minimize the appearance of bulk when viewed from the neighboring properties or a side street. When the side elevation of the house is more than 700 square feet in area, the elevation must be divided into distinct planes of 700 square feet or less. For the purpose of this standard, a distinct plane is created when there is a recessed or projecting section of the structure, that projects or recedes at least two feet, for a length of at least six feet.

*Side elevation*

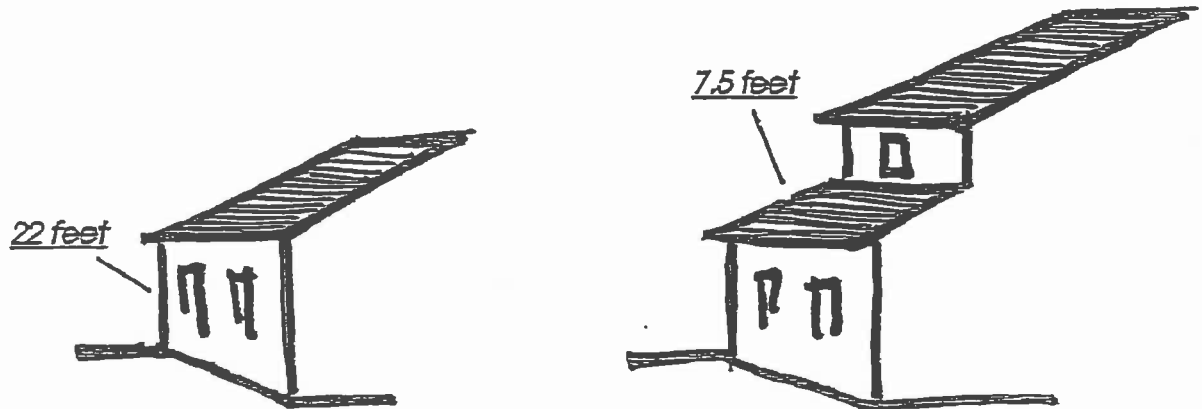
*Two-foot pop out*



700 square foot of vertical space on side elevation (any combination of height X width) requires a two-foot indentation or pop out



- B. The height of the sidewall shall not exceed 22 feet as measured from grade at the mid-point of the sidewall to the eaves. Sidewall can resume vertically after minimum 7.5' setback.**



Sidewalls less than 22 feet high to eaves from average grade are exempt from pop-out/indentation requirement. Sidewall can resume vertically if set back 7.5 feet.

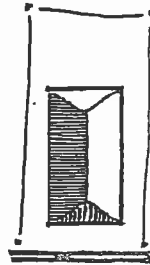
**C. Exemptions**

- 1. Exempt the side of homes that are built 20 feet or more from the side lot line.**
- 2. Exempt homes on steep lots where the peak of the roof would be no more than 24 feet above the average street grade.**
- 3. Exempt homes on narrow lots 50 feet wide or less shall be allowed a minimum side-to-side width of 30 feet for floors above the first floor. The 30-foot wide floor shall be able to accommodate a nine-foot floor-to-ceiling measurement on the second floor.**
- 4. Exempt homes whose side yards are contiguous to an open space, unbuildable area, or non-residentially zoned lands are exempt. (No exemption if adjacent to a park.)**
- 5. Exempt houses that have the gable end facing the side lot line are exempt.**
- 6. Replacement in kind of building materials on the sidewall of an existing house shall be exempt. For example, the replacement of siding would be exempt.**

EXEMPTIONS FROM SIDEWALL STANDARD



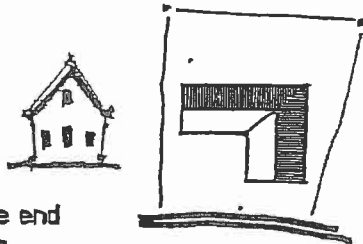
Homes on steep lots where the roof would be no more than 24' above average street grade



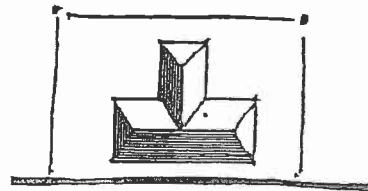
Homes on lots 50' wide or less can have second floor width of at least 30 feet.



Homes next to open space etc.



Homes with the gable end facing the side lot line.



Homes that are built 20' or more from side lot line

43.050

VARIANCE

In cases where the sidewall transitions and/or exemptions do not reasonably accommodate a house design, the applicant may apply for a Class II Variance under CDC Chapter 75.

J:\devreview\CDC-S\design-June 12- 2006

**From:** [Pelz, Zach](#)  
**To:** ["Rhys Konrad";](#)  
**Subject:** RE: Ordinance Request  
**Date:** Thursday, June 24, 2010 4:46:00 PM

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Yes. I'll send these with my response to your previous questions.

Thanks,

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**From:** Rhys Konrad [mailto:RKonrad@grpmack.com]  
**Sent:** Thursday, June 24, 2010 4:40 PM  
**To:** Pelz, Zach  
**Subject:** Ordinance Request

Hi Zach,

When you have a chance can you send me a pdf of two ordinances as they relate to 41.020.B (ord. 1276, ord.1538). Thank you!

Rhys

## GROUP MACKENZIE

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**From:** [Pelz, Zach](#)  
**To:** ["Rhys Konrad";](#)  
**cc:** [Robinson, Michael C. \(Perkins Coie\); pprice@peerlessgolfinc.com;](#)  
[Brent Ahrend;](#)  
**Subject:** RE: Tannler West Extension  
**Date:** Thursday, June 24, 2010 4:45:00 PM

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Rhys,

Thank you for the email and the opportunity to meet this afternoon. We are feverously reviewing that very section of the code (deadline for completeness for extension applications) as we speak. I'll have a definitive answer to you as soon as possible. Thank you for your patience as we familiarize ourselves with this process.

Zach

---

**From:** Rhys Konrad [mailto:RKonrad@grpmack.com]  
**Sent:** Thursday, June 24, 2010 4:38 PM  
**To:** Pelz, Zach  
**Cc:** Robinson, Michael C. (Perkins Coie); pprice@peerlessgolfinc.com; Brent Ahrend  
**Subject:** Tannler West Extension

Zach, thank you again for meeting with us today. Just to be completely clear I wanted to confirm the timing question to ensure we are eligible for an extension regardless of the completeness determination that is currently in process. As discussed in the meeting today, I am under the assumption that we have satisfied the June 30, 2010 deadline for an extension request by our initial submittal on June 11, 2010. Even if there the application is determined to be incomplete by the July 11 deadline, we continue to have the ability to apply for the extension. Please confirm or revise my understanding on this item.

Thank you,

Rhys Konrad

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**To:** Pelz, Zach  
**Subject:** RE: Tannler West Submittal Req's

Zach, I won't be attending, but It might be good to have Tom or Peter sit in on this one.

John Sonnen, Planning Director  
*Planning and Building, #1524*

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**From:** Pelz, Zach  
**Sent:** Thursday, June 17, 2010 8:35 AM  
**To:** 'Rhys Konrad'  
**Cc:** Sonnen, John  
**Subject:** RE: Tannler West Submittal Req's

Rhys,

Let's tentatively schedule the meeting for Wednesday, June 23 at 11:00am at West Linn City Hall. John is out of the office today and tomorrow but I'll apprise him of your request on Monday. I'll be sure to call with questions and I look forward to working with you on this project.

Zach

Zach Pelz, Special Projects Planner  
*Planning and Building, #1542*

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**From:** Rhys Konrad [mailto:RKonrad@grpmack.com]  
**Sent:** Wednesday, June 16, 2010 6:20 PM  
**To:** Pelz, Zach  
**Cc:** Soppe, Tom  
**Subject:** RE: Tannler West Submittal Req's



Zach,

As you may be coming up to speed on this project and reviewing our submittal for completeness, we would like to see if we could meet with you and possibly John Sonnen to ensure that we are meeting the application requirements and to confirm the limited nature of the approval criteria prior to the hearing. A tentative date that would work best is next Wednesday after 10:00, if available.

Please confirm and call me with any questions.

Rhys Konrad

---

**From:** Soppe, Tom [mailto:[tsoppe@westlinnoregon.gov](mailto:tsoppe@westlinnoregon.gov)]  
**Sent:** Tuesday, June 15, 2010 8:51 AM  
**To:** Rhys Konrad  
**Cc:** Pelz, Zach  
**Subject:** FW: Tannler West Submittal Req's

Rhys,

I have hear that you have submitted at this point. Due to the number of projects I'm handling, this and another new application are being transferred to planner Zach Pelz, who I am forwarding this to. I am sure he can get a hold of you in the near future if you still wish.

Thanks,

Tom Soppe  
Associate Planner  
City of West Linn  
22500 Salamo Road  
West Linn, OR 97068  
ph. (503) 742-8660  
fax (503) 656-4106  
[tsoppe@westlinnoregon.gov](mailto:tsoppe@westlinnoregon.gov)



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)

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---

**From:** Rhys Konrad [mailto:RKonrad@grpmack.com]  
**Sent:** Thursday, June 10, 2010 7:48 AM  
**To:** Soppe, Tom  
**Subject:** Tannler West Submittal Req's

Tom,

Please give me a call sometime today so that I can give you an update on our application, confirm submittal req's and give you a summary of our recent neighborhood meetings.

Thank you,

Rhys Konrad

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